

Commander Ray Evans in 1992 as contrasted with Seaman Ray Evans in 1940.



*Release No.*

*Contact:* PA3 Kevin Brunton

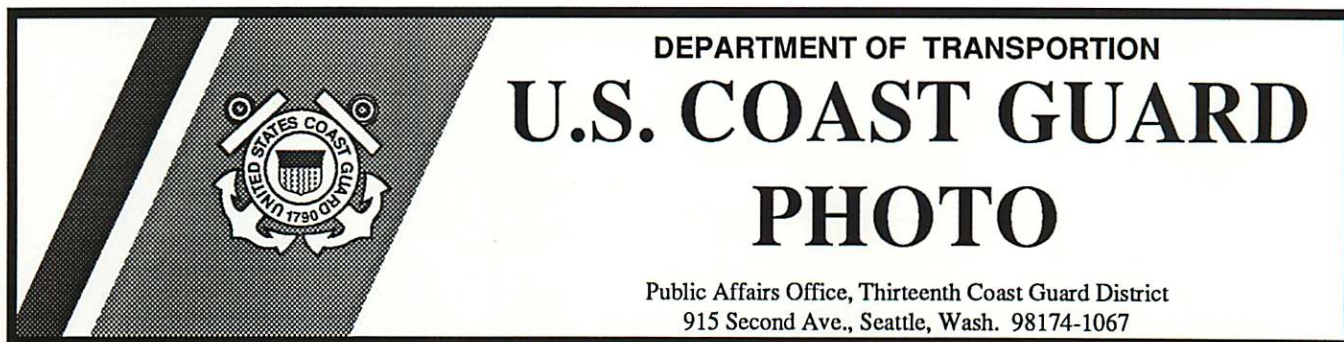
*Phone:* (206) 553-5896

*Date:* 7 AUGUST 92

*Time of Release:* 1415



Commander Ray Evans shows where the Marines should have gone once they hit the beach at Guadalcanal.



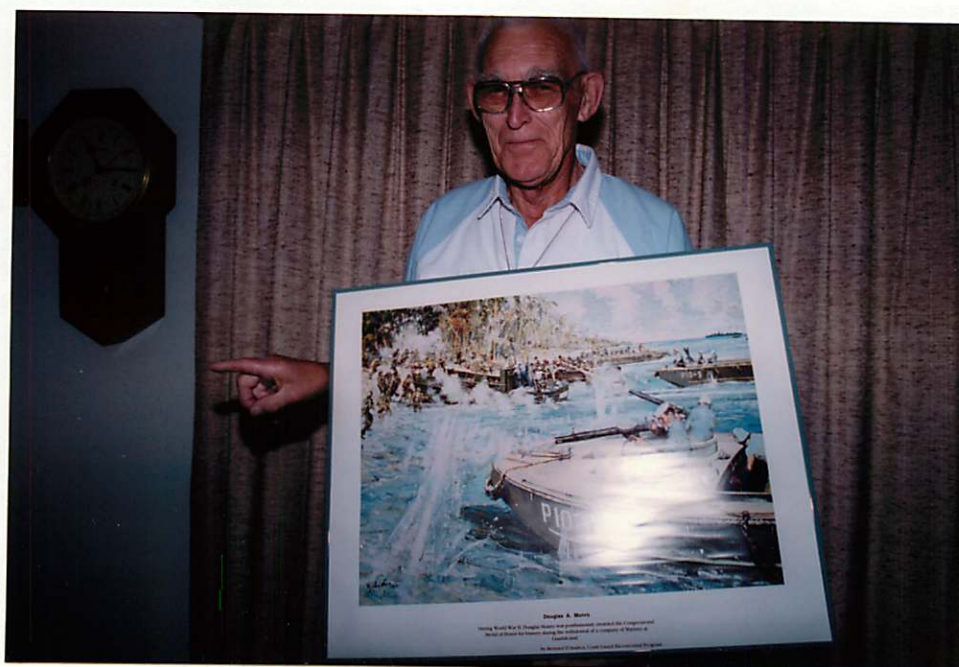
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21 February, 1992

Ensign Steve Tushendorf  
USCGC Sassafra WLV 401  
FPO AP 96678-3922

Dear Steve;

I have related this event at various times in parts and pieces so will try in the accompanying page(s) to give you a complete story, as I know and understand it. Being an SMI on Guadalcanal did not place me in the inner circle. Just taking orders from a great officer, Commander Dwight Dexter, now ADM(Ret).

Hope this fills in some of the gaps and has what you need.

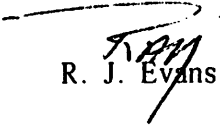
I suspect you are conducting a buoy run in Wespac such as the Buttonwood did in my days as navigator on the Kukui. I spent 17 months navigating her to all the Loran stations in the chain. We also rebuilt the Guam station after a wipe out by a hurricane.

I also have had my turn at buoy tending. I consider the time I spent skippering the Ivy out of Astoria, Oregon as some of the happiest days in the service. I had her for four years from 1954-58 and was responsible for Columbia River, Grays Harbor and Willapa bar buoys. It is a rough go in winter. We worked from 1 March to 1 November and chased breakaways the rest of the winter.

Well I had best get to the narrative since it must reach you in Guam.

Best of luck and drop a line with results.

Regards,

  
R. J. Evans

Encl: Point Cruz Action

ENCL: (4)

## **'GUADALCANAL'**

**As recalled by Commander Raymond J. Evans, USCG (Ret.)**

When the transport division departed Wellington, New Zealand under sealed orders only the top brass knew our destination. A rendezvous with the fighting fleet occurred several days later and word was passed that Guadalcanal was our amphibious landing target. The first such landing ever made by troops in modern warfare.

What was this place with a name you could hardly pronounce? It had an airfield under construction by the Japanese that could be devastating to the allied operations in the South Pacific. The need to take the island and the airfield was clear.

On the morning of 7 August the fleet, led by the Australian cruiser Canberra and followed in single line by the transport division entered Lunga Channel between Savo Island and Guadalcanal in the dark just prior to dawn. When the fleet began shore bombardment the flashes from the three gun turrets lit up the area and we could watch the explosions on shore. I remember thinking what sort of hell that must be to be on the receiving end which is what happened to us later when "Pistol Pete", a Japanese naval cannon, fired on us from the ridge above Matanikau almost daily for several weeks. The gun was removed from a beached Japanese freighter and carried inland to a cave on the mountain. Mounted on a railroad track it could be rolled out, fired, and retreat into the cave. With a high bunker in front of the cave it was almost impregnable. Two barrels of napalm finally ended its chapter in history.

Finally the transports arrived off Lunga Point and commenced unloading troops. The USS Hunter Liggett, Transport Division command vessel carried 35 landing craft and four tank lighters. As they were waterborne they formed four circles off the bow and stern and each boat momentarily came alongside under a cargo net on which the marines climbed down to embark. Then the boats, in line abreast, perhaps a mile wide headed for the beach under the protective umbrella of shore bombardment which lifted as they reached the beach. The Japanese apparently decided against a beach confrontation and pulled back behind the airfield and the beach landing was unopposed. Further inland the next day the marines encountered the enemy on the hill behind the airport which became known as 'Bloody Ridge' a most appropriate name.

The CB's (Navy Construction Battalion) with their heavy equipment started immediately to complete the airfield encountering sniper fire all the time. Eleven days later the first U.S. aircraft, Douglas Dauntless dive bombers, Wildcats, and P38 Lightnings commenced arriving. With one layer of Marsden steel mats on the field the first B-17 made ruts in the mats. A second layer corrected that problem and B-17's and transport planes could use the field as well as the fighter squadrons.

