

CGAS PORT ANGELES

WW II DIARY

Publication is the only surviving copy of the original World War II weekly dairy (operational status reports) of the Port Angeles command in the Northwestern Sea Frontier composite command.

The dairy was located in the old classified publication vault at Port Angeles by a young and new Custodian of Registered Publications Officer in 1959 buried along with lots of old documents kept on file shelves. After reading the diary, it was disseminated to the command and eventually xeroxed and bound in the leather cover now extant.

Having known of it's existence since the beginning of rediscovery, the Commanding Officer, CGAS Port Angeles, Captain Mark J. D'Andrea was petitioned to let the Aviation Association digitally copy the diary and post it on the Aviation History website.

The effort has been completed and the resulting PDF document is available on site for reading or downloading.

The original document is back at CGAS Port Angeles, it's home!

Thanks to Capt D'Andrea for releasing the dairy for scanning and thanks to Captain Chuck Hahn, USCG (Ret) #751 for scanning the entire document.

Enjoy ...

Gilbert E. "Gib" Brown, Jr.
Commander, U.S. Coast Guard (Retired)
CG Aviator #795, CG Helo Pilot #395
Member CG Aviation Hall of Honor
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CONFIDENTIAL

85-611

Port Angeles, Washington
29 December, 1941

From: Commanding Officer, PORT ANGELES STATION.
To: Commandant, 13th Naval District.

Via: Senior Coast Guard Officer, Northwestern Sector,
13th Naval District.

Subject: War Diary, December 7 to date.

Reference: (a) Senior Coast Guard Officer, Northwestern Sector,
13th Naval District letter, dated 27 December, 1941.

1. About a week before the Pearl Harbor incident the writer was ordered to additional duties of Commander of Navy Section Base, Port Angeles. At the time war was declared the process of coordinating the operations of the two units was not yet complete. All hands were recalled from leave and liberty. Immediate plans were made for dispersing aviation personnel to avert damage in case of attack and to repel the attack as effectually as possible with the meager armament available.

2. An immediate request was made to Combat Inshore Patrol for bomb racks, machine guns and bombs for the planes. The Air Station was first ordered to operate under the Inshore Patrol Force; it was also included in the plans of the Offshore Patrol Force. Then it was released from the Offshore Patrol Force and operated only under the Inshore Patrol Force. Two days ago it was transferred from the Inshore Patrol Force to the Offshore Patrol Force.

3. Rigorous patrols have been maintained in the Straits of Juan de Fuca since the Pearl Harbor incident. These have consisted of dawn and dusk sweep of the Straits and the continued patrol of the Straits during daylight. Yesterday the station was ordered to relay the daylight patrol and was ordered to make only the dawn and dusk sweep.

4. During the period of this discussion a great many reports of enemy sightings have been investigated. Twice planes from this station have reported oil bubbles rising in a straight line in the vicinity of the straits. These are probably from the station. Reported sightings of submarines were as previously noted. A sighting of a conning tower and proceeding steadily along in the Straits near

Tongus Point during the Jack patrol. The plane was ordered to drop a float light near the submarine and Battery 26 of the Coast Artillery, stationed near the Elsha River, was simultaneously requested to lay a barrage on the float lights. The message to Battery 26 could not be delivered because their telephone was out of order. The float light dropped immediately in front of the submarine which hurriedly submerged.

5. Two J2F airplanes from Sand Point, equipped with bomb racks, were ordered to Fort Angeles for duty. One of them was damaged with a wheels-up landing on the runway and was sent back for repairs. Before it was sent back, permission was requested and authority received from Sand Point to remove its bomb racks and machine guns and install them on the V-11B. This was done.

6. Two aviation pilots from Sand Point were ordered to this station with the Sand Point airplanes. These people were given some verbal orders at Sand Point to the effect that they constituted a sort of independent unit; that they were to fly only in their own airplanes and that the pilots of this station were not to fly in those airplanes. These orders greatly lessened the value of the planes because the two aviation pilots have had very little night and instrument flying and nearly all submarine contacts ceased to occur at twilight and were often then not in relatively foul weather. The writer protested the orders but got no satisfaction except that the Commanding Officer, Inshore Patrol Force, instructed the writer to ignore the order and use the aircraft according to his best judgment to carry out his mission. Shortly afterward the planes were withdrawn from this station.

7. Two separate attacks have been made on submarines by planes from this station. On both occasions the pilot was Lieutenant (J.G.) A. W. Muerter. On one occasion a salvo of four 100 pound bombs was dropped 75 feet from a moving periscope, on the other occasion the salvo struck within 50 feet of the moving periscope (the estimates were by the pilot and gunner).

8. Lieutenant Milliken, the Commanding Officer of the U. S. S-18, told the writer that in his opinion a submarine cruising at periscope depth might not even hear bombs exploding at surface and might suffer no damage unless practically a direct hit was made on the periscope.

9. The V-11B is the only plane at this station with bomb racks or that can be equipped with bomb racks according to the best information available. It is the earliest type of JF and the wing is not stressed to carry depth bombs, which weigh over 300 pounds. The only probability of sinking a submarine with the V-11B is by a direct hit on an exposed conning tower. These are hard to find and hard to hit dive bombing from a utility ship without sights.

Fort Angeles, Washington
4 January, 1942

Fort Angeles Station

From: Commanding Officer, FORT ANGELES STATION.
To: Commandant, 13th Naval District.
Via: 1. Senior Coast Guard Officer, Northwestern Sector,
13th Naval District.
Subject: War Diary, 30 December, 1941, to date.
Reference: (a) Senior Coast Guard Officer, Northwestern Sector,
13th Naval District, letter dated 27 December, 1941.

1. Tows and dusk patrols have been carried out daily except one day when winds of gale force blowing across the runways prevented the dunn take off. Later take offs are not made in the dark except in emergencies because of the drifting logs in the bay. A number of special missions were undertaken as directed by Commander, Offshore Patrol Force. Two mercy flights were made to hostile and two searches were made for missing vessels. The missions were completed.

2. Drills continue strenuously with the emphasis on small arms marksmanship and on signals.

3. Experiments have been made to determine the practicability of using reinforced concrete slab to protect the ground antiaircraft machine gun positions. The experiments were disappointing.

4. The construction of a 200-yard outdoor range for small arms training has been completed. The construction of protected machine gun position selected to provide essential fields of fire has been started. Plans have been made for construction of dispersed protected rifleman positions about the reservation. Plans have also been made for the construction of dispersal positions, protected by sand bunkers, for storage of aircraft if necessary under attack.

5. The new allowance list for ammunition was received and it was noted that no tracer was allowed. A supplementary requisition has been submitted for necessary tracer and also for trap-loaded shotgun shells and clay pigeons for training aircraft and antiaircraft gunners. The station allowance of machine guns has not yet been received.

6. In answer to repeated requests for data on the practicability of mounting guns and bomb racks of any type on the J3F and J3P airplanes has been received.

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7. Signal gear requisitioned for use in aircraft have not yet been received. Making a flight to test recognition signals from a plane has proved unsatisfactory.

8. The JF-2 engine change proceeds smoothly.

9. The familiarity of all officers with the map code and signals held here is as yet unsatisfactory but progress is being made.

10. Trained men who have recently been ordered away in draften in two and three have just been replaced by a draft of apprentice soldiers. These men have never fired a gun.

L. B. MCKINLEY

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Port Angeles, Washington
16 January, 1942

From: Commanding Officer, PORT ANGELES STATION.
To: Commandant, 13th Naval District.
Via: 1. Senior Coast Guard Officer, Northwestern Sector,
13th Naval District.
Subject: War Diary, 5 January, 1942, to date.
Reference: (a) Senior Coast Guard Officer, Northwestern Sector,
13th Naval District, letter dated 27 December, 1941.

1. This has been a quiet week. Patrols have been made at dawn and dusk daily except as the weather interfered, and a number of special missions have been undertaken as directed by Commodore, Offshore Patrol Force. One flight was made to investigate a disabled small boat in the Strait but the boat was found to be a skiff with no one in it.

2. The #12 check and engine change on the V-170 has been completed and the engines are now being run in.

3. The float at the lighthouse dock and the gun well in front of the hangar were badly battered by the severe gales a little over a week ago. One driven piling, holding the float was broken. After some trials and errors, a rig was constructed to get a new piling in in place of the broken one. The jacking was quite successful except that not all of the pipe used could be recovered. Repairing the broken gun well have not yet been started.

4. The bays constructed for the 200-yard outdoor range had to be filled in to permit the construction of the new machine gun and small bore cannon anti-aircraft range. Construction of amboes and sand bagged rifle and machine gun positions about the reconstruction continues. The position, now complete except for additional sand bags for splash splinter protection, commands the entire length of both runways and almost all of the north beach.

5. Recently orders were received from Sand Point for the return of the bomb racks they had loaned us. This station is now effectively disarmed. We receive no action and report promptly in efforts to obtain armament for our planes.

6. Drills have continued to show satisfactory improvement. Reports are currently made on fire drills, gun drills, small arms instruction, and signal drills.

7. Efforts are being made to continue effective schooling on the possibilities and probabilities in this present war. Classes on familiarization with friendly and enemy planes and ship silhouettes have been held. Results indicate the need for much more study and drill on this subject. It is believed that moving pictures showing how friendly and enemy ships and planes would look when sighted from one's own ship or plane would be very valuable for this training. An improved system of visual signals between ship and plane is very desirable. Many modern planes when circling a ship and engaged in visual signals from time to time blink out the ship with a wing or an engine. Personnel aboard the ships do not understand the limitations under which the plane crew operates.

8. The construction of the machine gun and small boat machine anti-aircraft range on Hills Look has constituted in the minds of the pilots here a much more serious hazard than the writer ever expected. This in spite of the fact that this range was expected to be essential of a hazard. Though the fire is carefully controlled, in the eyes of the pilots it is very wild and erratic. The arc of fire swings around southeast to the westward and the 30 millimeter tracer appears to be falling almost down the runway. An added problem is going to be that of keeping the gunnery school personnel off the runways. The importance of keeping casual strollers off the runways appears to be beyond the comprehension of a non-flyer. They can be told a thousand times that many planes are totally blind dead ahead when in a landing attitude but they are still like the jaywalker who crosses the road in front of an automobile at night and blinks because the automobile appears to light him up that the driver, of course, sees him very clearly. If no one is killed incident to the operation of this air station and gunnery range together, it will be a miracle.

9. Recently four men were assigned to the New London Light station to constitute some sort of a signal and observation watch. This command has received no details as to exactly what they are supposed to do. The Keeper of the New London Light Station is a civilian. The only military experience was in the Navy as a musician. He has declined appointment in the Coast Guard. He is not liable himself to discipline under military law and yet he is in effect commanding men who hold honest ratings in the Coast Guard and are under military discipline. I do not believe this is healthy or proper. If a civilian is working with any military personnel as a military officer, I believe he should be considered junior to the junior military man present. Any other course appears to put prestige and honor on flat feet, selfishness, or timidity.

U. S. MacDONALD

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Port Angeles, Washington
18 January, 1942

From: Commanding Officer, PORT ANGELES STATION.
To: Commandant, 13th Naval District.

Via: 1. Senior Coast Guard Officer, Northwestern Sector,
13th Naval District.

Subject: War Diary, 11 January, 1942, to date.

Reference: (a) Senior Coast Guard Officer, Northwestern Sector,
13th Naval District, letter dated 27 December, 1941.

1. Operations at this station during the week have been very quiet. Drills continue as in the weeks before. Fifteen recruits who had had only three weeks recruit training, are requiring considerable additional emphasis on the school of the recruit and elementary seamanship.

2. Representatives of the Infantry here have expressed concern over the protection of the Quilleyute Prairie landing field. They believe it is a possible operating spot for enemy aircraft should a raid in any form occur and point out that the highways on this side of that field permit very effective road blocks and would make it a costly spot to recover quickly. Rumors go about that the field has been turned over to the Army. If so, the Army doesn't know it.

3. The JEP airplane was damaged in a rough water landing. Inspection of the horizontal stabilizer indicates that some of its ribs will have to be spooled to work on them safely. Lacking sufficiently capacious heat treating equipment here, these parts will have to go to Sand Point for heat treatment. It will be some days before the ship is back in commission.

4. The Widgeon's starters continue to give trouble. A permanent solution to the trouble, which appears to be caused by oil in the starting water, will involve considerable change in the plumbing connections.

5. Ideas for erasing the Widgeon and the JEP come forward freely. Only one definite point is apparent so far—that no matter what is done or not done the criticism should be terrific.

6. JEP's from Sand Point have been flying over almost daily to tow targets for the antiaircraft gunnery school. The present system is inefficient and causes many unnecessary delays in the operation of the

ummary school. The towing plane, if based here, would be much more available for the work.

7. Experiments planned for plane protection are going to involve a great deal of labor and a large number of sandbags. The sandbags have been ordered.

8. Through the courtesy of the 163rd Infantry Regiment a lecture on the strategy, equipment, and techniques involved in the defense of the Peninsula was enjoyed by the officers of the Practice Base and the Air Station. The officer who gave the talk, a Lieutenant Colonel, was very patient and answered questions for over two hours on matters that were very educational to the audience. Such lectures and discussions are very helpful to broaden the viewpoint of personnel who may be expected to cooperate or contribute in any way to the Army's efforts. Descriptions of some of the Army's equipment and its employment is also quite stimulating in suggesting solutions of one's own problems.

D. B. McNEIL

EXHIBIT TO THE REPORT OF THE COMMISSIONER

Port Angeles, Washington
25 January, 1942

From: Commanding Officer, PORT ANGELES STATION.
To: Commandant, 13th Naval District.
Via: 1. Senior Coast Guard Officer, Northwestern Sector,
13th Naval District.
Subject: War Diary, 19 January, 1942, to date.
Reference: (a) Senior Coast Guard Officer, Northwestern Sector,
13th Naval District, letter dated 27 December, 1941.

1. Patrols have continued at dawn and dusk daily plus special missions as directed. One mercy mission was flown during the week. A representative of the U. S. Fish & Wild Life Service appeared here armed with letters going all the way up to the Secretary of the Navy who had directed cooperation with the F. & W. L. Service whenever convenient. The man is currently being flown on his annual migratory water fowl survey.

2. The shooting at the gunnery school on the end of the spit has continued briskly and so far has involved no casualties. The next class will have a total of about 90 students in it and the large increase in students will, of course, mean that operation on the range will necessarily have to go much faster. The schedule of this school has already been greatly embarrassed by the frequency with which passing shipping fouls the range. The increase of students to be handled will complicate the problems and increase the hazard.

3. Very excellent silhouettes of many vessels involved in this war are now available here and periodic recognition drills and quizzes are being held among the pilots.

4. Orders received here, which directed scouting planes to stay a prodigious distance away from all shipping, have pretty thoroughly eliminated the probability of our planes identifying any shipping. One order received here about communication with merchant vessels called for the airplane pilot to place a message block on board the merchant man. This is quite a trick, if you can do it.

D. S. MacDIARMID

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Fort Angeles, Washington
1 February, 1942.

From: Commanding Officer, PORT ANGELES STATION.
To: Commandant, 13th Naval District.

Via: 1. Senior Coast Guard Officer, Northwestern Sector,
13th Naval District.

Subject: War Diary, 25 January, 1942, to date.

Reference: (a) Senior Coast Guard Officer, Northwestern Sector,
13th Naval District, letter dated 27 December, 1941.

1. The past week has been highlighted by maintenance troubles. A run of ignition troubles on one ship was finally licked when the ship was set down in a small sea which dented some plating, requiring a lot of labor checking for possible further damage.

When that ship was back in commission and operating smoothly another one developed battery trouble and several days were required to get a replacement battery which required some five days servicing on a light charge to prepare for installation. A generator with more capacity was installed at the same time and should prevent similar trouble in the future.

To round out the picture a third airplane came in from patrol with a rough running engine. An inspection showed that the carburetor adaptor was cracked across the starboard forward corner and the two steel securing studs at that position were broken at the flaying surface. The broken studs show wrench marks that indicate they have been backed out of the super charger cover a number of times. They are probably very old studs that were re-installed when the engine was majored several times. The breaks were probably due to old age and fatigue.

2. The new C.I.A. beam at Sail River should go into commission February 12th. The east leg of the beam will carry pilots through the Port Angeles Section Base antiaircraft gunnery school firing range. Pilots reporting balls of fire passing close aboard need not puzzle over mysterious new electrical manifestations. The fire will probably be 20 mm. tracer.

3. Four field type 30 caliber Lewis machine guns arrived on the Air Station. All sorts of ingenious ideas are being offered on how to mount them in the planes, pending the arrival of drawings we hope to get.

4. An invoice was received for a new combination fire and crash truck. We look forward to its arrival with some interest.

D. B. MAGGIARINI

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Port Angeles, Washington
8 February, 1942.

From: Commanding Officer, PORT ANGELES STATION.
To: Commandant, 13th Naval District.

Via: 1. Senior Coast Guard Officer, Northwestern Sector,
13th Naval District.

Subject: War Diary, 2 February, 1942, to date.

Reference: (a) Senior Coast Guard Officer, Northwestern Sector,
13th Naval District, letter dated 27 December, 1941.

1. For the first time in some weeks all planes are in good condition simultaneously.

Efforts to design a home-made bomb rack and sight for the JRF airplane have brought out some very interesting results. The maintenance officer, Lieutenant Lawrence, has exhibited great ingenuity in using available materials. A very workable piece of gear has been designed to launch 100 pound bombs through the observation hatch on the starboard side, aft. This consists of a rack carrying a launching trough which can be elevated at its inboard end very simply and easily by means of a sliding frame. Except for the fact that it is capable of launching only one bomb per run it appears to be a good solution for this type ship. Mr. Lawrence's home-made bomb sight consists of an arc on which an electric contact is set at an angle computed for a given ground speed and altitude; a movable sight wire also carrying an electric contact is pivoted at the center of the same arc. The bombardier then has only to follow the target with his cross wires and he will automatically close the circuit to release the bomb at the proper point. Results of test runs are still unsatisfactory but the inventor is still working.

Designs for effecting installation of Lewis machine guns in the plane are much simpler.

2. Positions have now been constructed to operate machine guns on the ground against aircraft attacks, affording the gunner a fine field of fire and yet giving him very good protection from enemy fire.

3. A surprise blackout and general quarters was held during the week and proved very satisfactory. The revetments for the protection of the planes are the principal unfinished items in the emergency preparedness program of this command. A few calculations indicate that these are going to be a colossal job for hand labor.

D. B. NEEDHAM

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Port Angeles, Washington
15 February, 1942

From: Commanding Officer, PORT ANGELES STATION.
To: Commandant, 15th Naval District.

Via: 1. Senior Coast Guard Officer, Northwestern Sector,
15th Naval District.

Subject: War Diary, 9 February, 1942, to date.

1. The arrival of two Coast Guard Reserve aviators is taking a heavy burden of work from the shoulders of lieutenant ranks as regards boarding duty but adding another burden as regards training.

Almost daily general quarters drills have been held throughout the week in an effort to speed up the dispersal of aircraft and manning of widely separated machine gun pits. After dozens of these drills, they are still unsatisfactory although steady improvement is apparent. The physical labor of dispersing planes, blacking out, manning widely separated gun positions with machine guns and ammunition, and preparing to fight potential fire seems to make the complete evolution a matter of a minimum of about ten minutes under ideal conditions and in extreme black or stormy weather fifteen minutes is good time. Study of the station at general quarters suggests again the necessity of constructing revetments for plane protection. Some inquiry into the type of revetments being constructed by the Army indicates they should be made a public works project. We will make a request to that effect.

2. School for officers in signals and in recognition of friendly and enemy ship and plane silhouettes has been speeded by a gratifying attitude of interest by the participants.

E. B. BRIDGMAN

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Port Angeles, Washington
1 March, 1942

From: Commanding Officer, PORT ANGELES STATION.
To: Commandant, 13th Naval District.
Via: 1. Senior Coast Guard Officer, Northwestern Sector,
13th Naval District.
Subject: War Diary, 23 February, 1942, to date.
Reference: (a) Senior Coast Guard Officer, Northwestern Sector,
13th Naval District, letter dated 27 December, 1941.

1. The past week was marked principally by the loss of a Navy Kingfisher and crew near Smith Island. The plane was safely on the water but when the weather permitted a take-off the pilot delayed because he couldn't get a flight clearance. When he finally did take off it was very dark and the ceiling was about 400 feet with occasional patches of fog. The pilot took off at 1950, was worked by this station's radio at 1955 and then was not heard again. The plane had started for this station, a 15 minute flight. Eleven minutes after the plane was overdue a plane from this station departed to search for it. The Coast Guard plane searched the area about Smith Island and between Smith Island and Port Angeles without success. At dawn planes from this station searched the eastern end of the Straits of Juan de Fuca, southern Haro Strait, the San Juan Islands, and the north slope of the Olympic peninsula, without success. When the weather cleared up Naval and Canadian planes continued the search for several days.

At this writing a squadron mate of the lost plane is spending the night at anchor on Osette Lake under a low ceiling. A truck from this station has taken a dingy and outboard, a couple of sleeping bags, some food and hot coffee, an anchor and some spare line, and some spare aviation gas, out to the plane.

2. Progress of training during the week has been very slow and the arrival of long awaited training publications has required planning a step up in the future training program. Attempts are being made to arrange fixed and free gunnery practice for all pilots and possibly a free gunnery practice for all flight radiomen and mechanics.

D. B. MacDIARMID

Port Angeles, Washington
8 March, 1942.

From: Commanding Officer, PORT ANGELES STATION.
To : Commandant, 13th Naval District.
Via: 1. Senior Coast Guard Officer, Northwestern Sector,
13th Naval District.
Subject: War Diary, 2 March, 1942, to date.
Reference: (a) Senior Coast Guard Officer, Northwestern Sector,
13th Naval District, letter dated 27 December, 1941.

1. Four Naval Reserve aviators with 21 men and 3 planes - Kingfishers - arrived during the week to operate on this station.
2. The JRF plane is now well over 1,600 hours and is due for a major overhaul the middle of this month. A pilot and crew are leaving today for Elizabeth City, North Carolina, where they will ferry back a replacement JRF.
3. We hear the Grumman Aircraft Company is working on plans to use the JRF and J4F airplanes. Everyone here is hoping desperately for some results in as much as that appears to be our only hope of getting aircraft for our planes or afloat planes.
4. Verbal arrangements were made with Commander Aircraft Northwestern Sector for gunnery and bombing training for Coast Guard pilots and crews, to be accomplished with the Kingfisher squadron in Saint Point or here. There appears to be a little of the "blow hot blow cold" atmosphere about these arrangements. Whether we ultimately accomplish anything or not depends principally on the attitude of the squadron commander.

D. B. MacDIARMID

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Fort Angeles, Washington
15 March, 1942

From: Commanding Officer, FORT ANGELES STATION.
To: Commandant, 13th Naval District.

Via: 1. Senior Coast Guard Officer, Northwestern Sector,
13th Naval District.

Subject: War Diary, 9 March, 1942, to date.

Reference: (a) Senior Coast Guard Officer, Northwestern Sector,
13th Naval District, letter dated 27 December, 1941.

1. The three Kingfishers and four pilots who arrived here a few days back with the expectation of staying here several months were transferred suddenly. A carefully planned gunnery practice which had just got away to a fine start was necessarily interrupted and will again have to await the availability of armed aircraft.

2. The transfer of one aviation pilot to the East Coast for duty and the absence of an aviator on a transcontinental ferry trip have worked something of a hardship on the flight personnel of this station temporarily.

3. A submarine contact in the Strait made by a Canadian corvette called all available planes into the air for some long hours of flying. The reported submarine was not sighted.

L. B. MacCLASPID

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Port Angeles, Washington
22 March, 1942.

From: Commanding Officer, FORT ANGELES STATION.
To: Commandant, 13th Naval District.
Via: 1. Senior Coast Guard Officer, Northwestern Sector,
13th Naval District.
Subject: War Diary, 15 March, 1942, to date.
Reference: (a) Senior Coast Guard Officer, Northwestern Sector,
13th Naval District, letter dated 27 December, 1941.

1. The week was marked by the arrival of a J4F from Elizabeth city which is to replace ours while it gets a major overhaul. The new airplane has an automatic RDF and a 75 megacycle marker beacon receiver. Efforts to ascertain exactly what expansion plans the A.A.T.C. here still contemplates are still frustrated but Commander Northwestern Sector has directed that no revetments are to be built on the end of the spit until the necessary magazines for the A.A.T.C. have been acceded. The pilot who made the recent trip back east states that one J4F back there has been fitted to carry a 325 lb. depth bomb. It is hoped that similar fittings will be authorized for this station's J4F. Racks have been borrowed to fit our J4F to carry 4 - 100 lb. bombs. Our own racks requisitioned months ago have still not been received. The once projected plan for increasing the patrol work of this unit has been held in abeyance since the detachment of the Kingfisher detail which was operating from here. Efforts are currently being made to obtain more aircraft from the east where it is understood some are available. The aerial gunnery exercises which were planned in conjunction with the Kingfisher unit operating here are still held up for lack of suitable aircraft.

D. B. MacDONNID

~~CONFIDENTIAL~~

Port Angeles, Washington
29 March, 1942

From: Commanding Officer, PORT ANGELES STATION.
To: Commandant, 13th Naval District.
Via: 1. District Coast Guard Officer, Northwestern Sector,
13th Naval District.
Subject: War Diary, 29 March, 1942, to date.
Reference: (a) Senior Coast Guard Officer, Northwestern Sector,
13th Naval District, letter dated 27 December, 1941.

1. The past week was marked by considerable convoy escort duty. The long promised gas masks finally arrived and efforts are afoot to train those few men who have not had gas mask instruction, in their use.

The station was visited during the week by Captain Root the personal representative of the Commandant, 13th Naval District. This station has had a great many inspections in the last six months.

D. E. MacDIARMID

~~CONFIDENTIAL - SECURITY INFORMATION~~

Port Angeles, Washington,
5 April, 1942.

From: Commanding Officer, PORT ANGELES STATION.
To: Commandant, 13th Naval District.
Via: 1. District Coast Guard Officer, Northwestern Sector,
13th Naval District.
Subject: War Diary, 30 March, 1942, to date.
References: (a) Senior Coast Guard Officer, Northwestern Sector,
13th Naval District, Letter dated 27 December, 1941.

1. The past week has been a slow one. A number of cases of severe colds, measles, or reactions to tetanus shots have cut down the efficiency of the personnel severely.

The turn over of personnel has been even faster than usual. This has been a constant trial to the efficiency of the organization. Men become familiar with the fire fighting, blackout, general quarters, fire and rescue and landing force details only to be transferred and replaced with completely new men. The result is that it appears impossible to hold any general drills without finding some new untrained personnel getting lost. Considering that a general quarters and blackout involves manning dispersed gun positions in total darkness while planes are being taxied dark to dispersal spots, hoses are being led out and tested and trucks are running about dark carrying or towing various pumps or other gear, the risk of casualty to new personnel is real. However, every one realizes that a large expansion program requires every active unit to serve as far as possible also as a training unit, to prepare for manning new equipment under construction.

The gunnery and bombing refresher courses for all pilots here is still held up waiting suitable equipment.

Study of reports of anti-submarine attack both from surface vessels and aircraft indicates a crying need for the development of a special attack run computer using the elements of time past a disappearing swirl, ground speed, and altitude to determine the best instant for dropping depth charges for probable hits.

Efforts to devise either a graph or a card of pre-computed data for such problems is being undertaken at this station.

An alarm here last night over an apparently reliable report that enemy infiltration units had landed about sixty miles from here caused a flurry of excitement. The crew went to general quarters in the middle of the night; the blackout and emergency fire fighting details were tested, extra ammunition was supplied to all gun positions and the command settled down in Condition Two until dawn. In general all details were smartly carried out.

