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THE COAST GUARD AT WAR

ASSISTANCE

XIV

VOLUME I



PREPARED IN
PUBLIC RELATIONS DIVISION
HISTORICAL SECTION
OCTOBER 30, 1944

FIRST LIFE SAVING STATION, 1848. SPERMACITI COVE

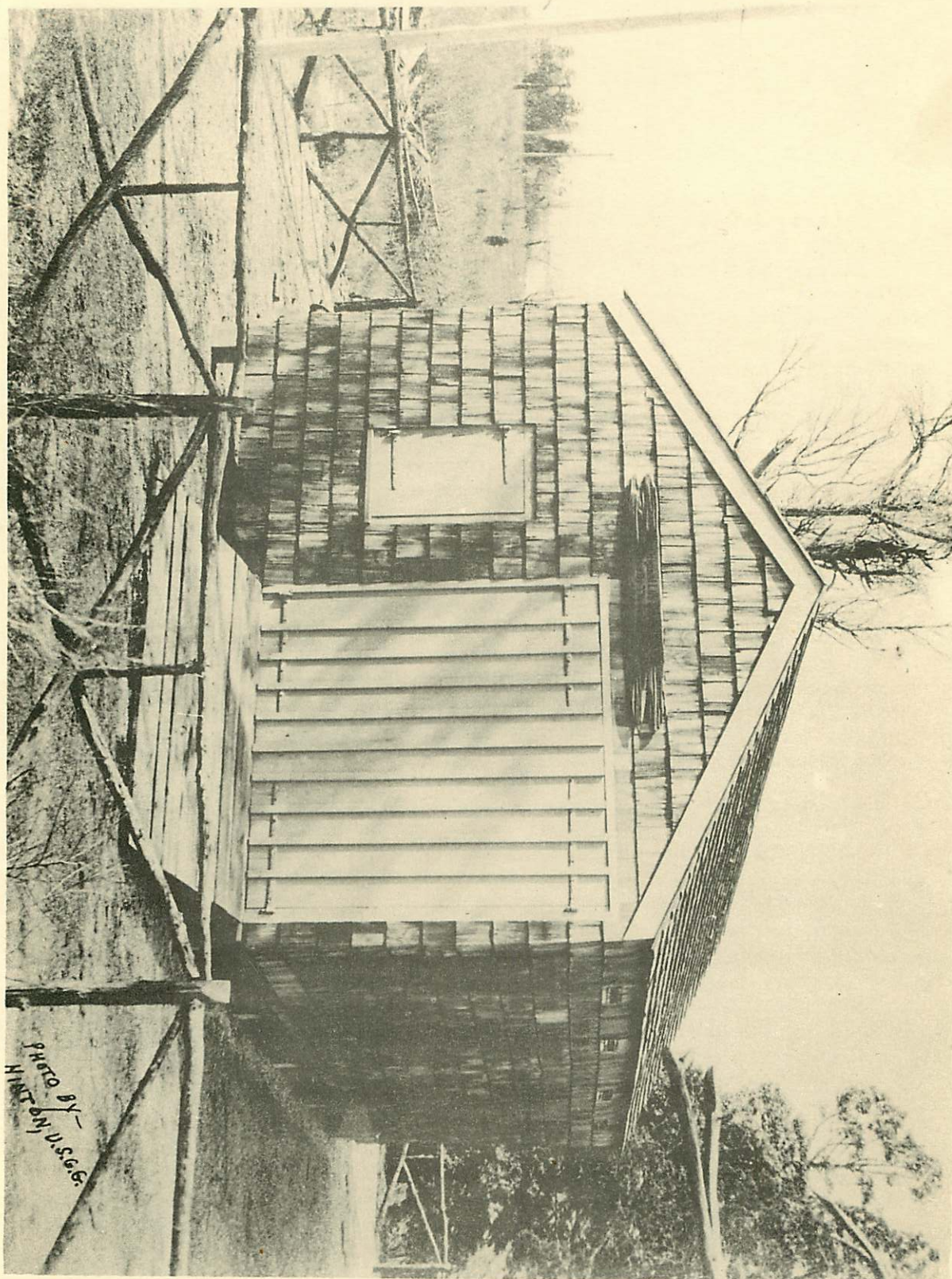


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HINTON, USCG

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THE ORIGINS OF COAST GUARD ASSISTANCE

WINTER CRUISING
ORDER OF 1831
PROVIDES FOR
OFFSHORE
ASSISTANCE

Revenue Cutters were first assigned to assistance duties in December 1831 when Louis McLane, Secretary of the Treasury, wrote to the Collector of Customs at Wilmington, Delaware, asking that the Cutter GALLATIN be prepared for sea duty. "In the present inclement season," the Secretary wrote, "it is thought proper to combine with the ordinary duties of the Cutters that of assisting vessels found on the Coast in distress, and of ministering to the wants of their crews." This Winter Cruising order served Congress as a precedent for the Act of December 23, 1837, by which the President could "cause any suitable number of public vessels, adapted to the purpose, to cruise upon the coast, in the severe portion of the season, when the public service will allow of it, and to afford such aid to distressed navigators as their circumstances and necessities may require; and such public vessels shall go to sea prepared fully to render such assistance."

CONGRESS
APPROPRIATES
MONEY FOR
SHORE ASSISTANCE

Winter Cruising provided assistance offshore, but until 1847 the government did nothing to help the vessels unlucky enough to be driven toward shore amid a raging surf. In that year the Treasury Department received a \$5,000 appropriation which eventually went to the Massachusetts Humane Society. The following year Congress voted \$10,000 to provide surf boats and other apparatus along the New Jersey Coast, but no system was set up for a selection of personnel. This situation continued until 1854 when a provision was made for keepers to be hired at a maximum annual salary of \$200. Politics frequently had more influence than qualifications in the appointment of keepers until Sumner I. Kimball effected a reform. Kimball, the new Chief of the Revenue Marine Division (Treasury Department) took hold in 1871 and from then on the service improved and expanded. It was a part of the Revenue Marine Service until 1878 when it was set up as a separate bureau, with Kimball as General Superintendent, and it continued separately until January 28, 1915. On that date President Woodrow Wilson signed the law which combined the Life Saving Service and the Revenue Cutter Service to form the Coast Guard. Thus the offshore rescue activities of the Cutter Service and the coastal activities of the Life Saving Service both became a part of the Coast Guard's functions. From time to time, other assistance duties had been and continue to be added, chief among them being flood relief and ice patrol, so that today the Coast Guard's assistance operations are extremely varied. The service is kept busy during times of peace, but, of course, her assistance problems are greatly complicated during the war when weather, terrain, and other natural enemies are augmented by human foes.

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COAST GUARD ARTIST'S PAINTING OF MOTOR LIFEBOAT



THE COAST GUARD AIDS TORPEDOED VESSELS

CG LIFEBOAT
SAVES TWO FROM
BURNING TANKER

It was January 23, 1942, off the North Carolina Coast. A heavy sea, the darkness of night and a spreading fire aboard ship combined to handicap the rescue of three men marooned on the burning tanker EMPIRE GEM, but after much maneuvering, a Coast Guard Motor Lifeboat managed to save two of the three. The crew of Motor Lifeboat No. 5426, who made the rescue, was notified at 2030 on 23 January 1942, by the Senior Coast Guard Officer, Fifth Naval District, that the SS VENORE had been torpedoed. On her way from the Ocracoke Lifeboat Station to help this vessel, No. 5426 received orders to change her course and proceed to a point about 12 miles south of Hatteras, where the British tanker, EMPIRE GEM, was reported to be on fire as a result of having been hit by a torpedo. The Motor Lifeboat arrived at the burning tanker at 0300 on the 24th of January and the crew saw that three men were on the bow away from the fire, the flames extending from amidship to the stern. The vessel was anchored with two anchors, and after the Lifeboat found it impossible, in the heavy sea, to get near enough to take the men off, she decided to stand by to await daybreak. At 0700, after considerable maneuvering, Lifeboat 5426 got close enough to the tanker so that the imperilled men jumped overboard and the Motor Lifeboat picked up two of them, missing the third by just a few feet. This man went into the fire and sank. The rescue was made on the starboard side between the anchor chain and the fire, the fire by this time having spread to a point about half-way from the bridge to the bow. The bow, by now, was rising out of the water and the stern had settled deep underwater.

ANOTHER MOTOR
LIFEBOAT JOINS
IN RESCUE WORK

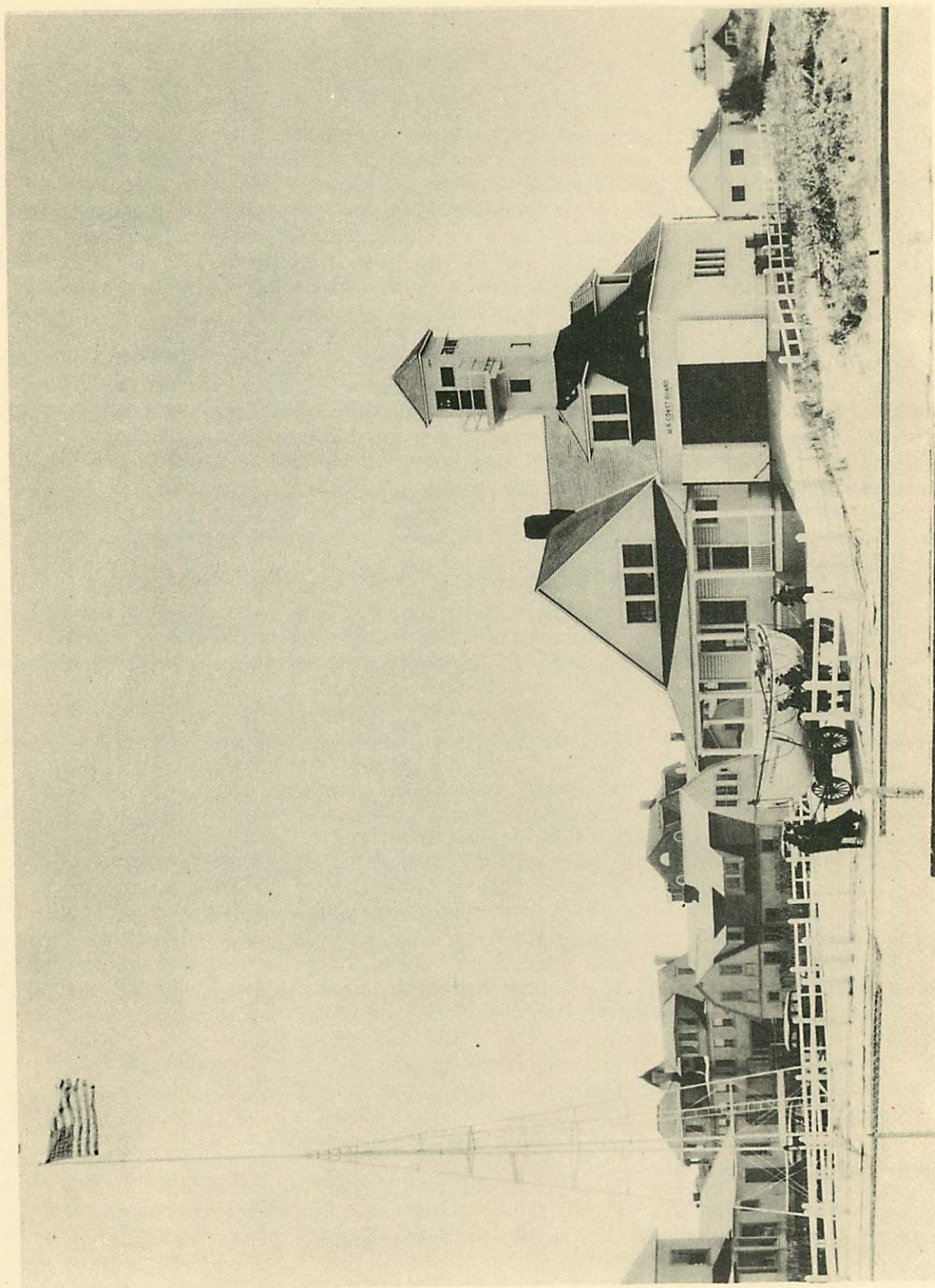
Meanwhile Motor Lifeboat No. 4464 of the Hatteras Inlet Lifeboat Station also had been sent to the scene and, being stationed closer, had, in fact, arrived ahead of the Ocracoke boat. She maneuvered around the burning tanker and stood by as close as possible until midnight, but as no signs of life were apparent, she left to search for lifeboats possibly launched from the vessel. After a fruitless search, she returned again to the tanker, contacted the Motor Lifeboat from the Ocracoke Station and took aboard the two survivors rescued by the Ocracoke boat. She then transported the two, who were the EMPIRE GEM'S master and radioman, to Hatteras Inlet Station, where they were fed, clothed and otherwise cared for until their departure on the 25th.

A THIRD
LIFEBOAT
ARRIVES

The Ocracoke Lifeboat remained to search for life rafts which might have put out from the ship. A third lifeboat, No. 4925 from the Oregon Inlet Lifeboat Station, was ordered to proceed to the area several hours after the others had started. This boat had a much greater distance to go (75 miles), and she did not arrive until after the men on the EMPIRE GEM had been rescued. She joined in the search for other survivors, but as neither this boat nor No. 5426 found any others, they returned to their stations that evening.

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SHARK RIVER COAST GUARD STATION



CG CUTTER SAVES
TWO FROM FLAMES

As if the danger of drowning isn't enough when a ship is sinking, an added hazard is often thrown in for good measure, and both fire and water race to claim the survivors' lives. It was against such a formidable team that the Coast Guard Cutter VIGILANT worked in attempting to rescue survivors of the torpedoed oil tanker, CITIES SERVICE EMPIRE, on 22 February, 1942. The VIGILANT was on another mission when her crew sighted a flare off shore east of Melbourne, Florida, at 0555, and immediately proceeded at top speed to investigate what was suspected as the explosion of a torpedoed ship. Arriving at 0800, the VIGILANT discovered the torpedoed tanker and alongside it an overturned lifeboat with one man on the bottom. She maneuvered to rescue the man and had approached within 50 feet of him when the ship exploded and sank, wrapping the man in flames and spraying the Coast Guard vessel with oil. That was the last seen of the men. The VIGILANT continued to search around the edge of the burning oil and by 0915 had picked up two survivors, both of whom had been close to the spreading flames. Meanwhile the Destroyer BIDDLE arrived to assist and, with plane direction, found other survivors on life rafts about a mile from the burning tanker. The BIDDLE also took aboard the two survivors rescued by the VIGILANT, as well as six bodies which the Cutter had located and picked up. The VIGILANT continued to search, but without further findings, until about 1700 when the BIDDLE relieved her.

CAKED OIL ON
SURVIVORS
COMPLICATES
RESCUE
OPERATIONS

When the Coast Guard sets out to assist an oil tanker, which has been shelled or torpedoed, its problems are greatly multiplied by the nature of the tanker's cargo. Oil pours out on the water and the flames soon attack not only the vessel but also the oil on the ocean's surface. Whatever oil is not yet in flames may stall the motors of rescue vessels coming in too closely and often coats the clothing and bodies of survivors, making it impossible for them to swim. Also, this oil coating usually increases their weight to about three times the normal amount, making it difficult for rescue crews to pull them aboard. These were the handicaps in the way of rescue craft when they went to the assistance of the Standard Oil Tanker, R.P. RESOR, off the coast of New Jersey on the morning of 27 February, 1942. Coast Guard lookouts were the first to discover that the ship was on fire about 20 miles east of Manasquan Inlet. At 0040 two men on duty in a lookout tower reported the fire to the Manasquan Inlet Lifeboat Station and five minutes later the Shark River Lifeboat Station got similar reports from a Coast Guard lookout and from another Coast Guardsman on South Patrol. At the first of these stations, four men immediately manned Picket Boat CG-4344 and orders were given for Motor Lifeboat 4408 to follow. At 0200 the Picket Boat, first on the scene, came up to the burning vessel and found that it was afire from bow to stern except aft of the poop deck. Oil was coming out of the forward part of the vessel and spreading out on the water, so that there was about 500 feet of fire on the water from the bow spreading southward. As the Picket Boat crew cruised closer, they heard a voice crying, "Help, help help!" Then shutting down their motor and following the direction of the voice, they found a man completely covered with oil, helpless, and exhausted except vocally.

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MOTOR LIFEBOAT OPERATING IN ICE FIELDS



When they tried to pull him aboard, they discovered that the caked oil covering him made the man so heavy that they could not get him up out of the water. The best alternative was to tow him away from the heat coming from the white-hot sides of the ship--a heat so intense that it blistered the paint on the Picket Boat. The crew managed to get a towing line under his arm pits and started towing him, but frequently the man was pulled under water and then began complaining loudly that the crew was drowning him. The Picket Boat crew then made another attempt to pull him aboard and finally the four of them succeeded.

ANOTHER
SURVIVOR

A second survivor clinging to a life raft was discovered soon afterwards. Two Navy men in a row boat from a PC were trying to get the man into their boat but weren't able to manage it. So Picket Boat 4344 went alongside the raft and two of the crew got into the raft to pull the man out of the water. He was then hauled aboard the CG-4344. Both survivors were stripped, wrapped in blankets and placed in the cabin aft, where there was a hot fire and coffee, so they would be as comfortable as possible while the Picket Boat continued her search.

SURVIVORS
CARED FOR

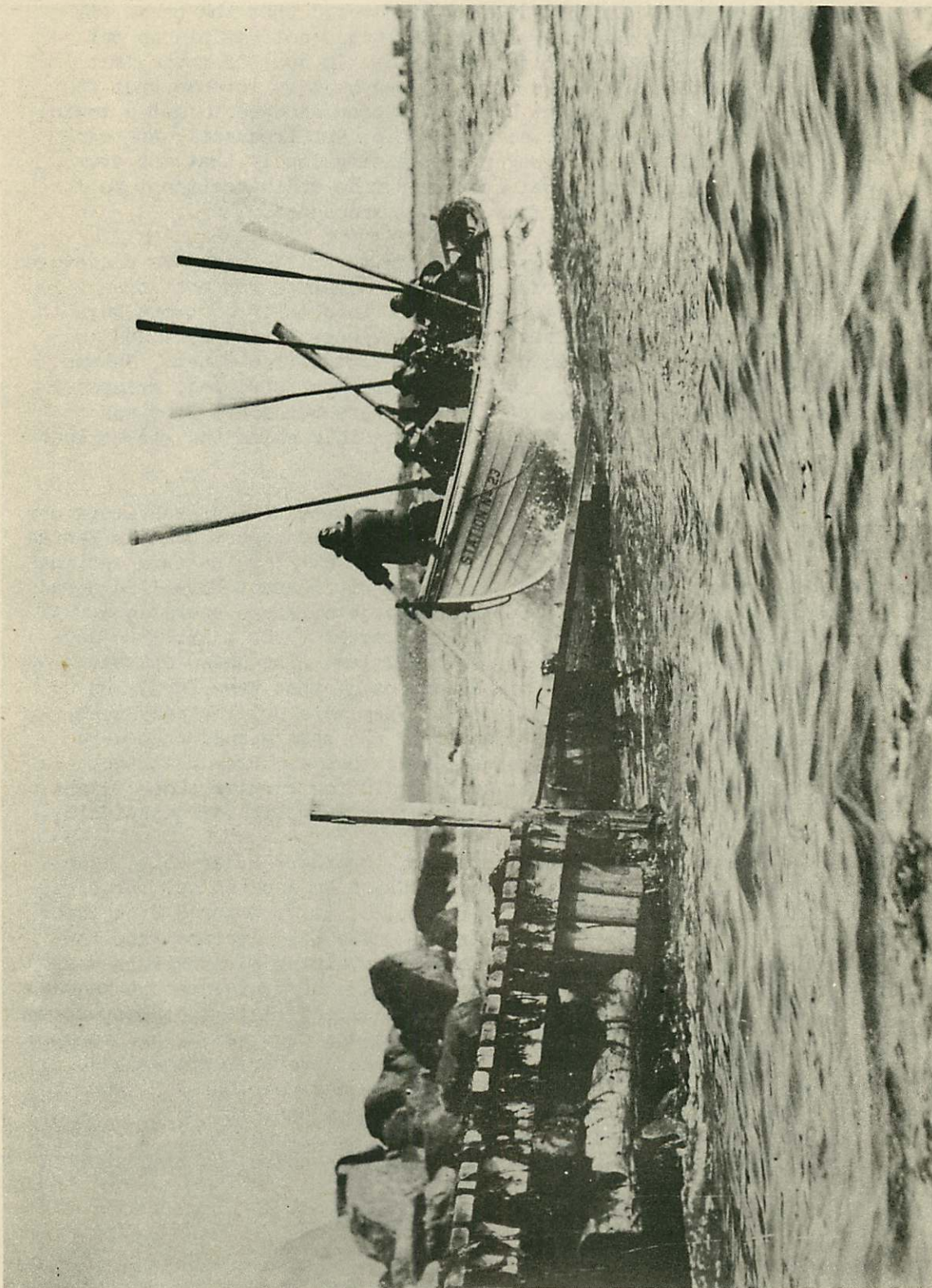
Motor Lifeboat 4408, having found neither survivors nor bodies, left the scene at 0525 to report back to Manasquan Inlet. The Picket Boat left for the same destination at 0830 and was met on arrival by the Point Pleasant First Aid Squad and Lieutenant Commander E. T. Osborn, in charge of shore operations. A guard was placed over the two survivors to prevent their talking to anyone until they were in condition for an interview. The caked oil was cleaned off the men by the first aid squad and clothes were furnished by the squad and by Point Pleasant citizens. They were not the only ones requiring a change of clothing, for the crew who had rescued them were also covered with oil, their clothes being so torn and oily that they had to be discarded. The examining doctor said the survivors had slight burns about their heads and faces but that they were fit for questioning.

PLANES AND
NAVY VESSELS
JOIN IN SEARCH

Another Lifeboat Station, the Shark River unit, meanwhile had also done her share by sending out three rescue craft, Motor Lifeboat No. 5177, Motor S.B. Surfboat No. 4788 and OPTIMIST II. The 5177 learned from the Manasquan Inlet Picket Boat that a lifeboat containing 23 survivors was supposed to have been launched from the tanker. She cruised about searching until 0930, by which time the CG-4344 had already left to transport the two men she had picked up. By this time, too, the area was being searched by several planes, a Navy blimp and Navy vessels. Motor Surfboat 4788, which had arrived in the area about 0320, proceeded near the R.P. RESOR to determine if anyone was clinging to two life rafts near the ship. The oil became so heavy that it stalled the Surfboat's motor, but by this time the boat's crew could see that there were no survivors there, so they started

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PULLING SURFBOAT DEPARTING ON EMERGENCY CALL



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working out of the oil. They were to the windward of the tanker and the fire started creeping over the oil toward them. They got clear of the oil just ahead of the flames.

BODY TAKEN
ABOARD

While on further search, the Surfboat at 0915 sighted a small piece of cork sticking up in a patch of oil about three and a half miles west of the burning ship. Using oars to clear away the oil, the Surfboat crew found an oil-covered body with a cork life preserver on it. The body, weighing about 350 pounds due to the accumulation of oil, was taken aboard and the Surfboat headed back for the Shark River Station at about 0930, when the Motor Lifeboat also left the area. Both boats arrived at 1130 and the body was turned over to the coroner, who found that the man's face had been badly burned.

OIL ESCAPES
FASTER THAN
IT CAN BE BURNED

It was the opinion of the Officer in charge of Picket Boat CG-4344 that the R. P. RESOR was hit above the waterline with one or more shells which exploded, setting the oil on fire. The oil seemed to pour out of the ship faster than fire could burn it. Frequently a tongue of flame would streak along the water for about 50 feet and then die down, but the large area of oil burned on the water for several hours. Finally this fiery sea died out, but the ship continued to burn and finally buckled in the middle, causing bow and stern to rise and preventing her from sinking.

EXPLOSION
PREVENTS
ASSISTANCE
CALL

When a torpedo ripped into the oil tanker, GULFTRADE, very early on the morning of 9 March, 1942, the explosion demolished the radio shack and prevented the radio operator from sending out a call for assistance, but luckily the Coast Guard vessel ANTIETAM was cruising off Barnegat Light, N. J., only a half mile to the seaward of the GULFTRADE and immediately went to her rescue.

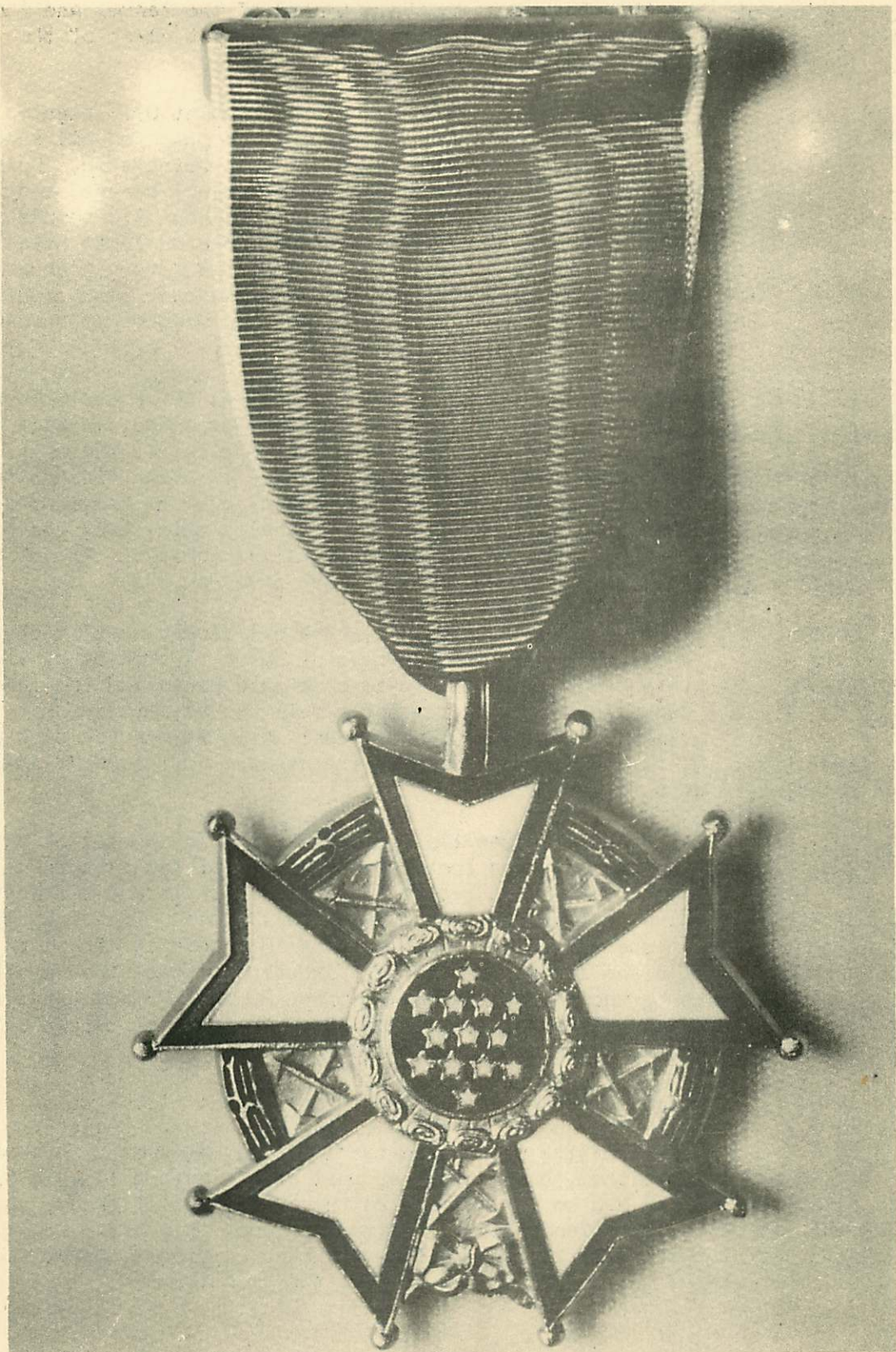
ANOTHER
TORPEDO

The ANTIETAM saw the explosion at 0027, and as the dense column of black smoke rose from the stricken tanker, the Coast Guard vessel notified all ships and stations, sounded the general alarm, and proceeded under full speed. Three minutes after the explosion she was on the scene getting into position to pick up survivors. While she was so maneuvering, another torpedo fired by the enemy passed close to the ANTIETAM's bow--between 20 and 50 feet away. At 0040 she picked up a lifeboat containing nine persons, the ship's officers and bridge watch, and took them aboard.

PUTS SUR-
VIVORS
ASHORE

Meanwhile the GULFTRADE broke into two pieces which drifted apart. A group of men were aboard the stern part of the vessel and the ANTIETAM maneuvered to rescue them, but fouled her port engine with a line in the propeller. Seven men had to be left aboard the drifting half vessel until 0245 when the U. S. Navy Tender LARCH arrived and took them off. The ANTIETAM left for New York 15 minutes later to take survivors there. About half of the crew of the GULFTRADE was lost in the disaster.

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LEGION OF MERIT (AWARDED TO SEVERAL COAST GUARDSMEN)



FOUR SUB
VICTIMS

The enemy scored four in a row at about 0230 on 31 March, 1942, when she attacked the tug MENOMINEE and the three barges she had in tow, the ONTARIO, ALLEGHANY and BARNEGAT, off Parramore Banks, Virginia. The submarine fired at least eight shots on each vessel and all but the ONTARIO sank almost immediately. The ONTARIO was listed and in a sinking condition when abandoned by her crew.

SURVIVORS
RESCUED

Seven hours later a watchman reported to the Metomkin Inlet Lifeboat Station that a boat with occupants on board was drifting about two miles east of the station. Motor S.B. Surfboat No. 4489 was manned and proceeded immediately, and at about 0950 the Surfboat took aboard three men and a dog from a small row boat and transported them back to the station. The three, survivors of the ONTARIO, reported the facts of the attack and at 1055 Motor Lifeboat No. 4063 proceeded to search for the other survivors. At 1300 she found the water-logged ONTARIO with two lifeboats tied astern and with the National Ensign displayed upside down. Going alongside, No. 4063 discovered six men aboard, three from the ALLEGHANY and three from the BARNEGAT, both of which had already sunk. The Motor Lifeboat took aboard the six men, who reported that survivors of the tug MENOMINEE had been picked up by a tanker. It turned out that this tanker was the NORTHERN SUN and that she had taken aboard one body and two survivors. On request, these were removed from the anchored tanker at 2125 that night by Picket Boat CG-4345 of the Lewes Lifeboat Station.

NAVY--COAST
GUARD - SHIP
AND PLANE -
TEAMWORK

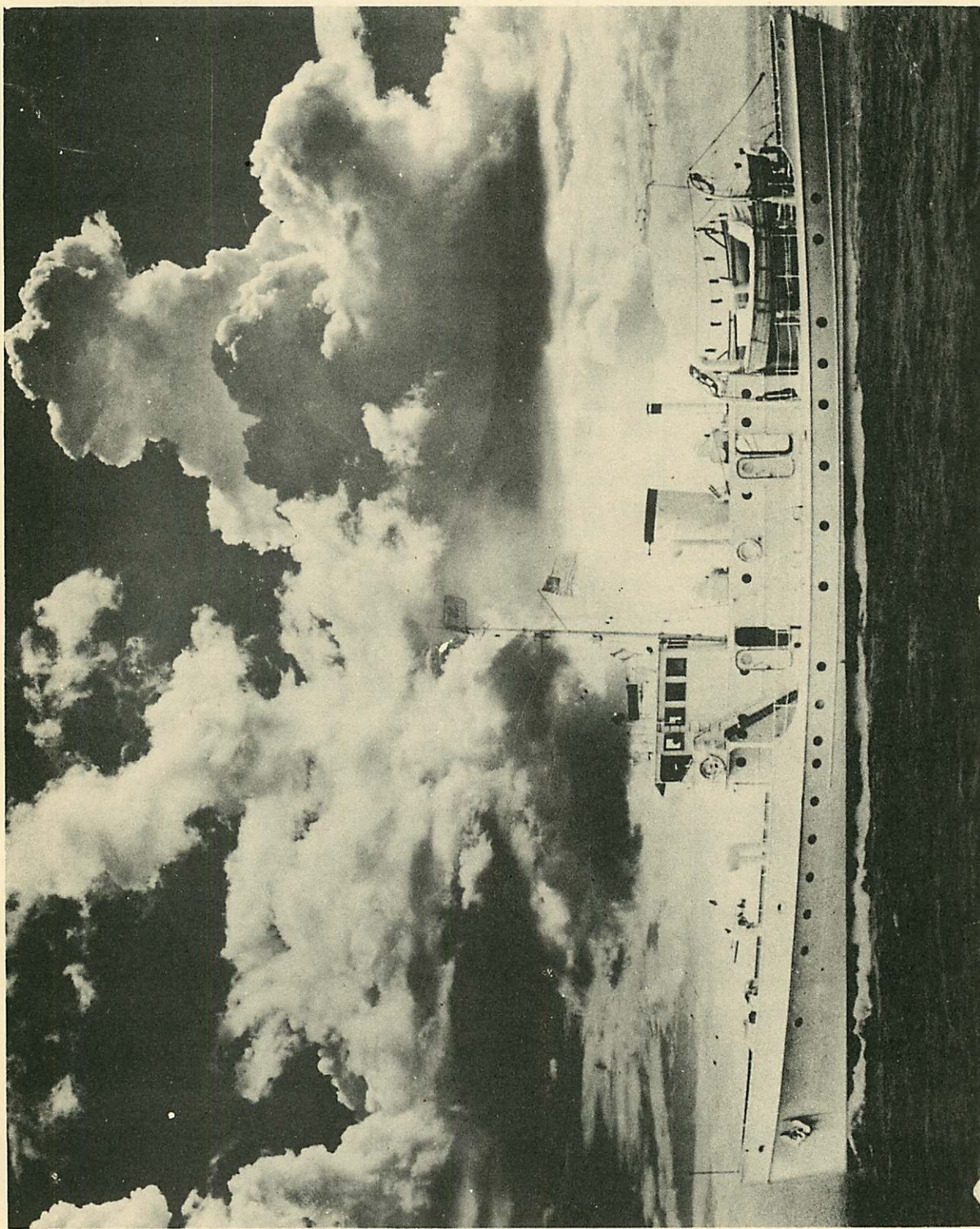
Cooperation between Coast Guard and Navy rescue agents of both air and sea led to the saving of 13 men who had been adrift in a lifeboat in the Atlantic Ocean for 17 days after their ship, the U. S. PIPESTONE COUNTY, had been torpedoed by the enemy on 21 April, 1942. Coast Guard Plane No. 5786, of the Air Station at Elizabeth City, N. C., was scouting off shore from Corrolla Light to Diamond Shoal on 7 May when the radioman intercepted a message at about 0940 from Coast Guard Plane No. 5780. This message reported spotting survivors in a lifeboat 30 miles due east of Oregon Inlet. (The CALYPSO later reported it as 40 miles east.) Plane 5786, sighting a Coast Guard Patrol Boat on the horizon, flew over her and by Aldis Lamp advised her of the situation. The plane also dropped a message block on the vessel with all available information, and remained on position until advised by the vessel's commanding officer that he was proceeding. Because of lack of fuel the plane then returned to base.

CGC CALYPSO
TO THE RESCUE

The vessel, USCGC CALYPSO, received this message block at 1010 and at 1025 picked up a message from the pilot of Plane 5786, who reported that a Coast Guard airplane was circling overhead in the lifeboat's vicinity. Changing her course at 1025, the CALYPSO steered according to the directions given her, being further aided by radio bearings from a Navy blimp which came out and took station over the lifeboat. Thirty-three miles later and three hours after receiving the first message the CALYPSO was picking up the boatload of men. These survivors reported that their vessel had been torpedoed with-

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GENERAL GREENE, 125' PATROL BOAT



out warning on 21 April in Long. 67°20'W., Lat. 37°29'N., while proceeding from Trinidad to Boston and that she went down in about 20 minutes. They did not know the whereabouts of the rest of the crew who had put out in three more lifeboats and from whom they had become separated the first day. The third mate, in charge of the lifeboat, explained that the cartridges of their Very pistol flares did not fire, though kept dry and in good condition. The thirteen had received fresh provisions dropped by Plane 167 of the Elizabeth City station, just previous to the CALYPSO's arrival. This vessel sank the lifeboat by gunfire and transported the survivors to the Naval Operating Base, Virginia.

OTHERS
RESCUED

Meanwhile, some of the others had been rescued and brought to Boston. The master of the PIPESTONE COUNTY, who had been in one of two other lifeboats picked up, made a report on 1 May, stating that his vessel's SOS had been received, that 46 men had been aboard and the number and names of casualties were not known. He reported the position of the PIPESTONE COUNTY when it was attacked as being Lat. 37°43'N., Long. 66°16'W.

SUBMARINE
TRAILS
LIFEBOAT

Before taking aboard 18 survivors from a lifeboat, the GENERAL GREENE first had to depth charge an enemy submarine which had been following the lifeboat and which had, in fact, already torpedoed one vessel attempting to rescue the survivors. The GENERAL GREENE got her first orders at 1340 on 24 May, 1942, and started searching for lifeboats which had been launched on 17 May from the English vessel PEISANDER, torpedoed 300 miles off Bermuda. While she was hunting for them, two of the lifeboats, No. 4 containing 22 survivors and No. 6 with 21 survivors, were found and towed in by other Coast Guard craft, but a third was still missing. The GENERAL GREENE arrived at Nantucket at 2200 and departed the next morning at 0320, accompanied by two Coast Guard Reserve boats, to search for the missing boat. The mission was hampered by fog, but at 0945 the GENERAL GREENE sighted this third lifeboat near Nantucket Shoal. This, however, was the beginning instead of the end of trouble, for the lookout also sighted an enemy submarine crash diving across the Coast Guard vessel's bow.

ATTACKS SUB,
RESCUES 18
SURVIVORS OF
TORPEDOED
PEISANDER

The GENERAL GREENE was swung into position to ram the underwater craft, but the enemy dived too quickly. The GENERAL GREENE then closed in, using the Q. C. sound equipment, and dropped three depth charges. Oil slick 400 feet in diameter appeared. Unable to pick up the sound again during the next 25 minutes, the GENERAL GREENE then turned to taking aboard the 18 occupants of the lifeboat. These survivors explained that the submarine had been tagging the lifeboat and had torpedoed the SS PLOW CITY when that vessel attempted a rescue. (The PLOW CITY was struck by two torpedoes on 21 May, in Lat. 39°08'N., Long. 69°57'W., one crew member being killed. The other 30 crew members were picked up five days later by the USS SAPPHERE.) The GENERAL GREENE transported the 18 survivors to Nantucket Harbor and towed the lifeboat there, arriving at 1601. She picked up the other 43 survivors already there and transported the whole group to Newport, R. I. This was the

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SURVIVORS OF TORPEDOED SHIP RESCUED BY COAST GUARD



entire crew, as no lives were lost. Twenty of the 61 were Chinese; the others were British subjects.

CARE OF
SURVIVORS

CGR-37, an ACOTP vessel, and Motor Lifeboat No. 3828 of the Maddaket Lifeboat station had towed in the first group of 43, after Dory No. 5009 of the Maddaket station had investigated the situation, following a telephone call from Surfside Radio D/F Station. They were housed at Bennett Hall until transferred to the GENERAL GREENE, were fed and clothed by the Civilian Defense Organization, and examined by Public Health doctors. A series of messages aided in locating the third lifeboat. This was sighted by a Navy Plane, which dropped a note at the Coskata Lifeboat Station, which in turn notified the Maddaket Station at 0630 on the 25th. From here Boston was notified and Boston radioed the information to the GENERAL GREENE.

28 SURVIVORS
OF TORPEDOED
TANKER SAVED

A total of 28 survivors was rescued by the Coast Guard when a daylight torpedoing claimed the Panamanian tanker PERSEPHONE, on May 25, 1942. Though it took only 10 minutes for the first vessel to arrive on the scene (two-and-a-half miles from Barnegat City Lifeboat Station, New Jersey), help came too late for nine of the crew, reported lost. First on the spot was the Patrol Boat CGC-159, who had been running with a convoy, bound from the Dutch West Indies to New York. At 1455, when about four miles from Barnegat Lightship Gas Buoy, the CGC-159 saw the tanker hit by a torpedo. The general alarm was sounded and the patrol vessel proceeded at full speed toward the stricken PERSEPHONE, arrived there in 10 minutes, and immediately circled to look for survivors in the water.

FOUR COAST
GUARD BOATS
PARTICIPATE

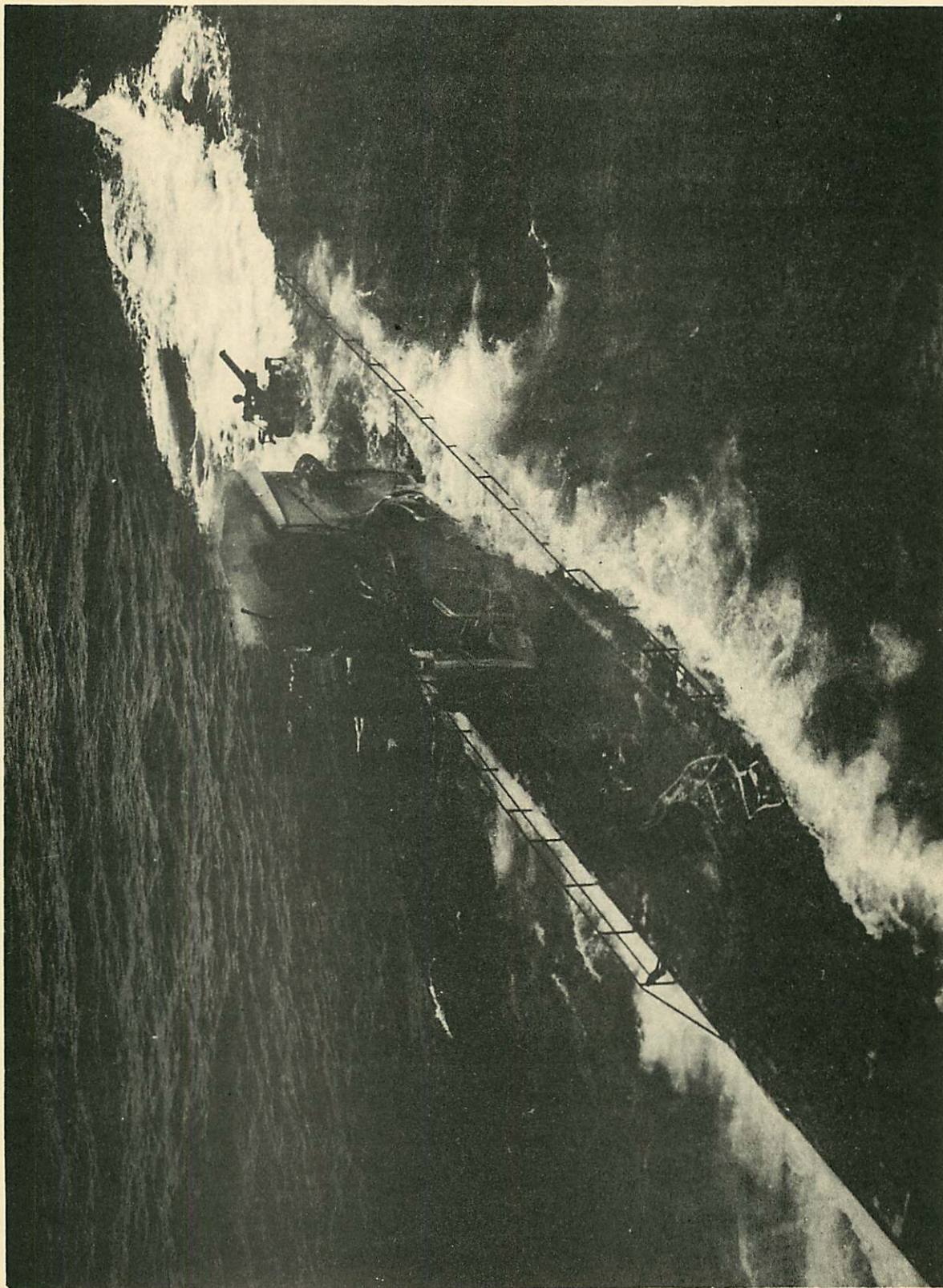
Meanwhile, the torpedoing was reported by the Barnegat Lifeboat Station lookout to his commanding officer, Ensign LeRoy Howell. Ensign Howell ascertained the vessel's position, drove in his car to the harbor, where the entire station crew was employed, and issued orders to man Picket Boat CG-4304, CGR-871, and CGR-882—the CG-4304 to take the lead. Within five minutes after the torpedoing all rescue vessels had their orders. The CG-4304 and CGR-871 arrived at the scene at 1520. The first took aboard 14 crew members from a life raft and the other rescued a man who was in the water. The CG-882, arriving a few minutes after the others, was directed to take 12 men out of a partly submerged lifeboat. The CGR-871, with the one survivor, remained to search further, while the other two vessels from Barnegat City Station returned there with the 26 men they had rescued.

SEARCH FOR
SUBMARINE

The master of the PERSEPHONE remained on his ship until taken off at 1530 by the CGC-159. This vessel then began patrolling the area, but, unable to contact the enemy submarine, she gave up the search, and at 1730 sent men aboard the damaged tanker to salvage mail and ship's papers. The CGC-159 turned over 23 bags of salvaged matter to the Barnegat station an hour later when she brought in the PERSEPHONE's master. The 27 other survivors previously

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ONE OF THE NAZI SUBS SUNK BY COAST GUARD VESSELS



brought in had had the oil washed from their bodies, had been fed and given medical attention, six of them being hospitalized and the others staying overnight at the station. The CGR-871 and CGR-882 had both made a return trip to the damaged vessel to search further for the missing men, but without success. At 0400 on 26 May officials of the Standard Oil Company, owners of the tanker, arrived with a bus to take the survivors to New York.

CGC ESCANABA
SINKS SUB AND
RESCUES CREW
OF NAVY VESSEL

Within little more than six hours one summer night in 1942, the CGC ESCANABA sounded the death knell for one enemy submarine, met up with another which she attacked, and started the rescue of survivors of the torpedoed USS CHEROKEE. The ESCANABA sailed from Halifax, Nova Scotia, as a convoy escort on Sunday night, 14 June. The following night, while making a sound sweep to the rear of the convoy, she made a clear contact with an enemy submarine at 2028 GCT and went into action, releasing depth charges and throwing over a Dan buoy to mark the position. The first seven charges detonated together, throwing up a huge "mushroom" and forcing the submarine to the surface on its side. It then rolled over and sank. The ship turned around, made a second attack, but then could obtain no more contacts, indicating that the sub had sunk to the bottom. As the water was over 100 fathoms in depth, precluding diving operations, no anchoring buoy was dropped. The ESCANABA then made a sound sweep, at the same time working back toward the convoy.

SECOND SUB
CONTACTED

Less than an hour later she contacted a second submarine which began running away. The ESCANABA gave chase, overtook the enemy and dropped a pattern of charges. With a Dan buoy to mark the position, she dropped a second pattern in about the same spot. Whether or not she made a kill was undetermined, because the dark smoke rising to the surface, slick conditions on the water and masses of brown substance could be either residue from the explosion or indications of an actual sinking. The ESCANABA now had only five charges left on board and with this small defense against the enemy, she again took her position at the rear of the convoy.

USS CHEROKEE
SUNK

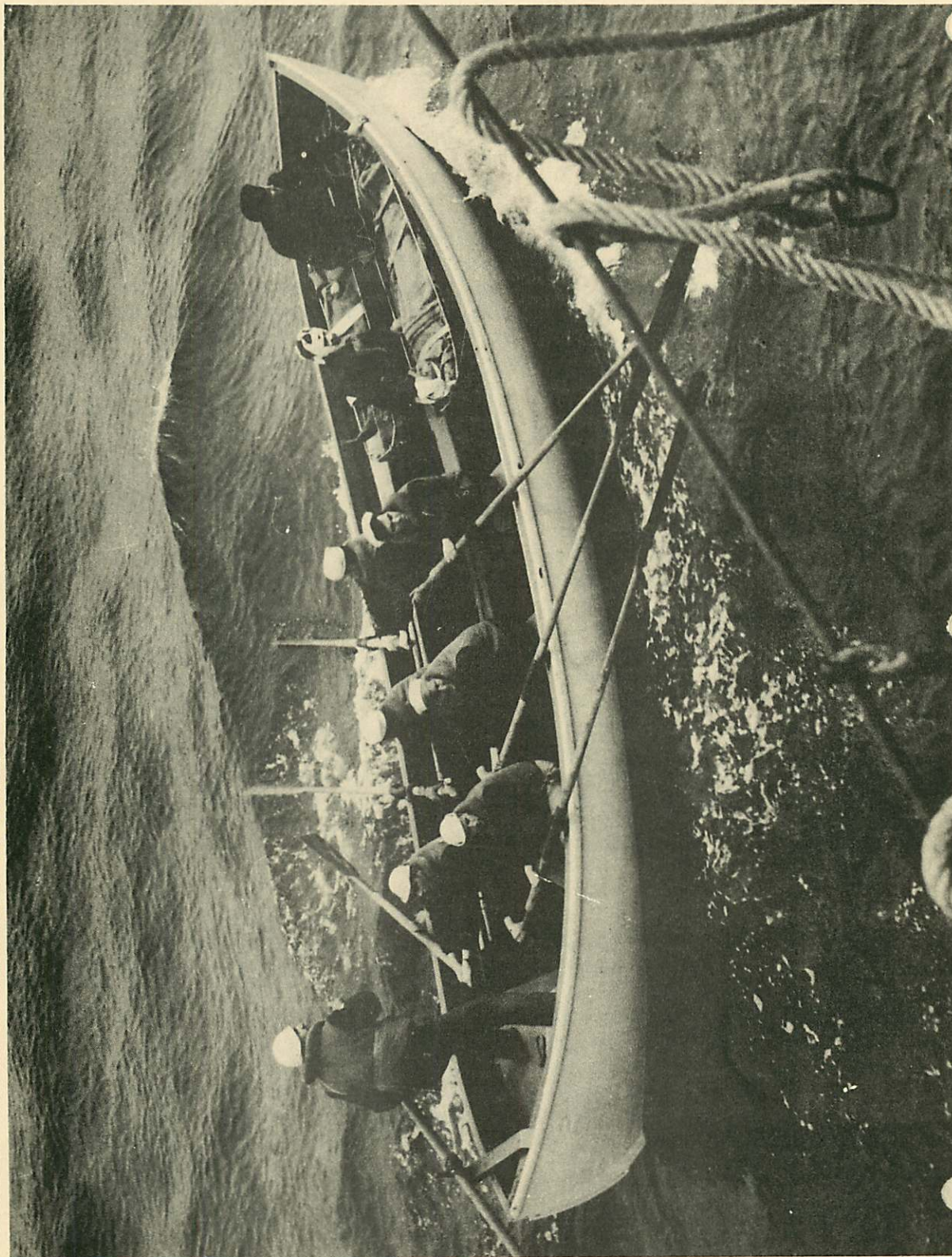
Evidently the enemy wanted the last word because at 0230 GCT on 16 June one of the ships of the convoy released flares and then rockets indicating an attack. General quarters was sounded, all escort vessels began firing star shells over their designated sectors, and the convoy dispersed. In the darkness the ESCANABA reached the spot where the CHEROKEE had gone down and men were milling around in the water. The ship was halted to begin rescue operations, one broadside gun was kept manned, sound operators were shifted to a listening watch and the monomoy surfboat was put over manned by a Chief Boatswain's Mate and an eight-man volunteer crew. The boat was to pick up singles.

SURVIVORS
HELPED

Although survivors floated near the ship they seemed unable to hold on to the life rings attached to lines thrown to them. The first survivor was brought aboard

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TRANSPORTING VICTIMS OF TORPEDOING TO CUTTER



by the ESCANABA's Executive Officer, who dangled over the ship's side head-first while members of the crew held his legs. As the ship rolled he grabbed the survivor. Though this method was successful it was considered overly dangerous. For this reason and also to overcome the handicap of the high seas, which produced a surface backwash forcing survivors away from the ship's side, a different method was now tried.

RAFTS AND FIRE
HOSE USED TO
RESCUE SUR-
VIVORS

The ship was taken to the windward of the rafts and of the men struggling in the water. As the vessel drifted to the leeward of the rafts, the propeller was backed intermittently so as not to suck any survivors under.

Now the rafts could be brought up under the counter and secured alongside. One by one those on the raft climbed a fire hose passed to them and at the same time men on the quarterdeck hauled them up with a line, each survivor being told to put the bowline under his arms when his turn came. Eleven persons were brought aboard without using a boat. The use of a boat has an especial hazard if rescue work is carried on in the dark because it is hard to find quickly and if a submarine attack becomes imminent the vessel may have to leave the scene without retrieving the boat and its occupants.

ELEVEN
SURVIVORS
IN LIFEBOAT

Meanwhile the ESCANABA's surfboat returned and it contained an equal number of survivors, bringing the total to 22.

The ship's boat was to go out again, but a Corvette and a small freighter in the convoy began to use lights to aid rescues. These lights, more of a hindrance than a help, were enough to attract nearby submarines, so the ESCANABA immediately hoisted its surfboat and got underway, made a quick sound sweep and scanned the area for survivors, but found none. Unable to remain on the scene longer because of the few depth charges she had left, the ESCANABA steered a zig-zag evasive course for Boston.

VALUABLE
EXPERIENCE

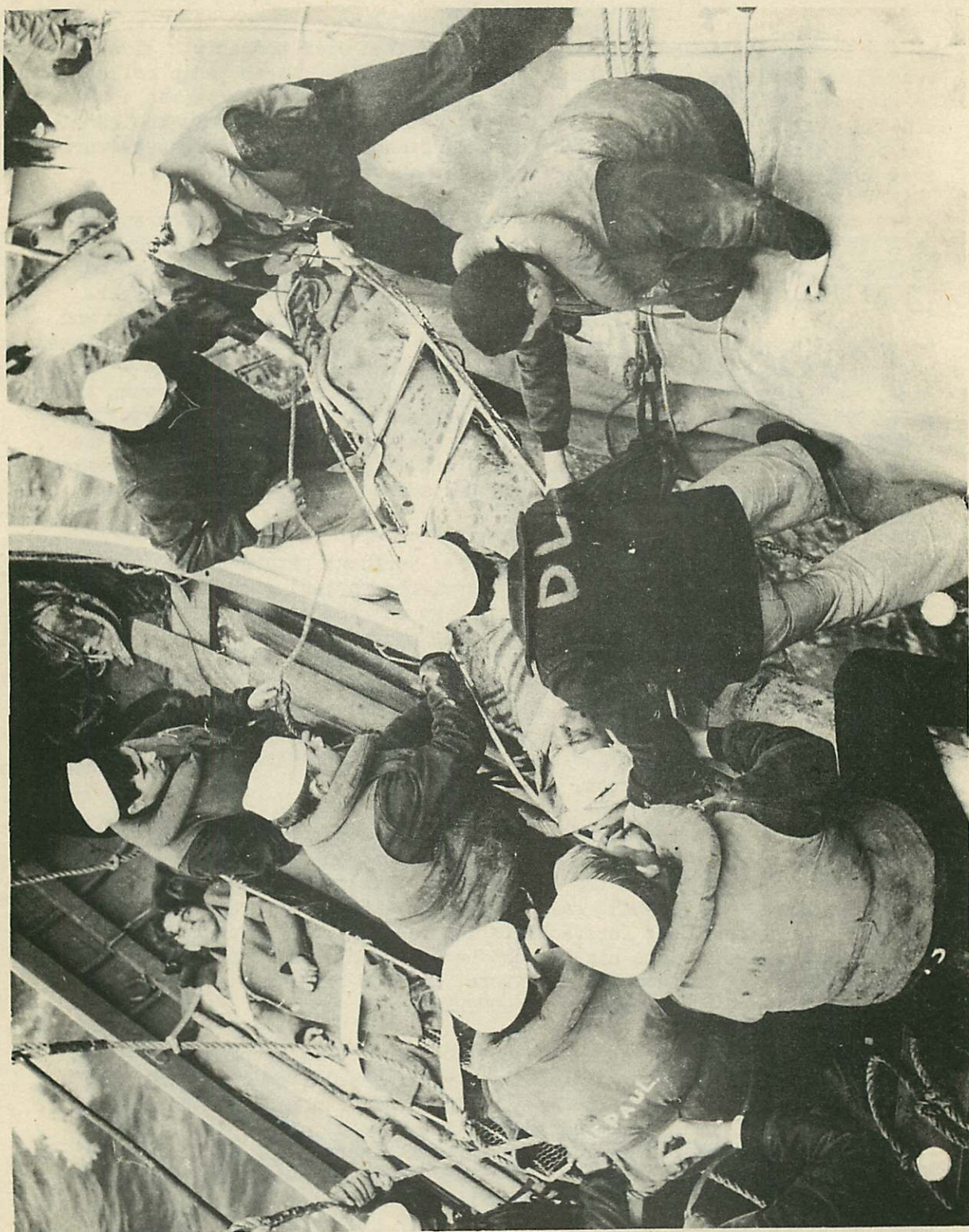
In the ESCANABA's Assistance Report, the HMS VETERAN is listed as an assisting unit and the number of persons on board the CHEROKEE is estimated at 173. Although many were lost, the ESCANABA gained from her experience. Her commanding officer made suggestions for facilitating rescues in the future and the lessons learned that June night stood her in good stead the following February when she rescued 133 survivors, besides bringing 12 bodies on board, victims of the torpedoed SS DORCHESTER.

FORTY-FOUR
SURVIVORS
FROM SUNKEN
TANKER

Prompt attention to the injured, in keeping with Coast Guard traditions, was well exemplified on 13 July 1942, in the trip three badly burned men made to the hospital, being transported first by vessel, then plane, then vessel again. The three men were among 44 rescued by the Coast Guard Cutter BOUTWELL, of Panama City, Florida. The BOUTWELL was on regular patrol, when at 0400 CWT she saw an explosion about six miles away and approximately five miles south of Ship Shoal buoy. Arriving there 35 minutes later, the BOUTWELL made a sound search for enemy craft, then picked up 44 survivors of the torpedoed Standard Oil Tanker, R. W. GALLAGHER. Some of those rescued were in a lifeboat and life raft but most of them were taken from the water, many in an exhausted condition, and were made as comfortable as possible on board.

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SURVIVORS BROUGHT ABOARD A CUTTER



CG PLANE
BRINGS IN THE
BADLY BURNED

At 0520 Coast Guard Plane No. V-166 left Biloxi to assist the BOUTWELL and contacted the vessel five miles east of Ship Shoal buoy. Heavy swells made a landing difficult, the plane bouncing about five times, and because of such swells, sometimes running as high as eight feet, it was thought hazardous to remove any but the most seriously injured. Confering with the BOUTWELL's commanding officer, the plane crew decided to transfer three men, all badly burned and one having a broken leg. V-166 encountered some difficulty in taking off but not enough to cause damage. It then proceeded to New Orleans and landed in Lake Pontchartrain where CG-6264 was standing by, according to orders, to transfer the men from the plane. The vessel took the injured ashore to be attended by a physician, after which they were removed to the U. S. Marine Hospital. Plane V-166 was ordered to return to the BOUTWELL to remove more survivors if practicable, but the frequency and height of the swells had increased and the wind had shifted and increased, so the plane left the vicinity of the vessel without landing and returned to base. The BOUTWELL transported the remaining 41 survivors to the Naval Section Base, Burrwood, Louisiana, arriving at 1950.

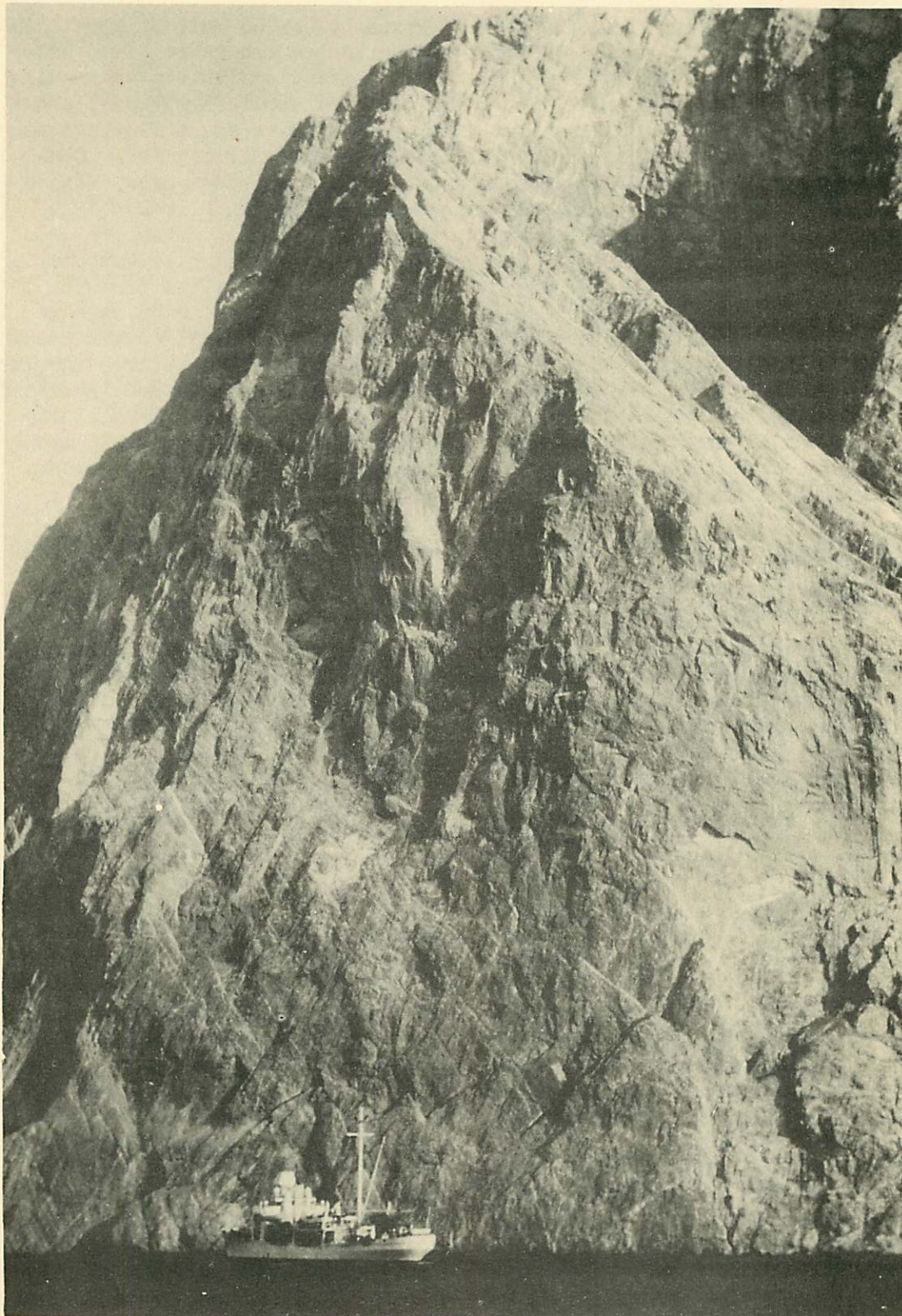
DORCHESTER
TORPEDOED
IN ICY WATERS

The Atlantic Ocean between Newfoundland and Greenland in early February is far from warm and friendly, and anyone unfortunate enough to be on a raft constantly swept by icy waters or kept afloat only by a life-belt is soon too numbed to be of much help to would-be rescuers. Such was the situation when the DORCHESTER was torpedoed early on 3 February, 1943. On that particular morning the Coast Guard Cutters, COMANCHE, TAMPA and ESCANABA, were convoying the DORCHESTER, LUTZ and BISCAYA toward Blue West One, Greenland, being four days and nine hours out of St. Johns, Newfoundland. A white flash coming from the DORCHESTER at 0102 was followed by a cloud of black smoke and the sound of an explosion. The DORCHESTER then blew two blasts and some of her lights flashed on. She is believed to have sunk at about 0120.

COMANCHE TAKES
94 SURVIVORS
ABOARD

In accordance with pre-arranged instructions the COMANCHE already had begun maneuvers at 0112 to intercept and destroy lurking U-boats. At 0226 she was instructed to join the ESCANABA, who was engaged in rescue operations, and to screen her from attack. The COMANCHE alternately screened the other Cutters (an hour at a time) and picked up survivors (in half hour periods). It was known that submarines were in the vicinity, so the COMANCHE's crew had to work fast to get a boat load or raft load aboard and then get underway to screen. In this vessel's Assistance Report, her Commanding Officer states: "The old standard Coast Guard practice of lowering a boat could not be followed because... it was known that four or five submarines were still shadowing us. It was found practicable only to bring the ship alongside the survivors, the majority of whom were on life rafts or boats. Not one man was picked up from the water itself, indicating, despite the water temperature of 38°F., that one could not survive in it." Survivors in the first boat picked up by the COMANCHE were able to climb up the cargo net hung over the ship's

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GREENLAND CLIFFS DWARF COAST GUARD CUTTER



side, but as time went by, men on rafts and in boats awash became so numbed and weakened that several of the COMANCHE's crew had to go down into the boats and rafts to put bowlines around the survivors' shoulders so they could be hoisted aboard. The wind and sea were making up all the time, endangering the lives of these volunteers, and if the wreckage, reported by the lookouts to be possible submarines and periscopes, had turned out to be the real thing, the COMANCHE would have had to pull away at full speed leaving her own men behind. Many of the COMANCHE's crew were green and were so unnerved at seeing the dead mingled with the living that they could do nothing but gape, until snapped out of their daze by such acts of courage and leadership as those of the volunteers who went down into the boats. Ninety-four survivors were taken aboard. One of these died, but through tireless care the other 93 were saved. The Medical Officer in Charge and Chief Pharmacist's Mate soon found it impossible to keep up with the work, so crew members were hastily trained in teams of three or four, one team to strip the clothing, another to provide blankets, administer hot stimulants and start massage, another to list and identify survivors, and so on. The rescued men were grouped according to the seriousness of their condition, so those needing the most attention could be conveniently placed together.

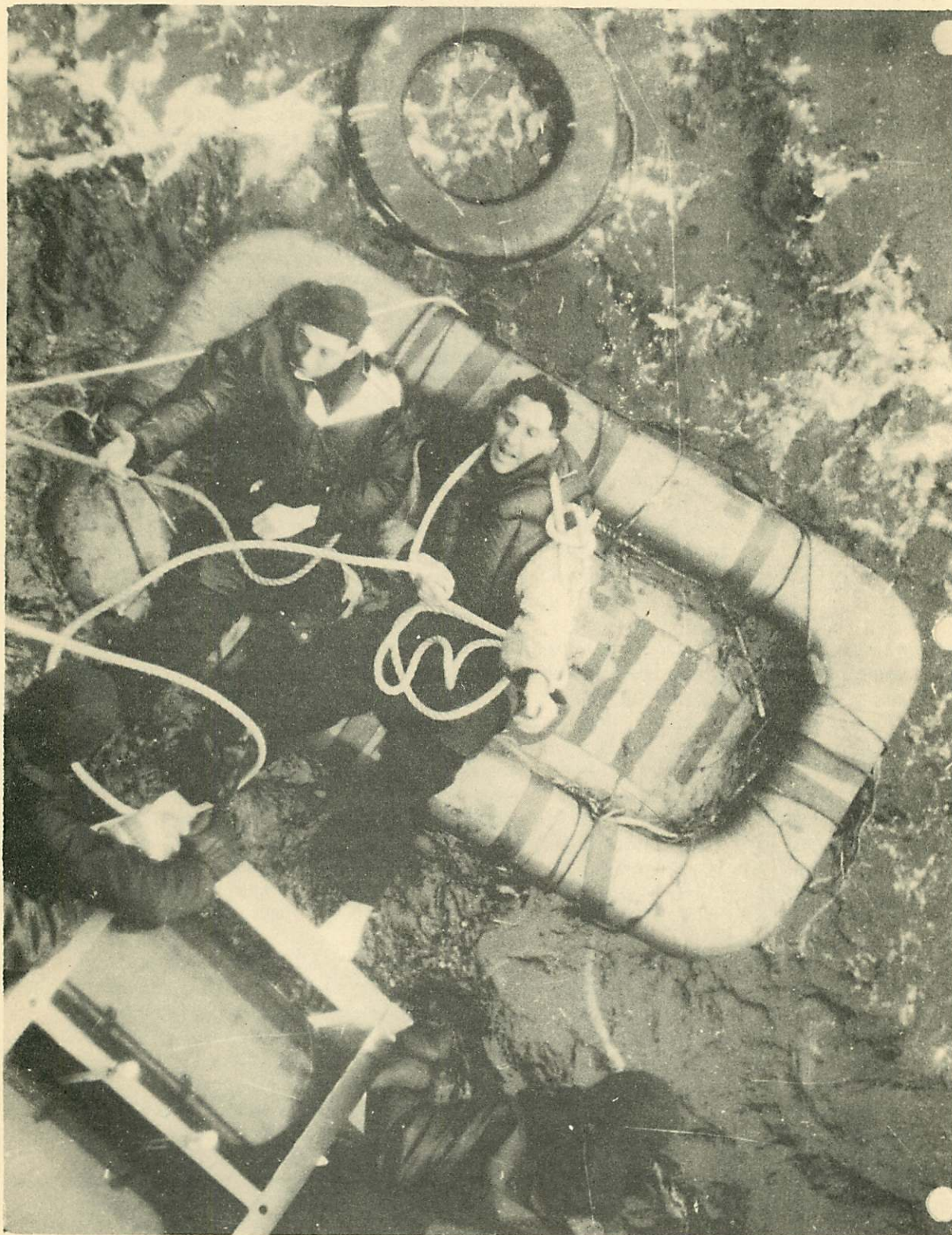
ESCANABA TAKES
133 SURVIVORS
AND 12 BODIES
ABOARD

The ESCANABA followed a plan similar to the COMANCHE's by putting retrievers over the side. These men wore rubber life suits, as the result of an experiment made at an earlier date when the Executive Officer went into the water off a Greenland Dock to study the possibility of using a rubber life suit for rescue work in cold water. Despite the darkness there was no confusion, and 133 live men and bodies were brought aboard. Later one of the 133 died. About 50 had seemed dead at first but all except 12 of these later showed signs of life. Close to 700—including soldiers, civilian workmen and crew members—on board the DORCHESTER were unaccounted for and presumed lost. Unlike the COMANCHE, the ESCANABA, who was assigned to rescue operations sooner, found some men in the water still alive and crew members swam to their rescue, even when in danger of being crushed between a lifeboat and the ship's side, as in one case, or in danger of being caught by the propeller, as in another instance. At 0930 operations were discontinued, there being no more survivors, and the ESCANABA and COMANCHE resumed their courses.

RESCUE
AWARDS

Some months later, in recognition of these rescue operations, several awards were made. The Legion of Merit was given to Lieut. Commander Carl Uno Peterson, Commanding Officer of the ESCANABA; Navy and Marine Corps Medals went to Ensign Richard A. Arrighi, USCGR, Forest O. Rednour, Ship's Cook, 2/c, USCG, and Warren T. Deyampert, Steward's Mate, 3/c, USCG; letters of commendation were sent to Lieut. Robert H. Prause, USCG, and Assistant Surgeon Ralph R. Nix, Public Health Service. All these men were on the ESCANABA at the time of the DORCHESTER disaster. Unfortunately all were also aboard when the ESCANABA sank in the Atlantic in June, 1943, following an explosion from an undetermined cause. Only two of her entire complement survived. The awards, made in August 1943, therefore, were necessarily

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SURVIVORS OF THE MALLORY RESCUED BY THE BIBB



posthumous. Several months later in 1944, the work of the COMANCHE was also recognized. Her Commanding Officer, Lieut. Commander R. R. Curry, received the Legion of Merit, and the following officers and men were given the Army and Marine Corps Medal; Lieut. Langford Anderson, USCGR; Ensign Robert W. Anderson, USCGR; Arthur E. Backer, Jr., B. M. 1/c (Pro); Harry P. Billos, E. M. 2/c (Pro); John P. Harrison, Cox. (Pro); John N. Gardner, A. S. (R); James R. Gould, A. S. (R); and Charles W. David, Jr., M. Att. 1/c. Lieut. Langford Anderson, the first from the COMANCHE to volunteer to go over the side and work in the rough, freezing, water to assist the exhausted survivors, was instrumental in leading other rescuers. He was working on the lower net when seized by a drowning man and pulled under water. One of the other men who had been working over the side, Charles W. David, a 26-year old Negro Coast Guardsman with tremendous strength and a substantial build, saw the Executive Officer's predicament, dived into the chilly waters, broke the survivor's stranglehold, and rescued both. David contracted pneumonia as a result of his rescue work and died, so his award was posthumous.

BIBB RESCUES
235 FROM TOR-
PEDOED VESSELS

The BIBB, proceeding from St. Johns, joined convoy SC-118 on 1 February 1943. During the next several days there were indications of submarines nearing the convoy and depth charges were dropped whenever contacts were obtained. On 7 February, in the early morning, flares and star shells were observed and vessel #95 was reported torpedoed. This was only the beginning, the enemy picking off several other vessels as the trip progressed. At 1000 the BIBB sighted a lifeboat ahead and shortly thereafter began taking aboard survivors from the SS HENRY R. MALLORY, which had been torpedoed at about 0600, the torpedo striking in a hold occupied by Marines. The BIBB took aboard 202 MALLORY survivors, from three lifeboats and numerous rafts, out of a reported total complement of 499. It was believed that no lifeboats got away from the starboard side. It became necessary to leave the dead on the doughnut-type rafts brought alongside the BIBB, as the living were clamoring to be saved and there was not time to take the bodies aboard also. Due to the height of the sea it was difficult to see more than two or three rafts at a time. At 1550, while returning to the convoy, the BIBB picked up 33 survivors from the Greek SS KALLIOPI.

INGHAM RES-
CUES 22,
PROVIDES
SCREEN

The INGHAM, proceeding from Reykjavik, Iceland, had joined this same group on 5 February. She reported feeling underwater disturbances on the night of the 6th and on the following morning she sighted a red light and heard an explosion at about the time the MALLORY was hit. At 0850 that morning she was ordered to search astern for 50 miles to locate survivors of torpedoed ships. At 1055 she sighted lumber and two life rafts and, with the BIBB, HMS MIGNONETTE and HMS CAMPANOLA, maneuvered to pick up occupants of boats and rafts. Other escorts screened the operation. At 1200 the INGHAM was picking up survivors from three merchantmen and one transport torpedoed earlier—seven of these being in surfboats and 15 others on rafts or clinging to wreckage. The INGHAM was then assigned to screening duty until ordered to rejoin the convoy.

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328' CUTTER IN THE NORTH ATLANTIC



ASSISTANCE IN COLLISIONS

ST. AUGUSTINE
RAMMED IN
ACCIDENT

Convoy NK 588, consisting of the merchant vessel, TYDOL GAS, and three escorts, USS ST. AUGUSTINE, USCGC THETIS and USCGC ARGO, left New York on the morning of January 6, 1944, intending to rendezvous off Norfolk with additional merchant vessels on the 7th. All ships were running darkened according to plan. At about 2200 on the 6th the ST. AUGUSTINE established a radar contact and proceeded to investigate. At 6,000 yards she challenged the target, a vessel, by blinker and continued to challenge but received no answer. (Only one signalman was on board the other vessel and he was not on watch until summoned.) The ST. AUGUSTINE flashed her running lights twice without getting a response and then attempted to turn to port, giving full left rudder and increasing her speed to full ahead. This put her in a still more dangerous position in relation to the other vessel (later identified as the CAMAS MEADOWS, a merchant vessel proceeding independently). The vessels collided, the bow of the CAMAS MEADOWS striking the ST. AUGUSTINE about amidships on the starboard side, penetrating her hull about 10 to 15 feet and rupturing her boiler or steam lines, allowing live steam to escape. The CAMAS MEADOWS then backed clear but due to high seas and the inexperience of her crew, she did not make any rescue attempts. The ST. AUGUSTINE sank within five minutes, at about 2330.

CGC ARGO
SAVES 23 MEN

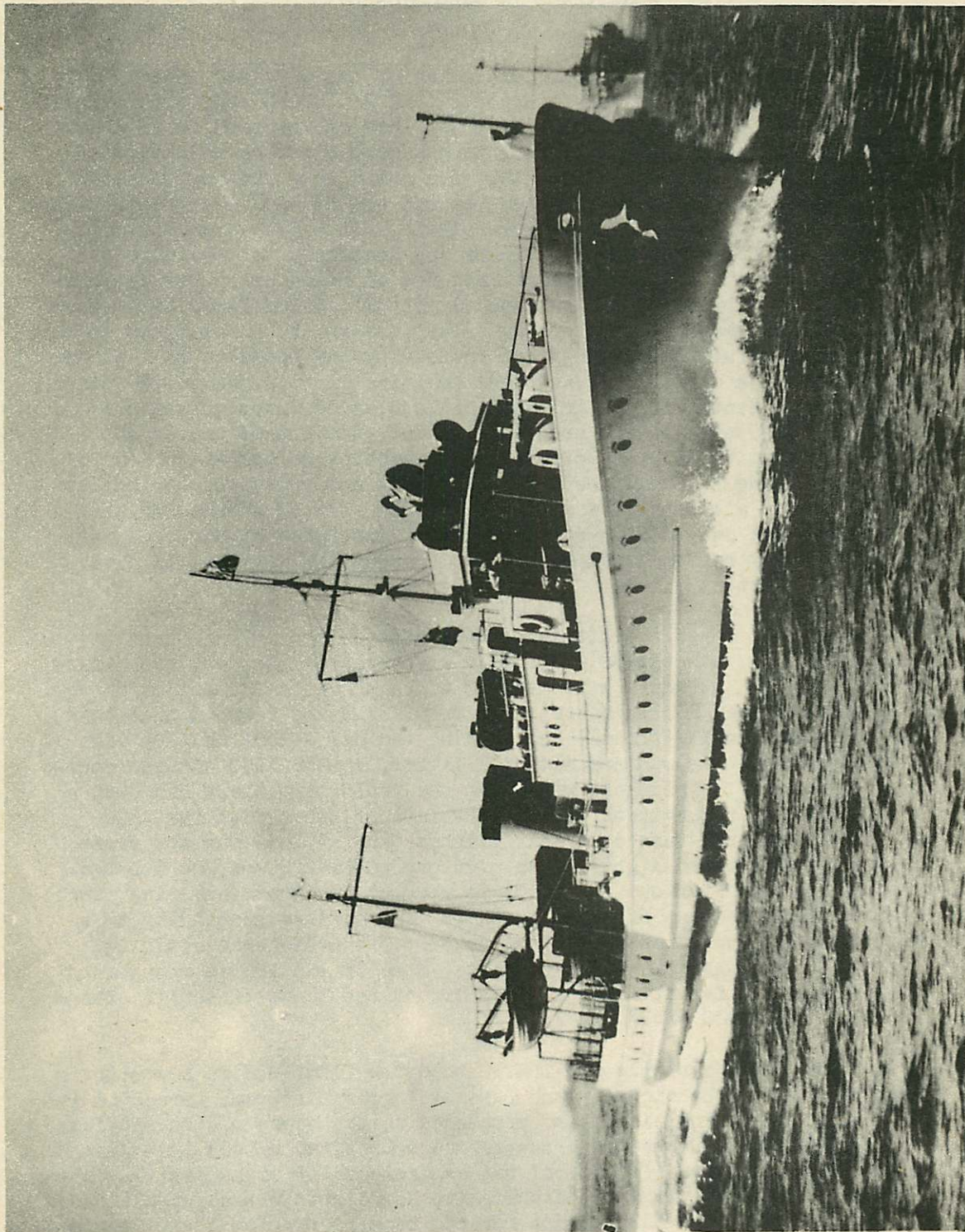
When the officer-of-the-deck on the ARGO thought he saw the ST. AUGUSTINE rise up and disappear stern first, attempts were made to contact her on TBS but no answer was received. The ARGO then contacted the THETIS and learned that this vessel also was having trouble in reaching the ST. AUGUSTINE. By then the CAMAS MEADOWS was running with all lights, so the ARGO changed course and signalled her by blinker, receiving the reply that there had been a collision and that survivors were to the left of the ARGO. The ARGO then gave the alarm, turned on searchlights, and at 2350 saw the first survivors waving a red light. From midnight until 0200 on the 7th the ARGO jockeyed into various positions to pick up survivors, leaving singletons until last because of heavy weather. Any man not responding to a heaving line thrown across his body was left, so preference could be given to men showing some signs of life. Some of the ARGO's men jumped overside into a life raft to put lines around men too weak to lift themselves up. The ARGO saved 23 men.

THETIS AIDS
IN RESCUE

Meanwhile the THETIS told the TYDOL GAS to heave to in the vicinity and reversed her own course, turned on running lights and proceeded to the scene of the sinking. At about 0020 to 0030 she saw wreckage and soon after a body in a life jacket. She maneuvered for it but was handicapped by high seas. As she was maneuvering and swinging searchlights, her lights picked up a crowded raft, so she abandoned her attempt for the body to try for the raft and managed to bring it along the port side. Lines were passed over but the men were not able to hold them, nor could the THETIS crew grab the survivors when a sea brought them up because the oil covering the men made

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CGC THETIS, WHO RESCUED COLLISION SURVIVORS



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them heavy and slippery. Two of the THETIS crew then dropped into the raft to pass lines around the men so they could be hauled aboard. Of the 13 taken aboard, seven were unconscious. One of these later responded to artificial respiration, but the other six were treated without results for about 12 hours, treatment being discontinued when rigor mortis set in. The THETIS set the raft adrift to provide a floating object for other possible survivors, but no boats could be lowered because of the high breaking sea. She searched until about 0300, then proceeded southward with the TYDOL GAS after ordering the ARGO to continue search. At about 0530 she directed the TYDOL GAS to proceed independently, returned to the collision scene and spoke to the ASHEVILLE visually. They agreed she should proceed to Cape May with survivors.