Oblivious almost to the land fighting, the Naval Operating Base (NOB Guadalcanal) as our unit was identified, went about the business of unloading transports of all kinds of material; running nightly anti-submarine patrols in a 35' Higgins landing craft equipped with two depth charges set to detonate at 50'. We maintained contact with NOB via radio using morse code. Since only a navy radioman named Brown and I could read code by ear we alternated nights out on the patrol. I was aboard on the only night we encountered a submarine. It surfaced close by, heard our engine, put a searchlight on us and immediately dove. We were so confused, I am ashamed to say, no depth charges were dropped. We missed our chance.

The signal gang constructed a coconut log signal tower and installed a signal light to communicate with the ships in 'Iron Bottom Bay'. Each of the transports in the original landing were required to leave two boats and crews ashore as they departed which gave Commander Dwight H. Dexter, USCG CO, NOB Guadalcanal about thirty or so 35' landing



craft and perhaps 10 or 12 tank lighters to ferry all supplies onto the beaches. A big job which he carried out masterfully. The crews left behind for the most part were eager and able. Those that were not were weeded out and sent back to their ships within a few days after the landing. Those that were left made NOB a hard working if not always smooth operating group.

When the British Colonial Service (BCS) Solomon Island command abandoned their headquarters at Aola just ahead of the Japanese invasion of the 'Canal', they left behind Lieutenant Martin Clemens of Henley on Thames, England (Now retired Major in Melbourne (Toorak) Australia) to lead the native population into the mountains and to evacuate all the furnishings of the Aola headquarters which were hidden in a mountain cave and never found by the Japanese. No Japanese ever saw a native female (nor did we) but many of the native men worked as laborers on the airfield for the Japanese.

On the day following the landing Clemens came down the mountain and reported to General Vandergrift and became liaison between the Marines and the Fiji Island Defense Force as they became known. The Defense Force, under the command of Lt. Clemens, after the Solomon campaign went with the Marines and Army as far as New Georgia and were cited for bravery in the rescue of a trapped Marine company on Munda. Clemens went on to become a Coastwatcher for the allies until the action moved far to the north.

I think it was about mid October when a Navy Construction Unit (CUB) came ashore and with a steel tower replaced the original which had been blasted by 'Pistol Pete'. My duties were redirected to working with Lt. Clemens which included trips down the coast 35 miles to Aola, the former BCS Headquarters and two trips in which I captained a 26' BCS schooner with a native crew and a three cylinder deisel engine which drove it at 6 knots steadily. One trip carried a Marine scouting platoon around to the north side of the island to Father DeClark's Mission Station from where they scouted the mountain trails for information on Jap troop movements. A week later I returned to bring them back to base. That second trip started me on my malaria trip that eventually saw me relieved from duty on Guadalcanal. I was transported to Noumea, New Caledonia to Admiral Halsey's flagship for reassignment where, due to the Point Cruz action, he promoted me from Signelman, First Class to Chief Petty Officer rating which the Coast Guard concurred in, reluctantly I think because field promotions had never before been an experience of the Coast Guard.

Going back; In those first eleven days without air cover the Japanese flew torpedo bombers, almost daily, through the anchored transports forcing them to get underway and interrupting unloading. The bombers flew below bridge level causing many gun crews to almost shoot into the ships across from them. I cannot remember a vessel being sunk by a bomber but I was ashore after the first day and am not a good source for statistics. I do know the Hunter Liggett was credited with downing one such torpedo bomber.

Ashore we were daily bombed by Japanese medium bombers called 'Betty's' from about 20,000 feet altitude. The standing 'Canal' joke went that if the fighters left the bombers alone they invariably missed their target, often by a great deal. Once clear out in the bay. On the other hand if the fighters met them coming in on their bomb run and they dropped in a panic they inevitably hit us hard right on target. We prayed the fighters would hold off until after the drops.

At some point in September, the Point Cruz action, as described elsewhere, occurred. Munro, who had originally taken part in the landing on Tulagi 20 miles across Lunga Channel, had rejoined NOB and the "Gold Dust Twins" as we had been dubbed on CGC Spencer, lived in a shelter of crate walls and pup tent roof, about 4'X8' located at the base of the signal tower and at the side of the NOB headquarters, the former plantation managers

home located at the high water mark on the beach. We had a coconut log reinforced bomb shelter dug in a few feet from the shelter which was often occupied when 'Pistol Pete' decided to play. It was also used at night because the Japanese figured keeping everyone from sleeping would eventually wear us down. They would dispatch a float plane from Rabaul to fly around starting about midnite and for about three hours drop a bomb about every fifteen minutes. Just enough to keep you in the uncomfortable fox hole and not in your shelter. Later, in November, it seemed they ran short of bombs because they would drop a bomb and then what we thought was a dud until we discovered the huge boulders they were dropping in place of bombs. †

In the beginning I think we all had some images of landing on a jungle covered island (and much of it was), but the lowland area around Lunga Point that made an airfield a possibility was planted with coconut palms so that as we landed and rushed into the trees we found ourselves in a coconut plantation and were immediately struck by the straight rows of trees extending in all directions with very little underbrush. Later we found lush meadows in plantation open glades where the grasses grew over our heads. I understand that the U.S. Government paid Colgate Palmolive Peet for every tree destroyed in the fighting.

It seemed to rain every day about noon for about 30 minutes at the rate of two to three inches an hour. The road, sunk a foot into the plantation floor by the heavy trucks would fill up level with water which would dissipate in the sandy soil in minutes. Then with the sun out, the humidity became unbearable. Breathing was difficult and everyone was soaking wet with sweat. late evenings, after sunset, and early mornings were the only pleasant (if that's a good word) part of the day.

Munro and many others were buried in a military cemetery established on a little hill with a small chapel having thatched walls and roof. Many, like Munro, were eventually exhumed and brought home for burial. Many others remain there today and must not ever be forgotten. They turned the war in the Pacific around and started the allies on the road to victory over the Japanese. Without Guadalcanal and its sacrifices, the war would have been much longer with many thousands more dead.

I am proud to possess a Presidential Unit Citation bar on my old uniform awarded by the President to the First Marine Division, Reinforced for its bravery on Guadalcanal. The 'Reinforced' refers to Navy and Coast Guard contingents as well as other marine units assigned to the island. I am proud to say I served at Guadalcanal with the First MarDiv even though I was spared the mud, blood and rotting jungle they had to surmount to gain victory.

Many small memories remain to this day and pop up often when triggered by a key word or phrase. One day a U.S. pilot was reported shot down off Savo Island. I and a boat crew rescued him and on the return back to Lunga noticed a line of Japanese landing craft anchored off Cape Esperance. We thought we would swing in and machine gun the boats at waterline and maybe even sink a few. We were met however by Japanese machine gun fire from the beach and retreated hastily but not before I was rewarded with a 25 caliber bullet in the leg after it ricocheted off a steel plate and did little damage.

Another time we were dispatched to pick up a downed Japanese pilot who was in a small rubber boat. -He spoke no english, we no japanese so we both pointed pistols at each other in a standoff. We finally convinced him to give up the pistol and come aboard and we transported him to our prisoner area. All Japanese had been indictrinated that if captured they would be tortured and killed by the American barbarians. Of course none were.