Planes from this station took off just before daylight to search the suspected area. Such a search from the air in a densely wooded area is usually ineffective. The results reported from this search were negative.

D. S. MacGARRHD

Port Angeles, Washington
12 April, 1942.

From: Commanding Officer, PORT ANGELES STATION.
To: Commandant, 13th Naval District.
Re: 1. District Coast Guard Officer, Northwestern Sector,
13th Naval District.
Subject: War Diary, 6 April, 1942 to date.
Reference: (a) Senior Coast Guard Officer, Northwestern Sector,
13th Naval District, Letter dated 27 December, 1941.

1. The past week was marked only by an intensification of local efforts to achieve water front security in this area and some experimental flying for the gunnery school.

2. A meeting was held in Port Angeles at the writer's request to attempt the organization of a Water Front Security Committee similar to that organized in Seattle for the coordination of the civilian agencies and interests interested in protection of water front properties. About 30 citizens representing property owners, police and fire departments, the city government, the State police, the Customs, the Immigration Authority, and the labor unions met with representatives of the Army, Navy, Coast Guard, and O.S.I. Something was accomplished in getting acquainted and the writer made a brief talk on the desirability of having an immediate survey made to determine the actual integrity of our present water front security measures and a committee appointed to set up a program for education of all the parties interested in the latest doctrine of plant and pier security. With the approval of everyone present Mr. Harry Bestin, the Mayor of Port Angeles, was appointed chairman with the authority to select a working committee representing the various interests to get to work immediately on the problem. It is hoped that in the near future some officer will be named by the Commandant of the 13th Naval District as specifically responsible for the security of this port. To date Lieutenant S. R. Sands, U.S.C.G. is following up this work under the orders of the writer.

3. During the week a simulated strafing attack was made on the A.A.T.C. while student officer gunners were manning the guns, as part of a study to determine the desirability of incorporating such runs as part of the A.A.T.C. course for each class. The opinions of the officers manning the guns as expressed to the writer were strongly in favor of such an exercise as part of the training course.

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These officers stated that the actual practice of attempting to track a strafing airplane with a dry gun gave them an entirely new and more realistic picture of the problem and emphasized the object of some of the techniques taught in the school as no lecture could.

D. B. MACDONALD

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Port Angeles, Washington,
26 April, 1942.

From: Commanding Officer, PORT ANGELES STATION.
 To: Commandant, 13th Naval District.
 Via: 1. District Coast Guard Officer, Seattle, 13th Naval District.
 Subject: War Diary, 20 April, 1942, to date.
 Reference: (a) Senior Coast Guard Officer, Northwestern Sector, 13th Naval District, letter dated 27 December, 1941.

During the past week the new fire and crash truck was received at this station. This truck is on a Chevrolet chassis and incorporates a large foamite system for fighting fire plus a pump for delivering a stream of water. The portable water tank capacity is only 400 gallons and no suction line was provided for taking a sea suction or suction from other source of water when it is available. The necessary gear to remedy this defect has been ordered. The truck also has available 200 lbs. of carbon dioxide. It will be necessary to design special crash gear installation to complete the equipment of this truck. This gear will be fabricated by the station force. The crew are not yet thoroughly familiar with all the possibilities of this new equipment.

Word has been received that this station is to be supplied with several more J4F-1 type airplanes and that all the J4F-1 and J4F-2 airplanes are to be fitted with bomb racks and guns. It is now nearly five months since Pearl Harbor. It is hoped that the approved plan for such armament will arrive in time for the next war.

This station has met great difficulty in getting repair parts for boat engines when needed but it is assumed that this is a normal condition following the inevitable industrial dislocation connected with our tremendous war efforts.

Ninety Springfield rifles were received during the past week. Now we have gas masks and arms for all hands.

The 13th Naval District Communications Officer has stated that he intends to erect transmitting antennas on the end of the spit for transmitting signals to ships calibrating their radio direction finders in this locality. A transmitter capable of rendering this service is available at this station and has been rendering that service

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without embarrassment or failure for several months. The erection of these antennas will constitute an added flight hazard at this station and will be a needless duplication of equipment already available for this purpose. These facts have been brought to the attention of the District Communications Officer but he states he intends to install this equipment anyhow.

D. B. McCLAREN

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Fort Angeles, Washington,
3 May, 1942.

From: Commanding Officer, FORT ANGELES STATION.
To: Commandant, 13th Naval District.
Via: 1. District Coast Guard Officer, Seattle, 13th Naval District.
Subject: War Diary, 27 April, 1942, to date.
Reference: (a) Senior Coast Guard Officer, Northwestern Sector, 13th Naval District, letter dated 27 December, 1941.

1. Word was received during the week that four planes and pilots from F281-513 will be assigned here for temporary duty. These should help appreciatively in lightening the present burden on the pilots of this station. The arrival of these Kingfishers will permit the resumption of the aerial gunnery practice which was started a month ago and suspended when the Kingfishers then assigned here were transferred.

2. Authority has been received from Cominornwestafron to fly simulated strafing runs for the A.A.T.C. here. These exercises should be of great value in training anti-aircraft gunners and they may well develop some points of value to the pilots from a discussion with the ground gunnery officer on the difficulty of meeting various types of approaches.

3. A letter received during the week from Coast Guard Headquarters indicates that the JF-2 airplane, V-148, is to be transferred to a training school at Sand Point for use as a school airplane for student mechanics. This is a disappointment to everyone here inasmuch as this airplane is in very good shape and is very valuable to our operations here. We are still hoping that this order is a mistake which will be corrected.

D. H. MacDONALD

~~CONFIDENTIAL~~

Port Angeles, Washington,
19 April, 1942.

From: Commanding Officer, PORT ANGELES STATION.
To: Commandant, 13th Naval District.
Via: 1. District Coast Guard Officer, Northwestern Sector,
13th Naval District.
Subject: War Diary, 13 April, 1942 to date.
Reference: (a) Senior Coast Guard Officer, Northeastern Sector,
13th Naval District, letter dated 27 December, 1941.

1. The confusion of thought here as to the responsibility for the security of this port persists. A letter from the Commandant, 13th Naval District stated that neither the Inshore Patrol nor the Coast Guard would have anything to do with the Captain of the Port duties. Shortly afterwards a letter was received from the Commandant, U. S. Coast Guard, stating that the Captain of the Port duties were specifically the duty of the Coast Guard and reviewing these duties in some detail. The conflicting letters cited the same references and authorities.

During the week a dispatch order was received here addressed to the Captain of the Port, Port Angeles, directing supervision and protection by water side guard for unloading a cargo of dynamite. Nobody here knows who the local Captain of the Port is. The detail was taken care of by this command.

The problem of providing revetments for plane protection became more difficult each day as the A.A.T.C. expands over the little available space remaining. Captain Frederick, the Commander of the Inshore Patrol Force, has ordered that no plans be made for the needed revetments until all the needs of the A.A.T.C. are satisfied.

The case of telephone tapping on the Coast Guard telephone lines to the westward has not been solved. An air reconnaissance over these lines indicate that the protection of the lines by patrol is not practicable. It may be necessary to establish strategically placed taps to apprehend the offender.

D. B. MacFARLAND

CONFIDENTIAL - SECURITY INFORMATION

Fort Angeles, Washington.
17 May, 1942.

From: Commanding Officer, FORT ANGELES STATION.
to: Commandant, 13th Naval District.
Subject: War Diary, 11 May, 1942, to date.

Reference: (a) Senior Coast Guard Officer, Northwestern Sector,
13th Naval District letter, dated 27 December, 1941.

The past week has been a very active one. The flight personnel have completed the direct shooting. Each pilot has had an hour and a half of dummy guns as a target sleeve. All but two pilots have had nine firing runs apiece.

The hits are very disappointing. Out of approximately nine hundred rounds only eleven hits were made.

Two pilots firing were just out of training school and stated that in their student gunnery practice they had been instructed to use as a point of aim a point so many sleeves lengths ahead of the sleeve - varying with the type of approach being made - instead of using the telescopic sight and deflection ring. In the absence of other reliable data on the latest airplane fixed gunnery doctrine it was decided that half the pilots would use this system and half would use the telescopic sight. The half using the telescopic sight made much the better scores although their scores also were disappointing. An officer from this station went to Sand Point after this firing to discuss the problem with any expert or experienced fixed gunnery available. The gunnery officer of the new fighter squadron now forming contributed a very enlightening, and it is hoped, fruitful, discussion on this subject. The upshot of his discussion was that no gunnery merit can be expected until the firing personnel have spent six or seven times as much work and ammunition in the program as has now been expended.

It is hoped that planes equipped with fixed gear and sights will be available to make this training schedule thorough and effective.

It is planned to take steps also to borrow a gunnery expert from the army from Ft. Belknap if possible to give a lecture or two on the latest developments the army has found effective in training machine gunners.

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During the week constant efforts have been made to check out the new young naval aviators in the station equipment which is unfamiliar to them. Because these pilots have never flown any twin engine equipment before, and, as a matter of fact, have had a very abbreviated training course anyhow, they have encountered a little trouble in mastering the J3F-2 and the J3F-1 airplanes.

Two new J3F-1 airplanes were received from the East complete with a rack for carrying one 325 pound depth bomb. These appear to be fairly satisfactory.

A young army officer who commands a company of infantry stationed in this vicinity has started the practice of putting his own problem children in the city jail. This practice has caused some misunderstanding between this command and the city police, for they apparently have the idea that they were our shore patrol dog. Specifically, a policeman questioned a blue jacket who was outside a building without his hat on and stated that he must be drunk. Then they threw him into the jail and refused either to allow him to telephone or make a report themselves to this command that they had placed him under arrest. The writer made a protest to the Chief of Police and the man was immediately released and the explanation given that this is what the army wanted and the chief thought that the Coast Guard and Navy would want the same treatment. He assured us that in the future when any of our personnel are arrested the station will be promptly informed.

Yesterday a projectile from a 20 mm machine gun fell on a fish boat several miles off shore and went through the master's leg and through the deck of the ship. Miraculously the fuse did not explode.

This experience will probably happen again in the future if this anti-aircraft machine gun continues to operate on this location. The writer has made a nuisance of himself in warning against this very thing.

D. S. MacSWANED

REF ID: A66666

Fort Angeles, Washington
21 May, 1942

From: Commanding Officer, GUANT GUARD AIR STATION,
Fort Angeles, Wash.
To: Commandant, 13th Naval District.
Subject: War Diary, 15 May, 1942, to date.

1. The gunnery exercise has had to be suspended for the third time because of the lack of a suitable plane.
2. The station has had quite a run of maintenance jobs in the last few weeks. These have been a pleasant break in the routine of patrols and training exercises.
3. Progress on improving the slit tracking has been gratifying.
4. The addition to the hangar is progressing smoothly and it is hoped this will be finished in another six weeks. There has been no action at all on widening the runway and the ramp and installing new gasoline storage.

E. S. MacELROY

Copy to
NCGO Seattle

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Port Angeles, Washington
31 May, 1942

From: Commanding Officer, COAST GUARD AIR STATION,
Port Angeles, Wash.
To: Commandant, 13th Naval District.
Subject: War Diary, 25 May, 1942, to date.

1. This station has gone into an alert condition in compliance with orders received. Liberty has been suspended, and the station has been having a 4 hour holiday on drills with emphasis on general quarters, blackouts, and fire drills. Flares have been sent into the air to simulate strafing in both daylight and darkness to familiarize the ground defenses with the conditions they are likely to meet in repelling an air raid involving low strafing attacks. Provisions have been made for destroying all mobile gear here in the event of a raid in sufficient force to overcome local resistance and seize the ship.

2. Knowledge will start tomorrow to familiarize the pilots with the possibilities of glide landing attacks with depth bombs and also the boat attack procedure and following evasive tactics for use with the local utility planes.

No planes here at this writing, are equipped with machine guns. In the planes available here, the pilot is not only blind astern but helpless in case of attack by any type of enemy plane whatever. This certainly is not necessary, and the mounting of a Browning machine gun to cover an engine should be a very simple matter.

D. B. KACHLAGER

Copy to:
1600 Seattle.

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Port Angeles, Washington
7 June, 1942

From: Commanding Officer, SCANT STAGE AIR STATION,
Port Angeles, Wash.
To: Commandant, 13th Naval District.
Subject: War Diary, 1 June, 1942, to date.

1. The station has been on an alert the past week. Advantage has been taken of having all hands aboard 24 hours a day to increase training schedules. All hands have thrown themselves into general quarters drills and worked very passable.

There have been the usual series of false alarms and reports of periscopes to be expected in a period of alert and tension.

Training exercises for the pilots in dropping practice bombs on a target on the beach were carried out throughout the week. Scores were very gratifying. Ground machine gun crews were exercised in a brief firing practice on a sleeve beam on three low-flying airplanes simulating a ground strafing attack. The pilot of the low plane made his approach from three directions varying his altitude without plan and varying his speed by thirty knots. Each gunner firing was allowed forty-seven rounds of ammunition. The hits averaged about two percent. The gunners got on their targets very quickly and exhibited, generally, a sound understanding of estimating target speed, range, and proper load for hitting. All these machine gunners should be given about 1,000 rounds apiece to make A-1 gunners. The lessons learned by those who fired a shoot score were very apparently of great value.

L. H. McDD PHD

Copy to:
LNO Seattle.

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of Admiral Freeman and orders were issued that the injured men be brought in by motor ambulance. Two raft loads of survivors were reported still adrift on the sea. So at 0300 the next morning all available planes at this station took off to search for them and the rafts were located almost simultaneously by one of these planes and a Canadian Plane from Ulukslet. A Canadian Corvette was directed to the spot by flare and flood light and took the survivors aboard. The area was thoroughly searched by the plane and three more rafts, with nobody on them, were located. The planes returned when they were advised that all the survivors were accounted for. The first plane back immediately took aboard the two badly injured survivors who had been brought in by motor ambulance from Nash Bay and flew them to Seattle. Later that morning another plane flew to Seattle to get some Red Cross blood plasma for the other survivors.

The Red Cross gave very fine cooperation in taking care of the survivors of this ship.

The only difficulty encountered in this problem was bad weather for flying and the handling of a large number of press and news reel representatives who were authorized to be present by the public relations officer of the 13th Naval District.

The new Captain of the Port building is now practically finished and Lieutenant Lawrence appears to be making very fine progress with his organization.

The local Coast Guard Auxiliary is showing great zeal in study and drills to increase its potential value against emergencies.

D. B. MacDIARMID

Copy to:
DCGO, Seattle

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Fort Angeles, Washington
21 June, 1942.

From: Commanding Officer, COAST GUARD AIR STATION,
Fort Angeles, Washington.
To: Commandant, 13th Naval District.
Subject: War Diary, 15 June, 1942, to date.

Friday night a ship was torpedoed forty-six miles west of Eureka. At the time of this attack this station had a plane in the air about twenty-five minutes from the scene of the attack. Because of the position of the attack as received here put it off the coast of California nothing was done about it. After launching its torpedo the submarine surfaced and attacked the ship with a gun. It appears that another opportunity to attack a submarine has been missed through an error.

Friday evening a plane on patrol at the entrance to the Strait was idly watching what he thought to be a whale playing when the appearance of what looked like a very smoothly streamlined conning tower convinced him that this was not a whale but a submarine. The pilot attacked with a depth charge which failed to explode. The subject of the attack was estimated to be showing continuously on the surface for four minutes. This object submerged as the attack was made, taking an estimated sixty seconds to get under. The vicinity for miles around was kept under surveillance for the following three hours, two hours of which were in daylight and excellent visibility. During this period no submarine was sighted again nor did any whale breach or blow.

Last night a submarine shelled Petekan light and radio station. Vigorous doubled patrols are being made now seeking these submarines.

D. B. MANDLAKHD

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Port Angeles, Washington,
5 July, 1942.

From: Commanding Officer, COAST GUARD AIR STATION,
Port Angeles, Washington.
To: Commandant, 13th Naval District.
Subject: War Diary, 29 June, 1942, to date.

1. The past week has been spent in what has now become practically routine--dawn and dusk patrols plus a constant series of investigations of submarines reported all about us. In most of these reports the object or some object, which was probably thought to be a submarine has been found and in others the search has left the pilot with a bad feeling of futility.

One search was made for a "vessel or plant torn burning or smoking" in Georgia Strait. This search was made under perfect sounding conditions and a thorough search by two planes from this station and a Canadian plane revealed nothing.

A search was made off Barclay Sound for the source of three heavy explosions reported heard in this area by the Canadians. The searching plane found the ceiling and visibility in the area both less than 500 feet. Landfalls for navigational fixes were nervous work and when after making 4 or 5 sweeps over the area the pilot sighted a Canadian plane flying in the vicinity he decided that in view of the low ceiling and visibility the two planes were more hazard to each other than they were to a potential enemy.

2. During the week several men were instructed in gas defense by the District Gas Defense Officer.

3. Lieutenant Lawrence has just returned from Detroit where he received instruction in the operation of a new aerial gunnery training device with which the station is to be supplied. Lieutenant Lawrence is very enthusiastic over the merit of this equipment and states that he is sure it will really improve the station efficiency in gunnery. The first film being applied is only for training free gunners but training films are also being produced for training fixed gunners and dive bombers. In view of the possibilities of this device the present gunnery and bombing training schedules will be confined to dry runs pending its arrival.

4. There has been no action on the requested revaccination for plane protection at this station.

601 (CONFIDENTIAL) 5/42

COAST GUARD AIR STATION, Port Angeles, Washington - War Diary, 29 June, 1942,
to date.

5. The army has assigned two old fashioned 75 mm field pieces with
cross, to this reservation for defense against possible shelling by submarines.
The detail is in charge of a sergeant.

D. B. MacDONALD

Copy to:
DCCC. Seattle.

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Port Angeles, Washington
19 July, 1942.

From: Commanding Officer, COAST GUARD AIR STATION,
Port Angeles, Washington.
To : Commandant, 13th Naval District.
Subject: War Diary, 6 July, 1942, to date.

1. A very effective training program is now in operation with about four hours per day being devoted to training of mechanics and gunners. In addition to this time these men spend the remainder of the day in the work of their specialties and in watches. The schedule places a very heavy burden on the veteran officers and petty officers but is expected to pay rich dividends in the future. A large number of men are getting this training.

In addition to this training for new enlisted men the Executive Officer, Lieutenant McGaffery, devotes several hours each day to the instruction of the new officers. The progress of the new ground aviation officers has been very gratifying. Starting as they do green from civil life they have a lot to learn and my present fear is that they will attain a superficial knowledge of the subjects immediately necessary to the satisfactory execution of their present duties and rest on their oars. To prevent this outcome they are being conducted through a carefully outlined course of study and instruction. They will be required to report the hours spent on professional reading and study just as a regular officer does when assigned to student engineering.

2. The new loan-ee on the tender should be completed this coming week. It is expected to be a very useful addition.

3. A request has been made to Coast Guard Headquarters for an SES-4 or other suitable ship fitted with a fixed and a free gun and bomb racks for dive and glide bombing practice. Such a ship would be very valuable for gunnery training here and also would be of considerable value as an instrument training ship in which the safety pilot can see all around him.

D. B. McDIARMID

Port Angeles, Washington
2 August, 1942.

From: Commanding Officer, COAST GUARD AIR STATION,
Port Angeles, Washington.
To: Commandant, 13th Naval District.
Subject: War Diary, 20 July, 1942 to date.

1. The period of this report has been spent intensively on schooling. The previous classes for free gunners, machine gunners, gunner's mates, radiomen, and officer indoctrination have continued and during the last few days pilots have also got in some training in dive bombing and formation flying.

2. The hangar addition is practically completed and the workmen should be out of it in a couple of days.

3. The 325 pound depth bombs on the JRF-2 airplanes have finally been adapted for use as contact bombs also.

4. The past ten days or more have produced weather so foul that many flights have been very arduous.

D. B. MacDONALD

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Fort Angeles, Washington
 16 August, 1942.

From: Commanding Officer, COAST GUARD AIR STATION,
 Port Angeles, Washington.
 To: Commandant, 13th Naval District.
 Subject: War Diary, 3 August, 1942 to date.

This period has been marked by some very foul weather and some very trying flying. The fogs have been coming in and out so quickly that a pilot taking off is never sure that he will be able to land again at the station.

During the past week an exercise was held with the submarine here to show all the pilots just how a submarine looks on the surface, diving, surfacing, and under way at various speeds at periscope depths. This exercise was very valuable.

The training program has been going ahead at full throttle and the progress is limited only by the ability of the men to absorb the data given them. The instruction films received appear to be generally excellent and are very helpful in presenting a subject clearly and briefly.

The station was saddened by the death of Chief Boatwain's Mate Willson of the Port Angeles Harbor Patrol, who died in his bed at home Friday night.

Copy to:
 DCOO, Seattle.

D. E. MacDUGGALD

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Port Angeles, Washington,
30 August, 1942

From: Commanding Officer, Coast Guard Air Station,
Port Angeles, Wash.
To: Commandant, 13th Naval District.
Subject: War Diary, 17 August, 1942, to date.

1. The period of this diary has been a hectic one of strenuous classes, drill and foul weather flying.

The professional progress of the new officers and new men has been very satisfactory.

Word was recently received that the Naval Air Station at Sand Point is to loan this station one SM airplane for a period of some 2 weeks for gunnery training. Progress on the Jan Handy trainer has been very gratifying and the personnel who will fire for qualification in the air have been, and are being given every possible amount on this device. It is hoped that actual approaches and dry runs in the air can be started this coming week. After hours of study, analysis and practice on the gunnery trainer the aircraft gunners are quite anxious to demonstrate what they can do in the air with a real gun.

2. Since the completion of the new lean-to on the hangar there has been no evidence of further work on the improvement project. For 2 years this station has been told that the run-way improvements could not be made in the winter because of the prevailing wet weather. Next spring when dry weather came nothing was accomplished because either, (a) the surveys were not complete, or, (b) headquarters had not yet approved the details of the construction plan, or, (c) bidders estimates were out of line with costs.

The wet season is almost upon us again and it is presumed that this construction will not be feasible after September. Most of the materials for the field lighting has been received at this station, but it is assumed that this lighting will not be installed until the field is widened and surfaced.

It is believed that the cost of this construction has increased between a quarter and a half during this 2 year delay.

The Navy is moving to land based bombers. Experience of this war stresses the importance of having many landing fields prepared for action so that if one field is bombed out planes can return to another. The pilots of this station look forward with hope and prayers to the day when they will be supplied with effective military aircraft. They look forward with prayers, but without hope, to the completion of the field improvements which will be very important to hotter and heavier airplanes.

3. This station is at this writing engaged in a submarine hunt. A trail of oil bubbles was located by a plane from this station on a dusk patrol some 30 miles off Iatohob Island and this submarine has been kept down by continuous day and night patrol of the area accompanied by intermittent attacks. This submarine is in over 200 fathoms of water and is believed to be at a dept. too great to be affected by the aircraft depth charges whose pistols can be set only for 50 feet, 75 feet, or 125 feet. Surface vessels are being sent to the scene and it is hoped that an anti-submarine vessel equipped with echo ranging gear will be able to locate and destroy this submarine. Simultaneously more aircraft are going to the scene equipped with some special deep depth explosives.

D. B. McDIARMID

Copy to:
DCGO, Seattle, 13th Naval District.

A little less than 24 hours after the first contact the first U. S. surface vessels arrived on the scene and were conned to the position by a plane after some difficulty of communication.

The matter of communication between the planes and the PC boats has been generally unsatisfactory. The PC boats did not respond to the planes efforts at visual communication with flashing light, nor could they be raised either by the plane or by the section base ashore at the planes' request, on any radio frequency. Because the planes have had, generally, very successful communications with Canadian Corvettes it is believed that the difficulty here probably lies with the communication organization of the PC boats.

The planes left the scene after the arrival of the PC boats. A continuous air patrol is not feasible with the number of planes and pilots available at this station. The area of the contact is not the regular patrol area of this unit and was covered subsequently by an Army unit to whom it normally belongs. The commanding officer of one PC boat told an officer from this station that he had made a sound contact out in the location in question but had lost it again.

It appears to the officers here that Seattle is not an ideal location for anti-submarine vessels in this sector because it takes them so long to get outside, and that if these vessels got more time at sea they would overcome their apparent dislike for the rolling ocean and their yearning for the Seattle piers.

Attacks by aircraft on an apparent submerged target are on analysis very unreliable. This contact was found in over 200 fathoms of water and the pilots' only means of determining the proper spot for his bombs is depending on an estimate of the rate of advance of the rising oil bubbles, a guess at the probable depth a submarine would be found under such circumstances and the calculation of the submarine's position on the basis of the rate of ascent of the oil bubbles. In such a problem the variables are so great

and the lethal effectiveness of the bombs--about 15 feet--relatively so small that the probability of a successful attack with two bombs is very meager.

Several nights ago an airplane from this station was directed to proceed in the night to investigate a report of certain unidentified suspicious looking vessels down near Grays Harbor. The order came from the 13th Naval District Duty Officer and not through COMAIRCASORJUPWOBRESSEC. While admitting that there may have been reasons why this was necessary it is believed that in as much as planes are usually available at Moon Island in Grays Harbor, if COMAIRCASORJUPWOBRESSEC had handled this matter he would have sent a plane from a station which was practically at the scene.

The SNJ airplane for gunnery training has been received at this station and training is going ahead full bore.

Information has been received that the contract for widening and paving the runways has been let, and that action on this construction will be started at a very early date.

We have been advised that the present plane procurement program for the Coast Guard includes more than 100 VOS and some 36 PB's and that an undetermined number of these ships when acquired will be assigned to this station. We are all heartened here to learn also that the number of Coast Guard pilots will be probably more than tripled, and that a respectable number may be expected in this locality.

D. B. MacDIARMID

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Port Angeles, Washington
13 September, 1942.

From: Commanding Officer, COAST GUARD AIR STATION,
Port Angeles, Washington.
To: Commandant, 13th Naval District.
Subject: War Diary, 6 September, 1942, to date.

1. The week has been marked by several alarms of enemy sighted which proved later to be in error. On several occasions submarine contacts have been received which could not be checked because of the persisting condition of dense fog, here and in the Straits and along shore.

Yesterday, two P-33's landed on our field and discussion with the pilots developed that these airplanes landed slower than our own JRF's.

Aerial gunnery has been prosecuted morning and afternoon every day when the fog permitted, and the enthusiasm of the gunners is very high.

The progress of the other classes and study of slide films and training movies has also been pushed during the week.

2. The officers of the Air Station enjoyed a three hour lecture given by three Pay and Supply Officers attached to the Air Station and Section Base, on the subject of Navy and Coast Guard Pay Procurement and Supply. After each talk, this speaker attempted to answer all questions pertinent to his own discussion, and all the officers attending acquired many new ideas as to a Pay Officers work and problems.

3. The new Bendix automatic direction finder installation has been completed in the V-176 and is quite a treat to the pilots. The consensus of opinion among the pilots is that the Bendix ANP is definitely superior to the LEAR on a number of points. However, this installation has been in too short a time for a thorough trial.

601 (CONFIDENTIAL)

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COAST GUARD AIR STATION,
Port Angeles, Washington,
20 September, 1942.

overflowing and with the expansion program anticipated considering the equipment to be available and the valuable work that can be done it is imperative that a large increase of barracks space be acquired.

A very suitable barracks adjacent to this one is currently being vacated by the A.A.T.C. and it is hoped that Coast Guard Headquarters will ask for it and that the 13th Naval District will support this request. There is no other use to which this barracks could be put which would be so valuable to this war effort.

D. B. MacGILLIB.

Copy to:
ECCO, Seattle
HQ.

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Fort Angeles, Washington,
27 September, 1942.