30 SURVIVORS
AND 67 BODIES
BROUGHT IN
TO CAPE MAY

The following ships assisted in rescue operations and reported to Cape May: USCGC THETIS, 7 survivors, 6 bodies; USCGC ARGO, 23 survivors; USS SC-1321, 17 bodies; USS SC-1354, 17 bodies; USS ALLEGHENY, 20 bodies; USCGC 83314, 7 bodies. The USS ASHEVILLE, USS NATCHEZ, WSA TUG POINT JUDITH also went to the scene, but did not come into Cape May. The ST. AUGUSTINE's sailing list showed 145 persons, of whom 30 survived, two of them seriously injured by second degree burns. Sixty-seven bodies were recovered. All others are missing and considered dead. In recognition of their parts in the rescue two officers and two men of the USCGC THETIS and two officers of the USCGC ARGO received letters of commendation. Navy and Marine Corps medals were awarded to four men in the ARGO.

VICTIMS OF THE WEATHER GIVEN ASSISTANCE

FREIGHTER
GROUNDED
ON BANTAM
ROCK

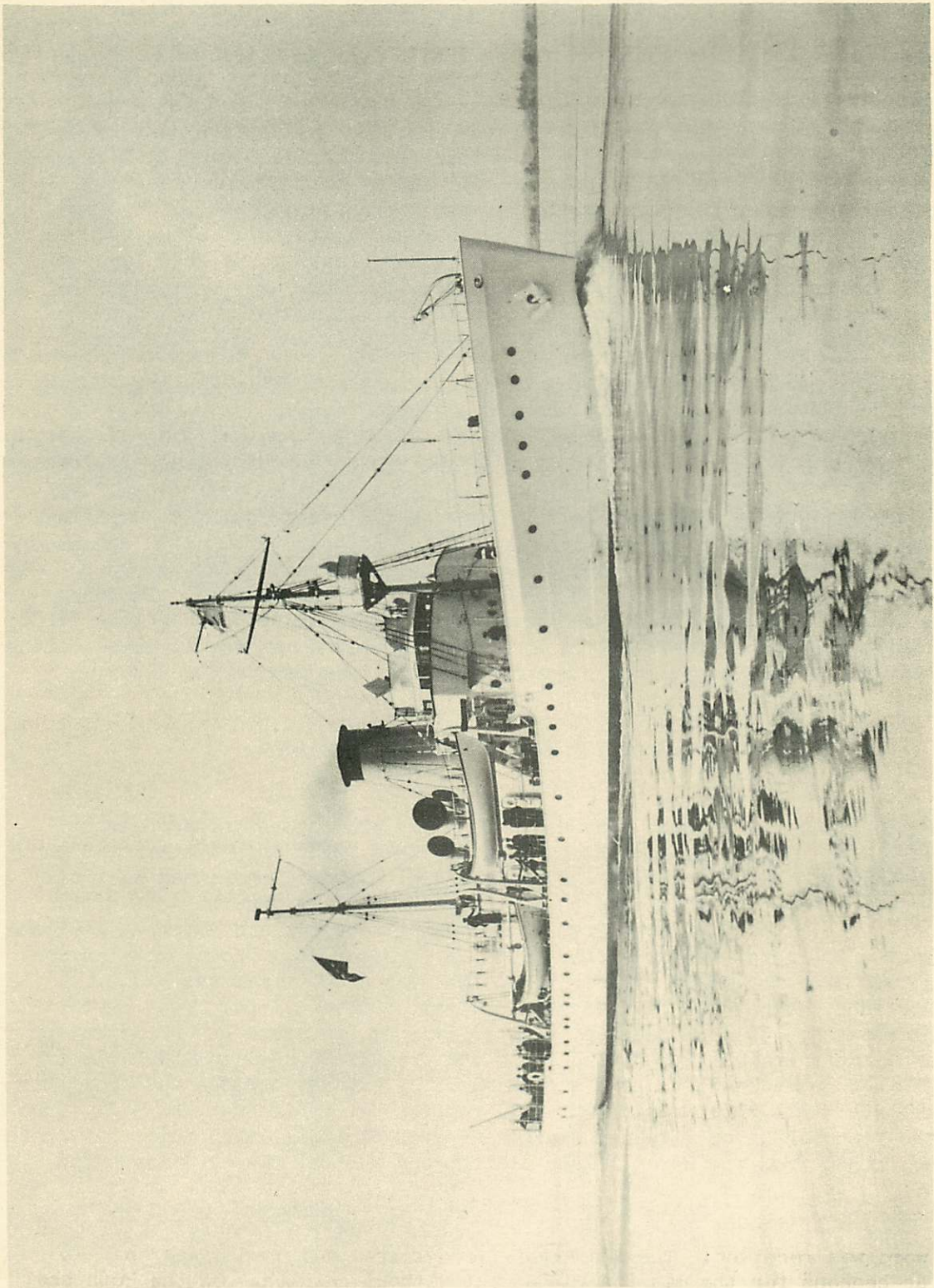
Rough seas and high winds slowed Coast Guard rescue operations on 5 March, 1943, when help was sent to the freighter, SS HARTWELSON, grounded on Bantam Rock off the Maine coast. The lookout, at 0645 on that date, had reported to the Damariscove Island Lifeboat station that a freighter was at anchor south of the station. When investigation showed that the vessel was aground, the station notified the S.C.G.O., Portland, Maine, who gave assistance instructions. Accordingly, Motor Lifeboat No. 36345 proceeded. She arrived at the scene at 0800, but sea conditions and shallow water around the freighter made it impossible to get alongside until the sea was calmer. By blinker message the freighter reported that those aboard were all right. Motor Lifeboat No. 36313 from the Kennebec River Lifeboat station arrived at 1000; later Motor Lifeboat No. 36380 from the Burnt Island Station and a Naval vessel joined them.

HEAVY SEAS
HINDER
OPERATIONS

Heavy seas were causing the HARTWELSON to disintegrate and it was still impossible to get near enough to her to use the Lyle gun. When the seas diminished an attempt was made to use a shoulder line throwing gun, but the line broke and the projectile was lost. The crew of the wreck was

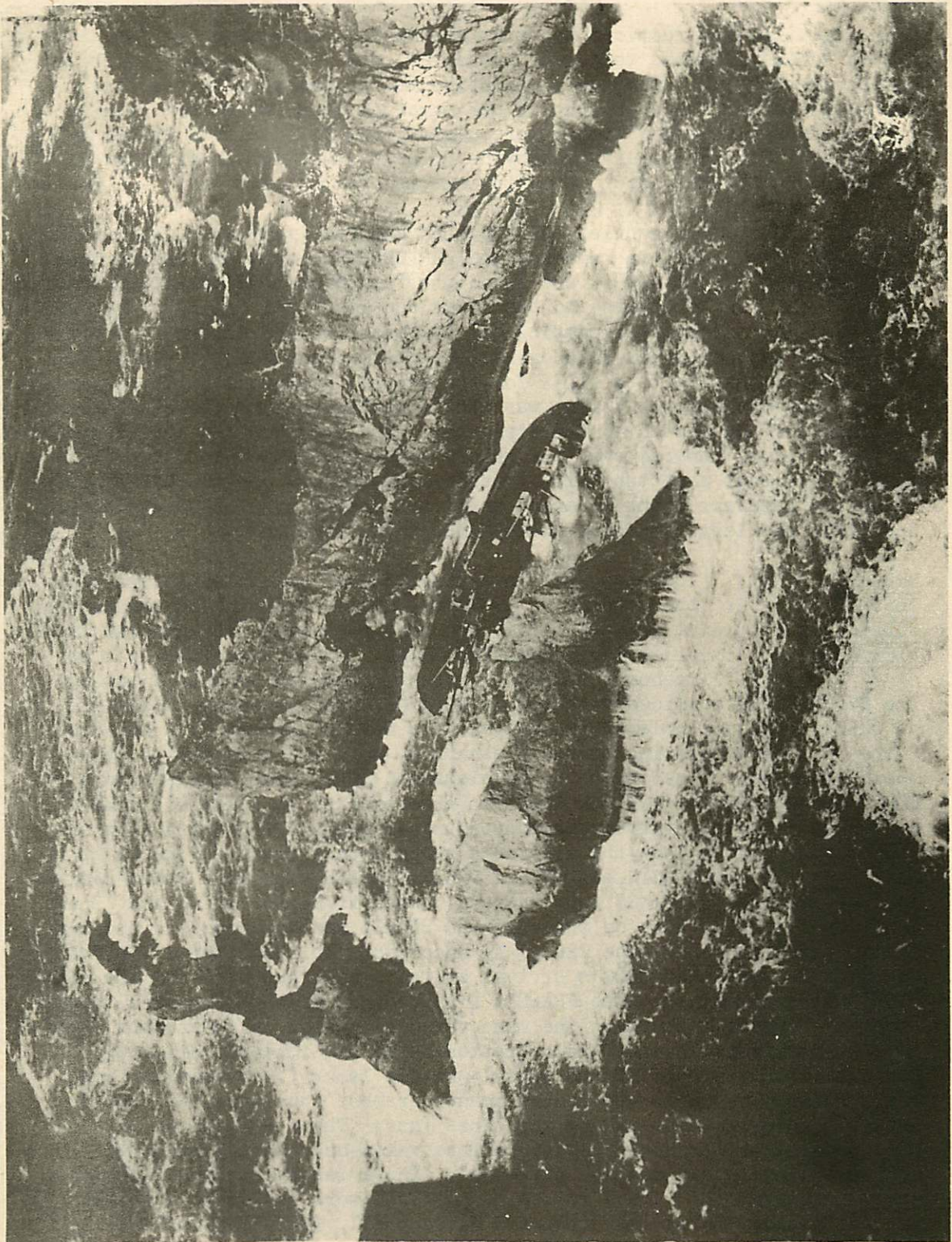
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ALGONQUIN, RESCUER OF SVEND FOYNE SURVIVORS



CONFIDENTIAL

THE WRECKED LANUT ON WASHINGTON'S ROCKY SHORE



then signalled instructions to drift a line on a buoyant object to leeward, and this line, secured to a ring preserver, was picked up and put aboard the Naval vessel. During this operation the propeller of Motor Lifeboat No. 36313 became fouled by one of the numerous lines which had been heaved from the Naval vessel. Without propulsion, the lifeboat was hurled helplessly against the Naval vessel by heavy seas, causing the lifeboat to be damaged. She was later towed to Damariscove Harbor.

CGC ILEX CON-
DUCTS RESCUE--
ENTIRE CREW
SAVED

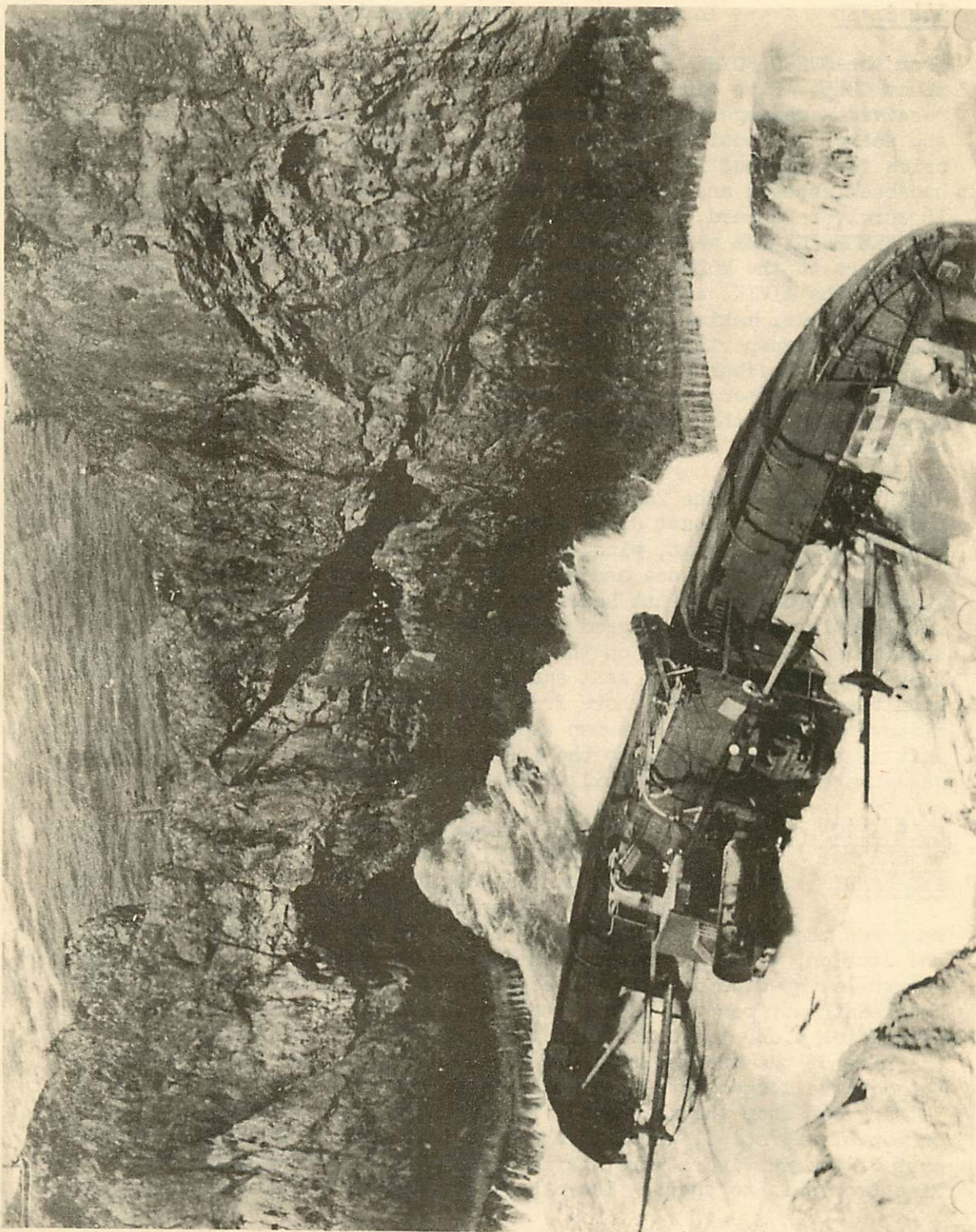
Meanwhile, the CGC ILEX had received orders at 1445 to aid in removing the HARTWELSON's crew and had arrived at 1835. She found the freighter broken in two at about midships and the after section sunk. At 1922 the ILEX started pumping oil overboard to the windward of the HARTWELSON and continued this operation intermittently until 2025. At 1940 a small boat left the ILEX for the wreck. From a position 30 to 40 yards from the wreck a line was shot from the boat to the ship and a 2" line was then hauled to the freighter. The stranded men were secured to the 2" line, lowered over the ship's side, and pulled into the ILEX boat. This boat made two trips transferring the men and the Damariscove Lifeboat transferred the balance, until the entire crew of 35 was aboard the ILEX, who left the scene at 2358 for South Portland.

BRITISH
VESSEL
COLLIDES
WITH BERG

The enemy had an unexpected and valuable assistant on the morning of 19 March, 1943, resulting in the loss of at least 50 lives and in the sinking of a British twin oil screw, the SVEND FOYNE. This "assistant" was an iceberg, the ever present menace of Greenland waters. The SVEND FOYNE collided with the iceberg off Cape Farewell, Greenland, at 0450, tearing a hole in her bilge. The next night--at 2330 on March 20th--she began lowering boats. Meanwhile, word had gone out to other vessels who were speeding to her assistance. The Coast Guard Cutters, MODOC and STORIS, at 1734 on the 19th were ordered to split off from a convoy and proceed at their best speed zig-zagging. Lacking a British cipher they didn't know the mission's purpose until later. The Coast Guard vessels, ALGONQUIN, AIVIK and FREDERICK LEE were sent from Greenland and the HMS HASTINGS from Iceland. When it became known that these additional vessels were on the way, the STORIS was detached and did not rejoin the MODOC until the 22nd. An incorrect report of the SVEND FOYNE's position delayed the MODOC's arrival at the scene, but early on the morning of 21 March she sighted the FREDERICK LEE, SVEND FOYNE and several boats among a group of icebergs. She maneuvered alongside lifeboats and rafts to take survivors aboard, the operation being particularly difficult because of the deep roll of the vessel and the lack of cooperation from the survivors, who, in their excitement, grabbed the lines and jumped into the water without making the lines fast. Three men on the MODOC went down her net voluntarily and worked waist-deep in icy water to secure a line to a man close to the net. These men were completely submerged whenever the vessel rolled to port and were unable to save the man after all. Later they (Leonard W. Campbell, CBM, John T. Hendrix, CEM, and William F. Coultas, Sea. lc) were awarded Navy and Marine Corps Medals.

CONFIDENTIAL

LAMUT CREW REACHES CLIFF VIA LINE



1144 SAVED

In the meantime, other vessels also had been picking up survivors. Seven boats and seven rafts were lowered from the SVEND FOYNE at 0200 on the 21st and the eighth raft was away at about 0345. Five minutes later the vessel sank suddenly. The MODOC had received a message that 24 persons were trapped aft and with the ALGONQUIN she search the position of the sinking, sighting debris and oil and hearing cries for help but not seeing anyone. At 0920 all boats and life rafts had been checked and the search was discontinued. The HMS HASTINGS, with 16 survivors aboard, was detached for Iceland and the ALGONQUIN, AIVIK and FREDERICK LEE were ordered into the lee of Cape Farewell to transfer survivors to the MODOC. Twenty-two were transferred from the ALGONQUIN, 42 from the AIVIK, and 20 from the FREDERICK LEE. The MODOC had picked up 28 herself, making a total of 1144, out of a complement of 195. The ALGONQUIN transported four bodies to Narsarssuak, three of which she had picked up, the fourth being that of a man who had died of heart failure half an hour after being taken aboard the MODOC. Many of the survivors were Lascars, without identification papers and unable to speak, read, or write English.

BEACH PATROL
DISCOVERS
BODY OF WOMAN

The 2nd and 3rd of April, 1943, were busy days for the Coast Guard along the Washington State shore, where rain, wind, and waves combined to harry the traveller in sea and sky. On the morning of April 2, Coast Guardsmen from the LaPush Beach Patrol station were carrying out their usual duties along the rugged coastline, when at 0730 patrolmen on section 4 found wreckage on the beach. Next, as they walked southward, they sighted part of the mast and the top of a ship's funnel lying behind the rocks just off shore from Teahwhit Head, and at 0750 they discovered the body of a woman washed ashore. One of the patrolmen then left to report the wreck to the LaPush station, which relayed the message by telephone to the Quillayute River Lifeboat station.

HELP SENT
BY SEA
AND LAND

The latter unit dispatched Motor Lifeboat 36351, which arrived at 0900 off shore of the wrecked vessel, later identified as the Russian LAMUT. The lifeboat could not approach closer than 125 yards because of heavy seas and the rocks surrounding the LAMUT, so she returned at 1020 to the station, where personnel then decided to attempt a rescue by land. Meanwhile, special details, in addition to the regular patrolmen, had been sent out from the LaPush station to search for survivors and casualties along the coast line from Cape Johnson to Taylors Point. The site of the wrecked ship was reached at 1125, and the vessel was found to be lodged between a small island of rock and a high cliff jutting out from the mainland. The best available rescue point was on top of a precipitous cliff about 50 feet above a small cove where most of the survivors were, having reached the cove by means of a line from ship to shore. The other survivors were still aboard.

SURVIVORS
HAULED BY LINE
TO CLIFF TOP

The rescue party had no way of reaching the Russian crew except by using a light makeshift line weighted with a rock. The survivors tied a heavier line to it and one line succeeded another until a line strong

enough to support a person was stretched up to the cliff top. One by one, the women first, the survivors were ferried across the rocks to an undercut ledge about halfway up the face of the cliff, and from there they were taken to the top, then lowered down the other side of the precipice. One of the women survivors, injured aboard ship, was taken up in a basket stretcher. The first survivor was brought to the top at 1215. An hour later the overland rescue group from the Quillayute station arrived to assist. A bos'n's chair and lines were used and the last of the survivors, totalling 47 officers and men and seven women, were brought to safety at 1720. Throughout operations, Coast Guard planes circled in search of other possible victims of the accident.

LAMUT'S MASTER
PRAISES COAST
GUARDSMEN

The LAMUT's master praised the rescue work of the Coast Guard. He and his crew were taken to the La Push station, arriving at 1920, where they were bathed, fed, and given dry clothing. Sleeping quarters were furnished there and at the Quillayute River station. Cooperation was given by the Army, State Patrolmen, Red Cross, and Public Health Service. The injured woman was removed by ambulance to the hospital and the dead woman was taken to the mortuary, both in Port Angeles. The latter had been struck on the head by an oil drum rolling about on the deck and had fallen overboard shortly after the ship struck the rocks. These women as well as the others on board are listed on Assistance Reports as crew members.

CURRENTS CAUSED
GROUNDING, SAYS
SHIP'S MASTER

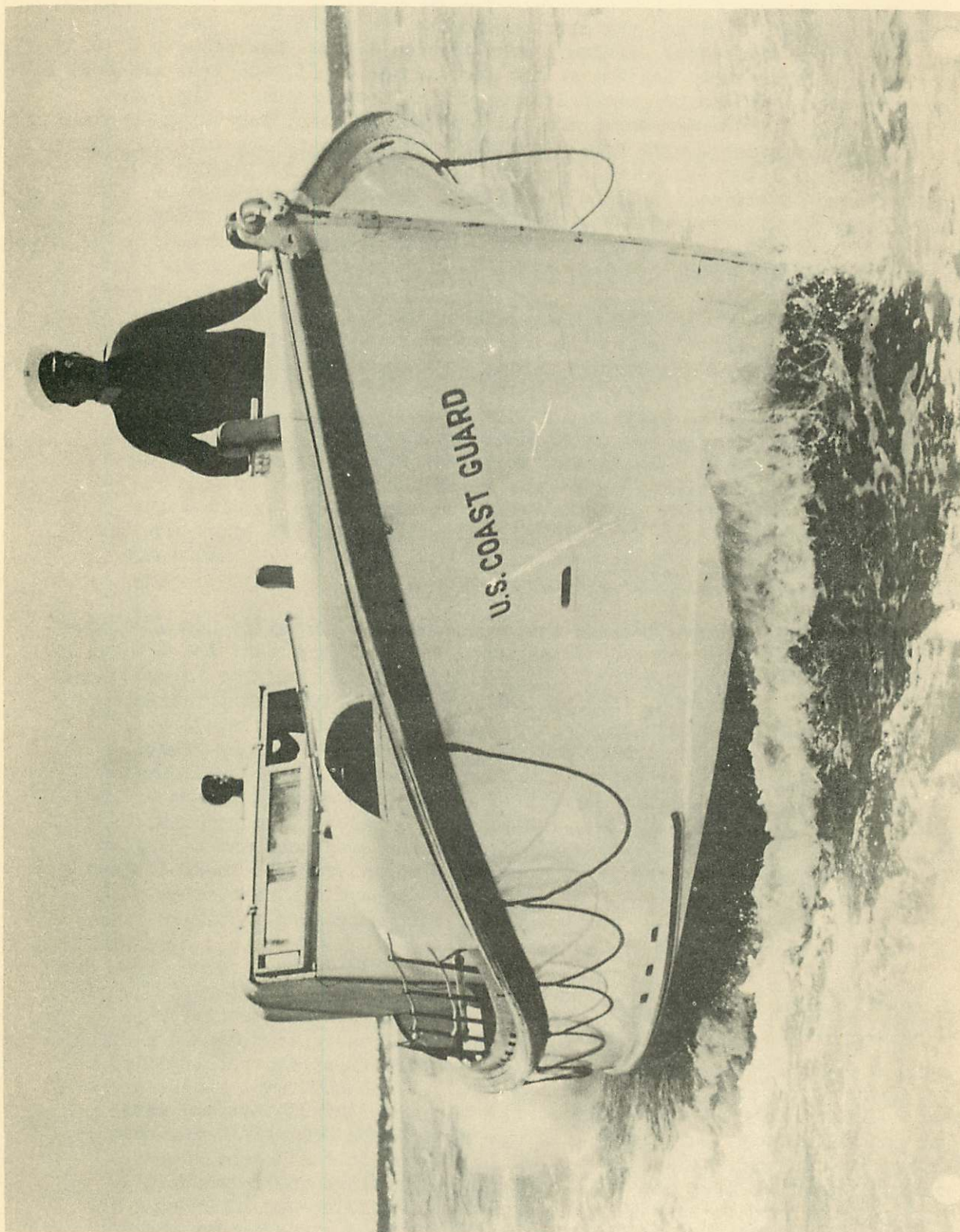
It was learned that rain the previous night had blotted out warning lights along the shore and that the LAMUT, impelled by a strong wind and tide, had gone aground at 2300. Despite the heavy surf, the crew tried to launch a lifeboat but without success. The master believed the grounding was due to a combination of two currents, one pressing the vessel towards the shore. Other captains of Russian vessels in the vicinity claimed to have noticed this current too. When the vessel reached a place where the choice was slim, the master deliberately lodged the ship between the rocks as the safest course. He said that under Russian laws he is subject to execution on return to Russia for the loss of life in connection with the wreck. In an attempt to save his life, the Supervising Merchant Marine Inspector's office prepared a report relating the extenuating circumstances.

ANOTHER RUSSIAN
VESSEL AGROUND

An ill wind was blowing for the Russians, for at almost the same time as the LAMUT disaster, another Russian vessel, the UZBEKISTAN was driven ashore near Pachena Point, Vancouver Island, B.C. After her first distress call, two motor lifeboats, a picket boat and the CGC NELLWOOD went to the scene but could not land in the savage surf. They ascertained that the crew had reached safety, this being possible because the UZBEKISTAN had been driven so far ashore that the crew could walk up on the beach. Coast Guard planes flew over the wreck directing operations until Canadian foot patrols came to take charge. Both the UZBEKISTAN and LAMUT accidents were attributed to faulty navigation. Rescue operations were complicated because the Russian vessels gave incorrect positions. Also, after the first distress call from the LAMUT she did not answer inquiries, though she could be heard communicating with the UZBEKISTAN.

CONFIDENTIAL.

MOTOR LIFEBOAT ON CALL



NAVY PLANES
DOWN AT SEA

Hardly had these operations been completed when a report was received on the afternoon of 3 April, that the Navy Amphibian plane JZF-5, carrying a pilot and two passengers, probably had been forced down at sea between Gray's Harbor and Pacific Beach. The Motor Lifeboat, INVINCIBLE, based at Westport, Washington, proceeded, and other boats were also ordered to the rescue. Meanwhile a Navy PBY flying boat went to the scene, but heavy seas capsized this craft too. When word of this fresh disaster came, other vessels were sent to assist. The INVINCIBLE, to save time, had chosen to go through the surf (a more dangerous course) instead of over Gray's Harbor bar, and reached the spot an hour and a half after the first report. Directed by Coast Guard planes, she picked up the nine crew members of the PBY-5A at 1631 and departed at 1830, after a fruitless search for the other plane and its occupants. Two other boats remained until morning to search and the INVINCIBLE returned the next day for this purpose, but all were unsuccessful. Later the plane and pilot's body were washed ashore.

INVINCIBLE
TOWS DISABLED
FISHING BOAT

The INVINCIBLE, however, was not to have a completely uneventful day, for on her way back she sighted the fishing boat CORONA, apparently stalled, and upon contacting her, learned that she was having motor trouble. The INVINCIBLE accordingly placed a line aboard and towed the disabled vessel to the Westport dock.

COMMENDATION

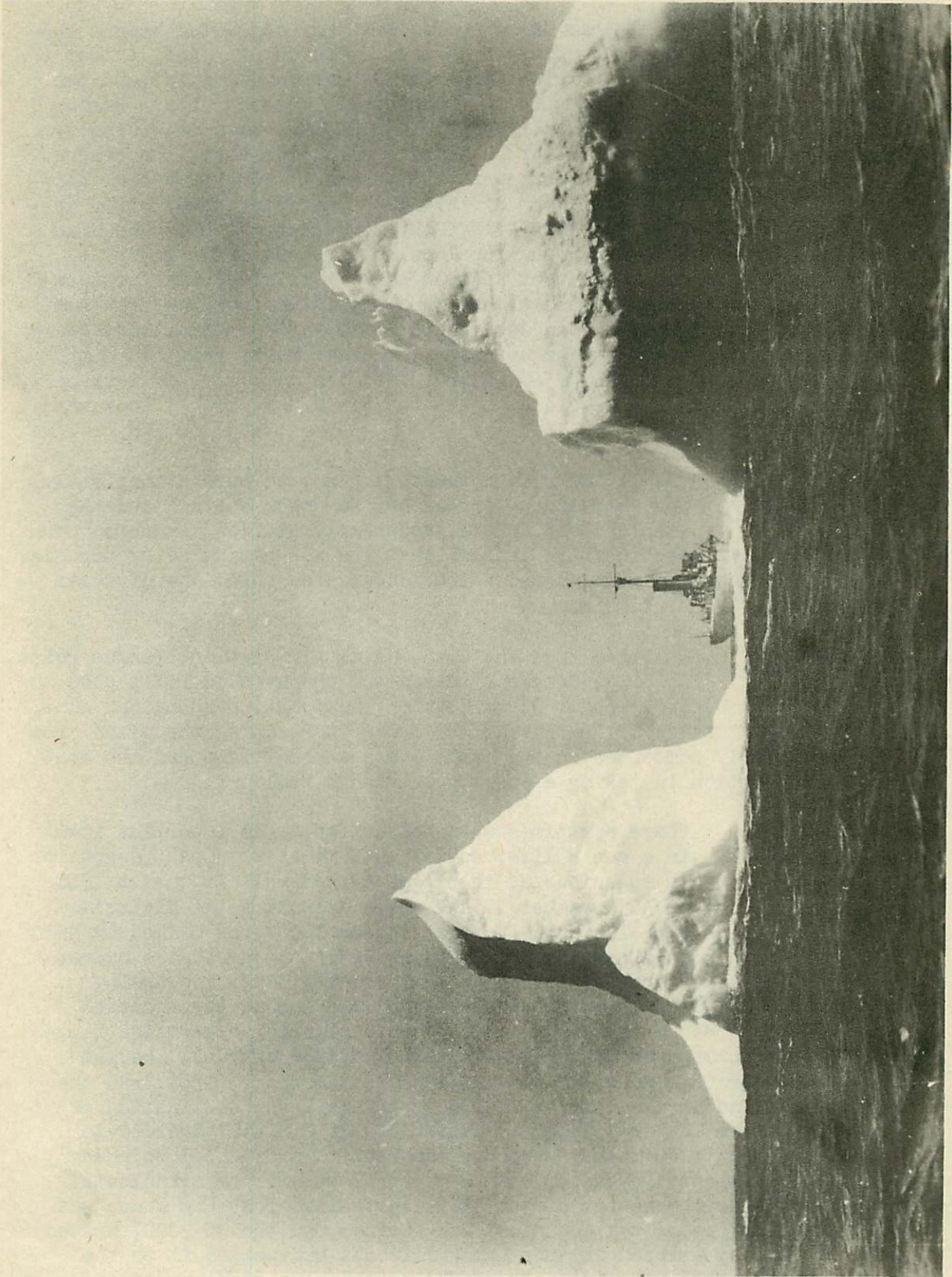
A letter from the U. S. Naval Air Station, Tongue Point, Astoria, Oregon (the base of the wrecked PBY plane) to the Commanding Officer, Coast Guard Station, Westport, Washington, commended the efficiency of the INVINCIBLE's men in rescuing the plane crew and particularly commented on the dangerous sea conditions and the boat crew's fine action in taking a short cut through the surf.

CG VESSEL
COOKS COFFEE
FOR GAS
VICTIMS

There are times when hot coffee is an important item in a man's life, and at such times the Coast Guard is as ingenious as in bigger tragedies. It was at 1700 on 30 November, 1943, while escorting the distressed Army Tug GEORGIA, that the CG-70007 was called by NNRC and asked if she could make out a tug blinking in an unreadable manner toward Heceta Head (Oregon) lighthouse. The Tug (identified as Tug DISPATCH NO. 2) was sighted soon afterwards, and her master reported that two of his men were badly gassed because of using a gasoline bilge pump in the enclosed engine room without an outside exhaust. He was eager to find refuge soon and was informed that Newport, Ore., was the nearest practicable place for relief. As this was the destination of the CG-70007 and the Army Tug, the master of the DISPATCH decided to accompany them. NNRC then instructed the Coast Guard vessel to relay medical advice that the gassed men be given fresh air and stimulants. When so advised, the master of the DISPATCH replied that his stove was out and hot coffee or tea could not be provided, so the CG-70007 brewed a pot of coffee, wrapped it in a kapok lifebelt and passed it to the DISPATCH with a heaving line, the coffee arriving in good condition.

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CUTTER PATROLLING AMID ICEBERGS



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CG-70007 ESCORTS The three vessels then continued northward and at 2130
GEORGIA TO PORT the Buoy Tender MANZANITA took over escort of DISPATCH
NO. 2 while the CG-70007 stood by the Tug GEORGIA.

There was a possibility that this Tug's crew might have to abandon her because she was taking water badly. Acting on instructions from NRNF, the 70007 informed the GEORGIA at 2140 that she was not to cross in over Yaquina Bay bar before low water the next morning. The GEORGIA reported at 2230 that her engines had stopped. A 10-inch hawser was passed to her and the CG-70007 brought the tug around into heavy seas, towing easily to minimize working of the GEORGIA's seams. The Coast Guard vessel worked her tow steadily offshore for additional security and her entire crew stood by all night to take off the Tug's men if she so signalled. By morning the tug could again use her engines and cast off, following the CG-70007. Upon request, a pilot was placed aboard the GEORGIA at 1030 and she and the Coast Guard vessel secured at the Newport dock at 1115. After investigating, the Commanding Officer of the CG-70007 found much evidence to substantiate the master's and crew's contention that the GEORGIA was unseaworthy in heavy weather.

PART OF TUG'S Adverse conditions kept the two craft in port until
CREW REFUSES 6 December, when there was a break in the sea and weather.
TO PROCEED Some of the Tug's crew refused to sail her farther, though she was supposed to go to Coos Bay for repairs. One of the Coast Guardsmen aboard the CG-70007, a Motor Machinist's Mate 1c (R) volunteered to go aboard the Tug to help out. The CG-70007 escorted her until ordered to pick up plane crash survivors from the YMS-343. The Tug then proceeded alone, with the borrowed Coast Guardsman piloting her over the bar, and arrived safely at Coos Bay.

COMANCHE Coast Guard teamwork in battling a wild sea and stormy
SAVES NEVADA winds resulted in the saving of 29 men and a dog, sur-
SURVIVORS vivors of the U.S.A.T. NEVADA. This vessel's seams had opened, probably due to heavy seas, causing her crew to abandon ship at 1300 on 15 December, 1943. At that time the forepeak and No. 1 hold became flooded and the pumps could not keep up with the inflow of water. The CGC COMANCHE, the rescuing vessel, was detached from escort duty between Newfoundland and Greenland at 1352 to proceed to Lat. 56°35'N., Long. 49°10'W., the reported position of the distressed NEVADA. At 2012 a radar contact was made and at 2100 this target was approached and challenged. Receiving no answer, the COMANCHE illuminated the target by searchlight and identified it as the NEVADA, who lay down by the head at a 30° angle and with water over the forecastle up to the bridge. After twice circling the vessel and finding that the boat falls were empty and the ship apparently abandoned, the COMANCHE proceeded to search for the survivors. At 2231, while sweeping the searchlight ahead, the COMANCHE sighted a lifeboat loaded with men. She approached close aboard from windward and, after many attempts, passed a sea painter by heaving line, making it possible to bring the boat alongside the starboard side of the COMANCHE. Three survivors had been taken aboard when rough seas threw the lifeboat violently against the COMANCHE and up under

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TYPE OF C.G. INVASION CRAFT USED IN NORMANDY INVASION



No. 1 boat which was rigged out. Three men were standing up in the lifeboat preparing to jump to the COMANCHE's deck, in spite of contrary orders from the Cutter, and these men were thrown from the lifeboat into the water. One sank immediately and the others drifted aft. The lifeboat was cut loose and the COMANCHE headed for the men in the water. Three volunteers, dressed in rubber suits, were lowered over the side with bowlines under their arms and made valiant efforts, but were unsuccessful in rescuing these two men struggling in the water, because the seas buffeted the rescuers into a helpless state. One survivor was towed as far as the side of the COMANCHE but then slipped away and was last seen floating face downward, apparently dead, supported by his life preserver. The other man was still in sight and alive, so a fourth volunteer was about to go overside for him when a sudden snow squall hid him from view. At the same time the searchlight burned out and by the time it had been repaired the man could not be found.

STORMY SEAS
AND WIND
SLOW RESCUE

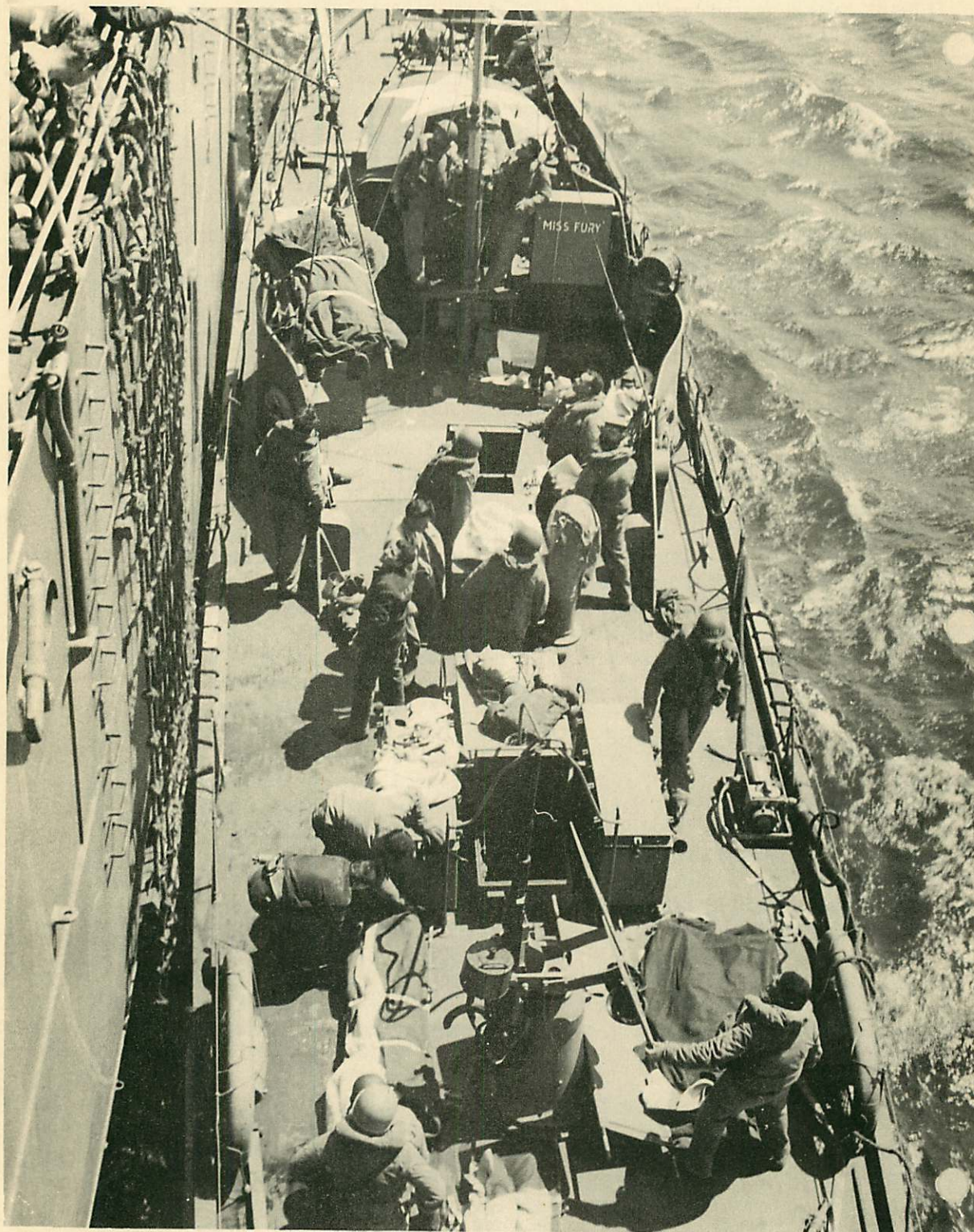
Meanwhile, the lifeboat, still containing 26 men and known to be leaking badly, had been lost to sight and had to be relocated, which was shortly accomplished. Attempts to pass a line by a shoulder line-throwing gun were unsuccessful due to the high wind velocity. Finally a heaving line reached the lifeboat and a sea painter was made fast to the No. 2 thwart of the boat. The surging of the boat pulled loose this thwart but not before several men had been hauled aboard on the ends of long lines with bowlines passed over their heads and under their arms. The COMANCHE's crew was divided into teams of 10 men who would heave on the line to drag a man aboard, then hustle him below while another team brought in the next man, and so on. Operations were interrupted whenever a thwart pulled out, resulting in the wind and sea carrying the boat away. Altogether four thwarts were pulled out before the rescue was completed. The last man in the lifeboat also put a bowline around the NEVADA's mascot, a black dog. Survivors said another lifeboat containing the Master and 31 others had been launched but had capsized. They claimed that some of the men in this boat had reached two life rafts, which also had been launched. The COMANCHE was joined in her search for additional survivors by the CGC STORIS at 2250 on 17 December. At 0118, 18 December, a target known to be the NEVADA disappeared from the radar screen. She has been recorded as sinking at that moment in position Lat. 55°27'N., Long. 47°13' W. At 1355 on the 18th the CGC MODOC and CGC TAMPA joined in the search, all four cutters continuing on this mission until hope was abandoned at 1800 on 19 December. They then proceeded to Greenland where survivors were transferred at 2030 on 21 December.

ASSISTANCE DURING INVASION OF FRANCE

COAST GUARDSMEN
MAKE D-DAY
RESCUES

Among Coast Guard rescue boats who hauled aboard the wounded on D-Day was an 83-foot former sub-buster, stripped of her armor and affectionately nicknamed the "Homing Pigeon." The "Homing Pigeon" went across the English Channel with the first wave of Americans, reaching the opposite

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83-FOOTER TRANSFERS NORMANDY WOUNDED TO TRANSPORT



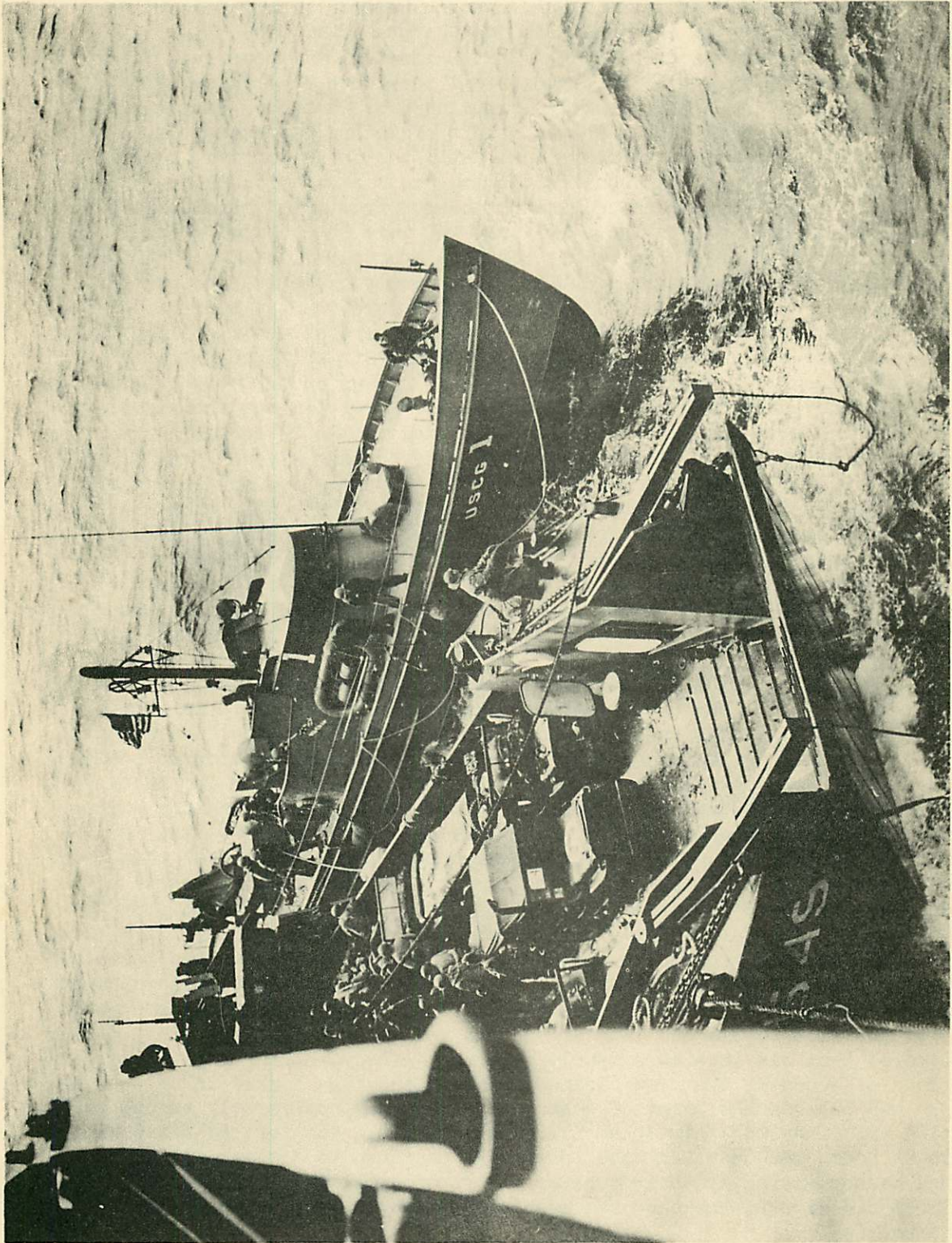
side at about 0300 on 6 June, 1944. As she waited, troops were put on Higgins boats for the landing, made just before dawn. The 83-footer's first rescue mission came when two ships almost simultaneously suffered fatal blows. A Navy traffic director off the beach blew up, probably a mine victim, and a British flak ship manned by Americans was accurately hit by shore batteries. What was left of their complements floated in the water among burning oil slicks until the Coast Guardsmen picked them up. As most of them could not climb the scramble rope ladders hung over the sides of the "Homing Pigeon" the men from this vessel went overboard to fasten lines to the survivors, who were then hauled aboard. Nearly every member of the rescue boat was over the side at one time or another to rescue these men, but the water was so cold and choppy that, at the most, a rescuer couldn't stand it for more than an hour at a time. Each Coast Guardsman was weighed down with gas protective clothing, foul weather gear and a kapok life jacket, bringing his total weight up to about 300 pounds. Ninety survivors were picked up on this trip, starting at 0530 and continuing for about two hours. First aid was administered and the men were given dry clothing belonging to the 83-footer's crew, and blankets when the clothing ran out. The "Homing Pigeon" drew up to a Coast Guard assault transport, where the casualties could get medical care, to transfer them. While these casualties were being taken aboard on one side, soldiers just going into the battle were being unloaded into Higgins boats on the other side of the transport. By 0900 most of the survivors had been transferred. The transport took 88 of them, one of the original 90 having died and the other so near death that the doctor suggested he be kept aboard the rescue boat.

MEN REMOVED
FROM AMMU-
NITION SHIP

The "Homing Pigeon" then headed back toward the landing beach and came upon an LCT burning and sinking, but was unable to moor alongside because some "ducks" were teetering over the edge. Seven Coast Guardsmen boarded the LCT to help take off the injured soldiers and sailors. The "Homing Pigeon" was on its way to a hospital ship with these men when the skipper was told that a wounded sailor was in the gun turret and that the LCT was loaded with ammunition. The rescue vessel turned back, saw that there were two men—one uninjured—in the turret, and that another rescue boat was about to pull away from the sinking LCT. A line was tossed from the "Homing Pigeon" to the LCT's gun turret. The uninjured sailor there gave it to his wounded companion, put him overboard, and then boarded the other rescue vessel. The wounded sailor hung on while the "Homing Pigeon" sped away from the ammunition ship. At a safer distance, Coast Guardsmen went over the side to tie the line around him and haul him aboard. They discovered that his legs were nearly severed. After transferring the second group of wounded, the crew cleaned the ship and then looked in on the man who had been on the point of death, but found him, perversely enough, sitting up. They took him to an LST hospital ship. Now for the first time in 24 hours the crew had time to eat and sat down to a steak dinner, which had been prepared by their cook as a sort of sideline. As the ship's first aid expert, the cook had been pretty busy directing the care of the casualties.

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83-FOOTER IN D-DAY RESCUE OPERATIONS



LST 326 FORMS
BREAST LINES
TO TAKE ABOARD
MEN FROM
DAMAGED LIBERTY
SHIP

A #4 sea in the English Channel on 29 June, 1944, was too heavy for the operation of small boats in removing a large number of survivors quickly and caused the LST 326 to seek another method. This LST was returning to England in northbound convoy from France on that date when she passed a southbound convoy in mid-channel.

Four ships in this southbound group had just been hit by undetermined submarine agents, and the LST 326 was detached to aid one of them, a United States liberty ship, H. G. BLASDEL, who had settled considerably by the stern. First, a small boat, with a doctor aboard, was lowered and sent to the BLASDEL. Two small craft were taking off casualties but their facilities were limited. Also, the LST's two small boats could not get the men off quickly enough, operating in such a heavy sea. So the LST moored alongside the stricken vessel, even though there was no way of knowing whether or not the BLASDEL would sink shortly or if explosions were imminent. The mooring was accomplished with difficulty because the relative roll and pitch of the LST were so much greater than that of the liberty ship that the distance between the two changed quickly from a sharp, damaging impact to a distance of nine or ten feet. Two breast lines were formed at the only possible point for an effective breast line, though even here the upward surge of the LST under the liberty ship's overhanging small boat and other projections made the job of the men in the breast lines a hazardous one. With the breast lines holding the vessel in to an average distance of four or five feet, nine dead, 60 wounded and about 200 other survivors were brought aboard, all of them U. S. Army personnel bound for the beach-head at France. The entire operation, from mooring to unmooring, took one and a half hours. The wounded were placed on the tank deck, where there were already 900 German prisoners of war, and the LST's crew assisted doctors and hospital corpsmen in attending these wounded men. The LST 326 proceeded unescorted and alone to an English port, arriving at 0200 on 30 June and completing the discharge of dead, wounded, survivors and prisoners by 0600.

AN EXAMPLE OF COAST GUARD SALVAGE WORK

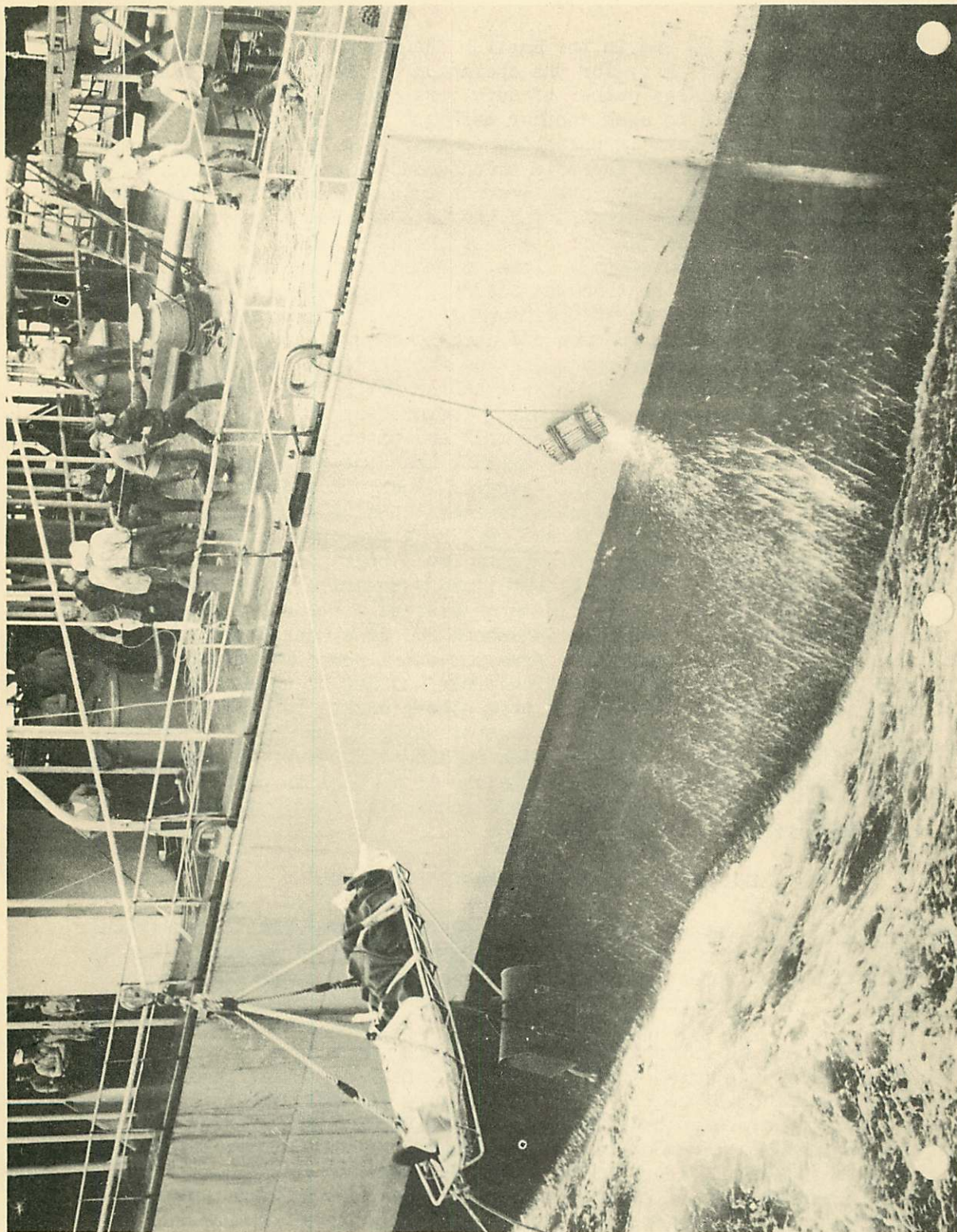
HEMLOCK'S
SALVAGE
OPERATIONS
COMMENDED

Undoubtedly the Coast Guard's most dramatic assistances are rescues of survivors of torpedoed vessels where the threat of enemy attack is imminent, where the rescue must be accomplished in the dark of night and without the use of lights, where flaming oil on the water's sur-

face is creeping up on survivors struggling in the water, or where rain, wind and heavy seas impede rescue attempts. Less dramatic but of high value are instances of Coast Guard salvage work accomplished quickly and well. Among these are the salvaging of the PRINCE RUPERT in October 1943 and the WILLIAM L. THOMPSON in January 1944. The crew of the CGC HEMLOCK and her Commanding Officer, Lieut. Commander Jens H. Jensen, were instrumental in the success of both operations. Under the date of 11 March, 1944, Lieut. Commander Jensen was sent a letter from the Commandant of the Coast Guard commending him for his "professional skill and efficiency of operation" in directing the salvaging of the two vessels.

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INJURED SEAMAN TRANSFERRED TO COAST GUARD MANNED DE



PUMPING
OPERATIONS
ABOARD THE
PRINCE
RUPERT

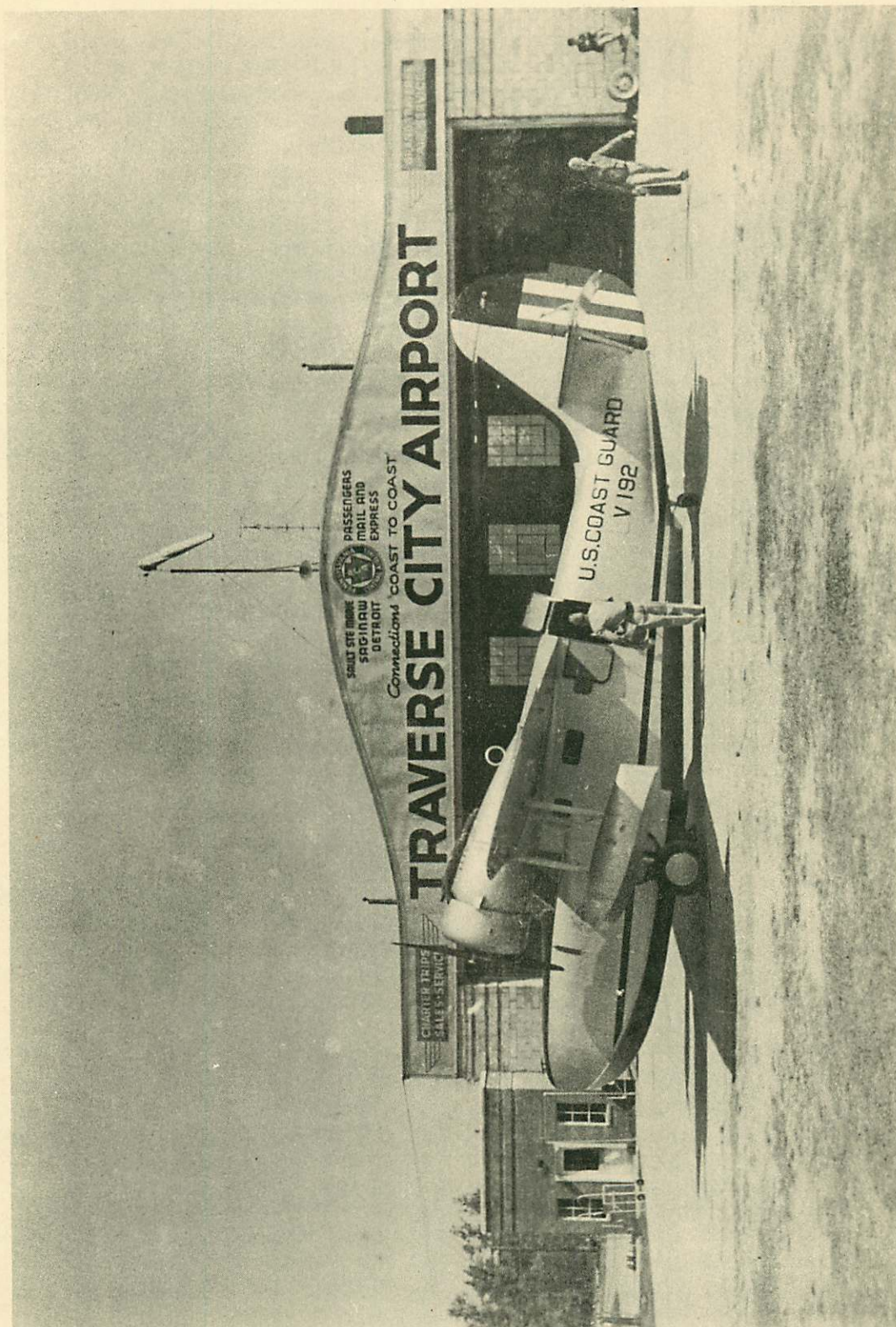
The HEMLOCK, on 1 October, was instructed by the DCGO, Ketchikan, to assist the SS PRINCE RUPERT, who had struck Prolewy Rock at Petersburg, Alaska. Arriving at Petersburg at 1745, she moored alongside the damaged vessel, by then laying at Citizen Wharf. The PRINCE RUPERT was punctured in two places on the starboard side—one in the forward fireroom and one in the steering engine room aft—and listed toward the dock 20°. Civilian passengers, totalling 116, and two-thirds of the crew had been taken off. The COTP, Petersburg, had already taken three fire pumps aboard and was trying to raise the water, but due to the vessel's peculiar construction it was hard to get the pumps near the fire room. The COTP crew and the HEMLOCK's men joined forces and two more pumps were obtained, one for operation and the other for a reserve. The list was reduced to 13°, in spite of the fact that pumps designed to lift water a maximum of 20 feet had to be used in a situation requiring a lift of 25 feet. Later, during the night, the list was reduced to 9°, where it was purposely held to keep the vessel from reversing its list, which had happened several times before the arrival of the HEMLOCK. A reversing of list would have caused damage to vessels laying alongside and would have further flooded the PRINCE RUPERT. The HEMLOCK's entire crew worked throughout the night rigging hose and servicing pumps which frequently broke down and lost suction. Part of the crew rigged a collision mat over the hole in the fireroom. At 0900, 2 October, things took a turn for the worse with the water gaining rapidly due to the simultaneous breakdown of several pumps. Smaller pumps were then lowered into the fireroom, and these, plus the reserve pump, brought the water back to a safe level. The Cutter MCLANE arrived at 1050 and the YP 251, with divers and their gear, came at 1405. Pumping continued throughout that night.

STEEL PATCH
APPLIED
BY DIVER

After two unsuccessful efforts, divers had decided on 2 October to await a more favorable tide. The senior diver went below on the 3rd and reported that the bilge keel had been torn loose and that it had flattened over against the ship's side, covering the hole and thus making it necessary to remove this bilge keel in order to apply a patch. A heavy steel cable was rigged from the HEMLOCK under the bottom of the PRINCE RUPERT and attached to the bilge keel, which was then bent back so the steel plate patch could be inserted by a diver. Another steel plate patch was secured over the hole on the inside, stopping most of the water flow. Reinforcing irons were inserted from frame to frame and the area (three frames) was filled with a 12" depth of cement. The other hole, in the steering engine room, was then repaired and a board of inspecting officers reported that the vessel was seaworthy enough to proceed to Canada. However, the HEMLOCK's services were not yet at an end, for, prior to the repaired vessel's departure, fire broke out (morning of 4 October) on the dock at which she was laying and the HEMLOCK, also at dock, towed the PRINCE RUPERT out of danger. The fire was put out through the efforts of the HEMLOCK, MCLANE, YP-251, FP-80, FP-101, CG-90001 and CG-50043. That afternoon the PRINCE RUPERT departed for Prince Rupert, Canada, being escorted as far as Ketchikan by the HEMLOCK.

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PLANE V-192, WHICH TRANSPORTED ACCIDENT VICTIM



WATER PUMPED
FROM WILLIAM
L. THOMPSON

The HEMLOCK was called upon to assist the SS WILLIAM L. THOMPSON at 0200 on 26 January, 1944, after the latter had run aground on the south end of Bold Island. The WILLIAM L. THOMPSON backed off the rocks and proceeded but reported at 0320 that she was taking water in the number one hold, so the HEMLOCK came alongside at 0440. She contacted the Ketchikan base by blinker requesting that they have four portable pumps ready. When the two vessels entered Tongass Narrows a line was put aboard the THOMPSON, but the vessel was steering erratically and this, combined with a gale force wind, caused the line to part. The HEMLOCK then departed to pick up pumps and put them aboard the THOMPSON. Operations began and by 0650 the rise of water within the vessel had stopped, a sounding showing 19 feet in the number one hold. At 0900 the HEMLOCK was able to take the other vessel in tow and at 0945 the THOMPSON anchored off New England Dock, Ketchikan Harbor, the water level then being 21 feet, which was reduced to 15 feet by 1300 and to seven feet by 1750. The following day divers reported that temporary repairs could be made, so orders were placed for cement, sand and gravel, wood wedges, and rags. By 1530 the inflow of water had been reduced from about 18,000 gallons to 1,000 a minute by divers using rags, wood wedges, and plugs. Threatening weather made it advisable to move the THOMPSON to the Coast Guard repair base. The vessel was then pumped dry, cement was laid and steel plates fitted in, reducing the inflow of water to about 500 gallons a minute. Work was stopped at 0900 on 28 January and the THOMPSON soon got underway, proceeding unassisted to Seattle. It was the opinion of the DCGO, Ketchikan District, that if the HEMLOCK had not taken hold when she did the THOMPSON would have nose-dived and probably sunk or at least would have been driven up high and dry by the gale which was blowing.

COAST GUARD AIRCRAFT GIVE AID

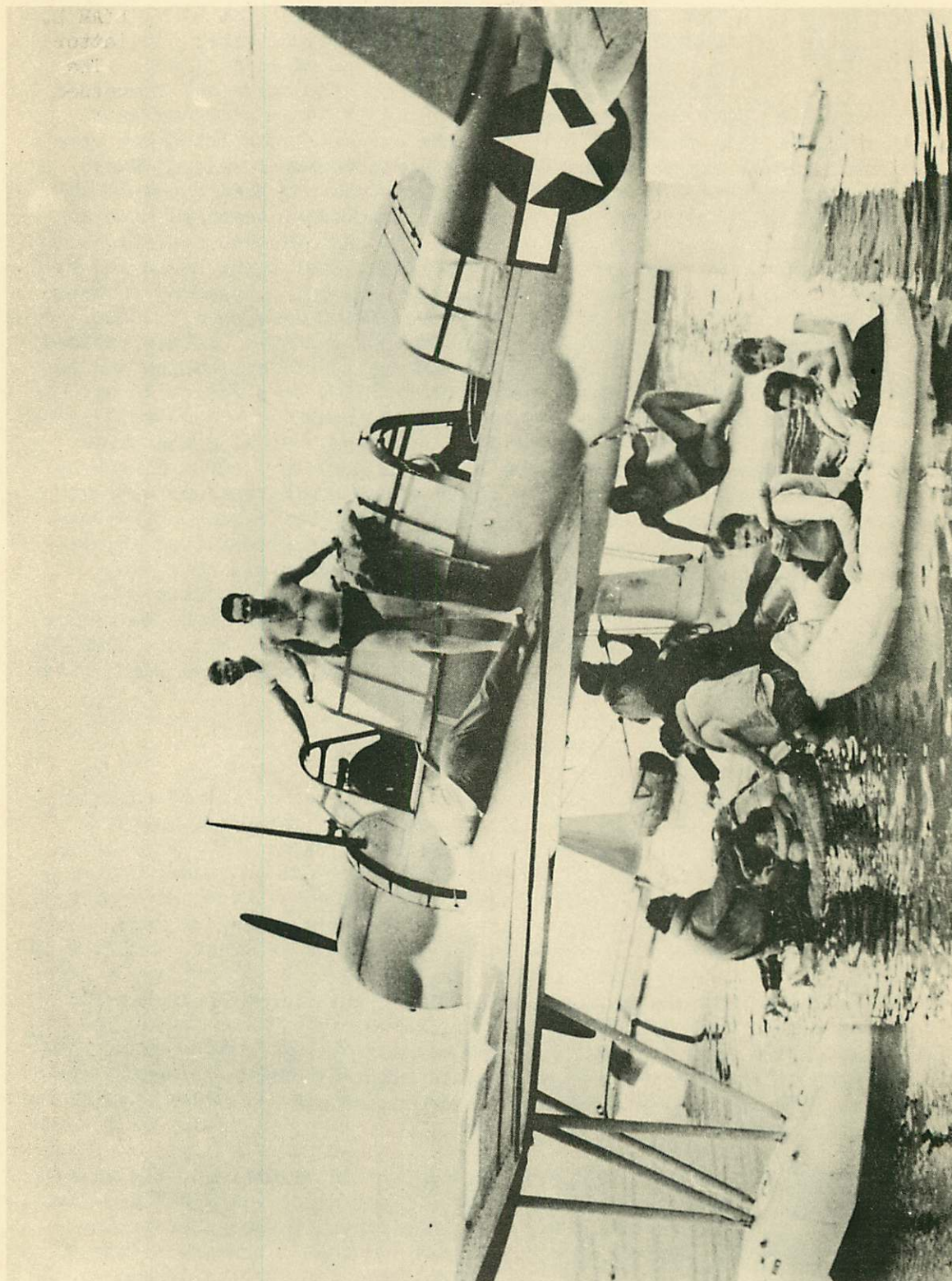
PLANE TRANS-
PORTS ACCIDENT
VICTIM

Not only disasters at sea, but also accidents on land often come within the province of the Coast Guard. On 20 December 1941, when a man named John Cunningham, the victim of an automobile accident on Beaver Island, Michigan, was thought to be suffering from a broken neck and internal injuries, the Beaver Island Coast Guard Station telephoned for help to the Air Patrol Detachment at Traverse City and Plane V-192 was immediately dispatched. The patient could not be transported by boat because of high winds and sea conditions and because the Charlevoix Picket Boat was out of commission. The V-192 landed in a sheltered bay off the Beaver Island Station and the plane was grounded without damage on the beach, within 75 yards of the station. Beaver Island Station personnel, wading to the plane, carried the patient in a Stokes litter and Mrs. Cunningham, the injured man's wife, also came aboard.

SPRAY FREEZES
ON WINDSHIELD

Because of spray freezing on the windshield, the plane had to make three take-off attempts. On the third try, the co-pilot was able to scrape off enough ice to complete the take-off. The plane's action was somewhat sluggish because of accumulated ice, but the flight was accomplished satisfactorily and a smooth landing was made at Traverse City, where the patient was delivered to a private ambulance. De-icers were used in flight and operated satis-

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C.G. PLANE AIDS HURRICANE SURVIVORS



factorily. After the plane was landed, various parts of it were found to be covered with ice, ranging in thickness from one-fourth to one-half inch.

CG PLANE
EFFECTS
RESCUE

Waves four to six feet in height and the belief that an enemy submarine was nearby did not prevent five Coast Guardsmen from landing their plane in the Atlantic to remove two emaciated and delirious occupants of a life raft on 2 May, 1942. The rescued men were survivors of the freighter CHENANGO, Panamanian registry, which had been torpedoed 20 April and had sunk in about two minutes before any lifeboats were launched.

HINDERED BY
ROUGH SEA

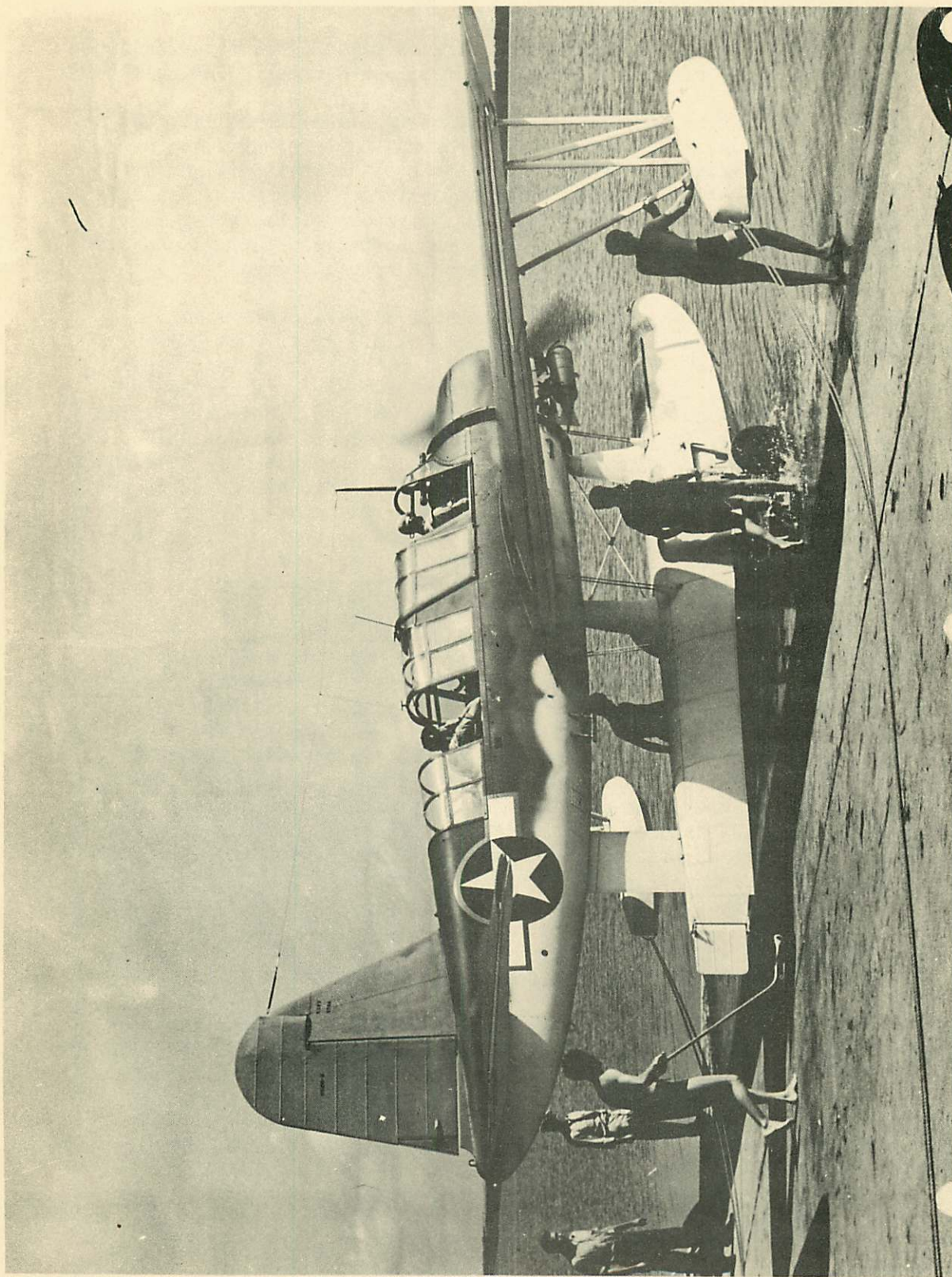
The two shipwrecked men were sighted about 95 miles southeast of Oregon Inlet, N. C., by an Army bomber, which relayed the information. Acting on this report, Coast Guard Plane No. 167 left Elizabeth City to search, found the raft with its occupants about 70 miles ESE of Hatteras, and made a successful landing on the water, in spite of incipient thunder-storms, confused cross seas, and a moderately rough sea. The task then was only half done because the raft was bouncing and heaving and the plane was drifting away, so the pilot taxied the airplane up wind of the raft and cut both engines, then sailed and drifted the plane down wind close to her object to toss the occupants a heaving line, thus furnishing anchorage for the plane. Meanwhile, as the plane was maneuvering, one of the raft occupants evidently thought they were not to be rescued after all and jumped overboard screaming. However, both men were successfully brought aboard the plane, one of them praying and babbling incoherently and collapsing when taken on. Both were suffering from lack of food and water, and their skin was badly blistered, sunburned and broken out with large eruptions and sores. The Pharmacist's mate on the plane applied dressings, administered liquids and gave the men sedatives. Besides the difficulty of getting close enough to the raft in a rough sea to effect the rescue, the plane crew was for a time under the impression that an enemy sub was approaching after the lookout reported seeing what he thought was a periscope. An unarmed aircraft bouncing on the waves would have been easy prey. As it was, nothing further developed, and the plane proceeded unhindered to Norfolk to turn the survivors over to Navy doctors and Intelligence authorities. The following month the Commanding Officer and the plane crew received Letters of Commendation for this rescue operation from the Commandant of the Coast Guard.

RAFT
WITHOUT
OARS

One of the survivors later stated that after the CHENANGO sank there were 15 or 20 survivors struggling in the water and that the submarine came up in their midst and cruised about, drowning many of them. He and his companion had managed to swim to the improvised life raft but, being without oars, they could not maneuver the drifting raft back to the others in the water.

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ELIZABETH CITY PLANE TAKES OFF



CG PLANE USES
MESSAGE BLOCKS
TO BRING FISHING
BOATS TO RESCUE

Message blocks played an important part in the rescue of 23 survivors of a sunken vessel and the retrieving of one body on 19 May 1942, when Coast Guard Plane No. 184 of the Biloxi Air Station sighted the survivors and dropped messages both to them and to the group of fishing vessels who made the rescue. Plane 184, acting on a report by an earlier patrol, found the sunken vessel, its masts showing above water, in position Lat. 28°33'20"N., Long. 90°58'30"W. Just before arriving at the ship, the plane sighted something waving about a mile to the west. This led to the discovery of eight men and a small boy on a "raft" made from part of a hatch cover and some loose boards. A similar makeshift raft carrying four men was then sighted half a mile eastward. Two survivors were sighted near the masts and a man and small girl right beside the mast. The plane asked for aid from the station and dropped message blocks to survivors, telling them that aid was coming and asking if there were any seriously injured among them. The plane's crew considered landing their craft, a JRF-2, to make the rescue, though there was danger of damage to the plane. But as the survivors indicated that no one was badly injured and as there were too many to transport in this type plane, it was decided that the aircraft could serve better by remaining aloft. No. 184 then flew over a group of six fishing boats five miles to the northeast and dropped message blocks. The vessels, who were instructed to watch where the plane dived in order to locate survivors, immediately took in their nets to proceed. The plane returned to the area and discovered four more survivors clinging to bits of wreckage, one of these being a woman. A fifth, apparently dead, was supported by his life preserver. By this time the fishing boats were arriving and were directed to the various groups by the diving plane. Eleven survivors were taken aboard the J. EDWARD WRECKLE, 10 aboard the SHEARWATER, two on the PAM CAR and the dead man was taken on the CONQUEST. The survivors had been in the water over 15 hours and probably some of them could not have held out much longer. The plane made a final search and then returned to base as it did not have enough fuel to convoy the fishing vessels, who were headed for Morgan City.

VESSEL EX-
PLODES AS
PLANE CIRCLES
HER

A Coast Guard plane and a Coast Guard Cutter joined forces in attacking the enemy and rescuing 50 survivors of the SS WM. ROCKEFELLER on 28 June 1942. Not a life was lost, although two of the survivors were "singletons," one clinging to wreckage and the other keeping afloat atop an overturned lifeboat. The Plane, No. 00796 of the Elizabeth City, N. C., Air Station, was the first to know of the disaster. She left the air station at 1015 to relieve two other planes and began flying around the SS WM. ROCKEFELLER, circling at a radius of 3,000 yards. The WM. ROCKEFELLER, a Standard Oil Company tanker carrying fuel oil, was en route from Aruba, N. W. I. to New York. At the time of the disaster she was at Lat. 35°11'N., Long. 75°02'W., and was proceeding without surface escort. At 1217 while the plane was still circling the tanker, the ves-

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PROVISION BOMB BEING ATTACHED TO BOMB RACK



sel suddenly exploded and burst into flames, apparently hit on the port side by a torpedo. The plane, seeing a submerged submarine on the port beam about 3,000 yards distant and 30 feet below the surface, made a full throttle dive. By the time the plane reached the bomb release point, she could no longer see the submerged enemy craft, but dropped two MK XVII depth charges in what she judged was the best position. The attack was without visible results.

BRINGS CUTTER
TO SCENE--
50 RESCUED

Having previously observed a Coast Guard vessel about five miles away, the plane sought her out and dived on her. The vessel, CGC-470, responded by turning toward the scene. The plane dropped two smoke lights on the spot where plane charges had detonated and the cutter laid seven depth charges around these lights. There was no indication that the charges hit their mark. The CGC-470 then picked up survivors from lifeboats and the two "singletons," to whom she was directed by the plane. She left at 1300 and the plane left at 1320 on the arrival of a relief plane. After a four hour trip, the cutter arrived at the Ocracoke station, where the survivors were fed and clothed, the Ocracoke community providing wearing apparel. Some of the survivors had had no clothes on when brought in and all were covered with oil. A Navy chartered freight vessel took them to Cherry Point, N. C., that same night.

"PROVISION
BOMB" DROPPED
FOR SURVIVORS

The first actual use of the Elizabeth City Air Station's special "provision bomb" was on 4 July 1942, when Coast Guard Plane No. 183 dropped two such "bombs" within a boat's length of each of two lifeboats containing survivors of the SS EVERALDA. A development of this particular station, the "provision bomb" can be carried inside the hull or fuselage of a large plane or on the bomb rack of a smaller plane. Its construction facilitates accurate placement.

