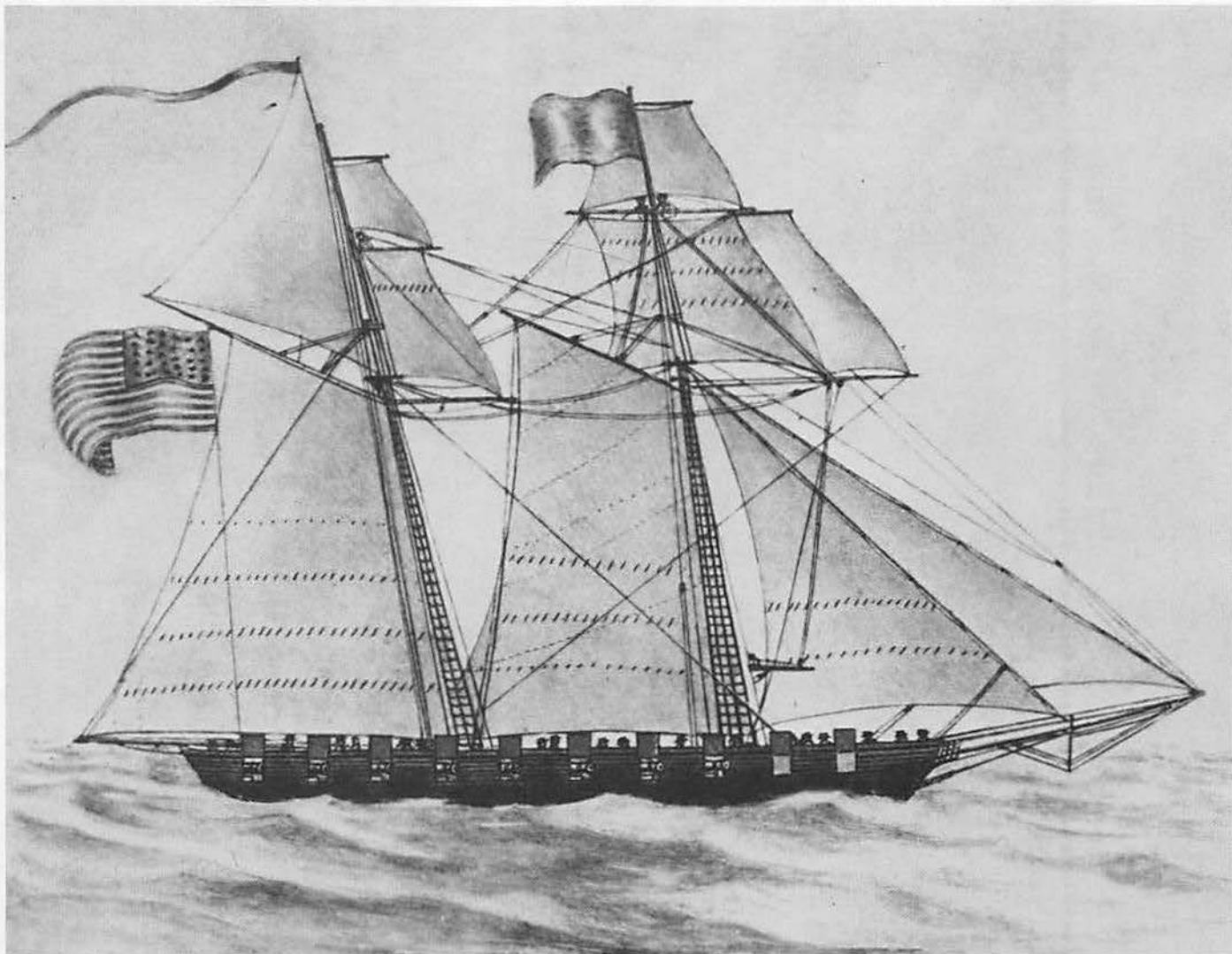




By Dr. Robert L. Scheina
Coast Guard Historian

COAST GUARD AT WAR



The cutter *Pickering* served in the Quasi War with France between 1798 and 1800. She won a nine-hour engagement with the large French privateer *Egypte Conquise*.

In 1790 a predecessor of the U. S. Coast Guard was created by the first Congress of the United States. This newly formed maritime force did not have an official name. Rather, it was referred to simply as "the cutters," "the system of cutters," and the like. The purpose of this force was to enforce national laws, in particular, those dealing with tariff. But in fact, these cutters were the only maritime force available to the new government under the Constitution, for following the American Revolution, the Continental Navy had been disbanded in 1785. Thus, between 1790 and 1798, there was no United States Navy and the cutters were the only warships available to protect the coast, trade, and maritime interests of the recently created United States.

The officers of the early cutters were appointed largely from among those who had served in the disbanded Continental Navy. The first commission granted by President George Washington to an officer afloat was issued to Captain Hopley Yeaton of New Hampshire to command one of the new cutters. The Act of 4 August 1790, creating the Service, provided that the commander of a cutter should have the subsistence of a captain in the Army, and that the other officers should have the subsistence of an Army lieutenant, and that each enlisted man should have the same ration as allowed to a soldier.

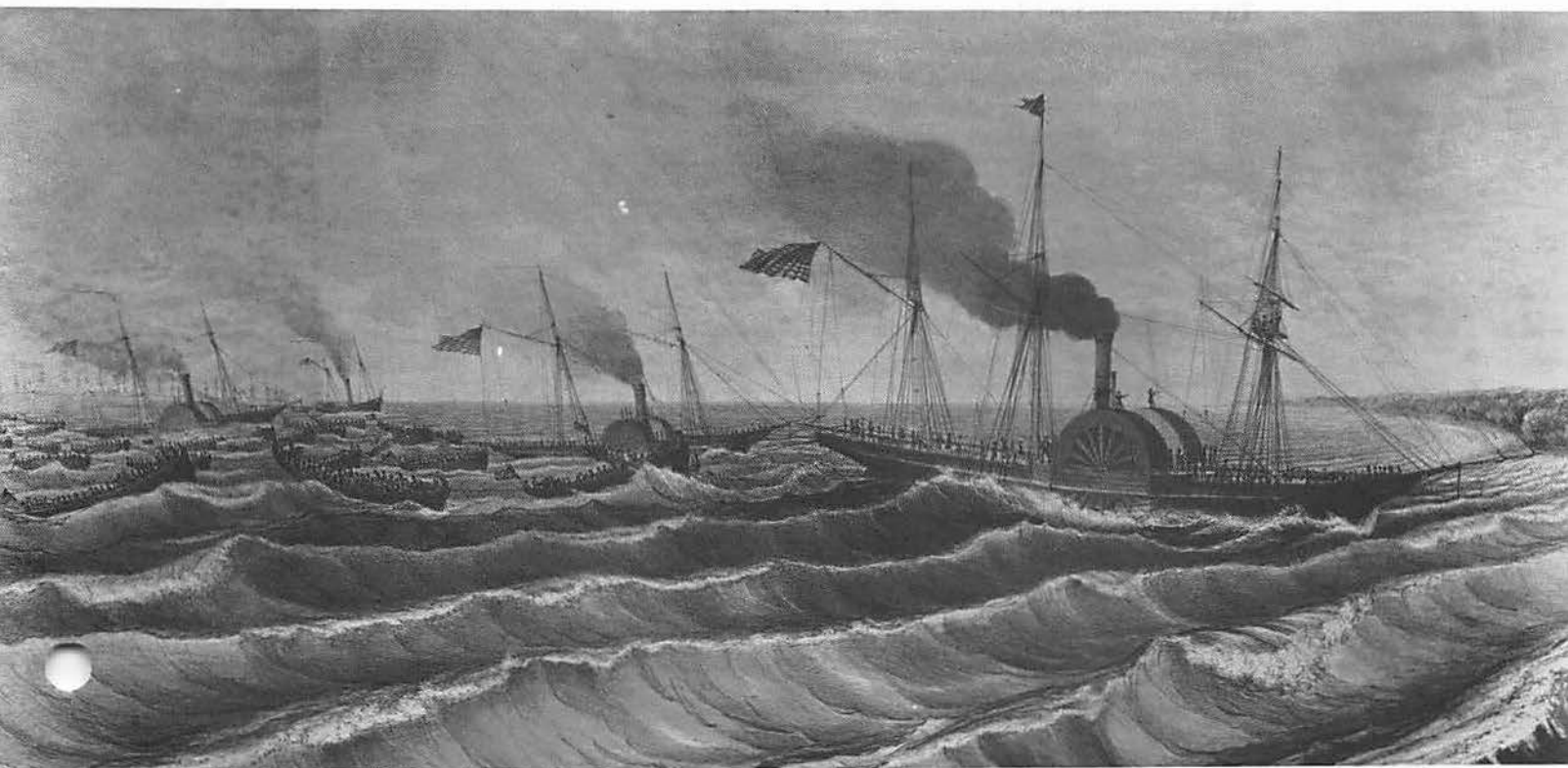
Front Cover: Coast Guardsmen are at the alert as their 82-foot cutter comes alongside a junk during the Vietnam War. The marriage of the .50 caliber machine gun and the 81 mm mortar was developed by the Coast Guard.

