

Volume 3
Summer 2023

The museum is embarking on a project that will interview war veterans or their families, if they are deceased. For the first time, the museum will have a college summer intern who will be doing this research.

If you have ever been on the water, especially in our area, you might see a US Coast Guard ship patrolling. Years ago, I was on a fishing party boat in the Delaware Bay, when a USCG cutter passed by our port side, heading up the bay. One of the mates made the remark that he was glad to see it.

Apparently, Russian fishing trawlers had been coming up the bay and were poaching our fish. When the trawler was sighted, a message was sent to the USCG at Cape May, but by the time their cutter arrived, the Russian trawler would be gone. This USCG cutter was going up the bay to anchor the same as commercial ships do, with the hope that the trawler would mistake it for a civilian ship and the Coast Guard could finally capture them.

The USCG has been in every war the US has been involved in. In WW II, they landed troops of the US Army 1st Division on the easternmost landing area of Omaha Beach. They landed Marines on Guadalcanal. In WW II, the USCG fully manned more than 350 naval ships, including 76 LSTs (Landing Ship, Tank), 21 cargo and attack-cargo ships, 75 frigates, and 31 transports.

During the Korean War, the USCG carried US Weather Bureau meteorologists on board their ships and assisted in Search and Rescue water missions. In Vietnam, they patrolled 1,200 miles of shoreline to stop the enemy's seaborne supplies. They worked with Navy Seals and recon units. In the Middle East conflicts, they were used for port security and to guard oil terminals. They were even inland, in Afghanistan as RAID units (RAID - Redeployment Assistance and Inspection Detachment).

When 9/11 occurred, the first ship on the scene to become On-Scene Commander was the USCGC *Hawser*, a tugboat that was based in Bayonne, NJ. One hour later, it was replaced by the USCGC *Adak* who then became the On-Scene Commander. The *Adak* operated for hours coordinating transport of firefighters and rescue people, the evacuation of civilians and establishing security zones.

"Honor and Preserve Delaware's Military Heritage"