17 SURVIVORS
IN ONE BOAT--
15 IN ANOTHER

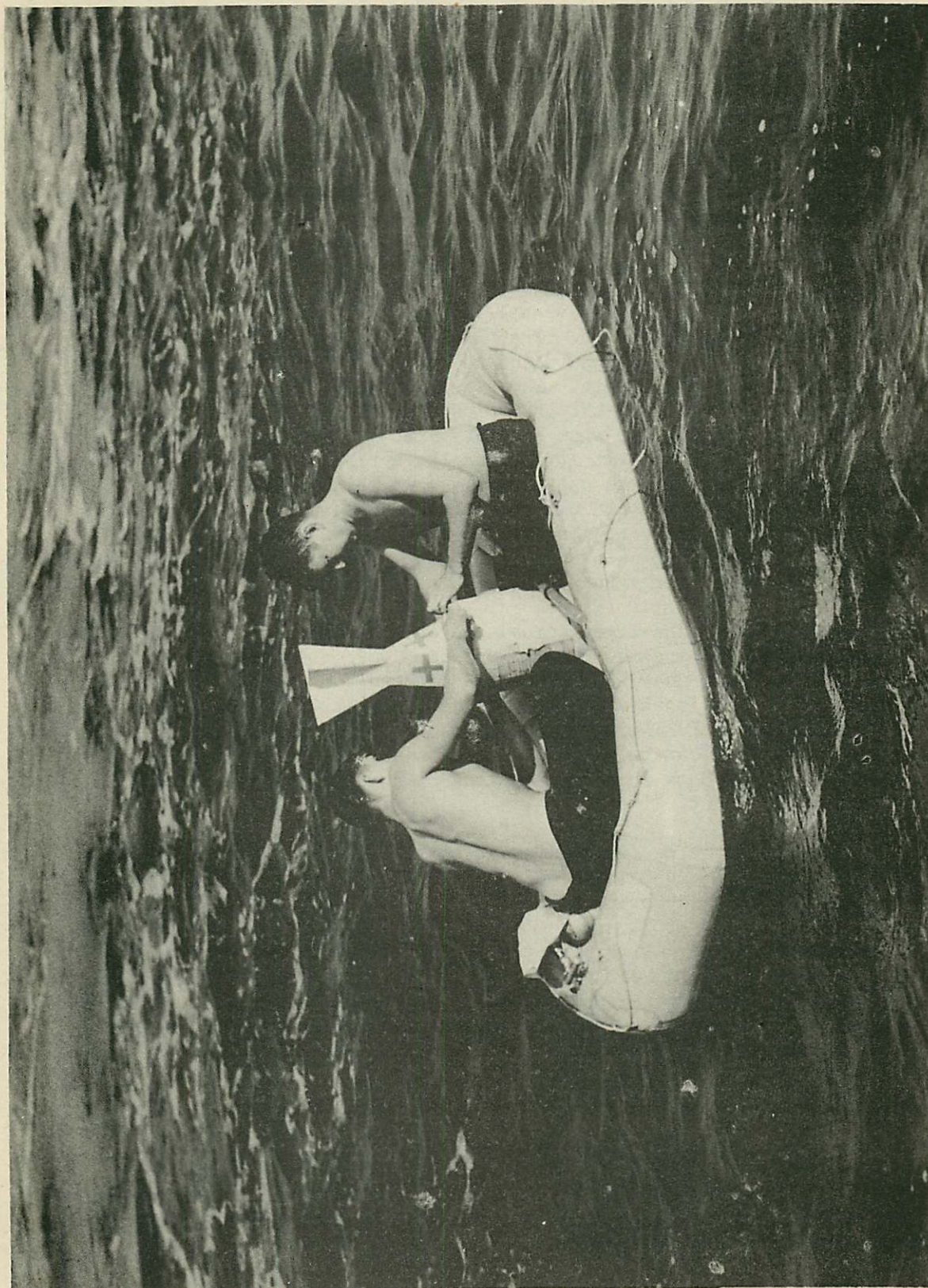
The first lifeboat so serviced was located by Plane 183 at 1430 in position 35°28'N., 74°53'W. After dropping the "provision bomb," the Coast Guard aircraft directed an FY 20 and a CG-400 vessel to the boat, which contained 17 survivors. Navy airship K7 was already there. Two hours later Plane 183 located a second boat containing 15 persons at 35°31'N., 74°40'W., dropped another "provision bomb" and directed the same two vessels and airship K7 to the spot. The presence of each lifeboat was originally reported by an Army plane.

VESSEL HAD
BEEN SUNK
BY SUB SHELL
FIRE

According to the Commanding Officer of the Elizabeth City station, the survivors were from the SS EVERALDA, a Latvian ship, sunk on 30 June 1942, 500 miles off-shore, by submarine shellfire in approximately this position: Lat. 31°N., Long. 70°W. The skipper of the EVERALDA had been taken aboard the sub from one of the lifeboats and apparently kept there.

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MEN OPENING PROVISION BOMB DROPPED BY PLANE



CG PLANE
RESCUES 21
SURVIVORS

Tail-heaviness was the biggest handicap for Plane No. 166 of the Biloxi Air Station when it took aboard 21 survivors of the torpedoed Norwegian motorship, BAYARD, on 6 July, 1942. Otherwise the rescue proceeded without a hitch. The plane, with its six-man crew, made a normal landing near the two lifeboats and took aboard the survivors, most of whom weighed close to 200 pounds. Everyone was placed as far forward as space permitted and the pilot and co-pilot applied full weight to push the yoke forward, but in spite of this the plane took to the air at 40 knots in a nose-high position. Once in the air, however, the plane levelled off and picked up speed, though it was still necessary to apply forward yoke pressure. The BAYARD's captain discounted the possibility of other survivors because the torpedo had hit in a compartment where the rest were and the vessel sank within 10 minutes. Neither submarine nor torpedo had been seen by any of the crew.

CG PLANE
BRINGS IN
U-BOAT SUR-
VIVORS

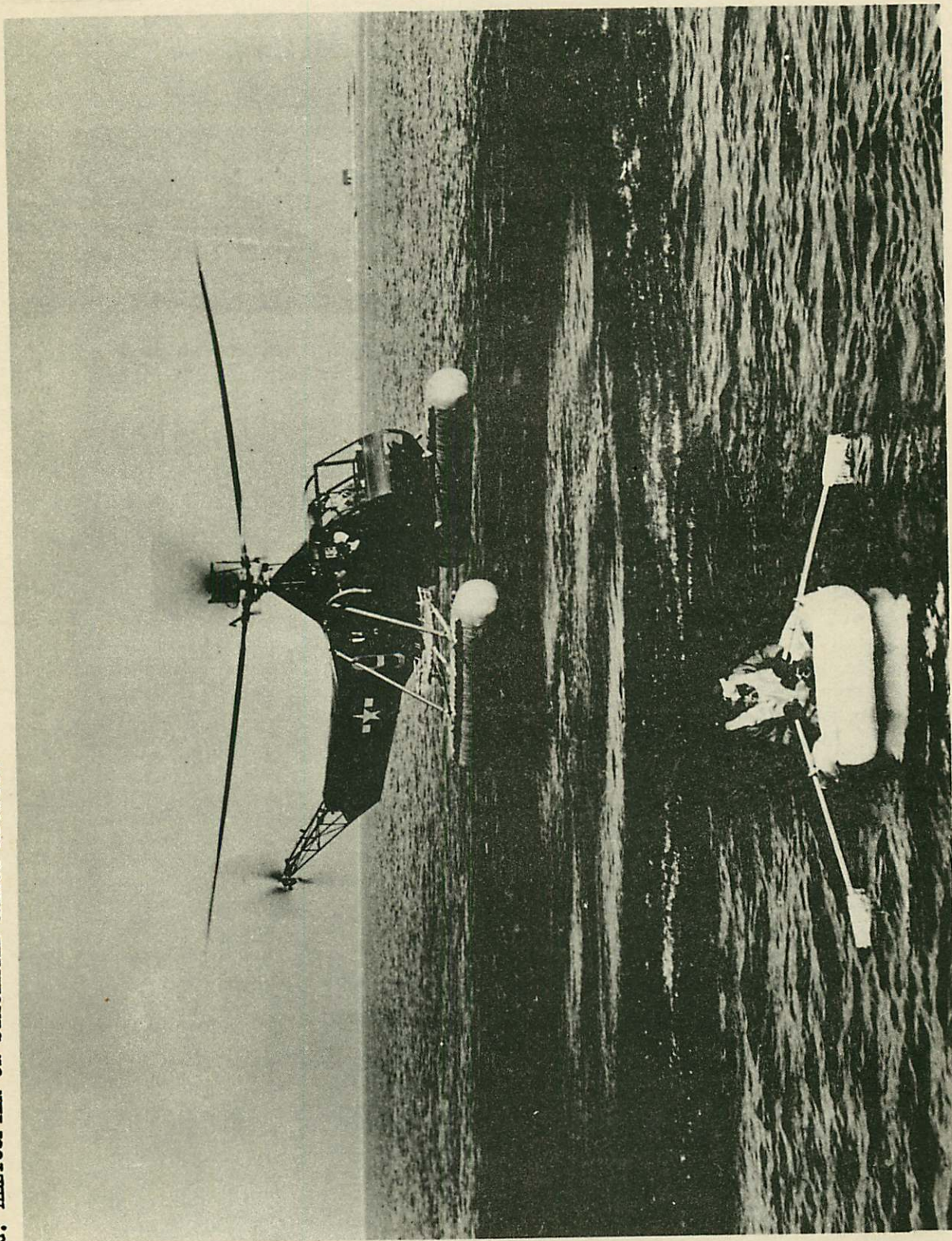
A rescue story somewhat in reverse was enacted on 9 July, 1942, when Coast Guardsmen rescued seven German survivors of a U-boat which had been torpedoed by a U. S. Army bomber two days previously. The Germans, floating in escape lungs and life preservers, were found about 112 miles east of Corolla Beach Light and were taken aboard Plane No. 167, which had had a report on their whereabouts from a Navy blimp. The blimp had thrown one group of them a rubber life raft. The plane, from the Elizabeth City Air Station, made a safe landing, taxied and sailed up and down the ocean to the various survivors and took them aboard. The seven were between the ages of 19 and 28, were exhausted and very grateful at being rescued, and were eager and willing to give information when they rallied, all of them speaking some English. Four of them were naked and three had on bathing trunks.

SUB SUNK BY
ARMY BOMBER

Their submarine, named U-boat DEGEN after the Captain, had made a crash dive when sighted on the surface by a U. S. Army bomber, but depth charges exploding alongside had ruptured the sub when it was about 40 feet under the surface. Seventeen men escaped through the conning tower by using escape lungs and life preservers. The seven picked up had drifted and been carried in the Gulf Stream about 100 miles. The Captain and one other survivor were out of their heads when brought aboard, several had cuts and bruises, all were sunburned and covered with fuel oil. The plane's Pharmacist's Mate attended to their bruises and sunburn, gave them mild stimulants and administered a hypodermic to the Captain. At 1745 that afternoon the Germans were landed at the Naval Air Station, Norfolk, and turned over to Naval Intelligence and medical authorities. Some days later the DCGO of the Fifth Naval District wrote a letter of congratulation to the pilot and flight crew for their outstanding rescue performance and the Commandant of the district wrote them a letter of commendation. Commander Richard L. Burke received the gold star in lieu of the Second Distinguished Flying Cross from the President of the United States "for heroism and extraordinary achievement as Commanding Officer of the United States Coast Guard Air Station at Elizabeth City, North Carolina, and as Commander of an Aviation Task Unit of the Chesapeake Air Patrol...On one occasion he rescued seven German survivors from a destroyed enemy

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C.G. HELICOPTER ON SIMULATED MERCY MISSION



submarine. Electing to land on the open sea in waves estimated at eight feet high, Commander Burke, on another occasion, effected the transfer, from a ship to his plane, of a United States Navy enlisted man who was urgently in need of an emergency operation...."

CG PLANE
BRINGS IN
PATIENT FOR
EMERGENCY
OPERATION

Seaplane No. 167 was placed out of commission for repairs as a result of damage sustained on a flight made on 21 August 1942, to remove a sick man from the USS COWIE. However, the plane completed its mission successfully and reached Elizabeth City in time for an emergency appendectomy to be performed on the patient.

The COWIE, at sea on a special war mission, had requested a seaplane to remove the patient and the No. 167 was given this assignment. The plane landed 131 miles offshore (Lat. 35°34'N., Long. 73°03'W.) among waves from six to eight feet high, and took the patient aboard from the ship's motor whale boat. In the open sea landing and take off the plane suffered damage to both lower rear wing spars and flew back to Elizabeth City with a left wing heaviness, but arrived safely with the patient.

COAST GUARD
HELICOPTER
DELIVERS
BLOOD PLASMA

At a time when all other aircraft was grounded because of weather conditions, a helicopter on the morning of 3 January, 1944, successfully flew blood plasma to the Sandy Hook Coast Guard station. Inquiry as to the practicability of using the helicopter came to the Brooklyn

Air Station from Rear Admiral Stanley V. Parker at 1000 on 3 January, and he was assured that the flight could be made. First, however, clearance had to be obtained, as Floyd Bennett Field was closed because of the weather. HNS-1 helicopter No. 46445 departed from the field at 1020 and landed 15 minutes later at the Barge Office in New York where a Red Cross car was waiting with 10 cases of plasma. Two cases, totalling 180 pounds, were lashed to the floats and the remaining eight cases were placed on a patrol boat. The No. 46445 left at 1055 and landed at Sandy Hook Coast Guard station at 1109. The plasma, to be used for victims of the USS TURNER disaster, was then delivered to the hospital by Coast Guard conveyance. The helicopter departed Sandy Hook at 1128 and returned to Floyd Bennett Field at 1140. In this emergency the helicopter proved very adaptable. A landing was made in downtown New York in an area about 100 feet square, obstructed on two sides by trees, on a third side by the Barge Office and on the seaward side by high pilings. An additional 180 pounds could have been carried if this seaward approach had been clear, as all benefit of the ground cushion was lost in gaining sufficient altitude to cross the high pilings. Despite snow and freezing rain, no icing was experienced nor was the main motor damaged by rain.

GREENLAND ICE CAP RESCUE ATTEMPTS

STRANDED
RCAF FLIERS
RESCUED FROM
ICE CAP

The saddest thing about disasters in inaccessible places--such as the Greenland Ice Cap--is that one disaster may start a long, vicious chain of tragedies and hardships. For example, a plane crew is forced down in the icy

CANADIAN FLIERS ESCORTED FROM ICE CAP



wastes, another plane attempts a rescue and crashes, a land party is then sent out and endures frozen feet, hazardous and exhausting traveling conditions--probably all without success. These searches, one group following another and sometimes extending over weeks or months, have only rare rewards in that a rescue is sometimes made and that experience for the future is gained in even the unsuccessful attempts. One of the luckier attempts was made on 23 November, 1942, by a crew from the CGC NORTHLAND. This Coast Guard Cutter, on escort and transport duty between various Greenland ports, was temporarily released from these duties on 19 November, with orders to rescue RCAF and U. S. Army Air Corps personnel grounded on the Greenland Ice Cap. She began her search on 22 November in the Anoretok area. On the 23rd she sent out a plane and as a result of observations made on this flight, a ground party was dispatched, equipped with skis and snowshoes for the dangerous trek across glacier ice. Flares and star shells were fired from the NORTHLAND to guide the stranded fliers toward the ship's anchorage. The searching party found the three RCAF fliers and carried the exhausted men to the ship.

ANOTHER
ICE CAP
RESCUE

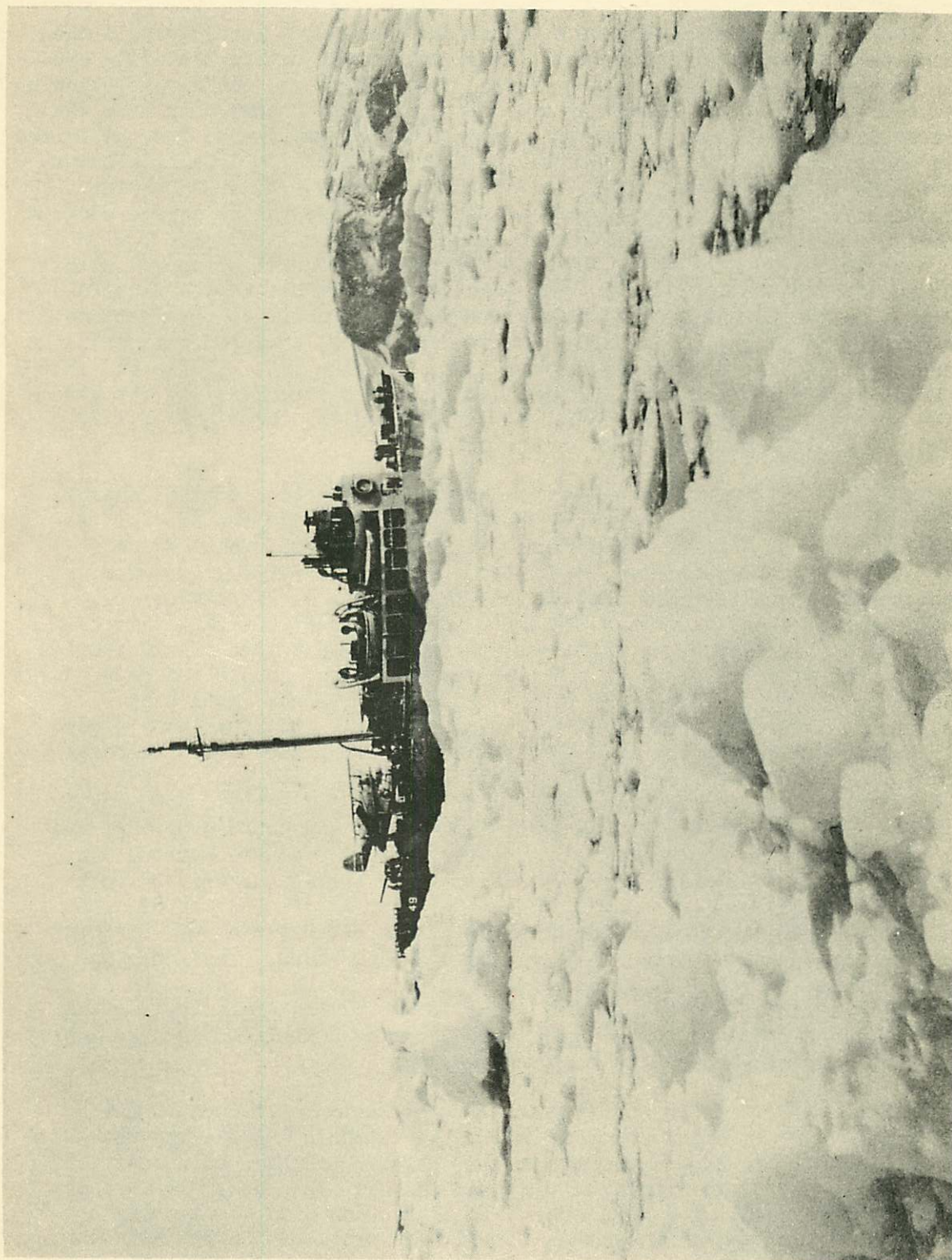
On 24 November the NORTHLAND proceeded toward Comanche Bay, anchoring there on the 28th with the hope of rescuing the stranded U. S. airmen, but miles of ice separated the Cutter from the Army Flying Fortress which had crashed earlier that month. Lieut. John A. Pritchard, Jr., believed he could land the NORTHLAND's plane, J2-F4-1640, on the ice with wheels retracted, as if he were coming down on water. The Cutter's Commanding Officer agreed to the plan, so Pritchard and his radioman, Benjamin A. Bottoms, took off in the Grumman amphibian. When they sighted the wrecked bomber, Bottoms sent a message that they were ready to set down. "Don't try it," the Army aviators replied. "You'll never make it." Undaunted, Pritchard chose a long down slope where heavy snow covered the ice, put the plane into a glide and settled down easily. The radioman remained with the plane to keep the engine turning over and to maintain radio contact with the Cutter, while Pritchard started out for the crew, four miles away. He found three airmen weakened by lack of food and suffering from cold, one with a broken arm and two of them suffering from gangrene. With the help of the sturdiest survivor, two of the airmen were carried to the plane and put aboard. There was no room for the third. The plane bumped from hill to hill, each time bounding a little higher, until finally it was flying smoothly. As the rescue plane returned to the ship, guided by the NORTHLAND's searchlights, the Cutter's crew lined the rail and cheered.

RESCUERS
LOST ON
NEXT ATTEMPT

The next day Pritchard and Bottoms returned to the crash scene to rescue the remaining airman and sent back a message to the Cutter that they had succeeded in picking up this man and had taken off. No further word was received. The NORTHLAND fired flares and used a searchlight as beacons for the missing plane, but without results. On the 30th she sent searching parties ashore and continued the hunt each day. She left Comanche Bay on 5 December, 1942, after having put ashore one officer and four men at Beach Head Station to aid the lost men, as well as to assist

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BREAKING THROUGH TO RESCUE FLIERS STRANDED ON ICE CAP



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the crew of another plane, Army plane PN-9E, which was reported down. Equipped with snowshoes, the ground party made an unsuccessful search on the 6th, but that evening they saw a light northeast of Atterbury Dome and took bearings on it, planning to investigate it the next day. But on 7 December, before this had been accomplished, they were signalled by blinker that the J2-F4 had been spotted from the air and that its position was known. They then made preparations to reach this location and on the 8th set out across the new sea ice in the fjord. Reaching the fjord's opposite side, they put on snowshoes and ascended the Ice Cap by way of a dead glacier, covering about eight miles that day. The next day they encountered numerous, extensive crevasses and after several snow bridges had collapsed, the searching party was forced to retrace its steps and try a new approach.

SEARCHING
PARTY BAT-
TLES ICE AND
SNOW WITHOUT
FINDING LOST
AIRMEN

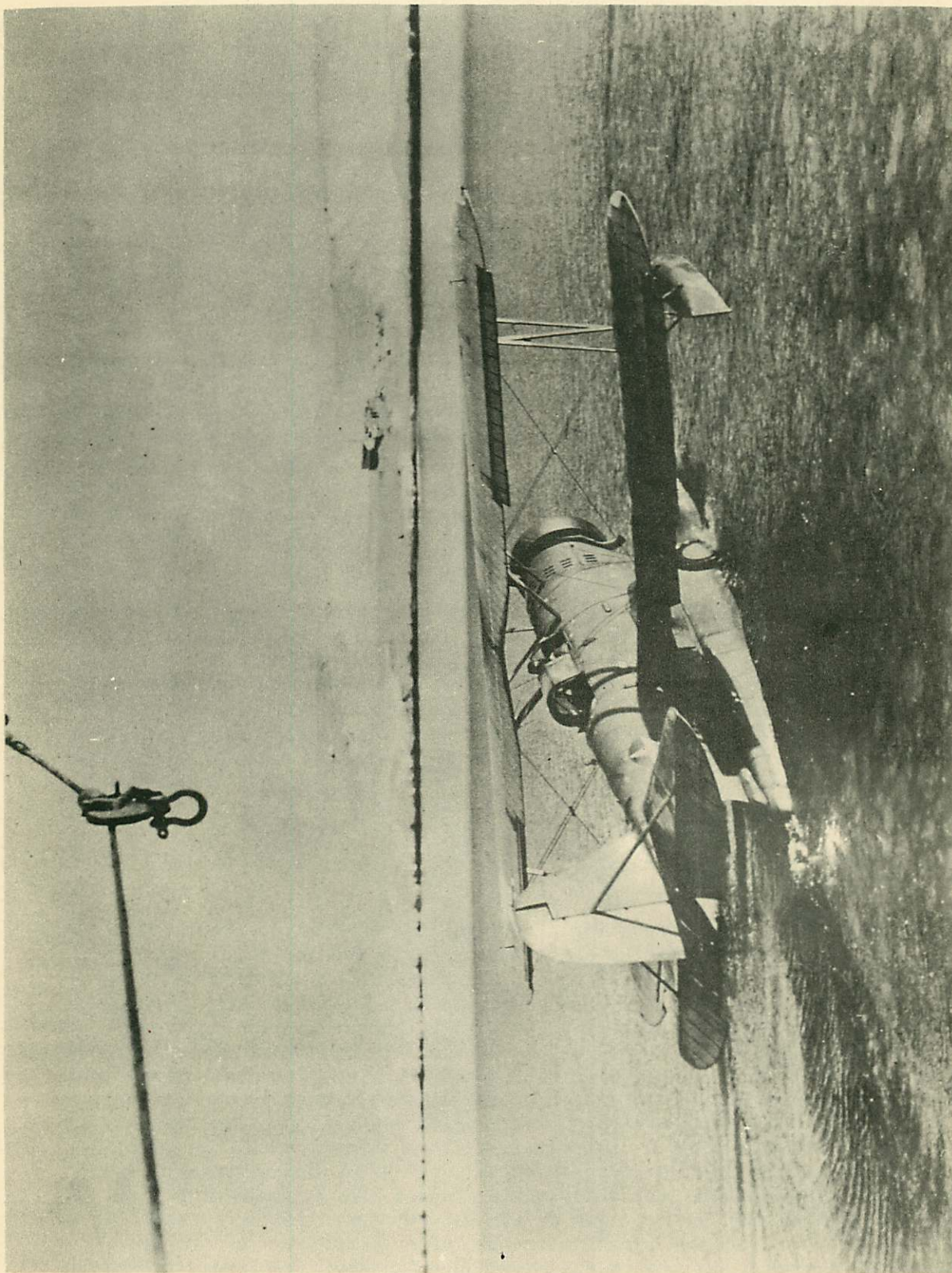
On 10 December the group made its way between icebergs in the fjord and, reaching land at the head of the fjord, they climbed up a hill covered with snow and ice between two glaciers. By magnetic bearings they reached the given position of the J2-F4, but found no plane there. Glaciers and sheet ice on the steep hillsides prevented progress about a mile further in. There was nothing to do now but return. The next day they broke camp and returned to the Beach Head Station, guided by compass through a heavy snow storm. When they arrived at the head of Comanche Bay they had to cross the ice in darkness. Reaching the opposite side, they found that the tide had come in, breaking up the ice for the width of about 30 feet from the shore. One man at a time, wearing snowshoes and with a line around him, crossed this space, running from cake to cake. On the verge of exhaustion, the men reached the Beach Head Station at 2300. Four months later they found out that the position given them had been in error by several miles, but it is doubtful that the airmen were still alive even at the beginning of the search, for a B-17 reported to the NORTHLAND on the 7th that they had located the badly wrecked plane and that there were no signs of life about. Pritchard and Bottoms, the airmen from the NORTHLAND's plane, were listed as missing and their heroism was recognized by the award to each of them of the Distinguished Flying Cross.

LAND PARTY
SEEKS CREW
OF PN-9E

The searching party from the NORTHLAND, after their unsuccessful and hazardous trip attempting to locate Pritchard, Bottoms and the Army airman with these two, had still another job to do on the Ice Cap. Accordingly, on 14 January, 1943, Ensign R. L. Fuller, and a civilian dog team driver with his dogs, set out for the Ice Cap Station to aid the distressed crew of the PN-9E which had been reported down. They reached the station that evening and found it occupied by two Army sergeants. The station was unfit for human habitation and was buried under about five feet of snow. A blizzard began that day, preventing travel until the 25th, on which date the Army men were evacuated. They ran the sixteen miles down to the Beach Head Station on skis dropped from a plane. On 31 January, Fuller and the dog team driver set out again from the Beach Head Station with Fuller breaking trail. After three days of preparation the party set out toward the PN-9E on 4 January. At midday a B-17

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PRITCHARD AND BOTTOMS READY FOR THE TAKE-OFF



from Ikateq dropped Army field rations, two gasoline stoves, gasoline, dog food, trail flags, a tent, a sleeping bag and a "walkie-talkie." Other planes flew over the party the following day and communications were established with one of them, which gave them the course and distance to the PN-9E. One of these plane, a PBY, landed at a camp six miles from the PN-9E and evacuated the men there, members of the crew of the wrecked plane who had made their way that far and then had become stuck. Three airmen remained at the PN-9E, but the investigating planes presumed that they were dead because there had been no sign of life from them for several days. They relayed this information to the ground party, who pushed on anyway, being only 12 miles distant. But the next day, poor visibility, lack of dog food, and the fact that Ensign Fuller had frozen his right foot the previous night, caused them to turn back. For two days the party ran on compass, from flag to flag, back to the Ice Cap Station. Shortly after they reached the station a three-day hurricane came up, causing the death of several dogs. For the balance of the month there was either a hurricane blowing out of the northwest or a gale from the southwest. On 2 March, Ensign Fuller and the dog team driver, becoming desperate, decided to take a chance in a snow storm and ran down to the Beach Head Station by compass. They reached the station with only three dogs pulling out of an original team of 15. On 8 May, 1943, all personnel were removed from Comanche Bay by a PBY. The Navy Marine Corps medal has been given to Ensign Fuller and the others were recommended for official commendation.

GROUND PARTY AID IN ALASKA

COAST GUARD OR-
GANIZES RESCUE
OF PLANE PAS-
SENGERS LOST
IN ALASKA

Early in January, 1943, the Coast Guard Office at Ketchikan, Alaska, received word that the Lockheed 10A, No. 14915, owned by Gillam Airlines, Inc., was missing on a flight from Seattle. A search was organized by air and sea over the territories in which the plane could have been lost, but no definite information was received until 3 February, when patrol boat CGR-232 found two of the survivors on the shores of Boca de Quadra, Alaska. These two men had made their way to this point and believed they could lead a rescuing party back to the others. They said the Lockheed had crashed on a mountain in the evening of 5 January and that snow apparently had hidden it from searching planes. A rescue group was organized—consisting of Coast Guard personnel, local woodsmen and volunteers from the Territorial Guard—and the Cutter McLANE was designated as the base craft. With the help of one of the survivors, a plane pilot located the camp on 4 February and dropped food and blankets. Using the information gained on this flight, a shore party started out from Smeaton Bay. Meanwhile, a Bureau of Fisheries patrol boat found the body of Harold Gillam, pilot of the wrecked plane who had started out to find help for the others but who had died from exposure on the way. The shore party, improvising bridges as they proceeded and making camp over one night, reached the remaining survivors on 5 February. They found two men alive and the body of the other passenger, a girl, who had died from crash injuries. The survivors were cared for and planes dropped supplies. Soon after ar-

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ALASKA PLANE CRASH VICTIM REMOVED TO HOSPITAL



iving at the camp, the first two survivors, who had insisted on guiding the search party to their fellow passengers, became ill and were taken back to the McLANE by volunteers, who had to carry the men for about three miles, but who arrived at the McLANE at 2100 without further mishap. The rest of the group remained at the camp making preparations for removing weakened survivors whom they had found there.

NEW TRAIL
BLAZED

The ice of the rivers and lakes had now melted to such an extent that the Smeaton Bay trail was under water. Planes sought a more satisfactory route and as a result of these flights, the McLANE moved to Badger Bay and a group of men began blazing a trail from this point in toward the rescue party. On the morning of 7 February one of the survivors was put in a wire basket on a sled and the other on a toboggan and the entire group started out, proceeding along the new trail up and down hill, across creeks, over and through windfalls of snow, finally arriving at the water's edge, Badger Bay, at 1500. The McLANE had broken the ice, allowing small boats to work into the beach to take the survivors aboard. The party arrived at Ketchikan at 2130. Heavy rains on the 7th, turning the camp location into a quagmire, prevented the party from returning to bring out the body of the girl passenger until the 16th. On that date the group was reorganized for this purpose and succeeded in its mission.

FLOOD RELIEF

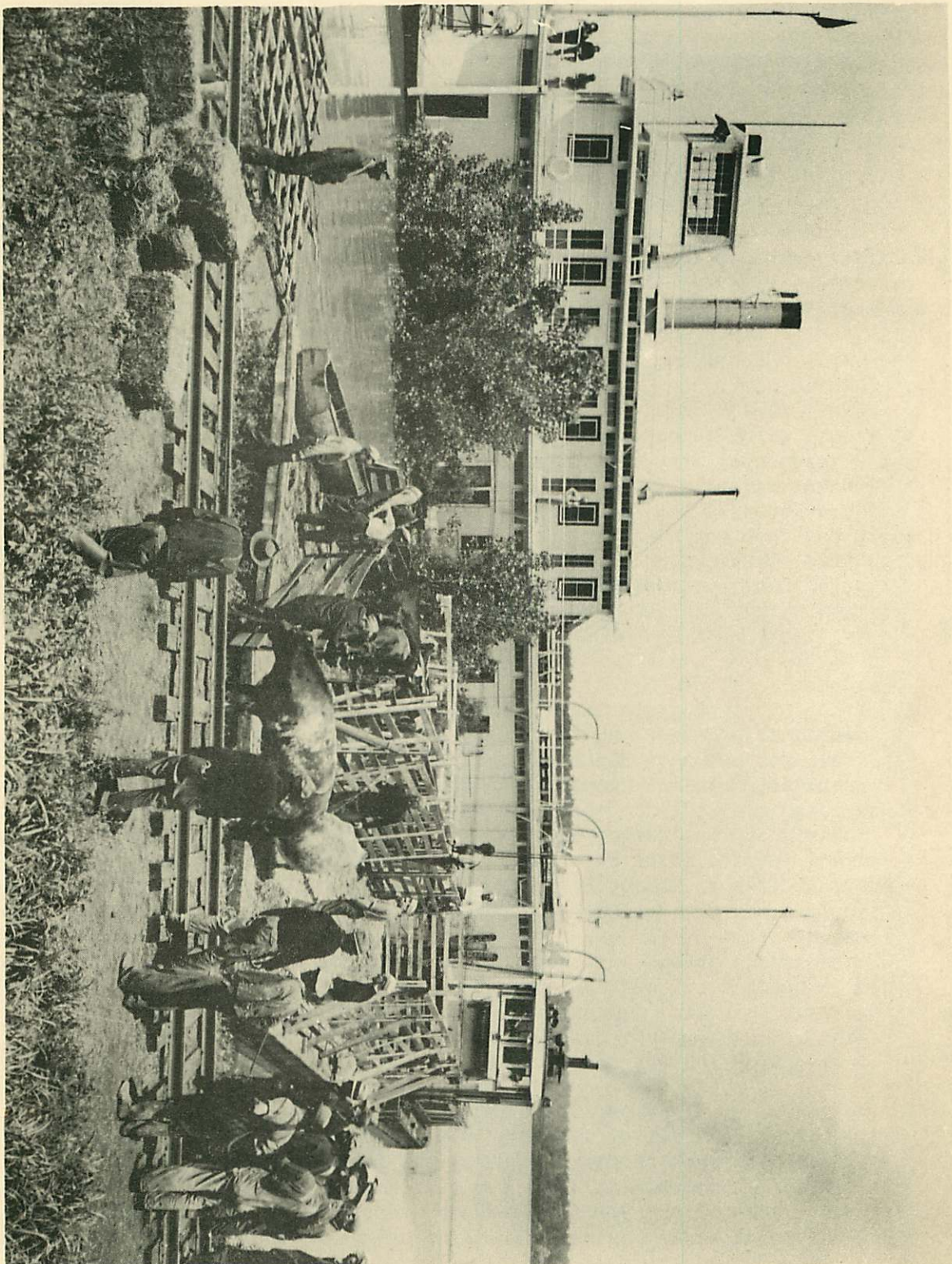
COAST GUARD
COOPERATES IN
FLOOD RELIEF

Periodically the Coast Guard is called upon to assist the Red Cross and Corps of Engineers in flood relief. Responsibility for the relief of suffering in case of disaster is placed upon the American National Red Cross in its Congressional Charter of January 5, 1905, and the Headquarters of this organization ordinarily applies to Coast Guard Headquarters when it wants personnel and equipment assigned to relief duties. Each Coast Guard District in which floods frequently occur publishes from time to time a "Flood Operating Plan," which contains, among other information, charts to show the timing for various operations (dependent upon flood stages) and charts showing a sub-section organization of the District.

THE GREAT
FLOOD OF
18 MAY TO
1 JUNE 1943

Coast Guard help given during the "Great Flood, 18 May - 1 June, 1943" was characteristic of the part the Coast Guard has played in similar disasters. An abnormally heavy snow in some areas during the winter of 1942-43, which began to melt earlier than usual, plus rain for 15 consecutive days in early May over the Mississippi and Missouri watershed, caused a flood during the latter part of the month. Some calls for assistance came in on the 17th, among them a request to remove livestock from a farm near Hardin, Ill., and appeals to remove furniture from homes in Carrollton, Ill. The CG-38417 was assigned to these duties. By the next day the rich bottom lands of the Lower Missouri were inundated and farmers and villagers were moving to safety. The Grafton area was hard hit and farmers in the vicinity of Hardin needed assistance. The CG-38417

CATTLE EVACUATION NEAR JACOB, ILL. (CGC AZALEA IN BACKGROUND)



transported livestock and farm machinery from this area, and another vessel removed office equipment and evacuated citizens to Pearl, Ill. Gasconade, Mo., was another stricken area and the Cutter POPLAR rescued persons, livestock, poultry, and removed household effects in this vicinity on the 18th, 19th, and 20th.

COAST GUARDS-
MEN SAND-
BAG LEVEE

On the 19th, 38 Coast Guardsmen, assisted by soldiers and local citizens, were engaged in sand-bagging the Spankey levee. When the report came in early on 20 May that the Lower Eldred District Levee had broken, a detail of Coast Guardsmen and four boats, equipped with outboard motors, was sent to do evacuation work. Later the U. S. Engineers furnished eight assault barges, more suitable for this task. Removal of livestock and household furnishings continued through the night. Meanwhile the JONQUIL was assisting at Beardstown, Ill.; the CG-25646 had proceeded to Herculanean, Mo. for evacuation work; the AZALEA was checking conditions and assisting farmers; the CG-38417 was moving livestock; the CG-34013 had helped drive about 500 head of livestock to the levee; and other units were doing similar work in various areas. Assistance on the 21st included levee work in the Preston Drainage District; evacuation in the Grafton, Ill., Mullanphy Island (mile 19.6, Missouri River), and the Crystal City, Mo., areas; the furnishing of fresh drinking water; delivery of cots and blankets. When the levee on the Illinois side of Harrisonville Landing broke at two points, catching 14 soldiers between the breaks, the CG-25646 rescued them and then went downstream to aid stragglers in the St. Louis-St. Genevieve area. At Valmeyer, Ill., a headquarters for operations was set up in a home.

EVACUATION
WORK

By the 22nd, water in the Valmeyer area had risen considerably--18 inches, in fact, during the previous night. Three boats cruised constantly throughout the day and night bringing in stranded persons from the south and west. Skiffs were lent by the St. Louis Park Commission and utility boats by the Engineers to aid in the evacuation. The CG-38555 was sent to Florence, Ill.; the POPLAR, having evacuated persons and livestock in the Mullanphy Island area, was moored at St. Charles to unload livestock; the GOLDENROD proceeded to St. Charles; the JONQUIL transported drums of diesel oil between Grafton and Kampsville, Ill.; and the CG-38417 removed livestock near Old Monroe, Mo., and Dardenne Creek. Evacuation work in Fayetteville, Ill., and at a point about eight miles from St. Charles was also carried out. Assault barges were used to remove furniture from second floor windows and to remove farm machinery in the Eldred Drainage District, where water 15 to 20 feet deep covered everything except two small points. At the Portage des Sioux Coast Guard base, Coast Guardsmen got in through a hole in the roof and removed motors and tools which had been stored on high shelves. In this area the river was at a standstill the following day and, at St. Charles, the Missouri had dropped an inch by late afternoon, but flood waters continued to rise in the Valmeyer area. Evacuation work here was a big undertaking and rescue parties cruised all night. Evacuations were also carried out at Prairie du Rocher, Ill., in the Claryville, (Mo.)- Chester (Ill.) area, at Brunkhorst Landing, Nuenert, Gorham, Jacob, Grafton, and Bond, Ill., and Old Monroe, Mo.

EVACUATION OF FLOOD VICTIMS NEAR ST. CHARLES, MISSOURI



Evacuation continued on the 24th in several areas. The CG-34013 furnished transportation between Kampsville and Hardin, because the latter place was without mail or trucking service. On the 24th when the vessel brought the mail, groceries and other supplies from Kampsville (a daily service) she also transported two nurses to the stricken town.

VARIETY OF SERVICES

The Coast Guard was called upon for a wide variety of services, including: Opening about 50 windows in a flooded pavillion and securing the building with line to nearby trees to prevent wind damage; the delivery of medicine to a woman at Kampsville; transporting oil; furnishing a ferrying service to a levee at Kaskaskia Island; food transportation by motor surfboats to Grand Tower; work relief for Grafton telephone operators; and guard duty at Gale, Ill. to prevent farmers from dynamiting the levee as they had threatened to do (dynamiting would have damaged oil pipe lines seriously). At Peoria, Ill., flood waters were kept out of several large firm's factories doing war jobs, through the use of Coast Guard and O.C.D. pumps and by the efforts of Coast Guardsmen who did sandbagging work and operated the pumps. One of the POPLAR's duties during the period was to dispatch work trains. The Division Superintendent boarded the vessel, cruising on the Missouri parallel to the right-of-way, and gave instructions by radio on the disposition of the work trains. These orders were relayed by phone to checking boxes along the right-of-way and conductors acted accordingly.

JEEPS USED

All available transportation was pressed into service. While waiting for additional barges, the Coast Guard used five Army amphibian jeeps to swim animals out of the Prairie du Rocher area. Planes had their part too. On the 25th a plane dropped a note at Aldridge Bridge on the Big Muddy River, where the DOGWOOD was inspecting the levee. This message reported that the levee had broken three miles downstream. A crew from the DOGWOOD proceeded there to assist five men who were desperately filling sandbags to repair a sizable break. Two hours later the break was stopped and the crew returned to the DOGWOOD, which then prepared to move to Grand Tower, Ill., for more sandbagging. As much warning as possible was given to farmers in the different danger zones to enable them to move their livestock. Then this was not accomplished in time, it was difficult for the Coast Guard to evacuate the animals until the water reached a certain depth, because loaded watercraft could not clear stumps and fences. The worst of the flood was over by 28 May and urgent calls for assistance decreased. After the waters had receded, the State of Illinois Department of Public Health called upon a Coast Guard unit to supply pumping equipment and personnel to pump out wells and cisterns in the Grafton area which had been polluted by flood waters. This organization, as well as numerous firms and individuals, sent a letter of appreciation to the Coast Guard.

STATISTICS ON RESCUES

Coast Guard personnel, including Reserve (T) and Auxiliary members, who helped in flood relief numbered 500; 90 units of Coast Guard floating equipment and 40 motorized units were put to use. Besides their own equipment, crews used 50 Army amphibian jeeps, 35 inboard-propelled motor boats and 35 M2 utility barges. Figures on rescues follow:

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MISSISSIPPI FLOOD WATERS IN GORHAM, ILL.



Persons rescued	--	7,000
Cattle	"	7,000 head
Hogs	"	17,000
Horses	"	600
Mules	"	900
Poultry	"	20,000
Misc.	"	4,000

JUNE
FLOOD

Following on the heels of the May flood, another flood arose on the Missouri, Illinois, and Upper Mississippi rivers during the last part of June, and the Cutter GOLDENROD engaged in evacuation work. Because most of the persons removed during the May flood had not yet returned to the bottomlands there were not many requests for Coast Guard assistance.

LCT'S USED
IN EARLIER
FLOOD

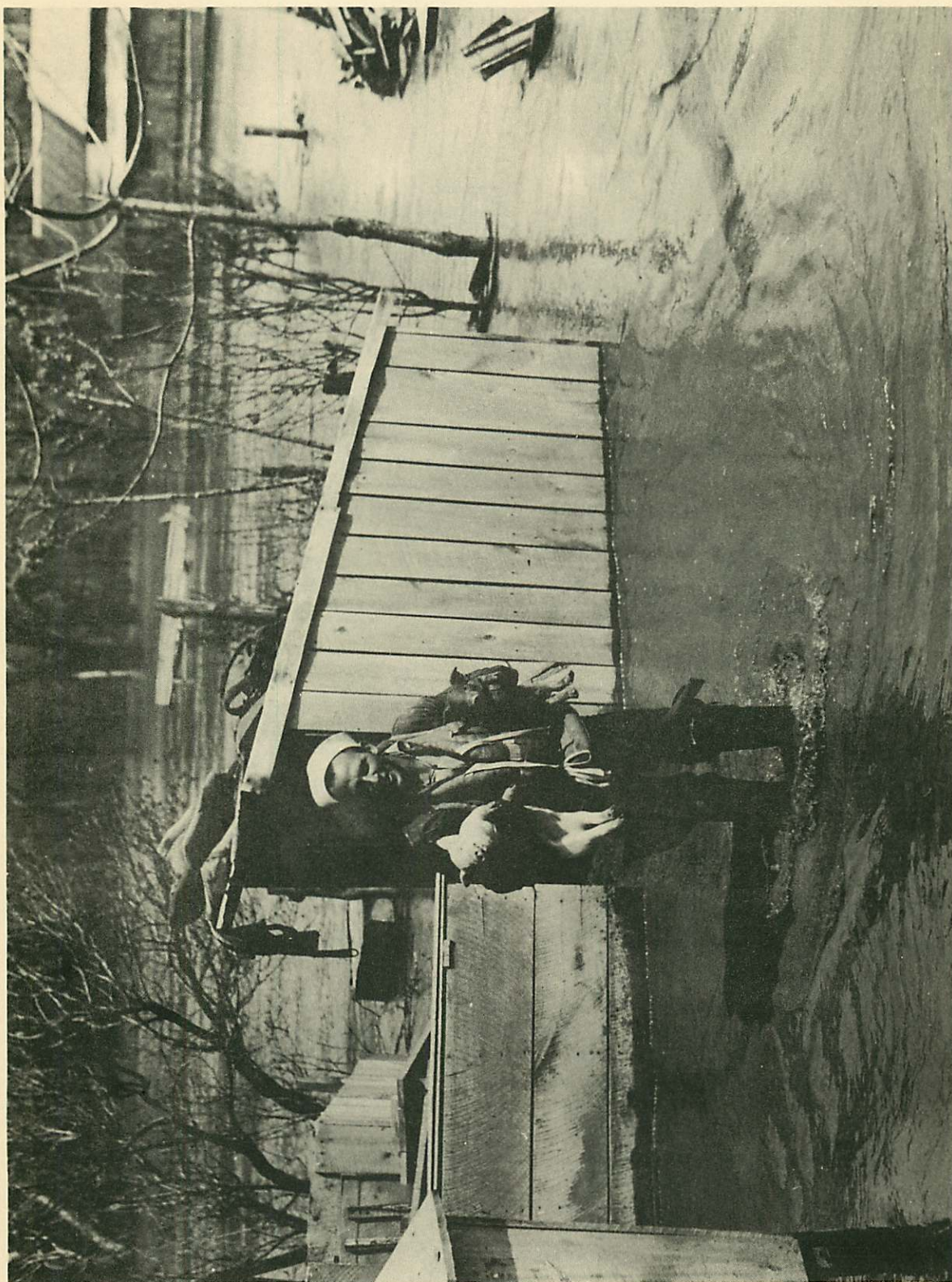
In January, 1943 the St. Louis district reported that two LCT(5) craft had been used for rescue work during the Ohio flood then just past. These craft had proved exceptionally adaptable because the bow doors could be let down, allowing cattle, farm equipment, autos, etc. to be driven aboard. The DCGO, impressed by the sturdiness of the vessels, their large capacity, light draft, small size, good maneuverability and the fact that they are heavily powered, thought they could be used well during peace times also.

COAST GUARD
PARTICIPATES
IN OTHER
FLOOD RELIEF
OPERATIONS

Among other floods requiring Coast Guard assistance was the Pottstown, Pennsylvania, flood of May, 1942. At 1730 on May 23, when flood waters had reached bridge level at Pottstown, a detail of small boats mounted on trucks and 35 enlisted men were sent to help. Persons removed from the danger zone numbered 38, bridges were policed, and, after the immediate emergency had passed, Coast Guardsmen policed the area to prevent looting. They left on the 24th. During the last few days in June and the first few days in July, 1942, all Coast Guard equipment and personnel on the Missouri, Meramec, Mississippi, and Grand Rivers were engaged in rescue work--evacuating persons and livestock and removing farm equipment. Mail was carried along the flooded sections of the Missouri between Mathasville and North Jefferson, Mo. Flights were made over flooded areas in cooperation with the CAP and two-way communication was established between aircraft and a Coast Guard mobile radio unit. Relief work was also done in the September, 1942, flood in Texas and the October flood that year in Fredericksburg and Falmouth, Virginia. Upon request, the Coast Guard sent a motor surfboat with a five-man detail to Aitkin, Minnesota, on 11 June, 1944, to co-operate with the Red Cross and the State Guard. A troop transport and a skiff were also sent. The Coast Guardsmen brought feed to livestock, which were stranded and in danger of starving, and picked up milk, cream, and eggs for transportation to creameries. Persons and mail were also carried. The Coast Guardsmen left Aitkin to return to Duluth, Minnesota, on 26 June.

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CALM VICTIMS OF 1944 FLOOD NEAR DEFIANCE MO



FLOOD WATERS
AT ST. LOUIS
SET 100-YEAR
RECORD

Earlier in 1944 the Coast Guard had assisted further south. The swollen waters of the Mississippi, Missouri, Illinois, and tributary streams attained a crest of 39.15 feet at St. Louis on 30 April, 1944, the highest mark in 100 years. During the danger period, strategically distributed Coast Guard task forces joined the Federal Troops, State Guardsmen, prisoners of war, and civilian volunteers in the fight to save the levees. All available floating units, communications equipment, and other Coast Guard facilities were pressed into evacuation work in close liaison with the Red Cross and Federal, State, and local agencies. The Civil Air Patrol assisted in aerial reconnaissance and invasion craft en-route to tidewater were diverted to rescue work. During the flood four railroad employees being ferried to a roundhouse were drowned when the overloaded skiff capsized. Apparently these four were the only ones who could not swim and they were not wearing life jackets although jackets were aboard the skiff. Two Coast Guardsmen were lost in line of duty. A total of 375 Regulars and Reserves and 250 Temporary Reserve Coast Guard personnel and about 90 Coast Guard craft of various types were engaged in evacuation and flood operations. Almost a month later, two Coast Guard Task Forces were established to aid during the Upper Mississippi Flood of 27-31 May, but this flood proved to be less serious. Coast Guardsmen cooperated with the U. S. Engineers' levee parties and evacuated persons in the Canton, Missouri and Quincy, Illinois areas.

MISCELLANEOUS ASSISTANCE DUTIES

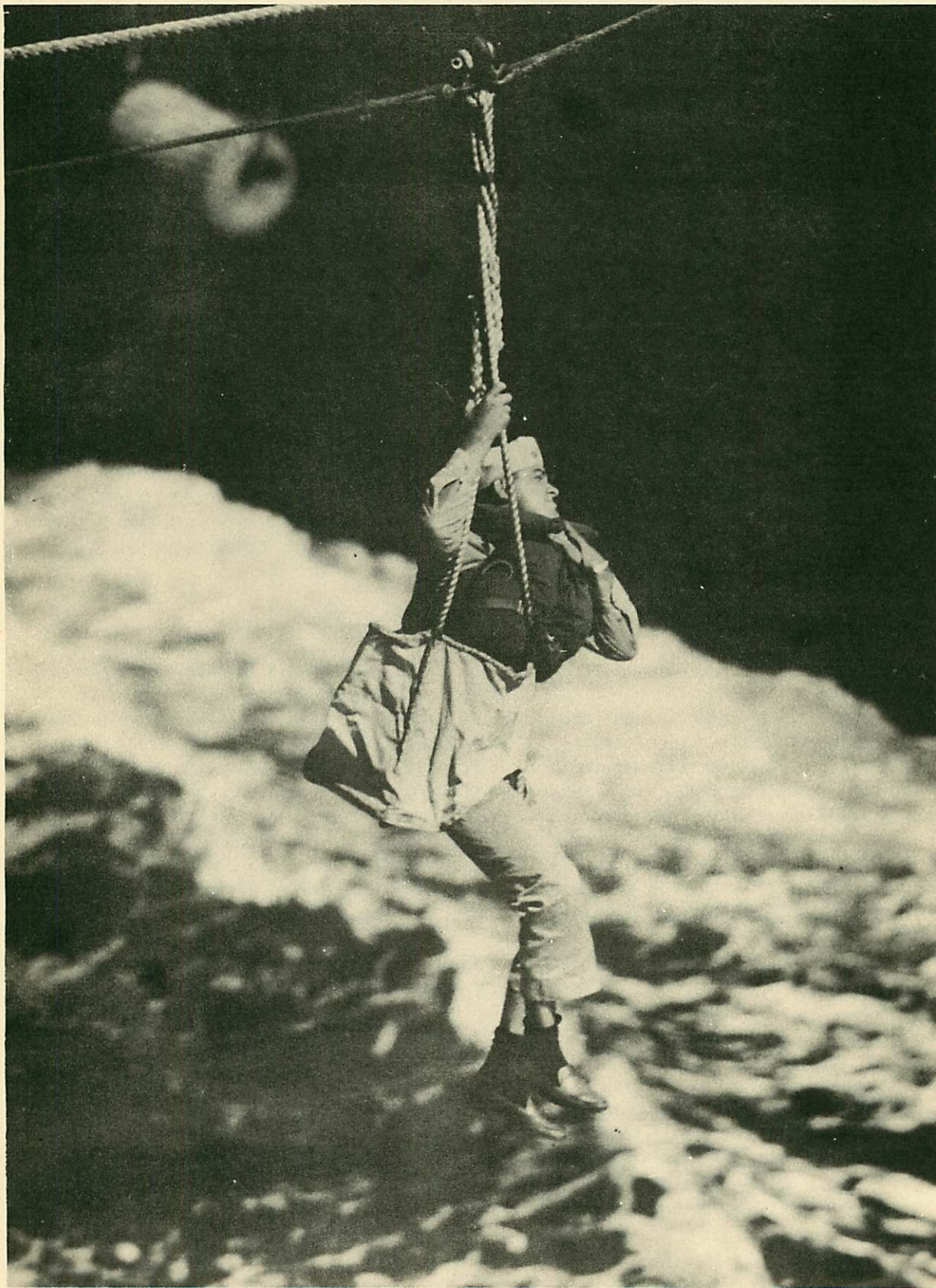
HURRICANE
ASSISTANCE

At 1518 on 28 August, 1942, the Port O'Connor Lifeboat Station, Port O'Connor, Texas, received telephone orders from the COTP at Corpus Christi to place the Hurricane Plan of 1942 into effect. At 1523 the CG-4241 departed for the Intercoastal Canal to warn vessels of the impending hurricane and advise them to move to a point five miles up the Lavaca River. Boats whose draft prevented their crossing the bar into the river were advised to seek shelter along the east bank of Lavaca Bay. The CG-4241 returned to the station at 1830, departing an hour later to assist Motor Lifeboat No. 1918 and privately owned boats in the evacuation of workmen from Matagorda Peninsula and Matagorda Island to Port O'Connor.

COOPERATION
WITH ARMY--
BALLOON
RETRIEVING

During this war the Coast Guard is performing numerous services for the Army, besides transport duty, and one of these tasks is the retrieving of barrage balloons carried away by strong winds. In mid-October, 1942, the CGR-138 of the Los Angeles District recommended that small craft warnings be hoisted and small vessels ordered out of the area. The wind held steady at a 48-mile-an-hour velocity and there was an average sea of 15 to 30 feet. During the blow, four barrage balloons escaped their moorings, three of which, together with valuable cable, were retrieved by Coast Guard vessels. Two others were secured and turned over to the Army during the following week.

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A RIDE IN A BREECHES BUOY



COOPERATION
WITH NAVY--
SHELL RE-
TRIEVING

The Commanding Officer of the NARCISSUS and the personnel attached to that vessel received a letter of commendation from the Commandant of the Coast Guard for the recovery of 111 16-inch, armor-piercing shells for the Navy.

These were dropped overboard from a Navy barge in the Chesapeake Bay area and were recovered during the period of 8-14 October, 1943, under difficult conditions. In his letter to the DCGO, Norfolk District, the Commandant of the Norfolk Navy Yard says in part: "The Commanding Officer placed the NARCISSUS in the most favorable position for the required diving operations and improvised a special rig which facilitated the recovery of these shells within a minimum amount of time. The officers and crew worked very arduously throughout the entire twenty-four hour period of the day in the recovery of these shells, making the most of the limited weather conditions when diving operations could be performed in the Chesapeake Bay area during this time of the year. The recovery of these shells saved the loss of a large quantity of very valuable ordnance material which is urgently required for use in the present war."

BREECHES
BUOY USED

When beach patrolmen reported on 27 October, 1943, that a large freighter was going aground at Belmar, New Jersey, a crew from the Sharks River Lifeboat station was

dispatched with beach apparatus. Arriving at the scene, they set up a breeches buoy and transferred six men ashore, then stood by pending the culmination of a severe Northeast storm. Patrols and watches were also maintained.

COOPERATION
WITH FOREST
SERVICE

Coast Guard aircraft was furnished in November, 1943, to assist protective agencies in San Diego County, California, in stopping a fire which burned thousands of acres of valuable watershed cover and destroyed

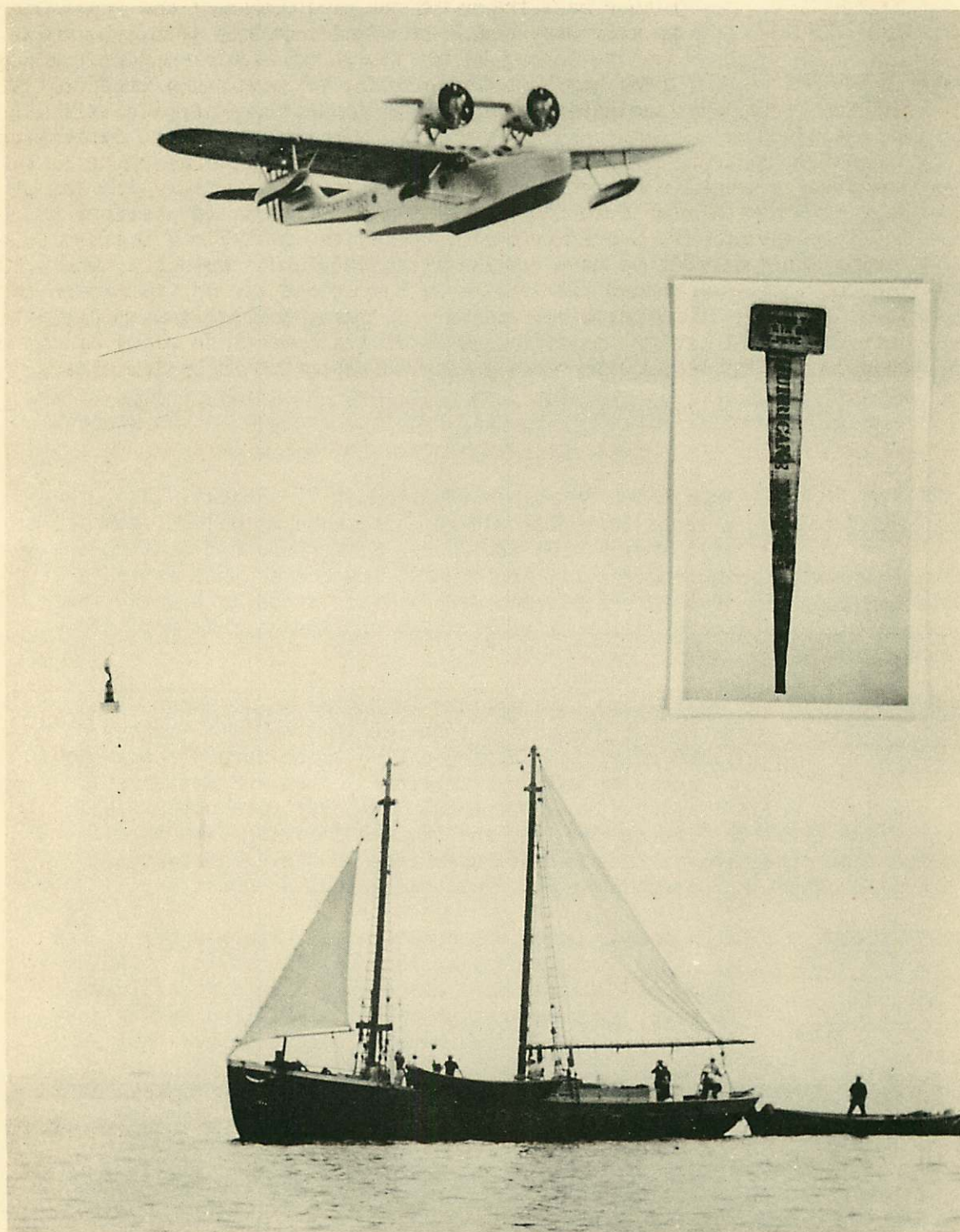
thousands of dollars worth of improvements. Military personnel of all types were asked to furnish manpower and trained fire-fighters were imported from other areas. The Forest Supervisor of Cleveland National Forest credited the Coast Guard with valuable aerial observation.

COOPERATION
WITH MERCHANT
SHIPPING--
ICE BREAKING

In a letter dated 8 December, 1943, the manager of the C. Reiss Coal Company at Ashland, Wisconsin, cited an example of Coast Guard assistance on the Great Lakes. He says, "The navigation season at Ashland Harbor just recently closed and we want to report to you that your

CGC PLANETREE sent into our harbor to break ice and assist coal and ore carriers in and about the docks here during the closing days of navigation, played an important part in permitting the 1943 closing to come off with little or no difficulty although ice conditions at times were not good." A complete story of ice breaking assistance in 1942 and 1943 is contained in the Statistical Division monographs entitled "Ice Breaking on the Great Lakes" for both years.

CONFIDENTIAL
HURRICANE WARNINGS DROPPED TO FISHERMEN



COOPERATION
WITH FISHER-
MEN

Planes have increased the usefulness of the Coast Guard in many ways and frequently they have been able to do special favors in the course of regular duties. Among these has been the locating of fish. The president of the San Francisco Sardine Association wrote a letter of appreciation on this subject on 21 January 1944, saying, "We are delighted to express our appreciation that in so short a time and without any former experience, that the personnel under your command while on their regular Air Patrol service, have been able to identify and report schools of sardines to the fishermen in the San Francisco Bay Area, and that the fishermen following these directions have caught and already delivered more than 5,000 tons of very much needed fish to the canneries and packing plants in this area. You are fully aware of the present season's scarcity, which up to date is only 40% of the expected pack, and this sudden locating of the schools of fish by your Command, is greatly appreciated by the entire Industry."

THE COAST GUARD AT WAR

ASSISTANCE

XIV
VOLUME II



PREPARED IN THE
HISTORICAL SECTION
PUBLIC INFORMATION DIVISION
U. S. COAST GUARD HEADQUARTERS
JANUARY 1, 1947

This edition is designed for service distribution and recipients are requested to forward corrections, criticisms, and comments to Commandant, Coast Guard Headquarters, Washington, D. C., Attention Historical Section, Public Information Division.

TABLE OF CONTENTS

Over 4000 Lives Saved During European Phase of World War II	1
Only 3604 U. S. Troops Lost at Sea	1
Dark Days of 1942	3
CGC DUANE Rescues 46 from TRESILLIAN	5
CGC ONONDAGA Attempts to Refloat Stranded SS MAUNA ALA	5
CGC ARGO Rescues 6 from SS NORNESS	7
Tanker MALAY Refuses to Sink	7
40 Survivors from Norwegian Tanker VARANGER Taken to Lifeboat Station	9
CG Plane V-175 Bombs Submarine	9
CGC NIKE Rescues 40 from SS SAN GILL	11
NIKE Brings in 38 Survivors from SS CHINA ARROW	11
CGC CALYPSO Brings in 42 Survivors from BUARQUE	11
CGC WOODBURY Rescues 40 from SS E. H. BLUM	11
The Florida Straits	13
Coast Guard Auxiliary Steps in the Breach	13
CGC FORWARD Assists in Rescuing 18 from tanker PAN MASSACHUSETTS	13
CGC VIGILANT, Palm Beach Auxiliary, Fort Pierce and Lake Worth Inlet Lifeboat Stations Assist Survivors from Tankers REPUBLIC, CITIES SERVICE EMPIRE and W. D. ANDERSON	15
A Six Weeks Lull	17
Shark River Lifeboat Station Personnel Rescue Survivors from Tanker R. P. RESOR	17
Big Kinnakeet Lifeboat Station Rescues 14 from SS MARORE	19
CGC CALYPSO Rescues 54 from SS ARABUTAN	19
CGC ANTIETAM Rescues Crew of Tanker GULFTRADE	21
Fenwick Island Light Station Rescues 8 from SS HVOSLEF	21
CGC AGASSIZ and Oak Island Lifeboat Station Rescue 11 from Tanker JOHN D. GILL	21
Fort Macon and Cape Lookout Lifeboat Stations Rescue 33 from Tanker OLEAN	23
Metomkin Inlet Lifeboat Station Saves 9 from Barges ONTARIO, ALLEGHENY and BARNEGAT	23
CG 455 Rescues 11 from M. V. CITY OF NEW YORK	25
Coast Guard Plane No. 167 Rescues 2 from SS CHENANGO	25
Subs Again Lay in Wait off Cape Canaveral	29
CG Lifeboat Stations and Auxiliary Assist SS's ECLIPSE, DELISLE and JAVA ARROW	29
Coast Guard Brings in Many Survivors	33
CG Auxiliaries Kitchens and Smith Rescue 40 from Tanker JAMES A. MOFFETT, JR.	33
Coast Guardsmen Lost on SS MANZANILLO En Route Cuba	35
CG Plane No. 183 Succors 13 Survivors of SS EMPIRE DRUM; Lands and Takes off 2	37
CG Plane No. 177 Locates 35 Survivors	39
CG Plane V 212 Locates 2 Survivors of Tanker DAVID McKELVEY ,..	39
CG Plane V 212 Directs Rescue of 23 from Tanker WM. C. McTARNAHAN	41

CG Plane No. 184 Directs Rescue of 23 from SS HEREDIA	41
CGC GENERAL GREENE Picks up 19 Survivors of SS MATTAWIN	43
CG 460 Rescues 25 from Tanker C. O. STILLMAN	45
CG Planes V 176 and V 206 Direct Rescue of 20 from	
SS COAST TRADER	45
USS SEA CLOUD, CG Manned Picks up 8 from Portuguese Schooner	
MARIA DA GLORIA	45
CG Plane No. 00796 CG 470 Effect Rescue of 50 from Tanker	
WM. A. ROCKEFELLER	45
CGA's COUNTESS and SEA DREAM Rescue 14 from British Tanker	
EMPIRE MICA	47
CG Plane No. 183 and Two CG Boats Rescue 32 from Latvian	
SS EVERALDA	47
CG Plane V 166 Takes Aboard 21 Survivors of Norwegian	
MS MAYARD	49
CG Plane No. 167 Rescues 7 Survivors from German U-701	49
CG Plane V 166 Lands in Gulf to Take Injured Survivors of	
Tanker E. W. GALLAGHER Ashore from CGC BOUTWELL	53
CG Plane V 166 and PC 566 Assist 300 from SS ROBERT E. LEE ...	53
CG Plane No. 3 and USS MENEMSHA, Rescue 5 from British	
SS ARLETTA	55
CG Plane 167 Takes Patient off USS COWIE (DD 632)	55
CG Plane 166 Rescues 2 Flyers from the Gulf	57
CG Plane 132 Locates 2 Flyers whom Coast Guard Boat Picks Up .	57
AAF Flyer Rescued by CG Plane	57
Three Army Flyers Located, Rescued by PC 496	57
Quick Rescue of Army Pilot	59
CG Plane Assists Navy PBY-5 Rescuing Four	59
CGC HERMES Rescues 11 from Stranded SS LEWIS CASS.....	59
CG Plane 5785 Rescues 2 from Downed B-24	63
CG Planes 170 and 132 Land and Take Aboard Survivors of	
Tanker GULFSTATE	65
CG Plane No. 205 Rescues Pilot of Navy Plane	65
CG Plane No. 183 Lands and Rescues Two at Sea	67
CG Plane No. 167 Directs Rescue of 7 from Sunken CG Boat	67
CG Plane Rescues Pilot in Land Crash	67
CG Plane No. 178 Directs Assistance to Greek Merchantman	
SS ANGHYRA	67
CG Auxiliary at West Palm Beach and CG Fireboat at Port	
Everglades Rescue 29 from Tankers GULFLAND and GULFBELLE in	
Collision	69
CG Plane No. 133 Rescues Army Flyer	69
CG Plane No. 5800 Rescues Blimp Survivor	71
CG Plane Brings Wounded Marine Officer to Hospital	71
CG Plane No. 7287 Rescues Navy Flier	71
CG Assistance at Explosion and Sinking of the USS TURNER	71
USS MENGES and USS NEWELL Rescue 230 from USS LANDSDALE	77
CG Training Station, Atlantic City, Personnel Render	
Assistance in Hurricane	77
CGC BUTTONWOOD Fights Fire on Dutch Ammunition Ship in	
Philippines	79
Sinking Along US Coasts Rare After July 1942	79
APPENDIX A	82

APPENDIX B	123
APPENDIX C	124
APPENDIX D	143
APPENDIX E	176

WAR TIME ASSISTANCE

OVER 4000 LIVES SAVED DURING EUROPEAN PHASE OF WORLD WAR II

Through rescue work of the United States Coast Guard during the European phase of World War II, 4,243 military personnel and merchant seamen were saved. These included 1,658 survivors of enemy torpedoings along the Atlantic coast, Gulf of Mexico and Caribbean, brought in through Coast Guard air and sea rescue activities. In the North Atlantic, 810 were saved by Coast Guard cutters and in the Mediterranean, 115. In addition to these, 1,660 were hauled to safety by invasion rescue cutters of the Coast Guard in the English Channel during the assault on Normandy. Hundreds of others were rescued by Coast Guard manned Navy vessels and through joint action by Coast Guard and other services.

ONLY 3604 ETO U. S. TROOPS LOST AT SEA

Of the 4,453,061 U. S. soldiers embarked by ship to fight the Axis in Europe and Africa, only 3,604 were lost at sea. This was a better record, proportionately, than World War I's, despite the greater deadliness of the U-boats, bombing planes and mines of the second world conflict. The greatest sea tragedy of the war was suffered when the British troopship ROHNA was sunk by enemy air attack on November 26, 1943, off Djidjelli, Algeria, with a loss of 1,015 lives, more than half the 1,981 American soldiers aboard. The second largest loss of American personnel was on the British-controlled Belgian troopship LEOPOLDVILLE which was torpedoed December 24, 1944, while en route from Southampton to Cherbourg. Of the 2,237 American soldiers aboard, 764 were lost. The greatest loss of life on an American vessel was when the Liberty Ship PAUL HAMILTON was sunk by an aerial torpedo on April 20, 1944, off Algiers, with a loss of 504 of our men. Earlier in the war, on February 3, 1943, the British transport DORCHESTER was attacked by a German submarine off Greenland. 404 lives were lost while 225 were saved by two Coast Guard cutters, the ESCANABA and COMANCHE. Two LST's were sunk in the Europe-Africa area with losses of 314 and 126, respectively. Other sinkings of troopships in order of personnel loss were as follows:

<u>NAME OF VESSEL</u>	<u>DATE</u>	<u>PLACE</u>	<u>U. S. LIVES LOST</u>
HENRY H. MALLORY	February 7, 1943	GREENLAND	86
H. G. BLASDEL	June 29, 1944	ENGLISH CHANNEL	76
J. W. McANDREWS	March 13, 1945	OFF AZORES	68
WM. B. WOODS	March 9, 1944	NORTH OF PALERMO	51
CHEROKEE	June 15, 1942	EAST OF BOSTON	20
SICILIEN	June 7, 1942	SOUTH OF HAITI	19
COAMO	December, 1942	GIBRALTAR TO N. Y.	16
DANIEL C. FRENCH	March 3, 1944	OFF BIZERTE	14

HALF FROZEN AND FIGHTING TO KEEP THEIR GRIP ON A LIFE RAFT
SURVIVORS OF THE TORPEDOED U. S. TROOP TRANSPORT HENRY R. MALLORY
ARE RESCUED BY U. S. COAST GUARD COMBAT CUTTER BIBB



<u>NAME OF VESSEL</u>	<u>DATE</u>	<u>PLACE</u>	<u>U. S.</u> <u>LIVES LOST</u>
SAMUEL J. TILDEN	December 2, 1943	BARI, ITALY	14
EMPIRE JAVELIN (BR.)	December 28, 1944	OFF CHERBOURG	14
URUGUAY	February 12, 1943	N. E. OF BERMUDA	13
LOUISE LYKES	January 11, 1943	BELFAST TO N. Y.	10
JOHN HARVEY	December 2, 1943	BARI, ITALY	8
S.T. (SMALL TUG) 344	July 20, 1944	ENGLISH CHANNEL	8
CHARLES MORGAN	June 10, 1944	ENGLISH CHANNEL	7
LST 411 (BR.)	December 31, 1943	BASTIA, CORSICA	7
JACK	May 27, 1943	OFF JAMAICA	6
JAMES A. FARREL	June 29, 1944	ENGLISH CHANNEL	4
NEVADA II	December 16, 1943	SO. OF GREENLAND	4
MERRIMACK	June 9, 1942	SO. COAST OF CUBA	3
LST 422 (BR.)	January 26, 1944	OFF ANZIO	3
JAMES SPRUNT	March 10, 1943	E. COAST OF CUBA	2
ST. DAVID (BR.)	January 24, 1944	OFF ANZIO	2
CHARLES PINCKNEY	January 27, 1943	SO. OF AZORES	2
COL L. O. MATTHEWS	October 28, 1942	FT. CHIMO, CANADA	1
ARTHUR MIDDLETON	January 27, 1943	OFF ORAN	1
JEREMIAH VAN RENSSSELEAR	February 2, 1943	S.E. OF GREENLAND	1
CHRISTIAN MICHELSON	September 26, 1943	E. OF BONE, ALGERIA	1
MELVILLE E. STONE	November 24, 1943	OFF CHRISTOBAL, C.Z.	1
MALANTIC	March 9, 1943	SO. OF ICELAND	1
JOHN L. MOTLEY	December 2, 1943	BARI, ITALY	1
SHARPSBURG	February 17, 1944	MERSEY, ENGLAND	1
ROBERT HOWE	May 20, 1944	OFF GIBRALTAR	1
Y-17 (TANKER)	April 8, 1945	ENGLISH CHANNEL	1

DARK DAYS OF 1942

The Coast Guard engaged in its most intense life-saving activity in the dark days of 1942 when Nazi submarines were running rampant along the Atlantic and Gulf coasts, picking off

freighters and tankers within sight of land. Coast Guard craft from life-boat stations and off-shore patrol cutters rescued survivors from ships flying the flags of all the leading maritime nations. Between December 7, 1941 and August 14, 1945 676 U. S. merchant ships were lost on all oceans with a total gross tonnage of 4,161,494 tons. Of this total tonnage sunk during the war only about one-fourth or 1,081,417 was being escorted or in convoy when sunk.¹ Some of the accounts of the part the Coast Guard played in bringing in survivors are contained in "Assistance (1941)" and "The Coast Guard at War - Assistance - XIV - Vol. I, (1944)." The following accounts were not among those contained in these first volumes but have been selected as being representative of the many thrilling rescues effected by the ships and planes of the service during the war. Other

1. For complete list see Appendix A.

SURVIVORS OF A TORPEDOED FREIGHTER GET A HELPING HAND FROM
COAST GUARDSMEN AS THEY BOARD SHIP



rescue accounts by the Coast Guard are given in "Coast Guard at War - Introduction I - (1944)," "Coast Guard at War - Aviation - XXI (1945)," "Coast Guard at War - Greenland Patrol - II (1945)," "Greenland - (1941)," and "The Sinking of the Coast Guard Cutter ESCANABA (1943)."

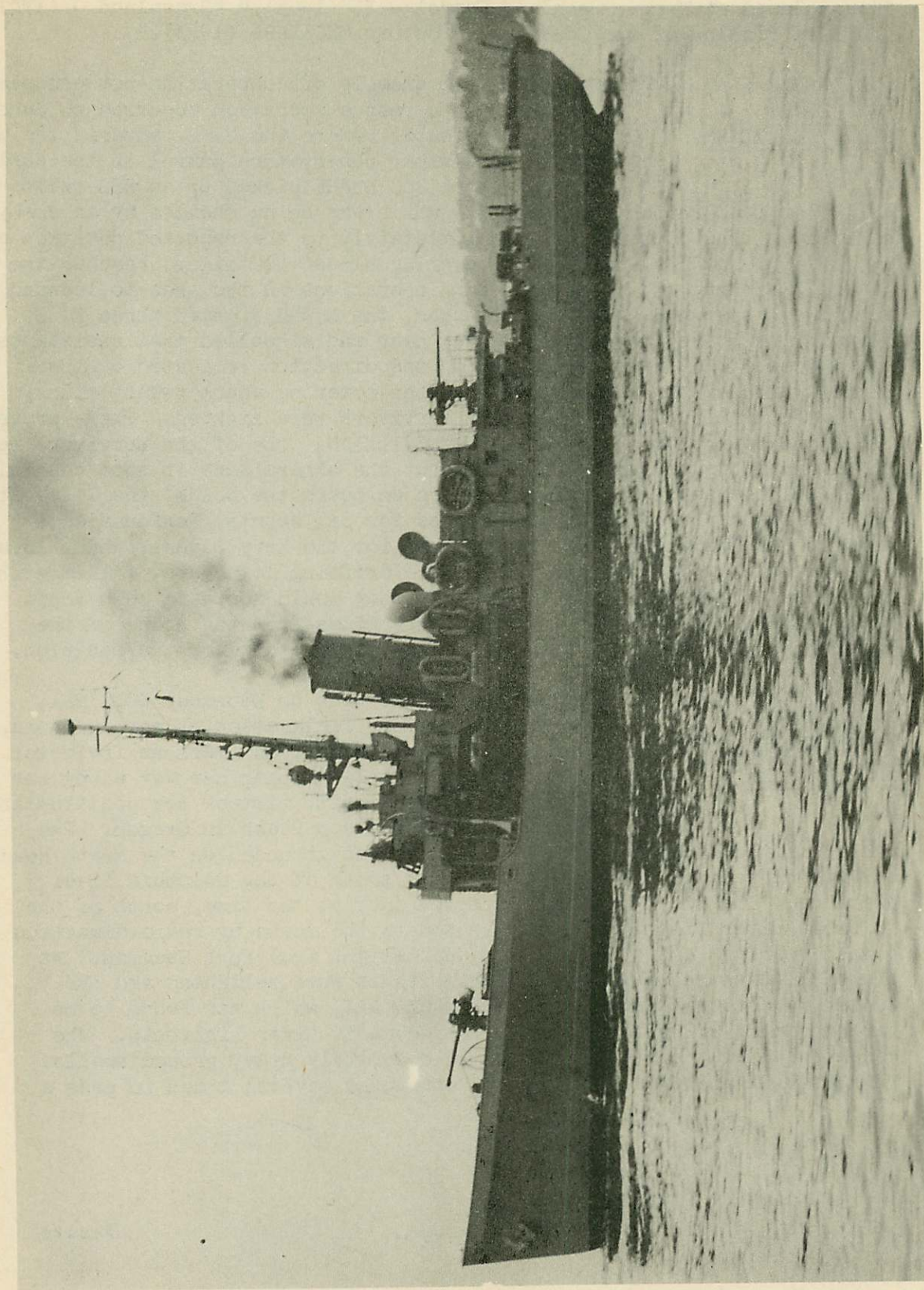
CGC DUANE
RESCUES 46
FROM TRESILLIAN

An excellent example of cooperation between plane and ship in a rescue operation occurred on June 12, 1941, six months before the U. S. entered the war. While on weather observation patrol in the North Atlantic the CGC DUANE picked up an SSS radio call from the British SS TRESILLIAN which was being shelled by an enemy submarine. The cutter proceeded immediately to the reported position and at daylight on June 14th, after covering almost 400 miles, reached the general locality and began searching operations in the area to leeward, working to eastward. While so engaged, the DUANE sighted three U. S. Navy flying boats, one of which drew near and signalled that assistance was needed. The cutter proceeded in the direction indicated by the plane, which was to the eastward. After covering about twenty miles, two drifting lifeboats filled with survivors were sighted. These proved to be the entire crew of 46 of the TRESILLIAN. One of the survivors had sustained injury on abandoning ship but the others were in good condition. After all the survivors had been taken on board the DUANE, the lifeboats were cast adrift and the cutter headed for St. John's, Newfoundland, arriving on June 15th. Had it not been for the Navy planes, which located and pointed out the position of the drifting lifeboats, filled with survivors, there is a possibility that they would not have been found by the DUANE, as they had drifted twenty miles from the scene of the sinking in the two days required for the cutter to reach the position.

CGC ONONDAGA
ATTEMPTS TO
REFLOAT STRANDED
SS MAUNA ALA

During a blackout test on December 10, 1941, two days after our declaration of war on Japan, the steamship MAUNA ALA, an American freighter of 6,256 tons, while groping her way along our darkened Pacific coast, mistook her position and ran aground on Clatsop Beach in Oregon. The master of the stranded vessel thought he had grounded on the North Head, but radio bearings revealed that he was south of the Columbia River entrance. The CGC ONONDAGA, on patrol duty at the time, north of the Columbia River Lightship, was directed to the scene by radio direction finder bearings and by display of searchlight from Fort Stevens. At the ONONDAGA's request, navigational lights were relighted and the cutter was brought in close to the MAUNA ALA, which was found to be hard aground, 2.2 miles south of the Columbia River Lightship. The vessel was lying bow to the beach in moderately heavy ground swells. The ONONDAGA anchored close by and attempted several times to pass a

USCGC ONONDAGA



line to the stranded vessel by use of the shoulder gun. Finally, the TRIUMPH, a boat from the Point Adams Lifeboat Station, reached the scene and passed a running line. After securing the hawser, the ONONDAGA weighed anchor and began pulling on the stranded vessel. The MAUNA ALA was lying just outside the line of breakers and there was a strong set parallel to the beach. This made work on the vessel extremely difficult. The ONONDAGA was set rapidly southward by the strong current and was forced to drop her starboard anchor in order to hold her head up. Speed was increased to full but without budging the MAUNA ALA. Finally, the engines were stopped and the hawser taken aboard. The ONONDAGA was then maneuvered to attain a more advantageous position. A second attempt to pass a hawser to the stranded vessel was unsuccessful when the running line parted. On the morning of December 11, 1941, the hawser was successfully passed and the cutter began to pull in concert with the commercial tow boats KLIHYAM and DAUNTLESS, the former taking a bow line from the cutter and the latter using a separate hawser. The cutter worked up to full speed. About an hour later, the MAUNA ALA's deck bit carried away and the towing hawser parted. About this time the stranded vessel was beginning to take in water and to break up. The persons on board were removed by the TRIUMPH and by lifeboats from the Cape Disappointment and Point Adams Lifeboat Stations. In spite of diligent efforts by the Coast Guard vessels to float the MAUNA ALA, the task was not accomplished and the sea claimed another victim. The vessel was valued at a million dollars and the cargo at \$100,000, but every one of the 36 persons on board was saved.