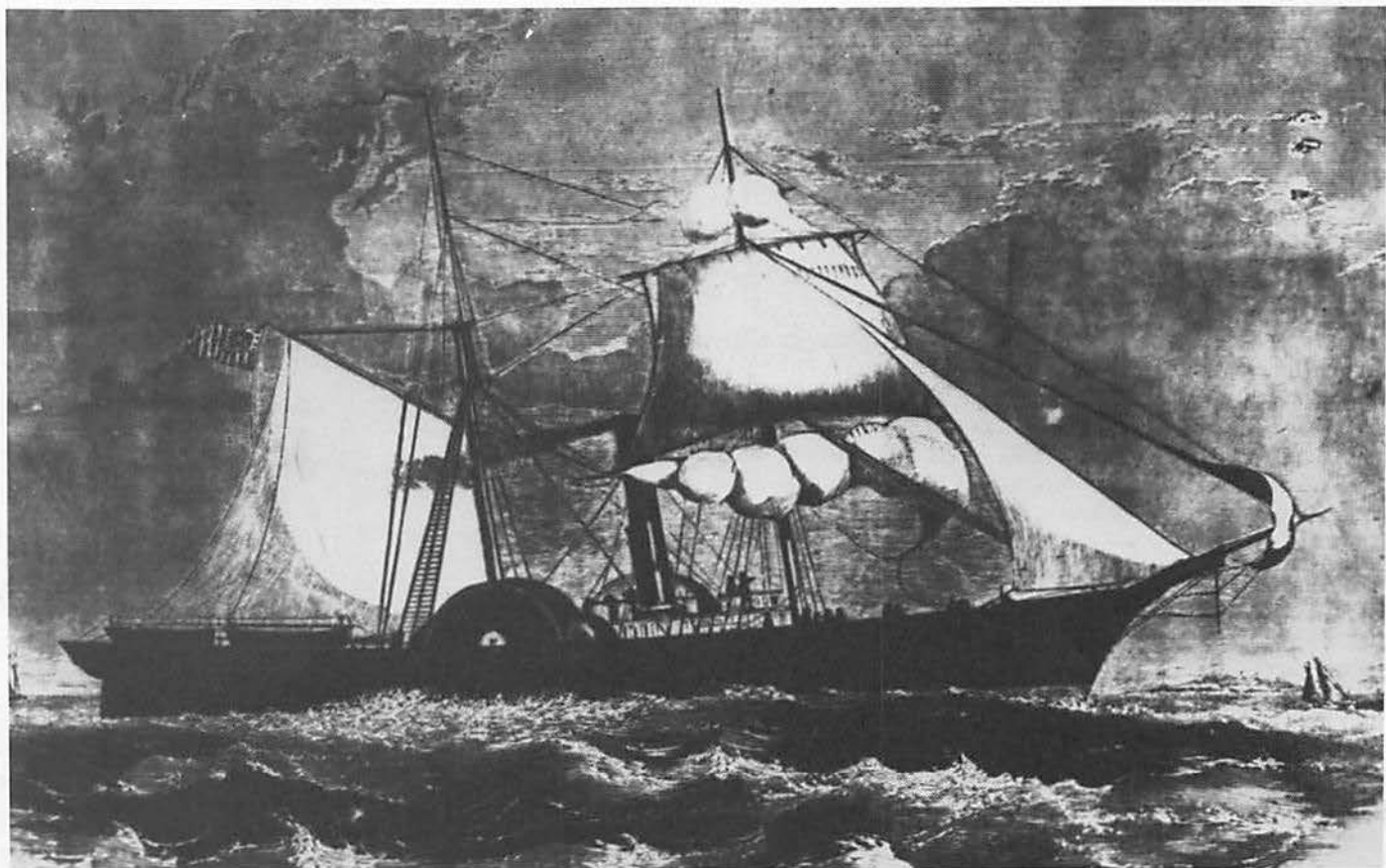
These measures were based on those of the Army because the U.S. Navy had not yet been established.

Cutters soon became involved in military affairs. In 1793 the cutter *Diligence* drove a pirate ashore in the Chesapeake. In 1794 the cutter *Virginia* arrested the *Unicorn* which was being fitted out as a privateer by supporters of the newly founded French republic. On more than one occasion a cutter intervened to enforce American neutrality during the Napoleonic Wars.

Between 1797 and 1799 laws were passed which formalized the military role of the cutters. The act of 1 July 1797 authorized the President to employ the cutters to defend the seacoasts and to repel any hostility to the vessels and commerce of the United States. Also, the law made provisions for assigning Marines to cutters. The act of 2 February 1799 stated that "the President of the United States shall be, and is hereby authorized to place on the naval establishment, and employ accordingly, all or any of the vessels, which, as revenue cutters have been increased in force and employed in the defense of the the seacoasts....and thereupon, the officers and crews of such

The cutters *McLane* and *Forward* lead barges filled with Marines and sailors across the bar at the mouth of the Tabasco during the Mexican War. Cutters were involved in a number of the amphibious assaults along the Gulf coast.

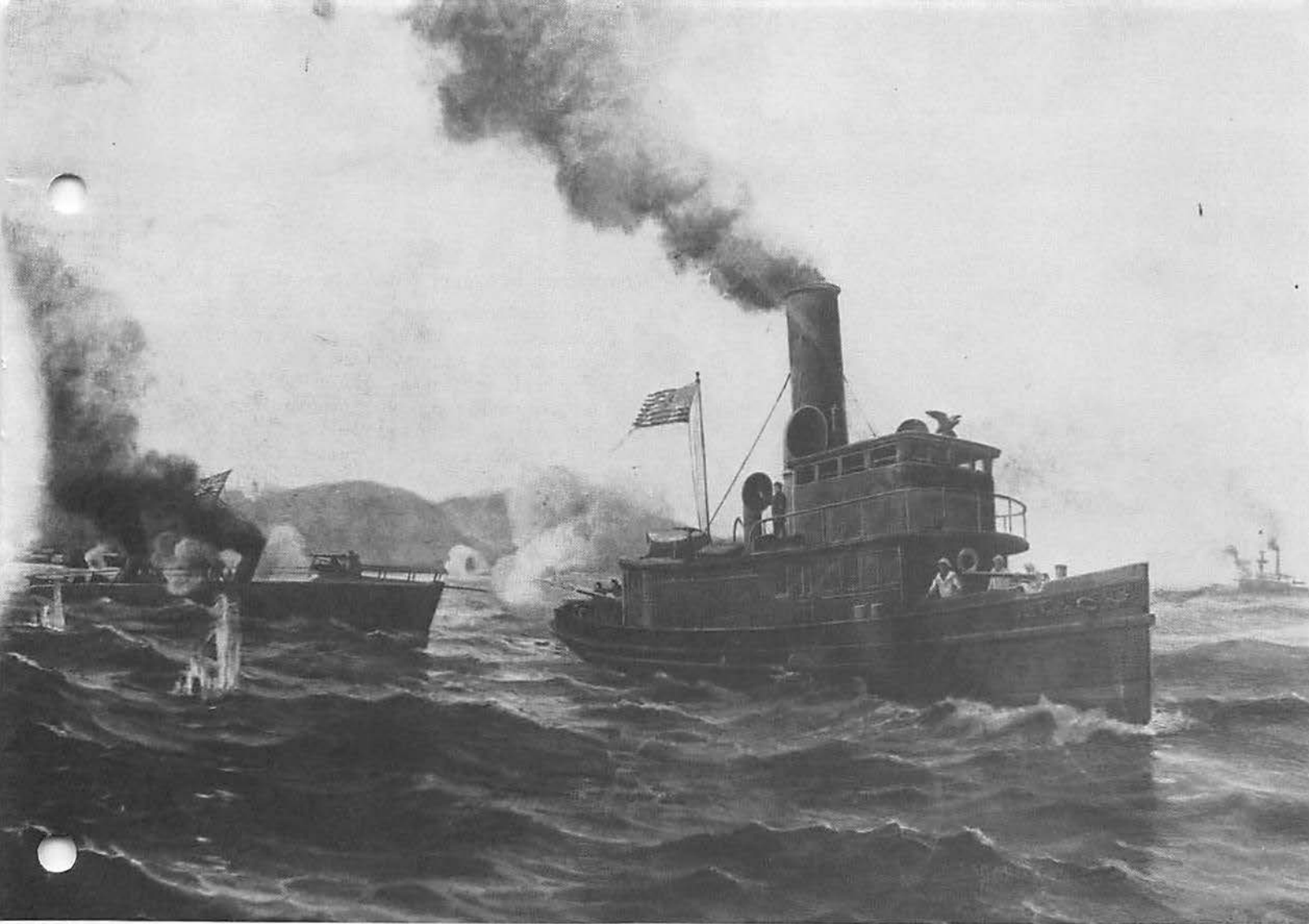




The cutter *Harriet Lane* was one of eighteen warships sent to the mouth of the Parana River in South America in 1858 to settle a dispute with Paraguay. The cutter later played an important part in the U.S. Civil War.

vessels, may be allowed, at the discretion of the President of the United States, the pay, subsistence, advantages and compensations, proportionably to the rates of such vessels, and shall be governed by the rules and discipline which are, or which shall be, established for the Navy of the United States." The act of 2 March 1799, provided that the cutters "shall, whenever the President of the United States shall so direct, cooperate with the Navy of the United States, during which time they shall be under the direction of the Secretary of the Navy"

During the Quasi-War with France (1797-1801), eight cutters (one sloop, five schooners, and two brigs) operated along our southern coast in the Caribbean Sea, and among the islands of the West Indies. The two brigs, and two of the schooners each carried 14 guns, and 70 men; the sloop, and the other schooners had each 10 guns, and 34 men. Of the 22 prizes captured by the United States between 1798 and 1799, 18 were captured by cutters unaided, and cutters assisted in the capture of two others.



