

# *The Thirty-Niner*

Newsletter of the U.S. Coast Guard Auxiliary

Chicago - Wilmette Division 39, 9<sup>th</sup> Western Region

Flotillas 39-02 (Des Plaines), 39-04 (Chicago), 39-06 (Wilmette), 39-08 (Air), 39-10 (Ten Chicago)

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U.S. Coast Guard photo by Chief Petty Officer Alan Haraf.



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VCDR: Tim Darrey

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## COVER PICTURE

Coast Guard facility 41410 has been retired at Sturgeon Bay, WI. See story in this newsletter about its history with one family. Personnel are unknown. U.S. Coast Guard photo by Chief Petty Officer Alan Haraf.

## NEXT MEETING

The Division 39 meeting will be held at Station Wilmette, on Harbor Dr. in Gibson Park, Wednesday 3 October at 19:30.

## UPCOMING EVENTS

### 19–21 October: D-Train

Hilton, Downers Grove, IL. Our fall training session. New Member Workshop, weather, how to wear the uniforms, and more! Sunday will have CPR and First Aid. Signup on the 9<sup>th</sup> Western home page.

### 30 NOVEMBER–1 DECEMBER: CHRISTMAS

**TREE SHIP** Navy Pier. Plans are for the USCGC *Mackinaw* to once again come down to bring Christmas trees for needy families in Chicago. The Auxiliary helps unload the trees and conducts tours of the ship. Contact Jay Katzman or Rick Tamraz for more information or to volunteer.



## DILIGENCE OVER DILIGENCE

Your Editor, accompanied by the Proofreader, took a great trip down the Eastern Seaboard from Boston to Newport News and back to Washington, DC.

(Ask him about it, I dare you!)

One of the highlights of the trip was the Independence Seaport Museum in Philadelphia.

This museum is home to the USS *Olympia*, flagship of Dewey's Squadron at Manila Bay during the Spanish-American War ("You may fire when ready, Gridley.") (Bonus if you know who Gridley was.)



Also at the museum was a mockup of a 1790 cutter, the *Diligence*, built by the Museum's youth boatbuilding shop. Except this *Diligence* was displayed as one of the first U.S. Navy ships, a "Marine Revenue Boat." Did they get the service wrong? How could that be, since Coast Guards were listed as assisting with the project?

Well it turns out that there were two *Diligences*, at least according to our faithful friend Wikipedia. The first was built in 1792 in Washington, North Carolina. She served as a Revenue Cutter until being sold in 1798. The second *Diligence* was designed and built by Joshua and Samuel Humphreys in Philadelphia in 1797 for the Revenue-Marine and immediately was transferred to the Navy. She served in the West Indies

Squadron under John Barry, who was commanding the Frigate *United States*.

So the Revenue Cutter Service still predates that other name-stealing Service, although we got the name back. Currently, USCGC Cutter *Diligence* (WMEC-616) serves on the East Coast.

And, in our research, we came across this yarn:

*On April 23, 1982, the Diligence was attacked by the navy of the newly declared Conch Republic when Key West announced that it was seceding from the Union in a dispute over a U.S. Border Patrol roadblock and inspection point on US 1 in front of Skeeter's Last Chance Saloon. The sailing Schooner Western Union, under command of Captain John Kraus, went forth into the harbor at Key West and attacked the cutter with water balloons, conch fritters, and stale Cuban bread. The Diligence fought back with fire hoses, and thus commenced the "Great Battle of the Conch Republic." Vastly outgunned, the Conch Republic promptly surrendered to a man dressed in a naval uniform, and requested one billion dollars in foreign aid from the United States government.*



### **STATION BBQ**

On 15 July our Division hosted a cookout at Station Wilmette for the Regular Coast Guards and guests. Bob Reczek and Ron Dziagwa performed masterfully on grill and galley, while our people had a chance to examine the new 29-foot patrol boats and our old friends 067 and 090.

A special guest at the BBQ was Motor Life Boat 36391. Glen Cathers from Astoria, OR, had long been interested in this type, as his father had been in the Coast Guard. He found 36391 for sale, having been converted into a yacht. He spent several years renovating her, hunting down parts and replacing rotting wood. After sailing her around Washington

state, he trucked her across to Lake Superior, where he began the sail around the Great Lakes.

Eventually he plans to donate her to a museum on the East Coast.

As of this writing, 391 is stored in Cleveland while Glen gets some needed medical attention taken care of.



### ***A short history of the MLB 36391***

*by Glen Cathers*

This boat is very fortunate, as the vast majority of these vessels, long the backbone of the Coast Guard rescue service, were just hauled up on the beach, stripped, and burned when their working life was at an end. (They were replaced by the new steel 44-footers beginning in 1963.) She was built at Curtis Bay, Maryland in 1934 — one of approximately 228 built between 1929 and 1954 — and was operated with a crew of three: the coxswain, an engine man, and a seaman, all working within inches of each other.