From: Commanding Officer, COAST GUARD AIR STATION,
Fort Angeles, Washington.
To : Commandant, 13th Naval District.
Subject: War Diary, 20 September, 1942, to date.

This has been another week of thick, solid, ever persistent fog. For three days we haven't had a plane off the ground.

All hands are excited here over our football team. This team is made up of players from this Air Station and Captain of the Port detail, from this Section Base, and from the 73rd Battery—about forty soldiers—quartered at the Section Base. This team played Pacific Lutheran College yesterday and looked very good. The men are all proud and happy over the fine showing made. The Commanding Officer is pleased even more over the promise that this team will tend to knit together the diverse elements of this command.

It is expected that the A.A.T.C. will finally accomplish its move to Pacific Beach sometime this coming month. The departure of that organization from this reservation should permit an immediate improvement in discipline and morale here. It has been very difficult to maintain high standards in military etiquette and smartness in general in the face of continual horrible examples on the part of these transient students.

The training program here has continued very effectively. While it is not believed possible to make A-1 men-of-war men of any ratings over night and while many petty officers today come into the service direct from civil life without getting any recruit training, our training program here is planned to compensate for these lacks as far as possible without lessening the emphasis on the importance of the individual rating specialty being studied.

The training movies so far received have been generally excellent and have provided a very fine means of clarifying subjects being studied and of impressing important points thoroughly on the students mind.

Copy to: Headquarters
OCCO, Seattle

D. S. NEEDHAM.

601 (CONFIDENTIAL)

Two additional radio receivers were supplied this station by the Thirteenth Naval District. These receivers will provide a very valuable flexibility for our communications plant in case of casualties.

D. D. McELHERRI

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

Fort Angeles, Washington,
11 October, 1942.

From: Commanding Officer, COAST GUARD AIR STATION,
Fort Angeles, Washington.
To: Commandant, 13th Naval District.
Subject: War Diary, 4 October, 1942, to date.

The fog has finally broken and we have had a day of beautiful clear weather. If this weather holds we should make very good progress on our aerial gunnery training program.

The contractor's surveyors are now laying in their stakes for the grading and ballasting of the increased runway area. The contractor stated that he will be moving dirt as soon as the grade stakes are in place. The field lighting contractor is already at work on the preliminary steps of installing the field contact and flood lighting.

After much study and investigation to all available information as to what types of aviation crash boats were available, we finally asked for a standard Coast Guard rescue boat. While this particular vessel is not considered ideal it does have, we understand, certain qualities that are very important to a crash boat at this station. For one thing, it is allegedly a good sea boat. The crash boat at this station may very probably have to go out into the straits in the face of some very tough weather. The usual galley (are have an unlimited stretch of water to work up a sea for this area. The ideal crash boat for this station would be a small, very seaworthy, "tug" type vessel capable of making at least 15 and preferably 18 knots in smooth water. The working deck aft would be very valuable in salvage operations if such a vessel should incorporate a small crane or davit which could quickly be set up on the fantail or quarter for light hoisting.

The popular type of aviation crash boat which rushes about at 35 to 50 knots on frog ponds, but which cannot be handled in a heavy sea or do effective work on a wreck when it arrives, is not believed by the officers here to even approach the ideal crash boat.

D. B. MacGLARNE.

Copy to:
DCGD,
Headquarters.

Port Angeles, Washington
18 October, 1942.

From: Commanding Officer, COAST GUARD AIR STATION,
Port Angeles, Wash.
To: Commandant, 13th Naval District.
Subject: War Diary, 11 October, 1942, to date.

This has been a very strenuous and trying week. Our 4 relatively veteran pilots have been divided between Port Angeles and Coos Bay. The 6 new aviators supplied have not yet checked out in twin engine equipment of any kind. Strenuous efforts are currently being spent to check these new pilots out in our equipment. Following that it will be necessary to give them advance instruction in instrument flying if they are to be of any considerable value to this station.

During the week this station has been visited by a number of high ranking officers of the Army, Navy, and Coast Guard. While all of these visits have been pleasant ones, each has been a demand on time of which there is only 24 hours in each day.

The new advance detachment in Coos Bay introduces another problem in personnel. It is believed desirable to have an experienced pilot in charge of that detail, and one of the experienced pilots here is an A.P. and if sent to that station, would be junior to all the young new pilots who would be stationed with him. The other two pilots have been already severely overburdened with their previous duties. It is hoped that this station can obtain some additional experienced pilots in the near future, or failing that, some additional new pilots assigned here for permanent duty so that after they have been taught something, this station can reap some benefit.

D. B. MacDONALD

Copy to:
COAC, Seattle
HQ.

~~CONFIDENTIAL~~

Fort Angeles, Washington,
25 October, 1942.

From: Commanding Officer, COAST GUARD AIR STATION,
Fort Angeles, Washington.
To: Commandant, 13th Naval District.
Subject: War Diary, 19 October, 1942, to date.

1. The past week has been a continuation of foul weather complicated by heavy burden of work. Between the absence of the executive officer and one other experienced pilot at Cape May and the current sickness of the only other experienced pilot attached to this station the aerial gunnery training schedule has come to almost a complete stop. The Commanding Officer has been making all the flights. Considering that these have run to over thirty hours and that a considerable portion of them have been either night or instrument flying this officer is not only being badly worn down but is not giving proper attention to his ground duties.

The progress in checking out the new pilots has been badly handicapped by the bad weather and lack of experienced pilots to push the program when the weather was good.

During the week one of the new pilots through a misunderstanding in his orders attempted to fly a plane for which he was not yet qualified and ruined one set of landing gear, one wing section and miscellaneous wing ribs.

It is hoped that the coming week will bring a period of good weather and permit completion of check-outs for all the new pilots in at least one type of plane available here.

During the week a new class of eight aviation mechanic's mate strikers was organized to pursue an intensive course of study and shop practice leading to qualification for a rating. A class of four strikers for gunner's mate rating has been started also.

During the week the regular evening lecture was given by 1st. Lieutenant Neteler, U.S.A., on the "Administrative and Tactical Organization of the Army". This lecture was very helpful in clarifying obscure points of cooperation between the old square division and the new triangular division.

During the week one ambulance flight was made to carry a woman from LaPush to Seattle for hospitalization. She was suffering from some complication of pregnancy.

There were the usual repeated submarine alarms involving two very trying flights.

D. B. MacDIARMID.

Copy to:

Headquarters
DCCO, Seattle, 13thND

~~CONFIDENTIAL~~

Port Angeles, Washington,
8 November, 1942.

From: Commanding Officer, COAST GUARD AIR STATION,
Port Angeles, Washington.
To: Commandant, 13th Naval District.
Subject: War Diary, 1 November, 1942, to date.

1. The work has been relatively quiet. With the improved weather the new pilots have been taking the burden of the patrols.

The Advance Base Detachment at Coos Bay now in charge of Lieutenant Lawrence has been entering into a little confusion in its operations orders. The Tongue Point Air Station contends that Coos Bay is their field and they clear planes out of it and control operations in it. This is not practicable for a number of reasons, the principle one being that Tongue Point is over 150 miles away from Coos Bay and their senior representative there is a chief petty officer. No one should control local flight operations unless he is on the spot, thoroughly familiar with the operations being flown, the equipment being used and its immediate condition, what pilots are available for given operations and what their qualifications are as land pilots and as water pilots and most important of all as instrument pilots, what alternative landing spots both land and water are instantly available and which ones are likely to be closed in by the existing weather. In order to know these things the officer directing these flight operations should fly these missions himself in all weather with the equipment being used and with the other pilots in the group. Operations directed by an officer so prepared are still liable to failure through an error in judgment leading either to over-landing or over-rotation. A study of the lives and equipment lost so far in this war indicates very clearly that a great deal of it has been due to insufficient direction.

There are many schools of thought as to just how far a senior should give a junior complete discretion in operations but the writer believes that a very great majority of experienced officers, especially experienced sea officers will agree that no one can ordinarily efficiently direct the operations of a ship or a plane or ships or planes unless he himself is thoroughly acquainted with all the conditions that exist at the scene of the problem.

It was understood when this Advance Base was established at Coos Bay that they would get their operations orders direct from the Northwest Sea Frontier and the senior aviator was given to understand that he would use complete discretion in carrying out those orders to the best of his ability. The senior aviators who have been

CO: GUMED AIR STATION,
Port Angeles, Washington.
8 November, 1942.

assigned in charge of this detail were carefully selected for their experience and ability and mature judgment.

2. The ballast for widening the runway here is now almost all in place but it is understood that the contractor now will be unable to get his mixing machine for making the asphaltic plant mix until the first of December or later.

The new young pilots here are now paying dividends and we are hoping that we can keep them for some time. The local football team, The Port Angeles Commandos, made up of Coast Guardsmen, Navy and Coast Artillerymen from Port Angeles has now defeated all the top service football teams in the Northwest west of the Cascades. The boys are going to try their hand on one semi-pro team from Bremerton and on St. Martin's College, Thanksgiving Day, and will call it a season.

D. B. MEDENDORP.

Copy to:
Headquarters
3300, Seattle, 15thMO

COAST GUARD AIR STATION,
 Port Angeles, Washington.
 15 November, 1942.

Subject: War Diary, 8 November, 1942, to date. *62*

The commanding officer at Tongue Point told the writer that he has to control Coos Bay traffic because he has the communications. The communications between the Section Base at Coos Bay by teletype to Tongue Point is no faster than the same means to this station. The sources of weather information available are the same.

The progress on the repairs to the V-203 has come nicely and it is hoped that that plane will be in the air by the middle of this coming week.

During the week a search was made for a soldier lost in the Hob River area. This soldier had gone berserk and deserted from his patrol and had been missing in the forest for several days. Ground search details had lost his trail. The plane searched the area very thoroughly and when it circled above the spot where he was he ran out on the beach and was picked up by the patrol.

The V-175 is due for an engine change so this station will be for sometime equipped with only the J4F-1 airplane. This airplane is very trying to fly in a gale because the rough air will just about take it out of the pilot's hands and its rate of climb is so poor that if it is caught in a down draft at low altitude it is likely to be smashed into the water or ground. In the past week and expected several months of low ceilings accompanied by gale winds this airplane has been and will be a fine gray hair color.

B. E. HERRICK.

Copy to:
 Hqtrs.
 2000, Seattle, 13ND

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX 63

Port Angeles, Washington,
29 November, 1942.

From: Commanding Officer, COAST GUARD AIR STATION,
Port Angeles, Washington.
To : Commandant, 13th Naval District.
Subject: War Diary, 16 November, 1942 to date.

This period has been a very active and interesting one. On the 17th a P-38 of the 130th Fighter Squadron crashed in flames in the strait off Port Angeles. He was picked up in a plane from this station in what was timed by a civilian who saw the operation as four minutes from the time he hit the water. Considering that this included the time of warming up the engines of the rescue plane and taking the depth charges off that plane it is considerably faster than any drill ever held at this station.

On the 19th a plane from this station brought in a man whose back had been injured in a fall aboard a ship on patrol at the strait's entrance.

A number of escort missions have been undertaken in addition to the regular patrols.

The work on the improvement of the runways appears to be progressing rapidly and now the writers only worry about this job is as to its quality. The engineering inspector on the job states that the departures from best engineering practice on this job are now so many that the quality of the job has been jeopardized. It appears that there is no alternative to these departures if the job is to be accomplished at all. The fatal error was committed when the job was allowed to hang fire for two years so that prices are now out of line with the amount of money available.

Yesterday the four young aviators who have been stationed here for some time were returned to their squadron and their places were taken by two new young aviators. The association with the four young officers just relieved has been a very pleasant one and their departure is felt with regret by all hands here. These young officers had exhibited a very enthusiastic attitude toward their work and evinced a strong interest in instrument flying, which is very important here.

COAST GUARD AIR STATION,
Port Angeles, Washington,
29 November, 1942.

The two new officers are very anxious to get checked out in this equipment which is strange to them and as soon as our present spot of bad weather passes we expect to get them started in the Higgins.

The first of the new radio engineers' class has made a flight for familiarization with the aviation radio's problems in the air, and looked very promising. If the rest of the class show up as well our radio personnel problems should shortly be solved for the immediate future.

D. E. MAGUIRHEE

DSST:boi
Headquarters,
DCGO, Seattle, 13th ED.

~~CONFIDENTIAL~~

Port Angeles, Washington,
8 December, 1943.

From: Commanding Officer, Coast Guard Air Station,
Port Angeles, Washington.

To: Commander, Northwest Sea Frontier.

Subject: War Diary, 29 November, 1943, to date.

1. The new instructions for submission of war diaries re-
quire that the designation and composition of the unit and of its next
higher echelon of command and of the major task organization to which
it is attached be described. For this unit that is a very interesting
problem. To begin with this unit is known as the U. S. Coast Guard
Station, Port Angeles. It incorporates the Coast Guard Air Station,
the Rock Light, and the Newburgman Light and the Newburgman
Coast Lookout Station. Its mission covers assistance of mariners
in distress, flying of emergency medical cases, enforcement of a large
number of laws which are by statute the problem of the U.S. Coast Guard,
the maintenance of its aids to navigation, such military missions as it
may be assigned by Commander, Northwest Sea Frontier, miscellaneous
training missions as assigned through the District Coast Guard Officer
and the general maintenance of discipline for cutters attached and for
the personnel of the Capets of the Port's organization in Port Angeles.
His last named duty consists usually of holding court for petty offenders
attached to small Coast Guard units locally assigned those officers in
charge are not authorized by the Secretary of the Navy to convene courts.
This unit provides boards of investigation as directed by the District
Coast Guard Officer to investigate local incidents in which Coast Guard
personnel are involved where such boards are required. This unit acts
as a weather reporting station for the Department of Agriculture also.
At this writing this unit has an Advance Base of two planes, two pilots
and eight enlisted men at Udon Bay but these are expected back any time.
In addition to the foregoing the commanding officer of this unit is also
commanding officer of the Port Angeles Naval Section Base.

The next higher echelon of command of this unit for
military missions is the Commander, Air Task Group, Northwest Sea
Frontier.

The next echelon of command for law enforcement missions,
life-saving missions and other Coast Guard work for all problems
of logistics is the District Coast Guard Officer, 13th Naval District.

This unit is part of the Northwest Sea Frontier. It
operates on military missions at this writing under Operation Plan No.
2-43, Commander, Aircraft, Northwest Sector.

COAST GUARD AIR STATION,
 Fort Ang u, Washington,
 8 December, 1942.

Subject: War Diary, 29 November, 1942 to date.

2. The past week has been a busy one. The earlier part of the week the straits were lashed by winds of gale force and the operation of the Widgeons was difficult.

Tuesday the station had one medical assistance case, bringing an injured man out of Coote Lake and one special mission (escort). The two new pilots borrowed temporarily from VCSDB were not yet checked out in twin engine planes and could not be because of the severe weather so those extra missions kept the two older pilots in the air pretty much all day.

Wednesday from noon until dark the station had a special escort mission requiring over-lapping of flights.

Thursday the station received request from VCSDB to get their two pilots back. Flights were made over mountains to permit the Public Relations Officer to take pictures.

Friday the two pilots borrowed from VCSDB were returned to Sand Point.

Saturday was dedicated to inspection except with the routine patrols.

During repeated escort missions pilots here have felt the need for test communication drills with the surface escort vessel on 3,000 kilocycles. There is at present no provision for such exercise and when some months ago activity was requested by a CG passing here to hold such an exercise with the planes the request was refused. It is believed that on occasions where, especially in rough water, the plane crew sights an object they are pretty sure is a water-logged log, if they could talk directly to the escort vessel the object could be checked very quickly whereas as likely as not each time the plane flies low over the object to look at it it is either submerged or submerging. Visual communications by blinker between plane and ship very occasionally is effectiveness by the units. With one ship the ship's signalman gets up on the flying-boat where he can work the plane during her entire circle. With another ship the signalman stays down on a lower signal platform and works the plane while it is flying by his side of the ship signalling "interference" each time as the ship's superstructure or rigging blocks out the plane. Provision for such drill exercise on 3,000 kilocycles should include a speed temporary call for the surface ship to avoid disclosing her identity on the air.

D. B. KODIA MID.

Copy to:
 Commander, Northwest Sector,
 Hdqrs., U.S. Coast Guard
 DCOG, Seattle, 13thMD

UNCLASSIFIED//FOR OFFICIAL USE ONLY 67

Port Angeles, Washington,
6 December, 1942.

From: Commanding Officer, COAST GUARD AIR STATION,
Port Angeles, Washington.

To: District Coast Guard Officer, Seattle, Thirteenth
Naval District.

Subject: S.S. JOSEPH L. MEEK, boarding of.

References: (a) DCOG, Seattle, 1311ND letter, 3 December, 1942
(OPC-631-661) Confidential.
(b) Ass't. COTF, Port Angeles, letter, 4 December, 1942
(601).

Enclosure: (A) Copy of reference (b).

1. This incident was reported to me at the time of its occurrence. Then the master admitted himself entirely in the wrong; stated he knew he was to stop at Port Angeles for examination but simply forgot it.

The S.S. JOSEPH L. MEEK apparently does not stand an alert or efficient signal watch.

2. The signal station at MEEP (just west of Point Wilson) is operated jointly by the Army and Navy. The Coast Guard's only connection with this signal station is to supply patrol boats at times to bring vessels to that are unable to signal at all.

The boarding done at Port Angeles is specified by COMNAV's secret directive (NDP1A) as a function of the Captain of the Port. However, it is also mentioned in the operation order of the Northwest Sector as a function of the Section Base. Both directives agree that the boarding will be done by Coast Guard officers, "if available".

Admiral Freeman's early orders indicated that the Coast Guard had nothing to do with the problem of boarding. Later after Admiral Vaseche's order which covered the duties of the Coast Guard in wartime was published Admiral Freeman wrote a second order which modified his first. Captain Root, USN, identified to me as Admiral Freeman's "agent" inspected here and I discussed this problem and asked for clarification - after Captain Fredrick had refused to make any statement - and Captain Root said to me MOP-1 as my bible, that any orders in conflict with it would be changed (NDP1A is the latest edition of NDP1).

CONFIDENTIAL

631-661
68

COAST GUARD AIR STATION,
Port Angeles, Washington.
6 December, 1942.

Subject: S.S. JOSEPH L. MEEK, boarding of.

At present the boarding here is considered a function of the COTP. The Naval Section Base supplies him with a desk and at my request the N & R officers also act as Routing Officers. This saves an extra boarding and helps to funnel all this related business into one channel. So far our Routing has been A-1 and we have even caught errors of the Seattle Office in time to refer them back for correction and save them embarrassment. I doubt if the Routing Duty Officer reported the instances to Comdr. Ingraham however.

J. B. MacDIARMID.

CONFIDENTIAL ~~CONFIDENTIAL~~ 69

Fort Angeles, Washington,
20 December, 1942.

From: Commanding Officer, COAST GUARD AIR STATION, Fort Angeles, Washington.
To: Commander, NORTHERN SEA FRONTIER.
Subject: War Diary, 6 December, 1942, to date.

1. The events of the period of this diary, of interest, were mainly concerned with the problems of laying a hot plant mix pavement on the runways in persistent wet weather and airplane maintenance. The contractor for laying the runway pavement is most insistent that he can lay this pavement practically under Niagara Falls with success but the inspecting engineer states that you cannot get a good job that way and inasmuch as to the writer's knowledge some of the previous work of this particular contractor has been of poor quality, the inspector's opinion is given the greater weight. This has been the wettest winter of the last three years to the writer's memory and the difficulties of laying this paving have been considerably greater than were expected. It is still hoped that at least a second-rate job of paving will be accomplished.

Considerable difficulty has been encountered recently in the operation of the Ranger engines installed in the J4P-1 airplanes. The ignition systems of these engines are very sensitive to dampness and spray and with the arrival of the wet season the plugs and ignition harness became never ending problems. At this writing three out of four airplanes using these engines are grounded because of excessive clearances found in the thrust bearings. In the worst case the clearance was twenty thousandths of an inch.

During the period covered by this diary this station has been honored by visits by two admirals both of whom we had the privilege of flying in our equipment.

A new pursuit squadron flying Lockheed Lightnings is based on the nearby airport here and inquiries by the commanding officer of this squadron as to what crash coverage we could give them has been most embarrassing to us. On a previous occasion when an Army pilot went into the straits he was picked out of the water very promptly by an aquidman by this station but on that occasion the sea in the straits was very moderate. The air station crash boat was surveyed some months back and a converted fishing boat is being used temporarily as a crash boat until the arrival of our new crash boat which is expected some time the latter part of January. The probability of having to give this organization some crash assistance is very real. These young pilots crash these planes very frequently. We are praying here that

COAST GUARD AIR STATION,
Port Angeles, Washington.
20 December, 1942.

Subject: War Diary, 6 December, 1942, to date.

When a call comes the sea will be moderate for the JMW is a very hot airplane to put down in a steaming sea.

During this period the new Seattle Air Center has been organized and it is believed that the establishment of this command has created a great potential asset to this station in the solution of some of our airplane maintenance and logistic problems.

Verbal authority has been received from the Commandant, Thirteenth Naval District, and from the Commander, Naval Air Center Seattle, to use the vacant AATC barracks here on a tentative basis pending further official action in the matter. Steps are being taken now to construct bunks and lockers as fast as possible.

The past two Tuesday night lectures were given by Lieutenant (junior grade) Housay on the subject of Naval Court Procedures, rules of evidence, forms of specifications, etc., and were very well prepared and delivered. It was very apparent however that many of the officers were not sufficiently familiar with their Naval Courts and Boards to appreciate some of the fine points discussed and the writer feels more strongly than ever that officers' professional study will not arrive at passable standards until promotions are predicated on professional examinations or at the very least the completion of well-planned lists of required reading including questionnaires on each book to assure serious study. Many officers will study out of interest in their profession and some are natural scholarly bent but many others who are otherwise potentially very able officers will not study any subject unless they are driven to it. At present a first class seaman is required to demonstrate more knowledge than is required of a lieutenant and commander.

D. B. MACDIARMID.

Copy to:
Comd., CG Brigde.
ComNavest Sector
ComNaval Air Center, Seattle
DCGO, Seattle, 13ND

INTERNATIONAL BUREAU OF INVESTIGATION

Post Office, Washington
17 January, 1954.

Re: Suspected Communist, JOHN WOOD AND OTHERS, Post Office,
Washington.
In: Suspected, Richard W. DICKENS.
Topic: The Party, 22 January, 1954 to date.

In during the period of this diary these additional operations
also have appeared for duty at this air station. However, the operative
staff indicated that he had learned through friends that he could support
some flights. Because as the writer has been in this station for almost
two years including everyone else here and go, writes for his own protection
as to be accurate. The writer has noted conversations, both working and in
writing, for a more solid job in this and did have to hope that the next
step will bring the

The subsequent flight operations with the flight operations,
usually involving several flights, operations in the night flights, was noted
by a representative of the flight flight company who stated that these opera-
tions could have an actual operation of just back when they become available.
Further information of the flight operations like a systematic statement for flight
operations and the company representative stated to the writer that the com-
pany will be the writer's property, both a written statement in that office.

The continued work here has been a serious threat to the safety
of the operations because also on the average. The subsequent operations involving
operations in flying this aspect in parts of water in a serious state. The
operations for the job require that this aspect be held in a dry condition,
as the writer is continuously concerned with the problem of these operations
because from the latter end aspect of these operations. The writer
agreed to do this work at this station and signed a contract which operated
for the flying of the aircraft and to that in a dry condition. This agreement
is in all the interest to take care and thoroughly operations with the type of
water operations in this station. The contract was awarded to him in plenty of
time for him to take responsibility with work in the field of the operations of
water in the field, and the only other way by which this contract can be held
in compliance with the spirit of the operations would be to let the contract
to provide some additional work that to say the next flying aspect of
to give or to, to take for possible dry days. From the writer's view, while
under that this project job will not end by a significant amount of the positive
way or not yet done at this

Copy to:
Director, FBI
Office of the
Post Office, Washington
New York, New York, 1954

To be destroyed

SECRETARY OF DEFENSE, WASHINGTON

Dear Sirs, Washington
 27 January, 1954.

From: Commanding Officer, 10th Air Group, 10th Air Force, Washington.
 To: Commander, 10th Air Force.
 Subject: The Army, 10 January, 1954 in file

In looking the period of this story these additional experienced pilots have reported for duty at this air station. Experience, the extensive effort indicated that to not depend on the pilots that in small amount when starting. Depend on the writer has been in this station for almost the past century, however also now and go, writer for the last few years has to be apparent. The writer has noted experience, both extensive and in depth, for a more solid part in this and not have to hope that the next week will bring the

The extensive flight experience with the 10th Air Force, mostly extensive flight training assignments in the United States, was noted by the representative of the group. The writer was stated that these pilots are well over the usual experience of 10th Air Force pilots. Many of these pilots, however, are not in the 10th Air Force, but are in the 10th Air Force, and the writer has the opportunity to see the pilots in the 10th Air Force, and the writer has the opportunity to see the pilots in the 10th Air Force, and the writer has the opportunity to see the pilots in the 10th Air Force.

The extensive flight experience with the 10th Air Force, mostly extensive flight training assignments in the United States, was noted by the representative of the group. The writer was stated that these pilots are well over the usual experience of 10th Air Force pilots. Many of these pilots, however, are not in the 10th Air Force, but are in the 10th Air Force, and the writer has the opportunity to see the pilots in the 10th Air Force, and the writer has the opportunity to see the pilots in the 10th Air Force.

Very truly,
 [Signature]
 [Name]
 [Title]

To: [Name]

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

Port Angeles, Washington
24 January, 1943.

From: Commanding Officer, COAST GUARD AIR STATION,
Port Angeles, Washington.
To: Commander, Northwest Sea Frontier.
Subject: War Diary, 10 January, 1943 to date.

This has been a period of very bad weather both for flying and for progress on our runway construction project. The patrols that have been made have been flown under very trying conditions of snow and fog, and have involved repeated returns to station on instruments.

The progress of the runway paving has been completely stopped by the bitter cold weather and continuing snow storms.

Indications have been received from the Naval Air Station at Seattle that this station will be supplied with some anti-aircraft guns. Studies by the officers as to the ideal disposition of this equipment around the station to achieve the optimum field of fire and protection against conceivable air attacks have developed some interesting though controversial ideas on the merits of various arrangements.

The new ammunition allowances for practice have stirred great enthusiasm. It is expected that all gunnery standards on this spit will improve through the planned training which will include careful instruction on the theory of hitting a moving target and on the Jan Handy trainer, and a generous practice in tracking and dry runs before any ammunition is expended.

During the past week a very interesting talk was given for the regular Tuesday night officers' training lecture by Ensign Whiteside, USCGR, who has just completed the five-weeks course at the sound school in San Diego. Mr. Whiteside's description of the course and of the potentialities and difficulties of the anti-submarine officer and equipment held the officers here thoroughly enthralled. His talk was illustrated by blackboard sketches and by phonograph recordings of underwater sound. The lecture was followed by a very interesting open discussion of possibilities of anti-submarine warfare with special regard to the improvement of two vessels working together and the improvement of planes working with surface vessels.

The pilots' instrument requalification progress here was delayed by the weather and by the fact that the pilots newly transferred here from Gulf stations have not flown on instruments nearly as much as the pilots stationed here, and consequently, require considerably more practice for qualification.

Orders were received during the week to transfer our temporary crash boat to Seattle for return to its owners. That will leave this station again without a crash boat. Information was received about six weeks ago that our new crash boat should arrive here by the middle of January.

The Boarding Officer at the Section Base here told the writer that the S S GEORGE A. CUSTER which passed through Fort Angeles inbound 28 December, 1942, carried two crash boats and that a young naval officer aboard the vessel told him that one of those crash boats was to come to this air station. Further inquiries are being made to find out if that boat was our boat and by some chance got lost.

