

# World Affairs And The Coast Guard

— † — *An Insight Into the Official Plans and Expanded Duties of the U. S. Coast Guard During the National Emergency.* — † —

THE condition of world affairs today is of far more serious import to the United States and to each individual citizen than it has been at any other time throughout the history of the Propeller Club. And the crisis has not yet been reached. Those of us who are interested in ships and shipping are in a position to realize the gravity of the situation to a greater extent than the average citizen. And yet the average citizen now has a vivid impression of the urgent need for a United States merchant marine second to none.

The Propeller Club can look back with pride to the important part it played in arousing public opinion and a sentiment in Congress to get a shipbuilding program under way. As a result, our merchant marine program was built on a firm foundation in time of peace, and not hastily constructed in time of war hysteria with all the evil consequences attending a hurried emergent program. The start was made none too soon. Today, the Maritime Commission is building, rapidly and efficiently, modern merchant ships—the best in the world.

The growth and importance of the Coast Guard to the nation parallels the growth and importance of our merchant marine. The greater service we give to merchant ships, fishing and pleasure craft, the greater service we are to the nation. Our officers and men are educated, indoctrinated and trained with this end in view. The mission of the Coast Guard is to enforce Federal laws on the seas and in our navigable waters, to promote the safety and security of vessels that use our waters for legitimate commerce and pleasure and to be prepared for wartime duty with the Navy.

Every duty which the Coast Guard performs falls within this mission. The enforcement of the laws and treaties for the protection of the seal, halibut, and other fisheries in Alaska, and for protection of the whales in the Antarctic; the suppression of smuggling; the boarding of vessels to enforce safety and other laws; the patrol of marine regattas; the saving and protecting of life and property along our seacoasts; the international ice patrol; the maintenance of aids to navigation; maintaining ocean weather observation stations for the protection of overseas aircraft; the control of movements and anchorage of merchant ships and the supervision of handling explosives, inflammables and other dangerous cargoes; the organization and administration of the Coast Guard Reserve; the training of merchant officers and seamen—all are a part of our basic mission. Our national defense function flows logically from these peace time duties. The training and experience of our officers and men, and the equipment they use are of value to the Navy in time of war.

The period of transition of the Coast Guard from normal peace-time to a state of war is a gradual one. At present, we are in a so-called second stage—a period of national emergency. We are giving especial attention to the enforcement of neutrality laws which require unusual vigilance over all merchant craft, large and small, along our coast line; we have sealed the radio of over 5,000 merchant ships and made careful inspection of over 600 to determine whether their armament was offensive or defensive. A year ago we had only four or five officers detailed as captains of the port. Now we have 29 and more will be assigned. These officers regulate, as necessary, the movements and anchorages of all merchant vessels in our harbors, and supervise the loading of explosives and other dangerous cargo. They must exercise supervision over water craft to see that acts of sabotage are not committed in our harbors and navigable waters. In New York harbor alone over 200 officers

By REAR ADMIRAL R. R. WAESCHE  
Commandant, U.S.C.G.



REAR ADMIRAL R. R. WAESCHE  
Commandant, U.S.C.G.

and men and 13 boats are engaged solely upon this duty. More are needed. We are seriously concerned with the shortage of men and boats for the safeguarding of our principal waterfronts.

At the training stations for merchant seamen a course for the training of gun crews for merchant ships has been added for those trainees who desire the instruction. Opportunity is given the men to join the Naval Reserve if they so desire. Many are taking advantage of these added facilities.

The Coast Guard is, of course, making rapid preparations for the so-called third stage of our duties, namely, actual war service, though we join with the whole country in praying that our nation will steer clear of hostilities. Obviously, our preparations and plans for war are guided by advice from the Navy Department. No request for appropriations, nor for legislation for the sole purpose of preparing the Coast Guard for war is submitted to the Bureau of the Budget nor to the Congress without first obtaining the approval of the Navy Department.

And here I would like to pay tribute to Admiral Stark, Chief of Naval Operations, for the cordial helpfulness he has given me and the interest he has shown in preparing the Coast Guard not only for war service, but for carrying out its present increased responsibilities. He has given his time to the Coast Guard to a greater extent than should normally be expected of an officer carrying his responsibilities. No less is tribute due to Chiefs of Bureaus and all other officers of the Navy whose advice and assistance has been needed by the Coast Guard.

For a number of years the Coast Guard has had an officer on duty in the War Plans Division of the Navy Department, to keep current the plans for our serving with the Navy in time of war. So just as there has been no confusion nor hysteria nor lost motion in accelerating our merchant marine program because of the plans being laid and thought through in normal times—so there is no lost motion in accelerating the plans for the operation of the Coast Guard with the Navy. Whenever the time comes the

Coast Guard will pass to the Navy and dovetail into its organization, plans, and policies easily and readily. In the meantime, the peace-time armament of our vessels is rapidly being expanded to our war-time armament; the latest type of underwater sound detection is being installed and other measures are being taken to put our ships and stations in the best possible condition for war service. This means that complements of our units must be increased and in many cases almost doubled. And so a further increase in men is needed over and above the increase required for the additional burden thrown upon the Service by the present period of national emergency. This total increase of 8,500 men is required to carry on the present emergent duties incident to neutrality, the control of shipping and a measure of protection to our harbors, as well as to bring our operating units up to war strength. With this increase the total strength of the Coast Guard will be approximately 22,000 officers and men. This number includes the members of the former Lighthouse Service, approximately half of who have been brought into the military establishment. The tenders and other floating equipment of that service, with a few minor exceptions, have been militarized.