When the army commenced relieving marine units they came ashore equipped with the new M1 rifles that utilized an eight round clip. The marines were equipped with the old Springfield's that had a five round clip. The Japanese had learned to count to five and then rise up and shoot or attack. When the army greeted them with three more rounds they were taken by surprise. Our heavy weapons (155 mm Howitzers and cannon) were always arranged in a diamond formation and fired 1,2,3,4 in rotating order. With rapid reloading by their crews it became almost a continuous rolling fire. One Japanese officer requested that he be allowed to see the American automatic cannon before he was shot.

Our air force (Army & Marine) was fabulously successful. Their superb training far outweighed that of the Japanese. Many Jap bomber waves lost 100% of the flight or at best only a few survived to return to base. Our losses seemed surprisingly light though there were losses on our side also.

I remember a beautiful tropical island that in the rainy season had a miserable climate but at other times could be an island paradise where there were no poisonous snakes or spiders. There were however boa constrictors as long as twelve feet and spiders whose legs would overhang a dinner plate. When you sat down in the outhouse at Aola, six of these were hanging from the thatched ceiling above you. All dead and dried fortunately but a heart stopping experience nevertheless. We were somewhat reassured when Lt. Clemens advised us there were no poisonous spiders on the island.

Our (troops) most vicious enemy was malaria and diarrhea. Quinine was an almost unobtainable drug and Atabrine, its substitute often was in short supply resulting in many able bodies lying shivering in hospital tents. Thank God for sulfanilimide powder which saved the lives of countless warriors who in other wars died from the same wounds. That's all I got for my leg wound. No record and no Purple Heart! I went through the malaria, diarrhea routine though and had recurring fevers for 20 years following wars end.

There was a time when I wanted to revisit Guadalcanal and take my wife there to see the place that had caused her so much worry for my safety, but not now. Where Douglas Munro and my coxswain, Roberts, from Portland, Oregon were killed are now the port docks for Honiara, the capitol. It would not be a return to a hallowed spot for the spot no longer exists. Only memories remain, the good ones strong, the bad ones somewhat faded and blurred as should be.

So much for a brief trip down the Guadalcanal memory trail. I hope it was enjoyed.

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Raymond J. Evans, Commander, USCG (Ret.) NC  
20 July, 1994  
Tacoma (Lakewood), Washington

## BACKGROUND HISTORY

**Douglas Albert Munro - Cle Elum, Washington**

**Raymond Joseph Evans, Jr. - Seattle, Washington**

On 17 September, 1939 these two young men walked into the U. S. Coast Guard Recruiting Station in the Federal Building, Seattle and enlisted as Apprentice Seamen. Doug Munro came from the small mountain town of Cle Elum where his father was Manager of the Milwaukie Railroad Electric Sub-Station. Ray came from Seattle. His father was a long time Pacific Telephone and Telegraph Co. employee in the Long Lines Division and had, back in 1925, been in charge of the telephone office in Cle Elum.

Since there was no training station in the Coast Guard in 1939, Ray was put in charge of a group of about 12 enlistees, including Munro, and placed on a bus to the Coast Guard Air Station at Port Angeles. Arriving there as raw boots they were put to mowing lawns, cleaning up and servicing aircraft.

Seven days into this routine an announcement was made asking for volunteers to fill seven vacancies aboard USCGC Spencer then enroute on permanent change of station orders from Valdez, Alaska to Staten Island CG Base, New York. The Spencer was just three years old and a smart ship. Doug and Ray volunteered and served aboard Spencer until early 1941 earning their Signalman 3rd Class rating during this time.

## WAR HISTORY

The Coast Guard in 1941 was ordered to man three Attack Transports, the Hunter Liggett, American Legion and Joseph T. Dickman which had been U.S. Army Transports. The word came out that signalmen were needed on the Hunter Liggett and Doug and I, Ray Evans, after many days of pleading convinced CDR Harold S. Berdine, the Executive Officer, USCGC Spencer to let us go. On arrival aboard Liggett at the Brooklyn Army Base we found we were actually attached to the staff of Commander Transport Division 7, Commodore G. B. Ashe. The officers of the staff were Navy except for CDR Dwight Dexter, Personnel Officer who was Coast Guard. The Navy apparently felt that the Coast Guard did not have officers trained in handling vessels in convoy or in multiple ship groups so the Division Commander was Navy. All other personnel on the vessels, both officers and men, were Coast Guard.

Skipping over time and lots of training including hauling British troops to Bombay from Halifax, Nova Scotia, we eventually found our way on the Liggett to Wellington, New Zealand in the build-up toward the invasion of Guadalcanal in the Solomons. While there Commodore Reifschneider, named Commander of Auxiliaries in the invasion arrived by air from the States and needed a temporary staff while his permanent staff personnel came by ship. Doug and I were assigned to be his signalmen for that period. At the conclusion of this I was returned to Liggett but Munro ended up aboard the attack transport McCawley.

When I learned that CDR Dexter had received orders to command the Naval Operating Base on Guadalcanal I volunteered for duty building and manning a beach signal station and landed on the island on 7 August, 1942 with the Marine invasion force. Landing was relatively unopposed as the Japanese forces drew back into the hills behind what became known as, Henderson Field, and let the landing occur with little interference until later when the fighting became fierce.



## BACKGROUND HISTORY

Munro, on the other hand, made the landing on Tulagi Island, 20 miles across the channel from Guadalcanal, which was a very bloody action wiping out 80% of the Marine first wave, and taking several days of fierce fighting before the island could be declared secured. When that action was completed in about two weeks he was transferred back to Guadalcanal and the two 'Gold Dust Twins', as they became known on the Spencer, were reunited.

During mid-September the Marines had been ineffectively trying to drive west across the Matinikau River but with little or no success. As I understand it now they had directed a force across the river high up on the mountains and on 23 September launched an attack by water to land at Point Cruz, charge inland and link up with the land force and encircle the Japanese. Our part in this came when CDR Dexter called Munro and I to him and directed us to take charge of a number of LCV's and LCT's to transport a Battalion of Marines from the Base at Lunga Point to Point Cruz and land them in a small cove on the eastern side of the Point.

The boats loaded, Munro and Evans were in separate LCV's, each with an air cooled Lewis, 30 Caliber machine gun and ammunition. The flotilla proceeded to a point about 1 mile offshore of Point Cruz and rendezvoused with the destroyer, USS Ballard, which laid down a covering barrage and then gave us the go ahead to land. The landing was marred by shallow water preventing the landing from occurring where planned. The Battalion Major was informed that as soon as they landed he should direct his troops to the left to compensate for the landing site but as it turned out he was killed instantly by a Japanese mortar round and did not so direct his troops. They charged through the narrow fringe of trees and jungle at the beach and emerged into a field rising steeply up to a ridge. They started up only to find Japanese in single man pits with camouflaged lids behind them. They had charged right up the hill past these defensive positions and were then placed under a murderous field of fire and were forced into fighting their way back to the beach losing about twenty five casualties in the process.

Meanwhile the Battalion Major had requested that when the boats returned to Base, one LCV remain offshore for a short time to receive immediate wounded. I volunteered to do this while Munro led the other boats back to Base. The Coxswain, whom I believe was named Roberts, from Portland, Oregon and I lay to off the beach waiting. Due to our inexperience we did not anticipate fire from the beach and allowed our boat to lay too close in. A sudden burst from a Japanese machine gun hit the Coxswain and I slammed the combined shift and throttle lever into full ahead and raced the four miles back to the Lunga Point Base. Roberts was placed on an airevac plane to Espiritu Santos, New Hebrides but I understand he died while enroute.