The cutter *Pickering* made two cruises to the West Indies and captured 10 prizes, one of which carried 44 guns and was manned by some 200 sailors — this was more than three times its own strength. Although the cutters did not participate in the Barbary Wars (1801-1815), a number of cutter officers transferred to the Navy and fought in the Mediterranean.

Augmenting the Navy with shallow-draft craft evolved out of the War of 1812 into a continuing wartime responsibility. During the opening phases of the war, Secretary of the Treasury Albert Gallatin requested of Congress, "We want small, fast sailing vessels...there are but six vessels belonging to the Navy, under the size of frigates; and that number is inadequate...." During the last two centuries, cutters have been used extensively in "brown water" combat.

A cutter made the first capture during that War of 1812. One of the most hotly contested engagements in the war was between the cutter *Surveyor* and the British frigate *Narcissus*. Although the *Surveyor* was captured, the British commander considered his opponents to have shown so much bravery that he returned to Captain Travis his sword

During the Spanish American War, cutters served with U.S. naval forces in the Pacific and the Caribbean. Above, the cutter *Hudson* rescues the damaged USS *Winslow* from Spanish land batteries off Cardenas Bay, Cuba.

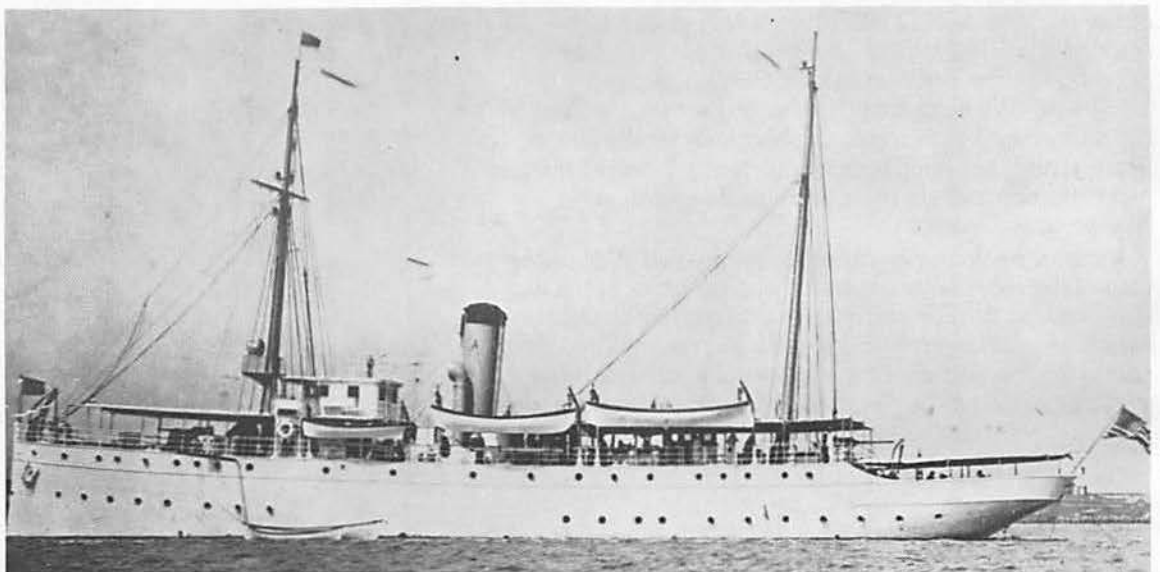
accompanied by a letter in which he said:

"Your gallant and desperate attempt to defend your vessel against more than double your number excited such admiration on the part of your opponents as I have seldom witnessed, and induced me to return you the sword you had so ably used in testimony of mine....I am at loss which to admire most, the previous arrangement on board the *Surveyor* or the determined manner in which her deck was disputed inch-by-inch."

The defense of the cutter *Eagle* against the attack of the British brig *Dispatch* and an accompanying sloop, is one of the most dramatic incidents of the War of 1812. The cutter was run ashore on Long Island, its guns were dragged up on a high bluff, and from there the crew of the *Eagle* fought the British ships from 9 o'clock in the morning until late in the afternoon. When they had exhausted their large shot, they tore up the ship's log book to use as wads and fired back the enemy's shot which lodged against the hill. During the engagement the cutter's flag was shot away three times and was as often replaced by volunteers from the crew on the hill.

Piracy, which prevailed during the first quarter of the nineteenth century in the Gulf of Mexico, owed its suppression chiefly to the revenue cutters. The officers of the Service waged a relentless war upon the pirates, pursued them to their rendezvous and hideouts, and attacked and dispersed them wherever found. On 31 August 1819, the cutters *Louisiana* and *Alabama* were boldly attacked off the southern coast of Florida by the pirate *Bravo*, commanded by Jean La Farge, a lieutenant of the notorious Jean La Fitte. The action was of short duration and was terminated by the cutters' boats boarding their enemy and carrying his decks in a hand to hand struggle.

The cutter *Tampa* was lost with all hands during World War I. She had successfully escorted convoys between Gibraltar and the British Isles for over a year. *Tampa* was torpedoed by a U-boat in the English Channel on 26 September 1918.





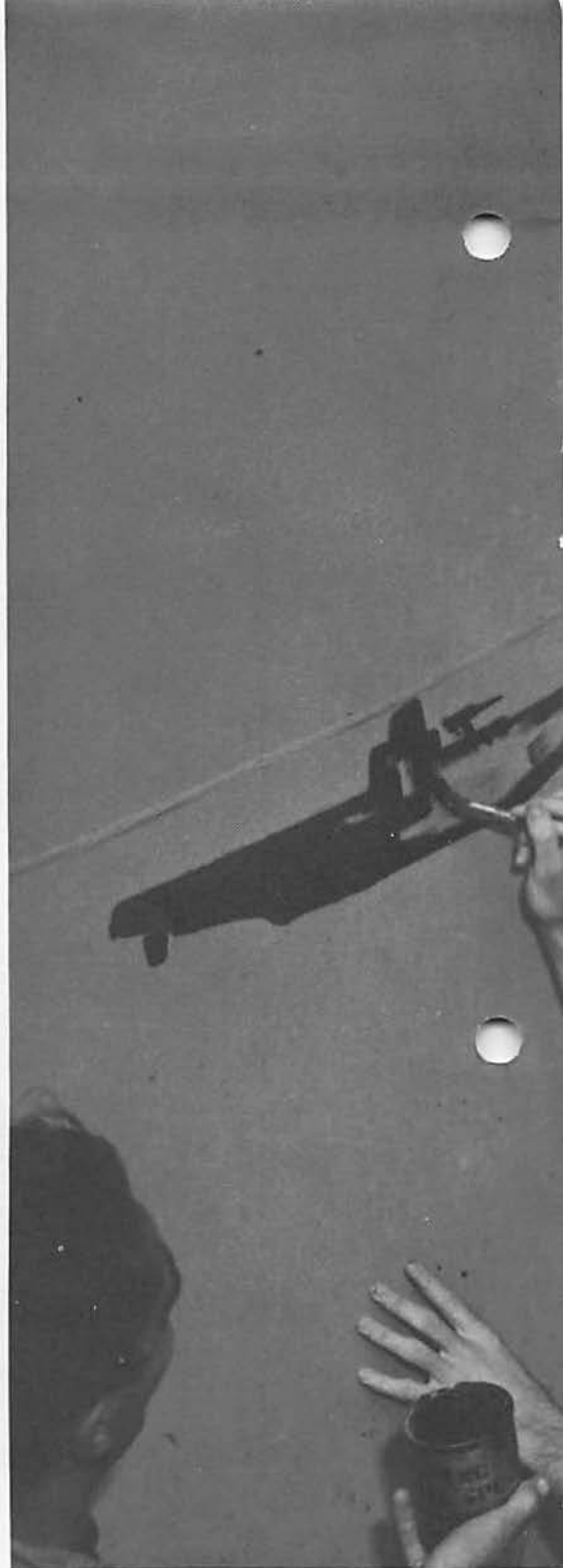
The cutter *Ingham* plows through heavy seas in the North Atlantic during early 1942. Four U-boats were sunk by Coast Guard cutters of this class during the early days of World War II, when the Battle of the Atlantic was at its peak.