CGC ARGO
RESCUES 6
FROM SS NORNESS

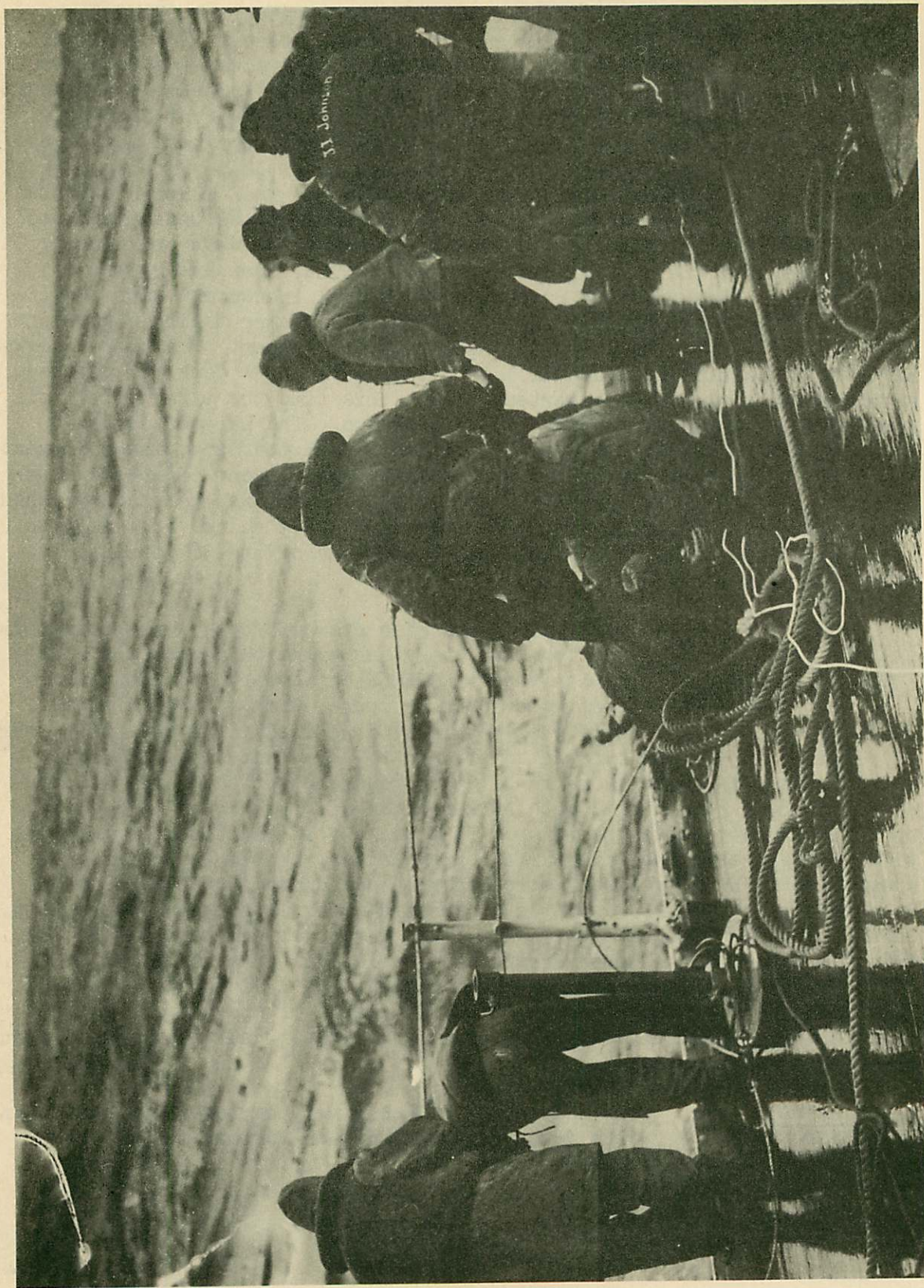
Thirty four out of a crew of forty were presumably lost when an enemy submarine torpedoed the Panamanian tanker NORNESS on January 14, 1942, while that vessel was en route, with a cargo of fuel oil, from New York to Halifax. The CGC ARGO, then

at Newport, R. I., was ordered to proceed to the scene about 150 miles distant and after several hours of full speed ahead reached the unfortunate tanker, a grim sight, with sunken stern and a bow still projecting about forty feet above the water. This was one of the first indications since our entrance into the war a month earlier, of the barbarism of an enemy bent on destroying all shipping with no concern for human lives. On approaching, the ARGO sighted a capsized motor launch and three rafts. On one raft, over which a Navy Blimp (K6) was hovering, were huddled six frightened survivors, whose drawn faces reflected the ordeal through which they had passed. The destroyer ELYSON soon arrived at the scene followed by a Navy mine sweeper. Further search of the area revealed no more survivors from a crew of forty men. The six survivors were taken to Newport and afforded aid.

TANKER MALAY
REFUSES TO SINK

An instance in which first the torpedoing and then the deadly shelling of an American tanker by an

WORKING FROM A PITCHING, TOSSING DECK, COAST GUARDSMEN PULL SURVIVORS ABOARD



enemy submarine failed to sink her and of her eventual escape, is told in accounts of the torpedoing of the American tanker MALAY, two miles north of Wimble Shoal buoy, North Carolina, on January 19, 1942. After what appeared to be a fatal torpedoing, three crew members left their vessel, seeking a means of escape in a lifeboat. They were apparently lost. The enemy, no doubt believing that the tanker had received a death blow, evidently had left the scene. Boats from the Oregon Inlet and other Coast Guard lifeboat stations proceeded to the scene of the casualty. The master who had remained on board with the rest of the crew of thirty-four, reported to the Coast Guard boarding officers that his vessel had been unmercifully shelled after being torpedoed, but through some quirk of fate the vessel still remained afloat. After withstanding this terrific punishment, the MALAY got under way and headed for port. Later, the enemy again appeared on the scene and began a further bombardment of the already badly crippled vessel. This time the MALAY was struck amidship, having a hole ripped in her about 30 feet by 6 feet. This flooded No. 7 tank. Still the MALAY remained afloat and, eluding the enemy, raced with all the speed she could manage toward port. During the shelling one crew member had been killed and three others seriously injured. The injured men were taken on board a motor lifeboat from the Oregon Inlet Lifeboat Station. The crippled MALAY, under her own power, limped into Norfolk. Had the three crew members who abandoned their vessel remained on board, their lives, no doubt, would have been saved.

40 SURVIVORS
FROM NORWEGIAN
TANKER VARANGER
TAKEN TO
LIFEBOAT STATION

The Norwegian tanker VARANGER, while bound from Curacao, N.W.I. to New York, fell prey to a roving submarine on January 25, 1942. Whether the submarine commander was imbued with a spark of humanitarianism in allowing the crew to escape in lifeboats, or whether he feared for his own safety, is not know. At any rate the two life-

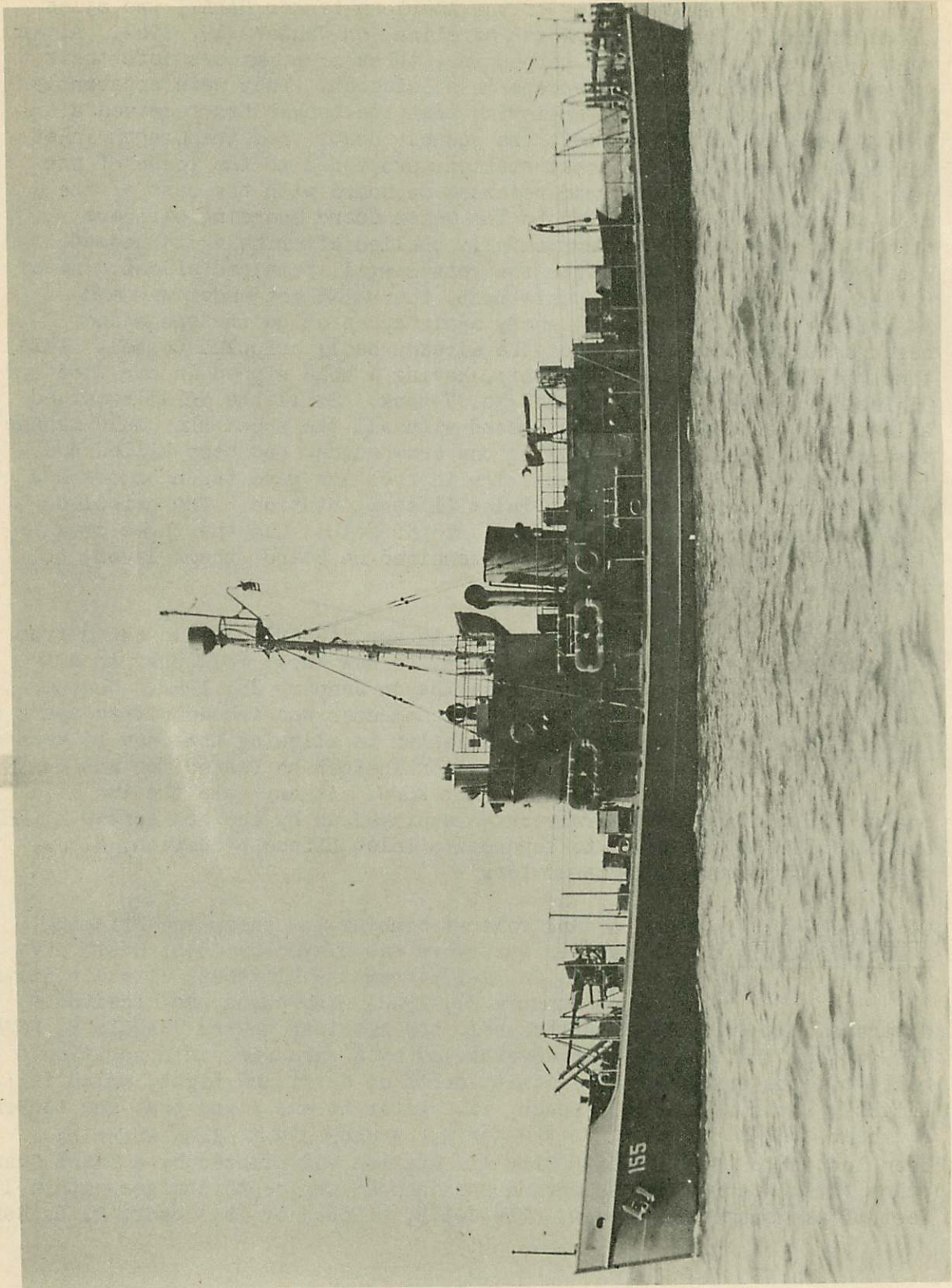
boats, containing forty survivors were picked up by the gas screws EILEEN and SAN GENNARO and towed to Townsend's Inlet Lifeboat Station, N. J., where the survivors were cared for.

CG PLANE V-175
BOMBS SUBMARINE

A dual role of bombing the enemy and bringing aid to survivors was played by Coast Guard airplane No. V-175 from the Elizabeth City Air Station on January 27, 1942. The plane had received a

distress call from a merchant vessel, the American tanker FRANCIS E. POWELL, 7,096 tons, that it was being overhauled by a submarine in a position 8 miles off the beach in the vicinity north of Currituck Light, which is slightly south of Virginia Beach, Va. Later it was found that the tanker had been sunk at 31° 45' N - 74° 53' W. A Navy J2F-5 plane which had been loaned to the Elizabeth City Air Station and piloted by a Coast Guard pilot, first sighted the submarine and dropped two depth charges within 100 feet of the submerged U-boat. The V-175, piloted by Lt. Comdr. R. L. Burke,

USCGC WOODBURY



USCG, dropped a grapnel with 100 feet of line and two life jackets to buoy the spot, so that destroyers could later depth charge the whole area. He later sighted what appeared to be a distress buoy from a submarine and reported this to the **Fifth Naval District**. He also took pictures of the buoy. Darkness, fog and poor visibility complicated the situation, but there was a strong probability that the submarine was damaged. Twenty-eight of the tanker's crew of 32 were saved.

CGC NIKE
RESCUES 40
FROM SS SAN GIL

While en route from Santa Marta, Colombia to Philadelphia with a cargo of bananas, the Panamanian freighter SAN GIL was sunk by a submarine off Lewes, Delaware on February 3, 1942. The SAN GIL sent out an SOS which was intercepted by the Coast Guard cutter NIKE at 2400. The NIKE immediately proceeded to the scene of the sinking and took aboard the 39 crew members and one passenger. A surfboat from the Ocean City Lifeboat Station, which had proceeded to the scene, towed the SAN GIL's two empty lifeboats to the station. The survivors were taken to the Lewes Lifeboat Station.

NIKE BRINGS IN
38 SURVIVORS
FROM SS CHINA ARROW

Two days later on February 5, 1942, the American tanker CHINA ARROW, 8,403 tons, was torpedoed at 37° 44' N - 73° 18' W, just southeast of Ocean City Md. The tanker was en route from Beaumont, Texas to New York. Her crew of 37 were successful in escaping in the vessel's three lifeboats without the loss of a single life. The NIKE set out to search for the drifting survivors and, assisted by C. G. aircraft, found the lifeboats after they had been adrift two days. The men were not affected other than by exposure. The NIKE proceeded with the survivors to Lewes, Delaware.

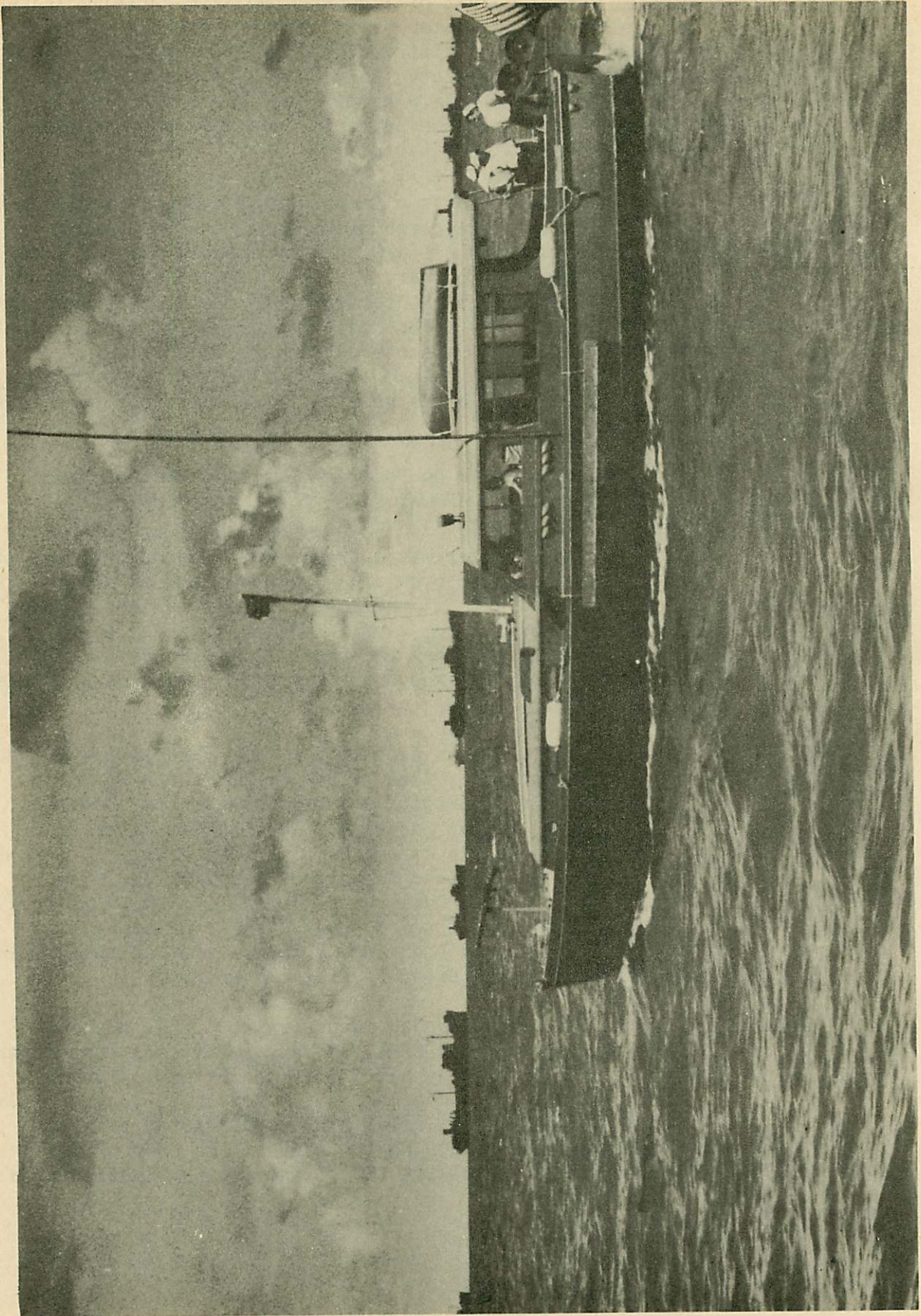
CGC CALYPSO
BRINGS IN
42 SURVIVORS
FROM BUARQUE

The enemy got in some more of his nefarious work again on February 15, 1942, when the 5,000 ton Brazilian SS BUARQUE, carrying a general cargo and a crew of 74, with eleven passenger, fell victim to an enemy submarine while en route from Rio de Janeiro to New York. Thirty-four members of the crew and eight passengers lost their lives, but the Coast Guard cutter CALYPSO, preceded by a Coast Guard plane spotted two of the doomed vessel's drifting lifeboats with 42 survivors on board and took them aboard. Most of them, being insufficiently clad, were suffering severely from the cold.

CGC WOODBURY
RESCUES 40
FROM SS E. H. BLUM

On the following day, February 16, 1942, the Coast Guard cutter WOODBURY, on patrol duty off the entrance to Chesapeake Bay heard a deafening explosion and, immediately proceeding to the locality, found a lifeboat containing eleven survivors. After a search three more lifeboats were found containing the rest of the crew of forty of the SS E. H. BLUM which was travelling in ballast from Philadelphia to

A TRIM CABIN CRUISER, ONE OF MANY FORMERLY USED FOR SPORT FISHING, FISHES FOR ENEMY SUBMARINES
NOTE THE ANTI-AIRCRAFT MACHINE GUN IN THE BOW AND THE DEPTH CHARGES AT THE STERN



Port Arthur, Texas, when she was torpedoed. The WOODBURY brought the survivors to the U. S. Navy Section Base, Little Creek, Virginia. Two crew members who were injured were sent to the Marine Hospital, Norfolk, Virginia. The BLUM was eventually salvaged.

THE FLORIDA
STRAITS

From Cape Canaveral the Florida shore forms one side of the Florida Straits which stretch 40 odd miles east to the Bahama Banks. Here deep water flows close to the Florida shore. Lighthouses and other aids to navigation mark channels, shoals, reefs, and numerous hazards threatening the thousands of ships which annually travel the Gulf Stream, funneling through the Straits. These narrow straits were a natural "happy hunting ground" for enemy submarines. Before sufficient naval strength was available to ward off undersea attacks, 24 ships had been sunk. From these ships, 504 men were saved. Coast Guard lifeboat stations and their crews were often the sole hope of submarine victims and they proved themselves worthy, time and again. There were not enough regular Coast Guard boats, however, to go around.

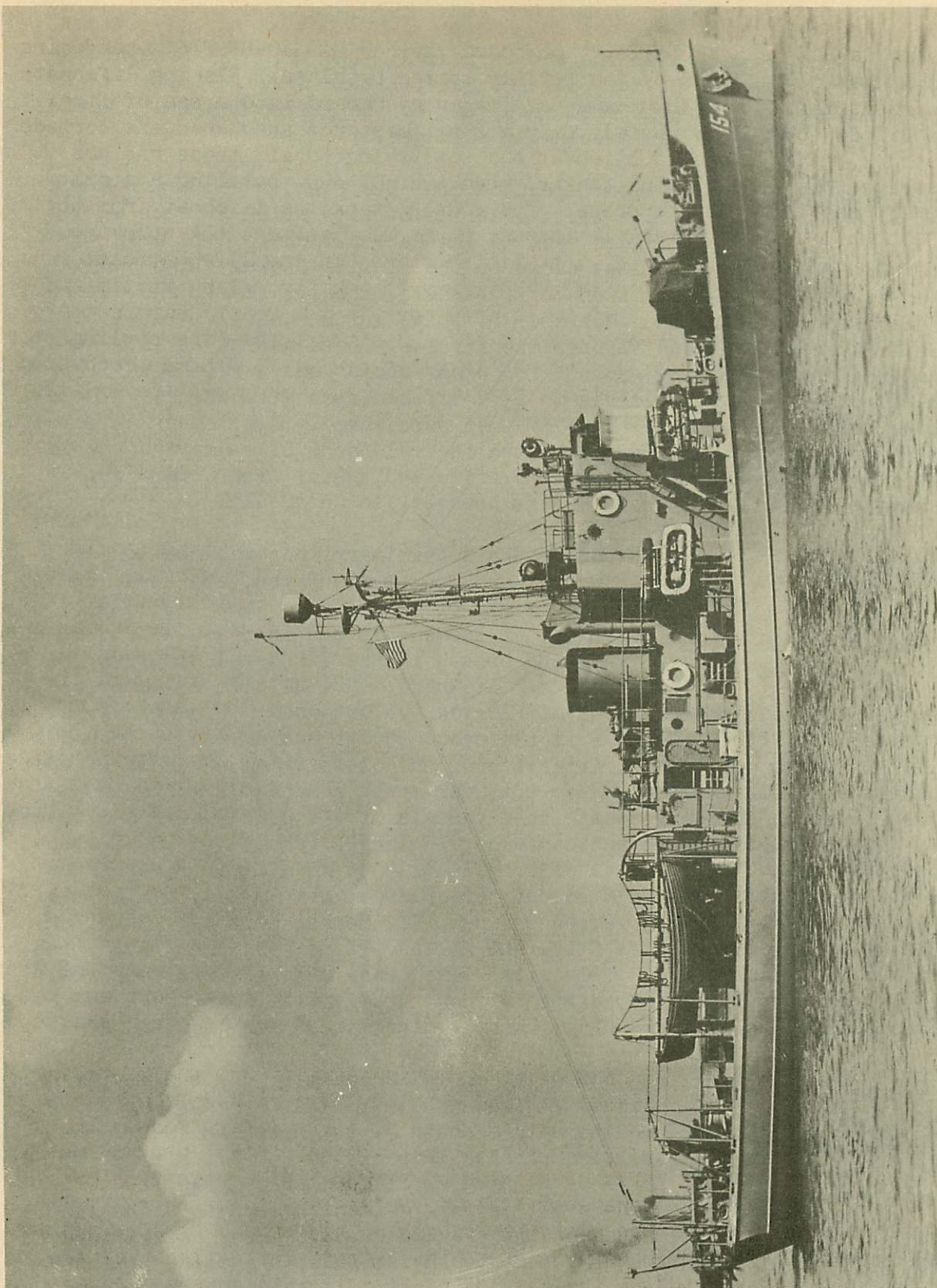
COAST GUARD
AUXILIARY
STEPS IN
THE BREACH

The Coast Guard Auxiliary, an organization of commercial and sports fishermen, and their craft, created by Act of Congress on June 23, 1939, to teach better seamanship and increase safety at sea, filled the breach in the 7th Naval District (Florida) as well as elsewhere. Mr. William M. Mansfield, one of the leading sportsmen of Florida, volunteered his services to the commanding officer of the Fort Lauderdale Coast Guard Base on December 7, 1941. He was put to work interviewing and classifying hundreds of boat owners who, like himself, knew that war meant a need for boats and men. These men put themselves and their vessels at the Coast Guard's disposal. By September, 1942, 165 boats ranging in length from 30 to 100 feet had been assembled in flotillas of from 1 to 35 at Miami, Port Everglades, Fort Lauderdale, West Palm Beach, Fort Pierce, New Smyrna, Tampa, St. Petersburg, Fort Myers, Tarpon Springs, St. Marks, Key West, Marathon, Craig, Naples, Everglades City, and St. Augustine. By June, 1943, the number had reached 276. Time after time these auxiliarists took their tiny boats out, a few armed with rifles, others with boat hooks and flashlights, to haul drowning, burned, merchant seamen from the sea.

CGC FORWARD
ASSISTS IN
RESCUING 18
FROM TANKER
PAN MASSACHUSETTS

On the night of 19 February, 1942, the American tanker PAN MASSACHUSETTS was torpedoed by a submarine headed south at the northern end of the Florida Straits in position 28° 27' N - 80° 08' W. "Flames sighted 20 miles, 142 degrees from Cape Canaveral," a calm voice reported from the lighthouse at the Brevard County Cape. A six-word message from the CGC FORWARD, sent to investigate, signalled that the U-boat war had started on the Florida coast. It said "Was torpedoed,

USCGC VIGILANT



name is PAN MASSACHUSETTS." On board the PAN MASSACHUSETTS, abandoning ship was complicated by the swiftly spreading blaze. Flaming lifeboats were useless. The 38 crewmen had leaped overboard into a sea of fire. A British passenger vessel, only a short distance away when the torpedo struck, had put over a lifeboat and was trying to aid those who had escaped from the flaming tanker, when the FORWARD, battling a storm swept sea, reached the scene. The FORWARD took the lifeboat from the British passenger vessel in tow and moved slowly among the wreckage. As a survivor was spotted, the British seamen in the lifeboat cast loose from the FORWARD, picked their way to the struggling victim and took him aboard. Then they maneuvered back to the Coast Guard cutter. Finally, using megaphones to shout at each other across the howling storm, masters of the two vessels decided to place all of the bodies recovered aboard the FORWARD, and all the 18 living survivors aboard the British steamer, which would then proceed to Jacksonville.

CGC VIGILANT,
PALM BEACH AUXILIARY,
FORT PIERCE AND
LAKE WORTH INLET
LIFEBOAT STATIONS
ASSIST SURVIVORS
FROM TANKERS
REPUBLIC,
CITIES SERVICE EMPIRE
AND W. D. ANDERSON

Two nights later, late on the 21st and early on the morning of the 22nd of February, 1942, three more ships went down, two off Jupiter Inlet and one southeast of Cape Canaveral. Life Saving Stations at Gilbert's Bar and Lake Worth, as well as Auxiliary flotillas at Palm Beach and Stuart were alerted. The first victim was the American tanker REPUBLIC, 5,287 tons, which was hit at 27° 05' N - 80° 00' W. late on the night of the 21st. Twenty two of her crew made shore just south of Jupiter Inlet. Seven more, picked up by a passing steamer, were taken to Port Everglades and turned over to the Coast Guard. While men were trying to save the REPUBLIC, a second tanker the 8,103 ton CITIES SERVICE EMPIRE was torpedoed farther offshore at 28° 25' N - 80° 02' W early on the morning of the 22nd. The CGC VIGILANT was the first vessel to reach her. Passing 36 survivors who had taken to life rafts and could be attended to later, Lieut. L. R. Daniels, USCG, commanding officer of the VIGILANT, nosed his ship up to the blazing EMPIRE's bow, where he had seen three men fouled in the lifeboat falls. Crawling aboard the lifeboat, Coast Guardsmen from the VIGILANT battled fire and flame as they labored to work the victims free. Two were brought aboard, but as the rescue crews started back for the third, the tanker exploded and sank, spraying the VIGILANT from stem to stern with unignited oil. Coast Guard lifeboats from Fort Pierce Lifeboat Station assisted in the search for bodies and seven were recovered, including that of the man Daniels and his crew had almost saved. A Navy vessel in the vicinity had meanwhile taken the 36 men from their liferafts. While details of Coast Guardsmen from the Palm Beach Auxiliary and Lake Worth Lifeboat Station were taking soundings at the scene of the REPUBLIC disaster, the tanker W. D. ANDERSON, 10,227 tons, was attacked at 27° 09' N - 79° 56' W. Only one man escaped. It took the auxiliary less than 40 minutes to organize a search of the area. Finally the search was abandoned, after rescuing the lone survivor, who

THE ONLY TWO SURVIVORS FROM THE TANKER R. P. RESOR



had seen the torpedo track and had leaped to safety before the explosion. On the 24th, the freighter NORLAFORE was torpedoed at 28° 00'N - 80° 00' W., and less than 25% of the crew were rescued.

A SIX WEEKS

LULL

Following these sinkings, a six weeks lull ensued along the east coast of Florida, due partially to measures taken by a handful of ships and 18 Coast Guard planes which became available for patrol

work. As the submarine war became more serious these planes, nine from the St. Petersburg Air Station and nine from Miami Air Station, had been divided in three squadrons. These were based at Banana River, where they worked in conjunction with the Navy, and at Miami and Key West. Flying night and day, these planes patrolled the coast until additional Navy planes were brought into the area. During May 1942, a typical month, more than 40 missions were flown, mostly on convoy escort detail or investigating submarine contacts.

SHARK RIVER

LIFEBOAT STATION

PERSONNEL RESCUE

SURVIVORS FROM

TANKER R. P. RESOR

The lookout of the Shark River Lifeboat Station on the New Jersey coast, while scanning the ocean from his lookout tower on February 22, 1942, sighted what appeared to be a ship afire. The station boat was immediately manned and set out at top speed toward the burning vessel. On arrival, the crew found the Standard Oil Company tanker R. P. RESOR

afire from bow to stern. Blazing oil had spread for a distance of 500 feet from the bow toward the south. The Coast Guard boat cruised as close as possible to the burning vessel when voices were heard crying for help. The stench from the burning crude oil was nauseating, the clouds of dense smoke that arose were at times blinding, and the heat was so intense that the Coast Guardsmen were almost overcome. Nevertheless they brought their boat close to the inferno of flames in an endeavor to reach the victims who were in danger momentarily of being enveloped in them. Suddenly there bobbed up in front of the C. G. boat a man so thickly covered with oil as to be unrecognizable as a human being. With this coating of oil he must have been three times his normal weight. Because of his great weight and the difficulty of maintaining a firm hold on his slippery, oil soaked clothing, the crew was unable to pull him aboard. The heat was growing more intense with the passing seconds and the strength of the life savers was being taxed to the limit. After much effort the crew were successful in tying a line around the armpits of the helpless man and towing him from the white hot sides of the burning vessel. In doing so, however, the station boat had drifted so close to the burning vessel that the point on its side had begun to blister. Owing to the man's extreme weight, the pull of the boat in towing him was drawing him under the water. The boat was stopped and with the combined efforts of four Coast Guardsmen, the man was hauled aboard. Again the lifeboat headed toward the burning vessel to rescue additional victims. Proceeding as close as possible to the burning vessel they found another man, oil soaked and clinging desperately to a life raft. Two members of the lifeboats' crew, Thomas J. Evans, MMlc, and Oswald M. Etheridge, Coxswain, went over into the sea of oil to the raft to rescue this man, who was too exhausted to get aboard the lifeboat of his own accord. Clambering aboard the raft the

USCGC - CALYPSO



two Coast Guardsmen were successful in getting their victim on board the lifeboat. Both survivors were stripped of their oil soaked clothing, given other clothing, and made comfortable in the cabin. The crew of the station boat cruised the entire night in search of other victims, but found no more of the 49 men who had been on board.

BIG KINNAKEET
LIFEBOAT STATION
RESCUES 14 FROM
SS MARORE

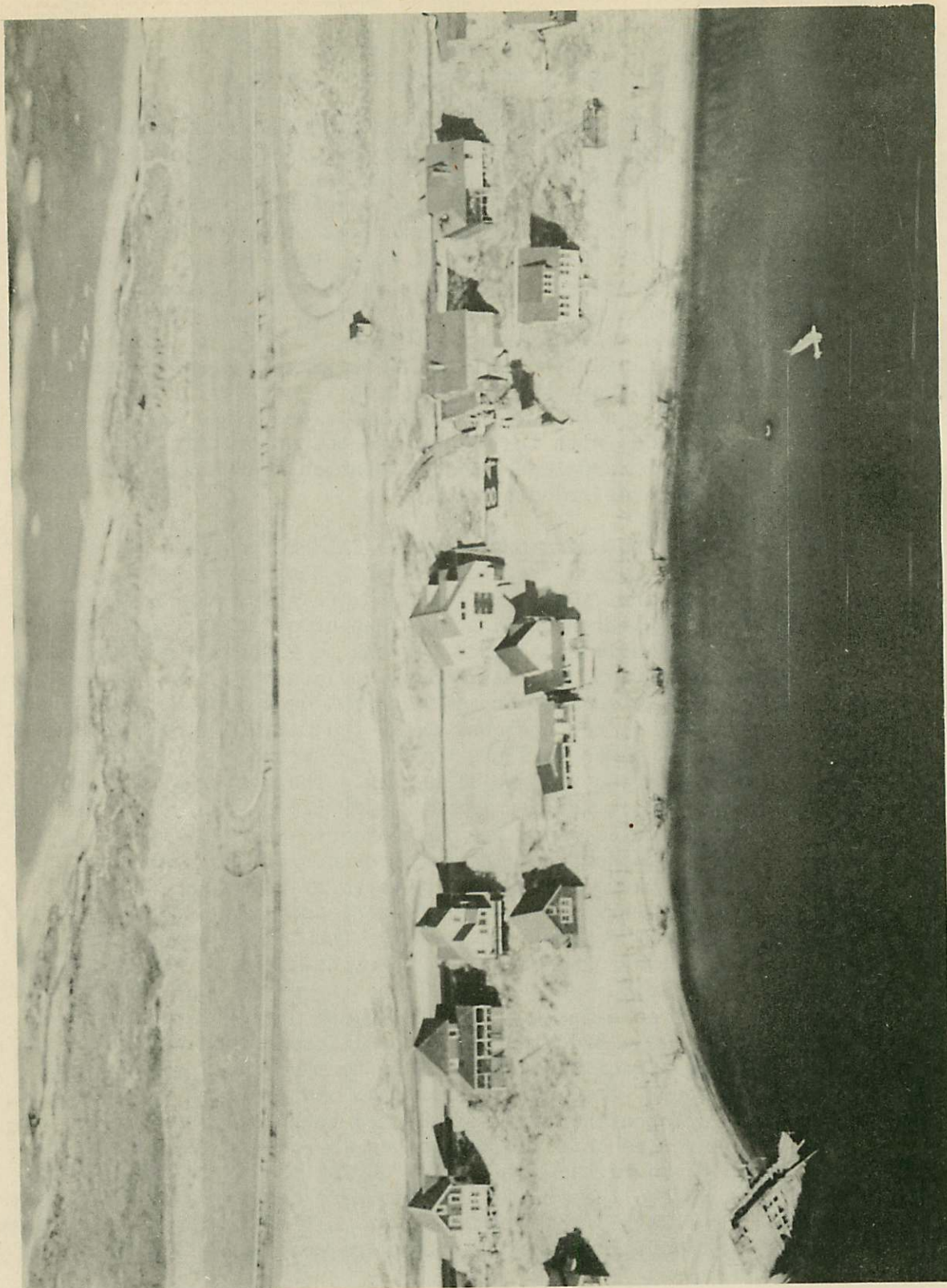
The American freighter MARORE, 8, 215 tons, with a cargo of precious iron ore, set sail from Chile early in February, 1942, and eluding the enemy during her long voyage, reached a position within sight of the Big Kinnakeet Lifeboat Station at 35° 00' N - 75° 00' W, on February 26, 1942, when her master's dream of landing his precious cargo was shattered. A torpedo blasted his hopes and sent the big freighter with the iron ore, which was to aid us in fighting against the aggressors, to the bottom of the sea. A short time later the lookout of the Big Kinnakeet Lifeboat Station reported a small boat rigged with a sail endeavoring to make shore. A motor surfboat set out to investigate and found a lifeboat from the torpedoed MARORE with the master and the other thirteen crew members on board. They were landed by the station crew and those in need of assistance were afforded succor.

CGC CALYPSO
RESCUES 54
FROM SS ARABUTAN

The Coast Guard cutter CALYPSO performed a splendid piece of rescue work when she rushed to the aid of the 7,000 ton Brazilian freighter ARABUTAN, torpedoed without warning by a submarine on March 7, 1942, while bound from Norfolk to Trinidad, with a cargo of coal and coke. The freighter sank in twenty minutes. The 54 crew members drifting in four lifeboats were in constant danger of continued enemy fire. While on patrol of her assigned area, the CALYPSO received a message on the evening of March 7, 1942, directing her to go in search of the lifeboats of the torpedoed Brazilian ship. The cutter arrived at the point where the vessel had been sunk in 36° 32' N - 74° 32' W shortly after midnight, and started searching to the north and west of the area of estimated drift. She searched in the blackness of the night and in a heavy wind. The CG plane V-163 was contacted by radio and assisted in the search. The cutter was in the same zone and in as great danger of enemy torpedoes as was the ill-fated victim. The Coast Guardsmen scanned the sea all night in their determination to sight the survivors who were being tossed about helplessly in the small boats by the high waves. Next day the CALYPSO received a message from the Coast Guard plane assisting in the search. The plane had discovered the lifeboats and was now circling over them. The airplane directed the cutter to the exact position and, travelling at top speed, the cutter arrived at the scene in a few hours.

Within fifteen minutes of her arrival she had taken on board the 54 survivors from the four lifeboats and was on her way out of the danger zone. One man of the 55 on board had been killed during the torpedoing. Very shortly after the rescue the empty lifeboats were destroyed by enemy fire and by ramming. The CALYPSO had arrived just in time. The cutter arrived without incident at Norfolk where the survivors were given all necessary aid.

OAK ISLAND BEACH LIFE SAVING STATION



CGC ANTIETAM
RESCUES CREW OF
TANKER GULFTRADE

While cruising off Barnegat Light on March 9, 1942, the Coast Guard cutter ANTIETAM observed a tremendous explosion about one-half mile to seaward. The explosion was followed by columns of dense, black smoke. The victim was the 6,676 ton tanker GULFTRADE bound from Port Arthur, Texas to Philadelphia with a cargo of oil. The ANTIETAM immediately notified all ships and stations by radio; sounded a general alarm; and set out full speed for the scene of the explosion. Reaching the scene, the cutter's crew lost no time in their frantic efforts to rescue the survivors from the sinking tanker. While the Coast Guard cutter was engaged in this hazardous task, the submarine, which was close by, fired another torpedo, with the cutter as its target. The torpedo passed within twenty to fifty feet of the cutter's bow. Undaunted by their extreme danger, the cutter's crew continued its efforts to reach all survivors. They picked up one lifeboat containing 9 survivors, - the ship's officers and the bridge watch. By this time the GULFTRADE had broken in two and the two parts of the tanker were drifting apart. Assisted by the U. S. Navy tender LARCH, the Coast Guardsmen were successful in taking off the remaining seven men from an original crew of 34. They were rushed ashore where first aid awaited them.

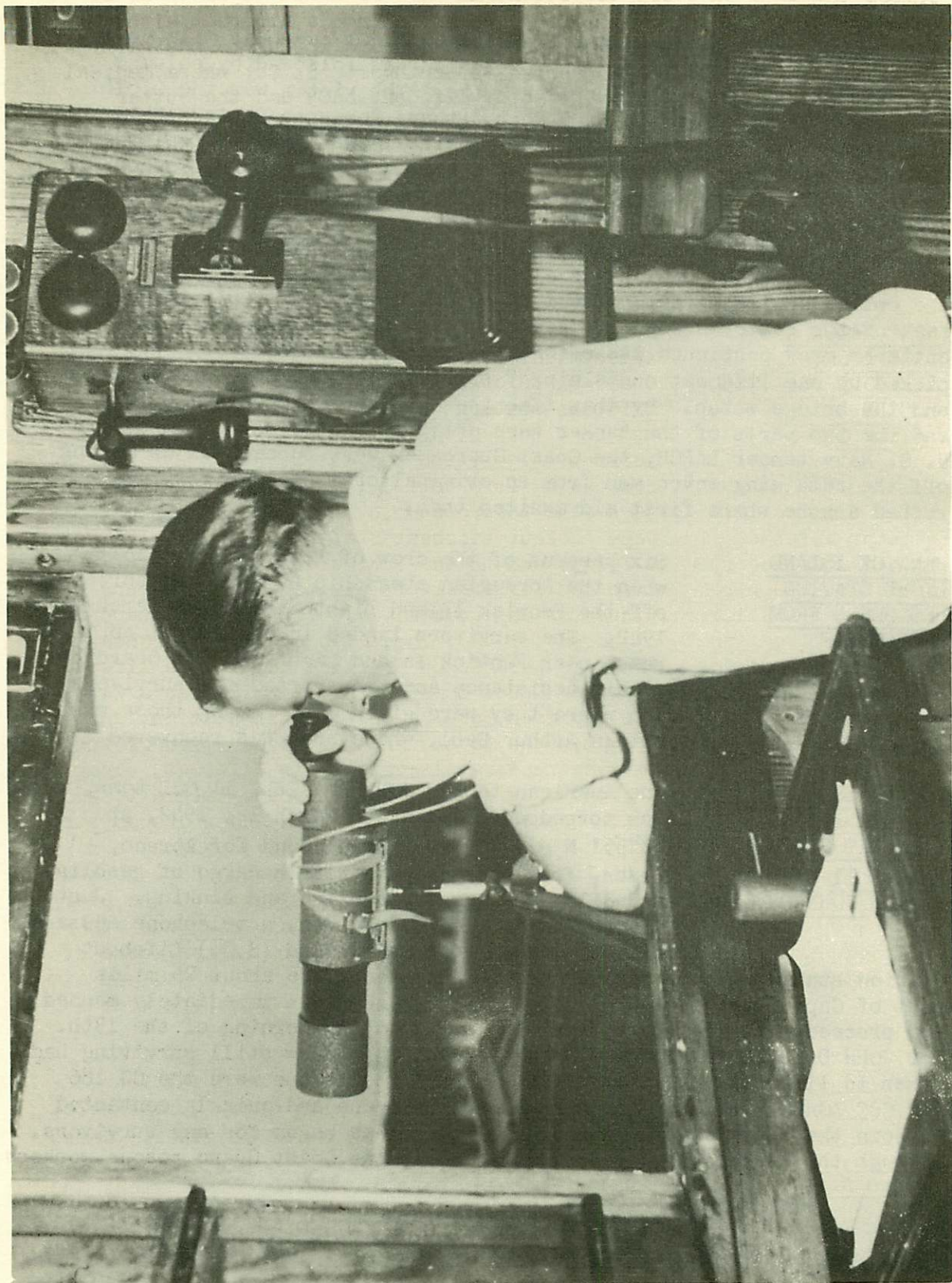
FENWICK ISLAND
LIGHT STATION
RESCUES 8 FROM
SS HVOSLEF

Six persons of the crew of fourteen were lost when the Norwegian steamship HVOSLEF was torpedoed off the Fenwick Island Light Station on March 11, 1942. The survivors landed in a lifeboat on the beach near Fenwick Island Light. Coast Guard detachments were sent to their assistance and transported the survivors to Lewes Lifeboat Station where they were given aid. Among those who lost their lives was Captain Arthur Dahl, whose body was recovered.

CGC AGASSIZ
AND OAK ISLAND
LIFEBOAT STATION
RESCUE 11 FROM
TANKER JOHN D. GILL

The American tanker JOHN D. GILL, 11,641 tons, was torpedoed and sunk on March 12, 1942, at 33°55' N - 77°39' W. while bound for Atreco, Texas, from Philadelphia with a cargo of gasoline and oil. She was found afire and sinking. Just before midnight on March 12th, a telephone message was received at the Oak Island (S.C.) Lifeboat Station stating that a tanker had been sighted afire about 25 miles east of Cape Fear. The C.G. motor lifeboat 4405 was immediately manned and proceeded to the scene, arriving early on the morning of the 13th. The JOHN D. GILL was found blazing. Any of her crew still surviving had taken to lifeboats or rafts. Assisting in the rescue were the CG 186 and CGC AGASSIZ, the latter being near the scene and quickly contacted to join the other units. A thorough search was begun for any survivors. Through the inferno of fire, smoke and oil, the Coast Guard rescue workers

LIFEBOAT LOOKOUT STATION



combed the area in every direction and were rewarded at daybreak by sighting a red flare. This was found to be from a liferaft with eleven survivors on board. The exhausted men, found clinging to the raft, were taken aboard the CG 186 and rushed to Southport, S. C., where medical attention was given them. The motor lifeboat 4405 and the cutter AGASSIZ continued the search for many hours. They found fourteen floating bodies and placed them aboard the AGASSIZ to be transported to Southport. The motor lifeboat continued the search alone but was unable to locate any more of the torpedoed ship's crew. It was learned later that fifteen more members of the crew had been picked up alive by a tanker and taken to Charleston, S. C. Altogether twenty three persons are believed to have perished from a crew of 49.

FORT MACON AND
CAPE LOOKOUT
LIFEBOAT STATIONS
RESCUE 33 FROM
TANKER OLEAN

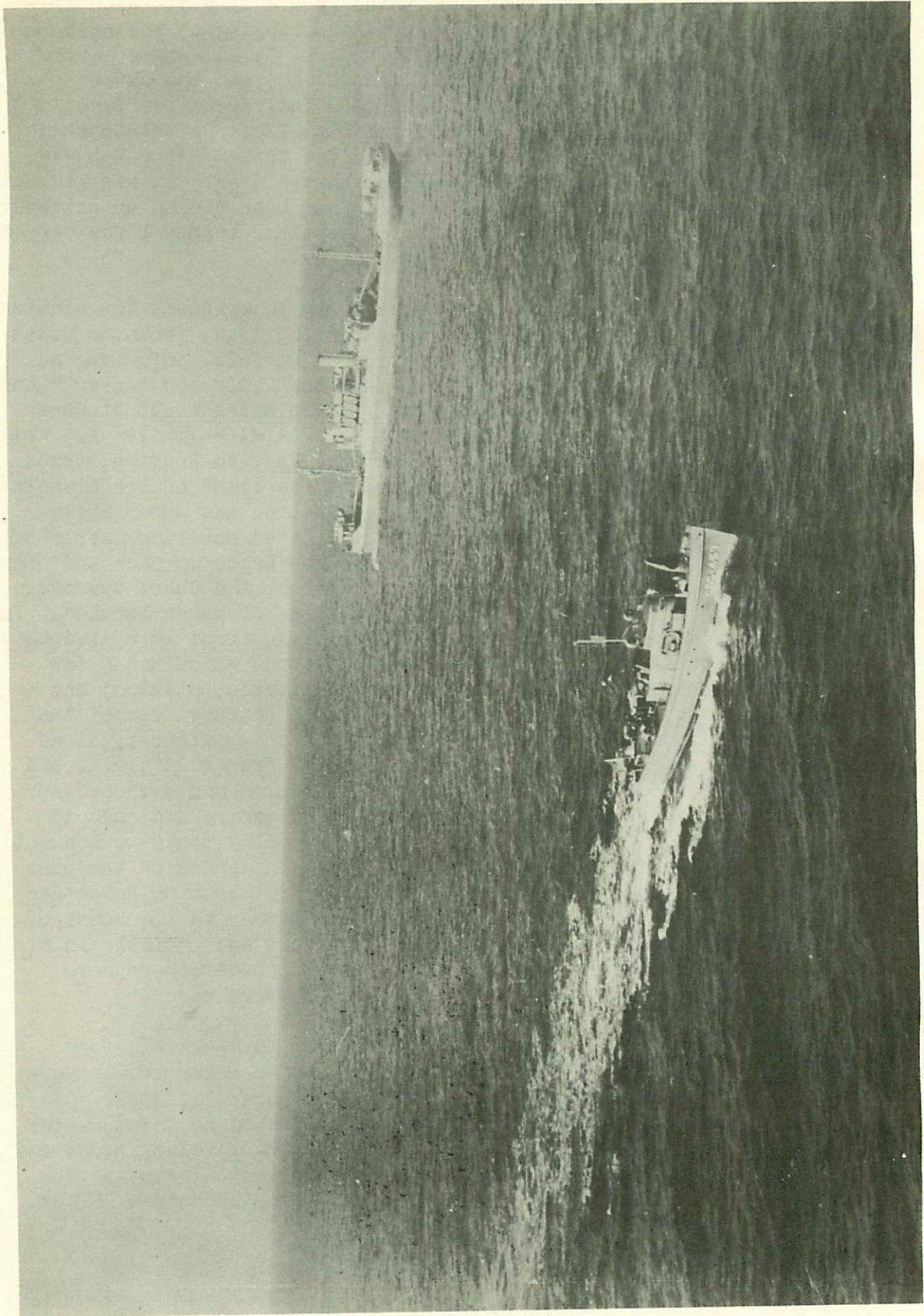
A message was received by telephone a few minutes after midnight on March 16, 1942, from the Coast Guard District Office at Norfolk, informing all lifeboat stations that the 7,118 ton tanker OLEAN had been torpedoed fifteen miles south of Cape Lookout in position 34° 21' N. - 76° 29' W., while proceeding from Norfolk, Va., to Houston, Texas.

A few minutes later orders came to proceed to the scene of the disaster. A motor lifeboat from Cape Lookout Lifeboat Station was immediately manned and proceeded at full speed to the indicated position, arriving there at 3:30 A.M. The search for survivors was begun at once and after searching in all directions for any possible clue, the Coast Guardsmen saw a dim light that flickered for only about two or three seconds. In a few minutes twenty survivors were found drifting about in a lifeboat. The rescuers contacted another Coast Guard lifeboat which was a few hundred yards away. This was from Fort Macon Lifeboat Station, and arrived alongside in a few minutes to aid in the rescue. Ten of the most seriously injured survivors were placed in this lifeboat, along with five others who had been previously rescued from a liferaft, and the lifeboat was ordered to proceed with the injured and weakened survivors to the nearest station at Beaufort, N. C., where medical aid could be obtained. Ten of the survivors picked up by the Cape Lookout Station lifeboat were conveyed to that station and landed on the pier where a station truck took them to where necessary clothing and other help awaited them. The lifeboat returned immediately to the scene of the disaster and continued searching for survivors and bodies. An airplane directed them to one floating body. Later three others were found. In all 6 persons lost their lives and 36 were saved.

METOMKIN INLET
LIFEBOAT STATION
SAVES 9 FROM BARGES
ONTARIO, ALLEGHENY
AND BARNEGAT

A tug with three barges in tow were all four attacked simultaneously by an enemy submarine at 37° 25' W on the night of March 31, 1942. Coast Guard vessels rushing to the scene found one of the barges still belching thick, black smoke and fire. Shells were bursting on all sides. The victims of the shelling were the barges ONTARIO,

A COAST GUARD SUB BUSTER CIRCLES A MERCHANT SHIP FAR OUT TO SEA



ALLEGHENY and BARNEGAT, and the tug MENOMENEE which was towing them from Norfolk to New York with their cargoes of coal and lumber. They were two days out at sea when the submarine shelled them, instantly sinking all but the ONTARIO, which was listed and sank soon afterwards. News of the attack was first sent to the Wachapreague Unit, Metomkin Inlet Lifeboat Station, in the Fifth Naval District (Norfolk, Va.) by a watchmen who reported that a small boat was drifting two miles from shore. A crew, which was immediately mustered, manned the Motor Surfboat 4489 and rushed to the position indicated. In the terrible confusion which was encountered, it was discovered that there were two barges already sunk whose crews had still to be rescued. The three crew members of the barge ONTARIO, found in the small rowboat as reported, were all saved. They said that the crew of the tug MENOMENEE had been picked up by a passing tanker. In the meantime, Motor Lifeboat 4063 had departed at top speed in search of the survivors of the other two barges, the ALLEGHENY and BARNEGAT. The intrepid crew of the Coast Guard boat dashed into the thick of the enemy attack on the water logged ONTARIO which was still being shelled. Here they found the crews of the other two barges and took them aboard. The three crews totalled nine members, all of whom were saved. They were speedily taken ashore where food and dry clothing were furnished them. In view of the fact that the ships had been sunk so rapidly, it was remarkable that all the men were saved.

CG 455 RESCUES

11 FROM

M.V. CITY OF NEW YORK

On the thirteenth day after their ship, the motor-ship CITY OF NEW YORK, 8,272, tons, had been torpedoed off the coast of North Carolina, on March 29, 1942, at 35° 12' N - 74° 40' W, eleven survivors came within sight of the CG 455 on April 11, 1942. Cold, hunger, thirst and mental torture had borne down upon these unfortunate victims as they drifted from day to day, apparently without hope and looking ahead only to the time when all must succumb. But, as good fortune would have it, the Coast Guard cutter appeared on the thirteenth day and took aboard the eleven survivors. They included Miriam Etter, three years old, whose mother, unknown to the child, had died during the period. A sailor, James McInnis, had also succumbed during the harrowing experience. It was reported that another boatload of survivors had reached Norfolk, after a similar ordeal, during which the wife of a Yugoslav consular official had given birth to a child in an open rowboat.

COAST GUARD PLANE NO. 167 RESCUES 2 FROM SS CHENANGO

A case, typical of the horrors that the submarines left in their wake, was that of two men, the only survivors from the torpedoed Panamanian freighter CHENANGO, which an enemy torpedo sent to the bottom on April 20, 1942. After shelling the vessel, which went down in two minutes, the submarine, not content with destroying the craft, cruised in the midst of fifteen or twenty straggling

LIEUTENANT COMMANDER R. L. BURKE



survivors, drowning many of them and leaving the rest to appease the appetites of the sharks. Two of the victims managed to reach a life raft, and that was the beginning of their untold suffering. It was not until May 2nd, 1942, twelve days later, that the Elizabeth City Coast Guard Air Station received information that two shipwrecked men had been sighted on a raft, approximately 55 miles southeast of Oregon Inlet, N. C., by an Army bomber. Lt. Comdr. R. L. Burke, in airplane No. 167, proceeded offshore and searched the vicinity, locating the raft with two occupants aboard in position 34° 30' N - 74° 38' W. He made a successful landing, although incipient thunderstorms were in the vicinity and there were confused cross seas, moderately rough, with waves estimated at from four to six feet high. He taxied the airplane up the wind to the bouncing, heavy raft and cut both engines. Then sailed and drifted the plane downwind to the close vicinity of the life raft and tossed the occupants a heaving line. The liferaft then acted as sea drogue for the drifting plane and Burke was able to pull the aircraft upwind to the raft and remove the starved, semi-conscious, emaciated and delirious occupants. One of the survivors screamed and jumped overboard into the shark infested waters when he thought the airplane was going to leave them behind. This misapprehension came about through the necessity of repeatedly starting the engine and making several passes upwind of the raft in order to sail and guide the rapidly drifting, bouncing airplane down wind close enough to the raft to get the heaving line aboard. The two survivors removed from the life raft were Terrence J. Bradley, fireman, aged 25, citizen of Ireland, of 25 South Street, New York, N. Y., and Joseph Dieltiens, chief steward, aged 45, citizen of Belgium, of 346 W. 15th Street, New York, N. Y. The latter was delirious, praying and babbling incoherently and collapsed on being brought aboard the plane. Bradley stated that he felt they were the only survivors, as the CHENANGO exploded and sank in two minutes and no boats were launched. He and Dieltiens had managed to swim to the improvised life raft but could not get the raft over to the other men, seen in the water, as it had no oars and drifted from the scene. Both survivors were suffering from lack of food and water and were terribly blistered and sunburned. They had broken out all over their faces and bodies with large eruptions and sores. The pharmacist's mate on the Coast Guard plane dressed and attended to their cuts, sores, bruises and sunburn and administered water, coffee, whiskey and other sedatives to calm them. The plane proceeded to the Naval Air Station, Norfolk, Va., and turned the survivors over to Navy doctors and intelligence authorities. At one time during the rescue operations, while the plane was drifting toward the liferaft, the lookout shouted that he believed he saw a periscope approaching. For a while the plane crew all felt that it was a periscope and that they were an easy prey, sitting on the water in an unarmed aircraft. However, whatever it was, it did not molest them and they got safely away.

CAPE CARNAVERAL LIGHTHOUSE



SUBS AGAIN
LAY IN WAIT
OFF CAPE CANAVERAL

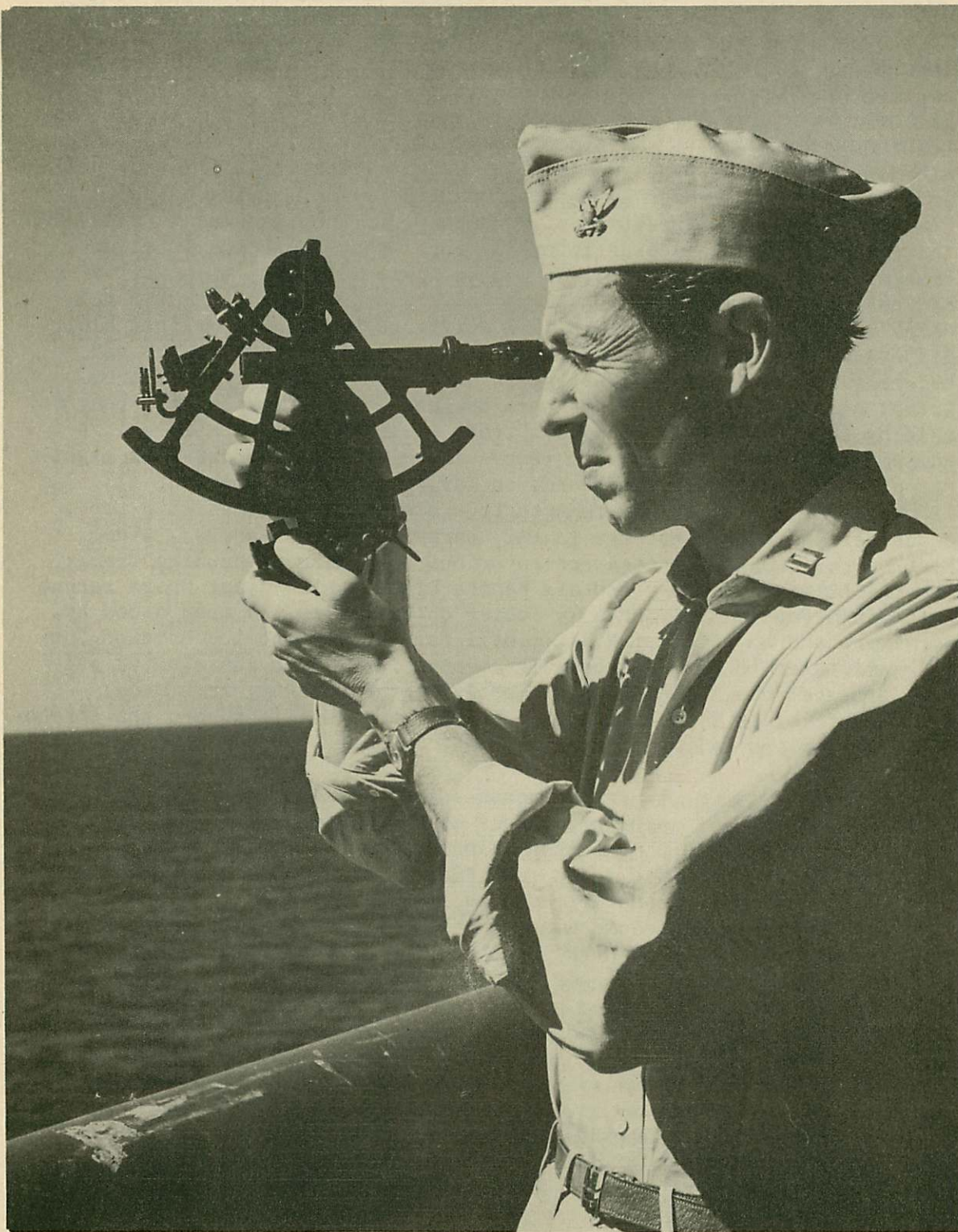
In April 1942, German submarine commanders again centered their attention on the weakest spot in the whole armor of Florida coastal defense. They focused their activities once more off Cape Canaveral, the most isolated stretch on the entire

Florida coast. Here Cape Canaveral Lighthouse marks the entrance to the Florida Straits and helmsmen use it to steer their vessels inshore in order to follow the Florida coast south of Miami and the Keys, thus minimizing the Gulf stream's north drift. Fifty miles from the nearest lifeboat station at Ponce de Leon Inlet, and almost that from any village or town, Canaveral was truly the wolf pack's heaven. Lying offshore, U-boats picked up silhouettes of four ships in the flashing warning light and sent torpedoes crashing into all four. These were the American Freighters LESLIE, 2,609 tons, torpedoed April 12, 1942, in position 28° 35' N - 80° 19' W, and the cargo carriers KHORSHOLM, LAERTES and OCEAN VENUS. Within two weeks, 151 survivors had received first aid, medical assistance, food, and clothing at the lighthouse, which had become a veritable house of refuge. Coast Guard auxiliary men from Cocoa, and motor patrols from Ponce de Leon Inlet patrolled the beaches, pulling in survivors in a steady stream as local fishermen in skiffs guided them towards shore. To remove the silhouettes, Canaveral Light was dimmed and shortly afterwards on May 9, 1942, the power of all lights along the coast was reduced to a minimum. The last ship torpedoed off Canaveral was the LA PAZ, carrying general cargo. Aided by the M. V. WORDEN, once a destroyer but now a banana hauling tramp, the LA PAZ went hard aground off Banana River, while Coast Guard rescue boats from Fort Pierce and a 75 footer on patrol in the area stood by. Survivors and 40 sacks of British mail for delivery to the British Consul were taken to Fort Pierce. The master refused to leave until salvage arrangements for his cargo, mostly scotch whiskey, were made. Customs officials finally relieved Coast Guard details aboard the stranded freighter and salvage operations went ahead.

CG LIFEBOAT STATIONS
AND AUXILIARY ASSIST
SS's ECLIPSE, DELISLE
AND JAVA ARROW

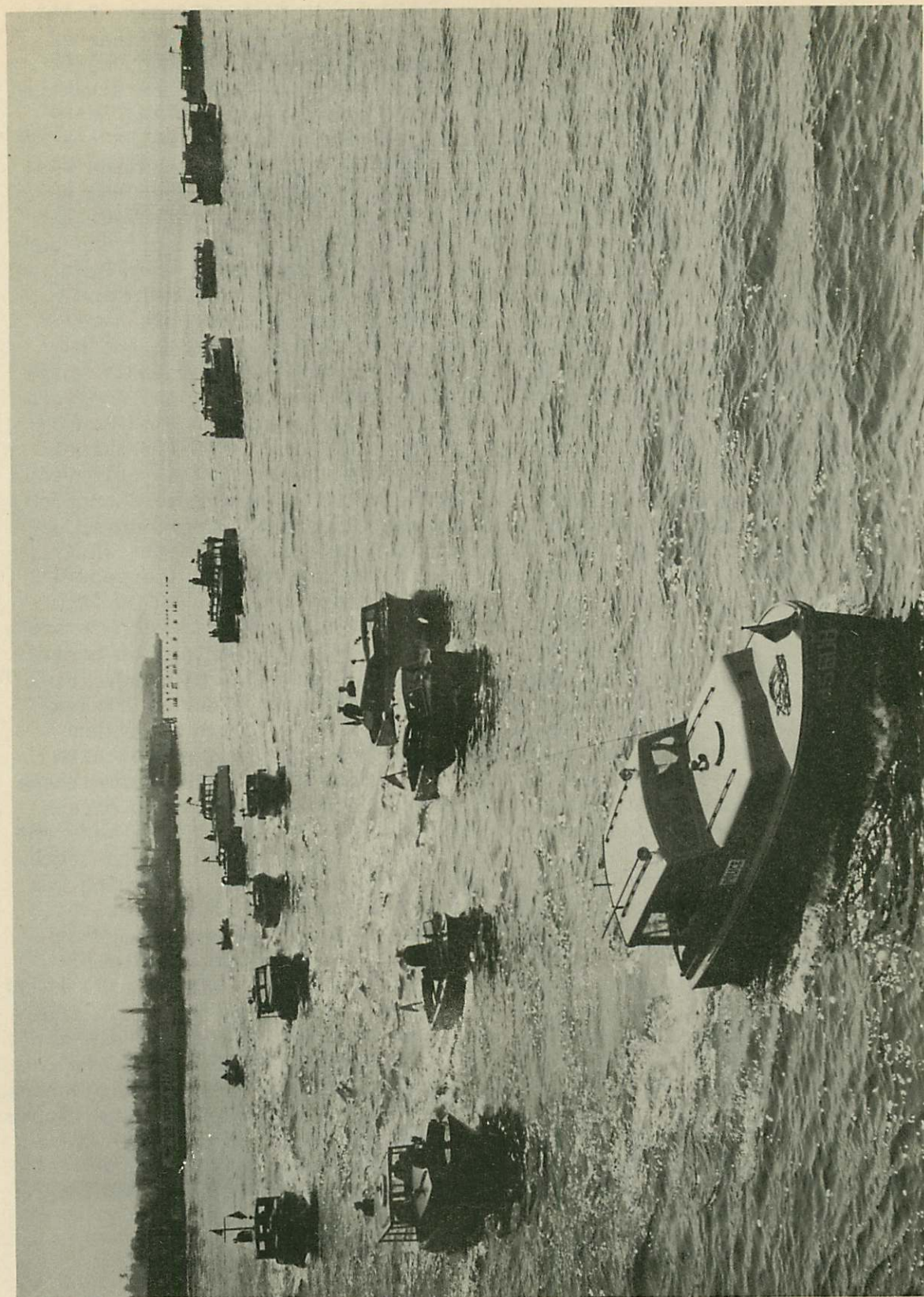
Two cargo vessels and a tanker were torpedoed within 30 hours on May 4th and 5th, however, off the southern Florida coast. First on the list was the SS ECLIPSE, which took a torpedo in her side off Boynton Inlet. Earlier, her master had become suspicious and had run aground in attempting to dodge what he thought was a submarine. He was right, but the Nazi didn't launch his undersea bomb until the ECLIPSE had pulled herself off and had again gained headway. Just after the torpedo struck, the ECLIPSE again went aground, still off Boynton Inlet and in full view of several persons along the shore. The Coast Guard Auxiliary was alerted and was on the scene within a few minutes. The commercial tug ONTARIO, was in the vicinity, with a tow. The ECLIPSE was loaded to the gunwales with essential war supplies worth millions of dollars, but worth much more, when counted in terms of lives, dependent on those supplies, reaching their destination in the shortest possible time, - supplies which would never reach pitifully outnumbered American

COAST GUARD LIEUTENANT MAURICE G. FIELD



fighting men on the other side of the world, if the ECLIPSE was left to break up on a shoal off Boynton Inlet. The commanding officer of Base Six, Fort Lauderdale, on direct orders from DCGO, 7th ND, went aboard the ONTARIO, while she was still at sea, explained the situation to the captain, and asked that the ONTARIO release her tow and hurry to the aid of the ECLIPSE. After some discussion, during which the captain of the tug received strong intimation that if cooperation was not immediately forthcoming, his vessel would be commandeered and a Coast Guard placed aboard, the ONTARIO secured her tow, put about and steamed for Boynton Inlet. The ECLIPSE was finally pulled off the bar, and towed by the ONTARIO and the tug BAFSHE, commandeered from Port Everglades, was on her way to port. Just as the three vessels and their Coast Guard escort entered Port Everglades, the escorts were ordered back, this time to attempt salvage of the SS DELISLE which had been torpedoed just off Jupiter Light and was also aground. They never reached the DELISLE. While the tugs were en route, the American SS JAVA ARROW, 8,327 tons which had been straggling behind its convoy all the way from New York was torpedoed at 27° 30' N - 80° 08' W, off Bethel Shoals. The torpedo came from the same raider, it is believed, that had blasted the ECLIPSE. The tugs and their escorts were ordered to proceed to the JAVA ARROW, since it was in more apparent danger of being lost than the DELISLE. Auxiliary men came back from the JAVA ARROW, also loaded with war supplies, with the report that the vessel could be salvaged. Lt. Field, USCG, went aboard the JAVA ARROW from Fort Pierce Lifeboat Station after the master and crew had been removed. He directed initial preparations for salvaging, and awaited the arrival of the two tugs. Meanwhile the vessel's crew had been returned. Field's plan was to tie off the anchor chain at a six-fathom shackle, linking the shackle and towline. The plan worked. A Fort Pierce acetylene torch operator was routed out of his bed at midnight and rushed with his rig to the scene, to cut through the anchor chain. The eerie scene of the blue flamed acetylene torch, with no other illumination except flashlights, was too much for the JAVA ARROW crew most of them veterans of more than one torpedoing. They demanded to be returned to the beach. Finally after a wide yaw had been partially remedied by stationing one of the tugs astern, the JAVA ARROW and her escort got underway. Lt. Field remained aboard for a time, then went ashore, where, from West Palm Beach, he directed the JAVA ARROW, her tow and escort, during the four day trip to Port Everglades. One crew member of the JAVA ARROW was under close ONI scrutiny all this time. As soon as Lt. Field went aboard he ordered this seaman's room barricaded and sealed and the man's effects impounded. Later the man was turned over to ONI with later developments unknown. In the meantime the enemy was not idle. Two more vessels were torpedoed while the JAVA ARROW was being towed to port. The tanker HALSEY, 7,088 tons, was hit on the 6th of May at 27° 14' N - 80° 03' W, off Jupiter Inlet and the freighter OHIOAN was sunk on May 8, 1942, at 26° 31' N - 79° 59' W off Boynton Inlet. All 32 aboard the HALSEY were saved.

COAST GUARD AUXILIARY FLOTILLAS
PATROLLING STATIONS ALONG THE HARBORS, RIVERS AND INLETS OF FLORIDA



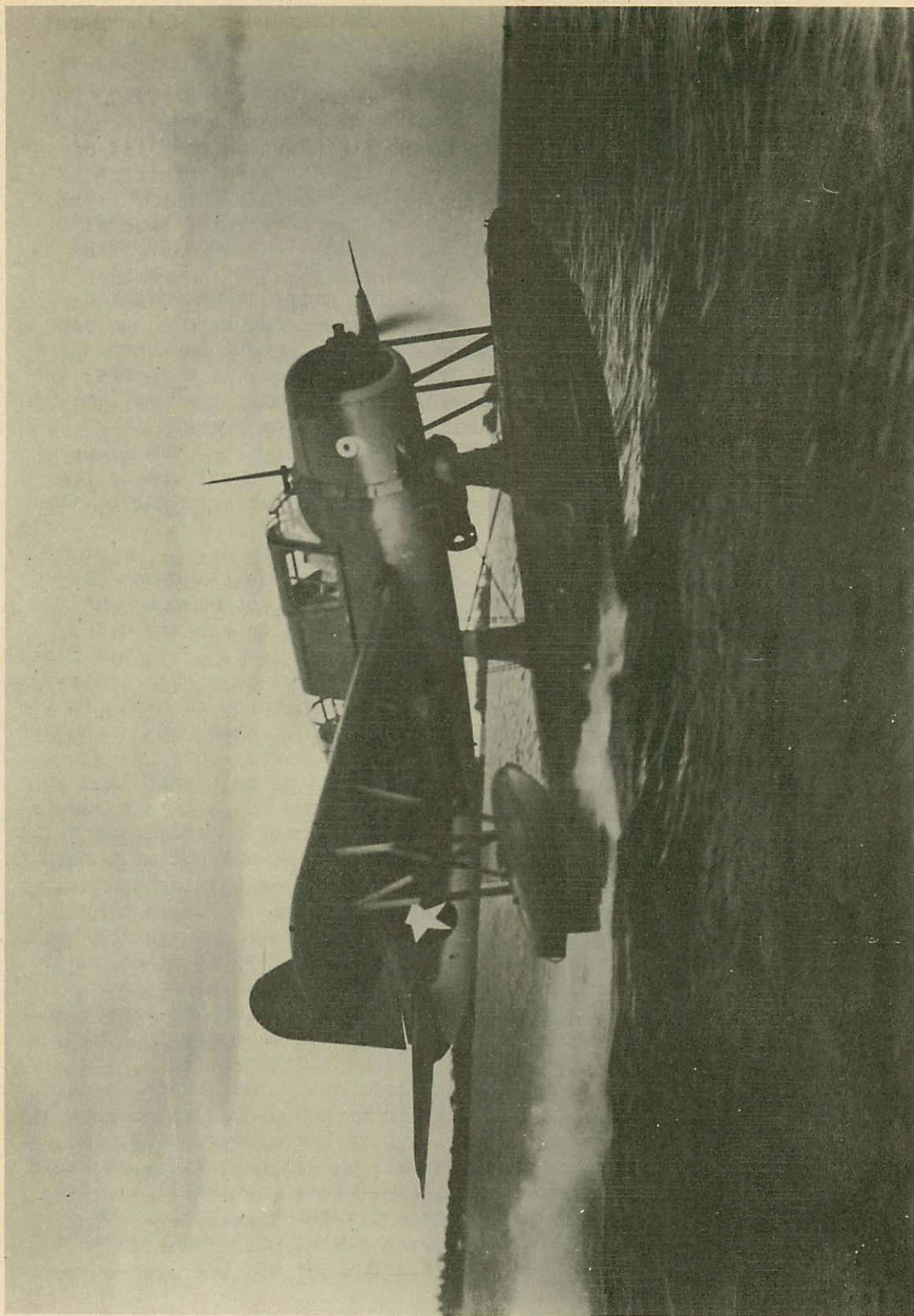
COAST GUARD
BRINGS IN
MANY SURVIVORS

Another tanker, the LUBRA FOIL, was hit on its way into Port Everglades in full view of the salvage fleet. One of the JAVA ARROW's escort vessels together with auxiliary and Coast Guard vessels from Lake Worth Inlet Lifeboat Station managed to pull 31 survivors from flaming wreckage and a debris littered sea, leaving the blazing tanker to drift northward for two days before it sank. The escort then returned to the JAVA ARROW and the party proceeded to Port Everglades. Before the salvaging operation of the JAVA ARROW was completed two more tankers had been attacked in the 7th ND. These were the JOS. M. CUDAHY, 6,950 tons, sunk at 24° 57' N - 84° 10' W and the AMAZONE. Lifeboat stations and district headquarters were on 24 hour duty. Officers and men barely had time to eat; sleep was out of the question. One assignment had scarcely been completed before another took its place. When, late in May, two Mexican tankers were attacked, one off Miami and the other off the Florida Keys, three Coast Guard auxiliary flotillas brought in 22 survivors of the 35 man crew of one of them, the PORTERO DEL LLANO and the CGC NEMESIS seven days later brought in 28 survivors of the other, the FAJA DE ORO. A few days later Mexico declared war on the Axis.

CG AUXILIARYMEN
KITCHENS AND SMITH
RESCUE 40 FROM TANKER
JAMES A. MOFFETT, JR.

Two vacationing Coast Guard auxiliarymen played a leading role in the next rescue saga. On July 8th, 1942, Dr. E. E. Kitchens and Mr. E. R. Smith, both of Miami Coast Guard Auxiliary flotilla members, were spending a few days with their families aboard their boats anchored at Craig in the lower keys. While they were there, the American tanker JAMES A. MOFFETT, Jr., 9,788 tons, was torpedoed in position 24° 15' N - 80° 42' W off Tennessee Reef Light. With regular Coast Guard patrol craft laid up for repairs, Kitchens and Smith had the only two boats within rescue distance. They took on full crews of regular Coast Guardsmen from the local station and struck out in heavy seas for the MOFFETT more than eight miles offshore. Just before they reached the blazing tanker, Smith picked up two lifeboats loaded with survivors. Fourteen men were loaded aboard Kitchen's vessel, which put about and started back shore. Smith with eleven survivors and the MOFFETT's chief engineer remained behind to search for the captain, recover ship's papers and determine salvage needs. The vessel was reclaimed for the owners and their report later enabled tugs to complete salvage operations with a minimum of time lost. Killed before he could leave the ship, the skipper's body was found caught in the lifeboat falls. Kitchen meanwhile was having troubles. On his way in he had picked up 16 more survivors. With a boat overloaded almost to the danger point, the Coral Gable's physician was forced to call on all his skill, acquired during long hours of Coast Guard auxiliary class and drill, to navigate without lights through heavy seas and shallow channels. He brought his boat, with its human cargo safely to port about dawn, a

TAKING OFF FOR ANTI-SUBMARINE PATROL



feat which earned him a commendation from the Commandant of the Coast Guard.

COAST GUARDSMEN
LOST ON
SS MANZANILLO
EN ROUTE CUBA

Two more ships, the MANZANILLO and SANTIAGO DE CUBA, travelling in convoy from Key West on August 12, 1942, were the last on the list of submarine victims in the 7th Naval District for nearly a year. One, the MANZANILLO, carried Coast Guard personnel and a cargo of special equipment for an advance Coast Guard base in Cuba. Two Coast Guard radiomen and all the MANZANILLO's officers were lost. The rest of the 16 men killed in the attack were from the SANTIAGO DE CUBA. Survivors were picked up by other ships in the convoy while a CG picket boat recovered all bodies.

CG AVIATOR
DIRECTS RESCUE
OF SURVIVORS
FROM USS STURTEVANT
(DE 239)

On April 26, 1942, Andrew J. Cupples (201-504) AMMLc, (AP), attached to the St. Petersburg Air Station, while returning to Key West from patrol in a CG plane, sighted an oil slick nine miles from the eastern end of Marquesas Key. Upon investigation he found a ship, later found to be the USS STURTEVANT (DE 239), sinking stern first with only a small portion of the bow above water. One lifeboat was afloat and was picking up survivors. The position of the vessel was inside a recently laid mine field. No ships or boats were observed in the vicinity to render assistance and the pilot proceeded full speed to Key West, 20 miles distant, being unable to raise NAR on voice and having no radioman aboard. He reported the incident to Naval operations by phone at 1635 E.W.T. warning them that the vessel was inside the mine field and to observe caution in approaching. They were apparently unaware that the mine field extended any farther westward than Smith Shoal, which was nine miles east of the sinking ship. After refueling his plane and picking up a radioman, Cupples took off and sighted a rescue boat five or six miles from the scene. He directed them to the lifeboat and rafts containing survivors. When it appeared that the rescue boat was inadequate to pick up all survivors, he radioed Naval operations through NAR and at 1905 E.W.T. a second boat arrived on the scene and picked up the remaining survivors. After departure of the second boat, Cupples searched the area but found nothing more of interest and returned to base at 1940 E.W.T., at which time only the mast and crow's nest of the sunken vessel was above water. Cupples was recommended for commendation by his commanding officer.

CG PLANE NO. 185
RESCUES SURVIVOR
OF PLANE CRASH
FROM OCEAN

Coast Guard Plane No. 185, from Salem (Mass.) Air Station, while on patrol at 1838, on May 9, 1942, intercepted a message that a plane was down at sea north of Cape Cod. The plane proceeded to the scene and located a man in a liferaft in position 42° 08' N - 70° 08' W. There were two

LIEUTENANT (NOW COMMANDER) W. B. SCHEIBEL



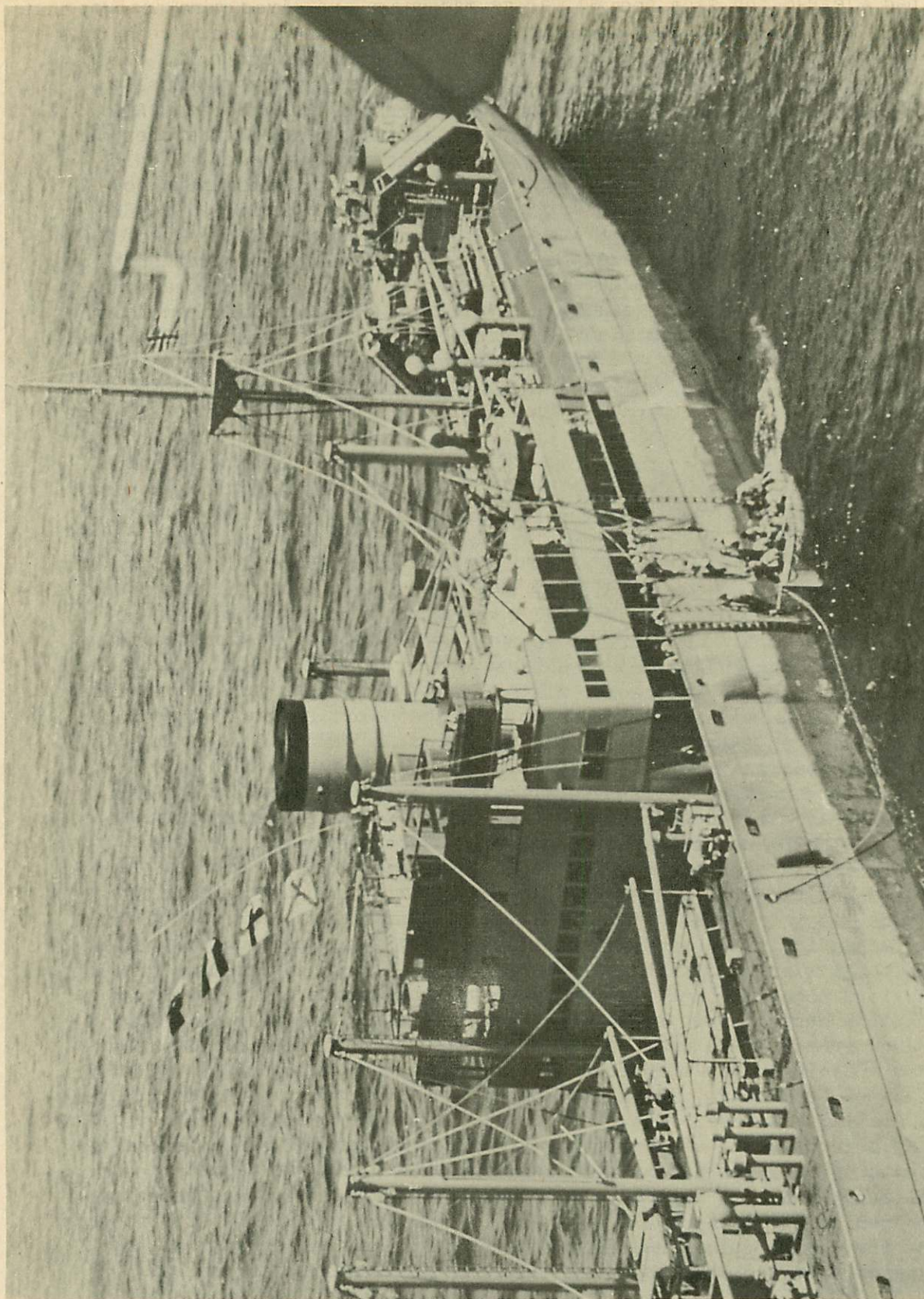
OS2U-3 landplanes from V-31, Squantum, Mass. circling overhead. Another overturned liferaft was nearby. The only surface vessel in sight was the fishing vessel, ROSIE AND GRACIE of Norfolk, which was disabled with engine trouble about 3 miles distant. The fishing vessel had launched two dories which were rowing toward the rafts. The Coast Guard plane dropped its depth charges clear of the scene and landed at sea about one mile north of Provincetown, taxied the dory, which had removed the man from the raft in the meantime, and transferred the survivor to the plane. The Coast Guard plane then took off and transported the man who was suffering from exposure and head injury to the Naval Air Station at Squantum, Mass., for medical treatment. The survivor was Lt. (jg) Woodward, USNR, pilot of an OS2U-3 from VS-31 who had bailed out after his plane had collided with another plane, in company. The occupant of the other plane, Radioman Bauman, had bailed out first, and his chute was seen to open by both the rescued pilot and the fishermen, but disappeared after reaching the water.