I should add that the Japanese gunner had punctured all three hydraulic control lines on the LCV so that arriving at the Base at full throttle, probably about 20 mph, I could not get the engine out of gear and ran full throttle up on the gently sloping sand beach. Scratch one LCV.

As soon as I arrived back at the Base, Munro and I were told that the Marines were in trouble and had to be evacuated from the same beach we had landed them on. So with approximately the same LCV's and three or four LCT's we headed back to get them off. On arrival Munro and I elected to stay in an empty LCV with our two Lewis machine guns and furnish some sort of covering fire for the Marines on the beach as they boarded. As the LCV we were in would be filled we transferred to a waiting empty boat, until at last, all the Marines had been loaded, including about twenty five walking wounded, and the last boat, an LCT and our LCV turned and headed to sea. As we passed the end of the point we saw another LCT loaded with Marines stranded on the beach and unable to back off. Munro

## BACKGROUND HISTORY

directed the LCT with us to go in, pass a tow line and get them off, which it did. During this procedure, which took probably about twenty minutes, there was no gunfire from the Japanese on the beach nor did we see any movement on the beach. When both LCT's were headed out to sea we fell in after them and were at full power when I saw a line of water spouts coming across the water from where the LCT had been grounded and realized it was machine gun fire. I don't think Munro saw the line of bullets since he was facing forward and did not at first react to my yelling over the engine noise. When he did he turned far enough to receive a round through the neck at the base of the skull. He was dead on arrival back at the Naval Operating Base.

Admiral William F. Halsey, on recommendation I'm sure from CDR Dexter, now RADM Dexter (Ret.), recommended Douglas Munro for the Congressional Medal of Honor, the only such medal ever awarded to a Coastguardsman to this day. It was subsequently delivered to his mother, Edith Munro, in an appropriate ceremony at which I was not present being still in the South Pacific. Edith Munro afterward joined the SPARS as a reserve officer and served as such until wars end. Both she and Doug's father are now deceased.

ADM Halsey promoted me to Chief Signalman on his flagship in Noumea, New Caledonia after I was relieved at Guadalcanal. I subsequently served as Signalman aboard the President Polk making a supply run to Guadalcanal but the malaria I had been plagued with returned and I was transferred back to San Francisco on the Polk, a civilian transport under government contract. Shortly after returning from leave with my bride, Dorothy, I was awarded the Navy Cross in ceremonies conducted at the Coast Guard Training Station, Alameda, California.

Doug's sister Patricia has a son, CAPT Douglas Sheehan, USCGR (Ret) who resides at 9055 Picardi Court, Dublin, OH 43017-9427. (614) 798-0658 / Patricia Sheehan, 2110 SW 183rd. Place, Beaverton, OR. It is my intention to mail CAPT Sheehan a copy of this paper and inform him of Headquarters orders to Sassafras. I'm positive he will be extremely interested in hearing from you after the ceremony is completed. I last saw the CAPT, then LT, at the launching of CGC MUNRO at Black's Shipbuilding plant in New Orleans. At the time I was serving as Captain of the Port, Houston and ADM Ross P. Bullard (Ret) who was an Ensign on Spencer when Doug and I first went aboard, was Commander 8th. Coast Guard District. Edith Munro, Douglas Sheehan, ADM. Bullard and I had lunch, together with Christy Mathewson, who had been a yeoman on Spencer. We talked of old times. I remember most that Edith was proud that a ship of the Coast Guard was named for her son...so was I.

I am also going to query HQ Public Affairs Office as to whether or not Major Martin Clemens, Australian Coastwatcher and British Liaison Officer with General Vandergrift on Guadalcanal has been informed of your intentions. You might inquire in Honiara at Police Headquarters if he is present on the island. He lives in retirement at Toorak, a suburb of Melbourne but acts on occasion as an official representative of the Australian government in matters relating to Guadalcanal and the Solomon Islands. His is an interesting history of itself, but that's another story for another day.

When this duty has been concluded I would appreciate a description of the ceremony conducted and any personal observations you might like to make about the people and the island as it is now. When we were there it was primitive plantations of palm tress for soap making with no modern conveniences. That is probably all changed now, but how has 20th. century technology come across in the islands, good or bad?

## BACKGROUND HISTORY

Douglas Munro was initially buried on Guadalcanal in the American Military Cemetery there and later transferred and buried in the cemetery plot of his family at Cle Elum, Washington. One of the service organizations there, VFW or American Legion has taken the responsibility for upkeep of the gravesite and do a great job. It is surrounded by an anchor chain on suitable supports, painted black and is a fitting final mooring for a hero of the United States Coast Guard.

Doug was a vital, outgoing young man who liked everybody he met with few exceptions. He was fun to be around and we had some great liberty times together. He was a hard worker and we studied together to become proficient as Coast Guard signalmen. We didn't want the Navy battleship signalmen to think we couldn't compete because we could, and did, all through the war.

I hope this answers some of the questions you have had about Douglas Albert Munro and what prompted a Medal of Honor. It was deserved and no one was more pleased than I to have a high endurance Cutter, USCGC Munro named after him. I hope there is always a 'Munro' in the Coast Guard fleet.



R. J. Evans, CDR  
United States Coast Guard (Ret)

### REQUEST FOR THIS INFORMATION WAS RECEIVED FROM:

Ensign Steve Tushendorf  
USCGC Sassafras WVL 401  
FPO AP 96678-3922

Based at Honolulu, TH

Telephone 1-808-541-2430

Departed Honolulu 2-20-92

Estimating Guam 3-05-92

Estimating Guadalcanal about April, 1992 to conduct ceremony honoring Douglas A. Munro, awarded a Medal of Honor for heroism during WWII.

RR RHMHSGG RUHMHQA RUEHC RHMFDD RUEHPM RUEHEY RUEHVA RUEHWL  
RUEAHOF RHMBRA RUEADWD RUEACMC RUHGOAA RUEKJCS RUHHHMA RUEHIA  
RUEVDHB

DE RUEHHO #0093 0870155

ZNR UUUUU ZHH

R 270229Z MAR 92

FM AMEMBASSY HONIARA

TO RULSSGG/COMDT COGARD WASHINGTON DC//G-CI//

INFO RUEHC/SECSTATE WASHDC 0271

RUEHPM/AMEMBASSY PORT MORESBY 0357

ZEN/COMPACARAREA COGARD ALAMEDA CA//POC//

ZEN/CCGDFOURTEEN HONOLULU HI//O/DAN//

ZEN/COGARD INTELCOORDCEN WASHINGTON DC

RHMHSGG/COMCBFAC PEARL HARBOR HI//CB30//

RUHMHQA/USCINCPAC HONOLULU HI//J51/J04/FPA/J323/J4/J513/USIA//

RUEHBY/AMEMBASSY CANBERRA 0164

RUEHVA/AMEMBASSY SUVA 0137

RUEHWL/AMEMBASSY WELLINGTON 0116

RUEAHOF/COMNAVFACENCOM ALEXANDRIA VA//052//

RHMBRA/CINCPACFLT PEARL HARBOR HI//3/6//

RUEADWD/SECRETARY OF THE ARMY

RUEACMC/CMC WASHDC

RUHGOAA/COMSEVENTHFLT

RUEKJCS/JCS WASHDC//J5/ITYHKJCS/SECDEF WASHDC/USD/ISA//

RUHHHMA/CDRUSARPAC FT SHAFTER HI//APOF APSO//

RUEHIA/USIA WASHDC 0008

RUEVDHB/VA CENTRAL OFC WASHDC

BT

UNCLAS HONIARA 0093

C.O. 12356: N/A

TAGS: MARR, PREL, BP

SUBJECT: USCGC SASSAFRAS HONIARA PORT VISIT

REF: A) HONIARA 072 ETAL

1. USCGC SASSAFRAS COMPLETED A SUCCESSFUL TWO-DAY PORT VISIT TO HONIARA MARCH 27. CAPTAIN'S COURTESY CALLS AND EXEMPLARY CONDUCT ASHORE OF SHIP'S OFFICERS AND CREW SERVED TO ENHANCE U.S. IMAGE IN THE LEAD-UP TO NEXT AUGUST'S COMMEMORATION OF THE FIFTIETH ANNIVERSARY OF THE GUDALCANAL CAMPAIGN.