Soon it became too hazardous for the pirates to continue to base themselves along the coast or in the numerous bayous of Louisiana. Therefore, they established themselves on Bretons Island. The cutters *Alabama* and *Louisiana* discovered their new hideout and drove the pirates off, while everything on the island which could afford shelter or make it habitable was destroyed. The destruction of this hideout practically put an end to pirates using U.S. territory as a base of operations. But piratical craft operating from bases in Mexico, Central and South America and Cuba, made frequent visits to American waters and a number of engagements took place between them and the cutters.

During the Seminole Indian Wars (1836-1842) eight revenue cutters supported the Army and Navy in the operations. Duty performed by these vessels and their crews included attacks on parties of hostile Indians, the breaking up of their rendezvous, picking up survivors of massacres, carrying dispatches, transporting troops, blocking rivers to the passage of the Indian forces, and the landing of riflemen and artillery from the cutters for the defense of settlements. These duties covered the entire coast of Florida.

The principal naval operations carried out during the War with Mexico (1846-48) were blockading the enemy's coasts and amphibious landings. The U.S. Navy was critically short of shallow-draft vessels, needed particularly for the landings. Five cutters were engaged in amphibious operations and performed important services during a number of landings, particularly those at Alvarado and Tobasco. Cutters also served on blockade duty.

Military operations have never been limited to declared wars. In 1855, Second Lieutenant James E. Harrison of the cutter *Jefferson Davis* accompanied Company C, 4th U.S. Infantry during an expedition against hostile Indians in the state of Washington. On 3 December, while in camp, Indians ambushed the company, killing its commanding officer. Lieutenant Harrison took command of the Army troops, rallied the men, and beat off the ambushers.



Coast Guardsmen chalk up a victory on board a destroyer escort manned for the Navy. During World War II, the Coast Guard manned 351 naval ships and craft and 288 for the Army.



The U-175 is about to take its final plunge. The submarine fell victim to the cutter *Spencer* on 17 April 1943.

Ten years after the War with Mexico a naval force was sent to Paraguay in 1858 to settle a dispute with that nation. The cutter *Harriet Lane* was ordered to join the squadron. Since the cutter was the only shallow-draft steamer among the 18 ship force, the *Harriet Lane* was more actively employed than any other warship in the squadron. Commodore Shubrick, in reporting to the Secretary of the Navy on the expedition, made special mention of the skill and zeal shown by Captain Faunce, the commanding officer of that cutter, and of the cutter's value to the squadron.

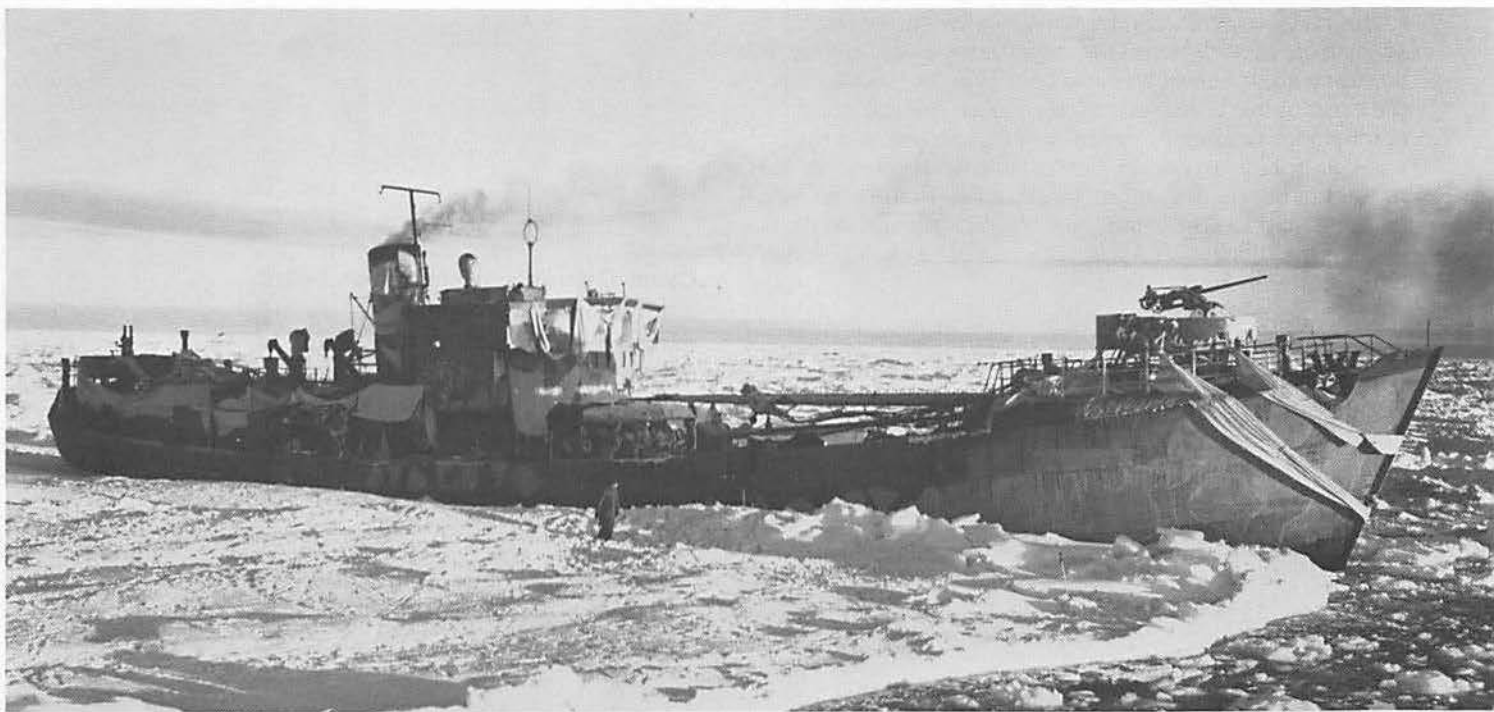
The sympathies of the cutter force were divided between the North and the South during the American Civil War (1861-65). The famous dispatch sent by the Secretary of the Treasury to Gen. John A. Dix, which contained the direction, "If any one attempts to haul down the American flag, shoot him on the spot," was transmitted on the



evening of 15 January 1861, for the purpose of retaining under the control of the Federal Government the cutter *Robert McLelland*, then in the port of New Orleans. In spite of this message, many cuttermen, including those on the *Robert McLelland*, chose to join the Confederacy. It was at this time that the Service received its first official name, the Revenue Cutter Service.

The principal wartime duties of those cutters serving the Union were patrolling for commerce raiders and providing fire support for troops ashore; those serving the Confederacy were used principally as commerce raiders. Cutters were involved in individual actions. The first naval shots of the Civil War were fired by the cutter *Harriet Lane* when the cutter challenged the steamer *Nashville* with a shot across its bow. The steamer was attempting to enter Charleston harbor without displaying the U.S. flag. The *Harriet Lane* also took part in the capture of Hatteras Inlet;

The German naval auxiliary *Exerstein* was captured in the frozen seas of Greenland by the cutter *Eastwind* on 15 October 1944. The captured weather station ship was appropriately renamed the *East Breeze*. A prize crew was placed on board and the vessel was sailed to Boston.



following this action, the cutter was transferred to the Navy. In December 1862, the cutter *Hercules* battled Confederate forces on the Rappahannock River. The cutter *Miami* carried President Abraham Lincoln and his party to Fort Monroe in May 1863, preparatory to the Peninsular Campaign. Cutter *Reliance* engaged Confederate forces on the Great Wicomico River in 1864; the cutter's commanding officer was killed in the action. On 21 April 1865, cutters were ordered to search all outbound ships for the assassins of the President.