I believe it important to point out that the number of vessels or shore stations, or units of any kind, is not being increased solely for national defense, and properly so. The Coast Guard is not a "little Navy." Any increase in vessels or stations needed for

On this page appears the address delivered by Rear Admiral R. R. Waesche, Commandant, U.S.C.G., to the members of the American Merchant Marine Conference and Fourteenth Annual Convention of the Propeller Club of the United States at New Orleans, La., recently. The Commandant's address throws much light upon the increasing duties of the Coast Guard and upon the important role being played by the Coast Guard in the current National Defense Program.



preparing this Nation for war are proper increases for the Navy and Army. We have never asked the Congress for an additional ship or station solely for national defense, but only for the additional men and equipment to enable the Service to bring the ships and stations needed for its own peace-time duties to an efficient state of readiness for national defense.

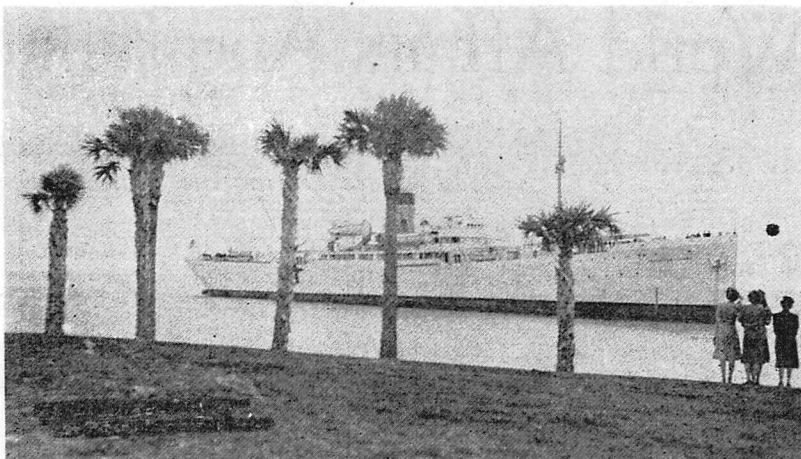
The importance of many of the basic duties of the Coast Guard are greatly enhanced by a national emergency or preparation for war. We have seen how our maritime police functions have become intensified by the enforcement of neutrality, the control of merchant shipping, the supervision of the lading of explosives, the protection of our harbors. We are not fully prepared, due to lack of funds, to establish and maintain the additional lighthouses, buoys, radio-beacons, and other aids to navigation required for approaching and entering the naval bases which are being rushed to completion in Alaska, the Pacific Island, and elsewhere. The work we are doing for the State Department in Greenland has made demands upon our fleet of cutters which can ill be spared from other duty. The importance of keeping harbors and channels in the North Atlantic and on the Great Lakes free of ice to facilitate the expeditious movement of national defense materials will cause demands to be made upon the Coast Guard this winter that we can not meet. For these purposes Congress has already authorized some additional vessels and other equipment. More vessels are needed of a type suitable to meet these demands. Funds for their construction will be requested.

## AN AID TO NAVIGATORS

SOME OF the most tedious problems in navigation are those involving speed, time, and distance. Since these problems are either simple division or multiplication, they might at first sight appear easy.

The difficulty lies in the fact that while speed and distance are given in miles, time units are in hours, minutes and seconds.

For example, if a plane travels 150 mph (or a boat 15 mph), how long will it take to travel 367 miles (36.7 miles for boats)?



THE MARITIME TRAINING ship "American Seaman" returns to St. Petersburg, Fla., after an extended training cruise. In the event of war this 7,000 ton vessel will be converted into use as a supply ship or transport. Lieut. Commander Charles Etzweiler, U.S.C.G., commands this vessel.

The long-arm solution would be:  
2.4466

150/367	
300	
670	
600	
700	
600	
1000	
900	
1000	
4466	.796
60	60
26.7960	47.760
Therefore 2.4466 hrs.	
2h 26m 47.8s.	

In order to handle this type problem, special and rather expensive logarithmic or slide-rule computers have been developed showing time in hours and minutes. On the Navy Department Maneuvering Board are three logarithmic scales so arranged that when a straight-edge is laid on two given quantities, the third is shown by the intersection on the third scale.

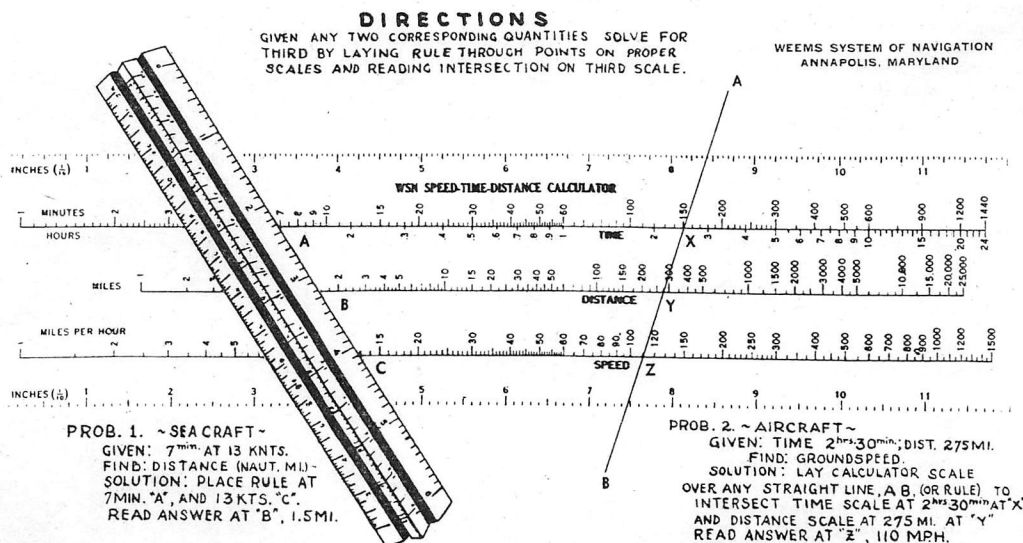
This idea was used to make the new transparent Speed-Time-Distance Calculator, which it is believed is "a better mouse-trap."

The accompanying illustration shows its appearance and the solution of two problems.