2. CENTERPIECE OF VISIT WAS A CEREMONY TO HONOR THE MEMORY OF U.S. COAST GUARD MEDAL OF HONOR-WINNER SIGNALMAN DOUGLAS A. MUNRO WHO PERISHED DURING AN OPERATION TO RESCUE U.S. MARINES DURING THE CAMPAIGN. IN A QUIET AND POIGNANTLY DIGNIFIED DAWN CEREMONY, THE OFFICERS AND CREW OF THE SASSAFRAS PAID HOMAGE TO THEIR FALLEN COMRADE. LOOKING OUT OVER THE WATERS OF POINT CRUZ WHERE ENEMY FIRE TOOK THE LIFE OF SM1 MUNRO, COAST GUARDSMEN FATHERED BY THE WW-II GENERATION OF MUNRO AND, IN MANY CASES THE GRANDSONS OF THAT GENERATION, HONORED MUNRO AND SPOKE TO HIS SPIRIT FROM THE BEACH WHERE THE FATAL BULLET WAS FIRED. IN THE TRANQUIL DAWN HOURS OF NOW PEACEFUL HONIARA, MUNRO'S SPIRIT LISTENED TO THE WORDS OF PRAISE AND GRATITUDE FOR HIS NOBLE SACRIFICE UTTERED BY COMRADES OF SUCCEEDING

GENERATIONS. THE CEREMONY CONCLUDED WITH TAPS AND A FINAL FAREWELL TO MUNRO FROM THE SHIP'S SIGNALMAN. THE SIGNALMAN'S FLAGS ASSURED MUNRO -- "SIGNALMAN MUNRO -- THE RESCUE OF THE MARINES IS COMPLETE -- YOU MAY REST IN PEACE." (DOCPRELME15)

VERNON

BT

#0093

ENCL: ( 3 )

T

R 262155Z MAR 92 ZYB  
FM USCGC SASSAFRAS//OFFICERS AND CREW//  
TO CCGDFOURTEEN HONOLULU HI//D/O/OAN//  
ACCT CG-W2GMRC  
BT

UNCLAS //N03000//  
SUBJ: SM1 DOUGLAS ALBERT MUNRO, USCG  
A. CCGDFOURTEEN OPORDER 02-92  
1. COMPLIED WITH REFERENCE (A). MISSION COMPLETE.  
2. ACTION TAKEN.

ON THE SHORES OF GUADALCANAL WE PAUSED TO COMMEMORATE ONE SAILOR'S VALOR--COAST GUARDSMAN, SIGNALMAN FIRST CLASS, DOUGLAS ALBERT MUNRO, BEARER OF THE CONGRESSIONAL MEDAL OF HONOR. IT WAS A MEDAL HE NEVER HAD THE CHANCE TO WEAR. A MEDAL POSTHUMOUSLY ACCEPTED BY PARENTS--SURELY PROUDLY, BUT A MEDAL FIRST TOUCHED IN TERRIBLE GRIEF. WE ALSO COMMEMORATED THOSE HE REPRESENTS; ALL THE UNSUNG BRAVE WARRIORS ON AN AGE LONG PAST.

"DID THE MARINES GET OFF?" WERE HIS DYING WORDS. "DOUGLAS MUNRO, THE MARINES ARE SAFE; REST IN PEACE." THAT MESSAGE WAS SEMAPHORED BY A YOUNG QUARTERMASTER HIS AGE, A MESSAGE SENT OUT TO AN EMPTY SEA. A WREATH DRIFTED SEAWARD AS A TOKEN OF OUR COUNTRY'S APPRECIATION--A WREATH THAT WOULD DRIFT FARTHER THAN DOUGLAS HAD THE CHANCE TO GO. TAPS SOUNDED OVER STILL WATERS, BLENDING IN WITH THE GENTLE RUSH OF A SWELL OVER SAND. IT ALL BEGUILED THE NATURE OF VIOLENCE THAT GREETED PEOPLE HERE A HALF A CENTURY AGO. FIFTY YEARS EARLIER, THE DIN OF GUNFIRE MASKED NATURE'S OFFERED PEACE. FIFTY YEARS EARLIER, THE AMERICAN FLAG WAS HURRIEDLY FURLED, THE COLORS RETREATED AMIDST CHAOS. TODAY: THE FLAG WAS UNFURLED IN A GENTLE BREEZ, IT WAS FLOWN IN PEACE.

FOR A WHILE, WE STOOD ON HALLOWED GROUND...  
PERHAPS WE ALSO COMMEMORATED THE PEOPLE IN THE COAST GUARD TODAY. DOUGLAS MUNRO GAVE HIS LIFE DURING A WARTIME SEARCH AND RESCUE OPERATION, THE BLOODLINE OF THE COAST GUARD FOR OVER TWO HUNDRED YEARS. IT'S AN ENDURING MISSION THAT CONTINUES EACH DAY AS OUR YOUNG MEN AND WOMEN GO TO SEA, WHEN NO ONE ELSE CAN OR WILL, TO SAVE MARINERS IN NEED. THE DANGERS ARE EQUAL, THE VICTIMS AS REAL.  
3. PROCEEDING TO AMERICAN SAMOA.

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SM1 DOUGLAS MUNRO, U.S. COAST GUARD  
CONGRESSIONAL MEDAL OF HONOR RECIPIENT  
COMMEMORATIVE CEREMONY  
GUADALCANAL, & LOMON ISLANDS  
MARCH 2, 1992

By LCDR Mark Landry and ENS Steve Teschendorf  
USCGC Sassafras (WLB 401), Honolulu, Hawaii

It was on Sunday afternoon, September 27th, 1942 on the sands of Guadalcanal, U.S. Marine forces attempted one of many offenses against Japanese strongholds. The intent was to launch a diversionary attack on the enemy's flank while other Marine units engaged them on the front line. The beach landing was uneventful with no enemy resistance. However, suddenly a strong enemy force hit the unsuspecting Marines.