D. B. MacDIARMID

Copy to:

ComSecWenSector
Comdt. CG Hqtrs
Naval Air Center, Seattle
0000, Seattle, 13WD

63-401 CONFIDENTIAL
COAST GUARD AIR STATION

Fort Angeles, Wash.
7 February, 1943.

It is expected that the field lighting will be installed
and connected this coming week.

D. B. MACCIGRIBID.

Copy to:

Commander, Northwest Sector
Commandant, Coast Guard Headquarters
NAVAL AIR CENTER, SEATTLE
BGOO, Seattle, 13428D

File

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

Port Angeles, Washington,
7 March, 1943.

From: Commanding Officer, COAST GUARD AIR STATION,
Port Angeles, Washington.
To: Commander, NORTHWEST SEA FRONTIER.
Subject: War Diary, 7 February, 1943, to date.

1. This station consists of an Air Station with six planes attached, two lighthouses and one Coastal Lookout Station. The Commanding Officer has also been directed to hold post as necessary on orders of the Captain of the Port's organization in Port Angeles. The chain of command is a little involved. For all purely Coast Guard duties such as law enforcement duties and assistance work this command answers directly to the District Coast Guard Officer of the 13th Naval District. The planes attached to this station were assigned to the Pacific Fleet by order of COMINCH and were re-allocated for use to the Northwest Sea Frontier. They are operated under orders from the Northwest Sea Frontier. This Air Station is a part of the organization of the Commandant of the Naval Air Center, Seattle, and answers to that officer in all matters concerning aircraft maintenance and aircraft and flight personnel, logistics, and pertinent facilities and equipment.

The commanding officer of this station is also under orders from COMFENS as commanding officer of the Naval Section Base, Port Angeles.

2. The period of this report has been an intensely busy one. The gunnery training schedule has been going ahead as fast as possible limited only by the hours in the day and the hours pilots can fly and still be efficient. It is expected that the free gunnery schedule will be completed in a couple more days if the weather holds good. Twenty-two free gunners have been run through preliminary firing in the standard C.O.S. qualification course. Six have been qualified and two qualified as expert, and it is hoped that more will be qualified during the final firing for record. Generally, the aptitude shown by these student gunners and their grasp of the theory and preliminary ground instruction has been very gratifying.

All pilots here had refresher runs in glide bombing using miniature bombs and all made very good scores. However, these are all veteran pilots.

All pilots have been given refresher runs during this period at strafing ground targets. The target used was a standard 200 yard small arm target mounted on a frame on the beach. The scores

Subject: War Diary, 7 February, 1943, to date.

varied from eight hits to eighty-three hits. Each pilot fired one hundred rounds.

The training of anti-aircraft gunners is progressing slowly. A training film for use on the synthetic trainer to instruct these gunners would be very desirable. A number of devices have been used here to demonstrate to the young gunners relationship between target speed, range, and target angle. These vary from diagrams to mathematically accurate motion machines to make a bullet travel on one wire and a plane travel on another wire each at speeds proportional to reality. Convincing a new gunner how far he must lead a fast moving target at a respectable range remains a very difficult problem.

This station's request for the allotment of funds necessary to put in additional seriously needed galley equipment and bunks has still not been answered. A galley designed to serve 1 man can serve 21 or 31 men only so long before sanitation and health suffers. It is incomprehensible to the writer why money can be allotted to some stations for cocktail bars and fluff and other stations can not get funds necessary for crew's galley equipment when the crew's health and comfort is jeopardized by it's lack.

This station recently learned that COMUSMC has designated the Coast Guard to develop Helicopters for use with convoys. Rumors of terrible losses suffered by some convoys offers a challenge to any belligerent spirit. All senior pilots on this station have volunteered for this duty.

Other than recent fairly reliable reports that enemy submarines have been sighted in these waters the operations here have been quiet and routine except for an occasional airplane crash in the vicinity.

D. B. MADDIAGGIO.

Copies:
ComNavSubSec
Comdt. CG Bldg
Naval Air Center, Seattle
DOGO, Seattle, 13thHP

File

Fort Angeles, Washington,
21 March, 1943.

From: Commanding Officer, COAST GUARD AIR STATION,
Fort Angeles, Washington.
To: Commander, NORTHWEST SEA FRONTIER.
Subject: War Diary, 7 March, 1943, to date.

1. The training program has been progressing as rapidly as operations permit it. Between regular patrols, the absence of one plane on a three-day flight to Kodiak, several dawn to dark escort missions and miscellaneous other small jobs we have been fortunate in the progress made. All pilots have fired fixed gunnery runs once and all made very poor scores which was expected from a study of The Report of Gregory Knudsen, U.S.N. It appears that this is customary. Comments from that report indicate the desirability of each pilot firing these runs six or seven times. There is some question here as to the feasibility of such program in view of the planned intensive training program for the new pilots who will start reporting next week. The training program planned for the first batch of green pilots will involve well over four hundred flight hours and much of this will be instruction requiring an experienced pilot. This program running co-incident with regular operations promises the continuation of our past strenuous schedule.

The installation of the contact lighting of the runways is still incomplete because of a series of fuses by the contractor incident to which about a hundred light bulbs were burnt out.

The plane crew making a flight to Kodiak received the impression that Kodiak is farther from the war than Fort Angeles. Everyone here is worn out but no one has a chance to get bored.

Request for funds for the necessary alterations to the sea barracks was made over six weeks ago. To date no answer has been received on the request. The alterations requested are very necessary for the health and comfort of the crew at this station.

D. E. MACDONALD.

Copy to:
Comair Messes
Comd. CG Hdqtrs
DCSG, Seattle, 1300
NavAir Center, Seattle

CONFIDENTIAL

Fort Angeles, Washington
6 April, 1945.

From: Commanding Officer, COMBAT STAFF AF - 22413 N, Fort
Angeleno, Washington.
To: Commander, Northwest Sea Frontier.
Subject: War Diary, 21 March, 1945 to date.

The week started out quietly except for intensive training programs for the new pilots. The last two days were very hectic with flights from before daylight until after dark, searching for survivors from shipwreck on the beach, providing air escort for arriving LIs, and searches for and assistance to, two lost planes off Copalis beach.

All pilots took their annual physicals this week, and for the first time in history no one had to go back for new scholders.]

Word has been received that action has finally been decided upon for the installation of needed equipment in the new barracks. It is earnestly hoped that the completion of this work doesn't go into the doldrums again.]

The Supply Officer made a recent trip to Seattle for instruction in Section Banking, and he hopes he understands it. So one side here is sure whether he is entitled to buy a pair of shoes or have butter at a given meal or not.

During the week the station lost one experienced aviator by transfer and gained four new aviation pilots, right out of Resanole, who have to be given 100 hours apiece of additional operational training. For our operational efficiency, these changes constituted a net loss.

D. P. HEDGECOCK

Copy to:

ComNavOpsSector
Comdt, CG, Hdqtrs.
Naval Air Center, Seattle
NCGO, Seattle, 1350

CONFIDENTIAL

63-601 CONFIDENTIAL

Port Angeles, Washington
29 April, 1945.

From: Commanding Officer, COAST GUARD AIR STATION, Port Angeles, Washington.
 To: Commander, Northwest Sea Frontier.
 Subject: War Diary, 1 April, 1945 to date.

The period of this Diary has been both a strenuous and a tragic one. One plane carrying four people was lost in a crash on Eliza Isakbin. All four people in the plane died as a result of the crash. The crashed plane was, at the time of the crash, on the safest type of flight done here, namely on instrument training flight with one pilot flying under the hood and another outside checking his errors. The pilot attempted to cross a 2200 foot ridge at 1500 feet. The safety pilot failed to correct him. Lost in the plane were Lieutenant Commander Nathrop the pilot, Earl R. Mayskams, A-1, a safety pilot, Lieutenant (Junior grade) Carl S. Keeney a passenger and Thurloe E. Keener, A-1, the crew raider. Each of these people leaves a curious hole here not alone in suddenly disrupted friendships but also in the efficiency of the station.

It is expected that this station will shortly be required to use a PVF airplane for a mission in Alaska which will last possibly three months. Since the recent crash of the 176 the writer feels disappointed about ordering a pilot to this duty without a chance to get the wings up himself and see it off to a good start. The work of this plane will be pretty much pioneering, unassisted by a squadron or station maintenance organization. The pilot assigned, if he prove inadequate, will either (a) fumble the mission through over-visibility and caution or (b) lose his ship and crew through a lack of ability or a lack of horse sense.

Three officers of the Royal Canadian Air Force are visiting this station at this writing to discuss problems incident to following aerial escorts at the international boundary. The senior one of these officers Flight Lieutenant Waynes, RCAF, has contributed some very valuable and arresting comments, at our request, on our methods and local station procedures. This officer has had some years of experience with the Royal Air Force in this type of work and it is hoped that his generous criticisms may save us from some fumbles.

A job undertaken during this period, providing aerial escort for a convey and involving making contact with the convey in the dark of a foggy and rainy morning suggested the desirability of the convey making some sort of light signal when they hear the plane

CONFIDENTIAL

Subject: War Diary, 4 April, 1943 to date.

close aboard. The R.C.A.F. officers say that aboard, an occasion occurs will show the aerial escort a directional flashing blue light. This sounds like a very good idea. On several occasions the writer has passed close aboard of a ship running dark on a wet night without being able to see it. The prevalence of continual passing squalls in this area makes the location of surface vessels a difficult problem at best.

During this period the GMD-4 borrowed from Sand Point was returned. This airplane had given very valuable service. For days running and seven days a week a steady succession of pilots and student gunners climbed in and out of this airplane. The free primary schedule was considered very successful. The first primary which was first thought to be very satisfactory was found to have been scored in error through a misreading of the G.C.M. All pilots fired twice and while this is not considered a satisfactory course to make top-grade gunners one pilot had a merit of 100 and most of the others were qualified.

During the past week a book recceivance course was given by an Army officer at the local high school. Many officers and men from this air station and the station here took advantage of these lectures.

D. S. MacLELLAN.

Copy to:

Confidential
Comdt. CG Station
Naval Air Center, Seattle
DCCC, Seattle, 13420

CONFIDENTIAL

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

Port Angeles, Washington,
2 May, 1943.

From: Commanding Officer, COAST GUARD AIR STATION, Port Angeles, Washington.
To: Commander, Northwest Sea Frontier.
Subject: War Diary, 19 April, 1943 to date.

The period of this Diary has been one of routine missions, patrol and escort, with the main emphasis here on the training of the new aviation pilots recently assigned.

These young men appear so far very promising. They mastered the twin-engine difficulty very easily and are now through refresher courses in ground strafing, glide bombing, partially through an instrument qualification course, have been given a measure of instruction in anti-submarine doctrine and the conduct of various escort missions and are believed ready now for any type of elementary short-range fair-weather missions. Their training is continuing.

The new barracks which were acquired four months ago are still without galley equipment nor is there any evidence that the necessary equipment will be installed in the early future. The odds of the Staff grind slowly. The writer has been stating for four months that the equipment of this galley is very important to the health and morale of the crew here.

The status of the expected three month plane mission in Alaska, for which this station was originally expected to supply personnel, is at this writing very confused.

No news has been received here as to the expected arrival of the new planes. The last indications were that they were to have started arriving here over two months ago. It is observed that all other stations appear to be getting theirs. It is assumed that this station is again the "8-ball station". An analysis of reports of Coast Guard operations from some years back have shown this station to be continually first or second in the number of lives saved in general Coast Guard work. During all that time and now this station seems constantly last to get equipment. Other units which are doing much less work get planes. No one here seems able to provide the answer to this mystery.

D. B. MacDONALD.

Copy to:

ComNavSecSec
Comdt. CG BdeTws
Naval Air Center, Seattle
DCCC, Seattle, 13thND

345; War Diary; 2 May, 1943 to date

The pilots of this station generally feel that they have been pushed in a corner and forgotten or that their potential fighting value is held in very low regard. There are flyers available here with many years of sea service and experience as engineers and navigators and thousands of hours of experience in the air who are flying small obsolete ships on local escort missions — sometimes difficult enough considering the weather but offering no possibility of earning credit or promotion — while young Army Air Corp and Navy pilots some of whom are practically boys, are flying long range attack missions on the enemy.

The first detail of men sent from this station to the aerial gunnery school at Whidby Island returned with very nice marks and a very gracious note from the officer in charge of the school that this group had been "individually and collectively the best students ever to go through the school". More aerial gunners will to run through this school when operations here will permit and the school can accommodate them.

The dry season has now arrived and there appears to be no action imminent or known to be planned on the application of a seal coat to the sea asphaltic runway surfaces. On the basis of advice from airport engineers the application of a proper seal coat to these runways may well mean the difference between their being a passable job or a horrible mess.

An invoice has been received here for one three-unit and one two-unit Victory Hut. These buildings are expected to assist in the partial solution of the housing and office space problem here which has been and probably will continue to be a long-term headache. During an officers' conference it was found that there were three demands for each hut so if four more should be sent here by mistake they will be used without question.

Some very interesting exercises were held with a submarine firing torpedoes here. The aircrew privileged to observe the problem benefited greatly. One plane located and marked — by flashlight — a spent torpedo which the recovery boat had lost.

The increase of training air traffic in our area is introducing new problems. A plane with dual controls and all around visibility for the safety pilot is almost a must if a satisfactory instrument training program is to proceed with reasonable safety here. The omission of such a program in this area is an invitation to disaster.

Transmission of this letter by registered mail within the continental limits of the United States is necessary and is therefore authorized.

D. B. MacDONALD

CC: ComNavSec
Comdt. CG Station
Naval Air Center, Seattle
DCCO, Seattle, 13140

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

Show reply to Port Angeles, Washington

(a)
MIR is file: 83
601 SECRET

15 Jan, 1943

To: Commander, Northwest Sea Frontier

*By order of
Commander*

Re: Air Diary; 2 May, 1943 to date

This station operates under the Commandant Northwest Sea Frontier. Its planes are attached to the Pacific Fleet and are reallocated to the Northwest Sea Frontier for operation. This station is a part of the organization of the Commandant Naval Air Center, Seattle and receives logistic support from that command and is subject to that command for the coordination of its station equipment with the other stations making up that command. This station is directly answerable to the Commandant of the Northwest Sea Frontier for the execution of all military missions. This station is responsible to the District Coast Guard Officer for the execution of life saving and assistance missions and law enforcement missions and such other Coast Guard work as he may direct. The Commanding Officer has been assigned additional duty as Commanding Officer of the Naval Section Base here and in that capacity is directly responsible to the Commandant Northwest Center for all logistics and operations.

This apparently involved selection of command has actually worked very simply and has in many cases contributed materially to the efficiency of operations of both this Air Station and the Section Base because the work of the two units has been closely coordinated here in both operations and training and this broad selection of command has provided easy access to sources of information, advice, and the borrowing of training aids and training officers which were available to one unit but would not otherwise have been easily available to the other. The success of such a system is of course dependent upon the cooperation and understanding of the various services who occupy the key positions in these selections of command and in that regard the writer has been very lucky.

The station has received three more aviators and three more aviation pilots which gives it now a total of twelve flyers plus one aviator attached but on temporary duty in Alaska. Five of the new pilots are directly out of flight training and will not be ready for operational missions for probably sixty days. The training program on the previously received four aviation pilots has gone ahead very satisfactorily and they are now being used for the easier type of fair-weather mission.

The six new VOB airplanes allotted to this station are now three weeks overdue. When the station learned that the planes allotted would be the OC37-1 type of plane a ship of that type was borrowed from the Air Center for training pilots in its use and mechanics in its maintenance.

Subj: War Diary; 2 May, 1943 to date

It is a very interesting airplane. Between the accounts from the Fleet on this new plane's malfunctioning and the accounts of some pilots at Sand Point on its brief but unimpressive record there the pilots here were generally without enthusiasm for the airplane. However all but two pilots here have flown this airplane now and the opinion on the plane is slowly turning in its favor. It appears to be able to cruise faster than the Kingfisher on the same percentage of power. Its automatic pilot is definitely an asset where the pilot has to handle codes and navigate in flight. While it has been flown here only on wheels its take-off characteristic at various loadings up to a slight overload have been very satisfactory. Its stability at low speeds is unbelievable. While the plane is still a disappointment the pilots here generally believe that it will turn out at least as satisfactory a ship for the work here as the Kingfisher. Later operations may change that belief.

There is still no sign of progress on the equipment of the badly needed new galley here. It appears that the responsible office will neither accomplish the work itself nor turn it over to the station to be accomplished. At this writing approximately one hundred and fifty men are being fed by a galley designed to accommodate a top of eighty-eight and are being seated in a crew's mess hall seating approximately forty. This condition is unnecessary and is not conducive to either health or morale. The galley equipment is expected now about the middle of July. On the basis of visible signs and portents the galley, cold room and commissary store room will not be ready when the equipment arrives. This beautiful job of staff work has already dragged along for six months.

This station is in real need of a long range patrol plane. Many missions here are conducted in the face of great difficulty and embarrassment because the planes available are of such short range that they can not be sent any distance on a mission such as escort without a very early relief. This means that to keep one plane on station over a slow convoy usually requires three planes almost continuously in the air, one on station, one going and one coming. In thick weather the relief is the most difficult and dangerous part of the mission due to low visibility and danger of an air collision. Three FBY airplanes are allotted to this station. They were supposed to have started coming a month ago. On the basis of the delay in delivery of the VOB airplanes the pilots here estimate that the FBY's will arrive about the middle of 1944. The officers at this station read the impressive aircraft production figures with considerable interest. Our failure to get new decent equipment is surely not due to shipping difficulties. The popular explanation is that the new equipment goes to the new pilots who promptly crash it. It is estimated that there has been enough beautiful equipment crashed through clumsiness or stupidity in this area alone in the last six months to have equipped this station with fine equipment five times over.

Port Angeles, Washington

CG AIR STATION

CG-43-601

2 September, 1943

SECRET

To: Commander, Northwest Sea Frontier

Re: War Diary, 22 July, 1943, to 30 August, 1943

1. Routine morning and evening air patrol of the entrance to the Straits of Juan de Fuca made during the period. Air coverage of designated floating units provided as ordered by COMNAVBALOPAC.
2. Continued training program of non pilots covering indoctrination in J4P and J4P types of airplanes and practiced dropping miniature and 100 pound water filled bombs on station target.
3. Lieutenant Commander W. E. Dinton, USCG, has been ordered to command of this unit and will report about 3 September, 1943.
4. The transmission of this letter by registered mail within the continental limits of the United States is necessary and is therefore authorized.

J. F. MCCUE
Acting

CG: COMNAVBALOPAC
Comdt., CG Hdqtrs
USCG, Seattle, 13ND
HAG Seattle

Our reply to (c) Fort Angeles, Washington
Air file: GP-63-661

1 October, 1943

SECRET

To: Commander, Northwest Sea Frontier

Subj: War Diary, 31 August, 1943 through 30 September, 1943

1. The unclassified reported and assessed command of this Coast Guard Air Station on 4 September, 1943 in accordance with orders issued by the Commandant, U. S. Coast Guard. The former commanding officer, Lieut-Commander J. B. MacLennan, USCG, had joint command of the Air Station and the Navy Section Base and it is understood that alternate plans are now being considered for consolidation of these two commands. If the proposed plan is adopted in which the Coast Guard takes over and completely staffs and runs the Navy Section Base, the transfer of key Navy officers should be gradual and only after the assignment of additional Coast Guard officers. The present staff assigned to the Air Station will be unable to handle all the additional duties in view of the contemplated arrival of new planes and the expected increased demands on the flying personnel.
2. Routine early morning and evening air patrols plus several air coverage missions were carried out by this unit as directed by the COM-NORTHWESTSEAFLON. Training of the newer pilots has progressed steadily thanks to unusually good weather.
3. Fighting 10 and advanced carrier training group from Whidley Island have been using this field for carrier landing practice, servicing, and base for aerial gunnery throughout period.
4. On 7 September, 1943 a submarine report was investigated by planes from this unit. The area was covered practically all night in good weather conditions. The report was later found to be a case of mistaken identity.
5. On 9 September, 1943 a practice alert occurred. General quarters were held and all men ashore were recalled.
6. The first of six BOB-1 airplanes assigned arrived on 22 September, 1943 and is now being used to check out all pilots.

file

CG AirSta., Port Angeles, Wash.

1 October, 1943

SECRET

91

Subj: War Diary, 31 August, 1943, through 30 September, 1943

7. On 24 September, 1943 an Army B-24, Sn. 43405, bomber (Navy designation IV) from Paine Field crashed and burned on takeoff with an crew loss of 5 dead, two seriously burned and two with minor injuries and burns. The Air Station, Navy Section Base, and local fire departments responded promptly and the injured were cared for by the Section Base and Air Station surgeons at the Naval Section Base infirmary. An Army Board of Investigation was held by JSP officers. Number 9 runway transformer and runway flood lights were demolished by impact and fire. All other field lights remain operative.
8. On 26 September, 1943 a submarine was reported off Tatoosh. Our plane on evening Plan Victor was on the scene and investigated with negative results.
9. On 28 September, 1943 POF Squadron Number 12 (P-34149 10) had an engine failure after a "wave off" while practicing carrier landings. The plane immediately sank approximately 150 yards offshore north of the spit in about 25 fathoms of water. The pilot suffered only minor cuts and was rescued by a skiff launched from the North beach by Air Station personnel.
10. The transmission of this letter by registered mail within the continental limits of the United States is necessary and is therefore authorized.

V. E. SIMON

CC: COMNAVSTA
Comd. USCG Flt
NAS Seattle
CGSO Seattle 131D

file

CG Airsta., Port Angeles, Wash.

1 October, 1943

SECRET

Subj: War Diary, 31 August, 1943, through 30 September, 1943

7. On 21 September, 1943 an Army B-24, No. 43005, bomber (Navy designation PV) from Pease Field crashed and burned on takeoff with an Army loss of 5 dead, two seriously burned and two with minor injuries and burns. The Air Station, Navy Section Base, and local fire departments responded promptly and the injured were cared for by the Section Base and Air Station surgeons at the Naval Section Base infirmary. An Army Board of Investigation was held by USAF officers. Number 9 runway transformer and runway flood lights were damaged by impact and fire. All other field lights remain operative.

8. On 26 September, 1943 a submarine was reported off Tatoosh. Our planes on evening Plan Victor was on the scene and investigated with negative results.

9. On 28 September, 1943 26F Squadron Number 12 (Fighting 10) had an engine failure after a "wave off" while practicing carrier landings. The plane immediately sank approximately 150 yards offshore North of the spit in about 25 fathoms of water. The pilot suffered only minor cuts and was rescued by a skiff launched from the North beach by Air Station personnel.

10. The transmission of this letter by registered mail within the continental limits of the United States is necessary and is therefore authorized.

W. E. SIMON

CC: COMNAVSTA
Comd. USCG HQ
NAO Seattle
CGCG Seattle 1310

Out reply to
Mr to file: (c)
01-63-641

Port Angeles, Washington

1 Bracket, 1943

SECRET

To: Commander, Northwest Sea Frontier

Subj: War Diary, 1 October, 1943 Through 31 October, 1943

1. The mission of this air station is to maintain air patrols over and off the Strait of Juan de Fuca as directed by COMSOPACFLT; execute life saving, assistance, and law enforcement missions as directed by the COMOP, Seattle, 13th Naval District; maintain certain aids to navigation; and train pilots and personnel assigned.

2. As part of the organization of the Commandant, Naval Air Center, Seattle, Washington, it receives logistic support from and is subject to that command for any duties assigned to the Naval Air Center. In addition this station is responsible to the Commandant of the Northwest Sea Frontier for the execution of all military missions. Its planes are allotted to the Pacific Fleet and are reallocated to the Northwest Sea Frontier for operation. A Coast Guard Commissary Warehouse, Ediz Hook Light, Lookout Tower, and aircraft weather reporting station operate under this command.

3. Air groups and squadrons of the fleet have been conducting practice carrier landings at this station at various times throughout the period. Routine early morning and evening air patrols have been carried out as directed by COMSOPACFLT. Instrument, night, and familiarization training of the newer pilots has progressed satisfactorily. Two medical assistance flights were made during the period.

4. Several reports of sighting submarines were received during the period but upon investigation by air and sea all proved to be false. "Coodheads" or logs floating vertically appear to be numerous in the Strait and are the most frequent object reported as a conning tower or periscope.

5. On 4 October, 1943, one Navy PBY-5A, Bureau No. 33999, crashed and burned in lat. 48 - 14 - 30 N., long. 124 - 10 - 30 W. which is about 3 1/2 miles southeast of Slip Point with eight dead and 2 injured.

Fort Angeles, Washington

CG 40-200, 2(c)
CG-801

1 December, 1943

CONFIDENTIAL

To: Commander, Northwest Sea Frontier

Subj: War Diary; 1 November through 30 November, 1943

1. The mission and function of this unit remains as last reported.
2. Routine early morning and evening aircraft patrols were carried out as directed by COMNORTHSEAFLRON. One medical assistance flight was made during the period.
3. PBM-3s crews consisting of six aviators, three aviation pilots and twenty-seven men were given relevant preliminary training prior to their departure for operational training at Naval Air Station, Banana River, Florida. The absence of these crews from 9 December to about 1 February, 1944 will make this station shorthanded but present operations will be continued.
4. Present plans call for the Coast Guard to take over all facilities and equipment of the Navy Section Base, Fort Angeles. The transfer can be completed by 1 January, 1944 if the necessary additional men are received within the next two weeks. It is understood that the Air Station will take over all section base duties.
5. Work is progressing slowly on the strengthening and widening of the seaplane ramp. Additional parking and handling space is needed to handle the PBM-3s seaplanes. This has been made the subject of separate correspondence.

W. E. SINTON

Port Angeles, Washington.

20 AIR STATION (p)

COI

1 January, 1944

CONFIDENTIAL

To: Commandant 15th Naval District.

Via: Commandant Naval Air Center, Naval Air Station, Seattle, Washington.

Subj: Information for War Diary 1 December through 31 December, 1943.

1. The mission and function of the Air Station remains as last reported.
2. On 17 December, 1943, the Commanding Officer of this Air Station assumed command of the former Section Base. This is now known as the Coast Guard Base, Port Angeles. The mission and function of the Base remains as before.
3. The regular Commanding Officer of this station departed 12 December, for temporary duty at Naval Air Station, Panama River, in connection with PMS-3a indoctrination.
4. A J3F-3 with a crew from this station has been reported missing since 19 November, 1943. This plane was on special duty in Alaska.
5. Routine early morning and evening patrols have been carried out when the weather permitted. Instrument and other training flights have been carried on regularly for the six pilots attached.
6. J3F-2 airplane number 173 departed this station on 27 December, 1943, for a major overhaul at San Diego, California. It will be replaced by another J3F-2.

file

CG AIR STATION, Port Angeles, Washington.

001

1 January, 1945.

97

C O N F I D E N T I A L

Subj: Information for War Diary 1 December through 31 December, 1945.

7. Work continues on the widening and strengthening of the seaplane ramp. The ramp is still closed to operations.

8. The Coast Guard Base has continued routine patrols of Straits of Juan de Fuca. Three YMS attached have carried out regular sweeps of the Straits.

J. F. MURPHY,
Acting.

CCs

0000, Seattle, 14th H.D.

Port Angeles, Washington

C. O. STATION (c)

CG-801

8 February, 1944

CONFIDENTIAL

To: Commandant, 13th Naval District

Via: Commandant, Naval Air Center, Naval Air Station, Seattle, Wash.

Subj: Report of War Diary 1 January through 31 January, 1944

1. The mission and function of the Air Station and the Base remain as last reported. This command is now known as the Coast Guard Station, Port Angeles and the commanding officer is both commanding officer of the Air Station and the Coast Guard Base. In addition the Coast Guard Commissary Warehouse, Edis Hook Light Station, New Dungeness Light Station, and the Coast Guard Pilot station are all under this command.