CG PLANE NO. 183
SUCCORS 13
SURVIVORS OF
SS EMPIRE DRUM;
LANDS AND
TAKES OFF 2

On May 1, 1942, Coast Guard Airplane No. 183, piloted by Lt. Comdr. W. B. Scheibel, USCG, departed Elizabeth City Air Station in search of a lifeboat reported adrift with starving survivors of an unknown torpedoed vessel. The weather conditions were favorable except for a heavy smoke pall from swamp fires which was being carried seaward by a moderate westerly wind.

The Coast Guard plane departed seaward from Currituck Light (N.C.) and commenced a grid track. Visibility at this time varied from three to four miles offshore. At 1332 the pilot located a lifeboat with thirteen survivors from the British ship EMPIRE DRUM. Chief Officer Lee was in charge of the lifeboat. These exhausted, pitifully sunburned, emaciated survivors had been at the mercy of the elements adrift in an open boat for seven full days since April 24, 1942. The plane advised it's station of the situation via radio and proceeded to drop an emergency container with rations, medical supplies and blankets. However, the container, which was a new Navy issue, sank on impact with the water, although the cargo parachute attached to it had opened and had apparently checked the fall. The lifeboat signalled with an Aldis light that one injured man was in a serious condition and that all were weak and suffering from short rations during their seven day seige. It was apparent that assistance from surface craft could not reach the position for some time and a decision was therefore made to bring the plane down to the surface of the ocean. The pilot dragged the area upward and set on in a stalled attitude. The wind was moderate with a choppy sea and there was a gross swell of about thirty degrees out of the wind. No damage to the plane was sustained in landing. The plane was taxied to the lifeboat where it was ascertained that the EMPIRE DRUM had been torpedoed on April 24, 1942, at 1400, in position 39° 41' N, 70° 00' W by the German submarine U-40. The torpedo had hit forward of the engine room and ship had sunk rapidly. Three lifeboats, in all,

SURVIVORS CLIMBING UP JACOBS LADDER AFTER BEING REMOVED FROM THE LIFE RAFTS BY THE BOAT CREW OF A RESCUE SHIP



had cleared the side and, so far as was known, no lives were lost at that time. Heavy weather had separated the boats, but all had agreed that a due westerly course would be steered for a landfall. While the plane was on the water, it issued all of its emergency rations, a medical kit and two breakers of fresh water to the lifeboat. All hands in the lifeboat seemed in good spirits but in an exhausted condition. On conferring with the chief officer it was decided to remove John Pratt, an able seaman, aged 51 of Durham, England, who was suffering from internal injuries, exposure and was delirious. The plane also took on board Frank O'Reilly, First Radio Officer, of Rosemont, England, in order to permit his questioning by authorities in case additional information was required before those remaining in the lifeboat were rescued. The pilot of the plane advised Chief Officer Lee of his position and checked his drift by anchoring. They then prepared to take off by trimming ship and inspecting control surfaces and engines. The pilot expended nine cartridge shells in starting the right engine, then headed upwind between swells and wind line and with full throttle made a quick and successful take off. The plane circled the position, checking with its station by radio and received orders to proceed to the Naval Air Station, Norfolk, where passengers were landed and turned over to Naval authorities.

CG PLANE NO. 177

LOCATES

35 SURVIVORS

Coast Guard Airplane No. 177 left Brooklyn Air Station on May 1, 1942, and searched to eastward and southeastward of position 38° 37' N - 67° 19' W for survivors of the torpedoed American freighter ALCOA SHIPPER, 5,491 tons, which had been sunk on April 30, 1942. The plane located 3 rafts and one lifeboat at 38° 05' N - 65° 30' W containing 35 survivors. These were picked up by the Norwegian vessel MARGRETE DAAKE which was in the vicinity. Seven of those on board were reported to have lost their lives. All vessels sighted on the patrol were reported to the commanding officer, Naval Air Station, New York. No suspicious craft were sighted.

CG PLANE V 212

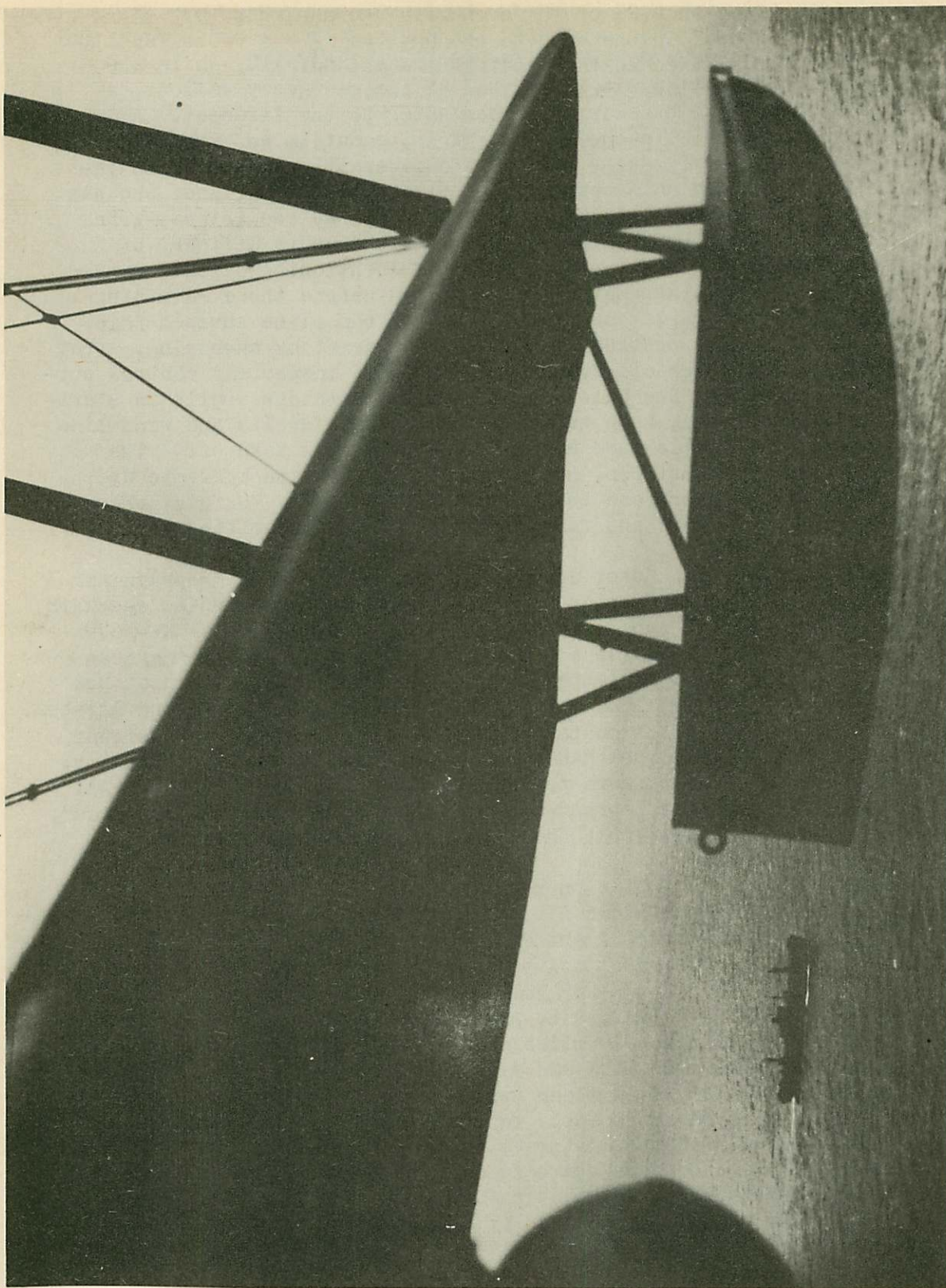
LOCATES 2 SURVIVORS

OF TANKER DAVID

McKELVEY

While on regular patrol the CG plane V 212 from Biloxi Air Station proceeded to the position of the American tanker DAVID McKELVEY, 6,821 tons, reported to have been torpedoed and sunk in position 28° 30' N - 89° 55' W on that day, May 14, 1942. The plane conducted a rectangular search and located an oil slick 15 miles east of the reported position. The plane followed the oil slick and discovered the tanker still afloat but on fire. The decks had been swept by fire, which was still burning on the port side amidships. Two men were standing on the gun platform aft, waving a cloth to attract attention. No lifeboats were visible except one on the port quarters of the vessel. This lifeboat was on fire and worthless. The tanker NORSOL was sighted approaching from the west. The plane informed her by means of signal light that some of the crew were still on the burning vessel and she immediately proceeded

A COAST GUARD PLANE EXTENDS PROTECTING WINGS



toward it. Altogether 25 of the crew of 42 were saved. The plane continued to patrol in the area to protect the rescue vessel until an Army bomber arrived in the area. The Coast Guard plane then returned to base as it was running low on fuel.

CG PLANE NO. V 212
DIRECTS RESCUE OF
23 FROM TANKER
WM. C. McTARNAHAN

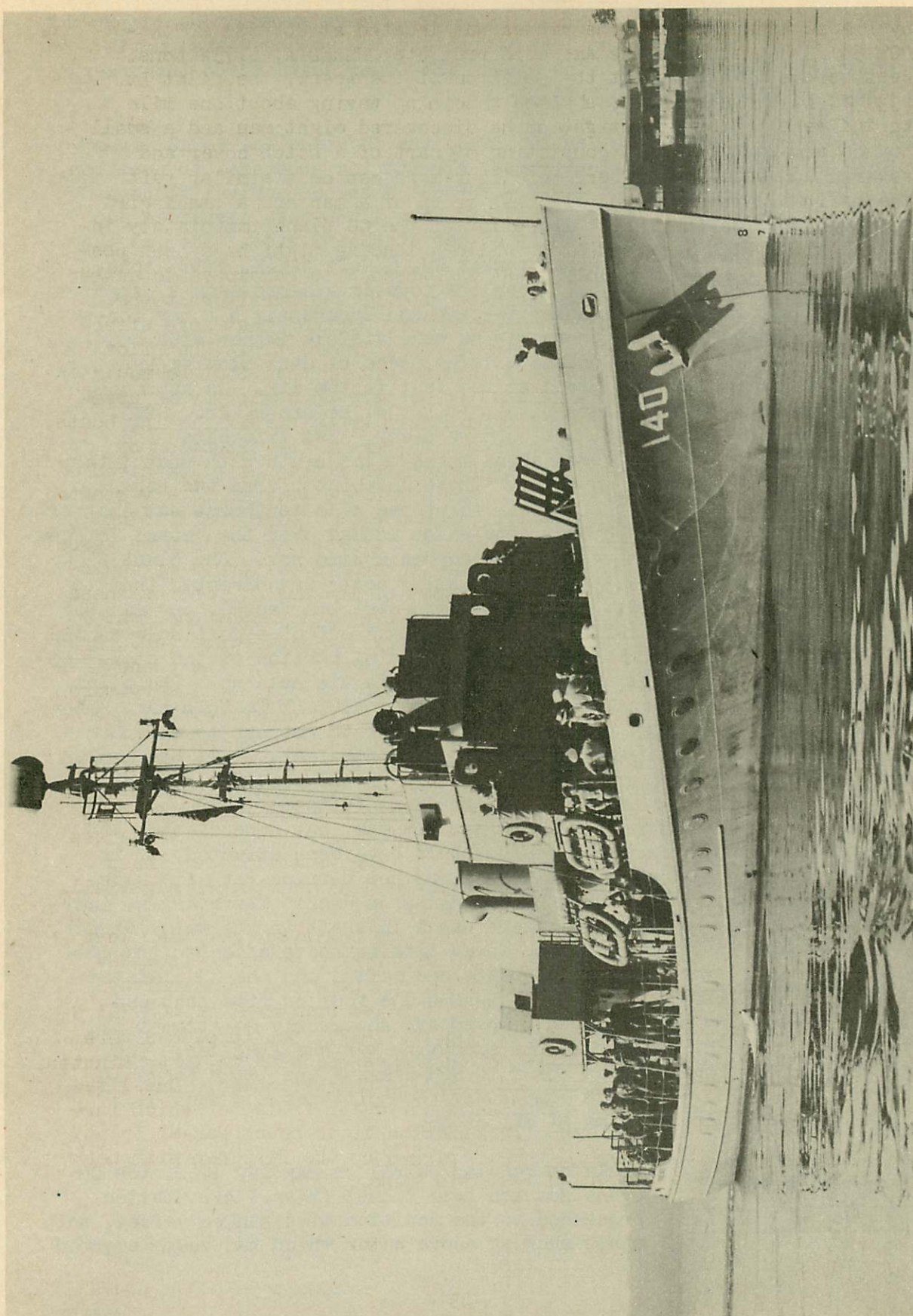
On May 16, 1942, the CG Plane No. V-212, from Biloxi, Miss. Air Station proceeded to position 28° 42' N - 90° 03' W and on arrival found a vessel that had been hit by two torpedoes and six shells on her starboard side. She was the American tanker WM. C. McTARNAHAN, 7,305 tons.

One torpedo had hit her just under the counter and had made a large hole at the waterline. Another torpedo had apparently hit her forward but under water, as there was no hole visible in her side, but the tank top was blown open and a large piece of deck plating was hinged amidships and was standing ten feet in the air. On approach, the pilot of the Coast Guard plane, Lt. J. W. McIntosh, Jr., USCG, saw that she was afire but not burning badly. Two lifeboats and one life raft were discovered about three miles south with what later proved to be 27 persons on board. These lifeboats fired two red rockets on approach of the plane. About one mile southeast was another raft with one person on board. The pilot looked over the vessel for survivors but could see no evidence of anyone aboard her. The plane flew about five miles northwest to some fishing boats and directed them to the survivors. When next approaching the stricken vessel, one man was seen from the CG plane with his arms and head out of a port hole on the starboard side aft, directly under the burning portion of the deck. He was waving his arms but seemed unable to hold his head up. The pilot of the CG plane tried to direct the fireboat VICTORY to this man. The plane had to make three passes at the VICTORY to get her to approach the vessel. Even then she held off about fifty feet. Still the man in the porthole must have been seen, although he was now still, being either unconscious or dead. Altogether some fifteen fishing boats pulled up alongside the vessel and saw the man, but none of them attempted a rescue, although a rescue could have been effected, it is believed, without danger. The vessel was not burning very fiercely, most of the fire being caused by oil drums on deck. There was no indication that she was sinking. There was a liferaft in the water directly under the man in the port hole. Three fishing boats effected the rescue of the survivors in the lifeboats and rafts, and the CG plane returned to its station. The McTARNAHAN had a four or five inch gun aft. The tompion had not been removed and apparently no attempt had been made to fight back while the submarine was shelling her. The tanker did not sink but was towed to New Orleans and later to Mobile for repairs. There she was completely reconditioned and went back into service under the name of ST. JAMES.

CG PLANE NO. 184
DIRECTS RESCUE OF
23 FROM SS HEREDIA

While on regular patrol on May 19, 1942, the CG plane No. 184 from Biloxi (Miss.) Air Station proceeded to the position of a sunken vessel, with masts showing above water which had been reported

CGC CENTRAL GREENE



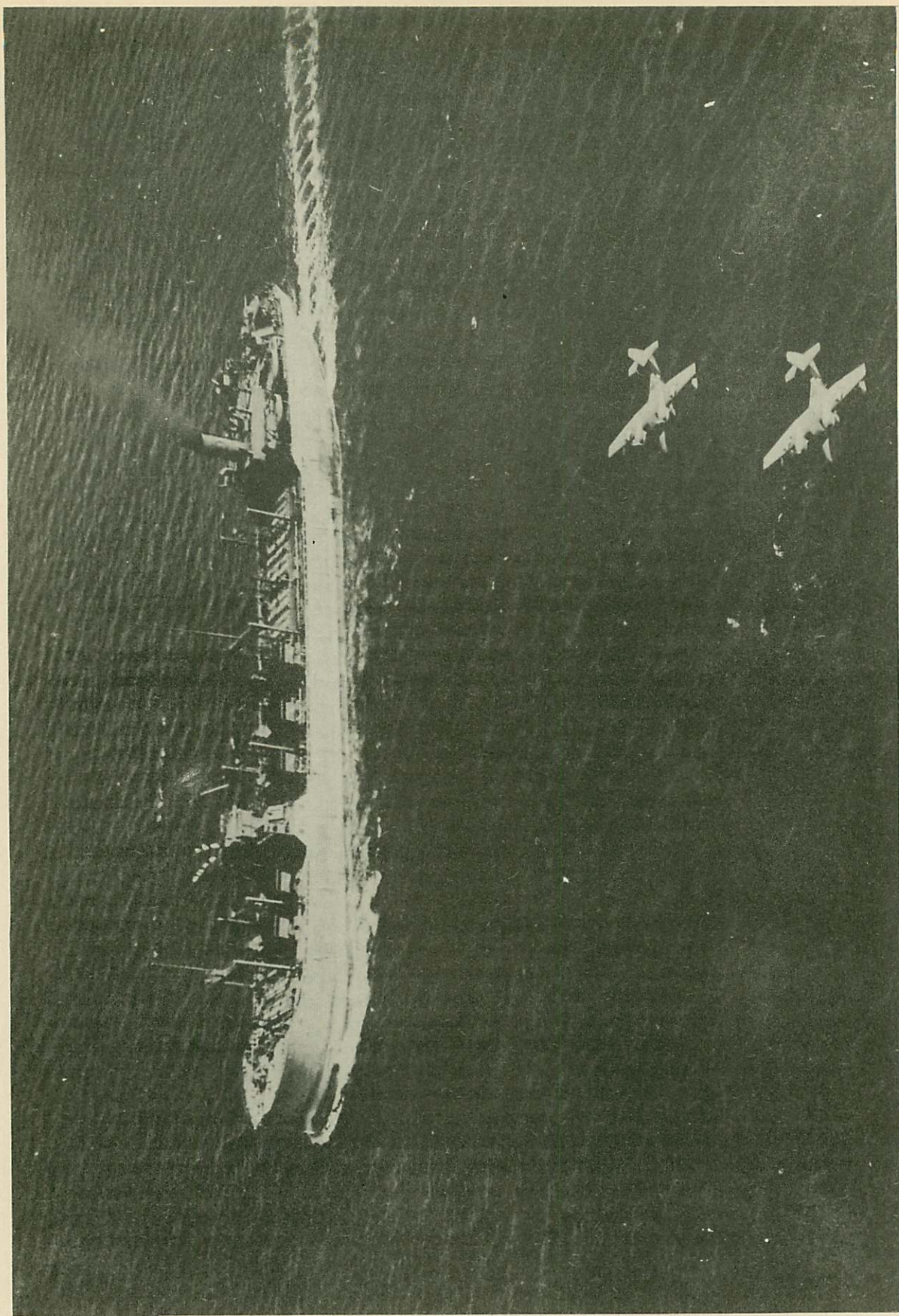
by the morning patrol. The vessel was located at 28° 33' 20" N - 90° 50' 33" W and was the American freighter HEREDIA, 4,732 tons. Just before he arrived at the position of the wreck, the pilot Lt. (jg) J. D. Hudgens, USCG, sighted something waving about one mile to the west. Upon investigation he discovered eight men and a small boy on a makeshift raft, consisting of part of a hatch cover and several loose boards. There were four more men on a similar raft one-half mile to eastward. Another group of a man and a small girl was right beside the mast. The pilot of the CG plane immediately informed his station to send aid. While a landing might have been possible, with the JRF-2 type of plane being used, with considerable danger of damage to the plane, there were too many of the survivors to be transported in this type of plane, so it was decided that more effective assistance could be rendered by staying in the air. The pilot dropped message blocks to the survivors informing them that he would bring aid and learned from them that there were no seriously injured people in the group. He then proceeded to a group of six fishing boats, five miles to the northeast. He informed them of the situation by means of message blocks and told them to watch where the plane dived in order to locate the survivors. The fishing boats immediately started taking in their nets so that they could proceed. While the fishing boats were taking in their nets, the plane returned to the sunken vessel and made a thorough search of the area. Five more survivors were discovered in the water to the south and east of the masts. One of these was a woman. All were clinging to bits of wreckage except one, who appeared to be dead, but who was supported by his life preserver. By this time the fishing boats were arriving on the scene. The plane directed them to various groups of survivors by diving. All survivors were taken aboard the boats and all appeared to be unhurt except the one who was in fact dead. It later developed that three had minor injuries. These were taken to New Orleans by CG plane V 170 after being landed with the rest in Morgan City, La. The intelligent cooperation and prompt action on the part of the masters of the fishing boats was highly commendable and probably resulted in saving the lives of most of those rescued. They had been in the water fifteen hours and other surface aid could not have reached the spot before nightfall.

CGC GENERAL GREENE
PICKS UP 19
SURVIVORS OF
SS MATTAWIN

Fifty three persons are believed have been lost when the British SS MATTAWIN en route from New York to Alexandria, via Capetown, was sunk by enemy action twenty miles southeast of 40° 34' N- 66° 34' W, on June 2, 1942. Two torpedoes were fired after which the vessel sank in three minutes.

The MATTAWIN carried a cargo of war supplies and was armed. One lifeboat from the doomed vessel contacted a Norwegian freighter which furnished it a supply of gasoline. This enabled it to reach Nauset Inlet. The Coast Guard cutter GENERAL GREENE picked up the lifeboat with her nineteen survivors southeast of George's Bank.

COAST GUARD EYES PROTECTINGLY WATCH THIS MERCHANT SHIP



CG 460 RESCUES
25 FROM TANKER
C. O. STILLMAN

at 17° 45' N - 68° 10' W. Twenty two survivors were found adrift on a life raft after being spotted by an Army plane. Later three more were picked up from another raft.

CG AIRPLANES
V 176 AND V 206
DIRECT RESCUE OF 20
FROM SS COAST TRADER

On 9 June, 1942, CG airplane V 206 from Port Angeles, Washington, Air Station, made a patrol flight to search for the survivors of the sunken SS COAST TRADER, 3,286 tons, which was torpedoed in position 48° 15' N - 125° 40' W on the afternoon of June 7, 1942. The plane patrolled from Cape Flattery south along the coast to Cape Johnson, then westward 120 miles to a point 25 miles SW of Estaban Point, Vancouver Island; then southwest 15 miles and eastward on a course 128° true. At 0552 the Coast Guard plane identified three life rafts, one of which was empty and two of which carried over 20 persons. A Canadian plane from Ucluelet had sighted the rafts shortly before the arrival of the V 206 and had dropped a flare. The V 206 dropped a float light near the survivors to mark the position of the rafts. The flare attracted the attention of the Canadian corvette HRCS EDMUNDSTON, which was in the vicinity and which picked up the survivors. The CG plane V 176 arrived on the spot as the survivors were being taken off and searched the area for the missing. The V 176 located four carling rafts and one raft improvised from lumber lashed together but found no more survivors.

USS SEA CLOUD,
CG MANNED,
PICKS UP 8 FROM
PORTUGUESE SCHOONER
MARIA DA GLORIA

While on weather patrol duty off the Grand Banks on June 16, 1942, the USS SEA CLOUD picked up eight survivors of the Portuguese schooner MARIA DA GLORIA which had been engaged in fishing. The vessel was attacked without warning by an enemy submarine and sunk in position 48° 41' N - 48° 53' W, on June 6, 1942. The eight survivors had been adrift in a small boat for ten days. Forty four had taken to lifeboats. One man had died of wounds, another, becoming crazed had jumped overboard and disappeared. The remaining thirty four survivors no doubt perished from hunger, thirst and exhaustion as they drifted aimlessly about, without hope.

CG PLANE NO. 00796
CG 470 EFFECT RESCUE
OF 50 FROM TANKER
WM. A. ROCKEFELLER

Coast Guard plane No. 00796 from Elizabeth City Air Station was escorting the American tanker WM. A. ROCKEFELLER, 14,054 tons, on June 28, 1942, having relieved two OS2U-3 planes from Cherry Point at 1115. There was also one PBO in the vicinity. The pilot, Comdr. A. J. deJoy, USCG, began circling

SURVIVORS OF A TORPEDOED BRITISH MERCHANT SHIP ARE SHOWN BEING PUT ABOARD
A U. S. COAST GUARD CUTTER



the tanker in a circle of 3,000 yards radius at 1,200 feet. The vessel was on a course 60° magnetic position and at 35° 07' N - 75° 07' W when at 1217, while the plane was on her port beam, the pilot saw a tremendous explosion and the tanker burst into flame. Realizing that she had been torpedoed, the plane turned immediately toward the ship and determined that she had been hit on the port side. The pilot instantly saw a submerged submarine on her port beam at a distance of about 3,000 yards. The sub was about 30 feet deep at the time and was turning south. The plane was 1,200 feet over the burning ship. The plane made a full throttle dive but, by the time it arrived at the bomb release point, the submerged sub could not be seen. The plane dropped two depth charges at one second intervals, set for 50 feet depth at what was believed to be the best position. There were no visible results of the bombing. There was no surface escort of any kind with the tanker, but the pilot of the CG plane had previously seen a small 400 type CG boat on the port beam of the vessel, distant about 5 miles. The pilot dived on the CGC 470 and she turned toward the scene. The pilot dropped two smoke lights on the spot where the plane's depth charges had detonated and the CGC 470 laid about 7 depth charges around the smoke lights with no visible results. The CGC 470 then started to pick up survivors from the lifeboat in the water. The plane directed her to one man on top of an overturned lifeboat and another man clinging to a piece of wreckage. At 1300 the CGC 470 departed with the survivors, and at 1320 a relief plane arrived and the CG plane No. 00796 departed. There were no surface craft other than the CGC 470 visible at time of departure. Information was later received that there were no casualties from the torpedoed ship and that the entire crew of 50 were safely landed by the CGC 470.

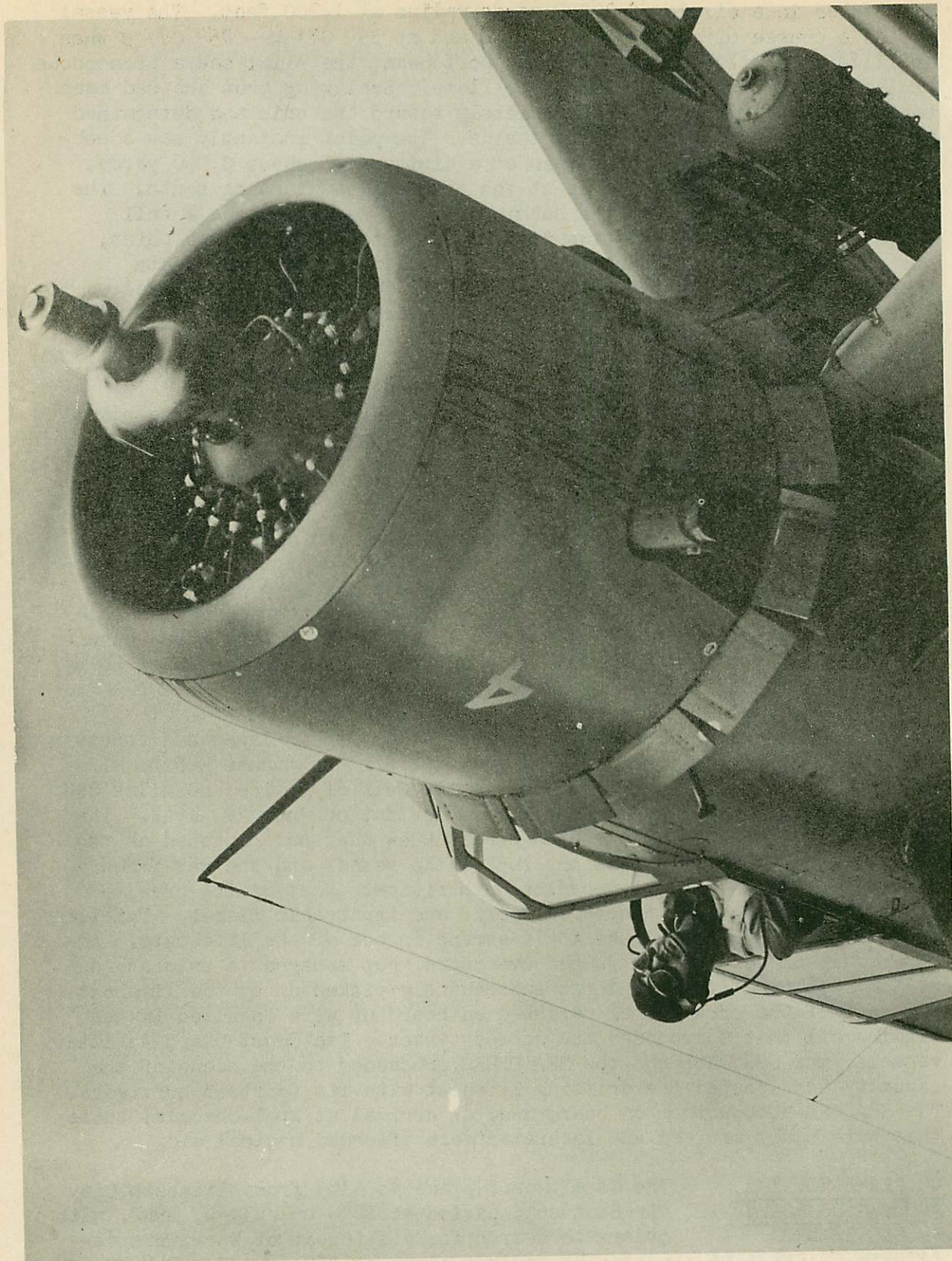
CGA's COUNTESS
AND SEA DREAM
RESCUE 11 FROM
BRITISH TANKER
EMPIRE MICA

Thirty three persons lost their lives and fourteen were rescued when the British tanker EMPIRE MICA was torpedoed in the Gulf of Mexico, 40 miles SSW of Apalachicola, Florida, on June 29, 1942. The ship's crew hardly knew what had happened as two explosions rocked the vessel and she was immediately enveloped in flames. Most of the crew were trapped below decks by scattered debris and impassable flames. Thirteen crew members managed to make their escape in one of the lifeboats. Another half crazed crewman jumped overboard, but managed to swim ahead of the advancing flames and was subsequently picked up by the lifeboat. The rest of the crew either perished on board or were engulfed in the flaming oil that surrounded the doomed tanker. Two Coast Guard Auxiliary vessels, the COUNTESS and the SEA DREAM, proceeded to the scene of the casualty and located the drifting lifeboat with its fourteen survivors. The SEA DREAM took them on board and, on arrival at Apalachicola, those that were badly bruised and lacerated were afforded medical aid.

CG PLANE NO. 183
AND TWO CG BOATS
RESCUE 32 FROM
LATVIAN SS EVERALDA

The Coast Guard plane No. 183 from Elizabeth City Air Station departed at 1250 on July 4, 1942, with orders to search for a lifeboat of survivors reported by an Army plane at 35° 16' N - 74° 55' W.

WARNING UP FOR CONVOY PATROL



At 1430 the plane located a lifeboat with 17 survivors at 35° 28' N - 74° 53' W and dropped a "provision bomb" placing it within a boat's length of the lifeboat. At the same time the plane directed two nearby CG vessels to the scene. These were the FY 20 and a CG 400 boat. Navy plane K7 was already on the scene. At 1620, the CG plane received a report of another lifeboat 36 miles distant bearing 80° true from Cape Hatteras. This was also reported by an Army plane. At 1630 the CG plane located a second lifeboat with 15 survivors at 35° 31' N - 74° 40' W. A second "provision bomb" was placed within a boat's length of this second lifeboat and the CG plane directed the same two boats and the K7 to the scene. The "provision bomb" was a development of the Elizabeth City Air Station for the specific purpose of provisioning survivors in lifeboats. It could be carried inside the hull or fuselage of the larger planes or on the standard bomb racks of the smaller planes. Its construction made it very easy to place it within close reach of persons, lifeboats or rafts. This was the first occasion of its actual use and it was highly satisfactory. The survivors were from the Latvian SS EVERALDA which had been sunk by shellfire from an enemy submarine on June 30, 1942. The skipper of the vessel had been taken aboard the submarine from one of the lifeboats.

CG PLANE V 166
TAKES ABOARD
21 SURVIVORS OF
NORWEGIAN MS BAYARD

On July 6, 1942, the Coast Guard plane V 166, from Biloxi (Miss.) Air Station, (Lieut. D. O. Reed, USCG, pilot) proceeded to the assistance of the torpedoed Norwegian motorship BAYARD in position ten miles northeast of North Pass (Miss. River) whistle buoy. On arrival at the scene the vessel had sunk and only a large amount of wreckage and two lifeboats were visible. Later information from the captain of the BAYARD indicated that the vessel had gone down in ten minutes after being hit and that no one in the crew had seen the torpedo or submarine. The pilot searched the wreckage for survivors but none was sighted. Inspection of the lifeboats revealed several injured men. The plane landed near the lifeboats and took aboard 21 survivors. One man was suffering from a possible broken back and severe head injuries and eight had burns of various degrees of seriousness about the hands, arms and feet. The captain stated that there was no possible chance of there being other survivors as the torpedo hit in the compartment where the others were. The plane proceeded to New Orleans and landed in Lake Pontchartrain off the Yacht Basin and transferred the survivors to Coast Guard vessels at that place. The plane then returned to base. The plane sighted two CG planes and one Army bomber searching the area of the sinking for the submarine.

CG PLANE NO. 167
RESCUES 7 SURVIVORS
FROM GERMAN U-701

On July 9, 1942, the Coast Guard plane No. 167 from Elizabeth City Air Station, Lt. Comdr. R. L. Burke, pilot, received information that seven German survivors of a depth charged German U-boat had been located by a U. S. Navy blimp. They were

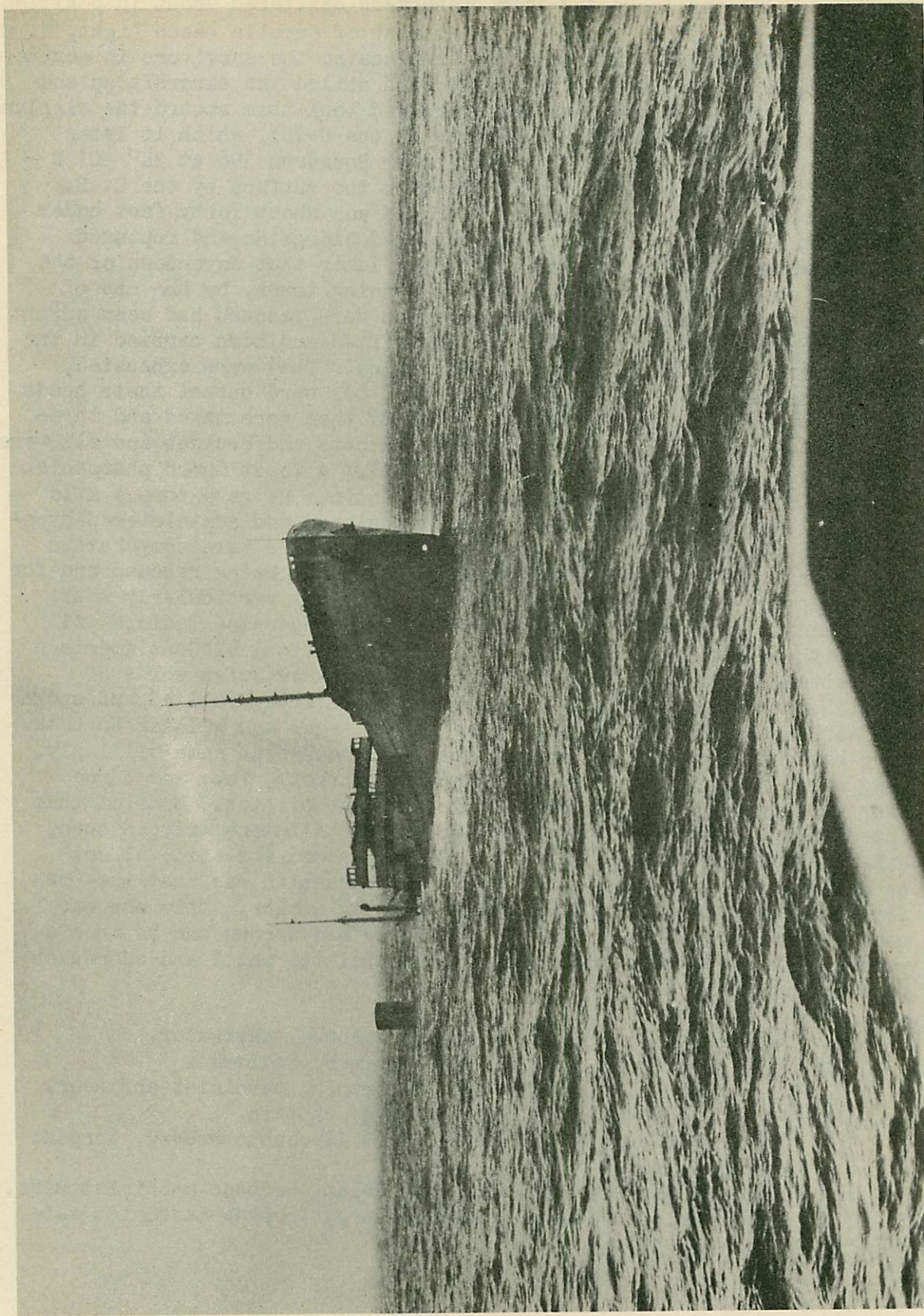
FROM THE OIL-SLICKED DEEP



floating in escape lungs and life preservers scattered about in position 36° 18' N - 73° 32' W, about 112 miles east of Corolla Beach Light, N. C. The plane proceeded to the position and located the survivors in scattered groups; made a safe landing and taxied and sailed the aircraft up and down the ocean to the various survivors and took them aboard the airplane. These Germans were members of the crew of the U-701, which it later developed had been sunk by U. S. A. Bomber Squadron 396 at 34° 50' N - 74° 55' W. The U-boat had been sighted on the surface by the U. S. Army bomber. The U-boat crashed dived and was about forty feet under the surface when the depth charges exploded alongside and ruptured the submarine. The U-boat captain stated later that seventeen of the crew got out of the U-boat through the conning tower, by the use of escape lung life preservers. The seven who were rescued had been adrift at sea for two days and nights and had drifted and been carried in the Gulf stream about 100 miles during this time. They were exhausted, hungry and thirsty. The captain and one other were out of their heads and delirious when brought aboard. Four of them were naked and three of them had on bathing trunks. Several had cuts and bruises and all were sunburned. They were covered with fuel oil. A Coast Guard pharmacist mate attended their cuts, bruises, and sunburn. He gave them a mild stimulant, water, coffee, whiskey and sandwiches and administered hypodermic to the U-boat captain. All of the survivors were comparative youngsters. They seemed tremendously grateful at being rescued and for the treatment accorded them. One of them who was particularly weak and exhausted stated "You came chust in time; odderwise I die." All except the captain immediately asked for cigarettes, - "Goot American cigarettes!" - as they called them. They all knew a few words of English, particularly "Tank You." The captain later rallied and spoke in fairly good English. All of them seemed eager and willing to talk. They gave their names, addresses, rank and the U-boat name willingly. They were landed at the Naval Air Station, Norfolk, Va., and turned over to the Naval Intelligence and Medical authorities. None of them acted surly, aggressive or with braggadocio. All were whipped down, exhausted and extremely grateful at being rescued and still alive. An interesting fact brought out during conversation was that they refer to their submarine by name rather than by number. This one was named DEGEN (after the captain). The blimp had thrown one of them a rubber life raft. The following is a list of the names and addresses of the survivors:

1. Gunter Kunnert, aged 28, from Magdeburg, navigator.
2. Herbert Grosner, aged 24, from Bremen, radioman.
3. Werner Waupel, aged 21, from Dortmund, machinist-engineer.
4. Horst Degen, aged 28, from Hamburg, captain.
5. Gerhardt Schwendell, aged 22, from Albrechtsorsberg, torpedo machinist mate.
6. Bruno Faust, aged 19, from West Felen, torpedo machinist mate.
7. Webner Selote, aged 21, from Hamburg, torpedo machinist mate.

END OF A TANKER



No damage was sustained by the plane in this offshore open sea landing. Moderate to heavy ground swells prevailed offshore. The pilot recommended that the members of his plane crew receive commendation for their cool-headed, efficient performance of duty.

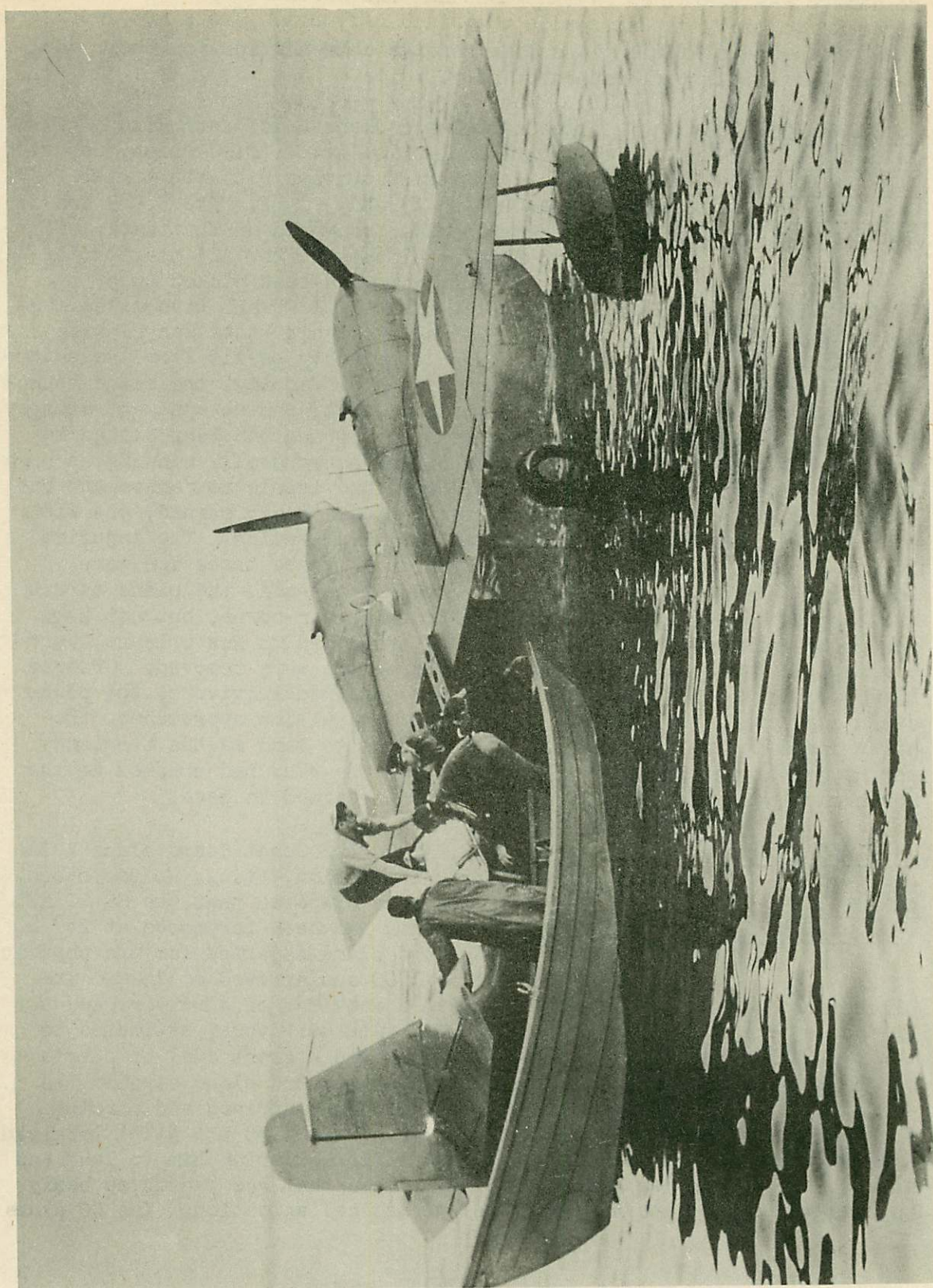
CG PLANE NO V 166
LANDS IN GULF TO
TAKE INJURED SURVIVORS
OF TANKER E. W. GALLAGHER
ASHORE FROM CGC BOUTWELL

The Coast Guard plane V 166 from Biloxi (Miss) Air Station, pilot Lt. V. O. Johnson, departed Biloxi to assist survivors of the tanker E. W. GALLAGHER on 13 July, 1942. The 7,989 ton tanker had been torpedoed on that date, off Ship Shoal, in position 28° 32' N - 90° 59' W and the survivors had been picked up by the CGC BOUTWELL. The plane made contact with the BOUTWELL five miles east of the Ship Shoal Buoy. A light wind of about six knots was blowing from NNE with a slight sea. However, there were heavy swells from the south-east. A landing was accomplished with some difficulty, the plane bouncing about five times, the wings remaining level, and no apparent damage resulting, except to the left wing tip float which had been dished in slightly in several places. Because of the heavy swell, running as high as eight feet at times, it was considered inadvisable to remove any but the most seriously injured men. Three men were badly burned, one with a broken leg, and all needed immediate hospitalization. The injuries of the other 41 survivors were less serious. These three men were, therefore, placed aboard the plane. On the take-off, the plane struck the tops of swells four times before becoming air-borne, but not hard enough to cause damage. Then the plane proceeded to New Orleans, landing in Lake Pontchartrain where the injured men were removed. Ordered to return to the BOUTWELL and remove more injured survivors, the plane again contacted the BOUTWELL, but, after several low approaches, the pilot decided that it would be too hazardous to land as the frequency and height of the swells had increased and the wind had shifted to the north and increased. The plane therefore returned to base.

CG PLANE V 166
AND PC 566
ASSIST 300
FROM SS ROBERT E. LEE

On July 30, 1942, the Coast Guard plane V 166 from Biloxi Air Station, Lt. J. W. MacIntosh, Jr., pilot, received a dispatch that the SS ROBERT E. LEE, 5,184 tons, had been torpedoed at 28° 40' N - 88° 42' W. The plane departed for the position indicated at 1700 and arrived at 1820. The pilot found the Navy manned PC 566 with a deckload of survivors, and six lifeboats and four liferafts, all loaded with survivors, estimated to total in all about 300. The ship had sunk and a great deal of debris was on the water in the oil slick. The Coast Guard plane circled the scene and, shortly afterwards, three Army planes arrived and circled the area, along with two Navy Patrol planes. At 1935 the pilot received a dispatch from the Biloxi (Miss.) Air Station ordering him to land and assist if possible, as the PC 566 had radioed that she had three badly injured men aboard who needed immediate medical attention. The CG plane

COAST GUARDSMEN PRACTICE REMOVING AN "INJURED" MAN IN A CRADLE STRETCHER FROM A COAST GUARD PLANE



landed at 1940. The sea was a moderate swell with a light chop. The PC 566 said they were sending one man over in a boat. The Navy PBY 97 also landed, taxied up to the PC 566 and a man standing on the wing waved the boat loaded and coming toward the CG plane over to the Navy plane. The boat went over to the PBY 97 and put the two men aboard her. The PBY then took off and returned to Pensacola. The CG plane remained for an hour. By this time the Army planes had departed. After, the PC 566 stayed with the survivors in the lifeboats and rafts, which were now grouped and tied together. Only one other plane was then seen in the air. After dark three other rescue boats came into the area. They operated in the vicinity of the survivors and then all rescue boats headed for the Mississippi passes. As the Coast Guard plane was unarmed, it was decided that the boats would be as safe running dark, as they would with the plane's coverage, especially as the plane could not escort them all the way in. With other escort vessels seen approaching, the CG plane tookoff at 2040 before it became any darker.

CG PLANE NO. 3 AND
USS MENEMSHA, COAST
GUARD MANNED,
RESCUE 5 FROM
BRITISH SS ARLETTA

Only five members of the crew of 41 lived to tell the tale of the torpedoing at sea of the British SS ARLETTA on August 5, 1942, while en route from Grangemouth, Scotland to Halifax, N. S. The ARLETTA had been out fourteen days and was nearing her destination, when a submarine sent the vessel and 36 of her crew to their deaths. The Coast Guard amphibious patrol plane No. 3, located the survivors and led the USS MENEMSHA, Coast Guard manned weather patrol vessel, to the drifting liferafts. One raft contained four survivors, all of whom were suffering from exposure and hunger. Later another raft, with only one man on board was found. This man was in bad condition and needed medical attention. The survivors, who had been adrift for 15 days, were transported to Marine Hospital at Brighton, Mass.

CG PLANE NO. 167
TAKES PATIENT OFF
USS COWIE (DD 632)

A man on board the USS COWIE (DD 632) was suffering from an acute attack of appendicitis and CG plane No. 167 was ordered to proceed 131 miles offshore from Elizabeth City Air Station on 21 August, 1942, and remove him and bring him to the hospital. Pilot R. L. Burke, Lt. Comdr., USCG, in a PH-2 seaplane, landed alongside the COWIE and took the patient from the ship's motor whale boat. There was a west wind of 18 knots, with seas choppy to rough at the time, visibility 12 miles and ceiling unlimited. There were lower broken clouds at 3500 feet. The waves were 6 to 8 feet high. The patient, Henry Castellano, EM2c, USNR, of Port Lee, N. J., was suffering from a severe case of acute appendicitis. He was brought in and turned over to the N.A.S. hospital, Elizabeth City, N. C., where an emergency operation was performed. Some damage was suffered to the lower rear wing spars in the open sea landing and take-off, and the plane flew with decided and definite left wing heaviness on the return flight.

COAST GUARD PLANE RESCUES A NAVY FLIER



CG PLANE NO. 166
RESCUES 2 FLYERS
FROM THE GULF

On 13 September, 1942, a Civil Air Patrol plane was reported to have landed in the open Gulf at 30° 04' N - 87° 52' W, and CG plane No. 166 left the Biloxi Air Station and arrived at the position at 1902 and found the CAP plane circling an aluminum slick on the water. Closer inspection revealed two men in life jackets swimming. One man had blood stained bandages around his head. As darkness was rapidly approaching and there were no surface vessels in the vicinity, with the weather unsettled, it was decided to land. A float light was dropped and at 1905, a normal power stall landing was made. The plane was taxied to windward of the two men and the engines cut. The plane drifted back to the position of the two men and they were taken aboard. They were Floyd Wood, pilot, and David R. Anderson, observer, of the Civil Air Patrol, Pascagoula, Miss. Their plane had landed due to engine failure and sunk almost immediately. Wood was badly cut about the face and head and both men had been in the water for about one and one-half hours. They were given first aid and stimulants. At 1916, a normal take-off was made and at 1945 the No. 166 landed at Biloxi Air Station, where the injured man was given medical treatment.

CG PLANE NO. 132
LOCATES 2 FLYERS
WHOM COAST GUARD
BOAT PICKS UP

Coast Guard plane No. 132, Lt. F. L. Westbrook, pilot, made a flight on 15 November, 1942, to the area of Fowery Rocks Light to search for two Civilian Air Patrol pilots. They were located one mile NNW of the light floating with life jackets. There being no boat in the vicinity at the time, the plane landed to pick them up. A cross sea caught the right wing float of the CG plane and tore a fitting loose. Unable to pick the men up, as they were on the right of the plane, the pilot stood by until a Coast Guard boat arrived, a half hour later, and picked the men up. The plane attempted to taxi ashore but the right wing started to fill with water. The plane, therefore, took tow lines from the CG boat and was towed to Miami Air Station. The plane lost the right wing float when the boat took the plane out of the wind. The right aileron was damaged slightly by the float struts.

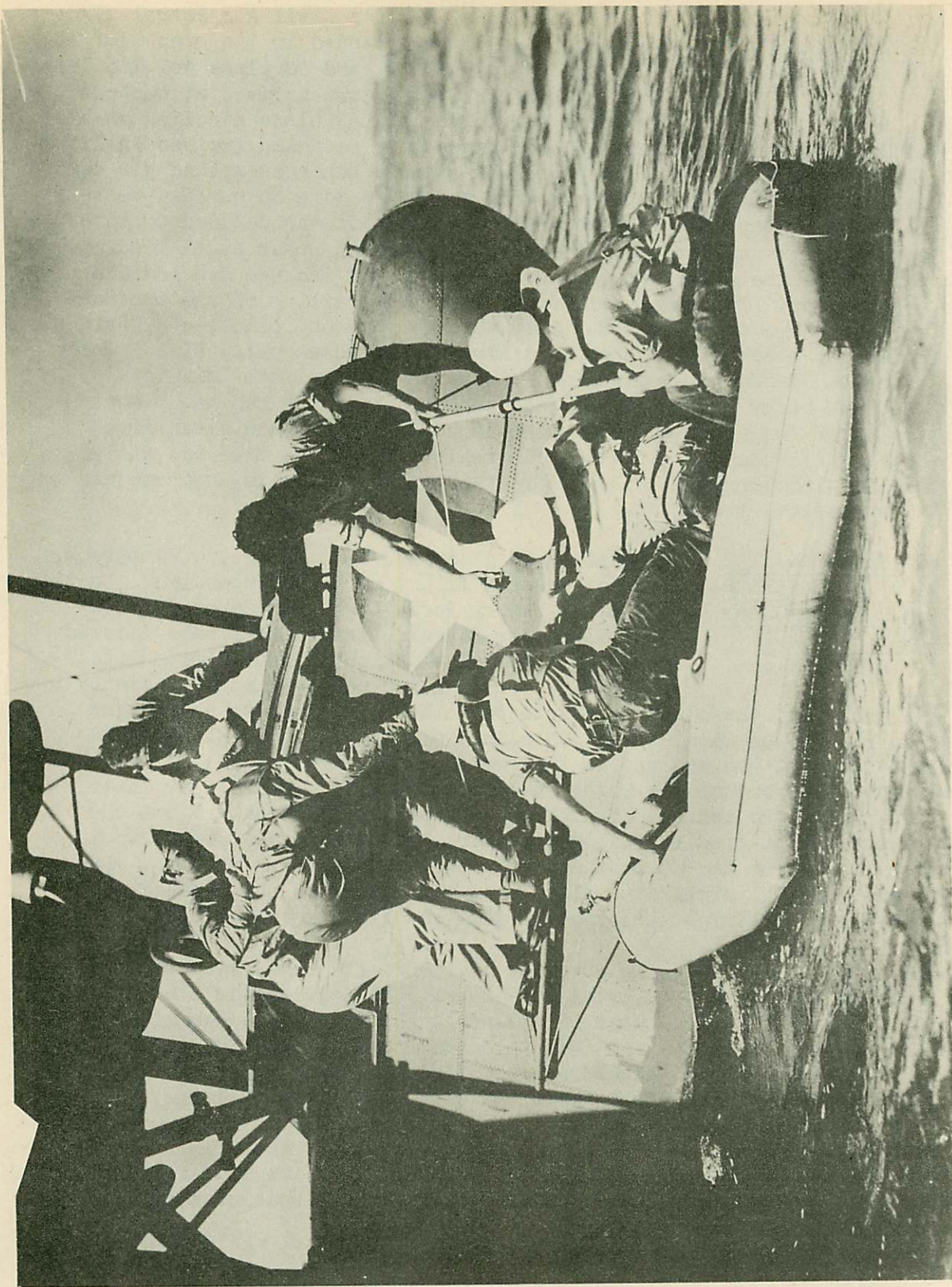
AAF FLYER
RESCUED BY
CG PLANE

On November 17, 1942, Lt. S. W. Bennett, AAF, was flying a P-38 off Port Angeles Air Station (Wash.) when his plane caught fire. Lt. Bennett jumped and fell into the Strait of Juan de Fuca. Coast Guard Plane V 175, Lt. Comdr. D. B. MacDiarmid, pilot, rescued Lt. Bennett from the water nine minutes later.

THREE ARMY FLYERS
LOCATED, RESCUED
BY PC 496

While on convoy escort duty from Miami Air Station, Coast Guard plane No. 5765, at 1050 on November 20, 1942, sighted smoke to the southeast and proceeded

PRACTICE RESCUE ENACTED BY COAST GUARDSMEN
TO SHOW THE WORK THEY ARE FREQUENTLY CALLED UPON TO PERFORM IN REAL EMERGENCY



to investigate. The pilot, Lt. Comdr. W. D. Shields, USCG, sighted an Army plane in position 26° 50' N - 79° 55' W, flying at about 100 feet altitude on a westerly course with smoke pouring from the engines. The Coast Guard plane began escorting the Army plane toward the beach when at 1055 the Army plane made a shallow left turn into the wind and landed in the sea. The pilot of the Coast Guard plane immediately called the convoy surface escort and notified him that he would drop a float light at the spot. Having done so, he then proceeded to the nearest surface craft to lead him to the scene. The Navy PC 496 advised that she was increasing to full speed. Two Army planes arrived at the scene at 1113 and commenced circling. Three survivors from the Army plane, apparently uninjured, were seated on the wing with their rubber lifeboat inflated. The PC 496 arrived at 1120, and running a line to the plane, took the crew aboard. Another escort vessel was making preparation to take the downed Army plane in tow when the CG plane departed.

QUICK RESCUE
OF ARMY PILOT

While taxiing for a take-off from San Francisco Air Station on February 7, 1943, CG plane No. 181, observed a U. S. Army P-38 in a flat spin directly ahead of him. The P-38 crashed in the bay and the pilot was seen parachuting to the water some 100 yards east of where the plane crashed. The Coast Guard plane proceeded on the step to the pilot, picked him out of the water and brought him to the San Francisco Air Station. He then proceeded on his patrol duties.

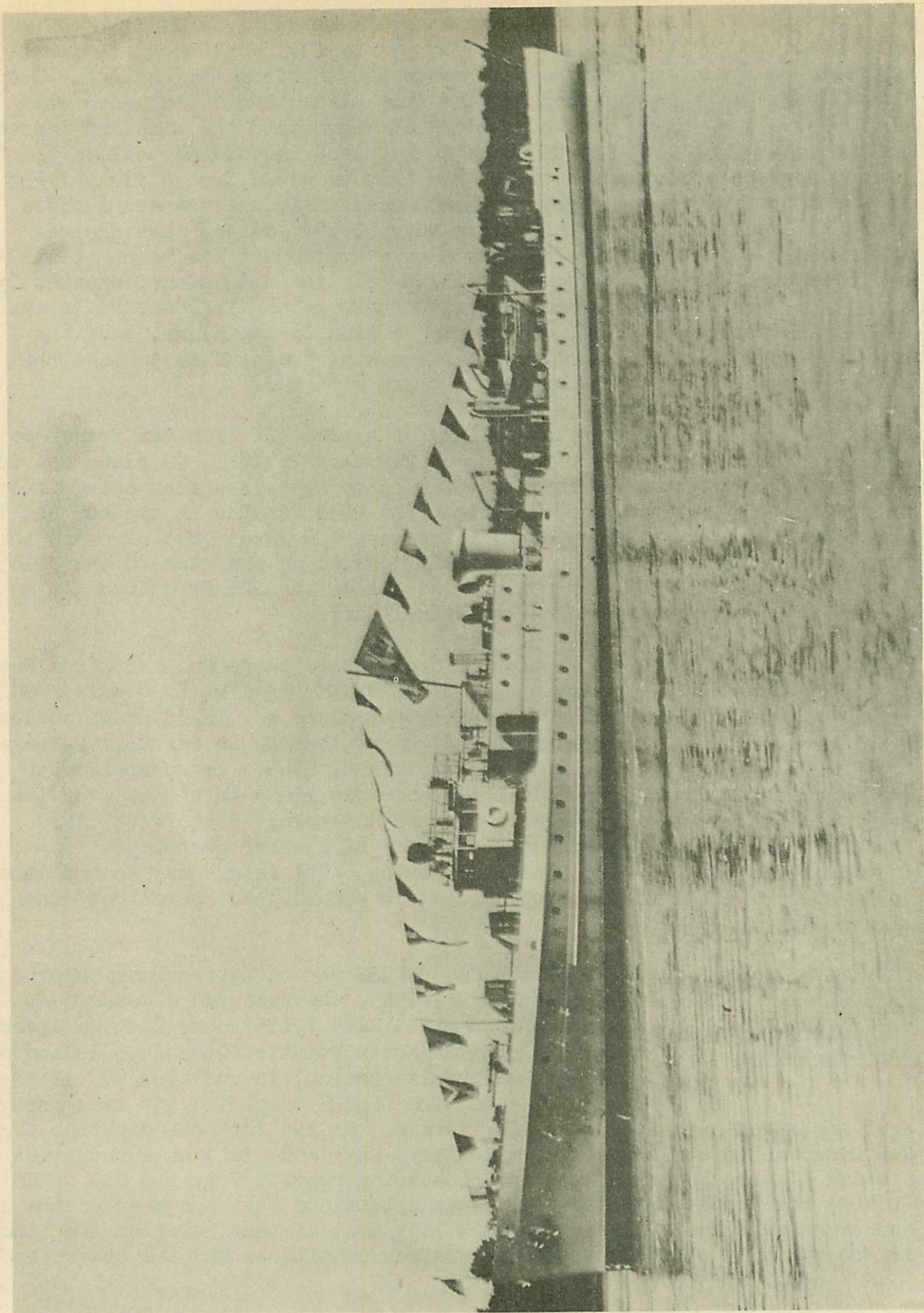
CG PLANE
ASSISTS NAVY
PBY-5 RESCUING FOUR

The pilot of Coast Guard plane No. 176, from Port Angeles Air Station, Lt. (jg) M. L. Bowers, USCG, observed PBY-5 Navy plane No. 04438 crash while making an instrument landing in Saratoga Passage at 1630 on February 8, 1943. Immediately upon landing his plane, all possible assistance was given to the crew of the Navy plane and four of them were rescued and taken to the Naval Air Station, Oak Harbor, Washington. The body of another crewman was recovered. Captain H. W. Hopkins was missing. The rescue was accomplished in an area of numerous floating logs which handicapped operations considerably.

CGC HERMES
RESCUES 11
FROM STRANDED
SS LEWIS CASS

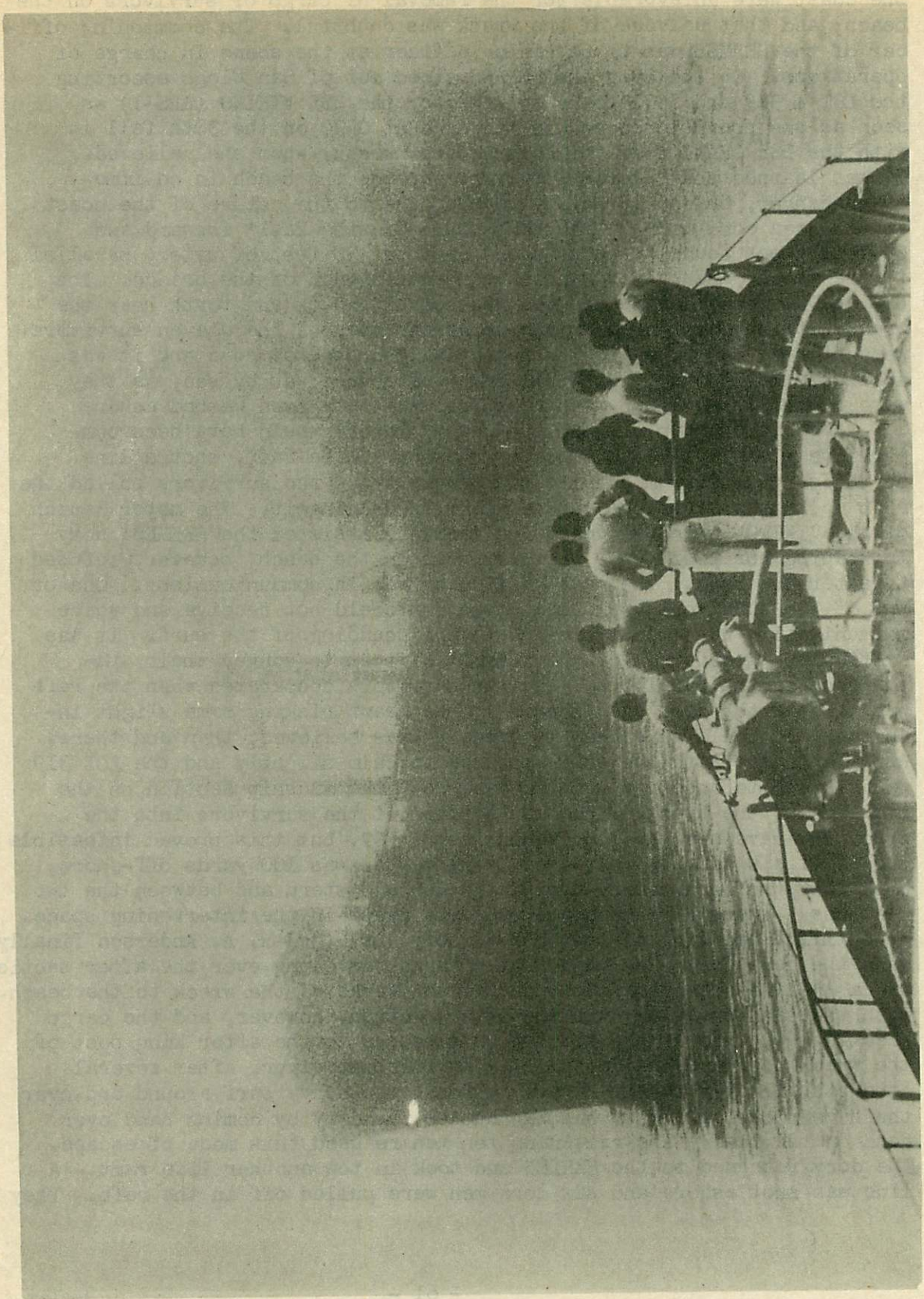
While the CGC HERMES was on anti-submarine patrol on January 26, 1943, she received a message at 0315 that the SS LEWIS CASS 7,175 tons, had run aground at 0257 on the North Point of Guadalupe Island off Lower California (Mexico) in position 29° 11' N - 118° 17' W. The HERMES completed its task assignment and stood into San Pedro, California. On the 28th she departed for San Diego and after conferring with Army, Navy and civilian authorities, viewing of aerial photographs and consulting reports from the USS CRANE (D 109) which was at the scene, it was determined that a number of the crew and armed guard were missing, undoubtedly most of them being on the beach in the vicinity of the wreck; that weather conditions and the character of

CGC HERMES



the coast were unfavorable for the removal of cargo or survivors on the beach; and that salvage of the wreck was doubtful. The commanding officer of the HERMES was to be senior officer at the scene in charge of operations. On the 29th the HERMES stood out of San Diego escorting the LCT's 319 and 157, to be followed by the USS VIKING (ARS-1) as soon as she provisioned and fueled, and at 0430 on the 30th fell in with the USS CRANE near the scene of the wreck, whom she relieved. It was learned that eleven survivors were on the beach in no immediate danger, but could not be reached due to the nature of the coast and the sea conditions. The LEWIS CASS drawing 28.1' forward and 27.1' aft was found to be grounded in about 30 feet of water, parallel to the beach, and was broken in two just forward of the bridge. The USS RAMONA (auxiliary schooner) was coasting back and forth near the wreck with her pulling boat exploring the coast. The eleven survivors were sighted on the beach in a partially protected cove and it was apparent that the only possible means of rescue was by sea, as they were hemmed in by steep rocky cliffs. Had they been washed ashore 100 yards farther up or down the beach, rescue would have been comparatively easy. The HERMES' dory towing a life raft, shot a line to the survivors from outside the breakers and the survivors pulled the raft up to the rocks but refused to risk salving it. The motor launch of the VIKING, which had meantime arrived, assisted the HERMES' dory in keeping her position. The survivors on the beach, however, refused to enter the raft. The main difficulty was in communications. One or two of the survivors could semaphore but could not receive and voice communication was impossible due to the pounding of the surf. It was difficult, therefore, for the HERMES' officers to convey their intentions to the survivors. Had the survivors cooperated when the raft was relayed to them, even though it had meant risking some slight injuries, all could have been removed, it was believed, then and there. At 1900 on the 29th the seas appeared to calm slightly and the LCT 319 was sent in to anchor about 200 yards off the midship section on the lee side of the wreck. The plan was to get the survivors into the wreck and have them go down lines to the LCT, but this proved infeasible due to high swells and distance. The vessel was 100 yards off-shore, with heavy rollers coming around the bow and stern and between the two sections. There were numerous boulders awash in the intervening space. By skillful handling of the HERMES' dory, Lt. (jg) R. A. Anderson finally made the lee side. He found that a cargo was slung over the after section and a 3" line extended from the after bulwarks of the wreck to the beach. With the seas breaking over the after section, however, and the cargo breaking up, this line could not be taken up to the after king post of the wreck to run a bos'n's chair. The first survivor, after several attempts, finally fought his way through the heavy surf around and over the huge rocks, and made his way out to the dory by coming hand over hand on the line. The remaining ten men refused this mode of escape. The dory returned to the HERMES and took in tow another life raft. A line was shot ashore and six more men were pulled off in the raft. They

OUT OF THE FOG LOOMS A MERCHANT SHIP SOMEWHERE ON THE PACIFIC
AS WATCHFUL COAST GUARDSMEN SURVEY THE SCENE



were transferred to the VIKING's motor launch in the open sea and brought to the HERMES where they received first aid. The remaining four men refused to make the raft, despite orders to do so. At a conference on the HERMES it was decided that salvaging of vital war equipment from the wreck was impossible and the seven survivors, and the LCT's 319 and 157 were returned to port, convoyed by the VIKING. At 0203 on Sunday the 31st, a distress signal was sighted from the beach and a dory was sent ashore to investigate. A detachment of Mexican soldiers stationed in the island merely wanted to know the identity of the HERMES. The sea next day was considered too great a risk for small boat work. During the night, deck cargo forward was washed overboard leaving only heavy, dangerous debris. Deck cargo aft consisting of gun carriages, storage tanks, etc., was demolished and much of it was observed hanging over the lee bulwarks. On Monday the 1st of February, 1943, a beach party was landed north of the saddle, with the intention of scaling it and shooting a line to the four survivors, but the party could not reach the saddle, due to a sheer cliff some 100 yards from it. Meantime the sea had increased and only one of the beach party could make the dory, which was hopelessly smashed when a huge sea rolled the HERMES over on it. The HERMES proceeded to the east anchorages on the island to borrow the lifeboat of the CASS, left in custody of the Mexican detachment. This was finally accomplished by means of two cartons of cigarettes. With this lifeboat, the remainder of the beach party were brought aboard the HERMES. That night, however, the lifeboat sank, having been holed during the days' operations. A radio message to San Diego brought a 20 dinghy on February 3, 1943, delivered by the PC 578, which then joined the rescue operations. The dinghy, in trying to make the lee side of the wreck, overturned but the crew reached the beach in safety. The dory from the PC 578 was borrowed but, due to its frailty, could not be used to make the beach. Various plans to reach the survivors were discussed and found infeasible. Meantime the HERMES' boat crew ashore had retrieved the dinghy and were seen to be dragging it up the beach to get in behind the wreck. The dinghy was badly damaged, but after being hauled over the rocky beach it was repaired and made seaworthy. The HERMES' boat crew then semi-phored to stand in close as they were coming out. When the dinghy cleared the bow of the wreck, there was great rejoicing aboard the HERMES, not only for the boat crew, but also because, through sheer dogged determination they had taken the four survivors with them. No one was injured, except for slight cuts, bruises and wetting. The survivors were given first aid and the HERMES returned to San Diego arriving at 1915 on February 4, 1943. Lieut. Anderson, Boatswain (R) S. E. Lewis, and Vereen Gibbs S. BM2c (R) were recommended for letters of commendation and the Gold Life Saving Medal. These men had volunteered for the task with utter disregard for their lives and had acquitted themselves, in the highest degree, of leadership, daring and seamanship.

CG PLANE NO. 5785
RESCUES 2 FROM
DROWNED B-24

Attracted by smoke bombs dropped by a Civilian Air Patrol plane, CG plane No. 5785 from Miami Air Station on February 9, 1943, observed men in the water over a four mile area and dropped additional

COAST GUARD PLANE 170 TAKES GULFSTATE SURVIVORS ABOARD



smoke bombs at each point. Then it landed and picked up the pilot and co-pilot of a B-24 which had crashed at 0300. After taxiing about 5 miles toward Fort Lauderdale, the plane transferred the pilot and co-pilot to a Navy crash boat and returned to base.

CG PLANES 170 AND 132
LAND AND TAKE ABOARD
SURVIVORS OF TANKER
GULFSTATE

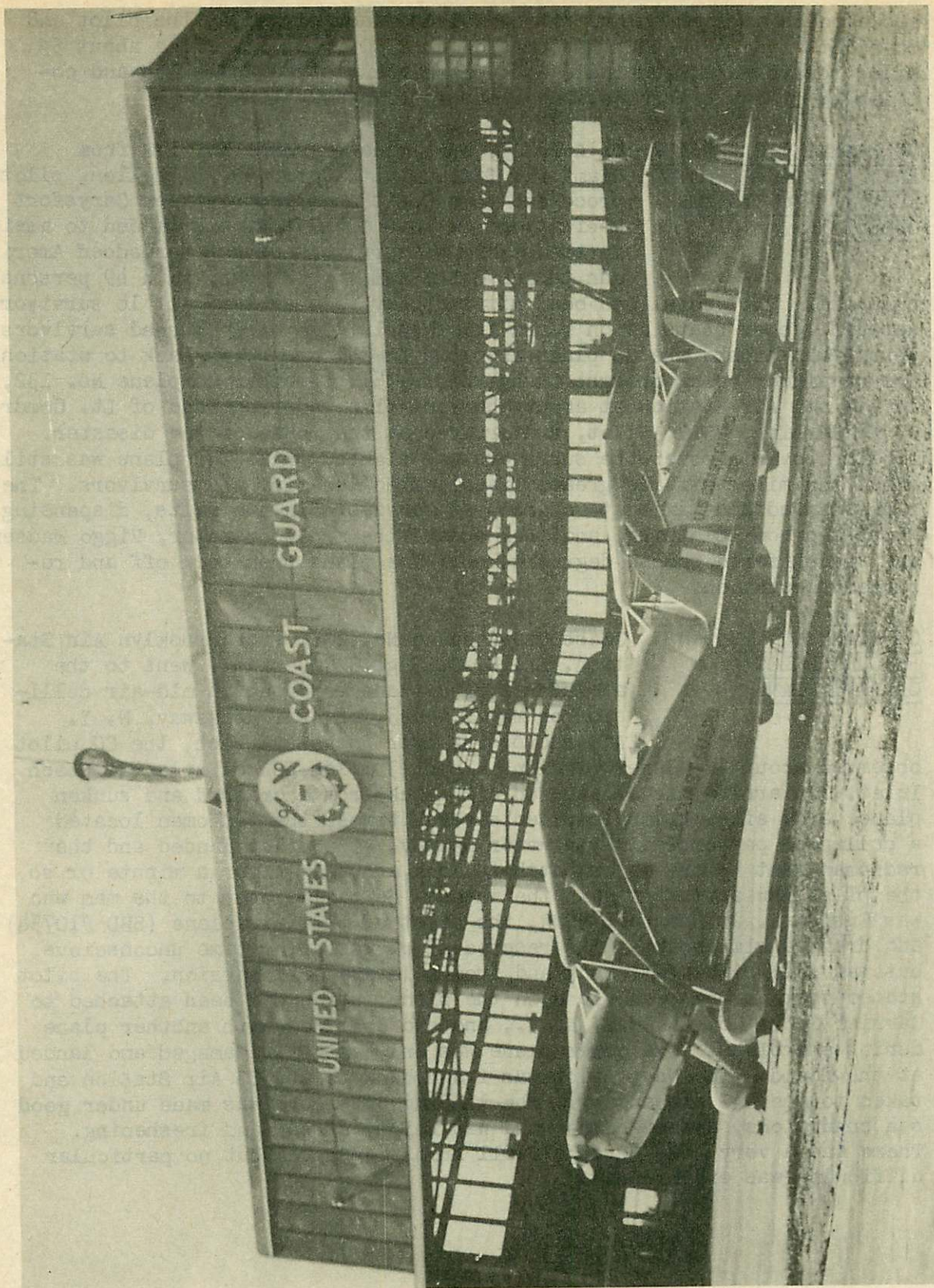
On April 3, 1943, the CG plane No. 170 from Miami Air Station, Lt. Comdr. R. L. Mellen, pilot, proceeded to a point 46 miles south of Carysfort Reef at 24° 22' N - 80° 27' W, and landed to assist in the rescue of survivors of the torpedoed American tanker GULFSTATE, 6,082 tons, with 49 persons on board. The vessel had been hit that day. On arrival all 18 survivors were in rubber boats or on board the YP-351. Two badly burned survivors were taken aboard the CG plane from the YP-351 and flown back to station, the remainder being brought in by the YP-351. Another CG plane No. 132, left Miami Air Station at about the same time under command of Lt. Comdr. J. F. Harding, USCG, pilot, and arrived at the scene of the disaster. A blimp hovering over the survivors was sighted while the plane was still about ten miles off and greatly facilitated locating the survivors. The plane landed and taxied to a group of survivors in two rafts, dispensing water and some clothing, and took aboard the radio operator, Viggo Madsen, who had suffered second degree burns. The plane then took off and returned to station.

CG PLANE NO. 205
RESCUES PILOT
OF NAVY PLANE

Coast Guard plane No. 205, from Brooklyn Air Station, Lt. E. B. Ing, USCG, pilot, went to the assistance of a plane reported in mid-air collision on May 7, 1943, off Far Rockaway, N. Y.

After crossing over Rockaway Beach, the CG pilot observed about 12 planes circling a spot 3 miles WSW of Atlantic Beach Inlet. On arrival he located an oil slick from a crashed and sunken plane, and, after having circled several times, the radioman located a collapsed parachute in the water nearby. The pilot landed and the radioman went to the after hatch to look around. After a minute or so the pilot saw arms waving in the water. He taxied over to the man who was Ensign C. J. Shearer, USNR, the pilot of the Navy plane (SBD #10754) and dragged him aboard. The rescued pilot was at no time unconscious, but was suffering from shock and from cold due to immersion. The pilot stated that he had been alone in the plane, which had been attached to Carrier Group No. 24, NAS, N. Y., and had collided with another plane during exercises. The other plane was only slightly damaged and landed at the field. The Navy pilot was flown back to the CG Air Station and taken to the NAS dispensary. The landing off-shore was made under good sea conditions, although the wind was fairly strong and freshening. There was a very light ground swell from the south, but no particular difficulty was experienced.

ELIZABETH CITY AIR STATION



CG PLANE NO. 183
LANDS AND RESCUES
TWO AT SEA

Proceeding to the scene, at 36° 08' N - 75° 15' W, off the coast of Virginia, where a Civilian Air Patrol plane had made a forced landing, the CG plane No. 183, from Elizabeth City Air Station, Lt. (jg) W. C. Gray, pilot, landed at 0745 on May 30, 1943. The two men were each in a one man life raft, both had a few small bruises and were wet and cold. They were given hot coffee, warm clothing and first aid and landed at the Elizabeth City Air Station.

CG PLANE NO. 167
DIRECTS RESCUE OF 7
FROM SUNKEN CG BOAT

Receiving information at 1240, August 6, 1943, that a CG boat had sunk and the survivors were in the water in position 37° 18' N - 74° 50' W, (off the coast of Virginia), Coast Guard plane No. 167, Lt. Comdr. G. R. Evans, USCG, pilot, from Elizabeth City Air Station proceeded to the area and at 1355 sighted several light oil slicks and a light smoke signal, about 3 miles to port. The signal was being made by seven survivors in a partly submerged raft. The sea was rough and, with many white caps and with the haze, contact was difficult to maintain even after it had been made. The pilot of the CG plane had sighted a patrol craft about fifteen miles and he directed this vessel, which turned out to be the CG 83304, to the scene by dropping float lights and by zooming. He also dropped 5 life preservers to the men on the raft who were seen to pick them up and put them on. The plane dropped no emergency rations since the rescue was close and the men appeared to be in good condition. The CG 83304 picked up the 7 men at 1515 and advised that all hands were accounted for, whereupon the CG plane returned to base.

CG PLANE RESCUES PILOT
IN LAND CRASH

Upon receipt of a telephone report on August 15, 1943, that a plane had crashed near Maple, N. C. landing strip, CG plane No. 208, Lt. (jg) L. V. Perry, pilot from Elizabeth City Air Station, proceeded to the scene, located the crashed plane and landed. Entering the woods the CG pilot found the pilot of the crashed plane, apparently dazed and standing on the plane. He brought the pilot out and notified the air station by plane radio, whereupon an ambulance and doctor from the station arrived and took charge of the pilot from the crashed plane. The CG pilot returned to his station after posting a guard on the wreckage.