www.delawaremilitarymuseum.org

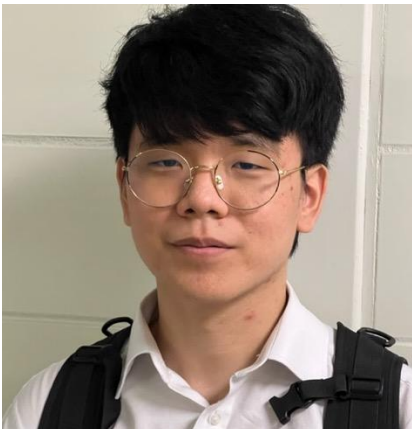




WHAT'S NEW AT THE MUSEUM

By Ken Wiggins

VETERAN'S ORAL HISTORIES



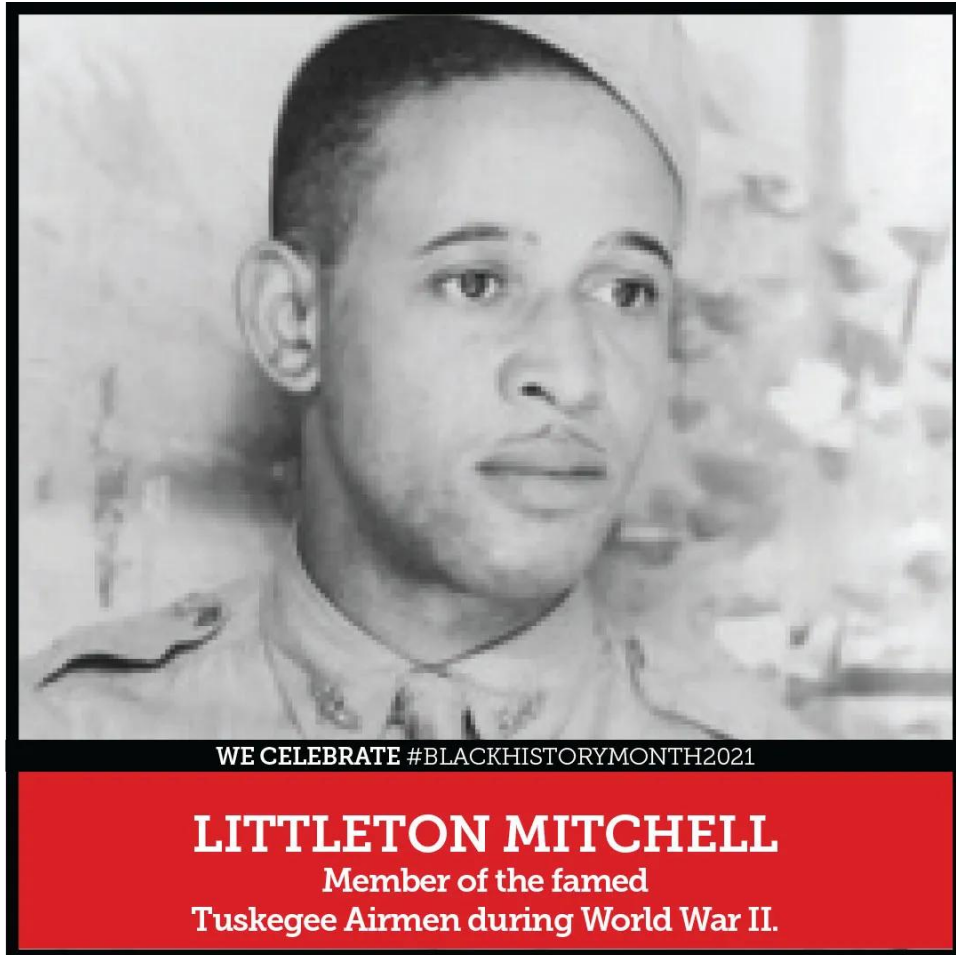
Seungri Park

In June we are welcoming Seungri Park, a University of Delaware intern. He is a Junior majoring in history. Mr. Park will be dedicating about 135 hours over the next two months to helping us with oral histories. Mr. Park is of Korean extraction and is particularly interested in interviewing Delaware Korean War veterans. But we will not be limited to Korean War veterans. All Delaware veterans are worthy of interviews from every war and conflict and every period. And you needn't have been a combat hero either. All who served, in every capacity, made their contribution. Even if your candidate has already passed, we would be interested in interviewing the remaining family members and collecting their memories.

The methodology we will employ will use the Veteran History Project, sponsored by the Library of Congress. <https://www.loc.gov/programs/veterans-history-project/about-this-program/>

The Veterans History Project at the Library of Congress collects, preserves and makes accessible the firsthand recollections of U.S. military veterans who served from World War I through more recent conflicts and peacekeeping missions, so that future generations may hear directly from veterans and better understand what they saw, did and felt during their service.

The Veterans History Project archive includes thousands of personal narratives of individual veterans. These narratives take the form of oral history interviews as well as original manuscript material, such as memoirs, letters, diaries, and artwork, as well as original photographs. These materials are searchable on the database by name, service branch location date etc.



We have conducted interviews using this program in the past. Here is a sample of an interview with Littleton Mitchell, a Tuskegee Airman and Delaware Civil Rights leader:

https://www.loc.gov/item/afc2001001.58277/#item-service_history

You can help us with this project by forwarding the names and contacts for Delaware veterans willing to participate.

DELAWARE MILITARY MUSEUM ON-LINE

Below you will find a summary of our presence on-line in various formats. We've included the links in case you'd like to sample our wares.

WEBSITE

Delaware Military Heritage and Education Foundation website!. Here you can find detailed information about our hours, activities, and location.

<https://www.delawaremilitarymuseum.org/>

VIRTUAL MUSEUM

The Delaware Military Museum has a virtual museum where you can visit our various exhibits, artifacts and images online. Each exhibit typically includes an image, a printed one of two paragraph description, as well as an audio version. It often includes links to videos and offers suggestion on sources where you can learn more about a particular exhibit topic.

<https://izi.travel/en/b160-delaware-military-museum-digital-collection/en>

THE DELAWARE COLLECTIONS is a living online repository of materials that features documents, artwork, maps, newspapers, slides, photos, audio/video, and other important items documenting Delaware's rich history and culture. More items are added daily from institutions throughout the state. The Delaware Military Museum Collection online is searchable and includes detailed metadata on each image. Presently there are about 800 entries and it will continue to grow as we add new material.

<https://cdm16397.contentdm.oclc.org/digital/collection/p16397coll26>

FACEBOOK

The Delaware Military Museum maintains a Facebook group where we regularly publish items of interest regarding military history. We would encourage you to join this group to receive regular updates on our activities.

<https://www.facebook.com/groups/192329010870956>

OUTREACH

The Delaware Military Museum Presents the MG William Duncan Memorial Lectures

LTC Timothy R. Stoy, U.S. Army Ret.

Sharpen Your Bayonets!

The story of Newark's own
Lieutenant General John W.
"Iron Mike" O'Daniel,
Commander of the 3rd Infantry
Division in World War II

SHARPEN YOUR
BAYONETS!

DELAWARE
MILITARY
MUSEUM

First Regiment Road,
Wilmington DE 19808

This program is partially funded by a grant from the Delaware Humanities, a state program of the National Endowment for the Humanities.