2. Three PBM-3S seaplanes are assigned and will arrive about 8 February complete with Coast Guard crews trained at the operational training unit, Naval Air Station, Panama River, Florida. Inasmuch as the seaplane ramp is in the process of repair and enlargement, arrangements have been made through the Commandant, Naval Air Station, Seattle, to send the PBM's to the Naval Air Station, Whidby Island (Oak Harbor) until the ramp is completed about 1 March, 1944.

3. Coast Guard Headquarters has been asked for an additional \$7,000.00 necessary to make the old ramp safe for the heavy PBM's. If favorable action is not forthcoming without delay, the only alternative will be to recommend that the PBM's be reassigned to some Coast Guard Air Station where facilities are available. It appears that the entire ramp project has been bungled either by the USCG civil engineers or their counterparts at Coast Guard Headquarters.

8
91
O. G. STATION, Fort Angeles, Washington
601
8 February, 1944

CONFIDENTIAL

Attention is invited to the fact that the then commanding officer of the Air Station recommended in 1941 a concrete ramp 100 feet wide be constructed. The original project has been kicked back and forth between Coast Guard Headquarters and the District ever since. Not until 16 November, 1943, did work actually start and then the contract only called for a 80-foot slab concrete ramp, addition to the old ramp. The old wooden ramp was to be filled underneath to give additional strength but the civil engineers apparently failed to realize that the wooden planking was so destroyed by marine borers that it was unsafe for heavy planes. Samples of the planking have been in the district office since 28 December, 1943.

4. Routine early morning and evening patrols have been carried out when the weather permitted. Instrument and other training flights have been carried on regularly for the six pilots attached.

5. The Coast Guard Base has continued routine patrols of Straits of Juan de Fuca. Three YEs attached have carried out regular sweeps of the Straits under the direction of the Commander, American-Canadian Straits Patrol, who has his headquarters at this unit.

W. M. SINTON

CC:
CG, Hqtrs
DCGO, Seattle, 18th Naval District
COMBOWWEEEC
COMBOWWEE Sea Frontier

Port Angeles, Washington

CG STATION (a)
CG-601

1 March, 1944

CONFIDENTIAL

To: Commandant, 13th Naval District
Via: Commandant, Naval Air Center, Naval Air Station, Seattle
Subj: Report of War Diary 1 February through 29 February, 1944

1. The mission and function of the Coast Guard Station remain as last reported. In order to possibly clarify the situation the various sub-units under the Coast Guard Station are listed below:

- Coast Guard Air Station
- Coast Guard Base
- Coast Guard Commissary Warehouse
- Coast Guard Pilot Station (Puget Sound Pilots)
- Edis Hook Light Station
- New Dungeness Light and Radio Calibration Station

Additional duties assigned are as follows:

- Navy Landing Office
- Port Security duties for Port Angeles
- Nationality and Registration Boarding duties
- Naval Coastal Lookout
- Aircraft Warning System

2. The Commander, Straits Patrol, has his headquarters at this unit. An independent Naval Intelligence Unit of four Navy officers and a three plane detachment of WJ-13 are likewise stationed here.

CG STATION, Port Angeles, Washington
CG-601
1 March, 1944

CONFIDENTIAL

This overall set-up is somewhat unusual but appears to be working with a minimum of trouble and friction.

3. Three PBM-3a seaplanes with Coast Guard pilots and crews arrived on 11 February, 1944 and were sent to Oak Harbor, Naval Air Station, Whidby Island where they will have to remain until the seaplane ramp is completed sometime during March. The entire ramp project has proceeded very slowly due to delays in awarding contracts and necessary changes thereto.

4. Routine early morning and evening aircraft patrols plus several special coverage missions have been carried out during the month. Instrument and other training flights are frequent for all pilots attached. Two medical assistance cases were handled by air during the month; one, a Coast Guard seaman with badly burned legs was flown from Line Kila Light to Port Angeles; the second, a Navy enlisted man with acute appendicitis was flown from Neah Bay to Seattle.

5. The vessels attached to the Coast Guard Base continued routine patrols of Strait as directed. Only four Coast Guard patrol vessels remain attached to the Base one of which is permanently at Port Townsend. The YP-93 and CGC 80308 were permanently detached to other stations and duties during the month. Four IIS attached to the force of Commander Straits Patrol are located here and receive logistic support from the Base.

6. On 15 February the Canadian ML 068 reported a sound contact one mile southeast of Beachey Head which was investigated by Strait Patrol vessels and aircraft from this unit with negative results.

W. E. SIMON

CG: C.G. Esqtra
DCCO, Seattle, 13th Naval District
Commsescon
Commsescafron

Fort Angeles, Washington

OO, CG STATION
CG-601

4 April, 1944

CONFIDENTIAL

To: Commandant, 13th Naval District
 Via: Commandant, Naval Air Center, NAS, Seattle, Washington
 Subj: Report of War Diary 1 March through 31 March, 1944

1. The mission and function of the Coast Guard Station remain as last reported. The Coast Guard Station consists of the following sub-units:

- Coast Guard Air Station
- Coast Guard Base
- Coast Guard Commissary Warehouse
- Coast Guard Pilot Station (Puget Sound Pilots)
- Miss Hook Light Station
- New Dangerous Light and Radio Calibration Station

Additional duties assigned are:

- Navy Routing Office
- Port Security Duties for Fort Angeles
- Nationality and Registration Boarding duties
- Naval Coastal Lookout
- Aircraft Warning System

2. Commander, Straits Patrol, has his headquarters at this unit. An independent Naval Intelligence Unit consisting of three Navy officers and a three-plane detachment of WJ-13 are likewise stationed here.

3. Three F2W-3e seaplanes are now attached to this station; however, there are at present only two complete crews since one trained

4 April, 1944

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CONFIDENTIAL

crew was transferred beyond the continental limits of the United States. Training program to replace this crew is at present under way. The seaplane ramp necessary for handling those planes is not yet completed, but it is expected that the project will be completed in the near future.

4. The Commanding Officer of this unit was designated Air Sea Rescue Task Unit Commander by the Commander, Northwestern Sector, Northwest Sea Frontier, on 18 March, and after quite extensive research and study, has submitted recommendations for forming the Air Sea Rescue Unit for this area.

5. Routine early morning and evening aircraft patrols were carried out during the month. Instrument and other training flights are frequent for all pilots attached. During the month the 68-foot crash-boat was assigned as plume guard for the CGR for a period of seven (7) days. Five hospital cases were transported to Seattle during the month, one being a Navy machinist's mate, who was removed from a YMS, on her station, after having been seriously injured. Another was a Navy fireman suffering from spinal meningitis, who was removed from CV-82 from her station at Point No Point, and flown to the Naval Hospital, Seattle.

6. The vessels attached to the Coast Guard Base continue routine patrols of straits as directed by Commander, Straits Patrol. Only four Coast Guard patrol vessels remain attached, one of which is permanently at Port Townsend.

W. K. HINTON

CC: HQ
 DCGC, Seattle, 13ND
 ComNorWesSec
 ComSecSecComFron

CG STATION

CG-601

4 May, 1944

CONFIDENTIAL

To: Commandant, 13th Naval District
 Via: Commandant, Naval Air Center, Naval Air Station, Seattle
 Subj: Report of War Diary 1 April through 30 April, 1944

1. The mission and function of the Coast Guard Station remains as last reported. The Coast Guard Station consists of the following sub-units:

Coast Guard Air Station
 Coast Guard Base
 Coast Guard Commissary Warehouse
 Mis Hook Light Station
 Now Dungeness Light and Radio Calibration Station

Additional duties assigned are:

✓
 Navy Routing Office
 Port Security duties for Port Angeles
 Nationality and Registration Boarding duties
 Naval Coastal Lockout
 Aircraft Warning System

✓
 The Commanding Officer, Coast Guard Station is also air sea rescue task unit commander of the Northwestern Sector, Western Sea Frontier.

2. Commander, Straits Patrol, has his headquarters at this unit. An independent Naval Intelligence Unit consisting of three Navy officers and a three-plane detachment of WJ-13 are likewise stationed here.

CG STATION, Port Angeles, Washington
CG-601
4 May, 1944

CONFIDENTIAL

3. Three PBX-3S planes are now attached to the Station. However, at the present time there are not complete crews to man all three planes due to the transfers and the fact that the experienced pilots are being used for air sea rescue operations. The training program to replace crews is at present underway. The sea plane ramps necessary for handling these planes is nearing completion.

4. The recommendations for the organization of the air sea rescue task unit for the Northwestern Sector, Western Sea Frontier as submitted were approved by the Western Sea Frontier. Operations were started on 12 April by stationing a PBX-5A at the Naval Auxiliary Air Station at Quillayute. The second PBX-5A was assigned to Clatsop County Airport, Astoria, Oregon on 19 April. These planes have participated in operations at the scene of two aircraft crashes and searched for bodies or survivors from one capsized boat.

5. Routine early morning and evening aircraft patrols were carried out during the month. Instrument and other training flights were frequent for all pilots attached. Extensive training in the operation of aircraft rescue boats, use of rescue equipment, indoctrination in the principles and doctrines of air sea rescue were carried out during the month. Planes from this Station participated in an extensive search for a Canadian plane which was lost in the Straits area on a routine training flight from Patricia Bay to Tofino, B.C.

6. The vessels attached to the Coast Guard Base continued routine patrol of Straits area as directed by the Commander, Straits Patrol. Only three Coast Guard patrol vessels remain attached. The vessel previously assigned to this unit and stationed at Port Townsend, Washington has been detached to other duty.

D. O. REED
Acting

CC: HQ
DCGO, 13th Naval District
ComNorSeaSec, WesSeaFron
ComWesSeaFron

Port Angeles, Washington

CG STATION

CG-601

1 June, 1944

CONFIDENTIAL

*1 July
enclose copies
of mission & tanks
WAF*

To: Commandant, 13th Naval District

Via: Commandant, Naval Air Center, Naval Air Station, Seattle

Subj: Report of PT-1 Mary 1 May through 31 May, 1944

1. The mission and function of the Coast Guard Station remains as last reported. The Coast Guard Station consists of the following sub-units:

- Coast Guard Air Station]
- Coast Guard Base
- Coast Guard Commissary Warehouse -
- Edie Hook Light Station -
- New Dungeness Light and Radio Calibration Station -

Additional duties assigned are:

- Commander, Air Sea Rescue Task Unit
- Navy Routing Office
- Port Security duties for Port Angeles
- Nationality and Registration Boarding duties
- Naval Coastal Lookout
- Aircraft Warning System
- Naval Coastal Information and Intelligence Unit

2. The Air Sea Rescue Task Unit is completely organized but is severely handicapped by lack of plane and boat equipment. Two PBY-5A amphibians are assigned and located at Naval Auxiliary Air Field, Astoria

CG STATION, Port Angeles, Washington
CG-601
1 June, 1944

CONFIDENTIAL

and at Naval Auxiliary Air Station, Quillayute. It is hoped that the three additional PBY-5A's and the eight AVR 63' rescue boats which have been requested will be made available in the near future. All present aircraft assigned including the three PBM-3S seaplanes are used as necessary to augment the Air Sea Rescue Task Unit.

3. On 24 May the personnel from Port Angeles Air Station participated in the search for a TBF plane from TU-7 which crashed in the area south of Sequim, Washington. This search was continued into 25 May. On the morning of 25 May, the sole survivor of this crash, R. A. Paul, AOM30, was flown to the Naval hospital, Seattle by the JRF from this Station. Later in the day, with the cooperation and assistance of the Washington State Guard, the Washington State Patrol, and the local sheriff's force, the wreckage of the plane was located and the bodies of the three victims were removed from the scene of the crash. On 27 May Air Sea Rescue planes were put into the air to search for a J2F plane enroute from Shelton to Astoria, the pilot of which reported he was crashing ten miles east of Hoon Island. Later information disclosed this pilot had made a safe forced landing and the search was not necessary. On 31 May a PBM proceeded to Nanaimo, British Columbia, at distance of 320 miles and brought out seriously ill American fisherman to the hospital at Seattle.

4. Routine early morning and evening aircraft patrols were carried out during the month. Instrument and other training flights were frequent for all pilots attached. Extensive training in the operation of aircraft rescue boats, use of rescue equipment, indoctrination in the principles and doctrines of air sea rescue were carried out during the month.

5. The seaplane ramp has been completed and the aircraft control tower and roadways are in the process of completion.

6. The three vessels attached to the Coast Guard Base continued routine patrol of Straits area as directed by Commander, Straits Patrol.

W. E. SIMTON

CC: HQ
DCGO, 13th Naval District
ComNorWesSec, WesSeaFron
ComNesSeaFron

COM
COMMANDANT,
NAVAL AIR CENTER, SEATTLE.
NAVAL AIR STATION,
SEATTLE WASHINGTON

NAVAL AIR CENTER, SEATTLE
HEADQUARTERS
NAVAL AIR STATION
SEATTLE, WASHINGTON

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ENCLOSURE (11.108)
Serial C-292

Enc-1 on CGAS Port Angeles ltr
CG-601 dated 1 June 1944.

8 JUN 1944

CONFIDENTIAL

- To: Commandant, Thirteenth Naval District.
- Subj: Report of War Diary 1 May through 31 May, 1944.
1. Forwarded.

C. I. [Signature]
Commandant

CC1
CGAS Port Angeles

COAST GUARD STATION
Port Angeles, Washington

2 June, 1944

MISSIONS

I To report to and act under the direction and command of Commander, Western Sea Frontier. Under the command and with the direction of the Commander, Northwestern Sector, Western Sea Frontier, to operate all Coast Guard aircraft, vessels and facilities attached to the unit.

II Under the command and with the direction of the Commandant, Naval Air Center, Seattle, to administer and maintain facilities and services for the support, operations, and maintenance of aircraft and the training of personnel of this unit; and to operate, administer and maintain facilities for the logistic support of Fleet Units of Naval Air Activities under his command.

III Under the command and with the direction of the District Coast Guard Officer, 13th Naval District, to perform all Coast Guard missions and functions.

TASKS

I.

1. To operate on anti-submarine patrols as directed all attached Coast Guard aircraft which are part of Pacific Fleet but allotted to Commander, Western Sea Frontier.

2. To operate as directed Coast Guard vessels attached as part of the Inshore Patrol Force.

3. To operate, maintain, equip and provide both air and sea craft, and to provide the personnel to operate such craft for the efficient operation of the air sea rescue task unit. To insure the availability of and strategically locate all such equipment, to effect the highest degree of readiness of the task unit to the end that prompt, efficient and effective rescue can be made of distressed aviation personnel.

4. To maintain and supervise a Branch Navy Routing Office, with personnel and equipment, which is charged with the routing of all vessels regardless of tonnage, passing into or through the Northwestern Sector.

5. To maintain and operate a Nationality and Registry Office charged with providing the personnel and equipment for the examination of all vessels, whether under Army or Navy charter, inbound in the Straits of Juan de Fuca.

6. To maintain Section Base facilities which will provide logistic support, maintenance, and minor repairs of craft attached at this unit and other units as occasion shall demand.

7. To house and provide for the logistic needs of the Straits Patrol Commander, and to furnish such additional floating equipment as available for consistent and effective coverage in the Straits of Malacca.

8. To house a Navy Coastal Information and Intelligence Unit which is charged with the collection, evaluation and dissemination of all information which is of value in providing protection against sabotage, espionage and all subversive activities in this area, and briefing of attached pilots prior to participation in offensive or defensive missions.

9. To maintain a supply department which will order, provide and account for all shipments and supplies for this unit and all vessels and aircraft attached hereto.

10. To provide for the defense of the unit against air, ship or land-borne attack, by the maintenance of ordnance equipment designated by higher authority, by exercising drills designated and designed to so protect the property in repelling such attacks; and by furnishing fuel and ordnance materials and operating the equipment necessary for handling them for the supply of such craft provided for defense.

11. To maintain equipment and furnish storage space for such salvage equipment that is allotted to this Station for quick and efficient assistance as required.

12. To organize, supervise and coordinate all policies for efficient operation of all facilities of this command.

13. To maintain ammunition storage space and all ammunition assigned thereto, together with handling equipment, for a sub-ammunition depot.

II.

1. To maintain an operations department headed by an aviator who is charged with directing local air traffic and controlling all landings and take-offs at the Air Station, with the enforcement of all local and other flight rules; filing of flight plans with subsequent approval or disapproval; and insistence on compliance with the rules of good airmanship and discipline throughout the local control area.

2. To maintain close liaison with the Commandant, Naval Air Center and Fleet Air Commanders in order to completely coordinate all aviation facilities under the command.

3. To maintain equipment and aircraft assigned together with facilities and services in constant readiness for supporting the operations of Fleet and other Naval Aircraft to augment the training of Naval Aviators, as the Commandant Naval Air Center, Seattle, shall direct.

4. To supply housing, operating facilities and personnel as requested for the maintenance and operation of planes assigned as part of the utility squadrons temporarily based at this unit.

5. To maintain ordnance supplies and equipment available for servicing, arming or rearming fleet air units with service ammunition or bombs as directed and to act as a sub-arming unit and depot for effecting such service when exigencies of operations demand.

5. To operate, and provide facilities necessary for operation of such auxiliary air stations as designated; and provide for defense of said stations against attack by air, land or sea-borne enemy forces.

III.

1. To maintain and operate all services, buildings and transportation equipment under this command as necessary for the operational requirements of the unit and in accordance with existing directives, providing appropriate land and water transportation as the exigencies of the service demands.

2. To provide, maintain, and operate an efficient communications system at the unit, between the unit and other Coast Guard Activities, and with such Naval units, and others as directed. Maintain continuous guard on nine frequencies, as directed by higher authority for the purpose of proper coordination of all operations under the jurisdiction of the commands.

3. To provide the instruments and facilities for the instruction of all attached personnel for all categories of training; including gunnery, bombing, navigation, instrument flying, piloting, ship handling and other allied phases of good seamanship and airmanship, to the end that maximum efficiency in the operation of planes, boats, and the station will be obtained in its highest degree.

4. To provide, by conducting a program, for the welfare, recreation and physical fitness of the personnel of the station, and all attached units; create an atmosphere of well-being for the living, working, and training conditions of all personnel; and to provide for close liaison with the agencies in the community that are organized for the benefit of the morale of personnel on leave or liberty, arranging appropriate liberty and leave facilities as will not conflict with service policies and demands.

5. To operate a Ship's Service Department which can and will provide all attached personnel and their families with articles and services necessary and essential to their well-being, at prices lower than obtainable elsewhere, and with the accrued profits therefrom, equip and supplement the recreational facilities of the unit.

6. To maintain an organization to carry the payrolls of the personnel attached to the Air Station and Base, and all independent units so attached, and to make all official disbursements for the units; to issue all transportation; to account for all funds and submit the required reports and returns.

- 7. To provide for the security of the station, vessels, equipment and aircraft attached hereto.
- 8. To provide and operate a unit charged with the duties of the Captain of the Port for the vicinity of Port Angeles for the security of the waterfront, identification of all persons having access to the docks, wharves, and industrial units along the harbor and maintaining complete files and fingerprints of such persons thus identified.
- 9. To maintain and provide equipment for the rescue of survivors of marine disasters and aircraft accidents and for supplying lonely, isolated and snow-bound mountain regions and lockouts with the necessities of life when called upon to do so.
- 10. To maintain and provide an aircraft ambulance service for accident in need of emergency medical and surgical aid.
- 11. To operate a medical and dental department in accordance with the requirements of the Coast Guard Regulations and the United States Public Health Service toward the ultimate objective of maintaining all personnel in a state of maximum health and physical fitness.
- 12. To maintain and keep in constant readiness, vessels properly equipped for the blanking out of aids to navigation in accordance with existing instructions; and supervise and maintain such aids to navigation as directed.
- 13. To maintain and operate a weather station, complete with all reporting instruments, which is a part of the combined C&G-Coast Guard-Navy weather reporting system.
- 14. To maintain a unit known as the Commissary Warehouse, designed and equipped to supply Coast Guard and Navy units with food, from Port Townsend, eastwise to South Bend.
- 15. To maintain and provide quarters for the Puget Sound Pilots, and furnish boat transportation to them while enroute to and from vessels which they are required to board by law.
- 16. To provide, maintain and operate an efficient postal system for all Navy and Coast Guard personnel in the vicinity.
- 17. To provide personnel and facilities for the proper functioning of an Air Raid Warning Service Unit at Ediz Hook.
- 18. To provide personnel, quarters and facilities for the proper functioning of the Light Station at New Dungeness;
- 19. To provide personnel and facilities for the proper functioning of the Light Station at Ediz Hook.

20. To promulgate such directives as are necessary and to disseminate to subordinate units such directives as are promulgated by higher authority.

21. To organize the station, by placing department heads in responsible charge in order to thoroughly supervise all attached personnel in the proper performance of their many and diversified duties.

22. To maintain close contact with all hands attached through inspections, masters and personal contacts where necessary.

23. To inculcate in all hands initiative, discipline, and morale by careful indoctrination of department heads to the end that examples are ever foremost; and that the needs of the crew are carefully examined in order that initiative is not hindered, discipline is second-nature and morale is at its highest.

24. To establish and maintain satisfactory public relations through medium designated in order to keep them advised of such actions as are permitted and authorized by higher authority.

25. To provide the means with the information available so that all personnel may participate in the purchase of War Bonds, in accordance with existing directives; and to organize and provide for an insurance program for all personnel attached.

26. To convene Courts and Boards of all types as authorized by higher authority for such purposes as is necessary for disciplinary or other purposes.

27. To provide for legal assistance to all personnel attached by designating a legal officer who is charged with informing and advising all personnel on matters of a legal nature brought to his attention.

28. To establish a program for the Women's Reserve which is in accord with existing instructions, and which will benefit the individual as well as the service.

29. To establish a department of safety engineering which is charged with keeping current and abreast of modern safety engineering trends; and applying those practices as are necessary to the engineering features throughout the station to insure the utmost in safety.

30. To provide the equipment and trained personnel for the local salvage of such aircraft as is necessary.

31. To provide space, equipment and provisions for the proper messing and berthing of all the crew and such additional personnel as may be required to be messed and/or berthed hereat.

32. To avoid duplication of effort by the careful planning of missions and tasks; and to conserve man power wherever and whenever there appears to be duplication, by consolidating duties of a similar nature and carefully investigating the abilities of all attached personnel.

33. To continue to carry on the Navy Management program to achieve maximum efficiency.

The mission of this Officer will be considered well done when:

1. The operation and maintenance of the station conforms to Navy and Coast Guard Regulations, Western Sea Frontier, 13th Naval District, Naval Air Center and Coast Guard policies and as a result creates and sustains an efficient organization.
2. All planes are continuously maintained in ready status for combat, patrols and routine flights and are operated efficiently as directed.
3. Vessels attached are properly maintained, efficiently operated, and promptly carry out their assigned missions as directed.
4. The Coast Guard missions and functions such as rendering assistance to persons and vessels endangered by the sea, Federal law enforcement, and maintaining aids to navigation are carried out with efficiency and dispatch.
5. Air, water, and shore traffic is handled with safety and dispatch.
6. The Air Sea Rescue Task Unit is properly trained, organized and operated to save personnel endangered by the perils of the sea.
7. The Branch Navy Routing Office efficiently and without delay, handles the routine of all vessels as directed.
8. The examination of all vessels not under Army or Navy charter, inbound in the Straits of Juan de Fuca, is handled efficiently and with dispatch.
9. The various functions of the Supply Department are so executed that the logistic requirements of the Station aircraft and vessels are fulfilled in terms of timeliness, quality, quantity and location.
10. The proper shore-based ordnance facilities and equipment are available to the Station, aircraft, vessels and other authorized activities in sufficient numbers and types to fulfill their needs.
11. Close liaison is maintained with the Commandant, Naval Air Center, coordinating aviation facilities under the commands.
12. The equipment and facilities are kept in a ready status, supporting the operations of Fleet and other Naval Aircraft, augmenting the training of Naval aviators.
13. All services, buildings and transportation under the command are maintained as necessary for the operational requirements of the Station.
14. The communications and postal facilities are handling communications and mail accurately, completely and with dispatch.

15. The facilities and instruction for training of personnel are fulfilling the Station and Service requirements.

16. The health and physical fitness of all personnel is maintained and safeguarded.

17. The general welfare, recreation and physical fitness program, in coordination and cooperation with community agencies, provides wholesome recreation for the personnel.

18. The Ship's Service Store facilities provide attached personnel and their families an efficient, adequate, low-cost source of essential supplies and service.

19. The military payrolls of the Station and transportation of personnel based on the Station are adequately and efficiently handled in accordance with Navy and Coast Guard Regulations and policy.

20. The security and protection of the Station, vessels, aircraft and equipment, against sabotage, espionage, subversive activities and propaganda are maintained with vigilance and diligence.

21. The security of the waterfront of the City of Port Angeles is maintained by necessary inspections and patrols and through identification of all persons having access to industrial units, docks and wharves, and by fingerprinting said persons and maintaining appropriate records of the same.

22. The land search and rescue parties are fully trained and promptly carry out search and rescue work as directed.

23. The aerological services are so provided as to fulfill the requirements of the Station and vessels as regards quality and timeliness.

24. The personnel, quarters, and facilities are provided for all sub-units attached to the command.

25. The cooperation between the Station and other military or civilian organizations functions smoothly and with a feeling of friendly relationship.

Fort Angeles, Washington

OO, OO STATION (p)
CG-301

1 July, 1944

CONFIDENTIAL

To: Commander, 13th Naval District

Via: Commandant, Naval Air Center, Naval Air Station, Seattle.

Subj: Report of War Diary for period of 1 June through 30 June, 1944.

1. In accordance with instructions from the Naval Air Center, the missions and tasks of the Coast Guard Station, Fort Angeles, were completed and approved as indicated on the inclosure.
2. Considerable planning has been done with regard to the Air Sea Rescue Task Unit but the organization itself is still severely handicapped by lack of plane and boat equipment. The two PBY-5A amphibians which were recently assigned are located at the Naval Auxiliary Air Field, Astoria, Oregon, and the Naval Auxiliary Air Station, Quillayute, Washington. Plans are complete to man additional equipment at additional stations upon receipt thereof.
3. During the month, numerous plane emergencies were investigated which proved to be the result of improper use of IFF equipment. On several occasions PBM aircraft were used at Lake Osette, Washington, as stand by planes for Air Sea Rescue Unit. On 2 June, 1944, the early morning patrol investigated a report from a fishing boat which seemed to indicate a possible submarine sighted at Pachena Point, Washington, with negative results. On 4 June, 1944, the PBY from Quillayute investigated a report of a ship on fire off Destruction Island, which turned out to be a smoke bomb dropped by a IFF on a local training flight. On 6 June, 1944, Air Sea Rescue planes were alerted throughout the day guarding special exercises conducted by Fleet Air during the day. On 9 June, a plane from Fort Angeles was utilized to track torpedoes for practice of DD-231 off Fort Angeles. On 22 June, planes from this station and the PBY-5A at Quillayute were used in connection with salvage operations on the SS Richard Harding Davis aground near Richona Point, Washington. On 6 June and 21 June, 1944, escort missions were performed by planes from this station. On 24 June, the PBY at Astoria investigated a plane crash at the Columbia River entrance. The plane was found by Coast Guard Beach Patrol, pilot dead. On the same day the

CONFIDENTIAL

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FBY from Astoria assisted in a search for two men in the surf at Cannon Beach. One man was saved, the other man was not located. On 25 June, the FBY from Astoria located and dropped a life raft to the sole survivor of a mid-air collision between two FM-2's from Astoria.