In effect, the new calculator replaces the slide rule computers by having a line or a straight edge indicate by its intersection on one of three scales the values found by the "slide" feature of the slide rule. In one case, the corresponding values of logarithmic scales are slid into juxtaposition, while in the new calculator, the position of the values remains fixed, while a straight edge, or a line under the transparent calculator, aligns two given values so that the required third value may be found by the intersection of the line with the third scale.

The principle involved is of course the same as that used with a wide variety of alignment charts and nomograms.

The calculator illustrated below is made of stabaloid, a transparent plastic which does not warp or shrink, and includes accurate inch scales subdivided to 1-10 and 1-16 inches.



# The Coast Guard Overseas

## The Campbell Guards American Interests in Portugal

By FRED R. SHASTANY, QM1c  
Lisbon, Portugal — U.S.S. Campbell, C.G.

THE City of Lisbon, Portugal, has a population of approximately 800,000, but due to the excess amount of refugees pouring in from all over, it would be hard to determine just how many there are at present.

There are two sections of Lisbon, the old and the new. The old is the part left intact after the earthquake.



Shastany

Streets are very narrow, and the houses are constructed of adobe and heavy stone masonry. There is an old castle and fort overlooking the harbor, which is very interesting and which many of the boys have visited and photographed.

The new section of Lisbon is somewhat modernized, with a sprinkling here and there of the old architecture. Cars here are a luxury for the poorer class. The taxis are all the small type, English Austin, and French makes, and do they go around these small streets and narrow thoroughfares! They make a New York taxi driver look like a piker.

The native women carry all their burdens on the head, and they can trot along the cobblestone streets with around two hundred pounds weight. It certainly is a marvelous way to train. Some of our American boxers should take note of these methods to toughen their legs.

### "THE MUSIC GOES ROUND"

The theatres show American and Portuguese pictures. They start around nine at night, and there is intermission about every four reels, so if the show isn't too long you manage to get out around one a. m. in the morning. The night clubs open around eleven and close at four. The orchestras are fairly good. Every other set is an American dance. But the music is slightly out of date, such as "The Music Goes Round and Round," and other old numbers.

Routine aboard ship is about the same as in port at home, but always ready to get underway on short notice. We are standing port and starboard watches. Each watch had a full day excursion trip by bus to take in the sights around Lisbon. We saw many historical sights, such as castles, cathedrals, beautiful gardens, and also the place where the bull fights are held, but the bull-fighting season is closed until early Spring. Many aboard are looking forward to seeing them.

We carry on routine drills daily along with the upkeep of the ship. Every Tues-

day and Thursday, if weather permits, we have a soft-ball game between two of the six divisions aboard. Prior to the Christmas holidays we had boat races between the divisions. Ensign Miller, coxswain, and Jesse Shonts, stroke oar, were the stars. Many will remember Jesse with the old Coast Guard Bears football team. Well, he is still in the groove.

### LONELY HOLIDAYS

Our holidays were just another day to us. The Commissary Officer, Lieutenant Couser (j.g.), and CCStd Isaacson outdid themselves to give us swell dinners, and thanks to them—and with the help of Ensign Earl—for giving us a little bright spot at Christmas time, for many had sad expressions on their faces and thoughtful looks, remembering the loved ones back in the States. Everyone is asking, "When are we going back?" That's what we would all like, to see good old American soil—and our families.

Mail service here has been terrible. Though the American Export Lines are giving us better service than the Atlantic Clippers, due to the bad weather they have been getting in mid-Atlantic. Our mail is anywhere from a month to a month and a half late getting to us.

The *Tuscaloosa* was in for a short stay, and was anchored astern of us. It seemed odd to see another American vessel, and the main avenue of Libertade with 400 sailors ashore looked like Riverside Drive. We were all sorry to see them go. I understand that we are the only man-o-war (I mean American) in this section of Europe.

We all hope they give us a running start if anything happens. There are none of us who would care to repeat the case of the naval vessel *Scorpion*, which was interned at Constantinople during the last war, for by the time we got back to the good old U. S. A. we would be ready for straight jackets.

"OH. GEE!"



"BEFORE YOU FOLKS turn this page, make a note to get a new pack of those Gem razor blades that are advertised in the next column. They're sharp as the deuce—and so, too, is that clever rascal at the bottom of page 18. He'll put you wise to something swell!"



### SO PUT YOUR BEST FACE FORWARD!

Brother — look around you. You've plenty of competition these days. Where one uniform sidled up to the town belle a year ago, there's a dozen now. You have to be on your toes—you have to be at your best. So never make the mistake of using imitation blades in your fine Gem Razor. Insist on genuine Gem Micromatic Blades—the Superkeen, precision-made blade that's 100% efficient in your Gem Razor—and on your face!