CG PLANE NO. 178
DIRECTS ASSISTANCE
TO GREEK MERCHANTMAN
SS ANGHYRA

On September 26, 1943, CG plane No. 178, from San Diego Air Station, Lt. T. P. Hallock, USCG, pilot, departed to locate the Greek SS ANGHYRA, 2,460 gross tons, which was reported on fire at 27° 20' N - 115° 48' W, en route to San Bartolome Bay, Lower California, Mexico, at a speed of 7 knots. The plane set a course to intercept the stricken vessel and sighted the ship at 1310, 24 miles from Bartolome Bay; established communications with the vessel, whose condition was serious with fire in #3 and #4 holds, but the vessel was proceeding under her own power. The plane patrolled the course

WHAT A COAST GUARD PILOT OFTEN SEES THROUGH THE BINOCULARS
AT THE END OF A SUCCESSFUL SEARCH FOR A SURVIVOR AT SEA



of the ship and the vicinity, and established communications with the Mexican patrol vessel HALCON and directed her to the stricken ship. When the patrol vessel had made contact with the SS ANGHYRA the Coast Guard plane proceeded to San Bartolome Bay and landed in order to render further assistance as a liaison between the SS ANGHYRA and the Mexican and U. S. authorities. At 1645, the ANGHYRA anchored in the bay, at the direction of the Mexican patrol boat, whose crew was instrumental in preventing further damage to the vessel. All main and auxiliary power was secured, on gaining entrance to the bay, due to fire gaining headway through the engine room bulkhead. The plane's crew stood by throughout the night maintaining constant contact with Navy air control (San Diego) via CG San Diego. As he departed for San Diego at 0800 next morning, the pilot sighted the US vessel KQC standing in to the entrance of the bay, and directed the Mexican patrol vessel to escort the assistance vessel to the harbor entrance. The SS ANGHYRA was bound from Callao, Peru, via Puna, Ecuador to San Francisco with a cargo of 3,657 tons of zinc concentrate in bags and 200 tons of balsam lumber in bundles.

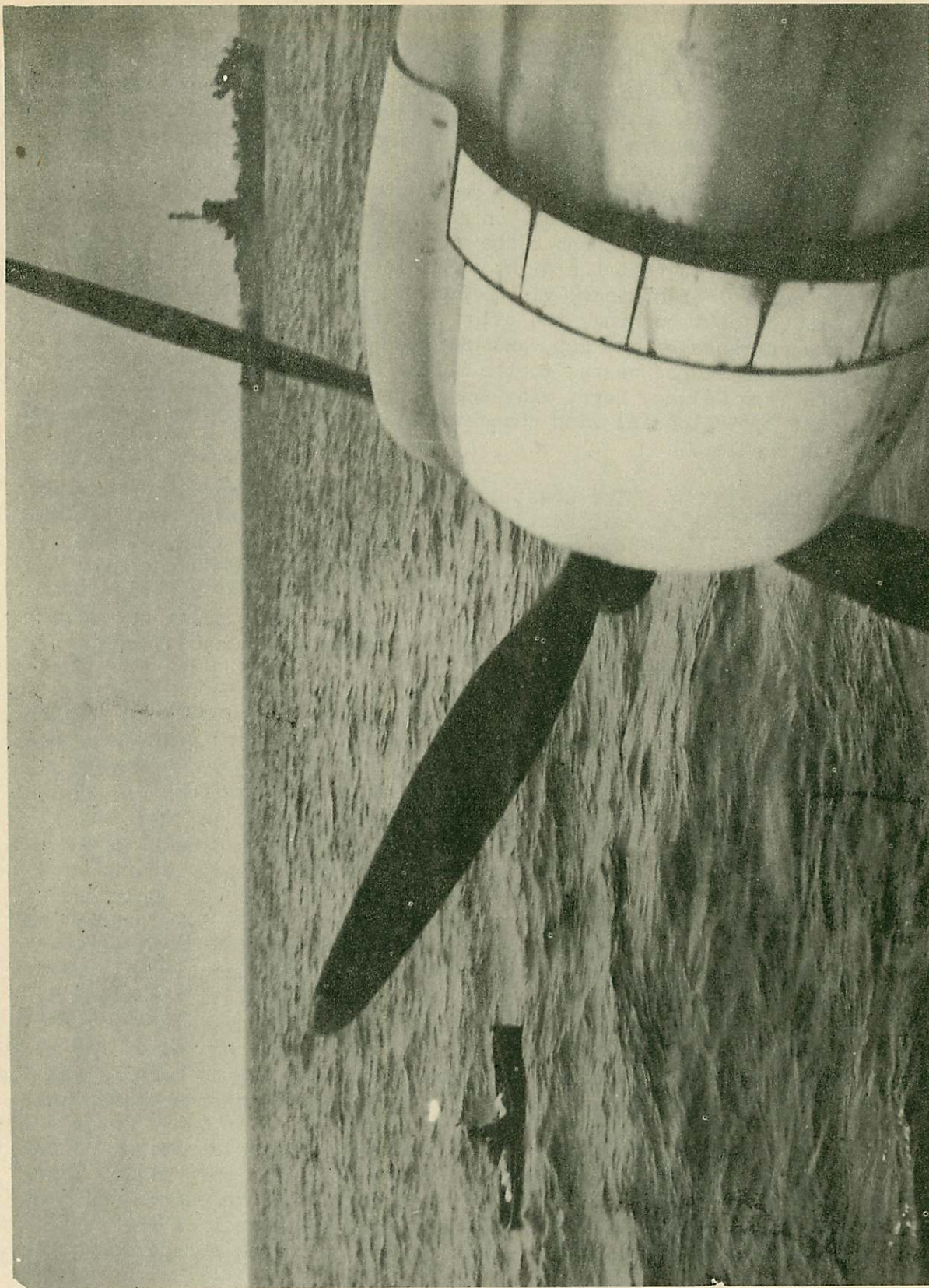
CG PLANE NO. 133
RESCUES ARMY FLYER

The Coast Guard plane No. 133 from San Francisco Air Station, Lt. (jg) J. H. Hawley, USCG, pilot, departed at 0805 on October 16, 1943, to the scene of a reported crash of a P-39 one mile north of San Mateo Point. At 0809 the CG pilot sighted the Army pilot in the water, picked him up and returned to base. The pilot was uninjured and upon arrival was transferred to an Army ambulance. Engine failure was the cause of the crash.

CG AUXILIARY
AT WEST PALM BEACH
AND CG FIREBOAT AT
PORT EVERGLADES
RESCUE 29 FROM
TANKERS GULFLAND
AND GULFBELLE
IN COLLISION

During the night of October 20, 1943, two tankers, running blacked out, collided off Lake Worth Inlet in position 26° 56' N - 80° 01' W. The explosion and fire which followed cost 33 lives and misled shore observers into believing, at first, that a huge transport or freighter had been torpedoed. All anti-submarine vessels in the vicinity were ordered to the scene at full speed. Only one tanker, the northbound GULFLAND, 5,277 tons, was carrying cargo. Blazing aviation gasoline was sprayed over the southbound GULFBELLE with such force and intense heat that only a few men who were on deck and were hurled into the ocean by the impact, were saved. Within 10 minutes Coast Guard auxiliary vessels from Captain of the Port Base at West Palm Beach were en route. As they neared the scene they were met by a wall of flame, as the burning gasoline spread and erected a formidable barrier to effective rescue operations. Nevertheless, 29 survivors were brought ashore by Coast Guard vessels and 54 by naval craft. Of the 29 brought ashore by the Coast Guard, 28 survived. Altogether 33 died aboard the two ships. The only living thing found aboard either tanker when the boarding parties inspected the heat twisted bulks, some days later, was a dog, now the mascot of the Port Everglade Coast Guard fireboat, which took part in the rescue operations.

A COAST GUARD AIR-SEA RESCUE SEAPLANE FROM SAN DIEGO, CALIFORNIA, AIR STATION,
RESPONDS TO AN URGENT CALL FOR AID. THE DORY BRINGS THE PATIENT



When the two vessels finally broke apart, the GULFLAND grounded on the wreck of the SS REPUBLIC for several days, finally working itself free and drifted aground on the beach at Hobe Sound, where it burned for 52 days and nights. The GULFBELLE was towed to the sea buoy off Port Everglades after a Coast Guard fire-fighting crew had succeeded in getting the blaze under partial control. She was a menace since ammunition in the still blazing hulk, for use by the Navy armed guard aboard her, was overheated and in danger of exploding at any time. The GULFBELLE laid off the sea buoys until all danger of explosion had been overcome, mainly through the efforts of Lt. (jg) Sidney Carter and Chief Boatswain Alexander Schulz, who directed all fire-fighting operations. Carter's work won him the Navy and Marine Corps Medal, presented by Vice Admiral Russell R. Waesche, Commandant, with a citation. An investigation of the collision was ordered with the District Coast Guard Officer, 7th Naval District, as a member of the Board. The investigation was conducted by the Merchant Marine Inspection Unit, Miami.

CG PLANE NO. 5800
RESCUES
BLIMP SURVIVOR

On October 30, 1943, CG plane No. 5800 from Miami Air Station, A. J. Lamping, AP1c, pilot, took off to assist a blimp which had crashed in Biscayne Bay. The plane landed near the Featherbed Bank and picked up an injured man, leaving the plane's radioman with the blimp and returned to station.

CG PLANE
BRINGS WOUNDED
MARINE OFFICER
TO HOSPITAL

On December 27, 1943, CG plane No. 213, from San Diego Air Station, M. A. Webb, AP1c, pilot, made a flight to the Air-Sea Rescue Station in San Clemente Island. At 1810 the plane departed the island with Lt. W. Ammon, 23rd Regiment, USMC, who was seriously wounded by shell fire on San Clemente Island. Lt. Ammon was administered blood plasma on the return flight by Lt. W. P. Hildebrand (MD) USNR. Dr. Hildebrand stated that the prompt assistance rendered by the Coast Guard undoubtedly saved the patient's life.

CG PLANE NO. 7287
RESCUES
NAVY FLIER

On advice of Naval Air Control, San Diego, on December 31, 1943, of a crash seven miles off Rosarito Beach, Mexico, the CG plane No. 7287 from San Diego Air Station, Lt. Comdr. C. R. Bender, USCG, pilot, proceeded to the scene. On locating a life raft with a survivor, the pilot made an off-shore landing and picked up Ensign Frank W. Gallagher, Squadron V 20, and returned with him to the CG Air Station.

CG ASSISTANCE AT
EXPLOSION AND SINKING
OF THE USS TURNER

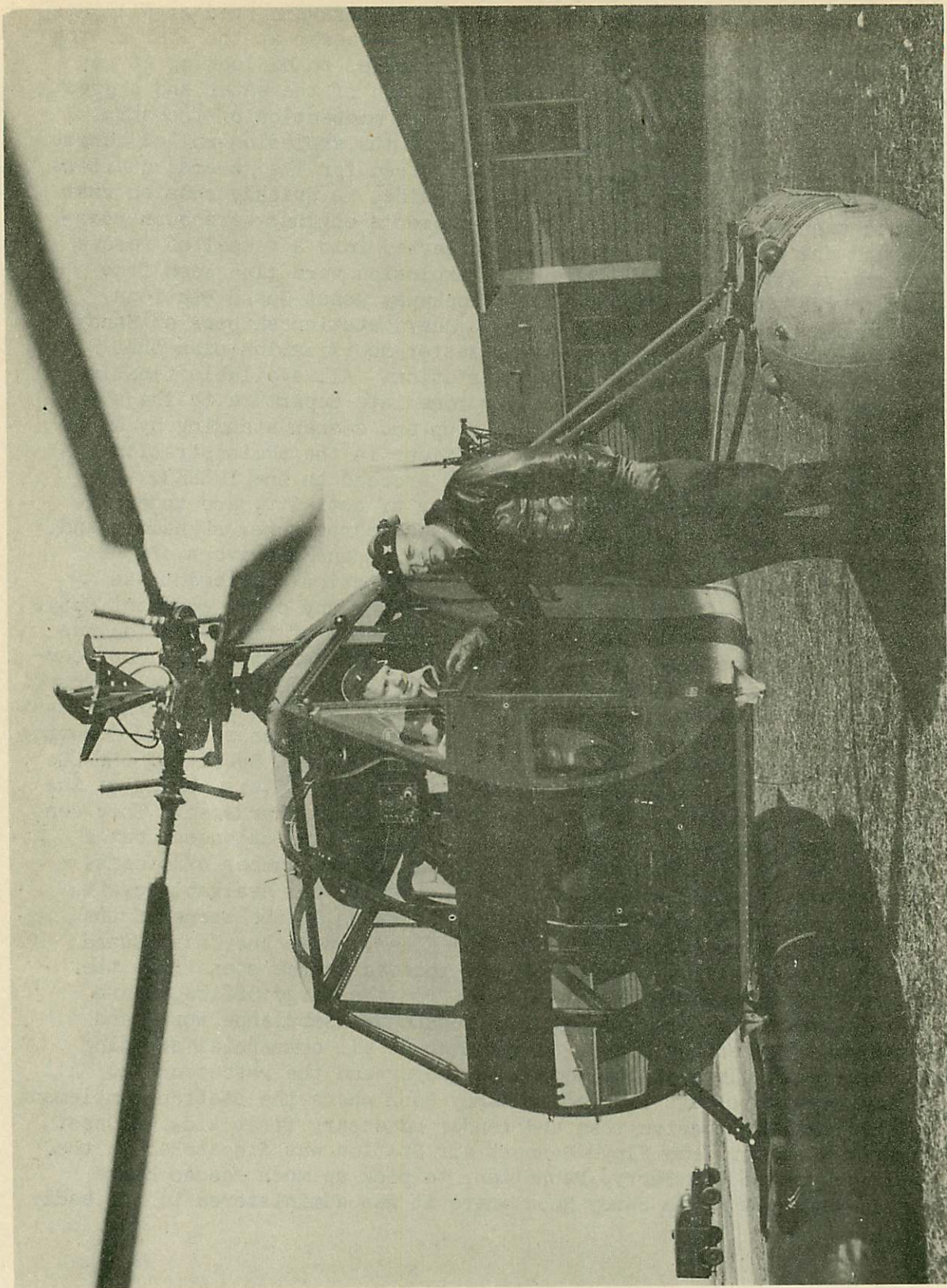
The USS TURNER, a new modern destroyer, was at anchor on the east side of Ambrose Channel almost midway between the tip of Sandy Hook, N. J., and

LIEUTENANT COMMANDER GEORGE F. MORIN OF BOSTON, MASS.,
VETERAN COAST GUARD OFFICER AND COMMANDER OF THE SANDY HOOK COAST GUARD BASE
WHO DIRECTED RESCUE OPERATIONS WHEN THE NAVY DESTROYER EXPLODED



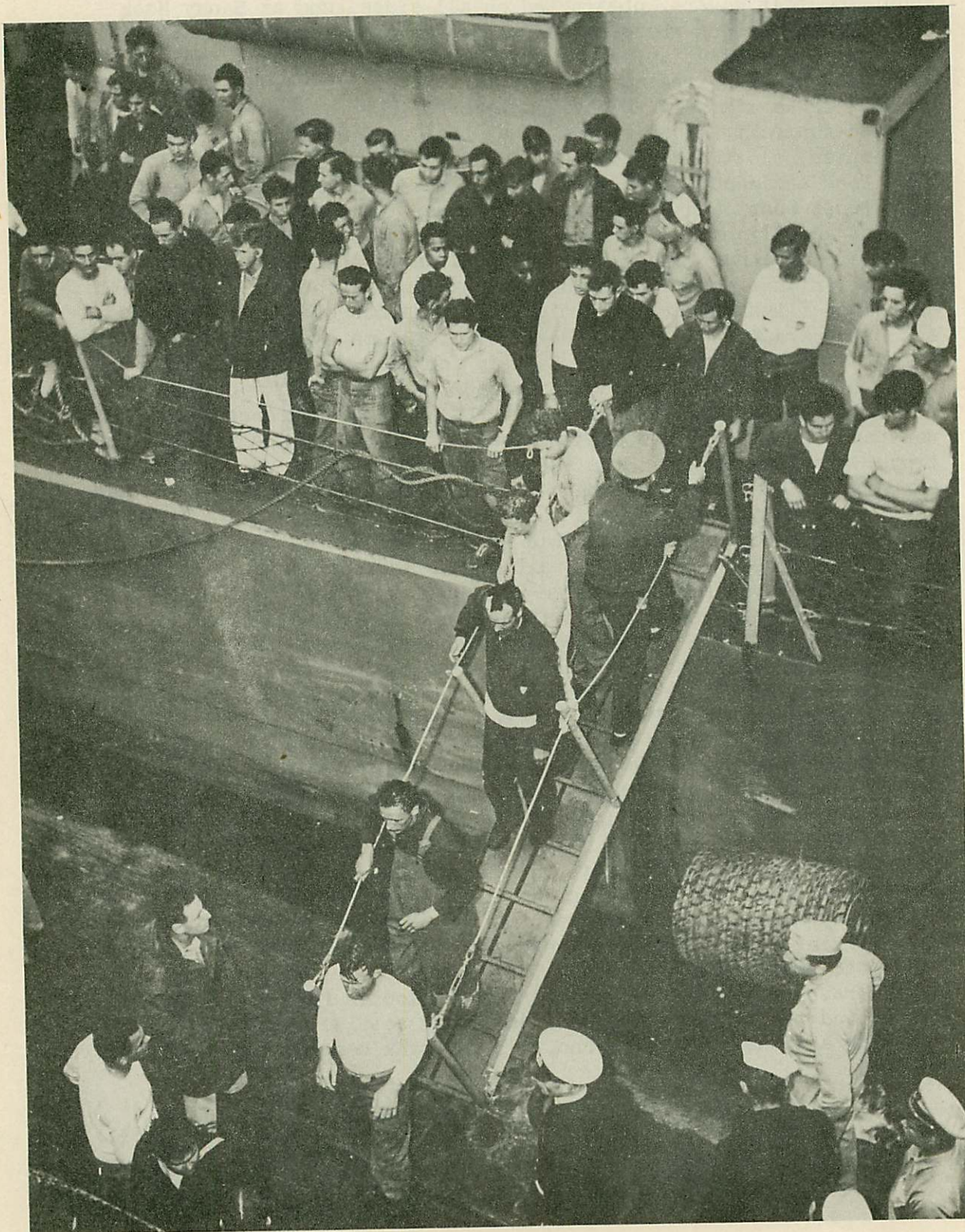
the Coast Artillery at Rockaway, Long Island, on 3 January, 1944, when just about dawn she was seen to explode. To Coxswain Fred A. Williams, on anchor watch on a Coast Guard 83 foot sub-chaser at the pier of the Sandy Hook Coast Guard boat basin, who happened to be looking at her at the moment, she appeared to jump clear out of the water and a great ball of brilliant red fire hovered over the midsection of the ship. A second or so later the terrific sound of the explosion rolled across the bay. Automatically Williams' hand reached for the general quarters alarm and as the crew came tumbling top-side, he quickly related what he had seen to the skipper. The sub-chaser's engines were soon roaring and she was off, automatically converted into a vessel of rescue and mercy. The flames following the explosion were also seen from the lookout tower at Sandy Hook and Rockaway Coast Guard Stations. Lt. Comdr. George F. Morin, the Coast Guard station skipper at Sandy Hook, took personal charge of the disaster mobilization plan that immediately went into effect at the station. All available floating equipment was ordered to prepare for immediate departure to the scene. Boat crews already had engines warmed up and seamen standing by lines before word was flashed by the duty officer in the administration building of the station to cast off and proceed to the TURNER. The barracks and sick bay were also a beehive of activity, and under the direction of pharmacists' mates, seamen and carpenters, signalmen and yeomen, were preparing to receive the victims and survivors of the ill-fated destroyer. Another group of the station complement was organized into a standby team and prepared for any other emergent duty. One of the first rescue craft to reach the scene of the explosion was a 77' CGR boat attached to the Sandy Hook Pilot Command. While threading her way through debris surrounding the TURNER, this vessel rescued 39 survivors from the cold waters of the Bay. By this time, other Coast Guard craft had arrived and were circling the stricken ship and removing the dying, the dead, and the wounded from the water. Shells of the 20 and 40 millimeter variety were exploding throughout this period of the rescue work, but this did not slow down the Coast Guardsmen. They continued unperturbed, displaying not only courage and calmness, but a maximum amount of efficient work, under a minimum number of orders. The Rockaway Coast Guard Station had dispatched all available craft suitable for work under the conditions existing at the scene of the explosion. Units of the Harbor Patrol Fleet, under the Coast Guard Captain of the Port of New York, were speeded to the scene from the Stapleton Base, on Staten Island, and from the Barge Office, South Ferry, Manhattan. They assisted in rescue and ambulance work, and acted as a protective screen and warning to all commercial shipping to stand well clear of the doomed destroyer and the rescue craft. All of the survivors were removed to Sandy Hook where the station complement was prepared to receive them and render necessary first aid. A Coast Guard helicopter from Floyd Bennett Air Station was dispatched to the Barge Office, South Ferry, Manhattan, to pick up much needed blood plasma and rush it to Sandy Hook where it was administered to the badly

COAST GUARD HELICOPTER TO THE RESCUE



injured. Commander F. A. Erickson, USCG, Commanding Officer of the Coast Guard Air Station at Floyd Bennett Field, made the emergency flight. The limited space for landing at the hospital required that a helicopter perform the mission. Any other type of heavier than air machine would have been useless because of the lack of a landing field both at the Barge Office where the helicopter landed in an area about 100 feet square, obstructed on all sides, and at Sandy Hook Coast Guard Station where the survivors were. Floyd Bennett Field, however, by a directive of the Chief of Naval Operations on 19 November, 1943, had been designated a helicopter training base under the Coast Guard. Three Sikorsky HNS helicopters had been assigned there. The British Admiralty had requested that the Coast Guard train a number of helicopter pilots and mechanics for them. Four British helicopters had also been assigned for this purpose. These aircraft and the efforts of both Coast Guard and British personnel were being pooled in the development of an helicopter training organization. A number of pilots were also being trained for the USAAF, U. S. Navy, the CAA and NACA. The task of organizing the training unit had not yet been completed. This emergency flight was the official service debut of the helicopter as a Coast Guard air arm. The two cases of plasma needed were delivered from the South Ferry to Sandy Hook in fourteen minutes and saved several lives. This flight first demonstrated the adaptability of the helicopter for Coast Guard use. All other aircraft were grounded on account of the weather. Out in Ambrose Channel, meanwhile, the entire ill-fated destroyer was a shambles. Fire was breaking out in one of the after gun turrets and had begun scorching torpedoes more than thirty feet from the fire. No officers seemed to be on deck and many of the TURNER's crew still on board seemed unable to comprehend the gravity of the situation. They seemed to be waiting for an officer to take the initiative and give orders. Ensign Peter Chase of the Coast Guard 83' sub-chaser, whose coxswain had first seen the explosion, took over. He looked forward on the destroyer toward where once the bridge and con were located. It was a mass of burnt and twisted steel. He realized that the ship was doomed and had only minutes, and possibly but seconds, left to live, before another explosion would completely destroy her water-tight integrity and she would plunge to the ocean floor. He gave the order for all hands on the TURNER to abandon ship. The remaining members of the crew, still on board, went over the side to be picked up by the flotilla of Coast Guard rescue craft. Forty-six men scrambled aboard the 83 footer, skippered by Chase, which was still tied to the blazing destroyer. Two 'machinists' mates from the 83 footer now boarded the TURNER looking for injured men but were forced to come away empty-handed. None was seen on the after end of the blazing, belching, sinking ship. The lines were cast off and the sub-chaser backed clear and headed for Sandy Hook, with her cargo of burned and injured survivors. Then with another terrific explosion that sent debris flying all around the rescue ships, the destroyer settled deeper into the water and with a sudden hissing sound, quickly sank beneath the surface of the sea.

LIEUTENANT ROBERT MORGENTHAU, USNR, HANDS IN 'POCKET, EXTREME LOWER LEFT,
SON OF THE SECRETARY OF THE TREASURY, HENRY J. MORGENTHAU, JR.,
ONE OF THE MANY AMERICANS RESCUED FROM THE NAVY DESTROYER USS LANDSDALE
OF WHICH HE WAS EXECUTIVE OFFICER



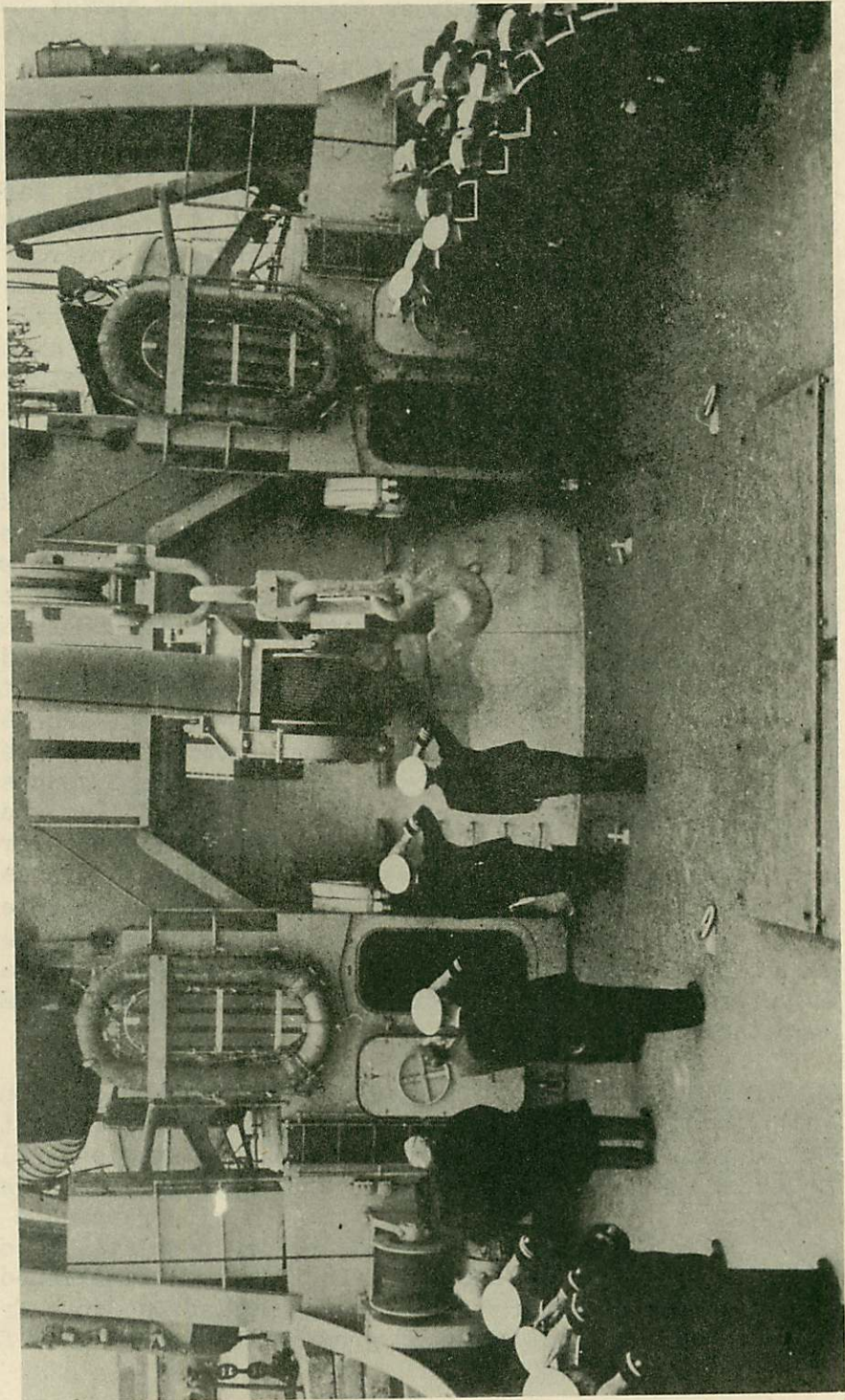
USS MENGES (DE 320)
AND USS NEWELL (DE 322)
BOTH CG MANNED
RESCUE 230 FROM
USS LANDSDALE

The USS MENGES (DE 320) and the USS NEWELL (DE 322), both CG manned, between them rescued 230 Navy personnel from the USS LANDSDALE on April 20, 1944, while escorting a convoy in the Mediterranean bound for Bizerte. The enemy planes appeared about sunset and sunk the LANDSDALE with aerial torpedoes. In the same convoy the ammunition freighter PAUL HAMILTON was also struck and exploded killing about 504 men, including 498 who were part of a demolition squad that was especially trained and were on their way to the Anzio beachhead. The MENGES shot down a Nazi plane and rescued two of the crew, the pilot and radio operator. The Nazi aviators were the first to be picked up. They were on a life raft with a light blinking, which they failed to extinguish when ordered to do so by the officers of the MENGES. At first it was thought that they did not understand English, but one was found to have spent several years in Brooklyn and understood English quite well. They were very much disappointed that the convoy was not bound for the United States. The MENGES rescued 119 and the NEWELL 111. Most of them were uninjured but many were suffering from shock. The PAUL HAMILTON was hit first and exploded with a tremendous flash of light which lasted about 6 seconds. The Nazi planes it is believed, sighted the LANDSDALE in the flash of one of her 3" guns while she was firing on a Nazi plane. A second plane, coming in behind the first, spotted the LANDSDALE and sunk her. Her gunners are credited with having shot down two of the enemy bombers. There was no flame or fire accompanying the LANDSDALE's sinking. After the enemy planes had departed the MENGES and NEWELL ordered lifeboats over side to search for survivors. The lifeboat from the MENGES soon returned with some 25 survivors and then went out and returned with another load. Meanwhile, those of the survivors who were able to make the short swim to the sides of the two DE's were rescued by lines or life jackets thrown to them, although most of them had on inflated life belts. Some of the Coast Guardsmen went down over the side and reaching down pulled survivors aboard. The Nazi planes did not return the next night and unofficial reports credited the interceptors and ships in the convoy with getting some 20 of the Nazi planes that had participated in the air attack. Among those rescued was Lt. Robert M. Morgenthau, USNR, executive officer of the LANDSDALE and son of the Secretary of the Treasury.

CG TRAINING STATION,
ATLANTIC CITY, PERSONNEL
RENDER ASSISTANCE
IN HURRICANE

During the hurricane which struck the Atlantic coast on September 14, 1944, the personnel of the USCG Training Station, Atlantic City, New Jersey, actively engaged in rescue work. During the storm, the wind reached a maximum velocity of 82 miles per hour at 1730 on the 14th and much of the boardwalk and the Heinz pier was demolished. Water on the outside of buildings near the beach varied in depth from 20 to 30 feet and was whipped with winds of greater than whole gale force. Three men

CGC BUTTONWOOD



were rescued from the partly demolished Heinz pier, from which they were lowered to a party below in the surf. Several details from the Training Station, which was housed in the Morton Hotel, half a block from the beach, engaged in rescue work on Virginia and nearby Avenues, removing persons from trolley cars and buildings; aided bewildered persons off the boardwalk where they were endangered by flying glass, signs and debris. Another detail was dispatched to the Inlet section making their way through waist deep and higher water for 10 blocks, where rescue operations and other aid to civilians were carried on. All equipment of the school was removed from the lower floors of the Hotel, and the entrances were effectively sandbagged. Due to their efforts no damage was suffered and equipment valued at many thousands of dollars was saved. Another party was dispatched to the area around Blatt's Department Store. Fifty men were assigned to Chief of Police for patrol duty. On the 15th an organized Coast Guard Relief Shore Patrol was organized and departed station in a panel truck with a communication party for a tour of the island, visiting police departments, Red Cross and the CG Telephone Section. It was not until the 16th that this Shore Patrol returned and all details were secured and the station was ordered to return to regular schedule. (SEE APPENDIX E.)

CGC BUTTONWOOD
FIGHTS FIRE
ON DUTCH
AMMUNITION SHIP
IN PHILIPPINES

Fighting a raging fire on an ammunition ship during a blackout, while the whole area was under an air raid alert, was the experience of the crew of the Coast Guard Cutter BUTTONWOOD (Tender Class) on December 25, 1944. The SS SOMMEISDIJK, a Dutch vessel, with a cargo of troops and war materials, was set afire by enemy action, while in Guinan Harbor, Samar Island, Philippine Islands. The fire was confined to No. 1 hold, containing mostly lumber, but No. 2 hold was loaded with ammunition and dynamite. The efforts were naturally concerned with preventing the fire from spreading to this hold. With the enemy within striking distance there was constant danger that the flames from the blazing cargo would subject the vessel to further bombardment. The CGC BUTTONWOOD, assisted by the HMAS GASCOYNE, proceeded to the scene and transferred a group of Coast Guardsmen to landing craft. Most of the efforts of the BUTTONWOOD's fire-fighting personnel were directed to keeping the side of the burning ship cobbled off, so that the heat would not explode the ammunition stowed in No. 2 hold. The crew labored diligently until 0415 and the fire was finally extinguished. Several of the Coast Guardsmen were injured.

SINKINGS ALONG US
COASTS RARE AFTER
JULY 1942

While June 1942 showed the heaviest sinkings of US merchant vessels during World War II with 51 vessels totaling 289,790 gross tons, only six such vessels were sunk near the coasts of the United States or in the Gulf of Mexico,

SIX SURVIVORS, THE ENTIRE CREW OF THE THREE MASTER SCHOONER FRANCIS PARSONS
WHICH FOUNDERED AND SANK IN AN ATLANTIC GALE APRIL 22,
ARE RESCUED BY A COAST GUARD PATROL PLANE AFTER SPENDING THREE DAYS IN A LIFEBOAT



within the range of operations of Coast Guard shore stations or airplanes. In the previous month 21 vessels had been sunk in these areas. In July 1942 total sinkings were lower with 42 vessels totaling 247,150 gross tons but only four of these vessels were lost near our coasts. From this time until the end of the war, sinkings off the coasts were quite rare, many months showing no such sinkings whatsoever. With the transfer of enemy submarine and air bombing attacks on our merchant vessels to such distant places as the Barents Sea, between Spitzbergen and Northern Russia, the Greenland Sea, between Greenland and Spitzbergen to the much travelled sea lanes of the Caribbean, West Indies, off Colon (Panama Canal), British Guiana, the North Atlantic, South Atlantic, Indian Ocean, South Africa and Australia, the assistance that could be rendered by the Coast Guard was limited to such assistance as Coast Guard escort vessels could give survivors when merchant vessels were sunk in convoys which they were guarding. After July 1943, monthly sinkings of American merchant vessels never exceeded 100,000 tons per month, except in July 1944, when many old and damaged freighters were deliberately sunk by our Naval authorities off San Lorenzo Beachhead, off Normandy Beach, France, in order to construct a breakwater and artificial harbor for landing supplies for our invasion forces. Comparatively heavy losses of 12 merchant vessels in December 1944, reflected activities in the invasion of Luzon in the Philippines and in the English Channel. In February 1945, of the 8 vessels lost, 3 vessels were lost off England and 2 north of Russia, with the rest scattered; in March 1945, of the 9 sunk, 3 were lost off the English Coast and 3 off Northern Russia, the rest being scattered; while in April 1945, 2 American vessels, out of 7 lost, were sunk in the Philippines, 1 off Okinawa and 1 off Italy, with the rest scattered. While the submarine menace was never entirely subdued until the end of the war, by May 1944, sinkings had been reduced to between 1 and 4 a month except for above noted periods.

APPENDIX A

U. S. Merchant Ship Losses December 7, 1941 - August 14, 1945 (1000 Gross Tons or Over)

<u>MONTH</u>	<u>NUMBER OF U. S. MERCHANT VESSELS LOST</u>	<u>TOTAL U. S. GROSS MERCHANT TONNAGE LOST</u>	<u>TONNAGE CONVOYED</u>
1941 December	16	83,390	
1942 January	23	117,642	
February	30	166,578	
March	30	193,987	11,533
April	38	203,303	
May	44	233,416	23,528
June	51	289,790	49,919
July	42	247,150	125,946
August	18	116,552	52,681
September	29	160,366	65,019
October	25	165,232	43,998
November	25	183,362	36,749
December	10	43,211	
1943 January	19	112,724	59,267
February	21	135,911	109,723
March	36	233,866	172,848
April	12	85,174	56,703
May	11	71,569	36,578
June	13	88,631	12,727
July	16	111,014	31,826
August	6	37,009	21,612
September	10	69,613	27,726
October	9	46,554	25,598
November	5	35,387	
December	16	96,676	1,685
1944 January	11	78,981	43,096
February	7	51,357	23,533
March	10	64,510	17,542
April	8	55,264	31,580
May	1	7,176	
June	4	24,989	
July	29	182,120	
August	4	25,877	
September	1	7,143	
October	1	7,176	
November	3	24,550	
December	12	70,263	

U. S. Merchant Ship Losses
December 7, 1941 - August 14, 1945
(1000 Gross Tons or Over)

<u>MONTH</u>	<u>NUMBER OF U. S. MERCHANT VESSELS LOST</u>	<u>TOTAL U. S. GROSS MERCHANT TONNAGE LOST</u>	<u>TONNAGE CONVOYED</u>
1945 January	3	15,745	
February	8	50,570	
March	9	95,288	
April	7	52,655	
May	1	5,353	
June	1	7,176	
July	1	7,194	
 TOTAL	 676	 4,161,494	 1,081,417

RECAPITULATION

U. S. MERCHANT SHIP LOSSES

DECEMBER 7, 1941 - AUGUST 14, 1945

(1000 GROSS TONS OR OVER)

Number Lost	676
Total Gross Tonnage Lost	4,161,494
Total Gross Tonnage Convoyed	1,081,417

U. S. Merchant Ship Losses

December 1941

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
7		CYNTHIA OLSEN	FRT	2140		35° 42' N	- 145° 29' W	NORTH PACIFIC
9		PRESIDENT HARRISON	PAS	10509	25% or less	31° 12' N	- 121° 30' E	PHILIPPINES
10		OREGON	FRT	6754		41° 20' N	- 70° 02' W	OFF NEW YORK
10		SAGOLAND	FRT	5334		14° 40' N	- 121° 00' E	PHIPIPPINES
12		VINCENT	FRT	6210		25° 41' S	- 112° 19' W	SOUTH PACIFIC
12		LAHAINA	FRT	5649	75% or more	27° 35' N	- 147° 25' W	NORTH PACIFIC
13		MAUNA ALA	FRT	6256		45° 30' N	- 122° 45' W	OFF OREGON
17		CORREGIDOR	FRT	1881		14° 30' N	- 120° 45' E	PHILIPPINES
17		MANINI	FRT	3253	25% - 75%	17° 46' N	- 157° 45' E	PHILIPPINES
19		PRUSA	FRT	5113	25% - 75%	17° 30' N	- 157° 00' W	OFF HAWAII
21		EMIDIO	TKR	6912	36 on board 31 saved	40° 34' N	- 124° 50' W	OFF CALIF.
23		MONTEBELLO	TKR	8272	38 on board all saved	35° 30' N	- 121° 15' W	OFF SAN DIEGO
24		ABBAROKA	ST.S	5695	75% or more	33° 40' N	- 118° 25' W	OFF SAN DIEGO
25		ADMIRAL Y. S. WILLIAMS	FRT	3252		22° 20' N	- 114° 10' E	PHILIPPINES
25		ARGUS	FRT	1025		22° 20' N	- 114° 10' E	PHILIPPINES
31		CAPILLO	FRT	5135	25% or less	14° 10' N	- 122° 00' E	PHILIPPINES
TOTAL				83,390				

January 1942

2		BISAYAS	FRT	2832		14° 15' N	- 120° 30' E	PHILIPPINES
2		DON JOSE	FRT	10893		14° 15' N	- 120° 30' E	PHILIPPINES
2		LATOUCHE	PAS	2156		14° 15' N	- 120° 30' E	PHILIPPINES
2		MALAMA	FRT	3275	25% or less	26° 39' S	- 151° 24' W	OFF HAWAII

January 1942 (continued)

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
2		PAZ	FRT	4260		14° 15' N	120° 30' E	PHILIPPINES
2		RUTH ALEXANDER	PSC	8135	25% - 75%	1° 00' N	119° 10' E	OFF BORNEO
2		TAURUS	FRT	1251		14° 15' N	120° 30' E	PHILIPPINES
9		ANNIE M ROLPH	SCH	1393		Unknown		
11		CLEVEDON	PAS	7314		59° 35' N	139° 48' W	OFF YAKUTAT ALASKA
11		LIBERTY	FRT	6211	75% or more	8° 30' S	115° 28' E	PHILIPPINES
11		MANATAWNY	TKR	5030		15° 35' N	125° 45' E	PHILIPPINES
13		BRAZOS	FRT	4497		34° 30' N	77° 30' W	OFF N. C.
17		FRANCES SALMAN	FRT	2609		BETWEEN ST. JOHNS AND CORNER BROOK, NEWFOUNDLAND		
18		NORVANA	FRT	2677	25% or less	EAST COAST — U.S.A.		
18		SAN JOSE	PAS	3358		39° 14' N	74° 04' W	OFF N. J.
19		ALLAN JACKSON	TKR	6635	35 on board 13 saved	35° 00' N	74° 22' W	OFF N. C.
19		CITY OF ATLANTA	FRT	5269	25% or less	35° 42' N	75° 21' W	OFF N. C.
19		MALAY	TKR	(8206)	43 on board 40 saved	35° 25' N	75° 23' W	OFF N. C.
23		VENORE	FRT	8016	25% - 75%	35° 00' N	75° 20' W	OFF N. C.
27		FRANCIS E POWELL	TKR	7096	32 on hand 28 saved	37° 45' N	74° 53' W	OFF N. C.
29		FLORENCE LUCKENBACH	FRT	5049	75% or more	12° 55' N	80° 33' E	OFF MADRAS
30		ROCHESTER	TKR	6836	35 on board 32 saved	37° 10' N	73° 58' W	OFF VA.
31		LANCASTER	FRT	7515		OFF CASABLANCA		
		OLYMPIC	TKR	5335		36° 01' N	75° 30' W	OFF N. C.

TOTAL 127,642

February 1942

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
2		W. L. STEED	TKR	6182	38 on board 4 saved	38° 25' N -	73° 00' W	OFF MD.
3		KLONDYKE	BRG	1563	38 on board 12 saved	CHESAPEAKE BAY		
4		INDIA ARROW	TKR	8327		38° 48' N -	73° 40' W	OFF N.J.
5		CHINA ARROW	TKR	8403	37 on board all saved	37° 44' N -	73° 18' W	OFF VA.
7		ANN HOOPER	BRG	1900		OFF BRIGANTINE SHOALS N.J.		
8		WEST JAFFREY	FRT	5663		43° 36' N -	66° 30' W	OFF ME.
10		MINDANAO	FRT	5236		44° 30' N -	120° 45' E	PHILIPPINES
12		DIXIE SWORD	FRT	3283		41° 35' N -	69° 59' W	OFF MASS.
16		ARKANSAS	TKR	(6542)	39 on board all saved	AT DOCKARUBA W.I.		SALVAGED
16		AZALEA CITY	FRT	5588	25% or less	EAST COAST U.S.A.		
16		E. H. BLUM	TKR	(11615)	40 on board all saved	36° 57' N -	75° 52' W	OFF VA.
16		WEST IVIS	FRT	5666	25% or less	16° 30' N -	71° 45' W	CARIBBEAN
17		LAKE OSWEYA	FRT	2398	25% or less	43° 14' N -	64° 45' W	OFF ME.
18		MOKIHANA	FRT	7460		PORT OF SPAIN, TRINIDAD,		B.W.I.
19		FLORENCE D.	FRT	2638		11° 00' S -	130° 00' E	WEST INDIES
19		MAUNA LOA	FRT	5436	75% or more	12° 25' S -	103° 55' E	PHILIPPINES
19		MEIGS	FRT	7358		12° 20' S -	130° 59' E	INDIAN OCEAN
19		PAN MASSACHUSETTS	TKR	8201	38 on board 18 saved	28° 27' N -	80° 08' W	PHILIPPINES
20		DELPLATA	FRT	5127	75% or more	28° 27' N -	80° 08' W	FLORIDA
21		J. N. PEW	TKR	9033	36 on board 3 saved	14° 45' N -	62° 10' W	EAST COAST
21		REPUBLIC	TKR	5287	34 on board 29 saved	12° 40' N -	74° 00' W	WEST INDIES
22		CITIES SERVICE EMPIRE	TKR	8103	50 on board 38 saved	27° 05' N -	80° 15' W	CARIBBEAN
						28° 00' N -	80° 22' W	FLORIDA
								EAST COAST

February 1942 (continued)

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
	22	W. D. ANDERSON	TKR	10227	36 on board 1 saved	25° 41' N -	80° 00' W	FLORIDA EAST COAST
	22	WEST ZEDA	FRT	5658	75% or more	9° 15' N -	59° 04' W	OFF TRINIDAD
	23	LIHUE	FRT	7001	75% or more	14° 30' N -	64° 45' W	CARIBBEAN
	23	SUN	TKR	(9002)	36 on board all saved	130° 02' N -	70° 41' W	SALVAGED
	24	NORLAFORE	FRT	2713	25% or less	28° 00' N -	80° 00' W	FLORIDA EAST COAST
	25	RARITAN	FRT	2649		33° 28' N -	77° 34' W	OFF S.C.
	26	CASSIMIR	TKR	5030		33° 56' N -	77° 56' W	OFF S.C.
	26	MARORE	FRT	8215	75% or more	35° 00' N -	75° 00' W	OFF N.C.
	28	MAJOR WHEELER	FRT	3431	25% or less	EAST COAST - U.S.A.		
	28	OREGON	TKR	7017	36 on board 30 saved	22° 40' N -	67° 52' W	E. OF BAHAMAS
	28	R. P. RESOR	TKR	7451	49 on board 2 saved	40° 00' N -	74° 00' W	OFF N. J.
		TOTAL		166,578				

March 1942

1	OREGON	FRT	7017			OFF SANTO DOMINGO		
1	PRESIDENT TAYLOR	FRT	10508			02° 30' S - 175°		W OFF ELLICE IS.
3	CITIES SERVICE EMPIRE	FRT	8103			25 MILES NORTH OF BETHUEL SHOALS, FLA.		
5	COLLAMER	FRT	5112	75% or more		44° 19' N - 63° 09' W		OFF ME.
6	MARIANA	FRT	3110	25% or less		27° 45' N - 67° 00' W		N. ATLANTIC
7	BARBARA	FRT	4637	25% or less		11° 10' N - 65° 30' W		OFF LAGUIRE
7	CARDONIA	FRT	5104	75% or more		19° 53' N - 73° 27' W		OFF HAITI

HX-178

March 1942 (continued)

<u>Convoy Number</u>	<u>Date</u>	<u>Name of Vessel</u>	<u>Type</u>	<u>Gross Tonnage</u>	<u>Lives Saved</u>	<u>Position</u>		<u>Location</u>
						<u>Lat.</u>	<u>Long.</u>	
	7	STEELE AGE	FRT	6188	25% or less	6° 45' N	- 53° 15' W	OFF DUTCH GULFANA
	8	INDEPENDENCE HALL	FRT	5050		43° 55' N	- 59° 55' W	SE OF HALIFAX
	10	GULFTRADE	TKR	7542	34 on board 16 saved	40° 05' N	- 73° 58' W	OFF N.J.
	11	CARIBSEA	FRT	2609	25% or less	34° 35' N	- 76° 18' W	OFF N.C.
	11	MOUNT MCKINLEY	PAS	4861		54° 23' N	- 04° 37' W	SCOTCH CAP ALASKA
	11	TAXAN	FRT	7005		21° 34' N	- 76° 28' W	N OF CUBA
	12	JOHN D. GILL	TKR	11641	49 on board 26 saved	33° 55' N	- 77° 30' W	OFF S.C.
	12	OLGA	FRT	2496	75% or more	21° 15' N	- 76° 35' W	N. OF CUBA
	14	LEMUEL BURROWS	FRT	7610	25% - 75%	39° 21' N	- 74° 13' W	OFF N.J.
	15	OLEAN	TKR	(9119)	42 on board 36 saved	34° 21' N	- 76° 29' W	SALVAGED
	15	ARIO	TKR	6952	34 on board 26 saved	34° 20' N	- 75° 29' W	OFF N.C.
	16	AUSTRALIA	TKR	11728	40 on board 36 saved	35° 07' N	- 75° 22' W	OFF N.C.
	17	ACME	TKR	(6878)	31 on board 20 saved	35° 06' N	- 75° 23' W	OFF N.C. SALVAGED
	17	MUSKOGEE	TKR	7034	34 on board 0 saved	20° 00' N	- 60° 00' W	WEST INDIES
	17	TENAS	FRT	2212		35° 15' N	- 75° 30' W	OFF N.C.
	18	E. H. CLARK	TKR	9647	48 on board 47 saved	34° 50' N	- 75° 35' W	OFF N.C.
	18	PAPOOSE	TKR	5939	34 on board 32 saved	34° 20' N	- 76° 35' W	OFF N.C.
	18	W. E. HUTTON	TKR	7076	36 on board 23 saved	34° 25' N	- 76° 40' W	OFF N.C.
	19	LIBERATOR	FRT	7720	75% or more	35° 14' N	- 75° 33' W	OFF N.C.
	20	OAKMAR	TKR	5766		36° 41' N	- 68° 50' W	OFF VA.
	21	ATLANTIC SUN	TKR	(11355)	46 on board all saved	BEAUFORT SEA BUOY		SALVAGED
	21	ESSO NASHVILLE	TKR	(7943)	37 on board all saved	NO. FRYING PAN		SALVAGED
	23	NAECO	TKR	5372	38 on board 14 saved	33° 59' N	- 76° 40' W	OFF S.C.
	26	DIXIE ARROW	TKR	8046	33 on board 22 saved	34° 59' N	- 75° 33' W	OFF N.C.

March 1942 (continued)

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
PQ13	27	CAROLYN	FRT	3209		36° 00' N	- 70° 00' W	OFF N.C.
	29	CITY OF NEW YORK	PSC	8272	75% or more	35° 12' N	- 74° 40' W	OFF N.C.
	29	EPPINGHAM	FRT	6421	25% - 75%	70° 28' N	- 35° 44' E	BARENTS SEA
TOTAL				193,987				

April 1942

1	T. C. McCOBB	TKR	7451	39 on board	35 saved	7° 10' N	- 45° 20' W	OFF FRENCH GUIANA
2	DAVID H. ATWATER	FRT	2438	25% - 75%		37° 37' N	- 75° 10' W	OFF VA.
2	IEIBRE	TKR	(7075)	34 on board	25 saved	34° 17' N	- 76° 12' W	OFF N.C.
2	OSCEOLA	BGE	1621			42° 00' N	- 77° 00' W	SALVAGED
3	OTHO	PSC	4839	25% - 75%		36° 38' N	- 69° 38' W	OFF MASS.
3	TIGER	TKR	5992	42 on board	41 saved	36° 50' N	- 75° 49' W	OFF N.C.
4	BYRON D. BENSON	TKR	7053	37 on board	28 saved	36° 08' N	- 75° 32' W	OFF N.C.
4	COMOL RICO	TKR	5034	42 on board	39 saved	20° 46' N	- 66° 46' W	OFF BAHAMAS
4	WEST URNI	FRT	5775	75% or more		2° 10' N	- 5° 50' W	GULF OF GUINEA
5	CATAHOULA	TKR	5030	45 on board	38 saved	19° 16' N	- 68° 72' W	OFF SANTO DOMINGO
6	BIDWELL	TKR	(6837)	33 on board	32 saved	34° 24' N	- 75° 57' W	SALVAGED
6	BIENVILLE	FRT	5491	25% - 75%		17° 48' N	- 84° 09' E	BAY OF BENGAL
6	EXMOOR	FRT	4986	75% or more		19° 53' N	- 86° 30' E	OFF BURMA
7	WASHINGTONIAN	FRT	6617	75% or more		7° 25' N	- 73° 05' E	INDIAN OCEAN
8	ESSO BATON ROUGE	TKR	(7989)	39 on board	36 saved	31° 13' N	- 80° 05' W	SALVAGED

April 1942 (continued)

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
8	8	MARGARET	FRT	3352	25% or less	SAN JUAN, P. R. TO N. Y.		
8	8	OKLAHOMA	TKR	(9264)	38 on board 19 saved	31° 13' N -	80° 05' W	OFF GA.
8	8	SELMA CITY	FRT	5686	75% or more	7° 40' N -	84° 30' E	SALVAGED
9	9	ATLAS	TKR	7137	34 on board 32 saved	34° 27' N -	76° 16' W	OFF CEYLON
9	9	ESPARTA	FRT	3365	75% or more	30° 46' N -	81° 11' W	OFF N.C.
9	9	MALCHACE	FRT	3516	75% or more	34° 28' N -	75° 56' W	FLORIDA
9	9	TAMAULIPAS	TKR	6943	37 on board 35 saved	34° 25' N -	76° 00' W	EAST COAST
11	11	HARRY F. SINCLAIR	TKR	(6151)	36 on board 26 saved	34° 10' N -	76° 35' W	OFF N.C.
12	12	DELVALIE	PSC	5032	75% or more	16° 51' N -	72° 25' W	SALVAGED
12	12	ESSO BOSTON	TKR	7698	37 on board all saved	21° 42' N -	60° 00' W	CARIBBEAN SEA
12	12	IESLIE	FRT	2609	75% or more	28° 35' N -	80° 19' W	WEST INDIES
14	14	EUGENE V. R. THAYER	TKR	7137	37 on board 26 saved	2° 35' S -	39° 58' W	FLORIDA
15	15	ROBIN HOOD	FRT	6887	25% - 75%	37° 10' N -	73° 58' W	EAST COAST
16	16	ALCOA GUIDE	FRT	4834	75% or more	35° 34' N -	70° 08' W	OFF NORTH BRAZIL
16	16	GULFAMERICA	TKR	8081	46 on board 29 saved	30° 14' N -	81° 18' W	OFF VA.
18	18	AXTELL J. BYLES	TKR	(8955)	39 on board all saved	4 MI. WIMBIE SHOALS		OFF N.C.
18	18	LUZON	PAS	1679		14° N -	120° E	FLORIDA
19	19	EXMINISTER	FRT	4985	75% or more	41° 45' N -	70° 28' W	EAST COAST
19	19	STEELMAKER	FRT	6176		33° 72' N -	70° 36' W	PHILIPPINES
20	20	CONNECTICUT	TKR	8684	54 on board 17 saved	23° 00' S -	20° 00' W	OFF MASS.
20	20	ELCANO	OAS	1406		100° 30' N -	124° 00' E	OFF S.C.
21	21	PIPESTONE COUNTY	FRT	5102	75% or more	37° 43' N -	66° 16' W	S. ATLANTIC
21	21	SAN JACINTO	PSC	6069	75% or more	31° 10' N -	70° 45' W	PHILIPPINES
21	21	WEST IMBODEN	FRT	5751	75% or more	41° 14' N -	65° 55' W	OFF VA.

April 1942 (continued)

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
23		LAMMONT DUPONT	FRT	5102	75% or more	27° 10' N	- 57° 10' W	N. ATLANTIC
26		ALCOA PARTNER	FRT	5513	75% or more	13° 32' N	- 67° 57' W	OFF LAGUIRA
29		MOBIL OIL	TKR	9860	52 on board all saved	25° 35' N	- 66° 15' W	OFF BAHAMAS
30		ALCOA SHIPPER	FRT	5491	75% or more	37° 49' N	- 65° 15' W	OFF VA.
30		FEDERAL	TKR	2881	33 on board 29 saved	21° 13' N	- 76° 05' W	S. OF CUBA

TOTAL 203,303

May 1942

						EAST COAST FLORIDA		
4		DELISLE	FRT	3478	75% or more	9° 00' N	- 58° 00' W	OFF GEORGETOWN
4		EASTERN SWORD	TKR	3785	37 on board 4 saved	25° 17' N	- 83° 57' W	GULF OF MEXICO
4		MUNGER T. BALL	FRT	5104	75% or more	24° 57' N	- 84° 00' W	GULF OF MEXICO
4		NORLINDO	FRT	2686	75% or more	18° 25' N	- 81° 31' W	S. OF CUBA
4		TUSCALOOSA CITY	FRT	5687	75% or more	20° 00' N	- 73° 30' W	N. OF CUBA
5		AFOUNDRIA	FRT	5010	75% or more	23° 30' S	- 164° 35' E	OFF NEW CALEDONIA
5		JOHN ADAMS	FRT	7180	75% or more	27° 30' N	- 80° 08' W	FLA. E. COAST SALVAGED
5		JAVA ARROW	SS	(8328)	75% or more	28° 40' N	- 88° 22' W	GULF OF MEXICO
6		ALCOA PURITAN	FRT	6759	75% or more	18° 25' N	- 81° 30' W	S. OF CUBA
6		GREEN ISLAND	FRT	1946	75% or more	27° 14' N	- 80° 03' W	FLA. E. COAST
6		HAISEY	TKR	7088	32 on board all saved	25° 57' N	- 83° 57' W	FLA. W. COAST
7		JOSEPH M. CUDAHY	TKR	6949	25% - 75%	26° 31' N	- 79° 59' W	FLA. E. COAST
8		OHIOAN	FRT	6078	25% - 75%	28° 35' N	- 90° 00' W	GULF OF MEXICO
10		AURORA	TKR	(7050)	45 on board 44 saved	12° 12' N	- 57° 25' W	OFF TRINIDAD
12		ESSO HOUSTON	TKR	7698	42 on board 41 saved			

May 1942 (continued)

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
13	13	GULFPENN	TKR	8862	38 on board 25 saved	28° 29' N	89° 12' W	GULF OF MEX.
13	13	GULF PRINCE	TKR	(6560)	37 on board all saved	28° 32' N	91° 00' W	SALVAGED
13	13	NORLATIC	FRT	2606	25% - 75%	12° 13' N	66° 30' W	OFF TRINIDAD
13	13	VIRGINIA	TKR	10731	41 on board 14 saved	28° 53' N	89° 29' W	GULF OF MEX.
14	14	DAVID McKELVEY	TKR	6820	42 on board 25 saved	28° 30' N	89° 55' W	GULF OF MEX.
15	15	NICARAO	FRT	1445	75% or more	25° 20' N	74° 19' W	OFF FLORIDA
16	16	GULFOIL	TKR	5188	40 on board 19 saved	28° 08' N	89° 46' W	KEYS
16	16	RUTH LYKES	FRT	2612	85% or more	16° 36' N	82° 25' W	GULF OF MEX.
16	16	SUN	TKR	(9002)	42 on board all saved	28° 41' N	90° 19' W	S. OF CUBA
16	16	WM. C. McTARNAHAN	TKR	(7306)	45 on board 27 saved	28° 52' N	90° 20' W	GULF OF MEX.
17	17	CHALLENGER	TKR	7667	75% or more	12° 11' N	61° 18' W	SALVAGED
18	18	ISABELLA	FRT	3109	75% or more	18° 24' N	75° 01' W	OFF TRINIDAD
18	18	MERGURY SUN	TKR	8893	35 on board 29 saved	20° 02' N	84° 25' W	NAVASSA IS.
18	18	QUAKER CITY	FRT	4961	25% - 75%	14° 55' N	51° 40' W	S. OF CUBA
18	18	WILLIAM J. SALMAN	FRT	2616	75% or more	20° 08' N	83° 46' W	N. ATLANTIC
19	19	HEREDIA	FRT	4732	25% - 75%	27° 52' N	91° 00' W	S. OF CUBA
19	19	OGONIZ	FRT	5037	25% - 75%	20° 30' N	86° 37' W	GULF OF MEX.
20	20	CLARE	FRT	3378	75% or more	21° 35' N	84° 43' W	OFF HONDURAS
20	20	ELIZABETH	FRT	4727	75% or more	21° 41' N	84° 54' W	GULF OF MEX.
20	20	GEORGE CALVERT	FRT	7191	75% or more	22° 55' N	84° 26' W	S. OF CUBA
20	20	HALO	TKR	6986	42 on board 3 saved	28° 42' N	90° 08' W	GULF OF MEX.
21	21	PLOW CITY	FRT	3282	75% or more	39° 08' N	69° 57' W	OFF N.J.
22	22	MARIANA	FRT	3109		UNKNOWN		
22	22	WM. BOYCE THOMPSON	TKR	(7061)	39 on board all saved	16° 26' N	76° 55' W	CARIBBEAN SEA
23	23	SAMUEL Q. BROWN	TKR	6624	52 on board all saved	20° 15' N	84° 38' W	SALVAGED
25	25	ALCOA CARRIER	FRT	5588	75% or more	18° 45' N	99° 50' W	S. OF CUBA
25	25	BEATRICE	FRT	3451	75% or more	17° 23' N	76° 53' W	OFF SALINA CRUZ
25	25							OFF KINGSTON

June 1942 (continued)

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
TO-5	6	CITY OF BIRMINGHAM	PAS	5861	75% or more	35° 04' N	70° 46' W	OFF N.C.
	7	COAST TRADER	FRT	3286	75% or more	48° 19' N	125° 40' W	OFF WASH.
	7	EDITH	FRT	3382		44° 33' N	74° 35' W	CARIBBEAN SEA
	7	GEORGE CLYMER	FRT	7176	75% or more	44° 28' N	18° 37' W	S. ATLANTIC
	7	SICILIAN	FRT	1654		17° 30' N	71° 29' W	CARIBBEAN SEA
	7	SUWIED	FRT	3249	75% or more	20° 00' N	84° 48' W	S. OF CUBA
	9	FRANKLIN K. LANE	TKR	6589	41 on board 37 saved	11° 12' N	66° 39' W	OFF VENEZUELA
	9	MERRIMACK	FRT	2606		19° 47' N	85° 55' W	OFF HONDURAS
	11	AMERICAN	FRT	4846	75% or more	17° 58' N	84° 28' W	OFF HONDURAS
	11	F. W. ABRAMS	TKR	9310	36 on board all saved	34° 57' N	75° 56' W	OFF N.C.
	11	HAGAN	TKR	6401	44 on board 38 saved	22° 00' N	77° 30' W	S. OF CUBA
XB-25	12	CITIES SERVICE TOLEDO	TKR	8192	45 on board 30 saved	29° 02' N	91° 50' W	GULF OF MEXIC
	12	SIXAOLA	FRT	4693	75% or more	9° 54' N	81° 25' W	OFF COLON
	13	SOLOM TURMAN	FRT	6762	75% or more	10° 30' N	80° 00' W	OFF COLON
	14	LEBORE	FRT	8289	75% or more	12° 53' N	80° 40' W	OFF COLON
	14	SCOTTSBURG	FRT	8001	75% or more	11° 51' N	82° 56' W	OFF TRINIDAD
	15	ARKANSAN	FRT	6997	75% or more	12° 07' N	82° 51' W	OFF TRINIDAD
	15	CHEPROKKE	PSC	5896	25% - 75%	42° 11' N	69° 25' W	OFF MASS.
	15	ESSO AUGUSTA	TKR	(11237)	57 on board all saved	36° 52' N	75° 51' W	SALVAGED
	15	WEST HARDAWAY	FRT	5702	75% or more	11° 50' N	62° 15' W	OFF TRINIDAD
	15	ROBERT C. TUTTLE	TKR	(11615)	47 on board 46 saved	36° 51' N	75° 51' W	SALVAGED
	16	CHANT	FRT	5601	75% or more	32° 25' N	11° 40' E	OFF TRIPOLI
KS-511	16	KAHUKU	FRT	6062	75% or more	11° 52' N	63° 07' W	OFF TRINIDAD
	17	MILLINOCKET	FRT	3274	25% - 75%	23° 12' N	79° 58' W	N. OF CUBA
	17	SANTORE	FRT	7117	75% or more	24° 05' N	81° 40' W	S.E. OF KEY WEST
ON-102	18	SEATTLE SPIRIT	FRT	5627	75% or more	50° 23' N	42° 25' W	N. ATLANTIC
	18	TILLIE LYKES	FRT	2572		19° 00' N	85° 00' W	OFF HONDURAS

June 1942 (continued)

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
	20	WEST IRA	FRT	5681	75% or more	12° 28' N	57° 05' W	OFF TRINIDAD
	21	ALCOA CADET	FRT	4823	75% or more	68° 00' N	32° 00' E	MURMANSK
	22	E. J. SADLER	TKR	9368	36 on board all saved	15° 26' N	67° 53' W	CARIBBEAN SEA
	22	RAWLEIGH WARNER	TKR	3663	33 on board 0 saved	28° 53' N	89° 13' W	GULF OF MEXICO
	23	MAJOR GEN. HENRY GIBBINS	FRT	5766		24° 35' N	87° 45' W	GULF OF MEXICO
	24	MANUELA	FRT	4772	75% or more	34° 30' N	75° 40' W	OFF N.C.
	27	POLYBIUS	FRT	7041	75% or more	10° 55' N	57° 46' W	OFF TRINIDAD
	27	POTLATCH	FRT	6065	75% or more	19° 20' N	15° 18' W	S. ATLANTIC
	28	RAPHAEL SEMMES	FRT	6027	25% - 75%	29° 30' N	64° 30' W	N. ATLANTIC
	28	SEA THRUSH	FRT	5447	75% or more	22° 38' N	60° 59' W	OFF ST. THOMAS
	28	STEPHEN R. JONES	FRT	4387		41° 62' N	70° 33' W	CAPE COD CANAL
	28	WILLIAM A. ROCKEFELLER	TKR	14057	50 on board all saved	35° 11' N	75° 07' W	OFF N.C.
	29	RUTH	FRT	4833		21° 44' N	74° 05' W	S.E. OF CUBA
	29	THOMAS MCKEAN	FRT	7191	75% or more	22° 00' N	60° 00' W	WEST INDIES
	30	EXPRESS	FRT	6736	75% or more	22° 30' S	37° 30' E	OFF MADAGASCAR
		TOTAL		289,790				

July 1942

	1	WARRIOR	FRT	7551	75% or more	10° 54' N	61° 01' W	OFF TRINIDAD
	2	EDWARD LUCKENBACH	FRT	7934	75% or more	24° 56' N	81° 53' W	N. OF KEY WEST
PQ-17	3	ALEXANDER MACOMB	FRT	9172	75% or more	41° 40' N	66° 52' W	ATLANTIC
	3	GULF BELLE	TKR	(7104)	49 on board 46 saved	11° 43' N	60° 35' W	OFF TRINIDAD
								SALVAGED
	4	CHRISTOPHER NEWPORT	FRT	7191	75% or more	75° 49' N	22° 15' W	BARENTS SEA
PQ-17	4	NORLANDIA	FRT	2689	25% - 75%	19° 39' N	68° 10' W	CARIBBEAN SEA
PQ-17	4	WILLIAM HOOVER	FRT	7177	75% or more	75° 55' N	27° 14' E	BARENTS SEA

July 1942 (continued)

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
PQ-17	5	CARLTON	FRT	5127		OFF NORTH CAPE, NORWAY		
PQ-17	5	DANIEL MORGAN	FRT	7177	75% or more	75° 08' N - 45° 06' E		BARENTS SEA
PQ-17	5	FAIRFIELD CITY	FRT	5686	75% or more	75° 40' N - 39° 45' E		BARENTS SEA
PQ-17	5	HEFRON	FRT	7611	75% or more	66° 34' N - 23° 14' W		DENMARK STRAITS
PQ-17	5	HONOMU	FRT	6977	25% - 75%	75° 05' N - 38° 00' E		BARENTS SEA
PQ-17	5	HYBERT	FRT	6120	75% or more	66° 34' N - 23° 14' W		OFF ICELAND
PQ-17	5	MASSMAR	FRT	5828	25% - 75%	66° 34' N - 23° 14' W		OFF ICELAND
PQ-17	5	PAN KRAFT	FRT	5644	75% or more	76° 50' N - 38° 00' W		BARENTS SEA
PQ-17	5	PETER KERR	FRT	6476	75% or more	74° 30' N - 35° 30' E		BARENTS SEA
PQ-17	6	JOHN WITHERSPOON	FRT	7191	75% or more	74° 30' N - 58° 00' E		KARA SEA
PQ-17	6	PAN ATLANTIC	FRT	5411	25% - 75%	69° 00' N - 48° 00' E		CAPE KANIN, RUSSIA
PQ-17	6	WASHINGTON	FRT	5564	75% or more	75° 00' N - 40° 00' E		BARENTS SEA
PQ-17	6	WILLIAM H. MACHEN	FRT	3922		42° 57' N - 70° 30' W		OFF N.H.
PQ-17	7	ALCOA RANGER	FRT	5116	75% or more	71° 20' N - 51° 00' E		BARENTS SEA
PQ-17	7	OKLAHOMA	FRT	5508		33° 50' S - 18° 16' E		OFF CAPE TOWN
PQ-17	7	OLOPANA	FRT	6069	75% or more	72° 10' N - 51° 00' E		BARENTS SEA
PQ-17	7	PAUL HARWOOD	TKR	(6610)	56 on board all saved	28° 26' N - 88° 38' W		SALVAGED
PQ-17	7	RUFUS KING	FRT	7176		27° 12' S - 153° 12' E		OFF AUSTRALIA
PQ-17	8	J. A. MOFFETT, JR.	TKR	(9788)	43 on board 42 saved	24° 45' N - 80° 42' W		OFF FLORIDA KEYS
								SALVAGED
	9	BENJAMIN BREWSTER	TKR	5950	42 on board 16 saved	29° 05' N - 90° 05' W		GULF OF MEXICO
	9	SANTA RITA	FRT	8379	75% or more	26° 11' N - 55° 40' W		N. ATLANTIC
PQ-17	10	HOOSIER	FRT	5060	75% or more	69° 45' N - 38° 35' E		BARENTS SEA
	12	ANDREW JACKSON	FRT	5990	75% or more	23° 32' N - 81° 02' W		S.E. OF KEY WEST
	12	TACHIRA	FRT	2325	75% or more	18° 15' N - 81° 54' W		S. OF CUBA

July 1942 (continued)

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives saved	Position		Location
						Lat.	Long.	
AS-4	13	ONEIDA	FRT	2309	75% or more	20° 17' N	74° 06' W	N. OF HAITI
	13	R. W. GALLAGHER	TKR	7989	52 on board 44 saved	28° 32' N	90° 59' W	GULF OF MEX.
	14	ARCATA	FRT	2722	75% or more	53° 35' N	157° 40' W	N. PACIFIC
	15	CHILORE	SS	8310	75% or more	34° 39' N	75° 34' W	OFF S.C.
	15	PENNSYLVANIA SUN	FRT	(11373)	59 on board 57 saved	24° 12' N	82° 35' W	SALVAGED
	16	FAIRPORT	FRT	6165	75% or more	27° 00' N	64° 25' W	N. ATLANTIC
	16	WILLIAM F. HUMPHREY	TKR	7892	45 on board 37 saved	05° 37' S	56° E	OFF FR. AFRICA
	20	COAST FARMER	FRT	3290	75% or more	35° 23' S	151° 00' E	OFF AUSTRALIA
	21	WILLIAM DAWES	FRT	7176	75% or more	36° 47' S	150° 16' E	OFF SYDNEY
	22	HONOLULU	FRT	7493	75% or more	8° 41' N	22° 12' W	N. ATLANTIC
	23	ONANDAGA	FRT	2309	25% - 75%	22° 40' N	78° 44' W	N. OF CUBA
	25	ANNIE ROLPH	KKN	1393		ROCKY POINT, CALIF.		
	27	STELLA LYKES	FRT	6801	75% or more	6° 46' N	24° 55' W	N. ATLANTIC
	30	CRANFORD	FRT	6096	75% or more	12° 17' N	55° 11' W	OFF TRINIDAD
	30	ROBERT E. LEE	PAS	5184	75% or more	28° 37' N	88° 20' W	GULF OF MEX.
Escorted 30								
TOTAL				247,150				

August, 1942

SC-94 GM	8	KAIMOKU	FRT	6367	75% or more	56° 32' N	32° 15' W	N. ATLANTIC
	13	ALMERIA LYKES	FRT	7773	75% or more	36° 40' N	11° 35' E	OFF TUNISIA
	13	CALIFORNIA	FRT	5441	75% or more	9° 24' N	33° 02' W	N. ATLANTIC
	13	CRIPPLE CREEK	FRT	6320	75% or more	6° 43' N	14° 15' W	OFF SIERRA LEONE

August 1942 (continued)

Convoy Number	Date	Name of Vessel	Gross Tonnage	Lives Saved	Position		Location
					Lat.	Long.	
TAW-12	13	DELMUNDO	PAS	5032	19° 55' N -	73° 49' W	CARIBBEAN SEA
	13	R.M. PARKER, JR.	TKR	6779	28° 37' N -	90° 48' W	GULF OF MEX.
GM	13	SANTA ELISA	FRT	8379	36° 48' N -	11° 23' E	OFF ALGIERS
SG-94	15	BALLADIER	FRT	3279	55° 23' N -	24° 32' W	N. ATLANTIC
	17	LOUISIANA	TKR	8588	7° 24' N -	51° 33' W	OFF GUIANA
TAW-13	18	JOHN HANCOCK	FRT	7176	19° 41' N -	76° 50' W	OFF JAMAICA
TAW-5	19	WEST CELINA	FRT	5722	11° 45' N -	62° 30' W	OFF TRINIDAD
SG-6	27	CHATHAM	PAS	5649	51° 52' N -	55° 30' W	OFF N.F.
	21	CHALLENGER	FRT	7667	12° 35' N -	62° 11' W	OFF TRINIDAD
SG-6	28	ARLYN	FRT	3304	51° 55' N -	55° 50' W	OFF N.F.
	28	ESSO ARUBA	TKR	(8773)	17° 55' N -	74° 50' W	SALVAGED
	29	TOPA-TOPA	PAS	5356	10° 16' N -	51° 30' W	N. ATLANTIC
	30	JACK CARNES	TKR	10907	45° 35' N -	28° 02' W	N. ATLANTIC
	30	STAR OF OREGON	FRT	7176	11° 48' N -	59° 45' W	OFF TRINIDAD
	30	WEST LASHAWAY	FRT	5637	9° 30' N -	58° 30' W	OFF TRINIDAD
TOTAL			116,552				

September 1942

1	CROWN CITY	5433					SLEDGE IS. LIGHT, ALASKA
4	ALAMAR	5688	FRT				100 MI. S.E. OF BEAR ISLAND
3	STEEL VENDOR	1695	FRT				LAKE SUPERIOR
12	PATRICK J. HURLEY	10864	TKR	62 on board	45 saved	22° 10' N -	47° 04' W N. ATLANTIC
PQ-18	JOHN PENN	7177	FRT	75% or more		67° 00' N -	10° 00' E GREENLAND SEA

September 1942 (continued)

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
PQ-18	13	MARY LUCKENBACH	FRT	5049	25% or less	76° 00' N	- 10° 00' E	GREENLAND SEA
PQ-18	13	OLIVER ELLSWORTH	FRT	7191	75% or more	75° 52' N	- 7° 55' E	GREENLAND SEA
PQ-18	13	OREGONIAN	FRT	4862	25% - 75%	76° 00' N	- 9° 30' E	GREENLAND SEA
PQ-18	13	WACOSTA	FRT	5432	75% or more	76° 05' N	- 10° 00' E	GREENLAND SEA
	15	AMERICAN LEADER	FRT	6778		34° 00' S	- 5° 00' W	S. ATLANTIC
	15	WICHITA	FRT	6174		15° 00' N	- 54° 00' W	OFF WEST INDIES
	16	COMMERCIAL TRADER	FRT	2606	75% or more	10° 30' N	- 60° 15' W	OFF TRINIDAD
	17	MAE	PAS	5607	75% or more	8° 03' N	- 58° 13' W	OFF TRINIDAD
	18	KENTUCKY	FRT	5446	75% or more	68° 45' N	- 43° 30' E	BARENTS SEA
PQ-18	20	SILVER SWORD	FRT	4937	75% or more	75° 41' N	- 3° 12' W	GREENLAND SEA
	21	DRUID HILL	BGE	1281		37° 00' N	- 76° 14' W	OFF VA.
	22	BELLINGHAM	FRT	5345	75% or more	70° 00' N	- 10° 30' W	GREENLAND SEA
QP-14	22	ESSO WILLIAMSBURG	TKR	11237	60 on board 0 saved	53° 10' N	- 41° 00' W	N. ATLANTIC
	22	PAUL LUCKENBACH	FRT	6606	75% or more	10° 03' N	- 63° 43' W	OFF TRINIDAD
	22	TRANSPORT	BRG	1397		EAGLE HARBOR, MICH.		
	23	PENMAR	FRT	5868	75% or more	58° 12' N	- 34° 35' W	N. ATLANTIC
SC-100	24	ANTINOUS	FRT	6034		8° 58' N	- 50° 33' W	OFF FRENCH GUIANA
	24	JOHN WINTHROP	FRT	7176		57° 20' N	- 25° 10' W	N. ATLANTIC
ON-131	24	LOSAR	FRT	5549	25% - 75%	8° 06' N	- 74° 23' E	INDIAN OCEAN
	24	WEST CHETAC	FRT	5627	25% - 75%	76° 11' N	- 3° 12' W	GREENLAND SEA
RB-1	25	BOSTON	PAS	4989		54° 23' N	- 27° 54' W	N. ATLANTIC
RB-1	26	YORKTOWN	PAS	1547		55° 10' N	- 18° 50' W	N. ATLANTIC
	27	STEPHEN HOPKINS	FRT	7181	25% or less	28° 08' S	- 11° 59' E	OFF S. W. AFRICA
	28	ALCOA MARINER	FRT	5590	75% or more	8° 57' N	- 60° 08' W	OFF TRINIDAD

TOTAL 100,366

October 1942

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
	2	ALCOA TRANSPORT	FRT	2084	25% - 75%	09° 06' N	60° 10' W	OFF TRINIDAD
	4	CARIBSTAR	FRT	2592	75% or more	08° 30' N	59° 37' W	OFF ORINOCO RIVER
HX-209	4	ROBERT H. COLLEY	TKR	11651	61 on board 33 saved	59° 06' N	26° 18' W	N. ATLANTIC
	5	WILLIAM A. MCKENNEY	FRT	6153	75% or more	8° 35' N	59° 20' W	OFF ORINOCO RIVER
	6	LARRY DOHENY	TKR	7038	44 on board 38 saved	42° 20' N	125° 02' W	OFF CALIF.
	7	CHICKASAW CITY	FRT	6196	75% or more	34° 05' S	17° 16' E	OFF CAPE TOWN
	8	JOHN CARTER ROSE	FRT	7191	75% or more	10° 27' N	45° 37' W	N. ATLANTIC
	8	SWIFTSURE	TKR	8206	33 on board all saved	32° 07' S	18° 17' E	OFF CAPE TOWN
	9	COLORADAN	FRT	6557	75% or more	35° 47' S	14° 34' E	OFF CAPE TOWN
	9	EXAMELIA	FRT	4981	85% or more	34° 52' S	18° 30' E	OFF CAPE TOWN
	10	CAMDEN	TKR	6653	48 on hand 47 saved	43° 45' N	124° 55' W	OFF OREGON
	11	STEEL SCIENTIST	FRT	5688	75% or more	5° 48' N	51° 40' W	OFF FRENCH GUIANA
	13	SUSANNA	FRT	5929		53° 41' N	41° 23' W	N. ATLANTIC
	18	ANGELINA	FRT	4772	25% or less	49° 39' N	30° 20' W	N. ATLANTIC
	19	LEHIGH	FRT	4983	75% or more	8° 26' N	14° 37' W	OFF SIERRA LEONE
ON-137	19	STEEL NAVIGATOR	FRT	5719	25% - 75%	49° 45' N	31° 21' W	N. ATLANTIC
	22	ADMIRAL Y. S. WILLIAMS	FRT	3252		HONGKONG, CHINA		
	23	REUBEN TIPTON	FRT	6829	75% or more	14° 33' N	54° 58' W	OFF W. INDIES
	25	NORLUNA	FRT	2637		58° 00' N	68° 00' W	UNGAVA BAY LABRADOR
HX-212	25	PRESIDENT COOLIDGE	FRT	21936		ESPIRITU SANTO, NEW HEBRIDES		
	26	ANNIE HUTCHINSON	FRT	7176	75% or more	34° 10' S	00° 30' E	S. ATLANTIC
	27	GURNEY E. HEWLIN	TKR	8226	59 on board 56 saved	54° 50' N	30° 36' W	N. ATLANTIC
	29	LA SALLE	FRT	5462		40° 00' S	21° 30' E	OFF CAPE TOWN
HX-212	29	PAN NEW YORK	TKR	7701	56 on board 16 saved	54° 00' N	23° 60' W	N. ATLANTIC
	29	WEST KEBAR	FRT	5620	75% or more	14° 57' N	53° 37' W	OFF W. INDIES
TOTAL				165,232				