4. Routine early morning and evening aircraft patrols were carried out during the month and instrument and other training flights were scheduled for all pilots attached. Extensive training in the operation and use of rescue equipment and indoctrination of principles and doctrines of Air Sea Rescue were carried out during the month.

5. The three vessels attached to the Coast Guard Base conducted routine patrols of straits area as directed by Commander, Straits Patrol

W. E. SINTON

Incl: Mission and Task, CG Station, Port Angeles

CC: HQ
DCGO, 15th ND
ComNorWesSec, WesSecFrom
ComWesSecFrom

119

Port Angeles, Washington

OO: CG STATION (P)

CG-801

5 August, 1944

CONFIDENTIAL

To: Commander, 13th Naval District

Via: Commandant, Naval Air Center, Naval Air Station, Seattle

Subject: Report of War Diary for period of 1 July through 31 July, 1944

1. The mission and function of the Coast Guard Station remains as last reported with the addition of an added responsibility in the nature of the Clallam County Airport. Command of this airport was assumed at 1500H on 28 July. The extent of responsibility in this instance will consist mainly of administration of civilian guards and firemen and provision of necessary security. Use of this field remains restricted to emergencies only.

2. A comparative increase in air sea rescue activity was noted during the month of July. However, a large percentage of the increased activity was the result of reported plane crashes and emergencies which proved, upon investigation, to be false alarms. The ASR plane at Astoria responded to one reported crash and four reported emergencies during the month. ASR units at Port Angeles answered one reported crash and two reported emergencies. All of the foregoing were false alarms. On 7 July the PRM standing by on Lake Ozette for ASR operations out of Quillayute proceeded to sea off Tatoosh to search for a PV plane from Whidbey Island which was overdue on position reports. The overdue plane was later contacted by radio and the search secured. On the afternoon of 18 July, the ASR PBV-6A at Astoria directed a Coast Guard vessel to the position of a fishing boat in distress twelve miles west of Cannon Beach, Oregon. On 28 July, two aircraft from Port Angeles searched for two torpedoes lost during firing practice in the Straits of Juan de Fuca between Port Angeles and Victoria, B.C. One torpedo was located and recovered by surface craft, the other has not been located.

3. During the month, three mercy flights were made. On 2 July, a Navy officer from Neah Bay was flown to Naval Hospital, Seattle, Washington, for further observation for appendicitis. During the early evening of 17 July, a plane was dispatched to Neah Bay to transport a seriously injured man to the Hospital in Seattle. On 26 July, a plane transported an injured merchant vessel master from Port Townsend to Port Angeles. Later the same day, when weather permitted, the plane transported the injured master and another ambulatory patient from Port Angeles to Seattle for hospitalization.

5 August, 1944

CONFIDENTIAL

4. On 21 July, the 65' ASR vessels arrived at Port Angeles after being released at Seattle for operational use. By 28 July, all these vessels were on their respective stations as set forth in current ASR organization plans and as indicated below:

C-26617	Neah Bay
C-26618	Gray's Harbor
C-26595	Point Adams
C-26619	Tillamook
C-26620	Yaquina
C-26594	Empire

26' MSB's

To date no Air-Sea Rescue operations missions have been performed by these vessels. They have been used in searches for overdue and distressed fishing vessels since arrival on station. One fishing vessel was located and reported as in distress by the C-26594 while enroute to station. The vessel was promptly sent towing aid from a nearby station, as she had lost her rudder. Enroute to the stations, marker visibility and dropping tests were made by the ASR plane at Astoria in conjunction with the boats. These tests proved very valuable as an aid to ASR personnel, in that it presented them with actual conditions and difficulties. The real test of the value of these boats, in respect to the bars that they will be necessary to cross under all conditions, has as yet to be made.

5. On Friday, 21 July, a pilot and crew from this station were directed by Coast Guard Headquarters to report to Coast Guard Air Station, Brooklyn, New York and accept delivery of a new JRF-5 airplane. Delivery was accepted, and the plane and crew reported this unit on 31 July.

6. In addition to routine early morning and evening aircraft patrols carried out during the month, continued instrument and other training flights were conducted for all pilots attached. Extensive training in the operation and use of rescue equipment and indoctrination of principles and doctrines of Air-Sea Rescue were carried out during the month. Necessity of returning one ASR PBY-5A airplane to Fleet Air and acceptance of another made it necessary to keep a PBM airplane on station in the vicinity of Quillayate during flying hours throughout the latter part of the period.

7. The three vessels attached to the Coast Guard Base conducted routine patrols of the straits area as directed by Commander, Straits Patrol.

W. E. SINTON

CC:

HEADQUARTERS ✓
 DCGO, 13ND ✓
 COM NOR WESSEC, WESSEAFRON ✓
 CGMT WES SeaFrom

CG, CG STATION (P)

CG-691

CONFIDENTIAL

5 September, 1944

To: Commander, 15th Naval District
Via: Commandant, Naval Air Base, 15th Naval District, NAS, Seattle
Subj: Report of War Diary for period of 1 August through 31 August, 1944.

1. The mission and function of the Coast Guard Station remains as formerly reported. The Station now comprises the following sub-units:

Coast Guard Base
Coast Guard Air Station
Air Sea Rescue Task Unit
Coast Guard Commissary Warehouse
Edis Hook Light Station
New Dungeness Light and Radio Calibration Station
Clallam County Airport.

2. Air Sea Rescue activity has not increased during the period covered by this report, except for more numerous incidental operations involving coordination of planes and boats in searches for overdue, stranded, lost, and seized fishing boats. False distress alarms emanating from aircraft have reduced considerably, indicating that operating personnel are slowly becoming aware of proper procedure when in trouble. Mistakes are occurring less frequently. The ASB boats have answered numerous calls for searches for fishing vessels, drowning persons, etc., all of which have been of value in training personnel attached. In most of these cases, ASB planes participated also. ASB planes were the contributing factor in locating several vessels in need of assistance throughout the period. On 4 August, the vessels and planes of the ASB organization from Port Angeles to Tillamook were alerted and standing by for concentrated Fleet Aircraft Manoeuvres executed off-shore. Vessels were stationed at intervals along the proposed track. There were no unusual incidents.

3. On 5 August, the PBYA No. 7291 was transferred to NAS Quillayute for operations after retiring the No. 48403 to Fleet Air in exchange. On 8 August, the PBYA No. 04991 searched for a distressed fishing boat under adverse weather conditions but with negative results. On 15 August, the PBY No. 6590 and JRF 37814, at Port Angeles, searched the Straits of Juan de Fuca and adjacent mountains for a lost Canadian plane. Search

3 September, 1944

CONFIDENTIAL

results were negative, but plane was located by NCAF north of Cosox, B. C. On 18 August, a J4F searched by D/F for a considerable period trying to locate the source of continuous interference on 500 kcs., apparently located somewhere near Admiralty Inlet. Results were negative. On 19 August, the J4F No. 174, then at Astoria, searched for a body off Tillamook Head with negative results. The PBY6A at Astoria on the same day conducted a search for a missing fish boat. The boat was located and towed to port by a C. O. surface craft. At the same time, a J4F at Port Angeles searched the mountains to the south for planes reported. No indications were observed. On 2 August, a J4F from Port Angeles searched the adjacent waters for a reported P-39 take-off crash off Paine Field. Plane was located by a ground search party. 22 August, planes at Astoria searched, together with ABR boats, for an overturned fishing boat. Results were negative. On the same date, a missing Canadian aircraft was searched for by Port Angeles and Quillayute ABR planes, together with Hobby One from Quillayute. Results negative. Information received from Canada indicated this plane ditched and all personnel were rescued by a merchant vessel of unknown name. A Port Angeles PBM and Story One (Point Adams) conducted a joint search on 23 August for 6 hours for the above mentioned overturned fish boat.

4. Mercy flights were made during the month as follows: 9 August, a seriously ill infant from Port Angeles to Seattle; 28 August, an injured seaman from Neah Bay to Seattle; 29 August, a Navy medical case from Port Angeles to Seattle; 30 August, a medical case from Neah Bay to Seattle. Coast Guard Air Ambulatory service continues to be utilized frequently in this area.

5. ABR Vessels have not been employed in any strictly Air Sea Rescue missions except that near Neah Bay on 22 August. Information on that particular mission was almost completely lacking. That which was received proved of no aid. Darkness prevented further search with the limited information available. Seven actual searches, either for vessels missing or capsized, or persons reported drowned, were conducted by ABR vessels throughout the period. Numerous tests are being conducted together with operational drills between ABR aircraft and vessels. Crews are attaining a high level of efficiency.

6. Transfer orders have been received for one PBM33 and the 3NV attached to this Station. It is anticipated that ferry crews will arrive in the near future to transfer these planes to their new duty assignments.

CONFIDENTIAL

7. Tests have been conducted with the recently installed Electric Clutch Controls on the ARB C-15022 at Port Angeles. To date, indications are that the controls are too positive for continued use, and it does not appear warranted to make this installation on all such craft. No tests have been conducted with this vessel over any of the bars in the Northwestern Sector. These tests may prove that installation of similar gear is a necessity.

8. Routine early morning and late evening aircraft patrols were made by aircraft attached to the Air Station. Instrument training and other training flights continue to utilize most of the attached aircraft during flying hours. Extensive training is to be conducted for pilots and crews in the PBY4 type aircraft, preparatory to receipt of additional planes of this type.

9. Vessels attached to the Base continue to be operated as necessity dictates by the Commander Straits Patrol, for patrol missions.

10. The arrival of two additional ARB 55 foot crash boats is anticipated in the near future. Their arrival on station will complete the ARB vessel program and fulfill the need for complete coverage of the water area from the California Harbor to the Admiralty Inlet. The assignment of these vessels to the Coast Guard Stations and Life Boat Stations along the coast through DCGG, 13th Naval District, causes a certain amount of confusion among operating and station personnel concerning logistics and operations. In order to eliminate this ever existing confusion, and to make better and more efficient control of operations, it is suggested that, since the ASRTV is a part of the Coast Guard Air Station, the complement of the Air Station be increased by the total number of men assigned to all the ARB Vessels, and that the vessels then be assigned to the Air Station, just as aircraft and aircraft personnel are at present assigned. This assignment, then, would allow ComASRTV full control of movement and personnel of the vessels, as he now has of the aircraft. The complement of the boats, in that manner, would be arrived at, as are aircraft, by Headquarters, and not be considered a part of the Station complement, but would be flexible dependent upon the number of vessels attached.

W. E. VERMIL

CG: H:
DCGG, 13th ND
ComASRTV, NewSeafrom
ComASRTV

CG, CG GROUP

CG-501

CONFIDENTIAL

4 October, 1944

To: Commander, 13th Naval District
Via: Commandant, Naval Air Base, 13th Naval District, NAS, Seattle
Subj: Report of War Diary for period of 1 September through 30 September, 1944.

1. In accordance with DCGO, 13th Naval District, letter CG-080-501 of 15 September, 1944, this station is now designated as Coast Guard Group, Port Angeles, Washington, and comprises the following sub-units:

Edis Hook Light Station
AIR STATION, Port Angeles, Washn.
Weather Reporting Station
Operating Base, Port Angeles, Washn. (Performs Port Security work) (General)
Temporary Reserve Unit, Port Angeles, Washn. (From CG Auxiliary) (COTP)
District Supply Depot, Port Angeles, Washn. (Commissary)
Telephone System Office, Port Angeles, Washn. (Under administrative control of District Office)
New Dungeness Light Station
Radio Direction Finder Calibration Station
Coastal Lookout Station

Additional duties assigned are as follows:

Air Sea Rescue Unit
Navy Routing Officer
Navy Salvage Depot
Navy Coastal Information Unit
Naval Ammunition Sub-Depot
Supervise Navy Outlying Field, Clallam County Airport

The mission and function of the Coast Guard Group remains as formerly reported.

CONFIDENTIAL

2. Air Sea Rescue activity during the month was concerned mainly with the investigation of reports which turned out to be false alarms. Four reports of broad IFF signals were received, one on 16 September, and three on 30 September; planes and crash boats answered these signals with negative results. On 16 September, a J4F searched Port Townsend Bay area for survivors of a small boat reported capsized, with negative results, and on 22 September, ASR planes and crash boats answered two false alarms, re. missing planes. The PEM-3S #6818, on 24 September, searched the vicinity of Destruction Island for an overdue fishboat, which subsequently returned safely to port.

The Astoria ASR plane #04991 and the Astoria ARB, C-26595 (Story One), on 2 September, responded to an emergency in which an F6F-4, Fox 86, ditched 2 miles south of the south jetty of the Columbia River. A raft was dropped to the pilot by the ASR plane, and 32 minutes after the plane was down, the pilot was picked up by the crash boat Story One from Point Adams Lifeboat Station.

From the 13th to the 15th of September, ARB Angel Two from Port Angeles cooperated with the Army in radar calibration and tests; and on the 22nd and 23rd ASR crash boats cooperated with the Army for exercises off Fort Stevens. These tests proved conclusively the need for well manned radar stations and for well trained personnel. On the latter date, under the tutelage of the Radar Officer (on board the Angel Two) the crash boats proceeded to elude detection by Army Radar, while Navy Radar (in the next room) made a complete plot of the vessels' positions. For purposes of the test, Army and Navy Radar units remained silent until completion, when they jointly studied results.

Routine early morning and late evening aircraft patrols, and training flights were made by aircraft attached to the Air Station, but were limited due to adverse weather conditions during the past month.

Mercy flights included the transporting of two injured patients from Port Angeles to awaiting ambulances at Sand Point, and one injured Navy sailor from Neah Bay to Sand Point.

3. On 2 September, two 63' Crash Boats, the C-36294 and the C-36279 arrived at Port Angeles from DCGO, 13th Naval District. The C-36294 departed on 5 September and on 12 September arrived at Empire, Oregon for permanent assignment there.

4 October, 1944

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An SNV #52051 was ferried from this station enroute Corpus Christi, Texas, on 7 September, and on the 12th, the PIM-33 #6593 departed enroute Banana River, Florida, for return to the Navy. On the 18th, an SNV-5 #20674, was delivered for permanent assignment to this station, and between the 17th and the 23rd, four PHY-5A's, #7293, 7296, 08067 and 04416 were delivered to this station for further assignment and delivery. The #7293 was ferried to CGAS, South San Francisco, California, on the 23rd, the #08067 to CGAS San Diego on the 27th, and the #7296 to CGAS San Francisco on the 29th. The #04416 remained at RAAS for assignment to the Air Sea Rescue Unit.

4. Five boats from this station were dispatched on the 9th to the aid of one of the tugs owned by a local tug company on which an engine room explosion occurred, and assisted materially in putting out the fire. On the 10th of September, the fire truck from this station extinguished a beach fire in the vicinity of the station.

Between the 10th and the 16th of September, an intensive training program was conducted for a crew of 26 men, which will act as a lead-rescue group operating from this station. This training program included familiarization with the problems which such a unit will encounter, and with the equipment to be used, such as field maps and compasses. Two days were spent in extended hikes, at which time the equipment was tested for practicability and utility. Actual map and compass problems were worked out.

Employees of the National Park Service were flown in a JRF over the Olympic National Park, on the 14th, in order to locate two small forest fires which had been reported.

At 0200 on the morning of the 15th, a report was received that a Navy truck and large heavily loaded trailer were burning just outside of a near-by town. Two men were dispatched from the station with a fire extinguisher, found that one of the tires was burning as a result of a blow-out, and extinguished the fire, having to cut the tire to be sure the blaze was completely out. A subsequent report from NAAS, Quillayute, to which station the truck was assigned, indicated that the vehicle was equipped with synthetic rubber tires, and from several similar incidents, it was concluded that synthetic tires are particularly susceptible to internal heating with subsequent burning even though the tires show no indication of being at a kindling temperature when the vehicle is first stopped. This is especially true, it seems, of synthetic tires which have been subjected to heavy loads or relatively high speed operation or under inflation.

4 October, 1944

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Effective the 15th of September, the Coast Guard Temporary Reserve took over operation of the CG-38716, upon obtaining a full complement of CG Temporary Reserve personnel. This 38 footer has the responsibilities of Harbor Patrol and Captain of the Port duties, including survey of the waterfront, checking out-bound and boarding in-bound fishing vessels and tugs, rendering assistance to harbor craft in distress, removing floating neances to navigation within the harbor, maintaining and operating buoy lights, and conducting anti-seabotage activities.

On the 16th of September, an enlisted radican walked into the propeller of a JRF, sustaining serious head wounds. An emergency operation was performed by Dr. E. S. Lombard, USPHS, District Medical Director, who was flown from Sand Point by one of the JRF's from this station, arriving here in a little over an hour from the time of the accident. The patient survived only until the evening of the 19th, after having received numerous units of blood plasma.

An SBD, J15 from VJ13 detachment at Ault Field landed short of the runway on the 18th, threw a wheel and ground looped; the pilot was un-hurt, and the next day the plane was returned by truck to NAS Shelton, after dismantling.

By letter of DCGO, 13th Naval District, dated 20 September, the CG-78304 and the CG-90307 were transferred from the jurisdiction of the Commander, Straits Patrol, to that of the Coast Guard Group, Port Angeles.

On the 22nd, the ASR PEY-5A, #04991 at Astoria NAS was damaged by an F6F taxiing into its left wing. After temporary repairs, it was flown to this station on the 23rd for replacement of a panel. The #7281 was sent to Astoria as replacement.

The SNJ-5 #90374 on the 30th, while on a routine training flight, made a forced landing in the Straits, due to engine mal-functioning, and sank in about 45 fathoms of water. Within 5 minutes, a crash boat had arrived at the scene of the crash, and picked up the pilot and passenger, neither of whom were hurt. Salvage operations were begun immediately, but to date have proven unsuccessful.

D. O. REED
Acting

CC: Hdqtrs
DCGO, 13ND
ComNorWesSec, WeSeaFron
ComWeSeaFron

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Port Angeles, Washington

CG, CG GROUP

CG-601

CONFIDENTIAL

5 November, 1944

To: Commandant, 13th Naval District
Via: Commander, Naval Air Bases, 13th Naval District, NAS, Seattle
Subj: Report of War Diary for period of 1 October through 31 October, 1944

1. The mission and function of the Coast Guard Group remains as last reported. On 18 October, in accordance with Headquarter's letter of 9 October, 1944, file CG-71 (PGA), Commander David O. Reed was designated Commanding Officer of the Coast Guard Air Station, Port Angeles, relieving Commander E. E. Sinton, and on 29 October, in accordance with Commander, Naval Air Bases letter of 25 October, 1944, file NAB 13/AS-1/P17-1(80:14), serial 6929, Commander Reed assumed command of the former Army aviation facilities at Clallam County Airport, Port Angeles.

2. During the month of October, three emergency IFF signals were investigated by ASR planes and boats. On 6 October, the Army radar screen picked up an emergency IFF West of Tillamook Rock. Story One, Tilly One, and the PBY-5A from Astoria conducted the search, which was secured after it was found that a fighter had returned to Astoria with its IFF on. ASR units were again alerted on 11 October for an emergency IFF off Grey's Harbor, but were secured when an FM-2 landed at Quillayute NAS with its IFF on due to a mechanical failure. Another emergency IFF was noted on the 18th of October, but was due to mechanical failure of the IFF gear in the PBY-5A, #4416 then enroute to Astoria.

On 6 October, a JWF flow Department of Interior Representative on a timber cruise over several Indian reservations to inspect parasite damages in those areas.

5 November, 1944

CONFIDENTIAL

An F6F crashed one mile Southeast of Smith Island on 11 October. Three J4F's and a crash boat were dispatched from Port Angeles; a Navy J4F fromault Field and a crash boat were already there, and the Port Angeles units stood by until they were secured.

An FM from North Bend, Oregon, disappeared from training formation on 17 October. Search was conducted by planes from NAS, North Bend, Oregon, crash boats Benny One and Benny Two from Espiro, and Coast Guard patrol craft, but results were negative.

On 19 October, a midair collision of two FM-2's from NAS Quillayute occurred Southeast of Destruction Island. The Coast Guard Air Sea Rescue J4F from NAS Quillayute, a PSM-33 from Port Angeles, crash boats from La Push and Quillayute, a pulling boat from Destruction Island, and a blimp were dispatched. The J4F circled over one of the pilots, who was on a life raft, until he was picked up by the crash boat. An uninflated life raft was seen, but the testimony of the first pilot indicated that the second pilot was unconscious when he hit the water, and his body was not located.

3. Between the first and the seventh of October, crash boats Angel One and Angel Two from Port Angeles cooperated with the Army in keeping shipping clear of the line of fire of guns during target practice from Striped Peak.

4. During most of this month, planes were grounded due to fog, but as weather permitted routine early morning and late evening patrols and training flights were made. Pilots spent much of their time during this period observing instruction films on various phases of Air Sea Rescue. These training films are included in the training syllabus set up by Headquarters for Patrol Plane Commanders on Air Sea Rescue planes.

5. On 15 October, the CG-76504 departed for Seattle for general overhaul, and returned on the 31st. The CG-95002 has been maintaining patrol outside of Port Townsend since early October. The CG-38716 has been operating efficiently and with few irregularities under the Coast Guard Temporary Reserve. They have now repossessed the Port Dock Tower, Port Angeles, and are operating from there.

6. On 20 October, the YSD-55, a seaplane Gerrick, arrived at this station from the 18th Naval District, in accordance with CNO dispatch of 242025 June, 1944, directing that it should be transferred to this station. However, information has been received that this vessel is urgently needed at NAS Astoria, and it will probably be transferred to that station.

CC: Esqbra
 1000, 12ND
 ComNavSec, NaSeaFron
 ComNaSeaFron

D. C. KERR
 Commanding

8 December, 1944

~~CONFIDENTIAL~~

The pilot's body was not recovered. This emphasizes again the need for an additional PBY-5A at North Bend!

4. Brake failure caused the PBY-5A #34028 to run off the runway at Port Angeles on November 28nd. The plane narrowly missed the flood light cubicle, crossed the roadway and went down a 5 foot embankment before finally coming to a stop. By clearing the bush in front of the plane, it was possible to taxi it into the water, and the plane took off with no damage having resulted to either pilot or plane.

5. Four P-40-N aircraft of Red Flight, Cobweb Patrol, landed at this unit on 25 November. They were RCAF planes from Patricia Bay, Canada, whose fuel was almost exhausted. One of the planes, whose pilot apparently was not familiar with this field, taxied his aircraft off the runway in an attempt to use an old abandoned roadway connected with the aircraft runway. Pilots are still landing at strange fields without utilizing all the available publications which fully explain all field facilities. After refueling, the planes departed.

6. Five PBY-5A's were received on the station for the Coast Guard during the month from NAS Seattle. Four of these are for re-delivery. One, the #53977, was ferried on the 7th to San Francisco by crew from San Francisco. One, the #48433, was assigned to Port Angeles for ASB duty and has been stationed at NAAS Quillayute. At the close of the period, the remaining three had not been assigned by Headquarters. Two PBY-5A's, #34022 and #34028, were loaned Port Angeles on temporary custody from FAW-6, Whidbey Island, for training purposes, and have been in use in that capacity throughout the month.

7. The CG-30307 was sent to Seattle for drydocking and repairs on the first of November, and on the third, orders were received to send the CGR 768 (Argosy) to Bellevue Base for immediate return to the owner, after the Coast Guard gear had been removed. On the 6th, the CGR 768 (Prosper) arrived at this station to be assigned for pilot boat duty, and the CG 58307, which was formerly used for this detail, was detached from the station and returned to Seattle. The CG-38716, operated by the Coast Guard Auxiliary, continued her harbor duty, which included pumping out a sinking fishboat, towing a disabled whaleboat, and clearing the shipping lanes of floating logs and debris. During part of the month, she was disabled, having suffered damage to her reduction gear and housing, and the CG-30332 took her place patrolling the harbor. The CG-30307, upon her return from Seattle, brought with her the CG-26002, a sailing ketch, which was transferred from Port Townsend and is to be used here for training purposes.

CO, CG GROUP, Port Angeles, Washington
CG-601
8 December, 1944

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8. On the 20th of November, a conference was held between the District Port Security Officer, Lt. Paul Lemargie, and officers of this station, including the Commanding Officer, Executive Officer, N & B officers, and Coast Guard Auxiliary representatives, for the purpose of clarifying the duties of the CCTP in relation to the anchoring of ammunition laden vessels in Port Angeles Harbor.

9. A refresher course in Chemical Warfare was instituted and started on the 27th of November, with the intention of giving all hands five one-hour classes over a period of two weeks in individual, collective and tactical protection against Chemical Warfare.

10. Daily training is being continued for the qualification of all pilots attached as first pilots and PFC's for PGY-5A aircraft, and training continues for qualifying all pilots for instrument flying.

D. O. REED

CC:

Hdqtrs.
DCCO, LSND
ComNavSec, WeSeaFron
ComWeSeaFron

CG, CG GROUP
CG-601

CONFIDENTIAL

9 January, 1945

To: Commandant, 13th Naval District

Via: Commander, Naval Air Base, 13th Naval District, NAS, Seattle

Subj: Report of War Diary for period of 1 December through
31 December, 1944

1. The mission and function of the Coast Guard Group remains as last reported.
2. During the month, ASR planes and boats were kept busy with searches for missing planes, medical missions, and investigations of two emergency aircraft signals. Three aircraft searched land and water areas along the American side of the Straits of Juan de Fuca on the 3rd of December, for Canadian PBY-5A #11086, which had been reported overdue on the previous night. Results of the search were negative. On the 11th, information was received that a plane had crashed in the ocean west of Seaside, Oregon. PBY-5A #7281 proceeded to the scene of the crash, as did ASR crashboats CG-63035 from Point Adams and CG-63038 from Tillamook Bay and motor lifeboats from Point Adams and Cape Disappointment. Flares were dropped from the plane to aid in the search. A check was made of all nearby airports and no planes were reported missing or in the area of the search. After several hours, the search was secured. PBY-5A #48433 and PBM-3S #6590 were dispatched on 12 December to investigate an unlocated SOS on 4385 kos. Boats and planes proceeded westward from Tatoosh 100 miles. Search was secured when Whidbey Island reported that all its planes were present, as the Whidbey Island planes are the only ones in this area which use 4385 kos. On December 15th, vessels were dispatched from Neah Bay to answer a reported distress, but were secured when it was determined that the flares which had been dropped were the recognition signals of the day. J4F-1 #206 dropped a message block to the tug UNION on 15 December, notifying a crew member of illness of his mother. On 17 December, PBM-3S #6590 conducted a 5 hour search for a missing Canadian Canoe. The search was continued the next day by the PBM-3S #6590 and the PBY -5A #34028. However, the PBY-5A #34028 was forced to return because of engine trouble, and the PBY-5A #48433 conducted the search in the vicinity of Quillayute, with negative results.

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The J4F #221 suffered slight damage to the keel on 16 December, when the wheels collapsed as the plane was landing.

ASR planes and boats were alerted on the 19th when information was received that Sand Point, the destination of 7 C32B land planes enroute from Kodiak, was closed in. Five of the planes landed at Pease Field, and one in Lake Washington. The 7th plane crashed at Silverdale, but the pilot was saved.

On 20 December at 1050Y, information was received that a Jap submarine was reported 5 miles south of the Jordan River. J4F #37814 and #174, and J4F #208 were dispatched to the scene with depth charges, and the station was alerted to emergency status. PBY-3S #6590 and PBY-5A #34028 also patrolled the area for several hours until the alert was called off. At 1630Y information was received from the Canadians that the reported submarine was one of their own patrol craft.

PBY-5A #34038 was dispatched on 22 December to search for the survivors of a plane crash 2 miles north of Partridge Point, which was reported by the C. S. ALENTIAN. The plane was later determined to be an C3D from WJ-10 on detached duty at Whidbey Island. The PBY sighted a life raft cover, but it was apparent that the pilot and crew went down with the plane. This crash is the subject of Crash and Rescue Report #12.