Saturday, June 10, 2023 1:00 PM

On May 13, Christopher George gave a fine talk about the British invasion of the Chesapeake Bay during the War of 1812 entitled **"Terror on the Chesapeake"** as part of our MG William Duncan Memorial Lectures. On June 10, LTC Tim Stoy will be speaking about Newark's own LTG John "Iron Mike" O'Daniel in a lecture entitled **"Sharpen Your Bayonets"** – O'Daniel's motto.

On May 20, we were guests at the Pencader Heritage Museum and gave two presentations on **Captain Peter Jaquett, Delaware's Neglected Hero of the War of Independence**. Jaquett was a battle buddy of Robert Kirkwood and fought in almost every campaign of the war after the Battle of Long Island.

The Museum was represented at the Delaware Veteran's Post Number 1, Wilmington annual Memorial Day observance by our curator who talked about ***"Memories and Memorials"*** and the importance preserving history and paying respect to the fallen.

On June 14, we will be addressing the Salesianum School Veterans organization and briefing them on our Museum and its offerings.

BIGGS ART MUSEUM



The Biggs Art Museum in Dover is planning to mount an exhibition of Wyeth family artwork. They visited us recently to view our loaned Jamie Wyeth Vietnam watercolor primarily, but became interested in Jamie Wyeth's work as a Delaware Air Guardsman.

We shared some other objects with them including a caricature of ANG Col William Hutchison as well as many copies of the DANG Truth newsletter that Wyeth had contributed to as the Group Illustrator in the late 1960's.

They evinced some interest in perhaps making a special exhibit later in the year for a short period around these themes. More to follow!



ARTWORK RESTORED

This painting of the late Lt Col David McCallister was painted in 1962 by A2C George Weymouth. It is on loan to us from the 166 Airlift Wing. Mc Callister was killed in a T-33 crash at Scott AFB in which Brig Gen William Spruance was severely burned.

It is painted on a panel in egg tempura, a medium of very high fidelity but of perishable delicacy. Weymouth known more familiarly as “Frolic” was a family friend of the Wyeths and is locally well known as the founder of the Brandywine Conservancy and the Brandywine River Museum. He passed away about two years ago. He applied his paint in very thin layers and they had begun to delaminate in parts. The Foundation took responsibility for restoring this important art work through a University of Delaware restoration team.

NEW ACQUISITIONS

We recently acquired an Army aviator flight suit and helmet from the Iraq/Afghanistan era. When we get a suitable mannequin, it will be placed on display in the Gulf War Room.



Volunteer Profile: Richard Gillis

We should have an interview with Richard ready by early next week.

HISTORY OF THE US COAST GUARD

Delaware had many Coast Guard Stations on their coastline in the past. The ships that the Coast Guard operates are very distinctive because of their colors and can easily be identified if you are on a beach or in a boat in the coastal waters. How did the US Coast Guard come about?

Life saving actually started with the Egyptians, when they built *Pharos*, the massive lighthouse at Alexandria, Egypt in 300 BC.



<https://egyptianstreets.com/2021/11/14/a-monument-lost-to-time-the-pharos-of-alexandria/>

In 46 BC, the Romans instituted regulations about saving shipwreck people and in 1484 AD, Richard III did the same for shipwrecked people in England. In 1708, the Chinese gave prizes and money to those that were involved in a significant rescue; however punishment was given to those who failed.

Volunteers in various nations - Great Britain (1774) and Holland (1767) - created Humane Societies for the same purpose of life saving. In 1786, the Massachusetts Humane Society was created by volunteers and "Huts of Refuge" were built along the shoreline. These volunteers would watch the sea for people or ships in distress in order to rescue them. There is a museum in Nantucket, Massachusetts dedicated to this organization and some huts can still be seen today.



<https://www.atlasobscura.com/places/hut-of-refuge>

U.S. LIFESAVING SERVICE

In 1848, Congress gave \$10,000 (\$375,000 in 2023) for creating lifesaving stations that would depend upon volunteers but the administration of these stations was controlled by the Revenue-Marine Division of the Treasury Department. In February 1871, a formal organization of this division was created with \$200,000 (\$4,973,000 in 2023) for the construction of new stations, repair of existing ones and the establishment of full time crews. In 1878, the U.S. Lifesaving Service became official and the members were called "surfmen". *Note: In today's Coast Guard, they honor this organization with the Surfman Badge that is awarded to coxswains who operate motor lifeboats in heavy surf.*



U.S. REVENUE CUTTER SERVICE

By an act of Congress, the Revenue Cutter Service was created in August 4, 1790 at the proposal of Alexander Hamilton. It was to be an armed customs enforcement service but with time, it acquired other missions including those of a military nature. Originally it was called Revenue Marine but in 1894 was renamed the Revenue Cutter Service and operated under the U.S. Department of Treasury.