A number of heroic acts of individual bravery, courage and ingenuity occurred that allowed outnumbered Marines to withdraw with minimum casualties. Army Sergeant Raysbrook, braving enemy fire, stood on an exposed ridge to semaphore the USS BALLARD hovering offshore, providing needed fire control instructions. Marine Platoon Sergeant Malanowski, knowing that it would mean sure death, chose to remain behind to cover the withdrawal of Marine Company A. He was eventually overrun and killed by the enemy, but most of his unit's men were able to reach the beach safely. Overhead, USMCR Second Lieutenant Leslie flew in his underarmed observation plane and strafed enemy positions--paving a safe path for Marines to the beach. On the beachfront, a Coast Guardsman by the name of Douglas Munro, along with his good friend Ray Evans, placed their plywood Higgins boat between a stranded landing craft and enemy fire, providing cover for the

ENCL. (1)

last of the retreating men. In a heroic story of self sacrifice, Munro fell to hostile fire. He was only 22 years old. It might be said he died in true Coast Guard tradition--while conducting a rescue operation--serving, so others may live--a peacetime mission that we find ourselves as Coast Guard men and women performing each day.

On a hot and muggy morning of March 26th, 1992, the crew of the Cutter Sassafras, after having travelled over 5000 nautical miles, commemorated the Coast Guard's sole Medal of Honor winner on the beach where he died. One could appreciate the relative "cool" of the early morning weather, imagining the heat experienced by soldiers and sailors of the Guadalcanal campaign--sweating in full packs or battle dress in jungle foxholes or gunnery stations--while facing an elusive and cunning enemy.

"Did the Marines get off?" were Douglas Munro's dying words. "The Marines are safe; rest in peace." That message was semaphored by a young quartermaster his age, a message sent out to an empty sea--save for Solomon Island patrol boats and their crews rendering honors to one of the many heroes that brought back freedom to their native islands nearly fifty years ago. A wreath drifted seaward as a token of our country's appreciation--a wreath that would drift further than Munro had the chance to go. Taps sounded over still waters, blending in with the gentle rush of a swell over sand. Half a century ago, the din of gunfire masked nature's offered peace. Fifty years earlier, the American Flag was hurriedly furled, the colors retreated amidst chaos. Today: the flag was unfurled in a gentle breeze, it was flown in sombre peace. The words of the Coast Guard Hymn drifted

in that same breeze marking the conclusion of the ceremony:

Eternal Father, Lord of hosts, watch o'er the men who guard our coasts. Protect them from the raging seas, and give them light and life and peace. Grant them from thy great throne above, the shield and shelter of thy love.

Douglas Albert Munro, Signalman First Class, United States Coast was posthumously presented the Medal of Honor by President Franklin Deleanor Roosevelt. He is the only Coast Guard Congressional Medal of Honor winner, but represents the many unsung heroes of the Coast Guard that have served our country-- first with the Revenue Cutter Service of the 1790's stopping French privateers to modern day Coast Guard Boarding Teams of the 1990's enforcing a United Nations shipping blockade against Iraq during the Gulf War.

On a late afternoon probably much like the fateful day of September 27th, 1942, the Sassafras departed Honiara, Guadalcanal, Solomon Islands, turned to the north and steamed slowly past the small bay where Douglas Munro lost his life. His was one of many sacrifices that led to the final outcome of World War II in the Pacific--victory for the United States. As the crew of the Sassafras saluted smartly and rendered honors to the sight where their historic comrade had fallen, they were greeted by a beautiful sunset. The crimson scene was a fitting example of the freedom we enjoy today because of the valiant efforts of brave men like Douglas Munro and many others like him.



Commanding Officer  
USCGC Sassafras (WLB 401) FPO AP  
96678-3922

COM(808)-541-2430  
FTS(808)-541-2430

3000

26 JUL 1992

From: Commanding Officer, USCGC Sassafras (WLB-401)  
To: Commandant (G-CP)  
Via: Commander, Fourteenth Coast Guard District (dpa)  
Subj: SM1 DOUGLAS MUNRO COMMEMORATIVE

1. The attached article, messages and letters round out some final thoughts and observations following our unique opportunity to commemorate Douglas Munro at Guadalcanal, Solomon Islands. Pictures of our commemorative ceremony have already been forwarded to D14(dpa). It is our hope that a feature article, either in Coast Guard print or other appropriate journal, can incorporate this information and educate today's service people on the sacrifices of our World War II Coast Guard hero.

2. Of note, the Guadalcanal commemorative is set for August 7, 1992, and the 50 year anniversary of Munro's heroic action is September 27, 1992. Enclosure (2), our message to D14 from Guadalcanal, acknowledges our actions and observations on the beachfront at Point Cruz. We recommend it be incorporated into an ALDIST that would mark the anniversary of Munro's heroic event.

3. My point of contact is Ensign Steve Teschendorf.

  
M. H. LANDRY

Enclosures: (1) Guadalcanal article on Douglas Munro  
(2) SASSAFRAS MSG 262155Z MAR 92  
(3) AMEMBASSY HONIARA MSG 270229Z MAR 92  
(4) ltr from Ray Evans dtd Feb 21, 1992  
(5) ltr from Ray Evans dtd June 19, 1992

Copy: D14(oan)  
Dr. Robert Browning (CG Historian)

CDR & Mrs. R.J. Evans  
P.O. Box 98178  
Tacoma, WA 98498

19 June, 1992

Commanding Officer  
CGC Sassafras WVL 401  
FPO AP 96678 3922

Dear Sir;

I apologize for missing your call from Gunn as I would have enjoyed thoroughly being able to discuss the mission with you and to meet you electronically.

As it is I want to thank you and your crew and extend congratulations for carrying out the mission in traditional Coast Guard style; that of excellence! To honor a fallen hero after fifty years and recall that in all our 200 years of proud history, only one of ours has been honored with a Congressional Medal of Honor, is of particular significance. We know though, deep within ourselves, that there have been many of our fallen who deserved as much.

I would also like to express my thanks to your Exec., Lt. Michael Husak for his excellent article in Pacific Shield. The Lt. strikes to the very heart of feelings about war for it is true as he stated, "There are no victors, only victims". Those of us who served on the 'Canal' can truthfully attest to that!

My thanks also to Ens. Steve Teschendorf for his call to me initially and for his follow-up.

I have taken the liberty of conveying a copy of Sassafras' message to CCGD14 and an excerpt from Pacific Shield to Ted Blahnik, Editor of our Guadalcanal Campaign Veterans paper, 'Guadalcanal Echoes'.

I had a call from Dr. Robert Browning, Coast Guard Historian, a few days ago and had a very interesting conversation. He asked for and I have sent him a copy of your CCGD14 message and a copy of the excerpt also. He says no one ever tells him anything!

Again let me say "Well Done" to you and your crew and may smooth sailing be with you all.

Sincerely;

  
Ray Evans

p.s. Have enclosed a card indicating what happens to eager, well trained CG officers who can never say 'No!' when asked to serve. I have been Secretary for the Washington (state) Council now with its 4500 members in 32 chapters for the past 3 years and probably will accept re-election. Saving the environment and the fish that swim there is another good cause, not too well understood by the public. Reminds me of the underpublicized Coast Guard.

ENCL: ( 5 )



**Deimler, Angel PO3**

**From:** Ray Evans

**Sent:** Sunday, April 19, 1998 6:05 PM

**To:** Deimler, Angel PO3

**Subject:** History

Angel... I have misplaced your last e-mail but here is what I remember...

During WWII many ship types were developed to cope with a new type of fighting called amphibious warfare where the enemy, in both the Atlantic and Pacific areas, was entrenched solidly on the beaches and only through almost suicidal frontal attacks on those beaches, unloading from troop transports could an allied force gain a beachhead and mount an attack inland.

Landings were preceded by heavy weapon bombardments from battleships, cruisers and destroyers, strafing by plane and lifted just prior to the LCVP's and LCT's landing troops and equipment on the beach under usually intense enemy gunfire.