On 23 December, the PBY-5A #7281 searched the Area in the vicinity of Siletz Bay for the wreckage of a tug which had collided with a Canadian freighter during the night. Two empty life rafts were sighted; it was later determined that the tug had sunk, and the crew had been transferred to the freighter.

3. The first of the two emergency signals occurred on 8 December, and was investigated by the ASR standby plane. It was later found to be falsely transmitted by a Canadian PBY-5A in the vicinity of Dungeness. On 18 December, a broad IFF was picked up by Army Radar, and the Quilleyate PBY-5A #42433 as well as crash boats CG-65026 and CG-36734 searched the area 5 miles west of La Push. The search was secured after it was determined that two planes out of a flight returning to KAS3 Quilleyate had their IFF equipment turned on Channel #1, thus causing an overlap of received signals, simulating the emergency signal.

4. The J4F-5 #37814 transported an emergency dental case from Neah Bay to Port Angeles on the 2nd of December, and on the 12th, the CGC-90207 removed a sick man from the FO-795 and transported him to Port Angeles for treatment. On the 27th, the ARB C-15528 proceeded to inter cept the YES 154 on station, removed an ill man, and brought him to

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MEMORANDUM TO: Lt. (jg) "Pete" Hazard

Subj: WAR DIARY NOTES; Land Search and Rescue Mission

1. Lt. (jg) J. W. Jay, Air Land Rescue Officer, and a crew of ten men were absent from the Station from 14 January until 22 January, 1945, on a land search and rescue mission; for a crew of six men from a Navy (PV) bomber that parachuted from their plane in the rugged Cascade range 130 miles northeast of Seattle. The aerial had been shot off the plane cutting off radio communication causing the plane to become lost in the fog and running out of gasoline.

2. The crew was flown to and from Army Air Station, Paine Field and transported from there to USFS Station, Marble Mountain, Washington, which was base headquarters for operations.

3. Search operations were carried out in the rugged, wild country in the Cascades, (Upper Kinky Creek area) under adverse weather conditions most of the time. Rain and snow fell two days, and part of the crew camped out without shelter, other than sleeping bags, four nights. One camp was made in 18" of snow.

4. Of the six men to bail out, four were able to walk out to an old logging road and were picked up by Coast Guard and USFS men. The other two crew members were found by Coast Guard and USFS men. One was in an exhausted condition with badly frozen feet and suffering with other injuries. He was packed out on a stretcher nine miles over a rough, steep narrow trail where a Navy ambulance met him. The sixth member, the co-pilot was found dead, having died from serious injuries and exposure. His body was packed out and turned over to Navy authorities.

5. The time and expense spent in organizing and equipping and training Coast Guard crews for this duty was justified and paid good dividends. Outside of the USFS men, the Coast Guard were the only service personnel who were properly equipped and trained for this duty, and they carried out their assignment in a commendable manner.

J. W. Jay
J. W. JAY
Lt. (jg), USCGR

CO, CG GROUP, Port Angeles, Washington
CG-601
9 January, 1945

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Port Angeles. On the following day, the JRF #174 picked up a sick Navy man at Neah Bay and transported him to Seattle. Also on the 29th, the PBN-33 #6590 proceeded approximately 350 miles to sea to intercept the USS POCATELLO to drop medical supplies for a sick man aboard. Two packages of supplies were dropped to the ship and were received in good condition. On 30 December, the ASR C-16528 intercepted the ASR 99 and carried an injured man to this base for treatment.

5. Four PEY-5A's were received from NAS Seattle during the month for further delivery to Coast Guard Stations. The #33972, which was received on the 6th, was ferried to CGAS Brooklyn, New York, by pilot and crew from this station on the 9th. On the 12th of December, the #33973 and the #33966 were received from Seattle, and on the 30th the #08098. The #33966 departed this unit on the 15th for CGAS, Salem, Massachusetts; the remaining two are awaiting assignment by Headquarters. Also three PEY-5A's received in November were ferried out during this month. #33971 and #33968 departed this station on 1 December for Van Nuys, California, Navy Modification Center, piloted by Port Angeles pilots, and #34021 departed for CGAS, San Francisco, California on the 12th.

6. The CGC-76304 was in the Seattle Repair Yard for overhaul and repairs, and the ASR crash boat CG-63040 was also there for two weeks for installation of new radio equipment. The CGC-80307 conducted routine patrols for Commander, Straits Patrol.

7. During the month, PEY-5A's patrolled in the vicinity of NAAS Quillayute and NAS Astoria, and ASR boats and planes conducted drills and exercises as weather permitted. Training and administrative flights were carried out. During the month, Western Sea Frontier held war games and drills, which kept ASR alerted for possible emergencies.

D. C. REED

UNITED STATES COAST GUARD



ADDRESS REPLY TO

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AND REFER TO

5 February, 1945

MEMORANDUM TO COMMANDER NAVAL AIR BASES

Attached herewith are two copies of Monthly Summary of Crash Statistics, 1 January - 31 January, which please attach to ~~the copies of the~~ copies of Report of War Diary for period of 1 January through ~~31 January~~, 1945, sent by registered mail this date.

A handwritten signature in cursive script, appearing to read "C. W. Hazard".

C. W. HAZARD
Communications Officer

CO., CG GROUP
CG-601

9 February, 1945

CONFIDENTIAL

To: Commandant, 13th Naval District
 Via: Commander, Naval Air Bases, 13th Naval District, NAS, Seattle
 Subj: Report of War Diary for period of 1 January through
 31 January, 1945

1. The mission and function of the Coast Guard Group remains as last reported.
2. On 14 January, Land and Air-Sea Rescue units combined in a search for a PV-1, BuNo 33383, which had become lost in the fog because of radio communication failure, while on an off-shore navigation flight. The plane had evidently run out of gasoline and crashed, not however before the six members of the crew had bailed out over the rugged Cascade mountain range 130 miles northeast of Seattle. PBY-5A #04416, on the 14th of January, and JRF-5 #914 on the 15th, attempted to search the area, but were forced to return because of inclement weather. On the 14th, Lt. (jg) J. W. Jay, Air Land Rescue Officer, and a crew of ten men were flown to the Army Air Field at Paine Field, and from there were transported to the U. S. Forest Service Station, Marble Mountain, Washington, which was used as base headquarters for operations. Search operations were carried out by Army, Navy, Coast Guard, and USFS men in the rugged, wild country in the Upper Kindy Creek area under adverse weather conditions most of the time. Rain and snow fell for two days, and part of the crew camped out without shelter, other than sleeping bags, for four nights. One camp was made in eighteen inches of snow. Of the six men who bailed out, four were able to walk out to an old logging road; two of these were picked up on the 15th by USFS men; on the 17th, a third was picked up by two Coast Guardsmen, and on the 18th the fourth man was picked up by USFS. Army and Navy Officers secured their search operations on the 19th, and returned to their bases, leaving only a small Navy crew at the base camp. Coast Guard and USFS crews continued the search, and found, on the 20th, in the upper Kindy Creek area, the fifth member of the plane

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crew, who was in an exhausted condition with badly frozen feet and suffering from other injuries. He was packed out on a stretcher nine miles over a rough, steep narrow trail, and was turned over to an awaiting Navy ambulance. On the 20th, the body of the sixth member, the co-pilot, was found; he had died of serious injuries and exposure. The body was packed out and turned over to Navy authorities.

Forest Service Officials were very cooperative and helpful, and lent every possible assistance in searching and furnishing quarters and equipment. The time and expense spent in organizing, equipping and training Coast Guard crews for this duty was justified and paid good dividends. Outside of the Forest Service men, the Coast Guard crews were the only service personnel who were properly equipped and trained for this duty, and they carried out their assignment in a commendable manner.

3. Other Air-Sea Rescue activity during the month included the search on 8 January, by PBY-5A #34028 while on a training flight, for a suspected emergency in the Straits; results were negative. On the 15th of January, PBY-5a #04416 flew to assist a tug in locating two drifting barges, and on 23 January, PBY-5A #48433 searched for and found the fish boat KEPEAT, which had been reported lost. A message block was dropped, but the fish boat reported no assistance was needed. J4F #24353 crashed near Target D in Port Susan Sound while on a training flight on 29 January. PBY-5A #34028 and J4F #37814 searched the area for possible survivors with negative results. The plane was later found submerged, by surface craft and buoyed, but none of the crew was found.

4. On January 3rd and 5th, planes from this station flew representatives of the U. S. Fish and Wild life Service on water fowl survey flights. On 30 January, P4L-3S #8590 gave special convoy coverage for 4.3 hours in response to request from Joint Operations Center, Seattle.

5. The J4F #174 was ordered to NAS Northend for AGR duty on January 13th, to act as standby plane until such time as a PBY-5A was available. This plane was replaced by PBY-5A #48433 on 23 January. J4F #203 was released to ferry crew on 18 January for permanent transfer to CGAS Salem, Massachusetts.

6. Four mercy flights were accomplished during the month. A sick Navy sailor was flown in a J4F from Port Angeles to a waiting ambulance at NAS Seattle on 5 January. On the 8th, the J4F #37814 flew a Public Health Service doctor from NAS Seattle to Potos Island for medical assistance to a shore base. The plane could not land due to rough water, but medical advice was given to patients via radio. The J4F-5 #314 on 13 January transported two Navy enlisted men to Seattle for treatment

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9 February, 1945

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of burns received on the PE-57, and on 31 January, the JRF #206 flew a Navy man to NAS Seattle for further medical assistance after he had been treated by the flight surgeon attached to this station.

7. During the month local training flights for PBV-5A crews were conducted as conditions permitted. Air activity was limited by inclement weather. By Commander Northwest Sector, Western Sea Frontier, dispatch 302242, January, 1945, early morning and late afternoon "Plan Victor" patrols were secured at this unit.

8. On 12 January, the CG-78504 and the CG-90307 departed this station for transfer to the CG Operating Base, Seattle.

9. On 23 January seven men, including two officers, departed for Van Nuys, California to the Navy Modification Center for a two weeks' concentrated course in Radar and Loran use and maintenance.

D. O. REED

CONFIDENTIAL

Port Angeles,

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CO, CC GROUP
CC-601

CONFIDENTIAL

7 March, 1945

To: Commandant, 13th Naval District

Via: Commander, Naval Air Bases, 13th Naval District, NAS, Seattle

Subj: Report of War Diary for period of 1 February through
28 February, 1945

Enclosed herewith is report of War Diary for period of 1 February
through 28 February, 1945.

W. W. VEMEL
Acting

Incl.

3 Copies of Subject Report

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Subj: Report of War Diary for period of 1 February through
28 February, 1945.

1. The mission and function of the Coast Guard Group remains as last reported. Comdr. D. C. Reed departed on temporary duty at Coast Guard Headquarters on 24 February. Lt. Comdr. W. W. Vennel is acting Commanding Officer.

2. On 1 February, Quillayute, Astoria and North Bend PBV-5A's started a search, as weather permitted, for PBV-5A #45611, last heard of on 31 January over the Golden Gate Bridge. Search was conducted for a week, with ASR crash boats joining in when weather and bar conditions were favorable. The missing plane was located on 8 February by aircraft from M.A.F. Arcata, California. PBV-5A #09109 and CG-55040 (BENNY ONE) proceeded to render assistance when TEF #25192, WC-38, crashed on 19 February after taking off from WAMS, North Bend, Oregon; no assistance was possible from the air, but BENNY ONE landed 8 men with litters, fire extinguishers, Walkie Talkies and first aid kits near the scene of the crash. Two bodies were removed from the wreckage and returned to BENNY ONE.

3. Five broad IFF signals, all of which proved to be false alarms, were investigated during the month. On the 13th of February, one 30 miles west of Tatoosh was investigated by PBV-5A #7231 from Quillayute and PBV-5A #34022 from Port Angeles, assisted by ANCEL ONE from Mesh Bay. On the 15th, JRF #314 investigated a signal transmitted in the vicinity of New Dungeness by a lost Canadian Liberator, which was later reported out of danger by JOC. PBV-5A #04415 and CG-55035 (SPORY ONE) investigated a signal near Cape Lookout on 24 February, with negative results.

4. ASR units were also alerted during the month by several reports of plane crashes and missing boats. Report of an overdue WATS plane on 1 February alerted crash boats and planes, which were secured when the plane landed at Salen, Oregon. A possible crash in the vicinity Port Angeles was investigated by J4F #207 on 13 February with negative results, and on 16 February search was conducted for 15.5 hours by 4 aircraft for an CSD missing from Seattle. The search covered the Puget Sound area, including Whidbey Island, the San Juan Island group and the area from Port Angeles to Port Townsend south to the mountains, with, however, negative results. On 15 February, a small surface craft was reported on the rocks on the south end of Lopez Island, with a dinghy containing 2 men secured to its stern. PBV-5A #48453 proceeded to the scene and directed Coast Guard surface craft to the stranded boat. Search for an overdue fish boat was conducted for 1.5 hours on the 16th of February by PBV-5A #34023 from Astoria, but the plane was forced to secure due to adverse weather conditions. On 22 February, a Navy pilot from North Bend broadcast a message that his controls

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were frozen. PBY-5A #08108 was airborne and the Empire crash boats, HENRY ONE and HENRY TWO were alerted, but all were secured when the pilot gained control of his plane and landed safely. Search for a reported plane crash in the vicinity of Vancouver, Washington, conducted on 23 February by a Coast Guard manned Navy J4F (replacing STORY 416, temporarily out of commission) from Astoria and Coast Guard vessels was secured when report proved to be false.

5. Two mercy missions were accomplished during the month. A sick Coast Guardsman was transported from Lake Ozette to NAS, Quillayute for hospitalization by PBY-5A #7291 on 18 February, and on 24 February, CG-53037 (SAAGY ONE) proceeded 15 miles offshore to pick up a sick man from the fishboat MARY ANN. The man died before the arrival of the crashboat; his body was transported to Aberdeen.

6. On 9 February, ferry crew accepted J4F #206 and departed for San Francisco. PBY-5A #04991 was delivered from NAS, Sand Point to Port Angeles on the same date for temporary custody and further transfer. On the 14th, ferry crew accepted this plane for delivery to San Francisco.

7. Air coverage was given on 1 February by J3F #37814 and PBY-5A #34022 for a period of 7.2 hours, and on 9 February by PBY #5518 for 9.3 hours. Other miscellaneous activities during the month included a search by a Port Angeles SHW for a paper balloon on 18 February, reported southwest of Smith Island; no trace of it was found. On 22 February, the Commanding Officer of NAS, North Bend requested aid in the search for a submarine reported to be landing in the vicinity of Cape Sebastian. PBY-5A #08108 from NAS, North Bend searched for approximately 3 hours with negative results. J4F #174 and J4F #35954 departed on 24 February for the 9th Naval District to stand-by for flood duty, and arrived in St. Louis, Missouri on the 23th.

8. The Air-Land Rescue Unit at Port Angeles has been quite active during the past month. A search party of 8 men from Port Angeles found on 21 February the wreckage of the 29 foot Canadian fishboat CUNA CHIEF, #X-50F, which had been missing for 10 days, but had not been reported to this station until the 20th. The boat was found on the beach near Twin River, Washington, and the party spent two days, searching approximately ten miles on either side of the boat in an attempt to locate the missing fishermen. No trace of the bodies was found; a security watch was posted at the boat and remained there until the boat was sold on 24 February.

On 6 February, the Air-Land Rescue and Training Officer from this unit attended a meeting of the Port Angeles chapter of the National Ski Patrol. Members of the Patrol indicated their desire to offer every possible assistance in connection with Air-

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land Rescue missions in the event their services were needed, and requested permission to accompany Air-Land Rescue hiking crews from this station when they went on hiking or skiing trips. An official of the Olympic National Park also attended the meeting, and promised full cooperation in connection with Air-Land Rescue activities. Close contact and friendly relations with these agencies seems advisable, since their assistance would be of real value in case of emergencies. On 11 February, ten men from this station went on a hike above the Olympic Hot Springs, conducted for general conditioning and training purposes. A member of the Ski Patrol accompanied the men on the trip.

Air-Land Search Agreements have been solicited from the National Park Service, National Ski Patrol, Olympic National Forest, Civil Air Patrol, Washington State Patrol and the State Forest Fire Service. These agreements should be consummated in the near future.

On 17-18 February, nine members of the Air-Land Rescue crew spent the week-end skiing at Deer Park in the Olympic National Park. Two members of the Port Angeles Ski Patrol accompanied the group and assisted in teaching the men how to ski. The trip was made as part of the training program for Air-Land Rescue, since in the event of a plane crash in the Olympic Mountains or other snow covered area, the rescue crew would have to travel on skis. Olympic Park officials allowed the group to use the old ski lodge at Deer Park, and provisions and bed rolls were packed in by the men. An overnight trip is being planned to teach the men the principles of camping in the snow and related problems. A regular training program for all members of the Air-Land Rescue crew has been initiated, including class room instruction and weekly hikes. "Handy-Talkie" radios will be taken on all hikes, and the crew leader will listen in on the hour for any important calls from the station. These small radios will receive very well, but cannot be used to transmit messages except short distances of approximately 3 to 5 miles.

W. W. VANDEL
Acting

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CG, CG GROUP
CG-601

13 April, 1945

CONFIDENTIAL

To: Commandant, 15th Naval District
 Via: Commander, Naval Air Base, 15th Naval District, NAS, Seattle
 Subj: Report of War Diary for period of 1 March through 31 March, 1945

- The mission and function of the Coast Guard Group remains as last reported.
- ASR activity during the month was mainly concerned with searches for crashed planes and missing vessels. On 4 March, a PV-1 from NAS, Whidbey Island crashed into Admiralty Inlet just off Legoon Point. A JBY-5 from Port Angeles and both crash boats proceeded to the scene of the crash. None of the crew survived, and the search for the bodies was secured at dark. PBY-33 #6590 searched on 11 March for Barge YF 923, adrift off the Washington coast, but was forced to return due to adverse weather. Search was continued on the next day by Quillayute PBY-5A #49435 and PBY-32 #6590. The barge was located by the PBY, and its position broadcast to the CGC ROBE. On March 17th, PBY-5A #7281 from Astoria searched for a lighter which had crashed in the vicinity of the mouth of the Lewis and Clark River. Search was secured when NAS, Astoria reported that the wreckage had been found by its land-rescue party. Crash Boat CG-53058 assisted on 18 March in the rescue of personnel from a blimp which crashed in Tillamook Bay. On 20 March, PBY-5A #49433 from NAS, Quillayute and PBY-5A #7281 from NAS, Astoria searched for the MS 428, which was unreported for 18 hours enroute to Seattle from San Francisco. The ship was located and identified 3 miles north of Dungeness Light, after she had failed to answer the challenge by the Port Angeles signal tower when proceeding inbound through the Straits. On 21 March, PBY-5A #7281 from NAS, Astoria searched for a TBY reported down 10 miles south of Astoria. The plane was located by the Navy, on land, and an air-land rescue party from Point Adams assisted.
- An emergency IFF signal was reported 20 miles west of Gold Beach, Oregon, on 4 March. PBY-5A #04416 from North Bend was on a training flight and proceeded to the area. The North Bend crash boats were unable to get over the bar for several hours, but one managed finally to get over, and proceeded to the area. The Coast Guard motor life boat from Port Orford also entered in the search. The signal faded, and no trace of the cause was ever found.

AWA

10 April, 1945

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4. Five mercy missions were accomplished during the month. On 16 March, J4F #207 transported a Navy enlisted man from Port Angeles to NAS, Seattle for hospitalization, and on the same day, J4F-5 #814 proceeded to Neah Bay, picked up a sick seaman from the tanker ELWOOD, and transported him to NAS, Seattle for hospitalization. Also on the 22nd and 26th of March, the J4F-5 #814 transported Navy men to NAS, Seattle for hospitalization. The PBY-5A #48433 picked up a patient at Neah Bay on the 27th and transported him to Port Angeles, where he was transferred to the J4F #221 and taken to Seattle.

5. A ferry crew from Elizabeth City, North Carolina, was transported to Port Angeles from Seattle on 4 March by a plane from this station, accepted PBY-5A #08030, and departed for Elizabeth City. On 16 March, PBY-5A #34022, loaned to this unit for training purposes by COMFAR 11 Seattle, was returned to Fleet Air Wing Six at NAS, Whidbey Island. On 20 March, PBY-5A #34023, loaned to this unit, was returned to Fleet Air Wing Six, NAS, Whidbey Island.

6. Lt. Comdr. Tuttle, USCG, delivered a two hour lecture on 1 March to all pilots on the theory and operation of Loren gear. On 6 March, PBY-5A #7281 at NAS, Astoria made an emergency landing due to partial failure of one engine. During the week of 11 to 17 March, special gunnery training was carried out by the crew scheduled to go to VPB-3 in April. This training consisted of dropping water bombs, 525 lb. depth charges, and in shooting at an aerial target towed by SBM #28435 furnished through the cooperation of VJ-10 from NAS, Shelton.

On March 18th, the SNV from Port Angeles made simulated strafing runs on Striped Peak at the Army's request, and on 21 March, cork boat CG-63074 from Port Angeles acted as target for Army searchlight drill off Tongue Point, also at the request of the Army. PBY-5A #7291 from NAS, Astoria on March 23rd investigated an object in the water off Tillamook Hook, and identified it as an empty belly tank. On the evening of the 29th, the remnant of a ship's life raft was found on the beach at Ediz Hook. The raft had evidently been washed ashore recently, and appeared not to have been used, as the emergency rations were still securely lashed to the boards and the cans still sealed tightly. No information was found as to the source of the raft or how it came to be adrift.

7. An Air-land Rescue crew from this station along with an Army Lieutenant from Pease Field and a search dog, departed on 14 March to search for a paper balloon, which was seen floating to the ground near Port Townsend on the evening of the 13th. A search had been conducted by Army personnel on the 14th with no results. At 1430, the balloon, hanging

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from a tree, was found by the Coast Guard crew, directed there by the Army lieutenant. The Army personnel in the area at the time took charge of the balloon and posted a guard pending the arrival of a trained demolition officer.

8. An extensive program for Air-Land Rescue is now in effect at this station. A regular training program for both officers and enlisted men is being carried out, and an effort is being made to have well trained and efficient Air-Land Rescue crews available at all times. The training program consists of classes, training films, field trips, both on foot and on skis, testing and improving equipment, coordinating search and rescue activities between plane and ground crews, and practicing dropping equipment and supplies from planes. Pilots and plane crew members are included in the training program in order to familiarize them with the organization and the search and rescue procedure in effect. Because of the loss of efficiency of the crews when they have to pack in heavy loads of supplies over rough terrain, the plausibility of dropping supplies and equipment from planes has been investigated. Several tests have been made, dropping dummy packages with burlap chutes. Satisfactory results can be obtained using burlap chutes if the loads are not too heavy. Tests have been made with pyrotechnics, and one of the members in the Land-Search Rescue crew has modified a walkie-talkie so that the transmitting power is increased approximately three to five times. Excellent relations are maintained with the National Park Service and the Port Angeles Ski Patrol. The park officials have been very cooperative in loaning the use of their buildings and other facilities, and the ski patrol members have accompanied the crews from this station on most of the field trips. It is anticipated that the finest cooperation will be obtained between Air-Land Rescue crews and all the allied rescue organizations in the event of an emergency.

B. F. MOEL
Acting

CO. CG GROUP
CG-601

4 May, 1945

CONFIDENTIAL

To: Commandant, 13th Naval District

Via: Commander, Naval Air Bases, 13th Naval District, NAS, Seattle

Subj: Report of War Diary for period of 1 April through 30 April, 1945

1. The mission and function of the Coast Guard Group remains as last reported. However, recent directives from Coast Guard Headquarters have changed certain functions of the ASRV concerning Personnel and Logistics. These changes have caused considerable comment and conjecture as to where Commander Air Sea Rescue, DCGO, and Headquarters' control of logistics begins and ends. The Commandant's Letter to all DCGO's of 15 March, 1945 (CG-501-020) vests authority for all personnel changes in Headquarters (through DCGO) and in the same manner gives Headquarters authority for furnishing stores and supplies. Instructions issued by DCGO to units in the field having ASRV facilities are apparently not understood concerning supplies for the vessels, or the handling of leave requests. It is anticipated that in the near future, these difficulties will be ironed out, and all personnel matters and supply functions will be definitely handled by Headquarters acting through the DCGO's and ComASRV. Personnel difficulties are encountered due to the fact that commissioned officers are not presently attached to the ASRV vessels of this area.

2. ASRV planes and boats were kept busy during the past month searching for missing planes, and assisting disabled vessels. On 1 April, ASRV CG-53036 from Neah Bay investigated flares sighted by IS-38 at 0230T. PBV-5A #48433 from Port Angeles proceeded to the scene at 0430T; search was secured at 0615T with negative results. ASRV CG-53040 from Westport on 2 April stood by a floating mine 4 miles off Grays Harbor until a blimp arrived and exploded the mine. On 6 April, JRF-5 #814 and PBV-5A #416 from Port Angeles searched the area between Point Francis and Lummi Island, 7 miles west of Bellingham, for a plane which was reported by a civilian to have been seen going down in smoke; no planes were reported missing by any units in this area, and search was secured. On the 11th, ASRV CG-53035 from Point Adams proceeded to the scene of a crash of an F6F, into the Lewis and Clark River, while on its final approach to NAS, Astoria. The crash boat was directed to the scene by PBV-5A #7281 from NAS, Astoria, and stood by the scene until a Navy Salvage Crew arrived. The pilot made shore in a life raft

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under his own power just before the crash boat arrived. PEY-5A #08108 from NAAS, Quillayute located, on the 12th of April, a drifting and disabled fishboat 16 miles from Destruction Island and directed CG MLB INVINCIBLE to the position. On the 15th PEY-5A #34009 from Port Angeles and PEY-5A #08108 from NAAS, Quillayute were ordered out to search for a PV-1 reported by NAS, Whidbey Island to be in trouble somewhere in the Straits of Juan de Fuca. The PV contacted the Port Angeles Control Tower, indicating operation on one engine and requesting permission to land. It was directed to land at Outlying Field, Clallam which it did. PEY-5A #08108 was secured, and PEY-5A #34009 landed at Clallam to render assistance, which, however, was not required. Mechanics were flown from NAS, Whidbey Island to make necessary repairs.

A dye-sea marker was located one and one-half miles northwest of Cape Arago on April 17th by PEY-5A #04416 from NAAS, North Bend. It was later determined that the marker had previously been dropped as a strafing target. On 18 April, ARB CG-63040 from Point Adams took a salvage pump to the Coast Guard MLB 36352, reported making water off Tillamook Rock. PEY-5A #7281 from Port Angeles proceeded on 19 April to search for a P2B-1 reported to be down in Gunnery Area One, and located the plane two miles east of Potos Island, in no immediate distress. The 7281 directed the Bellingham COYP patrol boat to the scene, and stood by until the plane was taken in tow and no further assistance could be rendered. On 21 April, fishboat AIRCORE, reported missing off Yaquina Bay, was located by ARB CG-63039 from Newport, Oregon, 12 miles west of Alsea Bay. The ARB stood by until the CG-35397 arrived to tow the fishboat to port. On the same day, the fishboat THELMA II was reported disabled south of Tillamook Rock. It was located by ASRU PEY-5A #433 from NAS, Astoria, 30 miles from Tillamook Bay. The crew appeared to be bailing the boat out; a salvage pump was taken out by ARB CG-63039 from Garibaldi, Oregon, and the fishboat got underway under her own power. The ARB was unable to cross the bar, and proceeded to Point Adams to await favorable conditions.