Revenue Marine has an interesting history. When Congress passed the Tariff Act, 10 cutters were to be constructed and 40 revenue officers were recruited. Each cutter has one master (the Captain), three mates (Junior Officers), four mariners and two boys. Alexander Hamilton, who was the Secretary of the Treasury and had a background in maritime trade, said this about the Captain and the Junior Officers (who were by now commissioned officers) - *"They will, therefore, refrain, with the most guarded circumspection, from whatever has a semblance of haughtiness, rudeness, or insult."*

In 1876, a school was established in New Bedford, Massachusetts to train officers for the Revenue Service. It was called the "School of Instruction".



<https://www.massmoments.org/moment-details/revenue-cutter-service-school-established-in-new-bedford.html>



<https://shipshub.com/navy/192-1.html>

The cutters were independent of each other in what they did, that is patrol an area along the East Coast of the United States. A Customs House in a major port was who they were assigned to. Their operating area: Massachusetts and New Hampshire coasts, Long Island Sound, New York Harbor, Delaware Bay; two cutters for the Chesapeake Bay; and one each for North Carolina, South Carolina, and Georgia. The Continental Navy ceased to exist from 1790 to 1798, and these revenue cutters were the Navy of the US. They enforced tariffs, took on pirates, rescued mariners, acted as a ferry service for government officials and even carried the mail.

In 1794, they were then assigned to stopping the slave trade from Africa to the US. Between 1794 and 1865, they captured 500 slave vessels. In 1808, Thomas Jefferson closed U.S. ports to European Trade and the cutters were charged with enforcing this embargo.

A ship timber reserve was created for the US Navy and in 1822 a Timber Act was created by Congress. In essence, necessary force was to be used to prevent the poaching of live oak on public lands. This act required shallow draft revenue cutters enforcement and this was the beginning of the environmental mission for the service.

The U.S. Lighthouse Service (founded in 1789) had no ships to service them and the Revenue Service cutters carried supplies to the lighthouses as well as aided navigation. Before lightships were created in the 1820's, the cutters served as floating "beacon boats" near busy ports and were anchored in shallow water. They also served as pilot boats for commercial vessels entering ports.

The Revenue Service cutters were asked to create navigation charts as well as carry communications, cargo, diplomats and federal officials (it was faster to go by ship than travel the roads in this time period). They also served as survey vessels to establish coastal defense sites.

During the Quasi-War with France, the cutters acted as escorts to American unarmed merchantmen, to protect them from French privateers.

In the Mexican-American War, the revenue cutters were used to transport troops, weapons and supplies via rivers to the interior along with carrying dispatches and stopping Mexican privateers.

The Revenue Service was used by the US Navy during the War of 1812. They protected US merchantmen and provided security for their individual home ports. Because they were fast, they provided intelligence on the British enemy fleet and enemy privateers to the US Navy ships.



<https://www.defensemianetwork.com/stories/revenue-cutter-service-war-1812/>

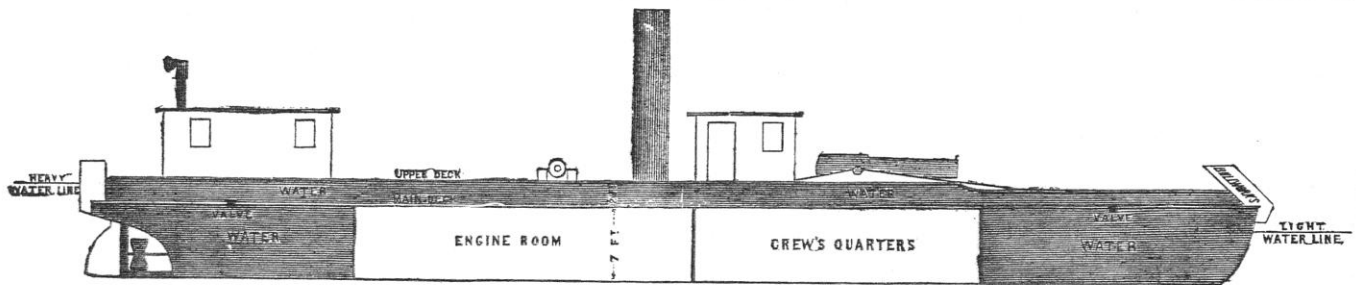
Before the Civil War started in 1861, the Revenue Cutters were stationed at every major seaport along the Eastern and Southern seaboard. When the Civil War was starting, the crew's of the cutters had to choose sides. For the most part, all of the cutters stationed in the South, defected to the Confederate cause and turned their cutters over to the state where they were stationed. Officers and crews that wanted to stay with the Union had to find their way home. The current Secretary of the Treasury was John Dix. **Note:** *Fort Dix, in New Jersey was named after him.* The Captain of a cutter whose home port was New Orleans attempted to turn the USRC Robert McCleanna over to the Confederacy. In January 1861, Dix sent a telegraph to the Executive Officer of the McClenna telling him this: ***“If any one attempts to haul down the American flag, shoot him on the spot.”***