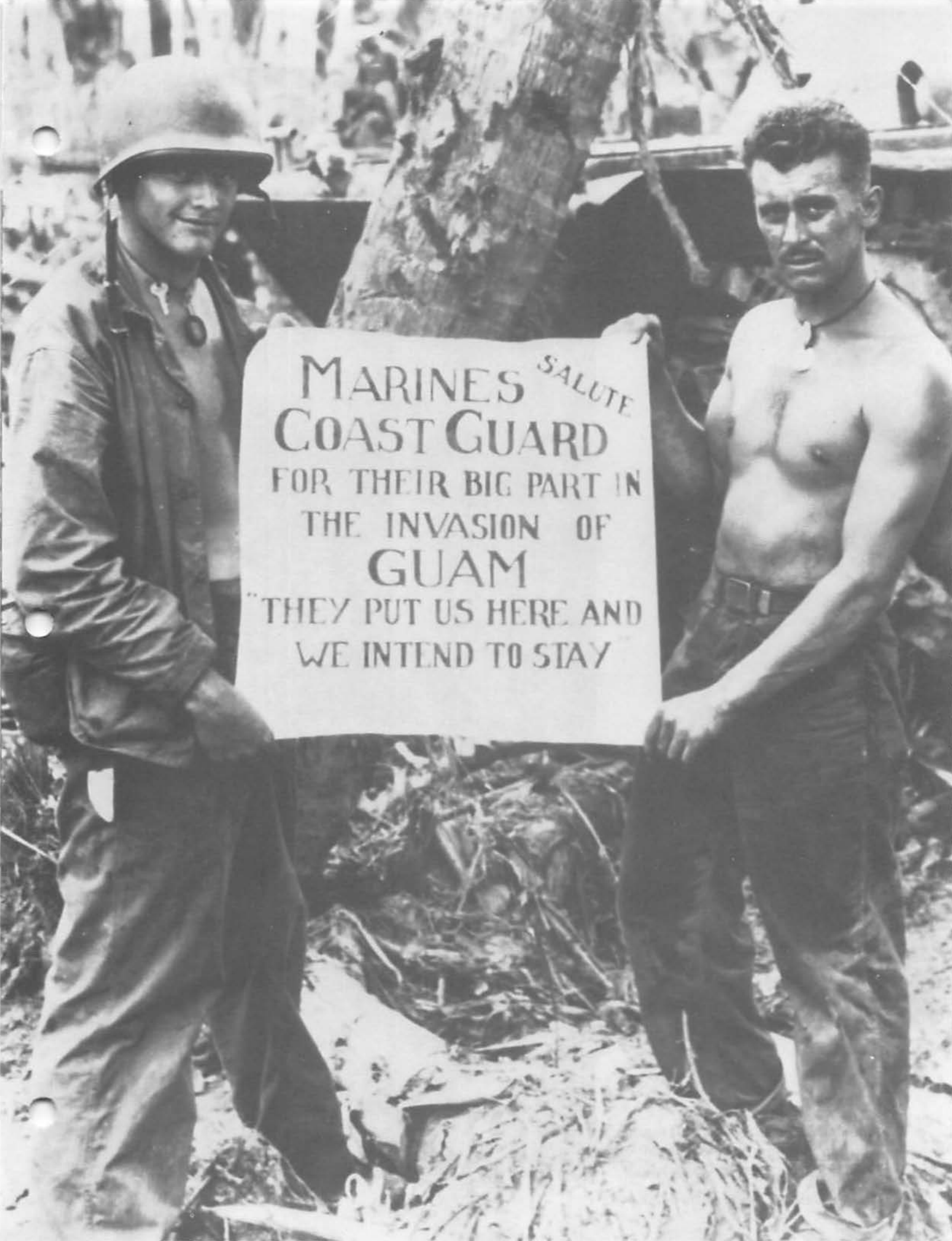
The Revenue Cutter Service rendered conspicuous service during the Spanish American War (1898). Eight cutters, carrying 43 guns, were in Admiral Sampson's fleet, and on the Havana blockade. The *McCulloch*, carrying six guns, and manned by 10 officers and 95 men, was at the Battle of Manila Bay, and subsequently was employed by Admiral Dewey as his dispatch boat. At the battle of Cardenas, 11 May 1898, the cutter *Hudson*, Lieutenant Frank H. Newcomb commanding, sustained the fight against the gunboats and shore batteries of the enemy side by side with the naval torpedo boat *Winslow*. When half the crew of the *Winslow* had been killed and its commander wounded, the cutter *Hudson* rescued the torpedo boat from certain destruction. In recognition of this act of heroism, Congress authorized that a gold medal be presented to Lieutenant Newcomb, a silver medal to each of the officers, and a bronze medal to each member of the cutter's crew.

Also during the Spanish American War, the Navy assigned the task of coast watching to the U.S. Life-Saving Service. As a result, approximately two-thirds of the Navy's coastal observation stations were Life-Saving Stations. At no time was the elusive Spanish fleet observed along our coastline but, nonetheless, the 24-hour-a-day job

In the Pacific, Marines salute the Coast Guard for its role in the invasion of Guam.

Coast Guardsmen served on board amphibious ships and craft during every major World War II invasion. In one of the most famous photographs of World War II, Army troops pour out of a Coast Guard manned LCVP at Normandy on 6 June 1944.





MARINES ^{SALUTE}
COAST GUARD
FOR THEIR BIG PART IN
THE INVASION OF
GUAM
"THEY PUT US HERE AND
WE INTEND TO STAY"



Signalman First Class Douglas Munro won the Congressional Medal of Honor for his bravery on Guadalcanal.



was accomplished to a large extent by this Coast Guard predecessor.

On 28 January 1915, the Revenue Cutter Service and the U.S. Life-Saving Service were combined to form the United States Coast Guard. The law combining these two Services stated that the Coast Guard was an armed service at all times and made provisions for its transfer to the U.S. Navy when needed. In fact, this had been the practice since 1798, when the Navy was created, but for the first time, this relation was defined in law.

Between 1914 and 1917 while World War I was raging in Europe and Asia, cutters were responsible for enforcing U.S. neutrality laws. On the morning of 6 April 1917, a coded dispatch was sent from Washington by radio and by land wire to every cutter and shore station of the Coast Guard. Officers and enlisted men, vessels and units of all sorts, passed into the naval establishment and began operating as a part of the Navy. The Navy was thus instantly augmented by 223 commissioned officers, approximately 4500 enlisted men, 47 vessels of all types, and 279 stations scattered along the entire coast line of the United States.

In August and September 1917, six Coast Guard cutters, the *Ossipee*, *Seneca*, *Yamacraw*, *Algonquin*, *Manning*, and *Tampa*, left the United States to join our naval forces in European waters. They constituted Squadron 2 of Division 6 of the patrol forces of the Atlantic Fleet and were based at Gibraltar. Throughout the war they escorted hundreds of vessels between Gibraltar and the British Isles, and also performed escort and patrol duty in the Mediterranean. The other large cutters performed escort and patrol duty in home waters, off Bermuda, in the Azores Islands, in the

The cutter *Ironwood* raises a Japanese midget submarine off of Guadalcanal. Among other duties, buoy tenders laid underwater aviation fuel lines for B-29 bombers at island bases, fought fires on board ships attacked by Kamikaze aircraft, and tended buoys at advanced bases.





Coast Guardsmen patrolled the coasts of the country during World War II. A patrol detected and led to the capture of one group of saboteurs on Long Island during 1942.

Caribbean Sea and off the coast of Nova Scotia. They operated generally under the orders of the commandants of the various naval districts, or under the direct orders of the Chief of Naval Operations.

A large number of Coast Guard officers held important commands during World War I: 24 commanded naval warships in the war zone, five commanded warships attached to the American Patrol detachment in the Caribbean Sea, 23 commanded warships attached to naval districts, five Coast Guard officers commanded large training camps, and six were assigned to aviation duty — two of them being in command of important air stations, one of these in France. Shortly after the armistice, four Coast Guard officers were assigned to command large naval transports engaged in bringing the troops home from France. Officers not assigned to command served in practically every phase of naval activity — on transports, cruisers, cutters, patrol vessels, in naval districts, as inspectors, at training camps. Of the 223 commissioned officers of the Coast Guard, seven met their deaths during the war as a result of enemy action.

The cutter *Tampa* possessed a distinguished career during the war. The cutter sailed from New York on 16 September 1917, for service in European water, under the command of Captain Charles Satterlee. *Tampa* proceeded to Gibraltar via the Azores Islands and was assigned to duty with the division of vessels escorting convoys between Gibraltar to England. On 5 September 1918, Rear Admiral Niblack, commanding the U.S. naval forces based at Gibraltar addressed a special letter of commendation to the commanding officer of the *Tampa*. He called attention to the fact that since the *Tampa's* arrival on that station the cutter had escorted 18 convoys between Gibraltar and the United Kingdom, was never disabled, and was ready whenever called upon. Admiral Niblack stated, "This excellent record is an evidence of a high state of efficiency and excellent ship's spirit and an organization capable of keeping the vessel in service with a minimum of shore assistance. The squadron commander takes great pleasure in congratulating the commanding officer, officers, and crew on the record which they have made."

On the evening of 26 September 1918, the *Tampa*, having completed its duty as ocean escort for a convoy from Gibraltar to the United Kingdom, proceeded toward the port of Milford Haven, Wales. At 8:45 p.m. a loud explosion was heard by persons on vessels of the convoy. The *Tampa* failed to arrive at its destination and a search was made for it by U.S. destroyers and British patrol craft. Nothing was found except a small amount of wreckage identified as belonging to the *Tampa* and two unidentified

bodies in naval uniforms. It is believed that the *Tampa* was sunk by a German submarine; and the German submarine *U-53* sank a United States warship of *Tampa's* description. Everyone on board the *Tampa* perished — 115 in all, of whom 111 were Coast Guard personnel. With the possible exception of the naval collier *Cyclops*, whose fate and date of loss have never been ascertained, this was the largest loss of life incurred by any U.S. naval unit during the war. An additional 81 Coast Guardsmen lost their lives in World War I due to accident or illness. Totally, 8,835 men served in the Coast Guard during World War I.