She is a TR model, 36' 8" long with a 10' 6" beam and 3.5' draft. She is self-bailing and self-righting thanks to a 2,000-pound bronze keel. She had retained the original Sterling petrol engine, while the vast majority of the class were repowered with 4-71 Detroit diesels after WWII. She was sold out of service in the late 1950s and probably used as a commercial fish boat for many years. When I found her in 2005 for sale at the Port of Astoria boatyard, she was almost unrecognizable as a motor lifeboat except for the bronze bullnose on the stemhead and canoe-sterned hull.

I believe the only thing that saved this vessel is that it had been kept afloat for all those years.

Unfortunately, all six watertight bulkheads, the engine room, lazarette, side decks, well deck, and cockpit had all been removed and replaced with one huge cabin. But I thought the hull could be restored, so we purchased the boat and brought it home, put a

roof over it. So began six years of joy and frustration as we brought it back to life.

I researched the TR model, finding drawings, visiting static displays, taking pictures, and talking with many people with an interest in these boats. Many of them have donated or sold us parts and fittings of other MLBs over the years. As a result, this boat ultimately is a fusion of at least 11 different motor lifeboats. I could not have completed this restoration without their contributions from all over the USA.

### AND MORE PICNICS

This summer, we got back on track and had two picnics jointly with the Navy League for Regular personnel serving at AIRFAC Waukegan Airport. Barry Jacobson once again coordinated.

For the first time, HH-60 Jayhawk helos were the bird-of-choice at the AIRFAC, replacing the smaller HH-65's that used to see duty here. These aircraft and crews have had to come in from other stations. At the first picnic on 23 June, #6044 was on hand from Station Clearwater. She was painted yellow, to mark the 75<sup>th</sup> Anniversary of Coast Guard Rotary-Wing aviation.



The second picnic on 11 August was graced by CG Helo 6012, also up from Station Clearwater, FL.



The crews announced that they were happy to escape the Florida heat and humidity for the comparatively cooler air of Chicago. The Auxiliary supplied steaks in honor of the Coast Guard Anniversary.

### FAMILY FORTY-ONE

By Tim Darrey

In 1978, a young, 13-year-old boy named Jeffrey Carie had his first encounter with a Coast Guard 41-footer.

Hours earlier, Jeffrey, his older brother, and their father had taken a new boat out to enjoy a day on the water. Prior to leaving, the father checked the fuel gauge and ensured there were three life jackets onboard—just in case. Soon after departing the dock, the weather took a turn for the worse—rain, wind, and darkness fell upon the family as night neared.

Several miles off the shore of Lake St. Clair, the father was battling the weather to return safely to the dock, when he had a shocking realization: the boat was out of gas. As waves started coming up over the side of their boat, the father and older brother began to paddle the boat towards shore using two makeshift paddles. Carie steered the boat, and remembering his prior training as a Cub Scout, used the navigation lights to flash SOS, hoping someone from shore could see them.

After what felt like an eternity, the family saw a flashing blue light and floodlights coming towards them. It was a 41-foot boat from nearby Coast Guard Station St. Clair Shores, who gave them some fuel and escorted the family back to the marina.

Four years later, Carie had his next encounter with the Coast Guard's 41-foot boat—but under much different circumstances.

Jeffrey Carie had enlisted in the Coast Guard reserve, and as a young fireman working at Station St. Clair Shores, he became intimately familiar with every inch of the vessel.

After transitioning to active duty, Carie continued his relationship with the 41-footer throughout his career on the Great Lakes.

While assigned to Station Milwaukee, Jeffrey Carie noticed one 41-footer that had been pulled from the water—it was 41410.

“41410 was sitting high and dry in the buoy yard and out of service,” he remembers. “She had been cannibalized for parts in order to keep other 41's in the group going.”

Through Jeffrey's leadership and supervision, the 41410 was fully repaired and returned to the water, where it participated in countless search and rescues

cases and various other operations. From remaining on scene in Chicago when a collapsed tunnel caused parts of the downtown area to flood, to rescuing four people when a plane crashed in Milwaukee harbor, the Coast Guard 41410 was there to do it all. Later in his career, Jeffrey Carie was able to share his relationship with the 41-footers with his daughter, Kyleigh Carie, as part of a “bring your daughter to work” day at his unit.

In 2009, Kyleigh joined the Coast Guard as well and, quite fittingly, was assigned to Station Milwaukee where she earned her qualifications on the boat her father had returned to service years earlier—41410.