Only one Southern based cutter came over to the Union side – the USRC William Dobbin. The rest of the southern cutters were used for harbor defense, running blockades and raiding commerce vessels.

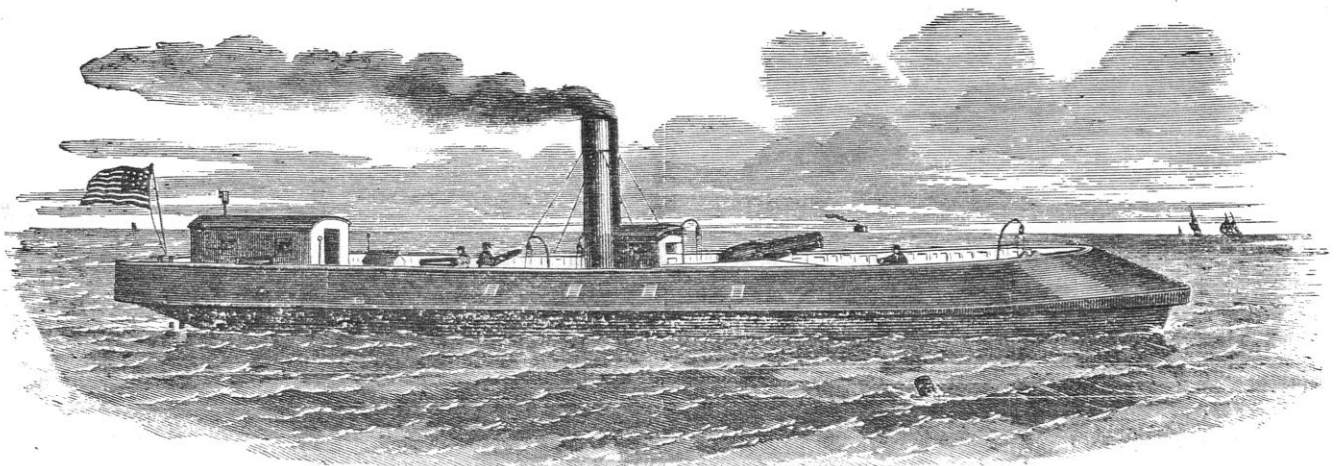
The Union Revenue Cutters were used as escorts for convoys, enforced blockades and were basically a “brown water” navy. The USRC Harriet Lane, a side-wheeler, was the first ship to fire a shot in the Civil War maritime clashes. The steamship *Nashville* was sailing into Charleston Harbor during the bombardment of Fort Sumter. The Lane thought she was with the Confederacy and fired a shot across her bow. The *Nashville* immediately raised the US Flag and the *Lane* realized it was friendly.

In June 1863, President Lincoln issued the following order to the current Secretary of the Treasury: **"You will co-operate by the revenue cutters under your direction with the navy in arresting rebel depredations on American commerce and transportation and in capturing rebels engaged therein."** The revenue cutters worked with the US Navy throughout the war and when President Lincoln was assassinated, they were tasked with searching all ships for assassination conspirators who were trying to get away.

The Civil War also gave the cutters a new mission – bombarding the Confederacy positions on shore. These included Sewell's Point, Yorktown and Drewry's Bluff on the James River. One of the revenue cutter gunboats, the **USRC Naugatuck**, a experimental twin-screw ironclad steamer, exchanged fire with the Confederate Ironclad *CSS Virginia*.