# GEM

## MICROMATIC

# BLADES



# The Campbell In Lisbon



## Crack Coast Guard Cutter Guards American Interests Amidst European Turmoil

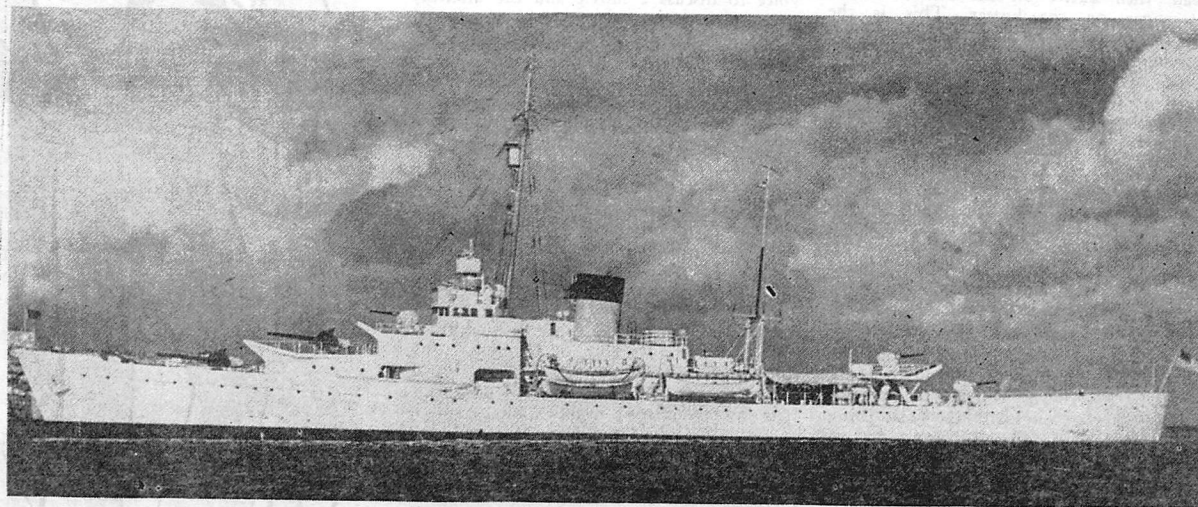


By ROBERT S. BURROWS, U. S. C. G.

**A**BOARD THE *Campbell* lying at anchor in the harbor of Lisbon, we, of her crew, look forward very much to receiving the U. S. COAST GUARD MAGAZINE. The American Export Lines bring this over to us each month. We learn from it how our friends on other ships are making out, as well as the adventures and duties of the Coast Guard's numerous vessels. We are interested to find out how the race boat crews of our erstwhile competitors are faring, plus seeing pictures of soft ball teams, basketball teams, and in reading of many other familiar occurrences.

roads, museums, and modern conveniences are helping to stamp out ignorance and illiteracy. With such proofs of accomplishments before her, Portugal should progress rapidly.

Not long ago we made a tour of the interesting points of Lisbon and the surrounding country. A whole day was taken for the two trips necessary to accommodate the number who wished to go. We stopped at the Rock Gardens of Lisbon, which are located on an elevated spot on the outskirts of the city, the site of many battles in Portugal's numerous revolutions. The



WITH A NEW FIVE-INCH GUN mounted on her forecastle deck and anti-aircraft guns aft, the big cutter *Campbell* rides

quietly, but alertly, in the waters of Lisbon harbor, Portugal.

Here is an attempt to inform you of our activities, and to describe Lisbon and parts of the adjacent country.

Lisbon, known as "the jumping-off place" of Europe, is the only large port where clippers and ships of all nations, neutral and belligerent, can come and go unmolested. Refugees of all nationalities, rich and poor alike, are crowded here in temporary security. This "jumping-off place" is a Godsend to thousands of souls who have fled here after facing the hardships of war-torn, starving Europe.

As a city, Lisbon is very beautiful. It is situated on several hills overlooking the deep, wide river Tagus. Some parts of the city are old with narrow, crooked, cobblestone streets; little wine shops; and buildings with crumbling, plaster walls. Other sections are modern with beautiful, wide boulevards, large apartment houses, and office buildings; and many statues of Portuguese heroes and statesmen. Old fortresses flying the colorful Portuguese ensign can be seen from the ship. Moorish architecture, here and there, add to her beauty, mystery, and historical past.

Portugal was once one of the greatest empires of the world. The daring sailors of that day ventured forth from Lisbon in their frail vessels establishing colonies, and pioneering new world trade routes. After the rise of the Spanish Empire in the 16th century, Portugal began to decline. She lost a great many of her colonial possessions, and most of her wealth. However, under Salazar, the Portuguese premier, wonders are taking place. With the cooperation of her people, it is the hope that Portugal again will be a power. Noticeable steps already have been taken in this direction under the guiding hand of the premier. Schools,



In far-off Portugal the Coast Guard cutter *Campbell* reflects the light of freedom as exemplified by the Statue of Liberty and by the democracies of the Western Hemisphere.

taking of Lisbon was the decisive battle in these squabbles. Because of its advantageous location, it was always at this one site where they took place. The premier, wanting to discourage this foolish bloodshed, built and planted these beautiful gardens, along with several thousand apartment houses.

The gardens are covered with a Venetian blind affair, permitting enough sun-rays to enter, but keeping the full blast of the sun's heat, as well as the direct weight of falling raindrops, from injuring the delicate, tropical plants. As one walks along the winding paths one passes tiers of terraced tree ferns, palms, and mosses in green splendor. A silence reigns, broken only by the drizzling spray of the fountains, and the trickling of little rivulets flowing into mirror-like pools. Plants from the far corners of the earth are growing here as in their natural habitat. The original theory in creating these gardens on this spot—namely, to stop needless fighting—has thus far proved successful. It has also provided a beautiful, recreational spot for the Portuguese people, and added to the cultural fame of the city.

Moorish castles at Sintra, used for centuries by the Portuguese royal family, but recently converted to museums, were also visited on the tour. Sintra is situated in the mountains, and affords a wonderful view of the country sloping to the sea in rolling hills and valleys. The royal palace, a gorgeously furnished place, containing many valuable paintings and much tile work, was explained to us by a guide as we ventured from room to room. We walked over dates, carved in the stone floor, familiar with the eras of Columbus and centuries before the United States became a nation.

Coast Guard Mag. Vol. 14, #6 (April 1941) pp. 20-21.



These chapels were once Mohammedan, but since the expulsion of the Moors from the country, have been Christian places of worship. Every room in the palace has some historical significance far too long to relate. However, it was evident that the Portuguese royal family had its fill of assassinations and family troubles, even as any other royal family.

Over the winding roads through the country, we passed towns famous for wines and tile. The countryside was covered with groves of oranges, forests of cork, vineyards, and quaint farms. Peasants on donkeys, and yokes of oxen pulling carts filled with cork and hay passed us. We stopped at Estoril, a resort fifteen miles down the coast from Lisbon. The town, now a gathering place for wealthy refugees, offers sandy beaches, beautiful golf courses, palatial hotels, and a large gambling casino, second only to that of Monte Carlo on the French Riviera.