Special ships such as LST's (Landing Ship Tank) were developed to carry many trucks and tanks and jeeps in the hold, run up on the beach, open huge bow doors, lower a large ramp and run the equipment ashore. Others were similarly designed with long gangways down each side of the ship angling forward toward the bow to unload troops quickly onto the beach and just as often into the surf where they had to wade ashore under fire.

If you visit the library seeking WWII ship types you can view pictures of these various special ship designs.

In case it is another question... attack transports were generally older passenger liners converted for carrying troops and equipment to far away beaches and landing them ashore. The typical attack transport like the Hunter Liggett (CTD7 command vessel), American Legion, Joseph T. Dickman, to name a few, carried several thousand troops and equipment (trucks, tanks, jeeps, equipment, food, ammunition, etc.) They carried roughly 30 or more 35' LCVP's some with bow ramps, some without. These were slung on davits with two stacked on deck behind the davit and one hanging in the davit. In addition on the hold covers normally four LCT's were chained down and offloaded by ship's booms. To offload troops the LCVP's were quickly put in the water, forming four circles at the bow and stern of the ship and came in one at a time under four cargo nets with the troops climbing down into the boats. When all were loaded the boats formed into a long line abreast parallel to the beach, perhaps a mile offshore, and on signal from the flagship headed simultaneously for the beach. At the same time the LCT's were offloaded, filled with trucks, tanks, etc. and followed the troops ashore.

Okay, there you have a capsule account of how troops were landed at places like Dunkirk, Normandy, Italy and on Guadalcanal, New Georgia, Munda, etc. Every landing cost thousands of allied lives, some more than others, but without that sacrifice by so many, the German and Japanese oppression would have spread to all of Europe and Asia.

Finally, as I have contended all along, heros are not special

*pulled  
quote*

people, they are just regular persons, placed in a position of peril where they rise above their fear to do the job assigned to them or what needs to be done to gain success.

I hope this was interesting to you and not boring. Have a nice week. We (Northwest Steelhead and Salmon Council of Trout Unlimited) with 30 chapters and about 4000 members in Washington State) conducted our 14th annual Earth Day Conservation Banquet and Auction Saturday evening for 312 attendees. The live and silent auctions and raffles are the main fund raisers for the Council which is concerned with the protecting, preserving and restoring Northwest steelhead and salmon. It was another successful evening. Dottie and I are in charge of ticket sales, coordinating seating etc. I am, as you can perhaps tell, getting well.

Aloha... Ray Evans

CDR Raymond J. Evans  
P.O. Box 98178  
Lakewood, WA 98498-0178

5 October, 2002

ENS Christopher A. White  
U. S. Coast Guard  
2100 2nd Street, SW  
Washington, DC 20593

Dear Ensign White,

I hate formality at 81. Dear Chris, Your letter is most flattering especially to a signalman who did, on occasion, when necessary or desirable, coxswain small boats and took great pride in being a very good small boat handler.

As Captain of the Port, Houston, Texas, my last assignment before retirement I worked a great deal with the Coast Guard Auxiliary building their division from three to about nine flotillas in four years. I took great pride in showing off my abilities with 41' patrol boats at their gatherings.

While a signalman attached to Commander Transport Division 7, Flagship, the Amphibious Transport, USS Hunter Liggett, I volunteered and landed on Guadalcanal, code name, ' Cactus ' for signal duty at the Naval Operating Base, under the command of CDR Dwight H. Dexter, USCG. While so attached I did on several occasions act as coxswain of LCP craft on various assignments. I emphasize however that I was a signalman and never assigned to duty as a Coast Guard coxswain.

I am impressed with the new 47' patrol craft which I first viewed while participating in the ceremony christening the new Boat House at Sand Island Coast Guard Base, Honolulu, HI. The vessel has excellent speed, stability, and easy handling. A shame I couldn't take her out!

As great an honor as you afford me with this proposal I must be the first to admit there were, and are, many Coast Guard coxswains more deserving of the honor than I.

Thank you for your kind words and for considering me a candidate.

Sincerely yours,

  
Ray Evans

[Windimr1@earthlink.net](mailto:Windimr1@earthlink.net) / 253-588-1336



CDR & Mrs. R. J. Evans  
P.O. Box 98178  
Lakewood, WA 98498-0178

25 July, 2004

Random Notes for LCDR Jack Dunphy, USCG

Did not attend ATB training at Solomon, MD. Did participate in amphibious training as a signalman on the USS Hunter Liggett in training exercises at New River, North Carolina with Marine units and other Navy and Coast Guard manned attack transports, with final training, you might say, on August 7<sup>th</sup>, 1942 at Guadalcanal, Island, British Solomon Islands accompanying the First MarDiv.

Included: Two page biography and three page duty station listing (somewhat redundant).

May, 1943: Received Navy Cross in an award ceremony conducted at CG Training Station, Alameda, CA for action at Point Cruz, Guadalcanal Island, September 27<sup>th</sup>, 1942.

March 27, 1998: New Coast Guard Boathouse at ISC, Honolulu, headquarters for a 45 man crew tasked with search and rescue operations 14<sup>th</sup> CG District, was dedicated by Admiral Thomas Collins naming it the "Raymond J. Evans, Jr. Boathouse"

January 23, 2003: COMDTINST 1650.6 created the CDR Ray Evans Outstanding Coxswain Trophy, an annual award to a year's outstanding coxswain. First award went to BM2 Douglas B. Gemar, assigned to CG Station, Galveston, Texas.

I think this will probably give you most, if not all of the information you had requested. It was rather nostalgic going back down memory lane again.

Sincerely,

  
Ray Evans  
CDR, USCG, Ret.  
Windjmr1@earthlink.net

## RAY'S BOATHOUSE REVISITED

This is not a fish story, but rather than have some seek information from surreptitious, unauthorized and probably unreliable sources, I felt you should get your information from the horse's neck, mouth, that is.

For several years during the 50's and 60's, maybe even a little earlier, the United States Coast Guard, 13th Coast Guard District leased about 800 feet of dock space from Haury's (Ray's) Boathouse in West Seattle to moor the CGC Bering Strait and other large cutters. On March 27th, 1998 a new boathouse, located at Coast Guard Station, Honolulu, Hawaii was dedicated in the name of Raymond Joseph Evans, Jr. for an action on Guadalcanal, Solomon Islands, September 27th, 1942 when a group of marines attempted an amphibious landing to encircle what turned out to be a superior Japanese force. The marines were landed by Coast Guard units and eventually had to be evacuated from the same site when overrun. More than 25 marines lost their lives as did a Navy coxswain from Portland, Oregon and Douglas Munro, a Coast Guard signalman from Cle Elum, Washington. The coxswain, Sam Roberts received a Navy Cross as did Raymond Evans, who lived, while a Congressional Medal of Honor was awarded to Munro's parents in his name.

Admiral Thomas Collins, Commander 14th District stated in his remarks that the evaluation committee established criteria for the person to receive the great honor of having his name grace their magnificent new boathouse and it came down to six Coastguardsmen awarded Navy Crosses for WWII deeds, however five of the six had already passed away.