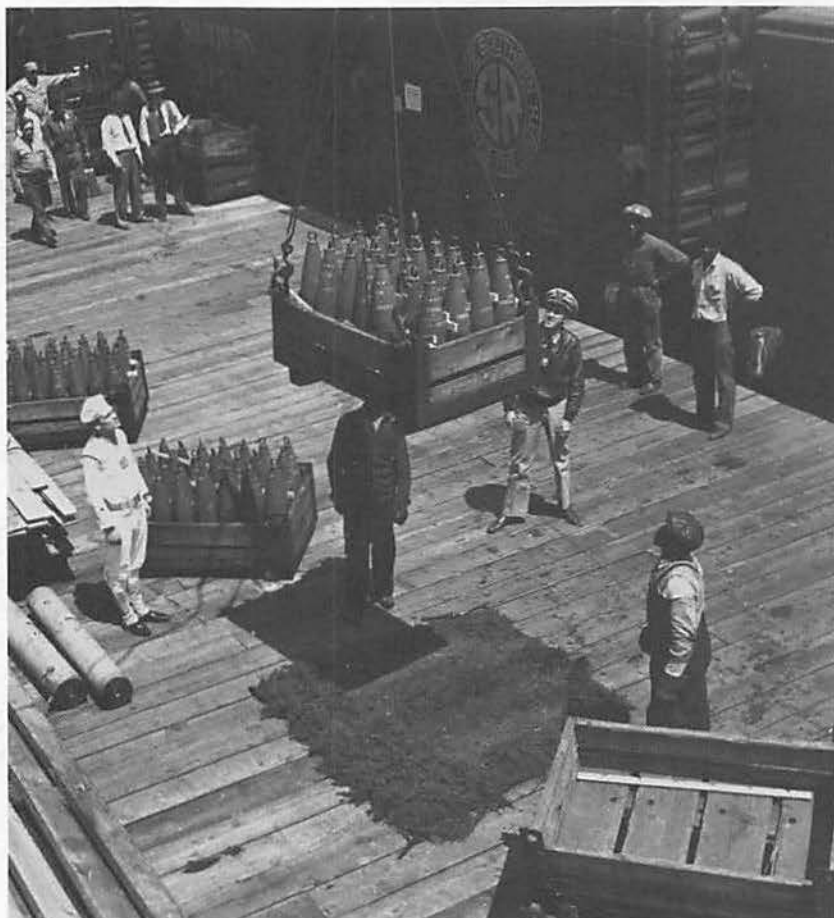
Vice Admiral C.H. Dare of the British Navy, the commanding officer at Milford Haven, in a telegram to Admiral Sims expressed the universal sympathy felt at Milford Haven by all ranks and rates in the loss of *Tampa*:

"Myself and staff enjoyed the personal friendship of her commanding officer, Captain Charles Satterlee and had great admiration for his intense enthusiasm and high ideals of duty."

The British Admiralty addressed the following remarks to Admiral Sims:

Their Lordships desire me to express their deep

The Coast Guard was also responsible for port security. Artillery shells are loaded on board a freighter at Norfolk during 1944.





regret at the loss of the U.S.S. *Tampa*. Her record since she has been employed in European waters as an ocean escort to convoys has been remarkable. She has acted in the capacity of ocean escort to no less than 18 convoys from Gibraltar comprising 350 vessels, with a loss of only two ships through enemy action. The commanders of the convoys have recognized the ability with which the *Tampa* carried out the duties of ocean escort. Appreciation of the good work done by the U.S.S. *Tampa* may be some consolation to those bereft and their Lordships would be glad if this could be conveyed to those concerned."

Following the outbreak of war in Europe in 1939, the Coast Guard carried out extensive patrols to enforce neutrality as proclaimed by the President on 5 September 1939. Port security began on 20 June 1940, when President Roosevelt invoked the Espionage Act of 1917, which governed the anchorage and movement of all ships in U.S. waters, and protected American ships, harbors and waters. Shortly afterwards, the Dangerous Cargo Act gave the Coast Guard jurisdiction over ships carrying high explosives and dangerous cargoes. In March 1941, the Coast Guard seized 28 Italian, two German and 35 Danish merchant ships. A few days later, 10 modern Coast Guard cutters were transferred on Lend-Lease to Great Britain.

On 9 April 1941, Greenland was incorporated into a hemispheric defense system. The Coast Guard was the primary military service responsible for these cold-weather operations, which continued throughout the war. On 12

Toward the end of World War II, twenty Coast Guardsmen were flown into China to train Chinese troops in the use of horses and dogs. One unit is photographed near their headquarters in Chunking. 16

September, the cutter *Northland* took into "protective custody" the Norwegian trawler *Boskoe* and captured three German radiomen ashore. The ice-going cutter *Northland* had been built for service in Alaskan waters. During the spring of 1941 the cutter had been brought around to the East Coast for duty in Greenland waters. The *Boskoe* was the United States' first naval capture of World War II.

Individual cutters and units were assigned to the Navy beginning in the spring of 1941. On 1 November, the remainder of the Coast Guard was ordered to operate as part of the Navy. Among the most important Coast Guard undertakings were cold weather operations in Greenland, anti-submarine warfare escort, amphibious landings, search and rescue, beach patrol, port security, and Loran duty.

Coast Guard-manned ships sank 11 enemy submarines and Coast Guard aircraft sank one. Most of these U-boats were destroyed in 1942 when the issue of who would win the Battle of the Atlantic was still very much in doubt.

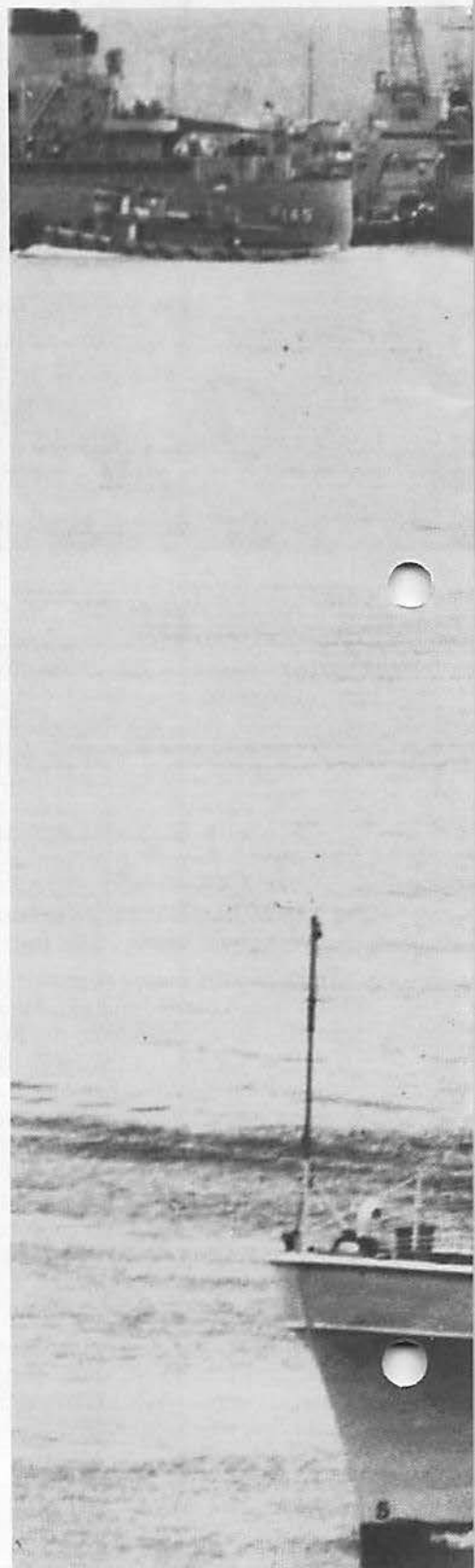
Coast Guard personnel manned amphibious ships and craft, from the largest troop transports to the smallest attack craft. These landed Army and Marine forces in every important invasion in North Africa, Italy, France and the Pacific. Also, due to their experience in handling surf boats, Coast Guardsmen were used to help train members of the other military services in the use of amphibious craft.

Coast Guard coastal picket vessels patrolled along the 50-fathom curve, where enemy submarines concentrated early in the war. On shore, armed Coast Guardsmen patrolled beaches and docks — on foot, on horseback, in vehicles, with and without dogs — as a major part of the nation's anti-sabotage effort. Once this threat abated, the Coast Guard manned 351 naval ships and craft, and 288 Army vessels in addition to 802 cutters (those over 65 feet in length).

Coast Guard cutters, boats and aircraft rescued more than 1,500 survivors of torpedoings in areas adjacent to the United States. Cutters on escort duty saved another 1,000, and over 1,500 more were rescued during the Normandy operation by 60 83-foot patrol craft specifically assigned to that duty.

Two hundred and thirty one thousand men and 10,000 women served in the Coast Guard during World War II. Of these, 1,918 died, a third losing their life in action. The Service sustained its first casualties on 8 December 1941 when the *Leonard Wood* was bombed by Japanese aircraft at Singapore. One Coast Guardsman died as a prisoner of war, having been captured at Corregidor. Almost 2,000 Coast Guardsmen were decorated, one receiving the Congressional Medal of Honor, six the Navy Cross, and one the Distinguished Service Cross. The Coast Guard returned to the Treasury Department on 1 January 1946.