November 1942

<u>Convoy Number</u>	<u>Date</u>	<u>Name of Vessel</u>	<u>Type</u>	<u>Gross Tonnage</u>	<u>Lives Saved</u>	<u>Position</u>		<u>Location</u>
						<u>Lat.</u>	<u>Long.</u>	
	1	GEORGE THACHER	FRT	7176	75% or more	20° 20' S	8° 16' E	OFF FR. EQUIT AFRICA
	2	EXETER	FRT	9360		33° 04' N	7° 40' W	OFF TANGIER
	3	EAST INDIAN	FRT	8159	25% or less	37° 23' S	30° 30' E	OFF S. AFRICA
SC-107	3	HAHIRA	TKR	6855	55 on board 52 saved	54° 37' N	41° 37' W	N. ATLANTIC
	4	WILLIAM CLARK	FRT	7176	25% - 75%	71° 05' N	13° 20' W	GREENLAND SEA
TAG-18	5	METON	TKR	7027	47 on board all saved	12° 25' N	69° 23' W	OFF VENEZUELA
TAG-19	7	NATHANIEL HAWTHORNE	FRT	7176	25% or less	11° 38' N	63° 04' W	OFF TRINIDAD
ESCORTED	8	WEST HUMHAW	FRT	5527	75% or more	4° 21' N	2° 42' W	GULF OF GUINEA
	9	EDGAR ALLEN POE	FRT	7176	75% or more	22° 14' S	166° 30' E	NEW CALEDONIA
	9	SANTA LUCIA	FRT	9135				OFF ALGIERS
	10	MARCUS WHITMAN	FRT	7176	75% or more	5° 40' S	32° 11' W	OFF NATAL
	11	EXCALIBUR	FRT	9359		34° 00' N	7° 30' W	OFF TANGIER
	12	BUCHANAN	EI.S	5613	75% or more	52° 06' N	25° 54' W	N. ATLANTIC
	12	PRESIDENT CLEVELAND	FRT	12568		30° 40' N	7° 41' W	OFF MOROCCO
	12	PRESIDENT PIERCE		12579		30° 40' N	7° 41' W	OFF MOROCCO
	13	EXCELLO	FRT	4969	75% or more	32° 23' S	30° 07' E	OFF S. AFRICA
	13	STAR OF SCOTLAND	SCH	2290		26° 30' S	00° 20' W	OFF S.W.AFRICA
JA-30	18	BRILLIANT	TKR	(9131)	59 on board all saved	50° 42' N	45° 50' W	SALVAGED
	18	PARISMINA	FRT	4732	25% - 75%	54° 07' N	38° 26' W	N. ATLANTIC
ON-144	21	PIERCE BUTLER	FRT	7191	75% or more	29° 53' S	36° 28' E	OFF S. AFRICA
	22	ALCOA PATHFINDER	FRT	6797	75% or more	26° 40' S	30° 08' E	OFF PORTUGUESE E. AFRICA
	23	CADDO	TKR	10173	25% or less	38° 21' N	55° 43' W	N. ATLANTIC
	27	JEREMIAH WADSWORTH	FRT	7176	75% or more	39° 22' S	22° 23' E	OFF S. AFRICA
	28	ALASKAN	FRT	5364	75% or more	3° 56' N	26° 19' W	N. ATLANTIC

November 1942 (continued)

<u>Convoy Number</u>	<u>Date</u>	<u>Name of Vessel</u>	<u>Type</u>	<u>Gross Tonnage</u>	<u>Lives Saved</u>	<u>Position</u>		<u>Location</u>
						<u>Lat.</u>	<u>Long.</u>	
ON-144	28	YAKA	FRT	5432	75% or more	34° 25' N	29° 30' W	N. ATLANTIC
	29	THOMAS T. TUCKER	FRT	7176		34° 46' S	18° 23' E	N. ATLANTIC
TOTAL				183,362				

December 1942

3	LAKE ALLEN	MER	2015			45° 32' N	60° 35' W	OFF NOVA SCOTIA
4	SAWOLKA	FRT	5882			35° 00' S	36° 00' E	OFF CAPETOWN
9	JAMES Mc KAY	FRT	6762			58° 00' N	23° 24' W	N. ATLANTIC
9	COAMO	PAS	7057			N. ATLANTIC 150 MILES OFF IRELAND EN ROUTE TO N. Y.		
15	ALCOA RAMBLER	FRT	5500		75% or more	3° 51' S	33° 08' W	N.E. OF NATAL
21	HOWARD	BRG	2219			NORTH RIVER, N. Y.		
23	CLEVÉCO	BRG	2441			LAKE ERIE		
25	DONA AURORA	FRT	5011			2° 00' S	35° 17' W	S. ATLANTIC
27	PORT OXFORD	FRT	1293			57° 00' N	134° 38' W	OFF SITKA ALASKA
31	MAIDEN CREEK	PAS	5031			40° 10' N	72° 02' W	OFF BLOCK ISLAND, R.I.
TOTAL			43,211					

January 1943

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
UGS-3	1	ARTHUR MIDDLETON	FRT	7176	25% or less	35° 45' N	- 00° 45' W	OFF ORAN
	2	THOMAS A. EDISON	FRT	7176		19° 55' S	- 178° 16' W	FIJI ISLAND
TB-1	8	BIRMINGHAM CITY	FRT	6194	75% or more	7° 12' N	- 55° 37' W	OFF BR. GUIANA
TB-1	8	COLLINGSWORTH	FRT	5101	75% or more	7° 12' N	- 55° 37' W	OFF BR. GUIANA
TB-1	8	MINOTAUR	FRT	4553	75% or more	7° 12' N	- 55° 37' W	OFF BR. GUIANA
TB-1	9	BROAD ARROW	TKR	7796	47 on board 24 saved	7° 21' N	- 55° 43' W	OFF BR. GUIANA
	10	LOUISE LYKES	FRT	6155		56° 15' N	- 22° 00' W	N. ATLANTIC
	10	NORWALK	FRT	2157		28° 18' N	- 80° 00' W	N. OF CUBA
	15	MAPEIE	FRT	3297		55° 25' N	- 160° 12' W	OFF SHUMAGIN IS ALASKA
	18	MOBILUBE	TKR (10222)		52 on board 49 saved	33° 57' N	- 157° 05' E	SALVAGED
	21	LIPSCOMB BYKES	FRT	6744		21° 00' S	- 167° 30' E	OFF NEW CALEDONIA
	23	BENJAMIN SMITH	FRT	7177	75% or more	4° 05' N	- 7° 50' W	OFF SASSANDRA AFRICA
JH-30	25	BRILLIANT	TKR	9131		46° 13' N	- 58° 38' W	OFF HALIFAX
	26	PORT ORFORD	FRT	1293	55 on board 44 saved	OFF YACHT ISLAND, ALASKA		
	26	LEWIS CASS	FRT	7176		29° 11' N	- 118° 17' W	GUADALUPE IS. MEXICO
	27	CAPE DECISION	FRT	5106	75% or more	23° 57' N	- 47° 29' W	N. ATLANTIC
UGS-4	27	CITY OF FLINT	FRT	4963	75% or more	34° 47' N	- 31° 30' W	N. ATLANTIC
UGS-4	27	JULIA WARD HOWE	FRT	7176	75% or more	34° 47' N	- 31° 30' W	N. ATLANTIC
UGS-4	28	CHARLES C. PINCKNEY	FRT	7177	25% - 75%	36° 40' N	- 30° 45' W	N. ATLANTIC
	30	SAMUEL GOMPERS	FRT	7176	75% or more	24° 21' S	- 166° 12' E	OFF NEW CALEDONIA

TOTAL 112,724

February 1943

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
HX-224	2	JEREMIAH VAN RENNSSELAR	FRT	7177	25% - 75%	55° 13' N	- 28° 52' W	OFF CAPE FAREWELL, GREENLAND
	3	DORCHESTER		5649	25% - 75%	59° 22' N	- 48° 42' W	OFF GREENLAND
RA-52	3	GREYLOCK	FRT	7460	75% or more	70° 50' N	- 00° 21' W	N.E. OF ICELAND
SC-118	7	HENRY R. MALLORY	FRT	6063	25% - 75%	55° 19' N	- 26° 29' W	N. ATLANTIC
SC-118	7	ROBERT E. HOPKINS	TKR	6624	57 on board 42 saved	55° 14' N	- 26° 30' W	N. ATLANTIC
SC-118	7	WEST PORTAL	FRT	5376		53° 00' N	- 35° 00' W	N. ATLANTIC
ON-3	8	ROGER B. TANEY	FRT	7191	75% or more	23° 00' S	- 15° 00' W	S. ATLANTIC
GZ-21	8	NORTHERN SWORD	FRT	2648		10° 28' N	- 79° 32' W	OFF COLON
UGS-5	9	PAN ROYAL	FRT	5627		36° 40' N	- 67° 20' W	N. ATLANTIC
	10	STARR KING	FRT	7176	75% or more	34° 15' S	- 154° 20' E	OFF AUSTRALIA
ONS-65	17	ATLANTIC SUN	TKR	11335	66 on board 1 saved	51° 00' N	- 41° 00' W	N. ATLANTIC
	17	DEER LODGE	FRT	6187	75% or more	33° 46' S	- 26° 58' E	OFF S. AFRICA
ON-167	21	ROSARIO	FRT	4659	25% - 75%	50° 30' N	- 24° 38' W	N. ATLANTIC
ON-166	22	CHATTANOOGA CITY	FRT	5686	75% or more	40° 53' N	- 34° 32' W	N. ATLANTIC
UC-1	23	ESSO BATON ROUGE	TKR	7989	68 on board 65 saved	31° 10' N	- 27° 30' W	N. ATLANTIC
ON-166	23	EXPOSITOR	FRT	4959	75% or more	47° 00' N	- 34° 30' W	N. ATLANTIC
ON-166	23	HASTINGS	FRT	5401	75% or more	46° 48' N	- 36° 18' W	N. ATLANTIC
MKS-8	23	NATHANIEL GREEN	FRT	7176	75% or more	35° 10' N	- 10° 11' W	OFF GIBRALTAR
ON-166	24	JONOTHAN STURGES	FRT	7176	25% - 75%	45° 06' N	- 39° 14' W	N. ATLANTIC
	28	DANIEL CARROLL	FRT	7176	75% or more	37° 05' N	- 04° 21' E	OFF ALGIERS
HX-227	28	WADE HAMPTON	FRT	7176	75% or more	59° 49' N	- 34° 43' W	N. ATLANTIC

TOTAL 135,911

March 1943

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
BT-6	1	FITZ JOHN PORTER	FRT	7176	75% or more	12° 20' S	37° 01' W	
	1	GULFWAVE	TKR	(7140)	54 on board all saved	22° 30' N	174° 45' E	SALVAGED
HX-227	2	MERIWETHER LEWIS	FRT	7176	25% or less	61° 10' N	28° 25' W	N. ATLANTIC
DN-21	3	HARVEY W. SCOTT	FRT	7176	75% or more	31° 54' S	7° 37' E	OFF S. AFRICA
	3	MARY	FRT	5104	75% or more	8° 25' N	52° 50' W	OFF DUTCH GUIANA
	3	STAG HOUND	FRT	8591	25% or more	16° 10' S	7° 20' W	N. ATLANTIC
RA-53	5	EXECUTIVE	FRT	4978	75% or more	72° 44' N	11° 27' E	GREENLAND SEA
	5	HARTWELSON	FRT	3078		43° 27' N	70° 00' W	OFF ME.
ON-168	6	THOMAS HOOPER	FRT	7176		53° 20' N	47° 00' W	N. ATLANTIC
RA-53	8	J. L. M. CURRY	FRT	6800		66° 53' N	14° 17' W	OFF ICELAND
	8	JAMES B. STEPHENS	FRT	7176	75% or more	28° 53' S	33° 18' E	OFF DURBAN
BT-6	9	JAMES K. POLK	FRT	7177	75% or more	7° 11' N	52° 30' W	OFF DUTCH GUIANA
SC-121	9	MALANTIC	FRT	3837	25% - 75%	58° 31' N	22° 32' W	N. ATLANTIC
RA-53	9	PUERTO RIGAN	FRT	6076	25% or less	66° 44' N	10° 41' W	OFF ICELAND
	9	MARK HANNA		7174	75% or more	07° 40' N	52° 08' W	N. ATLANTIC
	9	THOMAS RUFFIN		7191	75% or more	07° 40' N	52° 07' W	OFF DUTCH GUIANA
RX-228	10	ANDREA F. LUCKENBACH	FRT	6565	75% or more	51° 20' N	29° 20' W	N. ATLANTIC
KW-123	10	JAMES B. SPRUNT	FRT	7176	25% or less	19° 49' N	74° 38' W	S. OF CUBA
RA-53	10	RICHARD BLAND	FRT	7191		72° 44' N	11° 27' W	GREENLAND SEA
KW-123	10	RICHARD D. SPAIGHT	FRT	7177	75% or more	28° 00' S	37° 00' E	OFF S. AFRICA
HX-225	10	VIRGINIA SINCLAIR	TKR	6151	44 on board 37 saved	20° 11' N	74° 04' W	OFF HAITI
UGS-6	11	WILLIAM C. GORGAS	FRT	7197		51° 05' N	27° 35' W	N. ATLANTIC
	13	KEYSTONE	FRT	5565	75% or more	37° 59' N	37° 40' W	N. ATLANTIC
GAT-49	13	CITIES SERVICE MISSOURI	TKR	7612	54 on board 52 saved	14° 50' N	76° 46' W	CARIBBEAN SEA

March 1943 (continued)

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
UGS-6	16	BENJAMIN HARRISON	FRT	7191	75% or more	39° 09' N	24° 15' W	N. ATLANTIC
HX-229	16	JAMES OGIE THORPE	FRT	7176	25% - 75%	50° 38' N	34° 46' W	N. ATLANTIC
HX-229	17	HARRY LUCKENBACH	FRT	6366		50° 38' N	34° 46' W	N. ATLANTIC
HX-229	17	IRENEE DUPONT	FRT	6125	75% or more	50° 38' N	35° 02' W	N. ATLANTIC
HX-229	17	WILLIAM EUSTIS	FRT	7196	75% or more	50° 38' N	34° 46' W	N. ATLANTIC
UGS-6	18	MOLLY PITCHER	FRT	7196	75% or more	50° 38' N	34° 46' W	N. ATLANTIC
HX-229	18	WALTER Q. GRESHAM	FRT	7176	25% - 75%	53° 35' N	28° 05' W	N. ATLANTIC
HX-229	19	MATTHEW LUCKENBACH	FRT	5848	75% or more	54° 23' N	23° 34' W	N. ATLANTIC
	26	CHARLES C. PINCKNEY	FRT	7177		150 MILES S.W. OF AZORES		
ON-48	27	LILLIAN LUCKENBACH	FRT	6369		35° 58' N	75° 25' W	OFF N.C.
	27	MASAYA	FRT	1174		50° 53' S	148° 33' E	NEW BRITAIN
	29	ESSO MANHATTAN	TKR (10172)		73 on board all saved	25 MILES OFF AMBROSE		LIGHTSHIP OFF N.Y.
FX-230	29	WILLIAM PIERCE FRYE	FRT	7176	25% or less	56° 56' N	24° 15' W	N. ATLANTIC
	31	SAN HOUSTON	FRT	7176	75% or more	15° 00' N	63° 20' W	W. I.
TOTAL				233,866				
April 1943								
HX-231	3	GULFSTATE	TKR	7612	49 on board 18 saved	24° 22' N	80° 18' W	OFF FLA. KEYS
GUAM-83	5	SUNOIL	TKR	9005	43 on board 0 saved	58° 15' N	34° 14' W	N. ATLANTIC
HX-232	6	JOHN SEVIER	FRT	7176	75% or more	20° 17' N	73° 52' W	N. OF CUBA
UGS-7	10	EDWARD B. DUDLEY	FRT	7177	25% or less	53° 00' N	38° 00' W	N. ATLANTIC
	11	JAMES W. DENVER	FRT	7200	75% or more	28° 46' N	25° 40' W	W. OFF CANARY IS.

April 1943 (continued)

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
UGS-7 PB-34 HX-234	20	MICHIGAN	FRT	5594	75% or more	36° 01' N	- 1° 25' W	OFF ORAN
	21	JOHN DRAYTON	FRT	7177	25% - 75%	34° 00' S	- 34° 34' E	OFF S. AFRICA
	22	ROBERT GRAY	FRT	7176		57° 30' N	- 43° 00' W	N. ATLANTIC
	24	SANTA CATALINA	FRT	6507	75% or more	30° 59' N	- 76° 07' W	OFF GA.
ONS-5	27	LYDIA M. CHILD	FRT	7176	75% or more	33° 08' S	- 153° 24' E	OFF AUSTRALIA
	29	McKEESPORT	FRT	6198	75% or more	61° 22' N	- 35° 09' W	OFF GREENLAND
	30	PHOEBE A. HEARST	FRT	7176	75% or more	20° 07' S	- 177° 33' E	N. OF FIJI IS.
TOTAL				85,174				

May 1943

ONS-5 ONS-5	4	ONEIDA	FRT	2664		31° 24' N	- 75° 20' W	N. ATLANTIC
	5	WEST MADAKET	FRT	5565	75% or more	54° 00' N	- 45° 10' W	N. ATLANTIC
	5	WEST MAXIMUS	FRT	5561	75% or more	55° 00' N	- 43° 00' W	N. ATLANTIC
	7	SAMUEL J. KIRKWOOD	FRT	7191		15° 00' S	- 7° 00' W	S. ATLANTIC
NC-18 CO-94	8	PAT HARRISON	FRT	7191		21° 31' N	- 76° 48' W	OFF GIBRALTAR
	13	NICKELINER	TKR	2249	31 on board all saved	33° 00' S	- 146° 00' E	OFF S.E. CUBA
	16	CITIES SERVICE BOSTON	TKR	9347		18° 41' S	- 175° 07' E	OFF AUSTRALIA
	16	WILLIAM K. VANDERBILT	FRT	7181	75% or more	17° 30' S	- 173° 02' E	OFF LOYALTY IS.
	18	H. M. STOREY	TKR	10764	65 on board 63 saved			OFF NEW
	27	FLORIDA	TKR	(8580)		03° 56' S	- 36° 43' W	HEBRIDES
	27	JOHN WORTHINGTON	TKR	(8166)	79 on board all saved	03° 52' S	- 36° 45' W	SALVAGED
	29	AGWILMONTE	FRT	6679	50 on board all saved	34° 57' S	- 19° 33' E	SALVAGED
TS-41	30	FLORA MacDONALD	FRT	7177		7° 15' N	- 13° 20' W	OFF S. ATLANTIC
								OFF CAPE AQUILLAS
TOTAL				71,569				OFF SIERRA LEONE

June 1943

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
NK-544	1	JOHN MORGAN	FRT	7176		36° 53' N	- 76° 00' W	OFF VA.
	2	CITY OF ALMA	FRT	5446	25% - 75%	23° 00' N	- 62° 30' W	N. ATLANTIC
	3	MONTANAN	FRT	4698	75% or more	15° 10' N	- 58° 45' E	INDIAN OCEAN
	4	CORNISH	FRT	1827				N. ATLANTIC
	6	WILLIAM KING	FRT	7176	75% or more	30° 34' E	- 30° 15' E	S. AFRICA
	10	ESSO GETTYSBURG	TKR	10173	70 on hand 15 saved	31° 00' N	- 79° 15' W	OFF GA.
GP-55	15	GEORGE M. HUMPHREY	OLF	8004		OFF STR. OF MACHINAW, MICH.		
	16	HENRY KNOX	FRT	7176		01° S	- 71° 15' E	INDIAN OCEAN
	16	PORTMAR	FRT	5551	75% or more	30° 59' S	- 153° 48' E	OFF E. AUSTRALIA
	22	CHIEF OURAY	FRT	7191		11° 35' S	- 162° 08' E	GUADALCANAL
	22	R. J. SADLER	TKR	9638	75% or more	15° 36' N	- 67° 52' W	CARIBBEAN SEA
	22	ROBERT LINCOLN	FRT	7181		11° 35' S	- 162° 08' E	GUADALCANAL
	25	EAGLE	TKR	(6003)		23° 06' S	- 41° 54' W	SALVAGED
	27	SEBASTIAN CEREMENO	FRT	7194		28° 50' S	- 50° 20' E	INDIAN OCEAN
TOTAL				88,631				

July 1943

	2	BLOODY MARSH	TKR	10195	78 on board 75 saved	31° 25' N	- 78° 45' W	OFF GA.
	3	ELIHUE B. WASHBURN	FRT	7176	75% or more	24° 05' S	- 45° 23' W	S. ATLANTIC
	3	SMUEL HEINTZELMAN	FRT	7176		28° 30' S	- 105° 00' E	INDIAN OCEAN
	5	MALTRAN	FRT	3513	75% or more	18° 11' S	- 74° 57' W	OFF N. CHILE
	7	JAMES ROBERTSON	FRT	7176	75% or more	3° 57' S	- 36° 17' W	OFF NATAL
	7	THOMAS SINICKSON	FRT	7176	75% or more	3° 51' S	- 36° 22' W	OFF NATAL
BT-18	7	S. B. HUNT	TKR	(6840)	48 on board all saved	3° 51' S	0 36° 22' W	S. ATLANTIC
	7	WILLIAM B. THOMPSON	TKR	7061	57 on board 53 saved	4° 00' S	- 36° 00' W	SALVAGED OFF NATAL

July 1943 (continued)

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
TJ-1	8	ELDENA	FRT	6900	75% or more	5° 50' N -	50° 20' W	N. OF BRAZIL
	10	ALICE F. PALMER	FRT	7176	75% or more	26° 30' S -	44° 10' E	MOZAM-BIQUE CHANNEL
	10	GULF PRINCE	TKR	(6560)	64 on board 63 saved	BOUGIE, ALGERIA		SALVAGED
	11	ROBERT ROWAN	FRT	7176	75% or more	36° 47' N -	14° 30' E	OFF GELA, SICILY
	12	AFRICAN STAR	FRT	6507	75% or more	25° 46' S -	40° 35' W	S. ATLANTIC
	13	TIMOTHY PICKERING	FRT	7181	25% or less	37° 00' N -	15° 21' E	OFF AROIA, SICILY
	14	ROBERT BACON	FRT	7191	75% or more	15° 02' S -	41° 13' E	OFF MOZAM- BIQUE
	15	CHILORE	FRT	8310	75% or more	34° 45' N -	75° 29' W	OFF N.C.
	16	RICHARD CASWELL	FRT	7177		26° 50' S -	44° 40' W	OFF PARANAGUA, BRAZIL
	20	DELLWOOD	FRT	3923		52° 50' N -	173° 00' E	OFF ALEXAI PT. ALEUTIANS
	22	CHERRY VALLEY	TKR (10172)		79 on board all saved	25° 10' N -	68° 35' W	N. ATLANTIC SALV AGED
TOTAL				111,014				

August, 1943

3	YANKEE ARROW	TKR (8046)	71 on board 67 saved	NEAR BIZERTE			SALVAGED
4	CONSTELLATION	SCH 1045		32° 20' N -	64° 46' W		OFF BERMUDA
4	HARRISON GRAY OTIS	FRT 7176		OFF GIBRALTAR			
13	FRANCIS W. PETTYGROVE	FRT 7176		MEDITERRANEAN BEACH SEA AREA			

August 1943 (continued)

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
HX-252	19	J. PICKNEY HENDERSON	FRT	7176		44° 12' N	53° 58' W	OFF N. F.
	24	ESSO PROVIDENCE	TKR	(9057)	72 on board all saved	IN PORT, SICILY		SALVAGED
UGS	27	JOHN BELL	FRT	7242	75% or more	37° 00' N	7° 50' E	OFF SARDINIA
	27	RICHARD HENDERSON	FRT	7194	75% or more	37° 00' N	7° 50' E	OFF SARDINIA
UGS-14	31	W. S. RHEEM	TKR	(10872)	74 on board all saved	NEW HEBRIDES		SALVAGED

TOTAL 37,009

September 1943

15	BUSHROD WASHINGTON	FRT	7191			40° 41' N	14° 43' E	OFF SALERNO
15	JAMES W. MARSHALL	FRT	7176	25% - 75%		40° 40' N	14° 43' E	OFF SALERNO
20	FREDERICK DOUGLAS	FRT	7176	75% or more		54° 01' N	29° 23' W	N. ATLANTIC
20	THEODORE D. WELD	FRT	7176	25% - 75%		57° 20' N	28° 26' W	N. ATLANTIC
21	CORNELIA P. SPENCER	FRT	7177			2° 08' N	50° 00' E	INDIAN OCEAN
22	RICHARD OLNEY	FRT	7191	75% or more		21° 50' S	175° 10' W	OFF NEW CALEDONIA
22	WILLIAM W. GERHARD	FRT	7176	75% or more		10° 15' N	14° 53' E	OFF SALERNO
23	STEEL VOYAGER	FRT	6198			53° 30' N	40° 40' W	N. ATLANTIC
23	JULIA LUCKENBACH	FRT	5976			34° 50' S	20° 01' E	OFF CAPE AGULHAS, AFRICA
24	ELIAS HOWE	FRT	7176			11° 35' N	45° 50' E	ARABIAN SEA

TOTAL 69,613

October 1943

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Lat.	Position	Long.	Location
LOCAL	1	METAPAN	FRT	4736	75% or more	37° 22' N	10° 37' E	10° 37' E	OFF TUNIS
SC-143	9	YORKMAR	FRT	5612	25% or less	35° N	19° 24' W	19° 24' W	N. ATLANTIC
	11	JOHN H. COUCH	FRT	7176		38° S	160° 00' E	160° 00' E	KOLA PT.
	14	WINNEGANCE	BGE	1327		00° N	70° 15' W	70° 15' W	OFF MASS.
GUS-18	15	JAMES RUSSELL LOWELL	FRT	7176		22° N	07° 08' W	07° 08' W	OFF GIBRALTAR
WB-65	19	DELISLE	FRT	3478		19° N	52° 27' W	52° 27' W	OFF N. F.
MKS-28	21	GULFLAND	TKR	5277		56° N	80° 01' W	80° 01' W	FLA. E. COAST
	21	TITIVES	FRT	4596		55° N	1° 36' E	1° 36' E	OFF TUNIS
	26	JAMES LONGSTREET	FRT	7176		27° N	74° 00' W	74° 00' W	OFF N. J.
7		SANTA ELENA	FRT	9135		13° N	06° 21' E	06° 21' E	N.E. OF ALGIERS
11		CAPE SAN JUAN	FRT	6711	75% or more	08° S	178° 06' W	178° 06' W	OFF NEW CALEDONIA
23		ELIZABETH KELLOGG	TKR	5189	44 on board 38 saved	10° 10' N	80° 43' W	80° 43' W	OFF VENEZUELA
24		MELVILLE E. STONE	FRT	7176	75% or more	30° N	80° 19' W	80° 19' W	S. OF PANAMA
25		JOHN P. GAINES	FRT	7176		15° N	159° 00' W	159° 00' W	OFF SHUMAGIN ISLAND, ALASKA
TOTAL				35,387					
TOTAL				46,554					
November 1943									

December 1943

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
5 S	2	JOHN BASCOM	FRT	7176	75% or more	41° 06' N	16° 52' E	BARI, ITALY
	2	JOHN HARVEY	FRT	7177	25% or less	41° 06' N	16° 52' E	BARI, ITALY
	2	JOHN L. MOTLEY	FRT	7176		41° 06' N	16° 52' E	BARI, ITALY
	2	JOSEPH WHEELER	FRT	7176	25% or less	41° 06' N	16° 52' E	BARI, ITALY
	2	SAMUEL TILDEN	FRT	7176		41° 06' N	16° 52' E	BARI, ITALY
	3	TOUCHET	TKR	10171	80 on board 71 saved	25° 50' N	86° 30' W	GULF OF MEXICO
	8	NISQUALLY	SCO	1251		WAKE ISLAND		
	11	SUFFOLK	FRT	1607	25% or less	40° 43' N	71° 58' W	OFF N.Y.
	16	McDOWELL	TKR	10200	73 on board 71 saved	13° 08' N	70° 02' W	S. OF CUBA
	16	NEVADA	FRT	1685	25% - 75%	56° 08' N	48° 30' W	OFF GREENLAND
	20	JAMES WITHYCOMBE	FRT	7176	75% or more	8° 58' N	79° 32' W	OFF PANAMA
	23	SCOTIA	FRT	2649		51° 00' N	179° 00' W	SHEMYA
								ALEUTIANS
7 C	24	FREDERICK BARTHOLDI	FRT	7201		OFF OVERSAY, SCOTLAND		
	26	CHAPULTEPEC	TKR	(10195)	81 on board all saved	10° 33' N	79° 10' W	SALVAGED OFF COLON
	26	JOSE NAVARRO	FRT	7244	75% or more	8° 20' N	73° 35' W	INDIAN OCEAN
	27	ELNA	FRT	1435		58° 30' N	155° 30' W	SHEKTOF STRAITS
	28	ROBERT F. HOKE	FRT	7176		20° 05' N	59° 25' E	INDIAN OCEAN
			TOTAL	96,676				
	2	ALBERT GALLATIN	FRT	7176		21° 20' N	60° 05' E	ARABIAN SEA
	6	ROBERT ERSKINE	FRT	7176	75% or more	37° 22' N	9° 55' E	BIZERTE, TUNIA
	6	WILLIAM S. ROSENCRANS	FRT	7176	75% or more	40° 10' N	14° 15' E	GULF OF SALERNO
	10	DANIEL WEBSTER	FRT	7176		30° 09' S	00° 11' W	S. ATLANTIC

January 1944

January 1944 (continued)

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
2 C	11	JOSEPH SMITH	FRT	7176	75% or more	44° 30' N	- 43° 00' W	N. ATLANTIC
2 C	16	SUMNER I. KIMBALL	FRT	7176		52° 35' N	- 35° 00' W	N. ATLANTIC
2 C	21	SAMUEL DEXTER	FRT	7191	75% or more	54° 48' N	- 22° 45' W	N. ATLANTIC
3 C	25	ANDREW GEORGE CURTIN	FRT	7200	75% or more	73° 20' N	- 23° 30' W	BARENTS SEA
3 C	25	PENELOPE BARKER	FRT	7177	75% or more	73° 20' N	- 23° 20' W	BARENTS SEA
	25	WALTER CAMP	FRT	7176	75% or more	10° 00' N	- 71° 49' E	INDIAN OCEAN
	29	SAMUEL HUNTINGTON	FRT	7181	75% or more	41° 27' N	- 12° 38' W	OFF ANZIO, ITALY
TOTAL				78,981				

111

February 1944

7 C	1	EDWARD BATES	FRT	7176	75% or more	36° 38' N	- 00° 50' E	OFF VALENCIA, SPAIN
	15	ELIHU YALE	FRT	7176	75% or more	41° 27' N	- 12° 38' E	OFF ANZIO, ITALY
8 C	22	E. G. SEUBERT	TKR	9181	70 on board	13° 50' N	- 48° 49' E	INDIAN OCEAN
7 C	22	PETER SKENE OGDEN	FRT	7176	75% or more	37° 22' N	- 7° 17' E	N.E. OF ALGIERS
	26	MOUNT BAKER	FRT	2904	75% or more	54° 18' N	- 130° 15' W	OFF SE ALASKA
	26	WILLIAM H. WELCH	FRT	7200		57° 51' N	- 5° 35' W	LOCH EWE
	26	PRESIDENT GRANT	FRT	10544		11° 07' N	- 150° 58' E	SCOTLAND GUADALCANAL
TOTAL				51,357				

March 1944

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
7 C	6	DANIEL C. FRENCH	FRT	7200	75% or more	37° 17' N	10° 22' W	OFF BIZERTE TUNISIA
	7	HERMAN WINTER	FRT	2625	75% or more	41° 20' N	70° 50' W	OFF MASS.
	9	CLARK MILLS	FRT	7176	75% or more	37° 20' N	10° 20' E	OFF BIZERTE
	10	WILLIAM B. WOODS	FRT	7176	75% or more	38° 43' N	13° 50' E	N.E. OF PALERMO, ITALY
1 C	13	H. D. COLLIER	TKR	8298	70 on board 26 saved	21° 30' N	66° 11' E	OFF KARACHI, INDIA
	13	VIRGINIA DARE	FRT	1176	85 on board 84 saved			OFF BIZERTE
	17	SEAKAY	TKR	10342		51° 10' N	20° 20' W	N. ATLANTIC
	17	MAIDEN CREEK	FRT	6165		37° 08' N	05° 27' E	ALGIERS
	19	JOHN A. POOR	FRT	7176	75% or more	13° 58' N	70° 30' E	INDIAN OCEAN
	29	RICHARD HVEY	FRT	7176		16° 40' N	64° 30' E	INDIAN OCEAN
TOTAL				64,510				

April 1944

CU-21 UGS-37	16	PAN PENNSYLVANIA	TKR	10017	81 on board 56 saved	40° 07' N	69° 24' W	OFF N. J.
	16	MEYER LONDON	FRT	7210	75% or more	32° 38' N	23° 08' E	OFF DURBAN S. AFRICA
UGS-38	17	JAMES GUTHRIE	FRT	7176		40° 34' N	14° 16' E	OFF SAIERNO
	19	JOHN STRAUB	FRT	7176	25% or less	54° 15' N	163° 30' W	OFF SANAK IS. ALEUTIANS
UGS-59	20	PAUL HAMILTON	FRT	7177	25% or less	37° 00' N	03° 20' E	N. OF ALGIERS LAKE ERIE
	27	FRANK E. VIGOR	FRT	4067				LAKE ERIE, WEST OF ASHTABULA, OHIO
RA-59	27	JAMES H. REED	FRT	5265				SSW OF BEAR ISLAND, ARCHANGIE,
	30	WILLIAM S. THAYER	FRT	7176				ARCTIC OCEAN
TOTAL				55,264				

May 1944

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
31		HENRY BERGH	FRT	7176	75% or more	37° 45' N	- 123° 00' W	PARALLON IS. CALIFORNIA

TOTAL 7176

June 1944

7		SANTA CLARA	FRT	6101				ENGLISH CHANNEL
10		CHARLES MORGAN	FRT	7214				OFF NORMANDY BEACH, FRANCE
17		MAURICE TRACY	FRT	2468		39° 53' N	- 73° 58' W	OFF N.J.
28		CHARLES W. ELLIOTT	FRT	7176				ENGLISH CHANNEL

TOTAL 24,989

July 1944

2		JEAN NICOLET	TKR	7176		UNKNOWN		
4		KITTANNING	TKR (10195)		74 on board all saved	NEAR CRISTOBAL,		SALVAGED
7		ESSO HARRISBURG	TKR	9670	72 on board 64 saved	13° 56' N - 70° 59' W		OFF COLOMBO
16		ALCOA LEADER	FRT	5041		SUNK FOR BREAKWATER SAN LORENZO BEACHHEAD,		FRANCE
16		ARTEMAS WARD	FRT	7177		SUNK FOR BREAKWATER SAN LORENZO BEACHHEAD,		FRANCE
16		BENJAMIN CONTEE	FRT	7176		SUNK FOR BREAKWATER SAN LORENZO BEACHHEAD,		FRANCE
16		COURAGEOUS	FRT	7572		SUNK FOR BREAKWATER SAN LORENZO BEACHHEAD,		FRANCE
16		GEORGE W. CHILDS	FRT	7176		SUNK FOR BREAKWATER SAN LORENZO BEACHHEAD,		FRANCE
16		GEORGE S. WASSON	FRT	7176		SUNK FOR BREAKWATER SAN LORENZO BEACHHEAD,		FRANCE
16		JAMES IRDELL	FRT	7177		SUNK FOR BREAKWATER SAN LORENZO BEACHHEAD,		FRANCE

July 1944 (continued)

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	
16	16	KENTUCKIAN	FRT	5200	SUNK FOR BREAKWATER	SAN LORENZO	BEACHHEAD,	FRANCE
16	16	KOFRESI	FRT	4934	SUNK FOR BREAKWATER	SAN LORENZO	BEACHHEAD,	FRANCE
16	16	LENA LUCKENBACH	FRT	5237	SUNK FOR BREAKWATER	SAN LORENZO	BEACHHEAD,	FRANCE
16	16	MATT W. RANSOM	FRT	7177	SUNK FOR BREAKWATER	SAN LORENZO	BEACHHEAD,	FRANCE
16	16	PENNSYLVANIA	FRT	5191	SUNK FOR BREAKWATER	SAN LORENZO	BEACHHEAD,	FRANCE
16	16	ROBIN GRAY	FRT	6986	SUNK FOR BREAKWATER	SAN LORENZO	BEACHHEAD,	FRANCE
16	16	SAHALE	FRT	5028	SUNK FOR BREAKWATER	SAN LORENZO	BEACHHEAD,	FRANCE
16	16	VICTORY SWORD	FRT	4750	SUNK FOR BREAKWATER	SAN LORENZO	BEACHHEAD,	FRANCE
16	16	VITRUVIUS	CONCR	4826	SUNK FOR BREAKWATER	SAN LORENZO	BEACHHEAD,	FRANCE
16	16	WEST CHESWOLD	FRT	5711	SUNK FOR BREAKWATER	SAN LORENZO	BEACHHEAD,	FRANCE
16	16	WEST GRAMA	FRT	5326	SUNK FOR BREAKWATER	SAN LORENZO	BEACHHEAD,	FRANCE
16	16	WEST HONAKER	FRT	5428	SUNK FOR BREAKWATER	SAN LORENZO	BEACHHEAD,	FRANCE
16	16	WEST NILUS	FRT	5494	SUNK FOR BREAKWATER	SAN LORENZO	BEACHHEAD,	FRANCE
16	16	WEST NOHNO	FRT	5769	SUNK FOR BREAKWATER	SAN LORENZO	BEACHHEAD,	FRANCE
16	16	WILSOOX	FRT	5861	SUNK FOR BREAKWATER	SAN LORENZO	BEACHHEAD,	FRANCE
17	17	E. A. BRYAN	FRT	7212	PORT CHICAGO, CALIFORNIA			
17	17	QUINAULT VICTORY	FRT	7608	PORT CHICAGO, CALIFORNIA			
24	24	WILLIAM GASTON	FRT	7177	SUNK FOR BREAKWATER	SAN LORENZO	BEACHHEAD,	FRANCE
25	25	ROBIN GOODFELLOW	FRT	6885	SUNK FOR BREAKWATER	SAN LORENZO	BEACHHEAD,	FRANCE
31	31	EXMOUTH	FRT	4979	NEAR U. K.			

TOTAL 182,120

August 1944

8	8	EZRA WILSON	FRT	7176	50°	50° 47' N - 05° 03' W	ENGLISH CHANNEL
18	18	A. H. OLWINE	BRG	1077		NEWPORT, R. I.	
28	28	JOHN BARRY	FRT	7176		15° 00' N - 55° 00' E	INDIAN OCEAN
30	30	JACKSONVILLE	TKR	10448		55° 30' N - 07° 30' W	N. OF IRELAND

78 on board 2 saved

TOTAL 25,877

September 1944

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Lat.	Long.	

REHOBOTH BEACH, DELAWARE

14		THOMAS TRACY	FRT	7143				
		TOTAL		7,143				

October 1944

UNKNOWN

30		JOHN A. JOHNSON	FRT	7176				
		TOTAL		7,176				

November 1944

2		EDWARD H. CROCKETT	FRT	7176	75 on board 30 saved	72° 59' N - 24° 26' E	BARENTS SEA
2		FORT IEE	TKR	10198		27° 38' S - 83° 11' E	INDIAN OCEAN
12		LEE S. OVERMAN	FRT	7176		LE HAVRE, FRANCE	
20		FORT DEARBORN	TKR (10448)	82 on board all saved		12° 00' N - 155° 00' E	E OF GUAM SALVAGED

TOTAL 24,550

December 1944

3		FRANCIS ASBURY	ST.S	7176		51° 21' N - 03° 00' E	ENGLISH CHANNEL
5		ANTOINE SAUGRAIN	ST.S	7176		LEYTE, P.I.	

Convoy
Number

December 1944 (continued)

- 119 -

February 1945

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position	
						Long.	Lat.
							Location
							1 MILES WEST OF NFI BUOY AND 17 MILES EAST OF RAMSGATE, DOVER STRAIT, ENG.
							99° 37' E - 34° 19' S INDIAN OCEAN
							KOLA INLET, RUSSIA
							63° 28' W - 44° 28' N OFF HALIFAX
							BLOCK ISLAND SOUND, N. Y.
							Kola Inlet, Russia
							05° 00' W - 67° 38' N N. ATLANTIC
							03° 55' E - 50° 20' N ENGLISH CHANNEL

TOTAL 50,570

March 1945

							02° 51' E - 51° 23' N ENGLISH CHANNEL
							UNKNOWN
							149° 10' E 05° 55' S OFF NEW GUINEA
							8 MILES NORTH OF COOS BAY, OREGON
							6 TO 10 MILES OFF MURMANSK, RUSSIA
							6 TO 10 MILES OFF MURMANSK, RUSSIA
							05° 45' W - 49° 58' N OFF BREST
							03° 05' E - 51° 23' N ENGLISH CHANNEL
							41° 17' W - 13° 52' N N. ATLANTIC

TOTAL 95,288

April 1945

Convoy Number	Date	Name of Vessel	Type	Gross Tonnage	Lives Saved	Position		Location
						Long.	Lat.	
5		ATLANTIC STATES	TKR	(8537)	57 on board all saved	70° 00' W -	42° 07' N	OFF MASS.
6		HOBBS VICTORY	ST.S	7607		127°	E - 26° 05'	N PHILIPPINE IS.
6		LOGAN VICTORY	ST.S	7607		127°	E - 26° 05'	N PHILIPPINE IS.
9		CHARLES HENDERSON	ST.S	7176		BARI, ITALY		
16		THOMAS G. MASARYK	ST.S	7176		23° 08' E -	32° 38' N	OFF LIBYA
18		CYRUS H. McCORMICK	ST.S	7181		06° 28' W -	48° 05' N	ENGLISH CHANNEL
18		SWIFTSOUT	ST.S	8300	47 on board 46 saved	72° 45' W -	37° 30' N	OFF VA.
27		CANADA VICTORY	ST.S	7608		OKINAWA, JAPAN		

TOTAL 52,655

May 1945

5		BLACK POINT	ST.S	5353		71° 25' W -	41° 20' N	OFF N. Y.
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TOTAL 5,353

June 1945

22		PIERRE GIBAULT	ST.S	7176		EAST MEDITERRANEAN SEA, OFF TURKEY		
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TOTAL 7,176

July 1945

<u>Convoy Number</u>	<u>Date</u>	<u>Name of Vessel</u>	<u>Type</u>	<u>Gross Tonnage</u>	<u>Lives Saved</u>	<u>Position</u>		<u>Location</u>
						<u>Long.</u>	<u>Lat.</u>	
15	15	FRANCIS PRESTON BLAIR	ST.S	7194		153° 40' E	21° 49' S	OFF AUSTRALIA
TOTAL				7,194				

APPENDIX B

U. S. Merchant Vessels 1,000 tons or over engaged in Deep-Sea Trades

	<u>Number of Vessels</u>	<u>Gross Tonnage</u>	<u>Total Personnel</u>
15 Nov. <u>1941</u>	1,127	6,670,566	49,409
15 Dec.	1,131	6,720,042	49,439
15 Jan. <u>1942</u>	1,117	6,562,387	47,428
15 Feb.	1,131	6,679,541	48,672
15 Mar.	1,121	6,627,382	48,332
15 Apr.	1,087	6,462,204	46,990
15 May	1,095	6,599,854	47,281
15 June	1,079	6,626,264	47,410
15 July	1,029	6,534,965	44,964
15 Aug.	1,012	6,386,375	44,327
15 Sept.	1,079	6,833,855	45,583
15 Oct.	1,125	7,211,128	47,606
20 Nov.	1,203	7,792,803	51,581
20 Dec.	1,219	7,998,845	51,633
20 Jan. <u>1943</u>	1,235	8,157,590	52,891
20 Feb.	1,351	8,982,158	57,816
20 Mar.	1,423	9,524,223	61,383
20 Apr.	1,498	10,103,746	65,491
20 May	1,565	10,734,772	69,154
20 June	1,695	11,653,386	74,998
20 July	1,821	12,599,147	80,004
20 Aug.	1,917	13,360,524	84,999
20 Sept.	2,020	14,316,163	89,339
20 Oct.	2,078	14,651,203	92,657
20 Nov.	2,089	14,747,658	92,781
20 Dec.	2,247	15,702,484	100,073
20 Jan. <u>1944</u>	2,331	16,612,799	104,297
20 Feb.	2,419	17,265,093	107,913
20 Mar.	2,490	17,782,125	111,024
20 Apr.	2,603	18,701,370	118,581
20 May	2,687	19,319,396	122,447
20 June	2,763	19,853,365	125,291
20 July	2,855	20,624,890	130,674
20 Aug.	2,932	21,199,262	133,880
20 Sept.	2,966	21,464,022	135,663
20 Oct.	2,959	21,462,400	134,897
20 Nov.	3,069	22,321,600	140,412
20 Dec.	3,151	22,965,375	143,975
20 Jan. <u>1945</u>	3,123	22,845,515	143,008
20 Feb.	3,220	23,665,751	147,693
20 Mar.	3,314	24,395,942	152,316
20 Apr.	3,363	24,779,882	155,043
20 May	3,441	25,353,072	159,212
20 June	3,441	25,389,505	158,857
20 July	3,511	25,878,200	162,590
20 Aug.	3,558	26,146,500	164,390

Source: U. S. Maritime Commission, Division of Economics and Statistics

APPENDIX C

ACTIVITIES OF COAST GUARD AVIATION

DECEMBER 8, 1941 - JUNE 28, 1942

December 8, 1941

SIGHTED
OIL SLICK

Patrolled area between Port Angeles and Whidbey Island. Reported suspicious looking oil slicks which appeared to be one to two yards across, one mile southeast of Marrowstone Point. Kept spots under observation until they were lost to sight owing to darkness.

(Port Angeles Air Station - V-203)

December 8, 1941

SEARCHED FOR
SUBMARINE

Proceeded to Raccoon Straits where cooperated with CGC PULASKI and a destroyer in searching for enemy submarine suspected of being in vicinity. No results.

(San Francisco Air Station - V-201)

December 9, 1941

SEARCHED FOR
ENEMY PLANES

All hands put on parachutes and plane was climbed 4000 feet and held just under the overcast so that clouds could be used for protection if planes were attacked. Received orders to return to base.

(New York Air Station - V-179)

December 11, 1942

SIGHTED TWO
SUBMARINES

Sighted submarine three miles NNE of Crescent Bay. Submarine circled three times then submerged; sighted another submarine one mile NNW of Crescent Bay, submarine submerged in three minutes.

(Port Angeles Air Station - V-176)

December 11, 1941

SEARCHED FOR
SUBMARINE

Made flight to investigate report that a submarine had been sighted one mile north of Dungeness Light-house. The search negative.

(Port Angeles Air Station - V-203)

December 19, 1941

SEARCHED FOR
SUBMARINE

Searched along coast twelve miles off-shore from San Francisco Lightship to Point Arena for submarine reported sighted off Cape Mendocino. Results negative.

(San Francisco Air Station - V-180)

December 30, 1941

REPORTED
SUSPICIOUS CRAFT

Made security patrol, reported fishing boat GOLDEN WEST, also log raft, anchored, concerning which suspicion was aroused.

(San Francisco Air Station - V-128)

December 30, 1941

SEARCHED FOR
SUBMARINE

Searched vicinity of Fisher's Island, also eastern end of Long Island Sound for submarine. Negative results.

(New York Air Station - V-191)

January 14, 1942

REPORTED
SURVIVORS
OF TANKER
ADRIFT

Proceeded to vicinity of Lat. 40-28, 70-45, sighted raft containing four men about twenty-five miles north of derelict. Later sighted lifeboat containing about twelve persons. Made radio report to authorities.

(Salem Air Station - V-185)

January 14, 1942

LOCATED RAFT
WITH SIX
ON BOARD

Proceeded to position Lat. 40-23, Long. 70-50 and located raft adrift with six persons on board. Dropped food and restoratives. Persons supposed to be victims of submarine attack.

(New York Air Station - V-177)

January 15, 1942

LOCATED
SURVIVORS OF
BRITISH TANKER
COIMBRA

Proceeded to position of wreck, Lat. 40-30, Long. 72-22, dropped restoratives and remained nearby until arrival of Navy Destroyers 402 and 435, which were directed to scene by plane.

(New York Air Station - V-177 and V-190)

January 27, 1942

SEARCHED FOR
SUBMARINE

Proceeded to reported position Lat. 35-36, Long. 75-01, and searched area of thirty square miles, dropped one depth bomb at above position.

(Elizabeth City Air Station - 00718)

January 27, 1942

SEARCHED FOR
SUBMARINE,
DROPPED
DEPTH CHARGES

Hastened to position of vessel being overhauled by a submarine, eight miles north of Currituck Light. Sighted submarine and dropped two depth charges within 100 feet of submerged craft, also buoyed spot for destroyer. Strong probability submarine was destroyed.

(Elizabeth City Air Station - V-175)

January 31, 1942

SIGHTED SUBMARINE
DROPPED
DEPTH CHARGES

In position ten miles 150 degrees true from Nantucket Light vessel buoy, sighted oil track from submarine, submerged, moving at two knots. Made report to authorities. Bombers arrived and dropped depth bombs. Results unknown.

(New York Air Station - V-177)

February 8, 1942

SEARCHED FOR
SUBMARINES

Searched in vicinity Lat. 25-07, Long. 84-40, for tanker CITIES SERVICE KOOLMOTOR which had been chased by submarine. Believe submarine submerged on approach of plane.

(St. Petersburg Air Station - V-200)

February 15, 1942

LOCATED LIFEBOATS
WITH
THIRTY SURVIVORS

Located lifeboats containing thirty survivors. Notified Elizabeth City Air Station. Later survivors were picked up.

(Elizabeth City Air Station - V-186)

February 28, 1942

SEARCHED FOR
TORPEDOED
DESTROYER

Searched off Five Fathom Bank for destroyer reported torpedoed. Large oil slick noted. No survivors sighted.

(New York Air Station - V-179)

March 1, 1942

DROPPED DEPTH BOMBS
ON SIGNAL
FROM BLIMP

Proceeded to position four miles 245 degrees from Ambrose Light Vessel and on signal from Navy blimp dropped depth bombs. Results unknown.

(New York Air Station - 00736 and 00739)

March 8, 1942

LOCATED LIFEBOATS
ADRIFT AND
NOTIFIED CUTTER

Located lifeboats from SS ARBUTAN adrift off North Carolina coast, Lat. 36-08, Long. 74-29, and directed cutter CALYPSO to scene.

(Elizabeth City Air Station - V-183)

March 10, 1942

DIRECTED TUG
TO POSITION
OF TORPEDOED
TANKER GULF TRADE

Directed tug RELIEF to position of torpedoed tanker GULF TRADE in Lat. 39-51, Long. 73-50. Searched but found no survivors.

(New York Air Station - V-205; V-191)

March 11, 1942

LOCATED WRECKAGE
AND NOTIFIED
SHORE STATION

Located wreckage, one survivor being on a deck hatch covering, twelve miles east of Cape Lookout. Notified shore station, also notified two JRF planes to proceed to scene.

(Elizabeth City Air Station - 00751)

March 13, 1942

LOCATED SCENE
OF SUPPOSED WRECK

Sighted man adrift on overturned lifeboat in Lat. 39-50, Long. 73-40. Directed rescue craft to him. Sighted several bodies which rescue craft picked up.

(New York Air Station - V-205; V-179)

March 16, 1942

NOTIFIED AUTHORITIES
OF MENACE
TO NAVIGATION
CAUSED BY
TORPEDOED TANKER

Tanker AUSTRALIA torpedoed one-quarter mile 135 degrees true from Diamond Shoals inner light buoy No. 12. Notified authorities as wreck was a menace to navigation.

(Elizabeth City Air Station - V-167)

March 17, 1942

DROPPED DEPTH CHARGES,
DROPPED CUTTER TO SCENE
TORPEDOED VESSEL Located torpedoed tanker ACME. Saw that survivors were picked up by cutter. Later observed freighter KASS ANDRA hit by torpedo. Immediately dropped depth charges. Guided cutter to locality of survivors.

(Elizabeth City Air Station - 00719)

March 18, 1942

SEARCHED FOR
SURVIVORS

Searched for survivors adrift on rafts and wreckage. Sighted large Collie sitting unconcerned on small piece of wreckage thirty miles from shore.

(Elizabeth City Air Station - V-167)

March 19, 1942

DROPPED DEPTH
CHARGES OVER
SUPPOSED
SUBMARINE

Proceeded to reported position of submarine, eight miles south of Hatteras Light; dropped depth charges over air bubbles. Cutter LEGARE and Army B-17 also dropped depth charges. Much debris, heavy oil curds, etc., indicated that sub had been destroyed.

(Elizabeth City Air Station - 00720; 00738; V-167)

March 20, 1942

DROPPED DEPTH
CHARGES IN
LOCALITY OF
SUBMARINE

Dropped two depth charges on contact of submarine made by cutter DIONE. Results unknown.

(Elizabeth City Air Station - 00738)

March 23, 1942

DISCOVERED SURVIVORS
ALSO BODIES ADRIFT

Discovered wrecked steamer adrift in position, Cape Lookout bearing 30 degrees distance twelve miles; discovered another drifting derelict thirty miles south of Cape Lookout; marked drifting bodies with smoke and aluminum bombs. Bodies recovered. Located one boatload of survivors; directed DIONE to spot. Cutter rescued survivors.

(Elizabeth City Air Station - 00719; 00721)

March 23, 1942

SIGHTED
TORPEDOED CRAFT

Sighted disabled tanker seeking shelter in Lookout Bight; sighted another torpedoed tanker aground on Lookout Shoals; also sighted swamped lifeboat forty-five miles south of Ocracoke Inlet.

(Elizabeth City Air Station - 00751)

March 24, 1942

DROPPED DEPTH
CHARGES OVER
SUBMARINE

In vicinity of Nags Head Buoy dropped depth charges in position believed to be over submarine. Results unknown.

(Elizabeth City Air Station - 00758)

March 25, 1942

LOCATED SUBMARINE
DISTRESS BUOY

Located what appeared to be a submarine distress buoy in position Lat. 75-26, Long. 36-26, an notified authorities.

(Elizabeth City Air Station - 00758)

March 26, 1942

RESCUED
VICTIMS OF
TORPEDOED
TANKER

Located tanker afire on Diamond Shoals. Navy destroyer 1142 rescued imperiled persons from the oily waters. Directed Navy boats to the scene. On return when eight and one-quarter miles 96 degrees true from Bodie Island Light, condition of water indicated presence of submarine. Dropped depth charges. Warned approaching tankers of possible submarines.

(Elizabeth City Air Station - 00796)

March 26, 1942

MARKED
POSITION OF
TORPEDOED TANKER

While on security patrol, observed tremendous explosion. Proceeded to scene, Lat. 34-58, Long 75-26, and marked spot. Destroyer picked up survivors.

(Elizabeth City Air Station - 00721)

March 26, 1942

DIRECTED
DESTROYER TO
BURNING VESSEL

Spotted vessel burning furiously in Lat. 75-18, Long. 35-13.5, with ten persons in water. Directed destroyer to scene. Destroyer picked up the imperiled persons.

(Elizabeth City Air Station - 00751)

March 29, 1942

SIGHTED EMPTY
LIFEBOAT FROM
TORPEDOED VESSEL

Three vessels reported torpedoed. Sighted one empty lifeboat, completely equipped, eighteen miles east of Caffey's Inlet Station.

(Elizabeth City Air Station - 00719)

March 30, 1942

DROPPED DEPTH
CHARGES

Proceeded to position, Lat. 35-26, Long. 75-12, and dropped depth charges where submarine was thought to be. Results unknown.

(Elizabeth City Air Station - 00719; 00720;
00751; 00796)

March 31, 1942

DROPPED DEPTH
CHARGES

Proceeded to position fifteen miles east of Fowey Rocks, sighted conning tower of submerging submarine, made ninety degree turn into submarine's line of direction and dropped two 325 pound depth bombs 450 feet ahead of swirl. Later observed black boiling water left by depth bombs and later and oil slick appeared in oval shape 100 feet in diameter.

(Miami Air Station - 5770)

April 1, 1942

INVESTIGATED
REPORTED
SUBMARINE

Vessel reported sighting submarine off Wimble Shoals. Investigated but found no indications of submarine's presence.

(Elizabeth City Air Station - 00796)

April 5, 1942

SIGHTED
BURNING VESSEL

Sighted burning vessel ten miles east of Nags Head, North Carolina. Observed destroyer dropping depth charges.

(Elizabeth City Air Station - 00751)

April 7, 1942

SINKING OF
BRITISH
SS SPLENDOR

Proceeded to position fourteen miles bearing 120 degrees true from Cape Hatteras Light, sighted boat containing twenty survivors. Directed British trawler LADY ROSEMARY to boat. Investigated large fresh oil slick in position fourteen miles bearing 190 degrees true from Cape Hatteras. Located lifeboat containing five survivors of sunken Norwegian tanker LANCING. Directed tanker to boat's position.

(Elizabeth City Air Station - 00720)

April 7, 1942

SPOTTED SUBMARINE
DROPPED DEPTH BOMB

Spotted submarine conning tower in Lat. 36-00, Long. 75-14. Crashed dive and dropped depth charges. Later investigation revealed discolored water where charge was dropped.

(Elizabeth City Air Station - 5780)

April 7, 1942

SIGHTED TORPEDOED
VESSEL AND BOATS
ADRIFT

Sighted one burning oil tanker and another tanker floating bottom side up, also wreckage of another, all victims of submarine attacks. Sighted also nine empty lifeboats and four emerging life rafts. Made report to authorities.

(Elizabeth City Air Station - 5764)

April 10, 1942

SEARCHED FOR
REPORTED SUBMARINE

Searched in vicinity of Wimble Shoals for submarine reported by a vessel. No submarine sighted.

(Elizabeth City Air Station - 00721)

April 10, 1942

SEARCHED AREA
FOR VICTIMS
OF SUBMARINE ATTACK

Proceeded to position fifteen miles southeast of Cape Lookout and observed ocean on fire. No survivors sighted. Observed locations and positions of half dozen sunken, capsized and projecting hulks.

(Elizabeth City Air Station - 186)

April 11, 1942

LOCATED LIFEBOAT
CONTAINING SURVIVORS

Proceeded to position Lat. 38-42, Long. 72-58, located lifeboat containing survivors. CGC 455 rescued these persons.

(New York Air Station - 179)

April 11, 1942

LOCATED BURNING
VESSELS AND SURVIVORS

Made sweep from Hatteras to Lookout, sighted burning tanker, submerged, ten miles east of Cape Lookout. No signs of survivors. Sighted burning tanker HARRY SINCLAIR, JR., twelve miles south of Lookout. By dropping smoke bombs, assisted destroyer in rescuing survivors on raft and in two lifeboats.

(Elizabeth City Air Station - 00796; 183)

April 13, 1942

DROPPED
DEPTH CHARGES

Dropped two depth charges on spot indicated by Navy transport. No tangible results indicated.

(Elizabeth City Air Station - 5771)

April 14, 1942

MADE PATROL,
OBSERVED
RESCUE OPERATIONS
AND NOTIFIED
AUTHORITIES

Proceeded to sea, observed twenty-five or thirty survivors clambering up the side of dripping freighter. Saw British freighter EMPIRE THRUSH settle on bottom. Observed four CG vessels dropping depth charges in area near EMPIRE THRUSH. Notified authorities of events.

(Elizabeth City Air Station - 186; 5774)

April 14, 1942

TOOK PICTURES
OF SUSPICIOUS VESSEL

Patrolled from Cape Ann to Monhegan Island, thence to Mt. Desert Rock, observed suspicious movements of fishing schooner MARY A. of Gloucester, took pictures of vessel.

(Salem Air Station - 185)

April 15, 1942

OBSERVED DESTROYER
DROPPING
DEPTH CHARGES

Observed destroyer dropping two depth charges fifteen miles 65 degrees true from Hatteras Light. Nothing discernible in water.

(Elizabeth City Air Station - 00721)

April 18, 1942

OBSERVED DIONE
DROPPED
DEPTH CHARGES

Observed DIONE dropped depth charges after submarine attack on tanker. No visible results.

(Elizabeth City Air Station - 5764)

April 18, 1942

OBSERVED SUBMARINE
TORPEDO VESSEL

Observed submarine torpedo vessel two and one-half miles south by east of Wimble Shoals Buoy, torpedo striking vessel below bridge at water line. Ship remained afloat and proceeded at reduced speed; CG-165 appeared later and also dropped depth charges.

(Elizabeth City Air Station - 5774)

April 20, 1947

ACTED AS
AERIAL GUARD

Acted as aerial guard for disabled vessel.

(Miami Air Station - 5765)

April 22, 1942

WORKED WITH
VESSEL IN
SEARCHING FOR
SUBMARINE

Worked with two destroyers, a corvette and a Coast Guard vessel, two miles east of Wimble Shoals buoy. One destroyer dropped a pattern of six or seven charges. No noticeable results.

(Elizabeth City Ait Station - 5774)

April 23, 1942

ASSISTED IN
SEARCHING FOR
SUBMARINE

Contacted Norwegian SS REINHOLT drifting and afire in Lat. 39-36, Long 72-17, with destroyer standing by. Sighted swirl and dark object in water one-quarter mile south of destroyer. Dropped float light to inform destroyer and laid down a pattern of depth charges. Apparently negative results. Searched without success for CITY OF BUENOS AIRES, which had sent out SOS.

(New York Air Station - 179)

April 26, 1942

PATROL

Patrolled as directed by Commander, Gulf Sea Frontier.

(St. Petersburg Iar Station - 5797)

April 27, 1942

PATROLLED,
DROPPED
DEPTH CHARGES

Patrolled in accordance with instructions received from Commander, Gulf Sea Frontier and took action against probable enemy.

(Miami Air Station - 5785; 5763)

April 27, 1942

PATROLLED,
TOOK OFFENSIVE
ACTION AGAINST
SUBMARINE

Patrolled in accordance with instructions received from Commander, Gulf Sea Frontier. Took offensive action against enemy submarine.

(Miami Air Station 5775; 5783; 5770)

April 28, 1947

DROPPED DEPTH
CHARGES

Patrolled, dropped two depth bombs on contact made by destroyer. Results unknown.

(Elizabeth City Air Station -5774)

May 1, 1942

LOCATED DRIFTING
LIFEBOAT WITH
THIRTEEN SURVIVORS,
GAVE THEM FOOD, WATER
AND RESTORATIVES;
TWO MEN IN SERIOUS
CONDITION FLOAT ASHORE

Searched, located lifeboat and thirteen survivors of British ship EMPIRE DRUM, survivors having been adrift for several days. Plane 183 radioed station and dropped rations and medical supplies in emergency container which sank upon striking water. Conditions demanding, made landing in open sea, furnished famished survivors food, water and medical supplies; took off injured man and another whose condition was serious and rushed them ashore.

Caffey's Inlet Station boat searched for and found lifeboat, administered to occupants and towed boat to CGC-407, which took occupants ashore.

(Elizabeth City Air Station - 183; 5772)

May 2, 1942

RESCUE OF TWO MEN
WHO HAD BEEN ADRIFT
ON RAFT
FOR TWELVE DAYS

Searched, located raft in Lat. 34-30, Long. 74-38, adrift with two occupants. Made landing with waves four to six feet high, removed almost starved, semi-conscious occupants, survivors of Panamanian freighter CHENANGO. These men had been adrift for twelve days without food or water.

(Elizabeth City Air Station - 167)

May 3, 1942

DROPPED DEPTH BOMBS
ON MOVING OIL SLICK

Patrolled, dropped depth bomb on moving oil slick. Results unknown.

(Miami Air Station - 5783; 5785)

May 5, 1942

DROPPED DEPTH BOMBS
ON MOVING OIL SLICK

Patrolled area between Egmont Key, Key West and Lat. 24-50, Long. 84-00. Dropped two depth bombs on moving oil slick. No apparent results.

(St. Petersburg Air Station - 5773; 5781)

May 7, 1942

LOCATED LIFEBOAT
WITH SURVIVORS

Located lifeboat with survivors thirty miles east of Oregon Inlet; gave position to station; dropped supplies to survivors and circled until arrival of Coast Guard boat.

(Elizabeth City Air Station - 167; 5780)

May 8, 1942

SEARCHED FOR
OIL TANK USED
BY SUBMARINES

Searched for oil tank suspected of being used to fuel Axis submarines in area east of Salem.

(Salem Air Station - 5769)

May 9, 1942

WARNED AWAY
SUSPICIOUS BOAT

Patrolled bay area and dropped message block to suspicious boat that was loitering near Fuller Paint Company, Fuller's Point.

(San Francisco Air Station - V-201)

May 11, 1942

DROPPED DEPTH
CHARGES

Observed black object in Lat. 36-00, Long. 75-22, resembling conning tower. Dropped two depth charges. Results unknown.

(Elizabeth City Air Station - 00796)

May 14, 1942

VISITED TORPEDOED
VESSEL AND
SEARCHED FOR SUBMARINE

Proceeded to position seventy miles southeast of New York where contacted the torpedoed steamship STAYPOS. Found vessel not in any immediate danger. Searched without success for submarine.

(New York Air Station - 177)

May 15, 1942

DESTROYED
SUBMARINE

Sighted submarine in Lat. 36-04, Long. 74-55. Placed depth bombs dead ahead of submerging submarine. Indications point definitely to the destruction of this submersible.

(Elizabeth City Air Station - 5771)

May 15, 1942

DROPPED
DEPTH CHARGES
ON SUBMARINE

Answered call for help from one of the station's aircraft which had bombed submarine. Scouted area over thirty mile radius. Oil was seen bubbling to the surface. Sighted grating and splintered pieces of planking floating in oil slick.

(Elizabeth City Air Station - 00796;5780)

May 16, 1942

LOCATED TORPEDOED
VESSEL, DIRECTED
FISH BOATS TO
POSITION OF SURVIVORS

Proceeded to Lat. 28-42, Long. 90-13, found torpedoed tanker. Observed lifeboat and rafts with twenty three survivors. Directed fishing boats to position. Boats rescued imperiled persons.

(Biloxi Air Station - V-212)

May 17, 1942

MARKED SPOT OF
SUBMARINE,
DESTROYER DROPPED
BOMBS,
BELIEVED SUBMARINE
DESTROYED

Dropped floating lights to mark position of oil bubbles. Destroyer ELLIS dropped depth charges. From indications it is believed submarine was destroyed.

(Elizabeth City Air Station - 00721)

May 18, 1942

DROPPED DEPTH CHARGES
IN PATH OF SUBMARINE

Searched for submarines near unescorted Portuguese vessel. Located submarine moving in toward vessel; dropped two depth charges in pattern with Army B-25 plane. Results unknown.

(Miami Air Station - V-172)

May 19, 1942

LOCATED SURVIVORS
OF SHIP HEREDIA,
NOTIFIED
FISHING BOATS

Proceeded to position of sunken vessel in Lat. 28-33-20, Long. 90-58-30, discovered seventeen survivors adrift on rafts; dropped message block announcing that aid would arrive; notified group of fishing boats of situation. Resumed search, located five more survivors in water. Plane V-170 transported two injured survivors ashore.

(Biloxi Air Station - V-170; V-184)

May 21, 1942

DROPPED
DEPTH CHARGES

While patrolling ahead of convoy observed bubbles advancing in direction of Portuguese steamer, three miles east of Biscayne Key. Dropped two three hundred and twenty five pound charges. No apparent

damage to submarine.

(Miami Air Station - V-172)

May 25, 1942

PATROLLED AREA
OF TORPEDOED
TANKER

Patrolled area assigned, found tanker aground off Timbalier Lights. No survivors or bodies sighted.

(Biloxi Air Station - V-212)

May 29, 1942

DROPPED
DEPTH CHARGES

Patrolled dropped aluminum marker on old oil slick, position Lat. 36-10, Long. 75-05, dropped depth charges. Results unknown.

(Elizabeth City Air Station - 186)

May 30, 1942

PATROLLED AREA OF
REPORTED SUBMARINE

Patrolled area of reported position of submarine. No results.

(Biloxi Air Station - 597)

June 3, 1942

DROPPED
DEPTH CHARGES

Dropped depth charges over spot where air bubbles appeared. No apparent results.

(Elizabeth City Air Station - 186)

June 5, 1942

DROPPED
DEPTH CHARGES
SUBMARINE
BELIEVED SUNK

Dropped depth charges over oil slick. It is believed that submarine bottomed on edge of Hudson Canyon in Lat. 39-50, Long. 72-57, changed course to southward, ran over ledge and slid to bottom in forty fathoms.

(New York Air Station - V-177)

June 5, 1942

SEARCHED
FOR SURVIVORS

Searched area Lat. 35-05, Long. 71-36 for survivors of sunken freighter. No results.

(Elizabeth City Air Station - 167)

June 5, 1942

SEARCHED
FOR SUBMARINE

Made search in position that periscope was reported sighted. No results.

(Port Angeles Air Station - V-207)

June 7, 1942

SEARCHED FOR
SUSPICIOUS OBJECT

Searched area in which a suspicious object was reported. Sighted by Army Coastal Lookout. Negative results.

(Port Angeles Air Station - V-206)

June 9, 1942

LOCATED SURVIVORS
OF TORPEDOED STEAMER
COAST TRADER

Searched and found rafts containing twenty survivors of torpedoed steamer COAST TRADER, sunk in Lat. 48-15, Long. 125-40. Made report to Canadian vessel, which rescued victims.

(Port Angeles Air Station - V-206; V-176)

June 9, 1942

SEARCHED
FOR SURVIVORS

Searched for survivors of torpedoed ship.

(Port Angeles Air Station - V-203)

June 10, 1942

DROPPED DEPTH
CHARGES

Observing oil slick in Lat. 40-08, Long. 69-46, dropped depth charges. No apparent results.

(New York Air Station - 191)

June 10, 1942

DROPPED DEPTH
CHARGES

Patrolled shipping lanes in position Lat. 34-52, Long. 75-31, and dropped depth charges in spot where it was thought a submarine was lurking.

(Elizabeth City Air Station - 00796)

June 11, 1942

CONVOYED
DAMAGED TANKER
TO SAFETY

Proceeded to position Lat. 35-01, Long. 75-45, and convoyed damaged tanker F. W. ABRAMS to safety, also convoyed boat load of survivors to beach.

(Elizabeth City Air Station - 00751; 186)

June 11 and 12, 1942

SEARCHED
FOR SUBMARINE

Searched areas in Lat. 35-01, Long. 75-45, and Lat 35-33, Long 75-02, for reported submarine. Results negative.

(Elizabeth City Air Station - 5772; 00726; 186)

June 15, 1942

DROPPED
DEPTH BOMBS

Proceeded to position eight miles 182 degrees true from Block Island southeast light, dropped depth bombs over oil slick. Results undetermined.

(New York Air Station - 177)

June 16, 1942

DROPPED
DEPTH CHARGES

Proceeded to position five miles east of Corolla Light. In position Lat. 36-20, Long. 75-40, noticed discolored water, dropped depth charges. No debris or oil appeared after detonations.

(Elizabeth City Air Station - 5768)

June 16, 1942

SEARCHED FOR
SUBMARINE

Made search for submarine reported on Jeffrey's Ledge. No results.

(Salem Air Station - 5769; 5776)

June 16, 1942

SEARCHED FOR
SUNKEN VESSEL

Went on cruise to investigate sinking of vessel seventy miles east of Lynn, Massachusetts. Observed two sunken vessels; no survivors seen. Searched for submarine. No results.

(Salem Air Station - V-192)

June 18, 1942

SEARCHED FOR
SUBMARINE

Searched for submarine reported sighted sixteen miles 111 degrees true of Cape Ann. Results negative.

(Salem Air Station - V-174)

June 18, 1942

SEARCHED FOR
SUBMARINE

Made attempt to contact submarine reported in Lat. 42-30, Long. 70-15. No results.

(Salem Air Station - 5769)

June 19, 1942

FOUND TORPEDOED
VESSEL; ESCORTED
COAST GUARD BOAT
WITH SURVIVORS

Proceeded to position thirteen miles southwest of Diamond Shoals to investigate the torpedoing of VP-389; escorted Coast Guard boat with survivors. Made further search but located no additional survivors.

(Elizabeth City Air Station - 5786; 183; 186)

June 19, 1942

PROCEEDED TO
SCENE OF ATTACK
NAVY TRAWLER

Proceeded to scene of shelling of Navy trawler by submarine. Located a number of survivors and directed boat to scene. Scouted area but found no additional survivors.

(Elizabeth City Air Station - 5764)

June 19, 1942

SEARCHED FOR
SUBMARINE

Searched for submarine reported sighted near Virginia Capes. Observed CG-400 dropped depth bombs.

(Elizabeth City Air Station - 00796)

June 20, 1942

SPOTTED IN
TORPEDOED VESSEL

Spotted in torpedoed British SS COMOSUN for the Coast Guard cutter INVINCIBLE.

(Port Angeles Air Station - V-206)

June 20, 1942

DROPPED DEPTH CHARGES
ON OBJECT

Dropped two depth charges on object in position 100° true fourteen miles from Corrolla Light, no apparent results.

(Elizabeth City Air Station - 5774)

June 20, 1942

LOCATED SURVIVORS
OF TORPEDOED
SS COMOSUN

Located victims of torpedoed British SS COMOSUN in Lat. 47-10, Long. 126-00. Also located vessels which picked up survivors. Searched for submarines, but found none.

(Port Angeles Air Station - V-176)

June 20, 1942

SEARCHED FOR
SUBMARINE

Searched for submarine reported fifteen miles south of Mississippi River Southwest Pass.

(Biloxi Air Station - V-184)

June 21, 1942

SEARCHED FOR
SUBMARINE

Proceeded to Lat. 34-55, Long. 75-27 and searched for submarine. Observed Coast Guard craft developing submarine contact.

(Elizabeth City Air Station - 5764)

June 21, 1942

SEARCHED FOR
SUBMARINE

Patrolled area of entrance to strait, searching for a lurking submarine. When submarine appeared off Fort Stephens, shelled it. Results not stated.

(Port Angeles Air Station - V-207)

June 22, 1942

CONDUCTED SUBMARINE
PATROL - SIGHTED
WRECKAGE AND TWO
BODIES

While conducting submarine patrol, sighted wreckage in Lat. 42-32, Long. 70-52, also sighted two bodies. No signs of life within vicinity.

(Salem Air Station - V-174)

June 24, 1942

SEARCHED AREA WHERE
SHIPS HAD BEEN
TORPEDOED

Proceeded to scene where two ships out of convoy of sixteen had been torpedoed. Searched area until fuel ran short.

(Elizabeth City Air Station - 5768)

June 26, 1942

PATROLLED -
DISCOVERED OIL SLICK
DROPPED DEPTH CHARGES

Patrolled area thirty miles ahead of convoy which was picked up in Lat. 38-55, Long. 73-20. Upon observing oil slick dropped depth charges. Contacted mine sweepers which took samples. Results not definitely known.

(New York Air Station - 177, 191)

June 27, 1942

LOCATED TORPEDOED
BRITISH TANKER

Patrolled. Located torpedoed British tanker eighteen miles off Diamond Shoals, proceeding north under own power, being convoyed.

(Elizabeth City Air Station - 00751)

June 28, 1942

DISCOVERED SUBMARINE
DROPPED DEPTH CHARGES

While patrolling ship lanes sighted large white wake, proceeded onward, sighted conning tower; dropped depth bombs. Results unknown.

(Biloxi Air Station - V-124)

June 28, 1942

LOCATED
TORPEDOED STEAMSHIP
WILLIAM ROCKEFELLER -
SIGHTED SUBMARINE AND
DROPPED DEPTH BOMBS

While circling steamship WILLIAM ROCKEFELLER in Lat. 35-00, Long. 75-08, ship burst into flames. No visible results. Notified CGC-470 which proceeded to scene and rescued entire crew of fifty persons.

(Elizabeth City Air Station - 00796; 5786; 5771)

APPENDIX D

COAST GUARD ASSISTANCE

CUTTERS AND SHORE STATIONS 1942

12 January, 1942

PROCEEDED TO
ASSISTANCE OF
TORPEDOED
BR. ST. S. CYCLOPS

On January 12, 1942, the British ship CYCLOPS sent out a distress message, giving her position and stating that she had been torpedoed. The Coast Guard cutter DUANE proceeded to her assistance. Next day the DUANE received a message from Headquarters that the Canadian minesweeper RED DEER was carrying out the rescue work affecting 200 persons on board the CYCLOPS. On the same date the DUANE sighted wreckage consisting of miscellaneous small, buoyant articles, and these were seen intermittently throughout the day. It is thought that the RED DEER rescued the survivors.

19 January, 1942

ASSISTED VICTIMS
OF TORPEDOED
ST. S. MALAY

by Coast Guard craft.

Torpedoed. Coast Guard units comprising Rodanthe Coast Guard Station proceeded to scene, took aboard one body and three badly injured men and transferred them to Norfolk for medical attention. Disabled vessel proceeded to Norfolk under own power, trailed

PROCEEDED TO
SCENE OF TORPEDOED
ST. S. CALTVAIRA

Torpedoed. The Oregon Inlet Lifeboat Station boat proceeded to scene and on request of Brazilian St. S. BURY, which had taken torpedoed vessel in tow, sent message for tug.

20 January, 1942

SEARCHED FOR
SURVIVORS OF
TORPEDOED ST. S.
CITY OF ATLANTA

Torpedoed. Coast Guard vessels searched area, but found no bodies or survivors.

23 January, 1942

RESCUE OF SURVIVORS
OF TORPEDOED
BRITISH TANKER
EMPIRE GEM

On January 23, 1942, the Ocracoke Station received information that the SS VENORE had been torpedoed and was sinking fifteen miles south of Diamond Shoals. The Ocracoke Station motor lifeboat left station to change course to twelve miles south of Hatteras and search for the British tanker EMPIRE GEM, which had been torpedoed and was on fire. Reaching the scene, the lifeboat maneuvered close to the burning tanker; the three men on board jumped overboard.

Succeeded in saving two of the three men; the third went down. The rescued men were put on board the motor lifeboat from Hatteras Inlet Station for transfer ashore; afforded succor at station.

25 January, 1942

AFFORDED SUCCOR
TO SURVIVORS OF
TORPEDOED NOR.
VESSEL VARANGER

Torpedoed with no loss of life. Lifeboat containing survivors towed ashore by outsiders; Townsend Inlet Lifeboat Station afforded persons succor.

3 February, 1942

RESCUE OF SURVIVORS
OF TORPEDOED PANAMIAN
VESSEL SAN GIL

On February 3, 1942, the NIKE intercepted an SOS from the SS SAN GIL as follows: "Going down in Lat. 38-05-N; Long. 74-40-W." The NIKE headed for the flare and on drawing near observed three boats in the water, two boats being identified as SAN GIL's lifeboats and the third as the Ocean City, Md. lifeboat. The survivors, thirty-nine in all, were taken on board the NIKE. The Ocean City Station lifeboat was directed to tow the two SAN GIL's lifeboats to shore. The survivors were afforded succor at the Lewes Lifeboat Station.

6 February, 1942

RESCUE OF CREW OF
TORPEDOED TANKER
CHINA ARROW

On February 6, 1942, the Coast Guard cutter NIKE was notified by the Commander, Inshore Patrol Force, that survivors of a torpedoed ship had been sighted in Lat. 39-12-N, Long. 73-45-W. The NIKE proceeded to area and began search. At length a red flare was sighted and upon reaching locality found three lifeboats from torpedoed tanker CHINA ARROW. Succeeded in rescuing entire crew of 38 persons, all of whom were in fair condition.

15 February, 1942

RESCUED 42 SURVIVORS
FROM LIFEBOATS

At 0930 February 15, 1942, departed from Section Base, Little Creek, Va. to search for two drifting lifeboats in Lat. 36-18 N, Long. 75-03 W, and to investigate an SOS from a position thirty miles east of Cape Henry Light. At 1550 sighted flare dropped from Navy plane changed course toward it. At 1610, when fifty miles 86 degrees true from Currituck Light, sighted two lifeboats, arrived, alongside, removed the 42 occupants (34 crew and eight passengers) all poorly clothed. Learned from Chief Mate that they were part of the survivors of the Brazilian SS. BUARQUE, a freight and passenger steamer bound from Rio de Janeiro to New York with 85 persons and a \$200,000 cargo on board, vessel having been torpedoed this date in Lat. 36-01 N, Long. 75-05 W.

(CGC CALYPSO)
5th Naval District

16 February, 1942

RESCUED 42
SURVIVORS
OF TANKER

While performing Coast Guard vessel duty at entrance to Chesapeake, in a dense fog, at 2145, a vessel passed headed East and blowing whistles indicating that it was underway. Shortly afterward, at 2145, an explosion was heard and then a second explosion.

The radio man picked up the distress signals from the sinking vessel, which had struck a mine or had been torpedoed. We got underway and at 2215, Lat. 36-57 N, Long. 75-52 W, three miles away, picked up eleven survivors from the U. S. tanker E. H. BLUM of Philadelphia, Pa., owned by the Atlantic Refining Co. and out two days, bound for Houston, Texas. Informed that three other lifeboats were adrift, we picked them up and by 2245, had rescued the entire crew of forty men. Proceeded toward U. S. Navy Section Base at Little Creek, Va., where crew was landed. Naval officers were taken to Naval Operating Base, Norfolk, Va., for treatment. The sea was moderate, but the visibility was zero. The tanker's master, Captain W. L. Evans, reported the first explosion at 8:32 a. m. and the second at 8:49, which put the engine soon out of commission. The tanker's distress signals were picked up also by the Virginia Beach Station, which sent motor lifeboat #3824 and Coast Guard cutter #2399. Upon their arrival at 2355, they helped tow the lifeboats to safety.

(CGC WOODBURY)
5th Naval District

19 February, 1942

(CGC VIGILANT)
7th Naval District

SEARCHED FOR
SURVIVORS AND
SUBMARINES

At 1:50 p. m. intercepted radio message from ship ELIZABETH MASSEY that a ship had been torpedoed in Lat. 28-06 N, 80-00 W. At 2:00 p. m. Commanding Officer called Senior Coast Guard Officer, Seventh Naval District, received orders for VIGILANT to depart for scene to assist in searching for survivors. Crew departed at 2:10 p. m. from Fort Pierce, Florida. At 5:42 p. m. received message from SS ELIZABETH MASSEY that she had nineteen survivors of the PAN MASSACHUSETTS, of New York, the torpedoed vessel, and that no further assistance was necessary. At 5:50 p. m. contacted U. S. Naval plane on position 27-57 N, 80-04 W. Sent message for instructions, ordered to search for submarines, continued search.