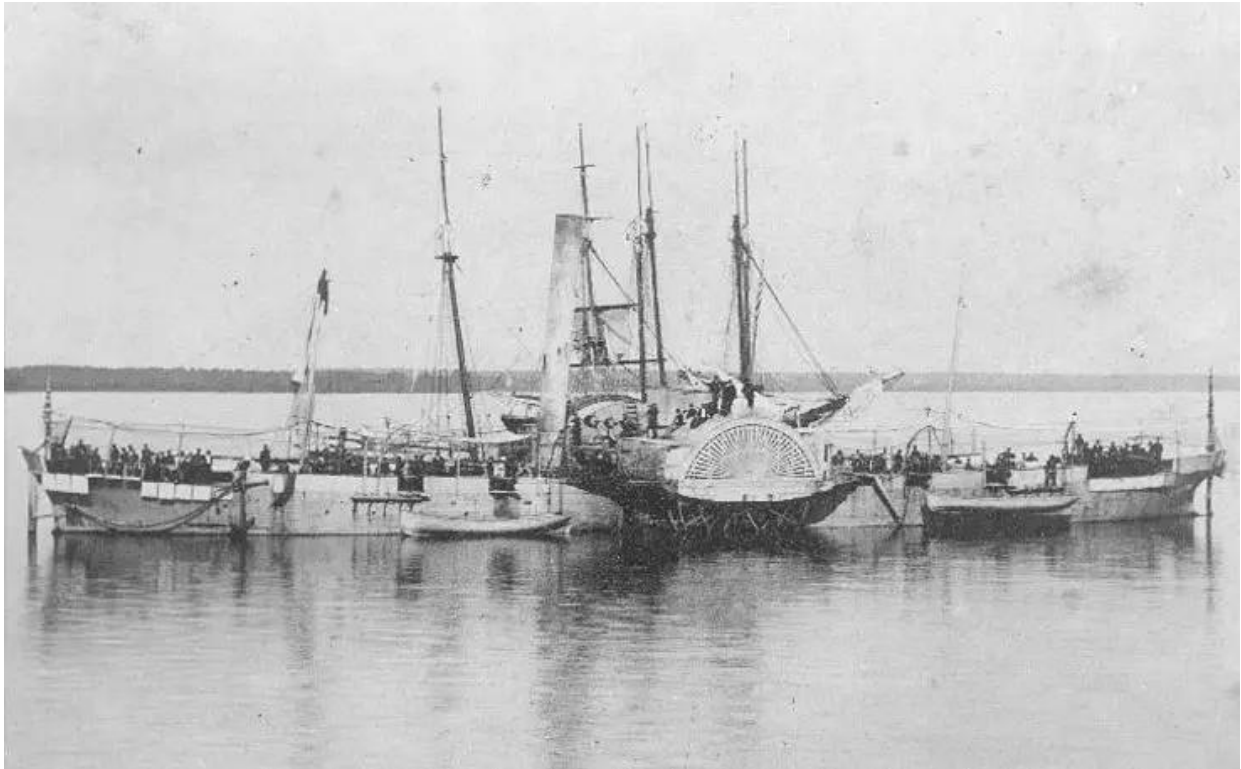
LONGITUDINAL SECTION OF THE "NAUGATUCK."



THE STEVENS IRON STEAM GUN-BOAT "NAUGATUCK," NOW AT FORTRESS MONROE.

The cutters had a shallow draft and soon became command vessels for the US Navy for some important people.

The **USRC Miami** cutter was used by President Lincoln, War Secretary Edwin Stanton and Treasury Secretary Salmon Chase to travel to Fort Monroe from Washington, via the Potomac. It also became Lincoln's command ship when he ordered the May 9th reconnaissance of the Norfolk shoreline and the subsequent landing of 6,000 Union troops. The **USRC Miami** was a side-wheel gunboat.



https://americancivilwar.com/town/civil_war/Navy_Ships/USRC_Miami.html

The cutter **USRC Nemaha**, another side-wheeler, was the location of a meeting between Major General John Foster and Major General William Tecumseh Sherman.



<https://www.mycg.uscg.mil/News/Article/2557880/the-long-blue-line-the-coast-guard-fought-in-the-civil-war-160-years-ago/>

After the Civil War, the Revenue Cutters changed their remaining sail ships to propeller-driven ships and large and small side-wheelers. By now they were stationed on both the Atlantic and Pacific seaboards and the Great Lakes. They even operated in Alaska on rescue missions of whaling ships.

U.S.COAST GUARD

In 1915, the U.S. Life Saving Service and the U.S. Revenue Cutter Service were merged and the U.S. Coast Guard was created. In 1939, the US Lighthouse Service became part of the US Coast Guard. In 1967 it was transferred from the Department of Treasury to the Department of Transportation. In 2003, it was transferred to the Department of Homeland Security.

The US Coast Guard has been transferred to operational control of the US Navy during all major conflicts, starting with WW I. There has been one Medal of Honor recipient in the Coast Guard, Signalmen First Class Douglas Albert Munro, who was killed in Guadalcanal in September 27, 1942.



The US Coast Guard now operates all over the world. For 2023, it has three deployments scheduled to the Western Pacific and the Indian Ocean, all due to the freedom of navigation and commerce in the South China Sea. It trains with the Coast Guard units of allied nations.