The boathouse houses the search and rescue operations for Station Honolulu and is superbly engineered of concrete and steel. It houses, of course, in concrete slips, a 47' twin engine diesel rescue craft and a rigid inflatable, outboard powered. It is two storied with machinery repair spaces and storage spaces for spare parts, boatswain's stores, etc. downstairs, with offices, sleeping spaces for the twenty-four hour SAR standby crews and a comfortable lounge area for those crews on the second deck. The crew, under the very able command of Officer-in-Charge, Chief Boatswains Mate Gerald T. Backus consists of his Executive Petty Officer and about 45 coxswains, mechanics and crewmen. It is obvious from observation that Chief Backus runs a very taut ship.



## U.S. COAST GUARD DUTY STATIONS

9-18-39 TO 8-01-62

- 9-18-39      Enlisted CG Recruiting Station, Federal Building, Seattle, Washington. Transferred by bus with about eleven other recruits to CG Air Station, Port Angeles, Washington since, at that time, the Coast Guard had no West Coast training station.
- 9-25-39      Volunteered with Doug Munro and five others to fill out seven billets on CGC Spencer W-36 enroute from Valdez, Alaska to Pier 18, Staten Island, New York, excuting a permanent change of station from Valdez to New York.
- 7-41          USS Hunter Liggett APA-14. Assigned to staff signal crew of Commander Transport Division 7, Commodore G. B. Ashe. Division consisted of USS Hunter Liggett; USS Joseph T. Dickman and USS Leonard Wood, all named for Army generals.
- 9-41 to      CTD7 aboard Joseph T. Dickman and Leonard Wood participated in a six ship convoy transporting British troops from Halifax, Nova Scotia to Bombay, India. The convoy was 250 miles south of Capetown, South Africa, avoiding German submarines on Sunday August 7th, 1941 when word was received that the Japanese had attacked Pearl Harbor and war was declared with Germany and Japan later that day.
- 4-42          CTD7 Flag returning to New York from India transferred aboard USS Hunter Liggett APA-14 at Naval Shipyard, Norfolk, Virginia.
- 7-42          Temporary duty aboard USS McCauley APA\_\_ and USS Neville APA\_\_ at Wellington, new Zealand serving on Commodore Reifschneider's staff while his staff was enroute from United States via ship. He was Commander Auxiliaries (All the transports assigned to amphibious attack, Guadalcanal, British Solomon Islands).
- 8-42          Volunteered for and partticipated in the amphibious landing on Guadalcanal, British Solomon Islands to serve under LCDR Dwight H. Dexter commanding the Naval Operating Base, (NOB) Guadalcanal (code name Cactus). Established signal tower and carried out visual communication with ships bringing supplies.
- 11-42        Returned aboard USS Hunter Liggett APA-14 as part of ships company.
- 12-42        Transferred to ADM William F. Halsey's (COMSOPAC) flagship in Noumea, New Caledonia due to recurring malaria. Promoted to Chief Signalman by order of the Admiral.
- 2-43          Assigned to SS President Polk as communication staff for delivery of supplies to Guadalcanal. On return to New Hebrides and due to recurrence of malaria was ordered to remain aboard Polk on its return to San Francisco, California.
- 4-43          Reported to C12CGD for leave and assignment to duty.
- 5-43          Assigned to Recruiting Station, Denver, Colorado. Appointed Ensign, temporary service.

11-43 Temporary duty, St. Augustine and Miami, Florida undergoing training in Anti Submarine Warfare.

5-44 USS Admiral W. L. Capps PA\_\_\_, Assistant Communication officer.

8-45 C13CGD for assignment to duty.

9-19-45 CG Barracks, Paine Field, Everett, WA.

11-23-45 Temporary duty, C13CGD.

12-4-45 CG Receiving Station, Mt. Rainier Ordnance Depot, Tacoma, WA.

4-26-46 CG Base, Seattle, WA, First Lieutenant.

6-24-46 Discharged, Honorable Discharge #79178.

6-25-46 Reenlisted, Chief Signalman.

6-26-46 Reappointed Ensign, temporary service to rank from 6-15-43.

6-26-46 CG 83527, Commanding Officer.

7-1-46 C13CGD, Duty Officer / Search & Rescue Controller.

11-18-46 Appointed Lieutenant (JG) temporary service to rank from 11-11-46.

7-47 Awarded American Defense Service Medal w/ Sea Clasp and World War II Victory Medal.

9-26-47 Awarded Presidential Unit Citation w/ bronze star.

4-15-48 Requested appointment permanent warrant officer grade.

9-15-48 Appointed Warrant Boatswain.

9-29-48 Executed oath of office for Warrant Boatswain, USCG.  
Issued Honorable Discharge to accept Warrant commission.

12-14-48 CGC Bering Strait W\_\_\_, Navigator. Commanding Officer, CAPT Richard Morell.

2-3-49 Lieutenant (JG), permanent grade effective 11-30-48 to rank as such from 11-15-46.

9-1-49 CGC Kukui WAK-186. Commanding Officer, CDR Kenneth Stoughton Davis.

9-19-49 Received new service number (3400).

10-21-49 Assigned duties Kukui: Navigator, Operations Officer, Gunnery Officer.

2-13-51 Temporary duty, Fire Fighting School, Treasure Island, San Francisco, California.

3-26-51 Temporary duty Explosive Loading School, Port Chicago, Concord, California

4-30-51 COTP Seattle, Operations Officer. Commanding Officer, CAPT Frank K. Johnson.

8-31-51 Temporary duty to Naval Shipyard, Hunters Point, San Francisco, California to receive APL-10 from Navy and deliver, under tow, to Pier 70, COTP Seattle to use for barracks and offices.

1-12-54 CGC Chautauqua W\_\_\_\_, Executive Officer. Commanding Officer, CDR Bernard Kolkhorst.

7-23-54 Temporary duty CGC Iroquois W\_\_\_\_, Commanding Officer. CGC Iroquois under tow Honolulu, Hawaii to CG Yard, Curtis Bay, Maryland for decommissioning and survey after grounding at Midway Island.

9-1-54 Appointed Lieutenant Commander, temporary service.

9-54 Delivered CGC Iroquois W\_\_\_\_ to Coast Guard Yard and directed to remain aboard, repair and mothball vessel.

1-1-55 Decommissioning ceremony conducted for CGC Iroquois W\_\_\_\_ at CG Yard, Curtis Bay, Maryland.

3-18-55 CGC IVY WAGL-329, Astoria, Oregon. Relieved LT Lloyd S. Sadler (39596) USCG as Commanding Officer.

6-6-55 Temporary duty as Commanding Officer CGC Mallow WAGL-\_\_\_\_ relieving LCDR Frank Schmidt for emergency leave. (wife contacted polio flown to Marine Hospital, Seattle, WA.)

8-1-57 Investigation of accidental grounding CG IVY WAGL-329 in Lake Washington 7-31-57.

8-23-57 Tillamook Light, Oregon closed and evacuated by CGC IVY WAGL-329.

9-9-57 Eligible for Korean Service Medal and United Nations Service Medal.

9-23-57 Requested transfer to vacant billet, Executive officer, CG Base, Seattle, WA. Not granted.

8-4-58 Appointed Lieutenant Commander, permanent grade.

8-6-58 COTP Houston, Texas, Commanding Officer and Captain of the Port.

10-20-60 Appointed Commander, temporary service to rank from 10-10-60.

11-8-61 Authorized Command at Sea insigne.

3-26-62 Requested retirement effective 1 August, 1962. Approved.

8-1-62 Retirement ceremony, COTP Houston, (Dixon Gun Plant). Continuous service from 9-18-39 to 1 August, 1962: 3 years, 10 months, enlisted; 19 years, 12 days commissioned. Total service 22 years, 10 months, 12 days.