21 February, 1942

SEARCHED FOR
SURVIVORS OF
TORPEDOED
SS REPUBLIC

2310 received telephone calls from residents of Jupiter, Florida, stating that heavy explosion was heard approximately five miles off the coast. Report was verified by personnel at Jupiter Light Station. 2315 notified District Office. 2312 rescue

boat #5220 departed for the scene of the explosion. At 2320, lifeboat #4927 departed for scene. They searched all night and at 0545, four miles east of Jupiter Light, sighted torpedoed American tanker REPUBLIC, sunk by the stern and out of the water from amidships forward, observed no signs of life aboard and the sea was too rough to go alongside vessel. Boats continued search for the survivors until 1430. Located nothing but floating wreckage. Boats returned to station.

(Riviera Lifeboat Station)
7th Naval District

22 February, 1942

RESCUED SURVIVORS
OF TANKER
WM D. ANDERSON

At 1630 motor lifeboat #4927 left station to stand by sunken tanker REPUBLIC until salvage tug arrived. At 1940, unit received call from Jupiter Light stating large fire was seen approximately twenty miles northeast of Light Station. 1942 rescue boat #5220 departed for fire. Asked all Coast Guard Auxiliary to respond. Motor lifeboat #4927 standing by REPUBLIC observed fire and proceeded toward it. Vessel identified as tanker WM.D. ANDERSON sank before any lifeboats arrived. Coast Guard TROUPER picked up one survivor, took him to Stuart, Florida for hospitalization. Continued search for survivors -- no results. At 1942, February 23rd, boats returned to station.

(Riviera Lifeboat Station)
7th Naval District

22 February, 1942

RESCUED 2 SURVIVORS
RECOVERED 6 BODIES
UNKNOWN FROM
TORPEDOED TANKER

En route to search for wreck of PAN MASSACHUSETTS at 5:55 a.m. and sighted flare off shore east of Melbourne, Fla. 5:56 a. m. underway at top speed to investigate. 8:00 a. m. at Lat. 28-14 N, Long. 79-59 W, discovered overturned lifeboat alongside tanker with one man on bottom. Maneuvered VIGILANT within fifty feet of man, when ship exploded enveloping man in flames and spraying VIGILANT with oil. Continued search for survivors -- picked up first at 8:42 a. m., and second at 9:15 a. m. both very close to flames. In the meantime destroyer BIDDLE arrived and directed by planes discovered other survivors. At 10:50 a. m. transferred the two survivors to the BIDDLE. Continued search, picked up six bodies, identified two, transferred them to BIDDLE at 2:00 p. m. Continued search until relieved by BIDDLE at 5:00 p. m.

(CGC VIGILANT)
7th Naval District

26 February, 1942

RESCUED 14 SURVIVORS
FROM LIFEBOAT OF
TORPEDOED "MARORE"

At 1330 lookout reported small sail in sight N. E. Station. Manned S/B motor surfboat No. 3843, proceeded to investigate, arrived at scene at 1440 (Lat. 25-33 N and Long. 45-42 W) found lifeboat from SS MARORE torpedoed en route from Chile to Baltimore, Maryland, with a cargo of iron ore. Found 14 of crew in lifeboat, took 7 in surfboat through surf to shore, returned and took the remaining seven to shore, towed in lifeboat. Sea was rough. Returned to Station at 1530 and rendered first aid and medical assistance.

(Big Kinnakeet Lifeboat Station)
5th Naval District

27 February, 1942

SEARCHED FOR SURVIVORS
IN OILY WATER
RECOVERED ONE BODY
TANKER R. P. RESOR

At 12:45 a. m. lookouts reported ships on fire 128° true from this station. Manned motor lifeboat #5177 and motor surfboat #4788 and proceeded toward scene, 28 miles away. Detailed certain men in charge of OPTIMIST II, to proceed from Shark River Inlet, 18 miles from fire. They departed at 1:30. Arrived first on the scene Lat. 40-01, Long. 70-40-15 and found Standard Oil tanker R. P. RESOR, with a large hole in the port side amidships, and the bridge partly blown apart. At 2:50 a. m. motor lifeboat 5177 arrived at scene and was hailed by picket 4344 from Manasquan Inlet Lifeboat Station and turned over a dinghy belonging to the PC 505; took same in tow; was informed by member of crew of the Coast Guard cutter 4344 that a lifeboat carrying 23 men had been seen to leave the tanker; cruised around ship in search of it until 9:30 a. m. By this time area was being searched also by the planes, a Navy blimp and other vessels. At 3:20 a. m. upon arrival at the scene of surfboat 4788 sighted two life rafts. Unable to determine whether any one was on them. Proceeded through the oil until it became so heavy it stalled the motor. Determining that no survivors were aboard the rafts, the surfboat began working out of the oil just ahead of the fire, and continued searching for survivors in the vicinity of the burning ship. At 9:15 they sighted a piece of cork in a patch of oil $3\frac{1}{2}$ miles west of burning ship; investigated, used oars to clear away oil and found body of man, with cork life preserver on. They took aboard the body, weighing about 350 pounds because of accumulation of oil. Continued search until 9:30 a. m. and both boats returned to station; turned body over to Coroner, cleared oil from it and found face badly burned. Dinghy towed in by our lifeboat was turned over to PC 505 on 2 March, 1942.

(Point Pleasant Station)
Shark River L.B. Station
3rd Naval District

27 February, 1942

RESCUED 2 SURVIVORS
FROM RAFTS NEAR
BURNING TANKER
R. P. RESOR

Informed by lookouts at 12:40 a. m. that a ship was on fire east of Manasquan Inlet. Picket boat CG 4344 departed from station at 12:45 a. m. and instructed motor lifeboat 4408 to follow. It departed at 1:00 a. m. Traveling twenty miles due east at top speed, we were the first to arrive at the scene of the burning tanker at 2:00 a. m. Oil coming from forward part of vessel spread the fire 500 feet on the water from the bow toward the south. Cruising as close to the vessel (tanker R. P. RESOR) as possible, and hearing cries for help, we found a man completely covered with oil. Efforts to pull him aboard were unsuccessful, but we managed to get a line around his waist and towed him away from intense heat coming from white hot sides of the ship. Already so near the fire that the paint of the picket boat was blistered, we could proceed no further with the man caked with oil and weighing three times his normal weight being towed under. He was yelling that we were drowning him so we moved him from amidships to cockpit aft and four of the crew managed to pull him aboard. Cruising nearer the ship we found another man hanging to a raft. Two Navy men from PC 507 were trying unsuccessfully to get him on board a rowboat. We went alongside and ordered Thomas J. Evans and Oswald M. Etheridge, Coxswain (Pro), to go on raft and pull the man out of the water. These two crew men were exceedingly brave, took many chances of being burned or falling overboard, but managed to pull the man from the water and he was hauled aboard the picket boat. The two survivors were stripped, wrapped in blankets and secured in cabin aft where there was a hot fire and coffee. After cruising the entire night in search of other survivors, we returned to Manasquan Inlet at 10:55 a. m. Motor lifeboat #4408 arrived at the station at 6:55 a. m. and had found no survivors. A guard was placed over the men. First aid squad cleaned their bodies of oil, clothed them, had them examined by a physician and turned them over to Naval Intelligence for questioning. In the opinion of the boatswain of the picket boat, the tanker was not torpedoed but hit above the water-line with shells that exploded and set the oil on fire. The fire on the water went out after four hours, but the ship burned strongly finally buckled in the middle, causing bow and stern to raise and preventing sinking. Had any of the forty-two crew members lost been able to go to the stern of the vessel, the picket boat could have rescued them all. The whole picket boat crew was covered with oil and clothing had to be discarded as a total loss.

(Point Pleasant Station)
Manasquan Inlet L. B. Station
3rd Naval District

March 9, 1942

RESCUED 9 SURVIVORS
FROM TORPEDOED TANKER
GULFTRADE
TRANSPORTED 70 OTHERS

While cruising off Barnegat Light, New Jersey at 12:27 a. m., a large explosion was seen $\frac{1}{2}$ mile to the seaward of Coast Guard cutter ANTIETAM. Sounded general alarm, notified all ships and stations, proceeded toward explosion and at 12:30 a. m. came close to sinking oil tanker GULFTRADE. At Lat. 39° 43' N, Long. 73° 59' 30" maneuvered to pick up survivors. At 12:40 a. m. picked up lifeboat with ship's officers and bridge watch. After taking these men on board, began maneuvering to remove men still on board the stern of the GULFTRADE, which now drifted apart. At 12:50 in the process of this maneuvering, the ANTIETAM fouled her port engine with a line in the propeller making further maneuvering impossible because of the wind and sea. At 2:45 a. m. the U. S. Navy tender LARCH arrived, instructed him to pick up the seven men from the stern. This was done and the ANTIETAM with the sixteen survivors stood in for New York and arrived at 10:00 a. m. The radio shack of the GULFTRADE was demolished, making calls for assistance impossible. Timely arrival of the ANTIETAM prevented greater loss of life.

(CGC ANTIETAM)
3rd Naval District

11 March, 1942

PROVIDED AID AND
TRANSPORTATION FOR
SURVIVORS OF TORPEDOED
SS. HVOSLEF
RECOVERED CAPTAIN'S
BODY

At 9:30 a. m., station lookout at Fenwick Island Station reported small lifeboat loaded with men standing off beach $\frac{1}{2}$ mile north of the station. Notified Commander at Lewes Lifeboat Station and dispatched eight men to scene. Found lifeboat loaded with fourteen survivors from the Norwegian steamer HVOSLEF torpedoed two miles east of Fenwick Light buoy at 8:10 p. m., March 10. Men were suffering from exposure and injuries, took them to the station for shelter, stimulants, and first aid available. Lt. Osborne arrived at 10:00 a. m. from Lewes Lifeboat Station, assumed supervision of proceedings. Truck #1645 arrived from Indian River Inlet Station to assist, but condition of the men made it inadvisable to move them in open trucks. Two private station wagons, furnished by Mr. A. Felix Dupont, took the survivors to the Lewes Lifeboat Station, transferred four injured members to Beebe Hospital. Remaining members were interviewed by Naval Intelligence, Immigration, and Customs Authorities and were then made comfortable for the night. On the following day, March 12, representatives of the Norwegian Consulate arrived to take charge of survivors and left the station by bus at 12:25 p. m. At 8:25 on March 11, we received a call at Lewes Lifeboat Station from Cape May Station that CG 464 had picked up a body and was proceeding to this station's dock. The boat arrived at 11:00 with one body, life raft, and preservers. The body was identified as that

of Captain Arthur Dahl of the torpedoed HVOSLEF. Personal belongings were taken into custody by the station and the body by Commanding Officer and turned over to the funeral director, Clayton Melson, at Lewes, Delaware.

(Lewes Lifeboat Station)

(Fenwick Island Light Station, Indian River Lifeboat Station -- Assisting)
4th Naval District

13 March, 1942

RESCUED 11
RECOVERED 15 BODIES
FROM TORPEDOED
TANKER JOHN D. GILL

At 11:50 p. m. March 12, received call from Naval Intelligence, Wilmington, N. C., that a burning tanker has been sighted twenty-five miles east of Cape Fear Light Station. Manned lifeboat 4405, arrived at scene, Lat. 33-45 N, Long. 77-37½ W, at 5:50 a. m. this day. Found tanker burning and sinking. Contacted AGASSIZ, already on scene, searched for survivors. At daybreak sighted flare, found it to be life raft with eleven survivors on board. Placed them on Coast Guard cutter 186, which proceeded to Southport, N. C., where medical aid could be given. Continued search until 1:00 a. m., found fourteen bodies, sent them to Southport aboard the AGASSIZ, and returned to the station leaving Navy tug UMQUA, which later picked up another body and sent it to Southport aboard the Coast Guard cutter 4342, also assisting in the search. It was learned from the survivors that the tanker was the JOHN D. GILL of Philadelphia, Pa., which had departed from Atreco, Texas, the 7th and stopped over one day in Charleston, S. C. It was learned later from Naval Intelligence that a tanker had picked up fifteen other survivors of the torpedoed vessel and carried them to Charleston.

(Oakland Lifeboat Station)
6th Naval District

16 March, 1942

RESCUED 25 FROM
LIFE RAFTS OF SS OLEAN
INJURED SENT
TO HOSPITAL

At 0025 March 15, on orders from Commanding Officer of the Beaufort Lifeboat Station, we left in motor lifeboat #3827 to assist in picking up survivors of American oil tanker SS OLEAN, which had been torpedoed fifteen miles from Cape Lookout, Lat. 34-27' N, Long. 76-33' W. Arrived at scene at 0315. Fifteen minutes later sighted a dim flash light, proceeded to the same and took on board five survivors from a liferaft. Continued search and at 0500 sighted another lifeboat with twenty on board, took ten on our craft and placed ten on motor lifeboat #5184 that had arrived alongside. Four of our fifteen survivors were seriously injured so we proceeded to Beaufort Lifeboat Station, sent the injured to Morehead City Hospital, left others at station, and proceeded to sea again in search of other survivors. Finding none, returned to station at 0100 March 16, 1942. Only six of the crew were lost.

(Cape Lookout Lifeboat Station)
5th Naval District

17 March, 1942

ASSISTED STEAMER
SICILIA IN RESCUE
OF 33 FROM
TORPEDOED TREPICA

At 8:30 a call from Henlopen D/F Station told of the interception of a message from the Swedish steamer SS SICILIA calling for assistance in transporting thirty-three survivors, four of them injured, picked up from Yugoslavian ship TREPICA. We dispatched Coast Guard boats 2398 and 4345 and motor lifeboat #5166 to the SICILIA, two miles S/E of Overfalls Lightship. Our boats arrived alongside steamer at 10:00 a. m., transferred the thirty-three survivors to the Coast Guard craft, arrived with them at Lewes Station at 11:30, transported eight injured to the hospital. Red Cross provided needed clothing, and remaining twenty-five survivors left for New York by bus.

(Lewes Lifeboat Station)
4th Naval District

17 March, 1942

SANK TORPEDOED
TANKER
SAN DEMETRIO
PICKED UP
2 BODIES

Radiogram from Senior Coast Guard Officer, 5th Naval District ordered SPEEDWELL to search for survivors of the torpedoed SS SAN DEMETRIO. Arrived 0730 at Lat. 36-58 N, Long 73-44 W. 0745 sighted tanker SAN DEMETRIO, bottom side up with bow about twenty feet above water. Navy's YP 20 arrived at 0800 and helped us sink SAN DEMETRIO by gun fire. At 1000 YP 20 departed to search for survivors. SPEEDWELL stood by derelict awaiting sinking. YP 20 returned at 1410, reported finding lifeboat bottom side up, asked SPEEDWELL to proceed and right it. At 1410, 6½ miles from wreckage, picked up lifeboat with two bodies in it, returned to find derelict sunk, and transferred bodies to YP 20. Continued search for survivors until ordered to Base at 1850.

(CGC SPEEDWELL)
5th Naval District

18 March, 1942

TRANSPORTED
14 SURVIVORS
OF TORPEDOED TANKER
E. M. CLARK

1400 requested by District Office to contact USS DICKERSON, headed for Ocracoke Inlet, and take off from it the fourteen survivors she had picked up from the torpedoed tanker E. M. CLARK of Wilmington, Del. 1530 left station in lifeboat #5426. 1630 contacted USS DICKERSON one mile southeast of Ocracoke Inlet, took fourteen survivors on board, learned from master of torpedoed tanker that twenty-five of crew had been picked up by another boat and only one man was lost. At 1640, departed for station, arrived at 1730 and took survivors in picket boat #2286 to Atlantic, N. C. Arrived 2130, delivered survivors to truck form Fort Macon Lifeboat Station for further transportation to Beaufort, N. C.

(Ocracoke Lifeboat Station)
5th Naval District

18 March, 1942

RECOVERED 9 BODIES
FROM WRECKAGE OF
TORPEDOED
LEMUEL BURROWS

At 0915 received telephone message from Atlantic City station that two bodies had been sighted in life preservers two miles east of Avalon, N. J. Proceeded immediately in motor lifeboat #5081 to position Lat. 39-05 N, Long. 74-35 W and found drifting wreckage, followed same in a southeasterly direction. About 1000 discovered a body, continued search, found eight more and returned them to station at 1415, loaded bodies on service truck 1682 and took them to Wildwood, N. J. Each body was wearing a cork life-belt inscribed LEMUEL BURROWS, and they were identified as members of the crew of that torpedoed American freighter. Bodies and personal effects were turned over to coroner.

(Townsend Inlet Lifeboat Station)
Strathmere Station
4th Naval District

31 March, 1942

RESCUED 9 PERSONS
TRANSPORTED 1 BODY
2 OTHER SURVIVORS
FROM BARGE ONTARIO

At 0930 watchman reported a small boat with occupants drifting about two miles east from station. Manned motor surfboat #4489, proceeded to Lat. 37-40-30 N, Long. 75-33-30 W, near Metomkin Inlet. Found small rowboat with three men and a dog and took them on board. One of the men identified himself as the master of the unrigged barge ONTARIO and gave these facts: Tug MENOMINEE of Philadelphia departed Norfolk en route to New York at 1600, 30 March, 1942, with eighteen members of crew on board, and with three barges in tow, namely: ONTARIO, ALLEGHANY, and BARNEGAT. At 0230, 31 March, in the vicinity of Paramore Bank Buoy, all four vessels were attacked by a submarine and at least eight shots were fired at each. The tug and the barges ALLEGHANY and BARNEGAT were sunk almost immediately and the ONTARIO was listed and in a sinking condition when abandoned by its crew. At 1015 arrived at station, reported facts to officials and provided dry clothing and food for the three survivors who seemed to have suffered no physical discomfort. At 1055, manned motor lifeboat #4063 and proceeded a second time to sea in search of other survivors. 8½ miles bearing 110 degrees from Metomkin Inlet discovered the water logged ONTARIO laying at anchor with two lifeboats tied astern. Discovered six survivors of the crews of the ALLEGHANY and BARNEGAT on board. They informed us that other men from the tug MENOMINEE had been picked up by a passing tanker. Contacted two seventy-five feet Coast Guard patrol boats and gave details and then returned to the station at 1430. The nine survivors departed for Naval Operating Base, Norfolk, Va. at 0900, April 1st, under the custody of Naval Intelligence Officers. The tanker NORTHERN SUN, which picked up the two survivors and one body from the tug MENOMINEE, had anchored in the vicinity of Brown Shoals, and contacted Lewes Station. At 8:15 p. m.

picket boat #4345 departed station, arrived alongside the NORTHERN SUN, removed the two survivors and the one body and returned them to the station.

Wachapreague Station
(Metomkin Inlet Lifeboat Station)
(Lewes Lifeboat Station)
5th Naval District

1 April, 1942

ATTEMPTED TO TOW
TORPEDOED TANKER
SS TIGER
BUT IT SANK

At 0145 Coast Guard cutter JACKSON sighted flames to eastward, departed at 0200 to investigate and assist YP 52 (NOTC). At 0230, received word all survivors of the torpedoed SS TIGER on board YP 52. Returned to station at 0315. At 0500 went to Lat. 75-50 N, Long. 36-49 W and took torpedoed SS TIGER

in tow, but at 1105 tanker listed dangerously and sank by stern, with bow, stacks and masts projecting from water. The vessel was lying in ten fathoms of water. Resumed position of guardship at Chesapeake Bay entrance. Coast Guard cutter SPEEDWELL arrived at 1404, established temporary quick flashing white light on bridge of wreck.

CGC JACKSON
(CGC SPEEDWELL)
5th Naval District

2 April, 1942

ASSISTED IN TOWING
SHELLED SS LEIBRE
RECOVERED 1 BODY

At 1015 ordered from Morehead City Channel to seventy degrees from Cape Lookout Lighthouse to tow SS LEIBRE to Morehead City. At 1700 sighted LEIBRE being towed by ST. ZEMO. Took place astern of tow, picked up lifeboat and one body. At 1900

tug RESOLUTE arrived, made fast, began pulling. Took position ahead of tow, assisted in piloting LEIBRE to Beaufort Inlet Buoy #1. Circled in vicinity until daylight while LEIBRE & RESOLUTE were at anchor. Arranged with RESOLUTE to furnish steam for LEIBRE. At 0925 departed for Morehead City, landed body, stood by and assisted RESOLUTE & ST. ZEMO to moor LEIBRE at Morehead Terminal at 1630, April 3.

(CGC ORCHID)
5th Naval District

3 April, 1942

RESCUED 3
PICKED UP 18 BODIES
SS DAVID H. ATWATER

At 9:20 p. m., April 2, 1942, while on Naval Patrol, the Coast Guard cutter LEGARE observed gunfire in northerly direction, arrived at Lat. 37-58 N, Long. 75-06 W and saw vessel sink leaving only about two

feet of one mast showing above water. Located an empty lifeboat with one body. Investigated signal from CG-218 which arrived at 11:00, and found she had picked up three survivors and three bodies, directed her to proceed with them to Chincoteague. At 8:00 a. m., April 3,, CG-128 arrived to aid in search for bodies. CGC LEGARE assisted by U. S. Navy dirigible K-2 and civilian plane NC 23154, picked up nine bodies wearing life jackets marked DAVID H. ATWATER. Ocean City lifeboat # 4745 joined search, CGC LEGARE transferred bodies to her. She picked up four more. Eagle boat PE 56 picked up another and at 7:30 p. m. #4745 took bodies to Ocean City Station, notified Intelligence Officers, and transferred bodies by U. S. Army truck to Naval Operating Base, Norfolk, Va. CGC LEGARE destroyed two lifeboats and a liferaft and resumed patrol at 8:00 p. m. The DAVID H. ATWATER was sunk by gunfire, one lifeboat had been machine gunned.

CGC LEGARE

(Also - Ocean City Lifeboat #4745)

5th Naval District

4 April, 1942

SEARCHED FOR
SURVIVORS OF
TORPEDOED TANKER
BYRON D. BENSON

At 2300, following an explosion, watch reported a fire fifteen miles southeast of Caffey's Inlet Station and proceeded to motor surfboat ready for sea. At 0120, April 5, reached scene of disaster Lat. 39-10 N, Long. 75-31 at 2340, found American oil tanker BYRON D. BENSON of New York with torpedoed hole in starboard, and burning from stem to stern. Maneuvered near the ship, ascertained there were no survivors on board, searched area. Contacted CGC DIONE, and a British gunboat, which had picked up one survivor. Contacted U. S. destroyer which had picked up twenty-six survivors while covering offshore area. Instructed us to search in-shore. We covered the two mile distance from Kitty Hawk to Currituck Beach Station until 0900, but found no survivors. Motor lifeboat #4925 from the Oregon Inlet Station joined search, but found no survivors.

Kill Devil Hills Station
(Caffey's Inlet Unit)
5th Naval District

11 April, 1942

RESCUED 11
FROM LIFEBOAT
OF SS CITY OF NEW
YORK ADRIFT
13 DAYS
RECOVERED 2 BODIES

At 0940 received a message from U. S. Navy blimp to investigate lifeboat adrift 107° from Cape May, N. J. Proceeded to the scene 100 miles distant at Lat. 38-42 N, Long. 73-00 E, and found eleven survivors, (eight men, two women and a three year old girl). They had been adrift thirteen days since their vessel the CITY OF NEW YORK, a medium sized passenger ship, was torpedoed and sunk off the

Atlantic Coast on March 29. Two bodies, a seaman and the mother of the child were recovered. After scuttling lifeboat, took survivors to Lewes Station. Arrived at 0445, April 12, sent survivors to Beebe Hospital and turned the bodies over to Melson Funeral Home.

CGC-455
(Lewes Lifeboat Station)
3rd Naval District

13 April, 1942

REMOVED 2 SURVIVORS
OF TORPEDOED
SS KROSHOLM
FROM BACCHUS

At 1120 was ordered to contact Dutch steamer BACCHUS and take off two survivors. Instructed lookout to report all passing ships. At 1400, motor lifeboat #4927 and rescue boat #5220 departed to contact passing steamers. Returned to station at 1800 with two survivors of Dutch vessel KROSHOLM, who were aboard the BACCHUS. Turned them over to the Intelligence Officer from Miami, Florida.

RIVIERA STATION
7th Naval District

15 April, 1942

SEARCHED FOR
SURVIVORS OF
TORPEDOED TANKER
HARRY F. SINCLAIR

At 0720 was ordered to investigate burning tanker fourteen miles southeast of Ocracoke Inlet. Left in motor lifeboat #5426 and arrived at 1145. Found tanker HARRY F. SINCLAIR JR. bound but still afloat, searched bow of tanker where there was no fire. Found no survivors. Lifeboat #4464 from Hatteras Inlet patrolled area, found no one. British cruiser SENATEUR DURHAMEL arrived, assisted her in getting towing hawser to ship. Notified station and was advised that the survivors had been rescued several days before.

OCRACOCKE LIFEBOAT STATION
5th Naval District

17 April, 1942

CONVOYED TUG
CHASED BY
SUBMARINE

At 2210 received telephone call that the tug LOCUST POINT was being chased by submarine which had cut adrift a scow it was towing. Lifeboat #4925 left station, contacted tug zigzagging toward shore, seven miles east of Bodie Island Light. Convoeyed tug near beach and lay to until morning. CGC SPEEDWELL located and re-turned scow to tug, which proceeded on its way. Returned to station 0825 April 18, 1942.

OREGON INLET LIFEBOAT STATION
5th Naval District

17 April, 1942

GAVE SHELTER TO
9 SURVIVORS OF
TORPEDOED SS KOLL
TAKEN FROM STEAMER

At 6:00 p. m. received a message that SS LOBITO, anchored in Delaware Breakwater, desired boat to remove nine survivors of Norwegian steamer KOLL. Dispatched CG #2398 which removed survivors, returned them to station, sent one to the hospital, furnished over-night shelter at station. Red

Cross provided clothing. Survivors left station at 11:00 p. m., April 18, in the custody of Norwegian Consul.

LEWES LIFEBOAT STATION
4th Naval District

18 April, 1942

ASSISTED IN
PICKING UP
2 LIFEBOATS
ADRIFT 7 DAYS
WITH CREW OF
TORPEDOED
SS GRENANGER

At 6:30 p. m. after call for assistance to two lifeboats under sail, which had been sighted by U. S. Marine Corp Patrol Plane, CG 2392 and AMC 72, USN, proceeded to Anageda Passage. On contact, AMC 72 took lifeboats in tow for St. Thomas, with CG 2392 standing by. The entire thirty-six men, crew of the Norwegian MS GRENANGER were aboard the lifeboats. Their freighter with general cargo en route from Santos, Brazil to New York, had been

torpedoed without warning April 11, 1942, about 54° true from Sombrero Light. Torpedo entered starboard side of ship into #3 hold just forward of engine room. Submarine, painted black and without any identification markings surfaced and sank ship after firing twenty to thirty shells from a gun forward and gun aft of conning tower. Crew of freighter escaped without casualties in the two lifeboats, with adequate food, but a shortage of water until supply was replenished by a squall, April 15. Sunday, April 12, contacted British freighter SS ALMENARA, which had only two lifeboats, so crew of GRENANGER proceeded in their own lifeboats, could make no further contacts with the 500 meter radio in one of their boats. Crew sighted Sombrero Light about 9:30 p. m., April 17, went ashore and received hot tea and bread and additional water supply. Sighted plane at 11:00 a. m. and in the late afternoon sighted a U. S. Marine Patrol Plane which departed, returned with another plane and dropped message that aid was coming. AMC 72 and CG 2392 arrived at 10:30 p. m. and boats were towed to St. Thomas and survivors were afforded shelter at the old Marine Barracks.

(CGC 2392, SAN JUAN DISTRICT)
St. Thomas
10th Naval District

28 April, 1942

REMOVED 37 SURVIVORS
OF TORPEDOED
SS ARUNDO
FROM DESTROYER -
FOUND ONE BODY

At 12:00 noon received telephone call to remove survivors of torpedoed steamer SS ARUNDO from US destroyer LEC, when it arrived in the Delaware Breakwater later in the evening. At 9:00 p. m. ordered to meet destroyer, At 9:30 dispatched

CG 2398, CG 4345 and motor lifeboat 5166, removed 37 survivors from destroyer. CGR 7224 assisted in removal. Returned to station, removed four survivors to Beebe hospital and fed and housed remaining thirty-four until they departed for New York the following day.

(LEWES LIFEBOAT STATION)
4th Naval District

Point Pleasant Station received orders at 10:15 a. m. to assist sunken SS ARUNDO and detailed CGR 552 and motor lifeboat 5177 from Shark River Lifeboat Station to render aid. At 1:00 p. m. found some wreckage, lifeboats and liferafts. Searched waters, picked up body identified as ship's cook. Picked up inflated tire, found capsized lifeboat, attempted to tow it in, but cast it loose. It was later towed in the CG 4344 from Manasquan Light Station.

(SHARK RIVER LIFEBOAT STATION)
4th Naval District

1 May, 1942

PICKED UP LIFEBOAT
WITH 11 SURVIVORS -
SS EMPIRE DRUM

At 1500 in response to message, departed with S. B. surfboat #5429 to search for a lifeboat reported sighted by plane fifteen miles east of Wright Memorial Bridge. At 1845, found motor lifeboat with eleven survivors from SS EMPIRE DRUM, British vessel torpedoed April 24, 1942. Gave food to survivors, took boat in tow. En route to station CGC 407 came alongside with orders to take survivors to Naval Operating Base, Norfolk, Va. Transferred survivors to CGC 407 and proceeded to station with lifeboat and beached it.

(CAFFEYS INLET LIFEBOAT STATION)
5th Naval District

1 May, 1942

PICKED UP LIFEBOAT
FROM SS BIDEVEND
WITH 36 SURVIVORS
SENT 4 TO HOSPITAL
CARED FOR OTHERS

At 1330 while drifting with S. B. surfboat 4428, two small boats were sighted eight miles offshore, one towing the other. Proceeded to sea, met the two lifeboats with thirty-six survivors from Norwegian freighter BIDEVEND, torpedoed approximately sixty miles offshore, April 30, 1942. Took survivors to shore, transported four to hospital, succored others and towed lifeboats to Manasquan Inlet.

(TOMS RIVER LIFEBOAT STATION)
4th Naval District

3 May, 1942

SUCCESSFULLY 26 SURVIVORS At 0500 coastal lookout reported sighting lifeboat
FROM SS OCEAN VENUS approaching shore, proceeded with truck 1167 to
scene of landing, gave food and first aid to
twenty-six survivors from SS OCEAN VENUS, notified
nearby stations. Trucks arrived from Naval Air Station and transported
men there.

(CAPE CANAVERAL LIGHT STATION)

4 May, 1942

RESCUED 45
ASSISTED IN TOWING
SS ECLIPSE TO PORT

At 10:30 a. m. departed base, arrived at Fort
Pierce, Fla. At 1:45 p. m. and 1:50 p. m. received
message that British steamer SS ECLIPSE en route
from Belfast, Ireland to Port Arthur, Texas, had
been torpedoed off Boynton, Fla. Rushed all boats
including Coast Guard Auxiliary to scene and rescued forty-five of crew,
three were known lost. The injured were put ashore at Boynton, given
food and medical attention and transferred to Hotel Alma, West Palm
Beach, Fla. Unable to secure a tug from local owners, we requisitioned
tug ONTARIO, which was towing a barge by Fort Lauderdale, Fla. It left
immediately for torpedoed steamer, secured hawser and started tow at
12:10 a. m., May 5, 1942. After twenty hours of towing, was assisted by
tug BAFSHE of Port Arthur, Texas, which connected steam hose and pumped
water from seven and eight holds to one and two, and brought steamer
on even keel and draft of thirty-four feet, so that ship could enter
Port Everglades. At 10:15 p. m. May 5, 1942, turned over custody of
ship to representative of Standard Oil Co. CGC 212 and CGC 244 guarded
tow at all times and directed operations. Rescue boat #5220 from Riviera
Station arrived at Boynton Beach at 12:10 May 5, 1942, and floated the
two lifeboats, towing the rescue boat to Fort Lauderdale Base #5220 and
lifeboat #4927 assisted in rescue of survivors the previous day.

(HILLSBORO LIGHT STATION)
Lakeworth Inlet Lifeboat Station
7th Naval District

5 May, 1942

RESCUED 45
OF CREW OF TORPEDOED
JAVA ARROW TANKER
HELPED SALVAGE VESSEL

Received word at 9:30 a. m. that torpedoed American
tanker JAVA ARROW was still afloat. Proceeded to
Fort Pierce, Fla. Rescued forty-five of crew,
arranged for thirty-six to be sent to Fort Lauderdale Base. Took remaining nine officers and men
aboard vessel and ascertained damage. Upon arrival
of tugs ONTARIO and BAFSHE at 9:00 p. m. proceeded with tow. After ninety
hours of strenuous pulling, tied up JAVA ARROW at Port Everglades. Tow
was guarded at all times by CGC 212 and CGC 244.

(HILLSBORO LIFEBOAT STATION)
7th Naval District

6 May, 1942

PICKED UP
48 SURVIVORS
OF TORPEDOED
SS ALCOA PURITAN
FROM SMALL BOATS

At 1200 intercepted message from ALCOA PURITAN, increased speed, charged courses several times and at 1600 received on board forty-eight survivors, from SS ALCOA PURITAN torpedoed and sunk by enemy submarine in Lat. 28-40 N, Long. 88-22 W. Continued search. At 1700 spoke to USS ONYX whose pharmacists mate came on board to treat injured survivors. Kept survivors on board all day while searching for submarine. 1510 moored to dock at U. S. Naval Section Base, Burrwood, La. At 1530 delivered survivors to Naval Base.

(CUTTER BOUTWELL)
8th Naval District

7 May, 1942

RESCUED 13 SURVIVORS
OF TORPEDOED
SS PIPESTONE COUNTY

While on patrol duty, picked up message from Coast Guard plane that lifeboat with survivors was drifting thirty miles east of Oregon Inlet. At 1025, changed course and assisted by radio bearings from a Navy blimp, which had taken station over that lifeboat steered to position Lat. 37 - 29 N, Long. 67 - 20 W, and picked up thirteen survivors, sank lifeboat by gunfire, and took survivors to Naval Operating Base, Norfolk, Va. Survivors reported that their vessel SS PIPESTONE COUNTY of New York, proceeding from Trinidad to Boston, with a general cargo, had been torpedoed and sunk without warning at 1305, April 21, 1942, and that the master and thirty crew members in three other lifeboats had become separated from this boat the first day and their whereabouts were unknown. A plane from Cape May Air Station had dropped provisions just before our arrival. The third mate in charge of these thirteen survivors reported that the pistol flares failed to operate, although dry and in good condition.

(CGC CALYPSO)
5th Naval District

7 May, 1942

TRANSPORTED
2 BODIES ASHORE
SS DELISLE

At 1230 in response to a call from Captain Foster of the Naval Salvage tug working on the torpedoed DELISLE, five miles north of Jupiter Light Station, took truck #1690 to Jupiter Inlet, obtained a rowboat and went out to the ship at Lat. 27-00 N, and Long. 80-07. Removed bodies of two members of the crew killed when the vessel was torpedoed at 2200, May 4, 1942. The DELISLE was en route to Puerto Rico from Baltimore, Md., with a general cargo and crew of thirty-four. Four stowaways were also found aboard at the time of the torpedoing. A Naval tug was able to float the vessel and take it in tow. The bodies were turned over to the Justice of the Peace of Martin County, Fla.

(RIVIERA STATION)

9 May, 1942

RECOVERED 7 BODIES
RESCUED 22 SURVIVORS
OF BURNING TANKER
LUBRAFOL

In response to message at 0420, left station in CG 5220 and arrived at 0600 at position Lat. 26-26 N, Long. 79-55. Found CGR 231, CGR 1467, and several Navy vessels standing by the burning tanker LUBRAFOL. CGR 231 had taken twenty-two survivors into Boynton Inlet. Finding no others, CGR 1467 and CGR 5220 towed ashore one of the lifeboats and a ballast tank, which had been pierced by a bullet. They were joined en route by CG 212 carrying six bodies, two of which had been picked up by CGR 940 and transferred, and by CG 7277 which had one body transferred to it from CGR 940 of the Fort Lauderdale Base. Placed the seven bodies in boat house for examination. They were carried to Port of Palm Beach in a station barge. At 0812, motor lifeboat 4927 had departed station to stand by burning tanker, and at 1600 radioed for relief, and was informed CGR 1469 had been dispatched. Relief could not locate either boat or tanker and returned to station. Lifeboat 4927 stood by until gasoline supply was nearly exhausted, headed for Fort Pierce Inlet and reported that at 0600 a two motored Army bomber had dropped a bomb about 300 feet off the starboard, but no damage was done to lifeboat or personnel. The bomber made a circle, the ensign was displayed and the plane turned away.

(LAKEWORTH INLET LIFEBOAT STATION)
CGR 940 7th Naval District

10 May, 1942

ASSISTED
IN SALVAGING
TORPEDOED TANKER
AURORA
TRANSPORTED
CREW ASHORE

After receiving message that tanker AURORA, en route to Beaumont, Texas from New York, had been torpedoed and shelled at 2:00 a. m. left Burrwood Naval Station, found the tanker at 12:35 p. m. west of reported position, Lat 28-38 N, Long. 90-15 W. Sent man aboard tanker to investigate fire forward, shifted to break of forecandle and sent rescue party with fire hose and extinguishers aboard. Two Navy vessels YP 157 and PYc 5 who had picked up the forty-four men crew of the tanker, transferred all but the chief officer, who had died, the master and one badly wounded man to CGC TUCKAHOE. By 1:30 p. m. the fire was extinguished and part of the tanker crew went aboard to secure the tow line and started towing at a speed of three miles an hour, with CGC 466, PYc 5 and YP 157 convoying. At 8:45 a. m. May 11, 1942, tug ROBERT W. WILMONT arrived and made fast to tanker. At 12:45 just after arrival SW Pass, towline parted from TUCKAHOE and tug WILMONT was unable to handle tanker. TUCKAHOE secured another towline at 12:50 but too late to prevent tanker drifting on shoal at entrance to pass. Unable to assist without more tugs, WILMONT and TUCKAHOE left Burrwood Navy Station, and transferred tanker crew at 3:50 for medical treatment.

12 May, 1942

At 7:30 a. m. ordered to assist in floating grounded AURORA, assisted by holding the head of commercial tug WILMONT until 3:00 p. m. when ordered to duty a mile away, where another tanker had been torpedoed. Assignment preformed, returned to AURORA at 1:30 p. m. May 13, 1942 and found commercial tugs had succeeded in floating vessel. Returned to stand by at Burrwood.

(Cutter TUCKAHOE)

14 May, 1942

RESCUED 9
SEARCHED FOR OTHER
SURVIVORS OF
TORPEDOED TANKER
PORTRERO Del LLANO

While patrolling the Florida Straits at 0118, sighted large flame, changed course and identified it as a burning tanker. At Lat. 25-38 N, Long. 79-56 W, searched area for suspected submarine, closed tanker PORTRERO Del LLANO and picked up eight men who were clinging to a spar. Continued search. Took aboard an injured man from a small boat, continued search.. Took aboard an injured man from a small boat, continued search until after daylight and then carried the nine survivors to Miami, Florida. Learned that thirteen of the remaining twenty-eight crew members had been picked up by the PC boat. An injured man died in a Miami hospital the following day.

(USCG NIKE)

7th Naval District

18 May, 1942

ASSISTED IN
SALVAGING TORPEDOED
TANKER WILLIAM C.
McTARNAHAN

At 10:30 a. m. the CGC TUCKAHOE was ordered to assist in towing torpedoed tanker WILLIAM C. McTARNAHAN through Southwest Pass. Found the vessel five miles south of the entrance buoy, towed it, with assistance of commercial tug BARANCA to entrance and stood by to await tug ROBERT W. WILMONT, which had not arrived at 2:00 p. m. so received orders to continue towing. JENNY WILSON, a pilot boat, also assisted. At the entrance the tow sheared to starboard and broke part of the TUCKAHOE line. Anchored vessel still afloat and assisted by USS COURLAN, a Navy mine sweeper, cast loose anchor, but the three vessels could not force tanker up the pass. Her head dropped off to port and she was grounded on West bank. At 8:00 p. m. with help from Army dredge BENYARD attempted to float vessel. Suspended operations at 2:30 a. m., May 19, 1942. Resumed pulling at 11:30 a. m. and with aid from ROBERT M. WILMONT got her afloat and towed her to Burrwood Naval Base. The McTARNAHAN had been torpedoed on May 16 at Lat. 28-52 N, Long. 90-20 W. TUCKAHOE towed her to Sea Buoy, Southwest Pass and turned her over to tug BARANCA until called back to assist in towing May 18, 1942.

(USCG TUCKAHOE)

8 th Naval District

19 May, 1942

RELEASED
DEPTH CHARGES
CONVOYED TUGS
TOWING 2
TORPEDOED TANKERS
ESSO BATON ROUGE
AND OKLAHOMA

On convoy duty, received orders to escort torpedoed tanker ESS BATON ROUGE, in tow of tugs KEVIN MORAN and HENRY W. CARD. Contacted the torpedoed tankers at Lat. 34-32 N, Long. 76-06 W, released a pattern of depth charges, contacted again and released two depth charges. No evidence of damage to submarine was brought to surface. Escorted tankers in tow of tugs inside Cape Henry.

(GGC CALYPSO)

5th Naval District

21 May, 1942

RESCUED 28 SURVIVORS
FROM 2 LIFEBOATS
SS FAJA DE ORO

At 0055 left Key West, Florida, with Lt. MacDonald, USNR, M. D., and two pharmacist's mates aboard to assist persons rescued from torpedoed Mexican vessel FAJA DE ORO. Arrived 1734, Lat. 23-23 N, Long. 84-18 W, picked up twenty-eight survivors from two lifeboats. Doctor and assistants rendered first aid. Searched intensively, inspected all bits of wreckage, but found no signs of nine men believed to have been killed instantly by the explosion. At 1820, departed for Key West. At 2200, Dr. MacDonald pronounced one man dead of first degree burns, concussion, broken limbs. At 0612, 1932, put survivors ashore at Key West, Florida.

(CGC NEMESIS)

7th Naval District

24 - 25 May, 1942

61 RESCUED
SS PEISANDER
DROPPED DEPTH CHARGES

At 1340 instructed by Naval Operating Base, to assist lifeboats from torpedoed English vessel PEISANDER. Proceeded to vicinity of Nantucket Shoal. At 0945, sighted lifeboat and lookout. Sighted enemy submarine crash diving across our bow. Immediately swung ship, tried to ram same, closed in for attack using O.C. sound equipment. Closed in, dropped three depth charges. Oil slick 400 feet in diameter showed. Maneuvered in vicinity twenty-five minutes, but could not pick up sound again. At 1045 took eighteen survivors aboard from lifeboat. Captain reported submarine had been following the lifeboat and had torpedoed SS FLOW CITY when it tried to pick them up. Towed lifeboat and took survivors of Nantucket City. At 1630, took forty-three survivors aboard and two lifeboats of Newport, R. I. The forty-three were rescued by CGR 37, which had picked up one boat with

twenty-two survivors off Maddaket Sound at 1:15 p. m. and the other at 1:30 p. m. One boat had been turned over to motor lifeboat #3828 from Maddaket Lifeboat Station. Both boats had arrived at Nantucket Harbor at 5:40 or twenty-one minutes before our arrival with the eighteen. All sixty-one survivors were succored and housed by the personnel of the Maddaket Lifeboat Station, and assisted by the Red Cross and Civilian Defense Organizations. Of the sixty-one survivors of the vessel torpedoed on May 17, 1942, while en route to Liverpool, England from Australia, twenty were Chinese and the rest British subjects.

(CG GENERAL GREENE)
Maddaket Lifeboat Station
1st Naval District

25 May, 1942

SALVAGED EQUIPMENT
FROM TORPEDOED
TANKERS
DAVID McKELVY

At 4:00 p. m. sighted American tanker DAVID McKELVY which had been torpedoed in Cat Island Pass, La. Began salvage efforts May 26, with results negative. Picked up twenty-five four inch gun shells, transferred them to TUCKAHOE, who had been helping in salvage efforts, for delivery to Naval Section Base at Burrwood, La. On May 28, salvaged one drill press, one tool grinder, two water pumps, one air compressor, also sixty-nine four inch gun shells, one four inch gun barrel and various fittings, later delivered to Naval Section Base, Sabine Pass, Texas. Abandoned salvage operations May 29, 1942, started for Port Arthur, Texas for bunker fuel.

(CGC MAGNOLIA)
8th Naval District

25 May, 1942

RESCUED 29
FROM TORPEDOED
TANKER
SS PERSEPHONE

At 2:55 station lookout reported Panamanian tanker SS PERSEPHONE torpedoed two and one half miles from station at Lat. 39-45, Long. 74-00. Rushed to CG harbor, named CG 4304, CGR 871, and CGR 882. The first named boat arrived on the scene first, CG 4304 rescued fourteen men from a raft and CGR 871 rescued one man from the water on the port side of the wreck. A minute later CGR 871 arrived and rescued twelve men from a partly submerged lifeboat. At 3:45 arrived in harbor with twenty-seven survivors in CG 4304 and CGR 882. Transported survivors in truck #1000 to station, where oil was washed from bodies. Turned survivors over to doctor, who had been called previously. All survivors were given food and coffee. Red Cross nurses assisted in caring for injured, four of whom required hospitalization, and five required treatment. CGR 871 arrived at station at 4:25, bringing another survivor who was cared for. Ordered CGR 871 to sea again to search for remaining nine crew members. After an extensive search, the boat returned with empty lifeboat and raft in tow. At 7:00 p. m. the

CGC 159 of the Cape May Station, arrived at Barnegat Station with the master of the PERSEPHONE who had been picked up shortly after it was hit. After an unsuccessful attempt to contact the submarine, the CG 159, at the direction of the master, went alongside the torpedoed vessel and salvaged twenty-three bags of mail and the ships papers, which were brought to station and guarded. All survivors, except six transported to Pinewald Hospital, Pinewald, N. J., spent the night at station and departed next day at 8:00 a. m. for New York in custody of Standard Oil officials, who had arrived with bus at 4:00 a. m.

(BARNEGAT CITY STATION, CGR 882,
CGR 871, CG 4303, CGC 159)
4th Naval District

27 May, 1942

ASSISTED IN
DISPOSITION OF
36 SURVIVORS OF
TORPEDOED TANKER
HAMLET

At 3:00 p. m. ordered to Morgan City, La. to pilot speed boat (20--J 241) operated by Lt. Hughes, (jg) USNR, through waters unfamiliar to him Aufer Reef Light. At 3:15 Lt. Hughes came alongside and we departed. Contacted shrimp boat LUCILLE, with seven survivors and a yawl from Norwegian tanker HAMLET. Assisted Lt. Hughes in obtaining information from survivors. At 5:00 shrimp boat E. F. MARINE came alongside with twenty-one survivors from HAMLET and at 5:15 p. m. shrimp boat RAMOS BROS. came alongside with eight survivors. These thirty-six survivors constituted the entire crew of the HAMLET, which was torpedoed at 4:10 a. m., this date, at approximately Lat. 28-32 N, Long. 91-13 W. The master stated the first torpedo struck forward, the second amidship five minutes later, both on starboard side. A few minutes later torpedo fired on portside, sank vessel. Assisted Lt. Hughes in obtaining information from survivors, transferred four injured men and the captain of the HAMLET to speedboat, proceeded to Morgan City, La. to make arrangements for the remaining survivors until they could be transported to New Orleans. The HAMLET was one day out from Beaumont, Texas, en route to United Kingdom when torpedoed.

(CGC 14)
8th Naval District

4 June, 1942

PICKED UP
LIFEBOAT WITH
7 SURVIVORS
OF TORPEDOED
SS POLYPHEMUS

At 2025 departed for area of Nantucket Shoals to search for survivors of torpedoed Dutch SS POLYPHEMUS. Took Navy doctor and pharmacists mate and at 1745, June 5, 1942, contacted lifeboat at Lat. 41-15 N, Long. 69-20 W. Took ten survivors aboard and towed lifeboat to Nantucket City.

(GENERAL GREENE)
1st Naval District)

5 June, 1942

RESCUED 25
FROM DRIFTING RAFTS
SS C. O. STILLMAN
TORPEDOED

At 1345 ordered to search for men adrift on - rafts at Lat. 17-35 N, Long. 67-55 W. Underway at 1400. At 1845 sighted U. S. Army plane, changed course to follow it. At 2000, plane dropped flare. At 2040, sighted two coston lights low on water, headed for one, took bearing on other.

At 2045, came alongside three liferafts lashed together with twenty-two men on board. Took men aboard, located other raft from bearing taken previously as they had burned their last coston light. Took three men aboard and all survivors to Ponce, P. R. The twenty-five men were survivors of the Panamanian oil screw C. O. STILLMAN, which was torpedoed en route to New York from Republic of Panama.

(CG 460)
10th Naval District

6 June, 1942

RESCUED
29 SURVIVORS
OF TORPEDOED
SS MATTAWIN

At 4:45 p. m. lookout at Orleans Lifeboat Station reported a boat had landed in the vicinity of Nauset Inlet. Notified Eastham Station and at 4:55 p. m. sent crew with truck #1043, medical kits, and blankets to assist. Eastham station when notified of landing, detailed a crew to

proceed to Nauset Inlet in truck #1719 and proceeded to S. B. surfboat #4590 to search for boat, and simultaneously proceeded in truck #1263 over beach to Nauset Inlet. Upon arrival at 5:00 p. m. found twenty persons had landed on outside beach in a motor driven ship's lifeboat. Survivors were in good condition except for wind burns and strained muscles from two days exposure in lifeboats. Men were covered with blankets and made comfortable. Motor surfboat landed and took all persons aboard, proceeded up waterway as far as possible, and then transported the men in truck #1263 to station. Several trips were necessary,, but all arrived at station by 6:20 p. m., received minor medical treatment from doctors already summoned there, and were afforded succor for the night. The Red Cross assisted in furnishing needed clothing, etc, and the following day the Red Cross transported survivors to Boston, Mass. The men rescued were from the British vessel MATTAWIN, which had been sunk by enemy action at 1:20 a. m., June 2, 1942. The vessel, armed and carrying war supplies, was three days out from New York via Capetown to Alexandria, when hit by two torpedoes twenty miles southeast of 40-34 N, Long. 66-34 W. The vessel sank in three minutes. At 1035, June 7, 1942, nineteen other members of the crew of the MATTAWIN in a lifeboat were picked up ty USCG GENERAL GREENE at 40-15 N, 68-50 W, and taken to Nantucket, Mass., where ten survivors of another vessel and lifeboat left there by GENERAL GREENE on June 5, were picked up and the twenty-nine with two boats in tow were taken to Newport.

(ORLEANS LIFEBOAT STATION
NAUSET LIFEBOAT STATION)
GENERAL GREENE
1st Naval District

7 June, 1942

RESCUED 27
SURVIVORS OF
TORPEDOED
SS SUWIED

On convoy duty en route to Key West, Fla., contacted Navy plane, which gave position of survivors in lifeboat ahead. Departed convoy, arrived at scene 20-18 N, 85-30 W, at 12:30. Picked up twenty-seven survivors from two rafts. Master reported they were members of crew of the American freighter SS SUWIED, which was torpedoed the previous day en route to Mobile, Alabama from British Guiana. Six members of the crew were killed instantly by the explosion. Submarine surfaced and picked up wreckage, but did not machine gun survivors, most of whom were unhurt.

(CUTTER NEMESIS)
7th Naval District

8 June, 1942

SEARCHED FOR
SURVIVORS OF
TORPEDOED
SS COAST TRADER

At 2145 noticed excitement at Naval Section Base 5, investigated and found fishing vessel VIRGINIA I, had just arrived at Neah Bay with thirty-two members of American steamship COAST TRADER, which had been torpedoed 1410-T, June 7, 1942, about thirty-five miles southwest of Cape Flattery. One of the men had died en route, and twenty-two were cast adrift on two rafts, when their towline parted from the lifeboat. Departed with motor lifeboat #5194 and searched for the survivors on rafts. Recalled to station at 0900, June 9, 1942, and found that a Coast Guard plane from Port Angeles Station had directed a Canadian corvette to the two rafts and survivors had been rescued.

(BAADAH POINT LIFEBOAT STATION)
13th Naval District

11 June, 1942

AFFORDED SUCCOR
TO TORPEDOED TANKER
F. W. ABRAMS

While on beach patrol, seven miles east of Ocracoke Lifeboat Station, sighted four lifeboats containing survivors, signaled them best place to land on beach. The thirty-six survivors were carried to Ocracoke Station in motor truck where they were afforded

succor.

16 June, 1942

RESCUE OF
SURVIVORS OF
TORPEDOED
USS CHEROKEE

The ESCANABA while proceeding on convoy duty from Halifax to Boston contacted two submarines through QC sound apparatus; made two attacks on both subs, then picked up convoy. On June 16, one ship of convoy let go flares; fired star shells, and while in position where USS CHEROKEE had gone down found survivors milling around in the water. After heroic efforts, the ESCANABA's crew were instrumental in rescuing twenty-two persons.

16 June, 1942

RESCUE OF
SURVIVORS OF
PORTUGUESE SCHOONER
MARIE DA GLORIA

The USS SEA CLOUD while proceeding on assigned duty picked up in Lat. 48-41 N, Long. 48-53 W, eight men from two dories, survivors of the Portuguese schooner MARIE DA GLORIA, sunk by gun fire. Survivors had been adrift for ten days; landed them at Boston. Fate of the other thirty-

six persons is unknown.

17 June, 1942

RESCUE OF
SURVIVORS OF
BRITISH VESSEL
KINGSTON CEYLONITE

British trawler KINGSTON CEYLONITE wrecked by explosion in Lat. 36-51 N, Long 75-50 W. The Virginia Beach Station boat proceeded to scene finding fourteen survivors adrift on life rings. Transported them to Little Creek Station and turned them over to Naval Intelligence.

17 June, 1942

RESCUE OF
SURVIVORS OF
SUNKEN PANAMANIAN
ST. S. SANTORE

Panamanian St. S. SANTORE sunk by hitting mine; CGC 472 picked up fourteen survivors from water, took aboard fourteen more from M0-76, transferred survivors to PC boat.

18 June, 1942

TOWED 2 LIFEBOATS
ASHORE
SUCCORED 18
SURVIVORS OF
TORPEDOED SS MOIRA

At 12:45 p. m. lookout reported shrimp boat GULF RANGER coming in the pass towing two lifeboats with survivors. Manned motor lifeboat #5191, met GULF RANGER one-half mile away, took lifeboats in tow and proceeded to station. Three injured survivors were taken to Port Isabel, Texas for first aid and then were transported by Army ambulance to

Fort Brown for hospitalization. The remaining fifteen crew members, including the master, were succored at station, questioned by proper authorities and transported on June 20, 1942 by boat to Port Isabel for further transportation to Brownville, Texas by Coast Guard truck. The eighteen men were members of the crew of the Norwegian steamer MOIRA which was torpedoed and shelled at 0700, June 17, 1942 while en route to Vera Cruz, Mexico from New Orleans, La.

(PORT ISABEL STATION)
8th Naval District

19 June, 1942

RESCUED SURVIVORS
OF SCHOONER
CHEERIO
FROM WATER

On orders to assist schooner twelve miles 80 degrees from Mona Island, the CG 459 proceeded with Army plane overhead for directions; found crew of nine men in water clinging desperately to driftwood.

Schooner CHEERIO had been sunk by shellfire from submarine. Transported survivors to Mayaguez, P. R., sent five of survivors to Public Health Service for treatment, turned eight over to Red Cross for food and clothing.

(PORT ISABEL STATION)

20 June, 1942

EXAMINED TORPEDOED
BRITISH VESSEL
OFFERED ASSISTANCE

In response to message from Seattle Radio Station, manned motor lifeboat INVINCIBLE and proceeded to Lat. 47-14 N, Long. 125-20 W and examined a British vessel (supposedly the freighter FORT CAMOSUM), which apparently had been hit by a torpedo and then shelled.

All survivors had been taken aboard a Canadian corvette, which was standing by. Questioned Commanding Officer of the torpedoed vessel on board the corvette, but he seemed reluctant to give any information concerning the incident. Unable to be of further assistance, the INVINCIBLE returned to station.

(GRAYS HARBOR LIFEBOAT STATION)

13th Naval District

24 June, 1942

ASSISTED AT SCENE
OF TORPEDOED
ST. S. MANUELA

While the CGC 408 was proceeding with convoy from Morehead City, N. C., observed a Norwegian freighter and the St. S. MANUELA torpedoed near Cape Hatteras. The CGC 408 carried out an attack which took about an hour, picked up lifeboat from MANUELA containing

twenty-five men and two women and towed lifeboat to HMS NORWICH CITY, which departed for Morehead City.

25 June, 1942

LOCATED TORPEDOED
NORWEGIAN VESSEL
TAMESIS
AND BEACHED HER

Ocracoke Station boat located torpedoed Norwegian vessel TAMESIS ten miles east of Hatteras Inlet, learned that a member of the crew had landed at Cape Hatteras Lifeboat Station. After conference with master, decided to beach vessel, which was done six miles south of Hatteras Inlet.

25 June, 1942

ASSISTED
TORPEDOED
ST. S. TAMESIS

Boat from Hatteras Inlet Lifeboat Station proceeded to locality of distressed steamship fifteen miles 207 degrees from Cape Hatteras. On return, after failure to locate any vessel in distress, contacted St. S. TAMESIS, which was proceeding slowly toward beach. Followed disabled vessel in to beach.

28 June, 1942

RESCUE OF
SURVIVORS OF
TORPEDOED VESSEL
WM. ROCKEFELLER

Vessel torpedoed and sunk. Fifty survivors, some hungry, and some with clothing almost gone, were taken aboard by CG-470 and transported them ashore. Later, survivors departed for Cherry Point, N. C., in Navy chartered freight boat NETTIE B. GREENVILLE.

29 June, 1942

RESCUED 11
OF CREW OF
TORPEDOED TANKER
EMPIRE MICA

At 2:20 a. m. Lookout at Cape San Blas Light Station reported a fire at sea. Proceeded to the scene in CGA COUNTESS at 5:20 a. m., arrived at Lat. 29-10 N, Long. 85-20 W, in the Gulf of Mexico forty miles southwest of Apalachicola, Fla., and found British tanker EMPIRE MICA afire and in sinking condition.

Searched area, found no survivors. At 5:40 a. m. sighted lifeboat under sail four miles northwest of burning ship. At 6:05 a. m. took lifeboat in tow. At 6:15, CGA SEADREAM arrived, took up search for survivors, while COUNTESS proceeded toward Apalachicola, Fla. SEADREAM completed search, overhauled COUNTESS and survivors were transferred to SEADREAM, the large and more comfortable boat. The COUNTESS followed with lifeboat in tow. At 11:15 a. m. State Conservation patrol boat put doctors and nurses aboard to care for the badly bruised and the badly lacerated survivors. Arrived at station at 11:40. The torpedoed vessel was a ministry of war transport, four days out from Bay Town, Texas en route to the United Kingdom with a cargo of distillate (combat tank fuel), when two torpedoes struck it at 2:10 a. m. this date. The vessel was immediately enveloped in flames and thirty-three members of the crew were trapped below decks by scattered debris and flames. The ship sheltered at Pensacola, Fla. the night of the 27th, and sought shelter at Panama City, Fla. the night of the attack, but was informed ship's draft was too great to get in harbor there.

(COTP, APALACHICOLA, FLA.)

CGA COUNTESS

CGA SEADREAM

8th Naval District

9 July, 1942

ASSISTED AT SCENE
OF TORPEDOED ST.
S. BENJAMIN BREWSTER

The lookout of Grand Isle Station reported a large fire 215 degrees from station. The CGR 398 proceeded to scene, Lat. 29-05 N, Long. 90-07 W, finding ship burning furiously, having picked up disabled Navy speed boat en route. Located one man in water without lifejacket and put him on board the Navy boat. Located two men clinging to buoyancy tank, assisted them on board Navy boat and towed Navy boat over to PYC-5 U. S. Navy. One was brought in by CG auxiliary boat 20-A-873.

13 July, 1942

RESCUE OF
SURVIVORS -
TORPEDOED ST. S.
R. W. GALLAGHER

Sighted explosion; BOUTWELL proceeded to scene five miles south of Ship Shoal Buoy, and after considerable effort succeeded in rescuing forty-four survivors. Biloxi Air Station plane landed and took aboard three most seriously injured survivors and transported others ashore.

13 July, 1942

CARRIED INJURED
SURVIVORS OF TANKER
R. W. GALLAGHER
ASHORE AND TO
THE HOSPITAL

Patrol plane No. 166 brought three injured survivors of tanker R. W. GALLAGHER to CG 6264 at anchor in Lake Pontchartrain, which carried them ashore, took injured persons to Marine Hospital.

19 July, 1942

SUCCESSFUL 15 SURVIVORS
OF TUG WHICH HIT
A MINE FIELD

At 1600 received message that survivors of the crew of the tug KESHENA were being brought to station by a launch. 1920 departed to escort Navy launch in inlet. The 15 survivors were brought to the station and given food and beds. The tug KESHENA and a Navy mine sweeper were working at salvaging a torpedoed ship when the tug struck a mine. One crew member was lost. The survivors were sent to Cherry Point, North Carolina at 1100, July 20, 1942.

(OCRACOE LIFEBOAT STATION)

26 July, 1942

SEARCHED FOR
SURVIVORS OF
TORPEDOED MEXICAN
STEAMSHIP OAXACA

Port O'Connor Lifeboat Station searched in the vicinity of torpedoed Mexican steamship OAXACA in Lat. 28-23-15 N, Long. 96-08-00 W, for survivors but found none. Coast Guard auxiliary boat 22-F-80 proceeded to position eight miles northeast of Army Post on Matagorda Island, where survivors had landed in lifeboat, and conveyed them to Port O'Connor.

30 July, 1942

PROCEEDED TO
SCENE OF THE
TORPEDOED
SS ROBERT E. LEE

On receipt of information that the vessel had been torpedoed, the CG 7229 proceeded to scene forty-five miles southeast of South Pass. Upon arrival, learned that survivors had been picked up by U. S. Navy escorting vessels; patrolled area.

5 August, 1942

RESCUED SURVIVORS
OF BR. ST.
A. ARLETTA

The USS MENEMSHA sighted raft adrift in Lat. 44-42 N, Long. 53-23 W, with four persons on board, took off occupants, survivors of Br. St. S. ARLETTA who were suffering from hunger and exposure, proceeded westerly, sighted lifeboat with one man on board, rescued him. These persons had been adrift for fifteen days. They were rushed ashore and taken to U. S. Public Health Hospital at Brighton, Mass.

24 September, 1942

RESCUED 61
FROM TORPEDOED
VESSEL

At 2353, 23 September, 1942, the BIBB operating under the Navy Task Force, intercepted an SOS from the steamer PENMAR. Departed convoy and arrived at scene of casualty 630.5 miles distant in the North Atlantic. Screened by the USCG INGHAM, we picked up 61 survivors. The vessel had sunk eleven minutes after the submarine attack. It was carrying 7,500 tons of general cargo, steel, food stuffs, Army trucks and trailers. Two persons drowned before arrival of the BIBB.

(USCG BIBB)

26 September, 1942

RESCUED 8 DRIFTING
FROM TORPEDOED VESSEL

While on convoy duty, radio message told of sinking of the TENNESSEE, British war transport. Being relieved of other duties, proceeded to area, 294 miles distant and located life raft with eight survivors. Screened by USCG BIBB we lowered a boat, rescued the men who were suffering from shock and exposure. They were given medical treatment aboard and transferred to the hospital in Reykjavik upon our arrival at that port.

(USCG INGHAM)

EXTINGUISHES FIRE
ON TANKER MICHIGAN;
ASSISTS INJURED

On October 1, 1942, Harold La Pont, of So. Chicago, Ill., while en route delivering supplies to various vessels moored in port, sighted the tanker MICHIGAN on fire moored and loading gasoline at dock, East Chicago, Ind. La Pont hastened to the Texas Oil Co. dock and notified Officer in Charge, CG 2066 who in turn notified the CG Anchorage Office, Chicago, Ill., by telephone. The Indiana Harbor Fire Department was also notified. Frank E. Straubel, CBM (a), Chester E. Julian, CBM (a), and Joseph Bajt, Cox., of the CG 2066 immediately departed for the scene in private car, found fire confined in after cabin and also a fire in the canal around the vessel. Armed guards were stationed at the

Shell Oil Co. gate to prohibit unauthorized persons from entering the vicinity. The East Chicago Fire Department had the fire well under control. The above Coast Guardsmen assisted in handling fire hose and in maintaining order. At 10:45 a. m. the South Chicago Lifeboat Station boat arrived and put fire pump on board and assisted in extinguishing the flames. At 10:30 a. m. the fire was completely extinguished. Seven members of the vessel's crew were seriously burned and were taken to hospital in Indiana Harbor, Ind. As the Chief Engineer, Severin Hauge could not be found it was assumed that he had jumped overboard and drowned. Dragged canal for his body but did not recover it. The most seriously injured were Reinhart Schultz, porter, and Ernest Talbois, steward; the less seriously injured were Bourke Sturtevan, Alex Stockweather, Ted Manieski, Ernest Wahol and Norbert Kolen. Coast Guardsman Leo Nowak, armed guard aboard the vessel, received minor burns on wrist and arm. The following statement is made in assistance report from CGR 141, So. Chicago, Patrol: "Men attached to the South Chicago Patrol, Captain of the Port Detail, displayed commendable courage in going below deck with the fire pump, extinguishing small fires, and maintaining a constant watch."

TOWS DISABLED
FERRYBOAT
"THE POTOMAC"
TO DOCK

On October 9, 1942, P. R. tugboat informed the commanding officer of CGR 576 that a freight boat, THE POTOMAC, was in distress two miles SW of Old Plantation Light Station. The CGR 576 proceeded to the distressed vessel. The captain said that he could not proceed because of rope in the propeller.

On request, the CGR 576 towed the POTOMAC to dock at Cape Charles.

FLOATS STRANDED
SS MANOA

On October 19, 1942, the Friday Harbor Patrol Base received telephone report from Port Angeles Air Station that a large vessel was stranded on Salmon Bank, off south end of San Juan Island, and was in need of assistance. At 2345, CGR 784 and CGR 783 stood out, and at 0100, October 20 arrived alongside SS MANOA and boarded vessel. At 0200, October 20, CGR 1309 and at 0230 CG 414 arrived. At 0530 U. S. Navy tug TATNUCK arrived. At 0530 CGR 783, 784, 1309 and CG 414 dispersed, patrolled area south and west of MANOA to form protective screen. At 0730, Canadian tug ALMARA arrived. Thick fog set in. USS TATNUCK passed wire hawser and took strain, tide flooding. At 1130 Canadian tug BURRARD CHIEF arrived with flat barge. MANOA started pumping hard, MANOA backing full, the CGR 784 made full power runs parallel and close to MANOA to create swells and give lift. At 2:13 the MANOA floated and backed to westward. At 2:30 p. m., October 20, the MANOA underway en route Seattle, escorted by USS TATNUCK.

PROCEEDS TO AID
OF CANADIAN
SS SUREWATER
AFIRE

At 0415, October 20, 1942, James Sweeney, S 2/c on station watch rang general alarm reporting fire had broken out on Canadian SS SUREWATER moored across Cuyahoga River from Coast Guard Station. Fire tugs CG 64022 and CG 7600-F moored at station were manned and underway in 3 minutes, reached SUREWATER at 0422 and moored near stern of vessel. Each tug got hose to deck of burning boat.

Water was played by both tugs, and the fire was brought under control. Quick response and efficient work saved this vessel. Tug 7600-F stood by until all danger was past. Fire caused by sparks from galley stove pipe.

PILOTS SS
W. C. RICHARDSON
TO MUNISING

On October 27, 1942, the Munising Lifeboat Station received a radio call from the steamship W. C. RICHARDSON requesting assistance. Crew left in lifeboat 4059. A heavy sea made progress slow. While en route, shipped heavy sea, breaking antenna insulators from fastenings on forward bulkhead on lifeboat. At 0845 sighted steamer, and upon reaching her, master asked that he be piloted to Munising. Performed this service.

ASSISTS IN FLOATING
SS CRESCENT CITY

On November 6, 1942, the SS CRESCENT CITY, which had grounded at Prince's Point, called Portage Lifeboat Station for aid. Picket boat 38431 left at 0730, November 7, and reached vessel at 0830.

Assisted steamer's crew to manipulate her stern lines and with aid of the deck engines, vessel swung clear.

ASSISTS IN FLOATING
GROUNDED
SS JOHN LAWRENCE

On November 8, 1942, the SS JOHN LAWRENCE struck an uncharted mud lump of west bank of Mississippi River at Pilottown, La. The CGR 98008, Burrwood, La., on pilot duty, was sent to assist the vessel. Worked on forward end and surveyed vessel's head

until she was worked clear of lump and able to back off under own power.

FLOATS GROUNDED
SS JAMES E. FERRIS

On November 19, 1942, the steamer JAMES E. FERRIS, turning around in Racine Harbor, ran aground due to wind and strong current. She then sounded distress signals. At 1802, Racine Lifeboat Station lifeboat

30318 departed for scene of ship. Upon arrival, took a line from vessel's bow and swung her into channel.

FLOATS GROUNDED
SS J. CLARE MILLER

On November 19, 1942, steamer J. CLARE MILLER while departing from harbor ran aground due to strong wind and current. Steamer sounded distress signals. At 1947 crew of Racine Lifeboat Station manned res-

cue boat 30318 and departed for scene. Upon arrival took line from vessel's bow and swung her into channel.

BREAKS ICE
THUS ALLOWING
TANKER MERCURY
TO PROCEED

On December 7, 1942, at 9:30 p. m. Holland Lifeboat Station lookout observed oil tanker MERCURY having difficulty progressing through Black Lake. Power lifeboat 36330 proceeded to break ice in front of MERCURY until vessel reached its dock.

FREES
SS GLENEAGLES
FROM ICE

On December 12, 1942, at 1330, while the cutter CHAPARRAL was underway in Lake Munuscong, St. Mary's River, en route to Sault Ste. Marie, Michigan, received

radio orders from Commander, Soo Section, to proceed to assist Steamer GLENEAGLES, stuck in ice, northern end of Lake Munuscong. Cutter proceeded through ice from three to five inches thick, arrived at position of GLENEAGLES and began to break vessel free, after which stood by in vicinity until down-bound steamers BAYTON, CHICAGO TRIBUNE and WESTMOUNT were clear of ice.

PULLS ON STRANDED
SS MAKAWELI.

On December 13, 1942, at 1525, the cutter FIR received orders from signal tower, Port Townsend to proceed to Partridge Point and assist in floating SS MAKAWELI. Arrived 1601, made hawser fast to starboard quarter and began pulling. The YMT 22 came alongside MAKAWELI to assist. At 1951 FIR's 8" hawser parted; passed hawser again to MAKAWELI and continued to pull until 2100; unable to free tanker. On December 14, USS DISCOVERER floated MAKAWELI.

BROKE ICE IN
ST. MARY'S RIVER
THUS ASSISTING
SS A. A. HUDSON

On December 15, 1942, at 1200, the cutter CHAPARRAL, on receipt of orders from Commander, Soo Section, to proceed and break channel through ice in St. Mary's River to clear water, to enable SS A. A. HUDSON to proceed down river, broke channel up Lake Munuscong and the St. Mary's River. Also broke ice in upper St. Mary's River from three to four inches thick. Afterwards broke ice across Lake Munuscong from six to twelve inches thick. then broke ice from Lime Island, St. Mary's River to Detour, Michigan, six to eight inches thick.

FREED STEAMERS
B. F. AFFLECK,
MICHIGAN, AND
PARATEX FROM ICE

On December 15, 1942, at 1319, the cutter OSSIPPEE received orders from DCGO, Cleveland, to proceed to and assist steamers B. F. AFFLECK, MICHIGAN, and motorship PARATEX, reported icebound west of Pelee Passage Light. Freed vessels of ice; tugs WYOMING and IDAHO arrived to meet and escort vessels through ice.

FLOATS STRANDED
SS PORT ORFORD

On December 18, 1942, the steamer PORT ORFORD stranded on rocks in Wrangell Narrows; the cutters ALDER, McLANE, ATS COMMODORE (Canadian tug), CG 657, CG 48023, CGR 235 proceeded to scene and rendered excellent service in pulling the stranded vessel off the rocks. The McLANE and the CG 48023 followed the PORT ORFORD to Petersburg.

FREES STS. E. E. JOHNSON,
CAPTAIN C. D. SECORD
AND CHICAGO TRIBUNE
FROM ICE

On December 18, 1942, the cutter OSSIPPEE received telephone orders from DCGO, Cleveland, to proceed to point $1\frac{1}{2}$ miles NW of Pelee Passage Light to aid CGC ALMOND in freeing steamers E. E. JOHNSON, Captain C. D. Secord, and CHICAGO TRIBUNE from ice. Broke lane for other vessels to open water in addition to above service.

TOWS DISABLED
SS MALTRAN
TO SAFETY

On December 20, 1942, cutter MOHAWK learned from CTF 24 that SS MALTRAN was in trouble, due to disabled rudder; with difficulty, owing to icy decks and condition of water, got hawser on board. Lack of maneuverability, due to hawser being laid through stern chock was observed; after unsuccessfully attempting to remove strain on hawser by backing full. Lt. Sinclair ordered hawser cut. MALTRAN was then told to heave hawser aboard; instead, MALTRAN cut hawser, whereupon YT 176 which had arrived placed line on board and stood slowly up Placentia Bay. When two reached Base Roger, MOHAWK Left scene.

FLOATS STRANDED
SS TONGASS

On December 27, 1942, the SS TONGASS of Ketchikan stranded on North Green Rock, in Wrangell Narrows, vessel listing ten degrees to starboard; ADLER put tow line on board TONGASS. ATSCOMMODORE took two old towing lines from TONGASS and started pulling. COMMODORE crowded into ALDER's hawser, breaking it, and rammed ALDER, causing damage to cutter. At 1546 TONGASS floated and proceeded by own power toward Ketchikan; ALDER then proceeded to Petersburg. Other CG units assisting were BENDORA and CG 657.

RESCUES CREW OF
STRANDED RUSSIAN
SS TURKSIB

December, 1942, the SS TURKSIB (Russian freighter) stranded near Scotch Cap Lighthouse, Unimak Pass. The YP 151 worked from January 2 to January 9 in supplying TURKSIB with water and fuel oil; this vessel and the crews of the Scotch Cap and Cape Sarichef Lighthouses rendered splendid service in rescuing, by means of boat, and by breeches buoy, sixty survivors and in recovering bodies of the master and one other victim.

SAVES ENDANGERED
SS GUARDIAN (HON.)

December 29, 1942, the Hondurian steamship GUARDIAN broached to in Lake Worth Inlet and was in danger of going on north jetty. The CG 36413 and CG 30302 from Lake Worth Inlet Lifeboat Station succeeded in breaking the steamship's bow around just in time to keep her off the jetty; towed GUARDIAN in to dock.

RESCUES CREW OF
SS E. H. BLUM

December 29, 1942, the steamer E. H. BLUM with a cargo of fuel oil, stranded on Fenwick Island Shoal. Motor lifeboat 4475 found stranded vessel and stood by until arrival of tug ALLEGHENY; ran lines from steamer to tug, after which lifeboat returned to base, took aboard Mr. I. H. Bell, of Atlantic Refining Co and returned to steamer. At 0220 motor rescue boat 5348 proceeded to grounded steamer and assisted in taking off crew, sixty-nine persons, and put sixty-six of them on tug SAMSON. Rescued boat returned to base with the three survivors.

APPENDIX E

THE 1944 HURRICANE

IN THE FOURTH NAVAL DISTRICT

On 14 September, 1944 a hurricane from the West Indies struck the shores of the Fourth Naval District, the southern New Jersey coast, which sustained the greatest damage, feeling the full fury of the storm between 1530 and 1830. The wind blew from the northeast for three hours, registering 92 miles per hour at Wildwood, then swung northward and then northwestward, preventing any further rise in the tide, which had risen with alarming speed. The areas hardest hit were those of Ocean City, Atlantic City and Long Beach Island. The following are some of the details of Coast Guard assistance rendered.

LIFEBOAT STATION GROUPS

SEASIDE HEIGHTS GROUP

The storm struck about 1630, after the commanding officer of this group of lifeboat stations, with headquarters at Tom's River Station, had given warning to fishing parties, vacationists and beach front residents. All available vehicles were dispatched to danger points to pick up persons in distress and take them to the nearest Coast Guard station for safety. In all 75 persons were sheltered at Tom's River Station, 15 at Chadwick and 15 at Bay Head. A number of Coast Guard Auxiliaries rendered assistance.

BARNEGAT GROUP

In all, approximately 450 civilians were assisted, many being taken to the Barnegat Coast Guard Station where they were given necessary first aid treatment, dry clothes, food and water. With four to six feet of water on the roads, trucks became useless and many were assisted on foot. All lines of communication were severed, all commercial power was off and there consequently was no drinking water. As soon as possible Coast Guard trucks hauled water wherever needed. 150 patients were treated at the Brant Beach Coast Guard Infirmary. 50 meals were supplied and 130 typhoid inoculations given within four days after the hurricane. Water covered the first floor of the infirmary; there was no electricity or water for 48 hours, no light, heat or other means of sterilizing instruments.

BEACH HAVEN GROUP

Two children were rescued by Bonds Lifeboat Station personnel from a beach house just as the porch was washed away. Another house with six people in it washed out into the bay and broke in half and people clinging to part of it, advised not to jump by the Coast Guard, were safely washed

ashore. By 1715 the boardwalk and stores along the boardwalk began to break up and wash away. At 1930 Coast Guardsmen using flashlights to pick their way through wreckage and debris, stopped at houses where lights were burning, assuring the people that the worst of the storm had passed. Numerous rescues were made by the crew of the Coastal Lookout Station, Beach Haven Terrace, N. J., and 100 persons were brought to the station and furnished dry clothing and hot food. A fire, which broke out at the station in the midst of the hurricane, was extinguished by the Coast Guard. Members of Flotillas #17 and 18, C. G. Auxiliary, on duty at Little Egg Station did outstanding service.

ATLANTIC CITY GROUP

The entire bulkhead and dock of the Coast Guard Infirmary at Longport was washed away and many of the foundation pilings destroyed. The main station building of the Brigantine Lifeboat Station was moved 25 feet from its foundation. It was necessary to direct the Temporary Reservist who manned the lookout tower at the Atlantic City Lifeboat Station to abandon his post when the boardwalk began to break up. By 1800 the only bridge leading to Brigantine had been washed out. All power and communications were cut off and the radio had to be operated by an auxiliary generator. 2000 passengers and 15,000 pounds of food, medical supplies and building supplies were ferried to and from marooned Brigantine Island. 50 panicky and hysterical negro women were rescued from a laundry. 350 persons were evacuated from basement apartments. 14 persons were rescued in the Bay section of Longport by men of the Great Egg Lifeboat Station. The Brigantine Lifeboat Station was demolished and the personnel reached Brigantine City by wading in water arm-pit deep with no lives lost and none injured. Coast Guardsmen attached to the Telephone System Office at Absecon Lifeboat Station removed three women and a child to a brick home; pulled a man to safety from the tide water; rescued a man and woman from waist deep tide water; took three women, a man and a boy from a threatened beach front home; rescued two men and a woman from a restaurant; removed a man to safety from a small real estate office floating along the street; rescued one small boy swimming beside a small boat and another secured to a telephone pole; and performed numerous other rescues.

STRATHMERE GROUP

Lifeboat station crews in this group brought 13 civilians to station buildings and moved nine families from their homes to safer nearby buildings. The Ocean City Station crew removed a woman and three small children by boat from a house on the ocean front. In the early hours of the morning a crew from the Townsend Inlet Station found four women in a house in the Sea Isle City section suffering from exposure and cold and took them to a local hospital for treatment.

WILDWOOD GROUP

Two Coast Guardsmen from the Hereford Inlet Lifeboat Station took 15 persons from their homes to the Captain of the Port office in North Wildwood for safety. Men from the Captain of the Port unit, North Wildwood waded in the water to their chests when the tide rose, catching rowboats drifting by and rescuing the stranded. Some 60 people were brought into the barracks and given hot coffee and sandwiches and dry clothing. One group rescued by lifeline and ladders included seven persons marooned when the stairs to an upstairs apartment were smashed by a falling telephone pole.

CAPE MAY GROUP

At about 1700 the sea washed out a considerable portion of the boardwalk in Cape May and flooded the streets as far back as four blocks from the beach drive. Groups of Coast Guardsmen were formed and waded through the flooded streets to offer immediate help at every home pending the arrival of boats. Lifeboats were then rowed through the streets removing people from flooded homes.

LEWES, DELAWARE GROUP

Men of this group rendered assistance to civilians in the evacuation and protection of their property, but most of their effort centered around the rescue of the crew of the 300 ton steam freighter, the SS THOMAS TRACY which went aground on Rehoboth Beach, Delaware, while attempting to seek the shelter of the Delaware Breakwater. Rescue crews from the Lewes Lifeboat Station found the TRACY aground about 100 yards offshore with very high seas breaking over her. The wind velocity was about 90 miles per hour. The crew of the ship were gathered forward. As the Coast Guardsmen arrived, the crew went aft bent a line on to a liferaft, and threw it overboard. As the raft washed on the beach, a group of civilians grabbed the line and secured it to a telephone pole. Apparently the panic stricken crew were preparing an abandon ladder net but, had any attempted to reach safety by this method, they would have been swept away by the high seas and strong current. The Coast Guardsmen signalled them to abandon this method and prepare to be rescued by breeches buoy. The gear was set up with greatest possible speed and the first shot was successful. Six men had been brought to safety when the ship cracked amidship, causing the stern to swing to and fro. Great speed was now necessary. Working feverishly under great handicaps of wind and water, Coast Guardsmen brought all 31 members of the crew to shore safely.