The U.S. Coast Guard Cutter Kimball arrives in Kagoshima, Japan, Feb. 10, 2023
(Chief Petty Officer Matt Masaschi/U.S. Coast Guard).

Off the coast of Central America, the US Coast Guard leads the fight against drug cartels with the actual boarding of vessels suspected of drug smuggling. They have even boarded a drug running submarine.



<https://www.nbcnews.com/news/us-news/submarine-carrying-12-000-pounds-cocaine-worth-165m-seized-coast-n1058256>

The Arctic is now presenting challenges to the US Coast Guard because of Russian and Chinese activity in this area. They need three to five new Polar Security Cutters (PSC) that are a new class of ice breakers.



<https://www.edmagazine.eu/st-engineering-secures-up-to-s2-6b-polar-security-cutter-contract-from-the-u-s-navy>

HURRICANE RESPONSE

The USCG response to hurricanes in maritime areas is well known. When Katrina hit the Gulf States, there was a series of failures at all levels of the government but the USCG had prepared well in advance for its landfall.

Prior to Katrina hitting, the USCG evacuated all of its personnel, aircraft and vessels, including 18 small boat stations, inland and out of the area. *Note: Small boat stations have motor boats ranging from 32 – 49 feet long. Cutters length ranges from 62 to 418 feet).* As soon as the winds had abated, USCG helicopters got into the air to assess the damage and started evacuating people.

USCG helicopter rescue personnel are used to rescuing people from the high seas. In this case, they were rescuing people from urban areas, something they usually don't train for, but they adapted. There was so much helicopter traffic (USCG, DOD, National Guard and law enforcement), that a pilot of a USCG airplane, a C-130, assumed the task of being the air traffic controller. It was subsequently joined by a Customs P-3. They flew in an elliptical orbit over New Orleans, acting like an AWACS plane.

The USCG helicopters crews adapted to the urgent situation by carrying axes and chainsaws – something that is not their standard equipment. When other agencies finally started showing up, the USCG took the Commanding Officers in non-impact areas, out of command positions and assigned them as liaison people to the agencies. The non-impact area Executive Officer was then in charge of the day-to-day operations.

The USCG learned that there were tractor trailers full of water, food and supplies sitting in a Walmart parking lot and they were locked. No one seemed to know who they belonged to and why they had been abandoned. They flew in a USMC helicopter to the parking lot, broke the locks and the contents were distributed. They did not wait for permission to do so.

After three days, especially when the Superdome was overcrowded with evacuees, lawlessness began to rise. The USCG rescue personnel had to be protected and that organization was able to do so because they are not subject to the **Posse Comitatus Act**. The **Posse Comitatus Act** bars federal troops (Army, Navy and Air Force) from participating in civilian law enforcement except when expressly authorized by law. The USCG is exempt because they have law enforcement authority.

During the same rescue period, the USCG responded to 1,100 pollution incidents, restored 39 critical navigation aids and repaired, restored or repositioned over 900 navigational aids in the nearby waterways.

The USCG is empowered to make decisions on the fly and do what has to be done. After Katrina, there were Senate hearings to determine what was done right (USCG) and what was done wrong, so that future events would learn from the debacle it had become.

<https://www.govinfo.gov/content/pkg/CHRG-109shrg24929/html/CHRG-109shrg24929.htm>



<https://nara.getarchive.net/media/hurricane-katrina-new-orleans-la-august-30-2005-the-us-coast-guard-brings-a-6ae5d8>



<https://www.pinterest.com/pin/105975397452956350/>



<https://www.defensemianetwork.com/stories/the-mission-of-saving-lives/3/>

THE COAST GUARD IN DELAWARE

| | |
|-------------------------------------|----------------------------------|
| Bethany Beach (CG Station 143) | (1905–1945) |
| Cape Henlopen (CG Station 140) | (1876-1937) |
| Fenwick Island (CG Station 144) | (1891-pre-1957) |
| Indian River Inlet (CG Station 142) | (1876 – 1962) (1964 - Active) |
| Lewes (Cg Station 139) | (1883 – pre-1957) |
| Rehoboth Beach (CG Station 141) | (1878 – 1921) |

Station Lewes was the first Coast Guard station established in Delaware in 1883 and was a part of the Fifth Life Saving Service District. A newer station was built in 1939. All stations started as Life-Saving Stations.

The only active US Coast Guard station is located at the Indian River Inlet. It is the southernmost CG station in the Delaware Bay. The first structure was built in 1876 and was one of the oldest standing CG structures on the eastern coast. In March 1962, a storm was the end of this station.