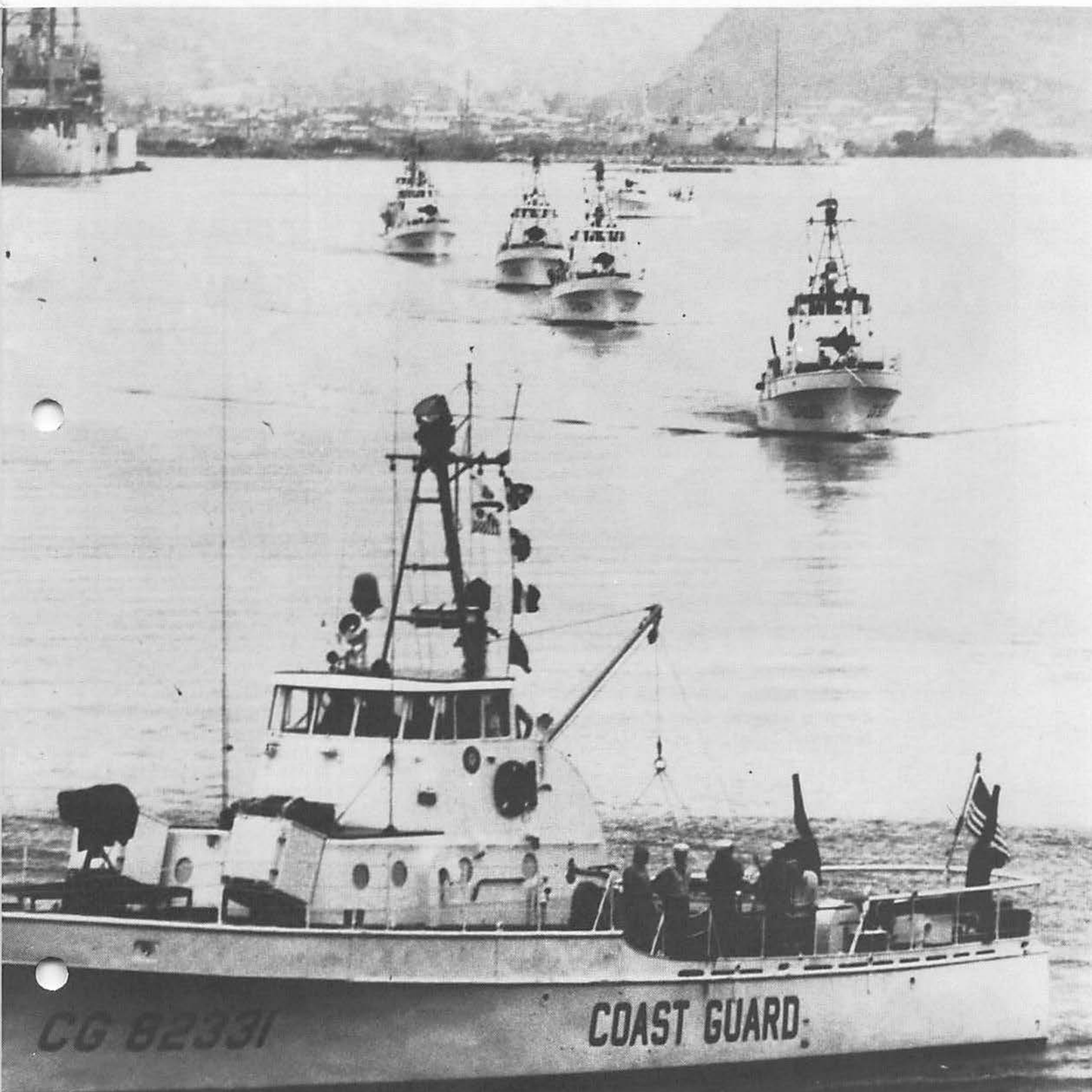
During the Korean War (1950-53), the Coast Guard performed a variety of tasks. The Service established air



Cutters of Coast Guard Squadron One sail from Subic Bay, the Philippines for South Vietnam during 1965.

The twenty-six squadron 82-foot patrol boats, which were later painted gray, cruised more than four million miles

before they were turned over to the South Vietnamese navy in 1970. 17





Point Comfort checks a South Vietnamese fishing junk to see if it is carrying weapons or other supplies to the Viet Cong.

detachments throughout the Pacific. These detachments, located at Sangley Point in the Philippines, Guam, Wake, Midway, Adak, and Barbers Point in the Hawaiian Islands conducted search and rescue to safeguard the tens of thousands of United Nations troops that were being airlifted across the Pacific. In January 1953 a PBM flying from Sangley landed in 12-foot seas in an attempt to rescue a Navy P2V crew. The Coast Guard amphibian crashed on takeoff when an engine failed. Five Coast Guard and four Navy men lost their lives. Additional weather station sites were established in the Pacific to help guard the flow of troops and supplies to Korea. Twelve destroyer escorts were transferred from the Navy to the Coast Guard to help carry out this duty. Also, a team of about 50 Coast Guardsmen were stationed in Korea, helping establish the Korean Coast Guard, which has since evolved into that country's Navy. The Coast Guard also provided communications and meteorological services plus assured port security and proper ammunition handling.



The Coast Guard was asked to participate in the Vietnam War by the Army, Navy, and Air Force and performed a variety of duties. At the outset of the military buildup in the mid-1960s, the Navy lacked shallow water craft needed for inshore operations. To help fill this need, the Coast Guard sent 26 82-foot cutters to Vietnam which formed Squadron One. The squadron was split into three divisions and stationed at Danang in the north (Division 12), Cat Lo in the center (Division 13), and An Thoi in the south (Division 11). The cutters spent some 70 percent of their time underway. They inspected junks for contraband, intercepted and destroyed North Vietnamese and Viet Cong craft, and provided fire support for friendly forces.

While the 82-foot cutters helped patrol inshore, larger cutters helped form a deepwater barrier against infiltration. For this task, the Coast Guard established Squadron Three. It usually consisted of five high endurance cutters on ten-month deployments from their U.S. home ports. Thirty high endurance cutters served on this duty between 1967 and 1971.

A cutter gun crew mans the 81 mm mortar. The mortar provided effective naval gunfire support and on several occasions saved outposts from being overrun by the Viet Cong.



A Coast Guard first class petty officer works with a member of the U.S. Army during the unloading of ammunition at Saigon. Throughout the 20th Century, the Coast Guard has worked in port security and explosives handling.

The U.S. Army had the difficult task of setting up harbor security and getting cargo safely unloaded and moved into the country. Since almost all munitions entered South Vietnam by ship, the Army asked the assistance of the Coast Guard. The men of the Coast Guard Port Security and Waterways Detail traveled throughout Vietnam inspecting ports and harbors for security against enemy attack and safe storage of hazardous materials. Coast Guard Explosives Loading Detachments were established at major ports to supervise the off-loading of ships.

The Coast Guard set up and operated a LORAN C (long range navigation) system in Southeast Asia in order to aid the U. S. Air Force warplanes achieve precision navigation. It was a difficult task to find transmitting sites, bring in equipment, and build the system. The Coast Guard LORAN Construction Detachment began work in January 1966 and on 8 August 1966 the navigation network was on the air. LORAN stations were established in Lampang, Sattahip, and Udorn, Thailand and Con Son, Vietnam. A station was later added in Tan My, Vietnam.