#### DIVERSION

There is quite a rivalry among our six divisions, not only in competing to keep their stations clean, but also in athletics. Weather permitting, we keep a soft ball schedule each week at a park in Lisbon. Divisional race boat crews are constantly training to improve themselves in hopes of earning a victory for a prize donated by the Ship's Welfare Fund. These athletics keep us occupied and offer a diversion from the daily routine. It is our belief that we have six fairly good crews, and the same number of "A No. 1" softball teams.

The Portuguese language isn't difficult. The French and Spanish learned in high school are helpful in making one's self understood. Of course, we have some linguists aboard, and some others, who adding an "o" to a word believe they are speaking the language. It's amusing to hear a sailor talking in this manner—"What-o is the time-o?" "How much-o is the steak-o sandwich-o?" or "I want-o to go back-o to the ship-o!" Such speech is made in fun and affords many a good laugh; especially when the speaker gets a bottle of wine instead of what he wanted or tried to ask for.

We've been here since October 18th, 1940. A swell Christmas and Thanksgiving, with all the trimmings, were enjoyed by everyone. Christmas menus were the best ever. These, and Arctic Circle certificates received by each member of the crew who made the trip on the *Campbell* across the Circle, in Greenland waters, were greatly appreciated. All this, and moving pictures every evening, have made our stay here a reasonably comfortable one. Radio news each day on the bulletin board keeps us in touch with "the States." Magazines and newspapers, nevertheless, are treasured beyond all conception. The Export Lines bring a few over, and some are sent by relatives, but more are always welcome, and greedily snatched up and read. These are passed on until they are worn out. If any of you feel generously inclined, a mere newspaper would be overwhelmingly welcome.

It is our hope to be with you at home soon, to compete again in boat races, softball, or any other activities around Pier 18. Although there are many advantages here, it isn't the "States." We send our most sincere regards to the gang at "Louie's and Bob's," "Lynch's," and the rest of our shipmates scattered throughout the Service.

## THE NEW MARINES

(Concluded from Page 15)

Among Marine Corps officers these Coast Guardsmen are labeled as mighty sturdy citizens.

So a new day, a day of deep significance dawns for the Marine Corps.

The scenario writers who like to dwell on the imaginary friction between "gob" and "leatherneck" might try the heroic task of digging up a new idea, if any. "Gob" and "leatherneck" are in the same ball club. The Anchor on the Marine's hat means he's in "The Marine Corps of the Navy."

And it's a tough ball club. The training and operations are hard going. All realize that under actual conditions you can multiply that by many figures.

It is going to be rugged business to get that "hook" ashore.

The new meaning of the Marine Corps to the Navy is reflected in the following order signed by Captain R. R. M. Emmett, U. S. N., Commodore of the Atlantic Fleet's combat transports, under the heading "Duty and Responsibility."

"War on a grand scale is being waged abroad. Our military forces are being expanded to enable us to resist any attack that may be made on us.

"If the hemisphere and our vital outlying possessions are to be adequately defended we must be prepared to wage amphibious warfare. Amphibious warfare requires troop transports. Troop transports, by themselves, count for little. Combat-loaded for war they become potent instruments for extending our power beyond the sea.

"Our responsibility is heavy. The troops, once they are embarked, become our sacred trust. We must learn how to combatload them; how to care for them; and how to protect them from the perils of the enemy while on board; how to disembark them on hostile beaches.

"We shall succeed. We shall develop smart, able ships, manned by smart, able crews. We shall need, however, all the ability, all the energy, all the devotion to duty which we are capable of.

"Above all we must realize that, first and foremost, we are here

#### TO SERVE THE MARINES

"Commanding officers shall publish this letter, their ship's companies assembled at quarters, and shall thereafter prominently display it on all bulletin boards."

That's the Commodore's order. It reflects the spirit of the Navy toward its Marines.

In getting the grand idea that the Marine is now the Navy's fair-haired boy, none who have seen him clamber over cargo nets to get ashore and dig in envy him his job. It's tough, hard going.

On the job are also the Marine's Reservists, infiltrated in all Marine Corps units.

This is no place for the weak and the weary. It's hot stuff and steady plugging, day after day. And it's going forward with morale high, smiles on sun-baked faces, true to the time honored motto of the Corps, "Semper Fidelis."

Hi There,  
Coast Guardsman!  
I want to  
meet you!



KING

EDWARD

2 FOR 5¢  
CIGAR



I'm the world's  
most popular cigar.  
You'll find me in  
the lumber camps of  
the northwest, the  
cow camps of Texas,  
the cornfields of Iowa,  
the steel mills of Pennsylvania.

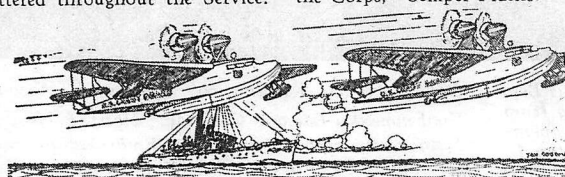
I'm a national favorite from  
Bangor to San Diego and from  
Seattle to Miami.

Wherever men gather to  
relax with good tobacco and  
fellowship, I'm there adding  
my bit to their pleasure.

I'm big but I'm mellow and  
smooth and mild. I'm a pleas-  
ant companion anywhere,  
any time.

If you think I'm bragging,  
meet me and find out. I'm on  
sale everywhere. Just ask for  
King Edward and we'll start  
a lifelong friendship.

**KING EDWARD**  
CIGARS 2 for 5¢ Everywhere





# IN OLD



# Portugal

## Coast Guardsmen Aboard the Ingham View a Country of Dual Personality



**THE PERSONNEL** of the big cutter *Ingham* daily view spectacles of the Old World and the New World vieing with one another in this quaint and friendly port of Lisbon, Portugal. The fashions and habits of the New World have, in a great measure, displaced the picturesqueness which clung for centuries to this country, but occasionally the old-fashioned manner of dress is seen in the public streets. Young Portugal, however, has almost completely divorced itself from the gorgeous robes and capes and voluminous skirts of Old Portugal.