<https://www.facebook.com/DelawarePublicArchives>

In April 1964, a new station was completed at the Indian River Inlet. A new Operations center and Station Office was built in 1981. This station also mans a Sub-SAR unit at Roosevelt Inlet, in Lewes six months of the year.



HEAVY WEATHER TRAINING AT THE INDIAN RIVER INLET



<https://www.dvidshub.net/image/1541978/coast-guard-station-indian-river>

EXERCISE CASTAWAY

A joint exercise between the 3rd Airlift Squadron, Dover AFB, Coast Guard Air Station Atlantic City and the Coast Guard Station, Indian River Inlet, DE.

The purpose was interagency survival training.



<https://www.youtube.com/watch?v=zs3aeJOk4Cw>



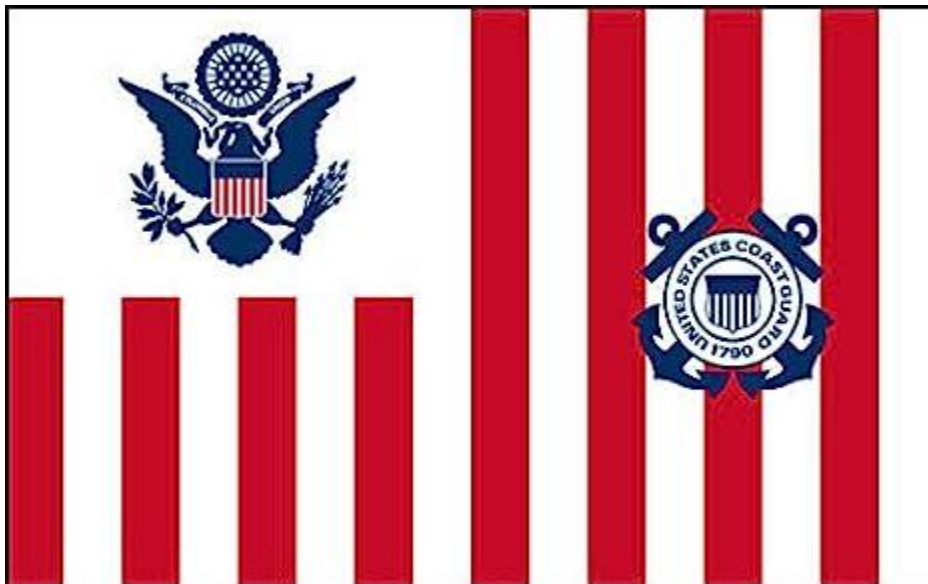
<https://www.557weatherwing.af.mil/News/Article-Display/Article/2742577/dover-afb-leads-joint-interagency-survival-training/>

The original Indian River Inlet CG station is now on the US National Register of Historic Places. It was restored by the Delaware Seashore Preservation Foundation, and is now operated as the Indian River Life-Saving Station Museum by Delaware State Parks.



Below is a picture of the US Coast Guard Ensign Flag. It must be displayed whenever a Coast Guard vessel is engaged in law enforcement actions (regulation (33 CFR 23.05). It is the seagoing equivalent of a policeman's badge.

“SEMPER PARATUS”





CONTACT INFORMATION

MUSEUM

302-332-2485

CURATOR

443-553-6314

EMAIL

KENNARD.WIGGINS@GMAIL.COM

PHYSICAL ADDRESS:

FIRST REGIMENT ROAD
WILMINGTON, DE 19808

MAILING ADDRESS:

P.O. Box 3434
OLD CAPITAL TRAIL
WILMINGTON, DE 19808-9998

MUSEUM HOURS

Mon 10:00 AM – Noon

Wed 10:00 AM – Noon

2nd Saturday of the month

12:00 – 3:00

Program – 1:00 PM

BOARD OF DIRECTORS

CHAIRMAN

Terry Wiley

VICE-CHAIRMAN

VACANT

MUSEUM CURATOR

Ken Wiggins

TREASURER

Elizabeth LaPenna

FINANCIAL OFFICER

Pamela Gonc

SECRETARY

Carl Witte

“BOOTS” EDITOR

Teddi Silver

DIRECTORS

Peter Barnes

Michael Brock

Wade Catts

Chris Collins

Nathan Field

Kay Keenan

Rich Kosier

Chris Mlynarczyk

John Pastor

Sean Protas

Bob Seidle

Mary Torbey

Joan Walker Wolf

DIRECTORS EMERITUS

Donald Hutcheson

Earl Seppala

THE VISUAL CONNECTION

<https://www.delawaremilitarymuseum.org/>

www.facebook.com/delawaremilitaryheritage