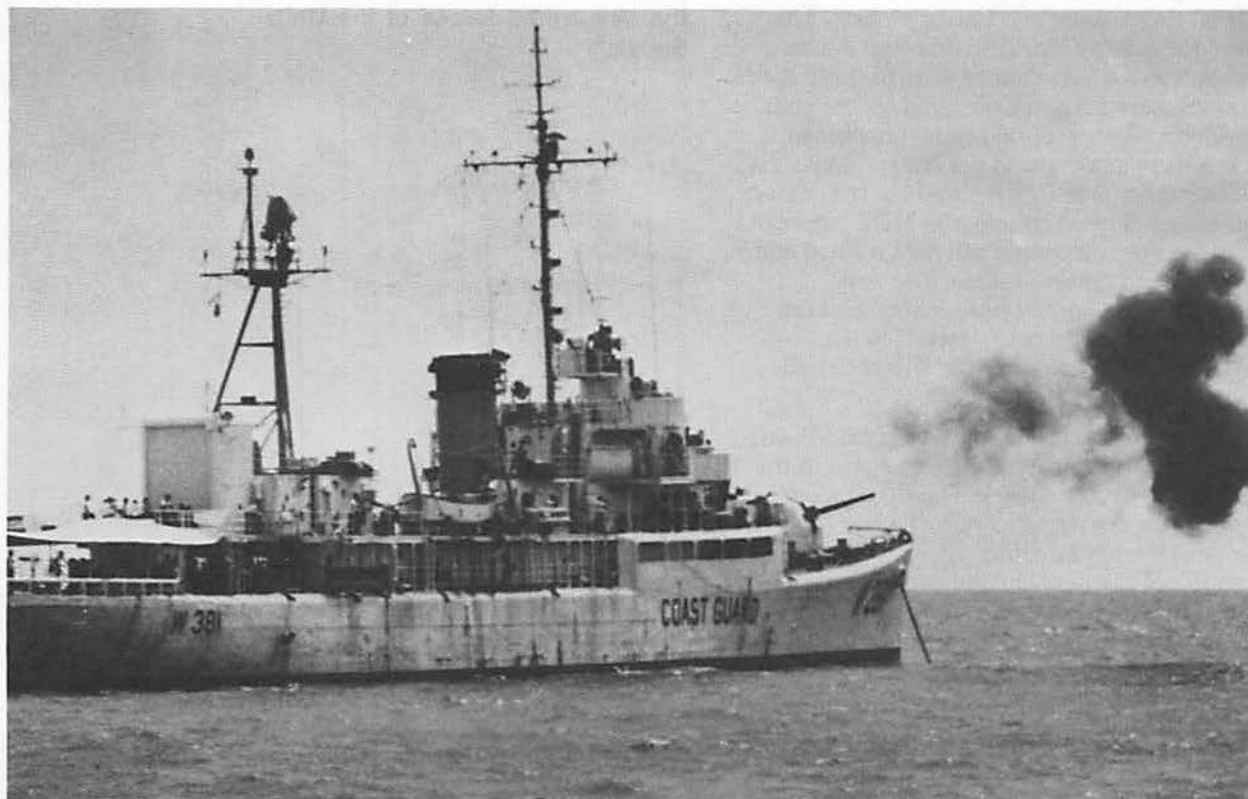
The rapid development of deepwater ports in Vietnam brought an expanded need of navigational aids for preventing vessel accidents. South Vietnam's small aids-to-navigation force with its one buoy tender could not meet the demand. Coast Guard buoy tenders in the Pacific made periodic trips to Vietnam installing and maintaining buoys. A Coast Guard Aids to Navigation Detail was set up in Saigon to coordinate workloads for these visits as well as keeping buoys and range markers lighted.

At the height of the military buildup more than 300 merchant ships were engaged in the sealoft of war materials to Vietnam. The Coast Guard Merchant Marine Detail saw to it that these ships moved in and out with as little delay as possible, by resolving merchant seaman problems.

Coast Guard pilots flew combat search and rescue with the Air Force in Southeast Asia, under an inter-service exchange program. Most of the time the pilots were assigned to the 37th Aerospace Rescue and Recovery Squadron, at Danang Air Base, Vietnam. One Coast Guardsman was killed when his helicopter was shot down during an attempt to pull an American from enemy-held territory.

Some 8,000 Coast Guardsmen served in Vietnam. Seven lost their lives and 59 were wounded. Although research is incomplete, it has been verified that through 1970, Coast Guardsmen received the following awards: 12 Silver Stars, 13 Legion of Merit medals, 13 Distinguished Flying Crosses, 114 Bronze Stars, 4 Air Medals, 151 Navy Commendation Medals, 27 Army Commendation Medals, five Coast Guard Commendation Medals, 43 Navy Achievement Medals, 66 Purple Hearts, 53 Vietnamese Navy medals and 15 Presidential Unit Commendations.

The cutter *Barataria* of Coast Guard Squadron Three provides gunfire support for friendly forces ashore with her 5 inch gun. Thirty high endurance cutters served in Vietnam.





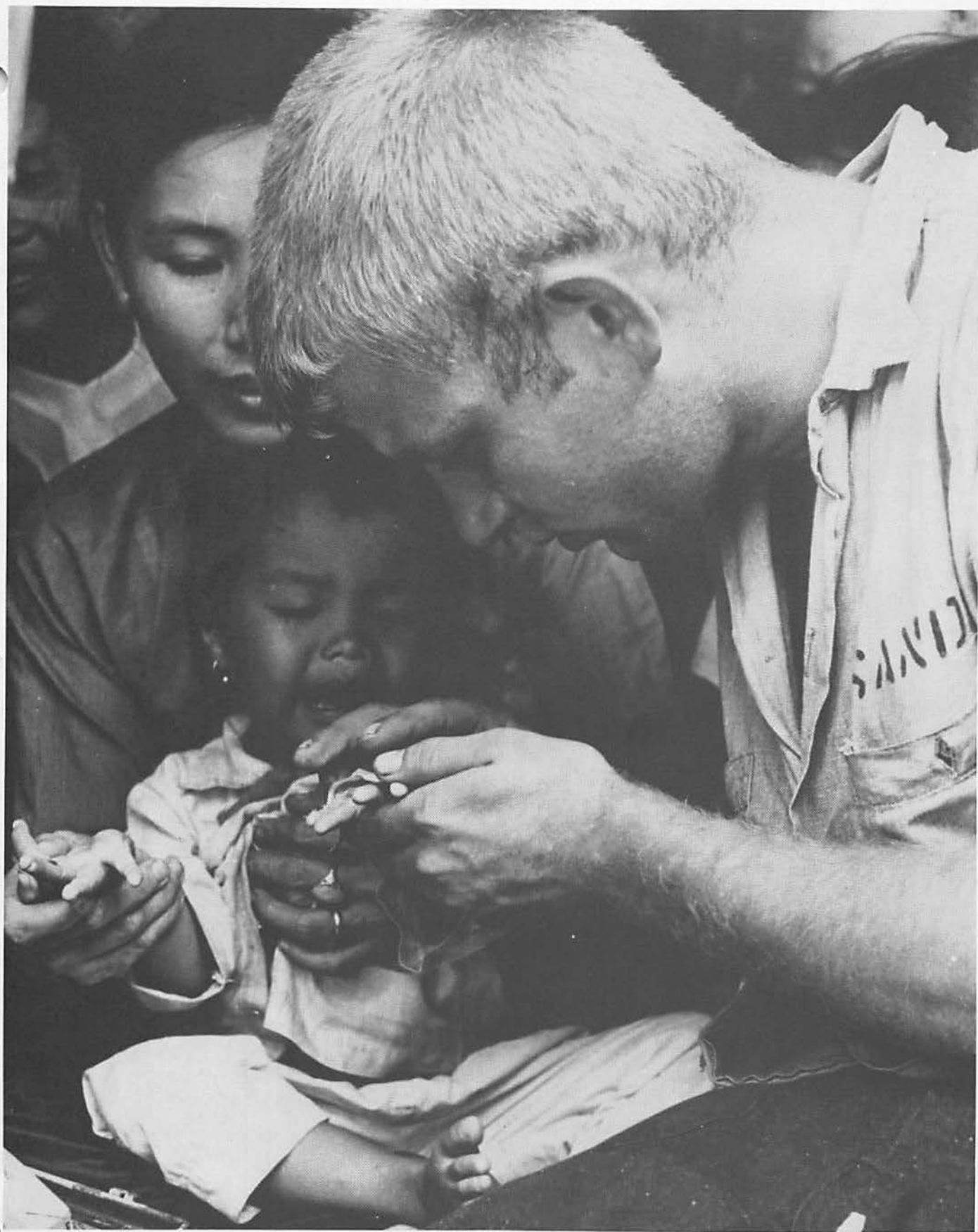
On 7 March 1984, in an effort to define the role for the Coast Guard in planning for the national defense, the Secretaries of the Navy and Transportation signed a memorandum of agreement establishing Maritime Defense Zones (MDZs) on the Atlantic and Pacific Coasts. The Commanders of the Coast Guard Atlantic and Pacific Areas were designated as the commanders of these zones. For the purpose of planning and exercising for the coastal defense of the United States, during peacetime these commanders report respectively to the Navy Atlantic and Pacific Fleet Commanders-in-Chief. Upon declaration of war or when the president so directs, the MDZ commands will be activated for operations and will obtain Navy and Coast Guard active and reserve forces. The Area Commanders retain their normal relationship with the Commandant for all other purposes, including the performance of the civil functions of the Coast Guard.

The Commandant, on 4 August 1986, issued a policy statement which provides that the MDZ Commands and the Coast Guard have interrelated roles in regard to the coastal defense of the United States. The Coast Guard will remain responsible for the performance of those specialized functions, such as enforcement of laws and treaties, promotion of safety of life and property at sea, aids to navigation, icebreaking and search and rescue, for which it has been responsible within the Department of Transportation.

Coast Guardsmen and their forefathers have fought in every conflict since the Constitution became the law of the land.

Two Coast Guard high endurance cutters help screen a naval task force during exercises in the summer of 1985. The U.S. Coast Guard is one of the five armed forces of the United States.

Back Cover: A Coast Guard manned LCVP approaches "Omaha" beach on D-Day, 6 June 1944. The craft has been hit by German machine gun fire which caused a hand grenade to explode. The Coast Guard crew landed the troops, put the fire out and returned to their transport for another load of soldiers.



Even in war Coast Guardsmen never forget their humanitarianism. Here a Coast Guard corpsman gives aid to a South Vietnamese child.