Abbreviated skirts and simple sport blouses enjoy great favor with girls and young ladies of Lisbon. Indeed, if it were not for their flashing eyes, their language, and their frank curiosity, it would be difficult to tell these girls apart from their American sisters across the ocean.

Feminine Portuguese beauty as seen on the streets of Lisbon by United States Coast Guardsmen runs the full gamut of pulchritude. There seems to be no typical type of femininity. The dark, swarthy

buxom type is not hard to find, but this type seems to be waning. If the judgment of the men of the *Ingham* can be accepted as typical, the modern Portuguese favorite is the girl of light olive complexion, possessing a more smiling countenance and a more pleasant demeanor than her swarthy sister.

Portugal is a nation of mixed emotions, an unpredictable country. The men of the *Ingham*, like their predecessors on the *Campbell*, have received every favor and kindness from a people who give full evidence of being grateful for Uncle Sam's unselfish interest in the sovereignty of small nations.

Yet Coast Guardsmen would have to be both deaf and blind not to have observed the trio of Army divisions which sailed from Lisbon in recent months bound for the Azores. This movement by the Portuguese Army was a direct sign to Uncle Sam that Portugal was in no mood to tolerate an American bid for defense bases in the Azores. Thus you have Portugal again displaying

YESTERDAY —  
— TODAY



**THE GARB** and fashions of Old Portugal (left) vie with modern styles and modern youth as personified (above) by attractive sports-garbed Florinda de Rosa Asonjos of Lisbon. Grudgingly, Old Portugal is giving way to New Portugal—and American sailors declare it is all for the best.



its confusing dual personality. Like its women, the nation can display an attractive and alluring face or a face that is lined with the cruel distrusts and intrigues of Europe at its worst. Mysterious Portugal! Bewildering Portugal! Glamorous Portugal! Portugal—where hate and love are bedfellows, with neither stopping at half-way measures.

Recently the *Ingham* staged two dances at the American Unitarian Center Hall. Over 200 were present and all had a most enjoyable evening. The *Ingham* found this affair a favorable opportunity to introduce to new acquaintances some new American dance steps.

A sidelight which received the greatest applause at one of these dances was a bull fight act put on by Henry Blancchett, CWT, and Rudy Rapacz, CGM. It began in regular bull-fight style, "Entrado" music, etc., but wound up as a "Ferdinand." The pace set by the "Bull" and "Matador" was too great for those old-timers.

Picnics and evening beach parties have served as pleasant diversions for the *Ingham* crew. These events provided welcome let-ups in the daily work and drills, in which the crew takes great pride, each man bent upon doing his utmost to render that spirit of cooperation necessary for peak efficiency.

Men of the *Ingham* recently attended a fiesta in honor of the Patron Saints of the fishermen, in the Lisbon Market Square. This affair continued for several weeks. A great festival spirit is in evidence, taken up immediately upon entering the Square. Refugees, Counts, Countesses, others, rich and poor, all rub shoulders, dance, eat, and erase long faces. Fish, of course, is the main item at table, and it is good. All appear happy.

#### SIDELIGHTS

When Beston, GM, and Coxswains Baker and Scheiding tell, at 6:05 a. m., about driving cars at 90 m.p.h. it is generally believed they are assisting the master at arms in turning out all hands. The Indianapolis race track sound effects accompany the yarn.

Dr. A. L. Holloman, P.H.S., was a one-man welcoming committee at the Centra (Portugal) Hotel for many of the *Zam-Zam* survivors.

The newly-made CGM, Rudy Rapacz, ran into more difficulties with his new uniform. What happened to a pair of trousers that needed shortening was that the tailor shortened one leg twice.

Bob Hatcher, S1c, is still a-swoon over the girl he left behind.

Looks like some of the serious-minded are involved in foreign entanglements, to be followed by Cupid's blitzkrieg.

With the Germans' attention diverted to Russia, the American dollar doesn't go as far as it formerly did. The soundness of the Portuguese esendo has increased and Inghamites now get much less for the good American standby, the dollar.

## ALASKA'S SENTINELS

By DENNY PARROTT, Y2c

**D**UE to the numerous difficult channels and many aids to navigation to be serviced, which total over 923 of all classes, Uncle Sam maintains his largest tender-class cutter, the *Cedar*, which was designed especially for Alaskan service.

These aids are serviced twice a year while the more difficult aids are serviced only once a year. Storms and accidents keep tenders on special call in order to keep "Alaska's Sentinels" burning.

The *Cedar* was built to replace the tender *Armeria* which sank in 1913 when she hit an uncharted pinnacle which punctured through both bottoms, while unloading supplies and stores at Cape Hinchinbrook Lightstation, Alaska.

There are no lightships in Alaska.

The *Cedar* cruises over 3,000 miles every summer servicing aids, supplying 14 lightstations, cleaning, painting, and overhauling buoys weighing from 300 lbs to 20 tons with complete rigging.

Cape Sarichef is the most isolated of all United States Lightstations and is the only attended light on the Bering Sea. Due to the lack of shipping, the light at Cape Sarichef is maintained only 9 months a year. Previous to the installation of radio equipment, one of the keepers died. Three or four months passed before the other keepers were able to get word out to the proper authorities.

Many strange tales are connected with "Alaska's Sentinels" in which the *Cedar* has played an important part in its 24 years of service in Alaska.

## THE TIPOFF



He: Say, take your hands off my face. Your husband is my best shipmate!

She: Oh, you don't understand. I'm not being flirtatious. It's just that I admire your skin. Frank's face is always sore and unsightly after shaving. I wish there were something we could do about it.

He: That's easy. Tell him to get smart and buy a Gem razor and some Gem blades next time he visits the canteen. Just clip the ad in the next column and maybe he'll catch on.