One night, Jeffrey received a call from his daughter, who had found all his previous entries in the boat records.

“It made me proud to know I was working on the same boat my father had,” said Kyleigh.

“Clearly, the 41-footer has a proven track record and has earned its place in Coast Guard history,” said Jeffrey. “41410 has kept two generations of my family safe, and it has truly been an honor to have served aboard her.”

## OSHKOSH, B’GOSH!

By Chas Hague, editor



L to R, 251090, with Bridget, 251080, at Pioneer Marina

Members of Division 39 participated in the EAA Air Venture show again this year. The Darreys drove their RV up and camped with about 20,000 others. Bob Reczek stayed in their spare bunk. Chas got ambitious and trailered his 20 ft. sailboat up to Pioneer Marina, where our operations were based. Four Facilities were available for patrols during the week. 251090, Adam Klein’s ex-CG SAFE boat was one of ‘em, along with 251080. Tim ran patrols

almost every day, while Chas got to stand radio watch in the headquarters trailer at the Marina. Big day for us was Wednesday. 251090 went out with Tim as Coxswain, Jen Austin from Grand Haven, MI, as crew, and Chas and Bob Reczek as crew trainees. We patrolled the Exclusion Zone, the area just off the seaplane base 5 miles south of Oshkosh, where seaplanes were taking off and landing—usually without warning.



Most exciting bit there was when an open fishing boat with 3 POB chugged right through the middle of the Zone. Tim swung around, pulled up next to the boat, and said, “Skipper, this area is being used by seaplanes...” Just as he said that, Chas looked to starboard and warned, “Seaplane! Taking off! NOW!” The boater looked over, and his jaw dropped into his bilge. Jen said that she lost sight of him, because he was so close behind us the motors were in the way...

Fellowship was provided by dinners in Oshkosh and a great cookout at the Darreys’ RV. A front coming through Wednesday night brought the only bad weather, thunderstorms that stopped the air show.

Bruce and Barbara Fuhrmann were wonderful hosts, supplying all needs for the visiting crews.



L to R: The Fuhrmanns, Mike Hopfensperger 47-03, Bob Reczek, Lee Bahcall (also 47-03), the Darreys, Jen Austin

## VIETNAM VETERAN COMMEMORATION

By Tom Remec, DCDR

On Thursday 13 September 2018, Sector Lake Michigan hosted this commemoration event at the Milwaukee War Memorial. Four Division 39 Auxiliarists attended and many other veterans whose service fell within the dates of 1955 and 1975. This was the second of four planned events. 55 veterans of the Vietnam era have been honored by this program.

Sector Lake Michigan is honored to participate in the Department of Defense sponsored United States Vietnam War Commemoration program to allow the opportunity for those veterans who met the requirements to stand in front of those active duty personnel, as well as interested civilians, who carry the tradition of serving the nation today. Each veteran received a lapel pin as well as a proclamation signed by President Donald Trump. The ceremony began with a multi-service color guard, which posted the colors. The national anthem was then played and this was followed by the benediction given by Chaplain G. Alan Fleming. In order to complete the connection between Vietnam and the Coast Guard, CAPT Stuhldreier gave a detailed and well-researched presentation of the history and contributions of the Coast Guard during that time.

Guest speaker Stan Bullock, now a civilian, but earlier a Coast Guardsman on active duty, described for everyone the special nature of the training, which anyone fortunate enough to join any of the five branches of service has received courtesy of a drill instructor or equivalent leader. After the ceremony had been complete, one of the veterans stood up and declared that his memory of his drill instructor didn't include any fatherly attempt to ensure the happiness of his charges.

Finally, MECM Ian Lee provided all attendees with an item by item description of the table and place setting that stood to one side of the podium and is often referred to as the Missing Man Table or Fallen Comrade Table. Those who have attended similar ceremonies (including the Division 39 Change of Watch) will recognize the purpose of this remembrance of our family members and friends who made the greatest sacrifice which they could for our nation.

After the closing remarks were completed, all active duty personnel freely spent a half hour by making themselves available to all veterans and friends. This opportunity was one important goal set forth by CAPT Stuhldreier, who hoped that his young active duty service people could benefit from

engaging with veterans who had a wealth of history and experience that could be passed in such a setting.



Attendees from Division 39. From left to right are Tom Remec, Ed Siegel, CAPT Thomas Stuhldreier, Bob Reczek, and Dan O'Connell.



USCG Aux Booth at the Chicago Air and Water Show. Division 39-08 hands set things up on North Avenue beach, with help from Division 35 in running this PA event. Shawnda Tharps is ready to meet guests.



Saturday's POC Jeff Bailey from Flotilla 35-07, with Bob Hennessy from Flotilla 35-01.