## SO PUT YOUR BEST FACE FORWARD!

Brother — look around you. You've plenty of competition these days. Where one uniform sidled up to the town belle a year ago, there's a dozen now. You have to be on your toes—you have to be at your best. So never make the mistake of using imitation blades in your fine Gem Razor. Insist on genuine Gem Micromatic Blades—the Super-keen precision-made blade that's 100% efficient in your Gem Razor—and on your your face!

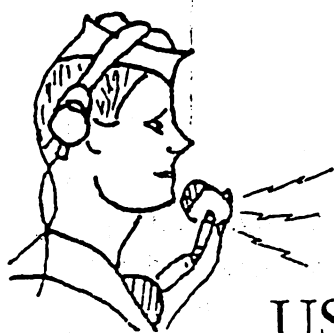


# GEM

MICROMATIC

# BLADES





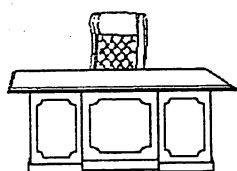
# GOBS' GAB

## USCGC INGHAM ASSOCIATION



SPRING ISSUE

MARCH, 1995



### *From the President's Desk. . .*

I want to apprise you of recent happenings concerning our INGHAM family. Some of them may require assistance on your part.

Scott Price, of the office of Historian, U.S. Coast Guard, is conducting research into the history of the Secretary class cutters during the North Atlantic campaign. He has made an appeal to our Association that we assist him in obtaining photographs and personal reminiscences from veterans from their archives. The role of the cutters during this period, according to Mr. Price, needs to be presented, documented, and saved for future generations of Coast Guard personnel, as well as the general public.

Three questionnaires were received from the historian's office which are too lengthy for printing in this issue. The first is a general list of 24 questions of a personal nature, directed at USCG Escort Sailors of WW-II. The second is a list of nine questions concerning 327-foot cutter sailors. The third is a list of specific questions focussed on the cutters and their operations during the "Bloody Winter" era of '41 - '43.

This is a wonderful project for our Association to be involved in. Since many of us served in INGHAM during all these time periods, we are in a position to assist the Historian's office in its quest. Contact me if you are interested, and copies of the

questionnaires will be sent to you for completion.

I recently learned that **Frank E. Olschner** crossed the bar on December 17, 1994.

The sick bay list continues to grow. **George A. Messersmith** suffered a major stroke last summer, and is paralyzed on the right side. Wife Nancy and daughter are taking care of him since he can't walk, talk, or see out of his right eye, and has limited vision in his left eye. George is recuperating at home.

**Robert A. Smith** underwent successful knee replacement surgery in January. Unfortunately, on February 4, he suffered a stroke and is unable to speak. He is recuperating in a convalescent home. Cards and Get Well wishes may be addressed to him at **Heartland of Chillicothe, Room 24, Columbus Street, Chillicothe, OH 45601.**

Vice President **Herman J. Spinosa** suffered a heart attack earlier in the years, and underwent quadruple bypass heart surgery, from my last conversation with him. He is at home, recuperating, and doing well.

Our membership is starting to grow. Our newest member is **Harry Long, 1203 Beverly Drive, Richmond, VA 23229.** Harry served from '43 to '46 as a WT2/c.

Dick Booth has mailed out six membership applications to potential members. Anyone with a lead on new members should direct this information to Dick.

(Continued on Page 2)



A REMINISCENCE FROM HUGH MORGAN

**THE PORTUGUESE WINE CAPER**

There wasn't much doing aboard the INGHAM this lazy afternoon in July, 1941. It was Saturday and it was a hot one. The sun beat down on the Tagus River and turned its waters into shimmering strands of silver and blue. The wind gently and softly blew up river as did the current of the Tagus. The city lay like a great cluster of buildings on the port side, while to the starboard side, a great bay opened - upon which vessels traversed back and forth.

One of the working boats in the bay swung its head into the wind and proceeded towards the INGHAM at three knots. When the barge came alongside, it was made fast to the port side and began discharging potable water along with other liquids.

Watching the water barge and only waiting till the O.D. got tired of seeing that no crew members got too close to it were Kolassa and Lehtinen.

"Jesus Christ, what the hell is Mr. Martin doing? I thought he'd only give the barge the once over and then get below for the rest of the watch." said Kolassa.

"Take it easy, Mike. Martin is only doing his job. We've got plenty of time to get the wine we ordered. I only hope that the Portuguese master of the barge hasn't caught wise to what his men are doing." Lehtinen said.

"Where the hell is Ray Souza? I hope he's still aboard because he's the only one these guys will listen to." affirmed Kolassa.

"Ray went ashore at 1300 and said he was going to stay at his cousin's." said Gallaher. Having overheard them.

"Damn it all, he was going to give them our next order." said Lehtinen.

"There's Ray's cousin, Manny Costa, who speaks Portuguese. Why not get him?" asked Gallaher.

"Because the guys on the water barge don't like him. The all came from the same village and Costa's people stole pigs or something. It all happened about two hundred years ago, but they sure hold a grudge."

explained Kolassa.

"Hell, that's crazy. Costa's great grandparents settled in Provincetown when they came to the United States about a hundred years ago; Manny never stole a pig in his life." said Gallaher, "Besides," he continued, "what about Ray. He's Manny's cousin, isn't he? How come they like him and hate Manny?"

"For Christ's sake, I don't know. I only want a few bottles of wine, I don't want to get mixed up in any more feuds over pigs." said Lehtinen. "Let's try Costa once more and see if things work out. He's only going to talk to them, for Christ's sake."

"I'll tell Costa that you people want to see him." said Gallaher, "I'm going right by his bunk."

"O.K., tell him to get his ass up here fast," Kolassa said.

Mr. Martin finally tired of looking at the water barge, thinking, "What of it if some of the crew manage to get a few bottles of wine aboard. It's too nice a day for me to worry about things like that. To hell with it!" Aloud, he said, "Ingersoll, let me know when the water barge secures. I'm going below."

Ingersoll, QM2c, grunted a reply without lifting his eyes from the comic book, "Popeye and Friends."

Lehtinen said, "Martin's gone into the wardroom. Where's Costa?"

Here he comes, now." replied Kolassa.

The big surfinan went up to Kolassa and said, "I'm here, and it better be good. I was woke up by Gallaher and he told me you wanted to see me right away. What the hell is it that is so important?"

Lehtinen then explained that they wanted to get a few cases of wine which they had ordered as well as placing a new order for the next time the water barge came.

Costa shook his head and said, "The crew of that barge will have nothing to do with me., I've tried to talk with them before and they acted like I wasn't here. Ray Souza's your best bet. Why don't you get him to do the talking?"

Kolassa looked at Costa and said, "Ray is ashore, and you're our only hope. Get us the wine and you can have two bottles of it for nothing."



Costa thought that would be fair enough, and so he agreed to act for them.

Lehtinen said, "Martin isn't watching any more, so there won't be any better time than now. Go ahead, Costa, tell them to produce the wine now."

Costa thought that the wine would be the country wine which was available in every bar in Lisbon. Instead, he almost shit when they turned out to be the most expensive of the Portuguese vintages. There were four cases on the deck of the water barge just waiting to be picked up. Costa glanced at the cases of Sandman port and Leacock madeira and saw he would need help to bring the bottles aboard. He went back to Kolassa and Lehtinen and told them, "I hope you guys have the dough to pay for this. That wine they've got is expensive!"

Kolassa said, "Quit your worrying. We've got enough money to cover the price of the wine."

Just then, Tony Agcoili and Terasio Doliva, the Captain's chef and steward, walked aboard the water barge.

"Hey, what are those guys doing?" Lehtinen asked.

"Well, they'd better not be buying our wine. Those two just walked onto that barge like they owned it," declared Kolassa.

"Or else they were expected," added Costa.

"Look, they're shaking hands with the crew. This doesn't look good for us. Where I come from a handshake means something like an agreement has been reached."

Costa said, "You're right, it means the same thing here."

Lehtinen declared, "Those two little pricks. I hope that wine is sour. That would fix them."

"Here comes Agcoili. Oh shit, he's headed right for us. I hope he's not trying to sell us the wine," said Kolassa.

Agcoili said to the three of them, "How would you like to be able to have something on the Captain?"

He received answers in the affirmative.

"All right, come with me." He led them aboard the barge and the Portuguese crew started to get upset when they saw Costa.

"Jesus, I knew this would happen. I just knew it," said Costa. "They've got me mixed up with somebody else and I can't tell them they're full of shit for not letting me talk to them."

Doliva, on hearing the reasons for the Portuguese being upset said, "Too goddamn bad. Costa is going to help us or their captain will hear from our captain about it. Tell them what I said, Costa."

This finally broke the ice and Costa and the three Portuguese shook hands and hugged each other.

Kolassa said, "Ask them about our wine, Manny. Maybe it's this stuff right here," pointing to the Sandemans and Leacocks.

Agcoili said, "Like hell it's yours. You and the whole crew of the INGHAM couldn't afford to buy this wine! This is for the Captain's table."

Lehtinen was getting impatient. He didn't give a goddamn about the Captain's table, he just wanted to know where his wine was and how much it was going to cost.

Doliva immediately put the clamp on all of Lehtinen's thoughts by saying, "All right, you guys, let's go. Each of you grab a case and take it up to the Captain's cabin. Then come right back. I might have something for you."

Each of them took a case of wine and Lehtinen started to bitch. "Here I am, the biggest goddamn fool there is. I thought for sure I'd be half cocked by now. Instead I'm lugging booze for the Captain."

"Stop the bullshit, Tauno, let's get rid of this and get back to Doliva. He said he might have something for us."

After dropping off the cases, the three of them returned to the barge, leaving Agcoili in the cabin. There they saw eight cases of the wine which Doliva had just finished counting.

"So there you are. These cases are going to the wardroom. They are for the use of the officers, but I don't think they know they are here yet. Pick them up and bring them down there, will you."



Goddamn it. Everyone is having their wine delivered to them but us. I hope there will be some left over so that Lehtinen and I can get a taste." complained Kolassa, bitterly.

After a couple trips each to the wardroom, there were still two cases left on the barge. Costa and Lehtinen said they would get them while Doliva and Kolassa remained in the wardroom, overseeing the stowing of the wine. A few officers were there at the time, but they paid little attention to what was taking place. The only one to show any interest was Mr. Martin, the O.D., and he merely wanted to know whether he should sign for them or not. Doliva told him he had better not sign anything or the government would be after him about five years from now to explain why his signature was the only connection to a breach of Coast Guard regulations. Mr. Martin thought about this and thanked Doliva.

Soon, the cases were all stored away, and Kolassa, Lehtinen and Costa were on their way out of the wardroom, when they were stopped by Lt. Chester, who was just coming in from his stateroom.

"Kolassa, Lehtinen, Costa - what do you think you're doing back here? You know better than to be here, especially on a Saturday. this is officer's country and you had better get your asses out of here. If I see you here again, I'll put you on report."

The three of them left the wardroom mad as bastards. When they got topside they really had something to bitch about. The water barge had left.

THE END

REMEMBER  
WHEN



## ABOUT THE AUTHOR

Hugh Morgan was a Yeoman, 2nd class on INGHAM between 1940 and 1943. He was discharged from the Coast Guard in 1946 with the rank of Chief Yeoman.

Hugh graduated from Suffolk University Law School, Boston, and was admitted to the Massachusetts Bar. Between 1965 and 1971, he was a Representative to the State Legislature.

Hugh was a Selectman in Wakefield, MA for 9 years. Other positions held were: Assistant District Attorney for Middlesex County, MA, and Assistant Attorney General for the state.