On 24 April, JRF #37914 from Port Angeles investigated a broad IFF reported 15 miles west of Port Angeles. Army Radar plots from Striped Peak were very helpful in determining the origin of the IFF. One of three Navy planes which flew over the station had broadcast accidentally. On the same day, another IFF was reported off Gray's Harbor. Quillayute and Astoria units were alerted, but the plane later landed at NAS, Whidbey Island, after having obtained bearings. The PEY-5A #7281 from NAAS, Quillayute took off on the 27th in search of a plane reported to be sending a SOS 35 miles from NAAS, Quillayute. A corrected position over Vancouver Island was given, and Canadians indicated that they would handle it. On the 28th, ARB CG-38734 from

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La Push was dispatched to pick up a wooden life raft reported by Blimp K-119, 5 miles from Destruction Island. The same day, PBV-5A #08108 from NAS, Quillayute was dispatched to investigate dye-sea markers reported 3 miles and 9 miles northwest of Tatoosh Island by Blimp K-119. The PBV was diverted to an area 30 miles west of Cape Flattery, to investigate a broad IFF reported by the Canadians, but was recalled when Canadians reported that it was not an emergency. The PBV reported no debris or other floating matter around the dye-sea markers, and was secured. On the same day, ARB CG-63037 from Westport proceeded to an area 5,000 yards off Pacific Beach for Navy Radar Calibration.

3. Mercy flights included the transportation by J47-1 #207 on the 13th of April of a Navy man suffering from pneumonia to NAS, Seattle, for hospitalization. The ARB CG-63035 from Point Adams, on the 17th, took a sick man off the tanker TELON in the vicinity of the Columbia River Lightship, at the request of the DCGO.

4. Crew from Port Angeles picked up PBV-5A BuNo 34009 at Sand Point on 10 April, and returned to the station; on 14 April, a Biloxi ferry crew took the ship to CGAS, San Francisco, enroute to CGAS, Biloxi, Mississippi.

5. On 13 April, Captain Zeusler, District Coast Guard Officer, 13th Naval District, was flown in CG-914 on an inspection flight over the site of the new Loren station. On the 3rd of April, and again on the 17th, this unit participated in Northwestern Sector, Western Sea Frontier Communication drills. On 13 April, Lt. Comdr. Tuttle, of Coast Guard Headquarters, made a flight check of the new Loren station in PBM #6590.

6. The Air-Land Rescue Unit at this station sponsored, on 11 April, a meeting of 15 Navy emergency rescue training officers, representing Navy air stations and supply departments in this district. The purpose of the meeting was to acquaint the Navy officers with the Air-Land Rescue equipment and program in effect at this station. The factors and items to consider in organizing and conducting a search and rescue mission were discussed, and the officers were impressed and interested in the equipment on hand and the preparations that have been made to carry out emergency rescue work on land. On 17 April, eleven Navy Officers from Whidbey Island visited this station to inspect the emergency rescue equipment, both air-sea and land, and to acquire all information possible on emergency rescue activities. They were particularly interested in the air-sea rescue equipment and organization, as they were to be instructors in air-sea rescue activities for Navy men going over-seas to carry out that work. The visiting officers

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were taken out on a crash boat, and witnessed the dropping of two life rafts from a PEM. Three "search dogs" arrived on this station on 21 April, and will be used in connection with the search and rescue activities. These dogs were previously trained for this duty, but have been inactive for some time, and considerable work and time will be necessary to get them in good condition. Efforts in this line are being made by constant practices in the mountain areas.

7. A program of small arms target practice, Course "F", 38 caliber pistol, was started for all personnel on the station on 23 April, and is still being conducted.

W. W. VENNEL
Acting

cc: *Conrad*
DC60 (1321)
C.
C.

CG, CG GROUP
CG-401

9 June, 1945

CONFIDENTIAL

To: Commandant, 13th Naval District
Via: Commander, Naval Air Base, 13th Naval District, NAS, Seattle
Subj: Report of War Diary for period of 1 May through 31 May, 1945

1. The mission and function of the Coast Guard Group remains as last reported. On 4 May, in accordance with letter from the Commandant (FOA), file CG-71, Comdr. Woodrow W. Vennel, USCG, was assigned temporary additional duty as Commanding Officer, U. S. Coast Guard Station, Port Angeles, Washington.

2. Two rescues were accomplished by AGR planes in conjunction with crash boats during May. On the 7th an P6F from NAS, Arlington was ditched $3\frac{1}{2}$ miles east of Neah Bay, about 70 yards offshore. Within five minutes, the Neah Bay crash boat, CG-33036, was underway, and PBY-5A's from Port Angeles, #45433, and Astoria, #7831, were proceeding to the scene. The crash boat arrived at the scene 15 minutes after the crash, and used a dinghy to remove the pilot, who was unhurt. On 26 May, another P6F from NAS, Astoria crashed 40 miles WSW of Cape Flattery. PBY-5A #08108 from NAS, Quillayute was dispatched, and upon sighting the pilot on a raft, dropped a smoke float, landed and picked up the pilot, who was apparently unhurt. Two other rescues for crashed planes occurred during the month, and four times assistance was rendered to disabled fishing boats. In two of these, the PBY-5A from NAS, Quillayute located the disabled fishing boats and directed CG HLB's to their assistance. ASK planes also investigated three emergency IFF signals and a report of a paper balloon.

On 26 May, the Commanding Officer of the ATR-69, who was suffering from acute appendicitis, was transported to Sand Point by Port Angeles JEF #37814. Reports of submarine sent planes out three times. On 16 May, Quillayute PBY-5A #7291 assisted in a search 43 miles west of Destruction Island; the next day JEF-6 from Port Angeles, #33984, searched Hood's Canal 2 miles north of Bangor; and on the 19th a Canadian Army report of a submarine was investigated by JEF-6 #35984 and PBY-5A #6391, both from Port Angeles.

EWK

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3. Navy ferry crew arrived on 21 May with PRM-35 #01690 to replace #6590, which departed on 27 May for Harvey Point, North Carolina via San Diego. On the 22nd, PRM-39 #6518 was replaced by #01658. On 25 May, with Navy ferry crew, the #6518 departed for NAAS, Harvey Point, North Carolina. A crew from this station took delivery of PBY-5A #34038 at Sand Point for the Coast Guard on 29 May, for further delivery.

4. A twenty-six foot diesel boat, #M-489, was received from Seattle Repair Base on 3 May, for use as a tow boat in connection with handling target rafts. This boat belongs to the Army, and is on loan to the Coast Guard. On 5 May, AVE CG-63027 at Newport cooperated with the Navy unit at Pacific Beach for gun sightings. On the 7th, a fire and rescue party from this station, consisting of 2 officers and 14 men with a portable fire pump, placed in a boat, assisted the Port Angeles fire department in putting out a fire in one of the local mills. On the 8th, the JET-6, and on the 9th, the JRE-2 from this station returned, after spending the months of March and April on duty in the Mississippi, Missouri, Ohio and Red River areas. Between the 13th and the 19th, the engineering officer of this station in charge of the AVE boats made an inspection trip to all stations on the coast and checked all boats and rescue equipment.

5. The training program for emergency rescue in support of Air-Sea Rescue continues, and is now being coordinated with the training of the "search dogs." An additional improvement in communications was made with the modification of the antenna of a five watt radio, which has been installed in the weapons carrier, the vehicle assigned for emergency rescue activities. In addition to a spike antenna, an 80 foot antenna can be used, which increases the transmitting range many times. Tests proved that Stations NCV, FMW and other distant stations could be contacted with reception loud and clear. It is believed that one of the main radio stations could easily be contacted from any locality in this area to which the crews from this station might be called upon to go. This radio will be comparable to that installed in the large COM Truck, except that it will send and receive on 2570 kcs. only. An old horse trailer has been acquired for use in connection with the weapons carrier, and with this trailer, a ten-man unit complete with equipment can be moved with the one vehicle. Equipment on hand includes ten-man units, as well as a twenty-five man gear unit, three tents, and camp stoves.

6. The new Racon Building, located at the end of the Spit, was completed on 11 May, and installation of equipment was started. The YJ Radar Beacon was moved from its location atop the Administration Building to the Racon Building, and no operation time was lost. On 12 May, a TBT 75 megacycle Station Location Marker (Z Marker) was put into commission in the Racon Building, and on 13 May, a YC Homing Beacon, also located in

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the Racon Building, was commissioned. Both of these have been operating satisfactorily. On 31 May, work was started on the installation of a Marine Radio Beacon.

8. The extension to the runway, which was started in February, will probably be completed soon. This extension, when completed, will be 700 feet long and 150 feet wide, and will be covered with asphalt as is the present runway. Eight additional contact lights have been installed. The flood lights and transformers were moved westward 700 feet, and it was necessary to build a curb on the beach end and install a dolphin for the northwest light. When completed the runway will be 4500 by 150 feet.

9. The erection of a steel frame and canvas standard nose hangar, which was started on 1 April, is complete except for air and electricity. It is erected on a paved area of 6 inch concrete 120 feet by 150 feet at the southwest extension to the parking area. The hangar is 31 feet by 78 feet by 40 feet high, and upon completion will contain electric outlets, a complete lighting system, water hydrants for fire fighting equipment, and high pressure air outlets.

W. W. VERNEIL

CC:

Comdt.

DGGO 13MD

ComNorWesSec, WeSecFron

ComSecSecFron

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Port Angeles, Washington

CG, CG GROUP

CG-501

9 July, 1948

CONFIDENTIAL

To: Commandant, 13th Naval District

Via: Commander, Naval Air Bases, 13th Naval District, NAS, Seattle

Subj: Report of War Diary for period of 1 June through 30 June, 1948.

1. The mission and function of the Coast Guard Group remains as last reported. On 1 July, 1948, in accordance with Headquarters' dispatch 231752 June 1948 (Restricted), Comdr. E. W. Vannal, USCG, departed this station for temporary duty at Coast Guard Headquarters, pending further assignment to duty outside the continental limits of the United States. On 30 June, 1948, Comdr. B. I. Denniston, USCG, arrived this station from Patrol Bombing Squadron Six, and on 1 July assumed duty as Commanding Officer, Coast Guard Air Station, Port Angeles, Washington, in accordance with Headquarters' letter (PDA) of 25 April, 1948, file CG-71, 531.

2. The most outstanding Air-Sea Rescue event of this period occurred on 4 June, when the PBM-39 #01868 from Port Angeles made a 400-mile off-shore flight for the purpose of removing a seriously ill man from the FF PUMATZLO. Information was received on 3 June that the patient had been operated on, but should be removed as soon as possible to a hospital. However, at that time the distance was too great to risk sending an aircraft to sea for the landing and removal of the patient. The flight was made by Comdr. W. W. Vannal (at that time Commanding Officer), Lt. Comdr. R. E. Hammond, Executive Officer, and Lieut. K. G. Kintner, Flight Surgeon. The landing was a difficult one due to confused swell conditions, but only slight damage was caused to the plane and no injuries to the crew. After the removal of the patient to the plane, takeoff was facilitated by a slick, which was made by the ship in accordance with radioed directions and standard procedure. Plasma was administered to the patient by the Flight Surgeon during the trip to Sand Point.

Twice during this period, one on 15 June, and again on 18 June, PBR-5A #04316 from NAS Guilford located disabled fishing vessels, one of which was 16 miles from Pacific Beach with lost rudder, and directed

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the CG MB INVINCIBLE to the scene to render assistance. On 26 June, two J4F planes conducted a 6-hour search for two missing persons, believed to be in a small boat, lost in the area around Port Townsend; results of the search were negative. Three emergency signals were investigated, and proved to be false alarms; one of these, on 24 June, was caused by a B19, which turned on its emergency IFF for testing without proper authority.

On 23 June, the pilot of an F4U-2 from North Bend, was forced to bail out due to engine failure. Another F4U-2 which had been accompanying him, contacted North Bend Tower, reported the pilot in the water three miles southwest of Cape Arago, and remained over the scene circling. The PBY-5A from North Bend, #08073, as well as the North Bend crashboat, were notified, and proceeded to the scene. Two fishing vessels were in the vicinity and one of them, the GYPSY, was directed by the PBY, and picked up the pilot, approximately 8 minutes after he had bailed out. Due to uncertain sea conditions, the crash boat stood by the fishing boat until it had crossed the bar before transferring the pilot, who was injured only slightly.

2. Regular training continues in the line of emergency rescue activities on land. The training of the three dogs assigned here is progressing, and crews and equipment are maintained in a state of readiness at all times for any land emergency that may arise. New pilots reporting aboard the station are checked out thoroughly in Air-Sea Rescue equipment and its uses, and are included in the training program for emergency rescue activities on land. During the past month, all the life rafts have been brought up to date to conform with the latest specifications on the type and amount of equipment carried in them. The changes in equipment have included replacing the old signal mirrors with the new reflex button mirrors, and replacing old fishing gear with new improved sets. New Aircraft Droppable Service Kits No. 1 have also been included as part of the standard equipment in all the rafts.

3. On the 1st and 2nd of June, planes from this station flew Comdr. Dempsey to Port Townsend, Port Angeles, and back to Seattle on a bond selling tour. On 9 June, a short visit was paid the station by Major General F. F. Worthington, Canadian Army, Canadian Western Defense, on his way to Camp Hayden for the purpose of reviewing the firing of the Coastal Defense guns. General Worthington was met on the station by Lieut. General J. H. Cunningham, U.S.A. Vice Admiral Earl A. Mitecher and Rear Admiral J. J. Ballentine, of Fleet Air Wing 319, passed through this station on 15 June on an informal inspection of Fleet Air Facilities in the Northwest Pacific.

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4. The Marine Radio Beacon on Ediz Hook was commissioned at COOLT, 19 June. This beacon operates 1 minute every 3 minutes, 24 hours daily. The frequency used is 292 kcs., code letter "X".

W. I. SWANSTON

CG:
Comdt.
POCC 12ND
ComForAsSec, WcSeaFron
ComReSeaFron

CC, CG AIR STA

CG-801

9 August, 1945

CONFIDENTIAL

To: Commandant, 13th Naval District

Via: Commander, Naval Air Base, 13th Naval District, NAS, Seattle

Subject: Report of War Diary for period of 1 July through 31 July, 1945

1. The mission and function of the Coast Guard Air Station remains as last reported.

2. During the period of this report, two emergency IFF signals were investigated by Air-Sea Rescue planes, one 17 miles off Gray's Harbor and the other 15 miles west of the Columbia River entrance; both reports proved to be false alarms. Planes and crashboats answered five calls for assistance from disabled or drifting fishing boats, investigated a report of a forest fire, which proved negative, and investigated and picked up a parachute sighted in the water 3 miles off Crescent Rocks, which turned out to be a parachute from a flare. On 17 July, two men from Port Angeles Air Station and two of the search dogs kept here for emergency rescue activities on land were dispatched to assist in a search for a missing child in the Glallam Bay area; a 6-hour search was conducted, but results were negative. On the 18th, PBY-3A #04416 from Port Angeles took part in rescue operations in connection with a crash of Army and Navy planes over Tacoma.

copy

PBY-5A #48435 and AVR CG-53734 from Quillayute, AVR CG-63037 from Gray's Harbor, and PBY-5A #08073 from Astoria took part in an emergency drill conducted 6 miles west of Cape Elizabeth on 20 July. On the 24th, a concentrated search of Admiralty Inlet off Narrows Point and Fort Flagler Look was conducted for the survivor or evidence of wreckage of an F5F-3, BuNo 7825, which crashed while on a gunnery training mission from NAS, Arlington. Some small bits of wreckage were found, but neither pilot nor plane were recovered. Units taking part in the search were Port Angeles planes PBY-5A #06616, PBY-5B #01658, PBY-3 #37814, and Port Angeles AVR's CG-53040 and CG-63071. From the 26th to the 27th of July, ASR units from Port Angeles, New Bay, Quillayute and Gray's Harbor conducted a continuous search for an F5F-3, BuNo 85495,

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9 August, 1945

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missing from a group that had been on a gunnery training flight out of NAAS Quillayute. No IFF signals or radio communications were heard at any time from the missing aircraft, and fog over the area at the time the plane was found missing from the squadron hampered search efforts. Results of the search were negative. Units assisting in the mission were PRY-5A #04418, PBM-3S #01658 and JRF-5 #37814 from Port Angeles, PRY-5A #42433 and AVR CG-63034 from Quillayute, AVR CG-63036 from Neah Bay, and AVR CG-63037 from Gray's Harbor.

3. An injured man was removed from the Lightship 89 by AVR CG-63036 from Neah Bay on 5 July, and on 29 July, a hospital case was transported to Seattle by air.

4. Between the 6th and 12th of July, personnel from this station assisted in fighting forest fires in the vicinity of NAAS Quillayute. Between 60 and 70 officers and men, fire trucks and all available fire-fighting equipment were transported to Quillayute, and two men were flown over the area to photograph the fire.

W. I. SWANSON

CC:

Comdt.
DCGO, 13ND
ComNavSec, NavSecFrom
ComNavSecFrom

CG, CG AirSta
CG-501

CONFIDENTIAL

6 September, 1945

To: Commandant, 13th Naval District
 Via: Commander, Naval Air Bases, 13th Naval District, NAS, Seattle
 Subj: Report of War Diary for period of 1 August, through 31 August, 1945

1. The mission and function of the Coast Guard Air Station remains as last reported. By ComNavSec, NavSecFrom dispatch 942052, August, 1945, Comdr. W. I. Swanson was ordered temporary additional duty as Commander Juan De Fuca Strait Defense Unit, upon detachment of Comdr. W. B. Brust, USNR. By DCGO 13ND dispatch 502385, August, 1945, the Temporary Reserve was placed on an unassigned status.

2. Numerous lost or disabled fishing boats, crashed planes, mercy missions, and forest fires kept Air-Sea Rescue and Emergency Rescue Units busy during the period of this report. The first call for assistance came on 2 August, when report was received from the Washington State Patrol that an airplane had crashed near Lost Mountain Road about 15 miles south-east of Port Angeles. The plane was PV-2, BuNo 39374, operating from Whidbey Island NAS on a night flare mission, and upon crashing it exploded and started a forest fire. Within half an hour two planes from Port Angeles, J4F-1 #207 and PVY-5A #24038 were airborne, and conducted an air survey to determine the exact position of the crash and to direct ground rescue parties. Communications Truck No. 2307 was dispatched by DCGO, 13ND and proved extremely valuable in establishing communications between the base, aircraft and the ground parties. During the night and all the next day, four Emergency Rescue Units totaling 68 men from Port Angeles with fire fighting equipment fought the fire and managed to bring it under control and to recover the bodies of the plane crew. A crew was kept at the scene until all danger of fire spreading was considered past, and full responsibility was assumed by the Forestry Service. Search for the bodies was hampered by the fire and dense smoke covering the area, and the fire would undoubtedly have spread to major proportions had it not been for the prompt action of the station personnel. Planes were valuable in directing ground crews and reporting the fire's progress. Rescue crews were in constant communication with the station by means of Walkie-Talkies and the Communications Truck. The effort and time devoted at this unit to developing emergency rescue equipment and training emergency rescue crews were proven well justified. The field equipment, special clothing and the heavy logger boots were

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especially valuable in going into the fire area to recover the bodies, since the ground fire was several inches deep. There was no wasted time in getting the crew underway or in their reaching the crash, due to previous crew organization and training. Coordination between plane, ground crews and station was at all times possible due to excellent radio communications.

On 13 August, a call came from JOC that Navy PB4Y BuNo 59357 had crashed southeast of Ault Field, that two of the passengers had been killed but fourteen had parachuted before the plane crashed. Two Port Angeles A.S.R.T.U. planes, PB1-5A #06108 and JRP-5 #57816 were immediately dispatched to assist in search and rescue. An emergency rescue crew departed by plane to assist in finding one missing man who had jumped, but whose parachute had failed to open. In co-operation with Navy and Army personnel, search was conducted throughout the day without success, and the following day a second rescue crew was dispatched. A dummy was dropped approximately where the man jumped, bearings were taken by observers and that area searched. Compass bearings were followed through the brush as well as possible, but the dense undercover hampered following a compass bearing accurately. Finally a 10,000 foot trail was cut through the brush, following a line established by the use of a surveyor's transit, and the search conducted on both sides of this trail until the body was finally found; it was located 300 feet from the base line trail.

The third assistance mission during this period occurred on 23 August, when the Army requested that an ASR plane be sent to Lake Chilliwack, Canada, immediately north of the American Canadian border, to bring out four injured paratroopers, who had been dropped in the area as forest fighters, part of a force of 100 men. PB1-5A #08076 with an ASR flight surgeon on board, landed on the lake. Lake Chilliwack, 6 miles in length, is situated 2,000 feet above sea level just northeast of Mt. Baker, and is surrounded by 6,000-foot peaks. In order to remove the most seriously injured man, it was necessary to row one of the plane's life rafts over a mile up a creek feeding into the lake, and hike in another mile with a stretcher. All four of the injured men were transported to McChord Field, Washington, for hospitalization.

3. Air-Sea Rescue planes assisted sixteen fishing boats in distress during the month, in the majority of the cases locating the vessel and standing by until a Coast Guard vessel could come to its assistance. Eight mercy missions were accomplished. In one of these cases, on 12 August, Port Angeles planes PB1-33 #01890 and PB1-33 #01899 were dispatched in answer to a report that an injured man aboard the merchant ship SS ELLSWORTH needed hospitalization. The planes proceeded to the ship, which was approximately

CG, CG AirSta
Port Angeles, Wn.
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8 September, 1945

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400 miles west of the entrance to the Columbia River, but were unable to land due to rough seas. Communication with the vessel indicated that the condition of the injured men was not immediately serious, and planes assisted a Coast Guard cutter with a medical officer aboard, to make contact with the vessel 3 hours later and to remove the injured man. In another case, on 17 August, an officer and eight men from this station were driven by truck 18 miles up the Elwa River area, and hiked in 11 1/2 miles to the assistance of an injured fisherman from Elk Horn Ranger Station. The fisherman was packed out in a stokes litter, and transferred to an awaiting ambulance at the road. On 26 August, report was received that an injured man aboard the SS LAKINA was in need of medical assistance. The station Flight Surgeon was flown in PBV-5A #08076 to the ship, which was contacted in Stevens Passage, British Columbia. After medical examination and treatment was administered by the Surgeon, the plane returned to base.

4. On 16 August, the AVR CG-38734 from Quillayute, transported a fire-fighting crew from LaPush to Tolook Point to fight a forest fire, and on 23 August, twelve men from this station were dispatched to fight a forest fire in the Upper Nluha trail area.

W. I. SWANSTON

CG: Comdt.
D330, 13ND
ComNorWeSec, WeSeaFron
ComWeSeaFron

CG, CG AIRSTA
CG-601

8 October, 1945

CONFIDENTIAL

To: Commandant, 13th Naval District

Via: Commander, Naval Air Bases, 13th Naval District

Subj: Report of War Diary for Period of 1 September through
30 September, 1945.

1. The mission and function of the Coast Guard Air Station remains as last reported. By Headquarters, Northwestern Sector, Western Sea Frontier letter of 28 September, 1945, Serial 652, Juan de Fuca Strait Defense Unit was terminated at this unit.
2. Search for a missing SBEC off Astoria was conducted on 1 September by PBY-5A's #04415 from Astoria, #34038 from Quillayute, #08078 from North Bend, and PBM-3S #01690 from Port Angeles. Search was secured due to darkness, but continued the following day with negative results. AVR CG-63038 from Tillamook picked up an empty life raft 10 miles west of Tillamook, which was identified as having been aboard the missing plane. Also on 2 September, the AVR CG-63074 from Port Angeles proceeded to the assistance of a disabled fishboat, RIO DEL MAR, but was secured when the boat was taken in tow by the 174 foot cutter FARR. JRF #37814 from Port Angeles and PBY-5A #48433 from North Bend were dispatched 2 September when information was received that a TEM was down 7 miles west of Arlington. Survivors were picked up by an Army crashboat, and planes were secured.

On 18 September, information was received from JOC that a PBY (Call WVI) was proceeding down the Straits on one engine. Several minutes later, the Station Control Tower reported that the plane had made a forced landing in the Straits two miles northwest of the station. Crashboats CG-63040 and CG-63074 proceeded immediately from the station, and PBY-5A #08108 was airborne and arrived at the scene eleven minutes after report that the plane had landed. Thirteen minutes after the forced landing, the PBY was in tow by crashboat CG-63040.

From 26 September through 28 September, ASR units searched for the fishboat ARROGANT, which was reported 14 days overdue. No trace of the vessel was found. Units participating in the search were PBY-5A's #04416 and #08108 from Port Angeles, and #48433 from Astoria; PBM-3S's #01658 and #01690 from Port Angeles; AVR's CG-63037 from Grays Harbor, CG-63039 from Toquima Head, CG-63040 and CG-63041 from North Bend, and CG-63038 from Tillamook.

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Port Angeles, Wa.
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5 October, 1945.

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3. Several mercy missions were accomplished during this period. The JRF #174 from Port Angeles transported an emergency case to Seattle for hospitalization on 6 September, and on 10 September, another medical case was transported to Sand Point by the PBY-5A #08108 from Port Angeles. On 11 September, AVF CG-63074 from Port Angeles, with a pharmacist's mate aboard; met the steamer YUKON in the Straits and removed a sick crew member, who was later transported to Sand Point by the JRF #174 from Port Angeles. PBY-5A #43433 from Quillayute proceeded to Destruction Island on 14 September with a doctor aboard to render aid to a man with arterial bleeding. The plane landed at sea, picked up the patient and returned to Quillayute.

4. With the arrival of an Aerology Officer on the station, the activities of that department have increased in scope during the last month. Daily charts and maps are now being drawn up, from which forecasts are made; hourly reports of weather conditions and hourly forecasts are made available to the Operations Department covering conditions at all local stations in this vicinity. Planes in off-shore flights transmit weather conditions of special interest by radio. These reports are passed on by teletype on the regular GAA circuit which connects with other military and civilian forecast units. One Aerologist is on flight orders each month, and makes frequent trips, assisting the pilots in observing weather conditions.

W. I. SHANSTON

CG
Comdt.
DCCG, 13ND
ComNorWeSec, WeSeaFron
ComWeSeaFron

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Fort Angeles, Washington

CG, CG AIRSEA
CG-601

8 January, 1946

CONFIDENTIAL

To: Commandant, 13th Naval District

Via: Commander, Naval Air Bases, 13th Naval District

Subj: Report of War Diary for Period 1 October through 31 December, 1945.

1. In accordance with DCGO (o) LHMED letter of 1 November, 1945, file CG-601; the Coast Guard Operating Base, Port Angeles, was decommissioned on 15 November, 1945. However, in accordance with request from Commandant, 13th Naval District in his letter of 18 October, 1945, Serial 40414E, and as approved by Commandant, Coast Guard Headquarters letter (CG-10.8), file CG-600, of 28 November, 1945, signal tower and communications facilities are being maintained for the purpose of reporting vessel movements, and handling messages to and from such vessels and between Port Angeles and Seattle.

On 20 October, by dispatch 200120, DCGO 13th Naval District advised this station that command of the Air Sea Rescue Task Unit and operational control of Air Sea Rescue was transferred to DCGO, 13th Naval District.

2. On 1 October, Grays Harbor LRS requested assistance in locating the disabled fishboat QUEST, 35 miles NNW of Grays Harbor. PEY-5A #08108 from Astoria was dispatched and directed the INVINCIBLE to the assistance of the fishboat. On 3 October, CG-53036 from Neah Bay towed in the fishboat SUSAN, which was disabled due to engine trouble 35 miles from Tatoosh, and the next day the SUSAN was towed into Port Angeles by the CG-53030. The PEY-5A #08108 from Astoria and the PEM-38 #01656 from Port Angeles were dispatched on 4 October to the assistance of the fishing boat NORTH CAPE, in distress west of Cape Flattery. The boat was not located until the next day by the PEM, which stood by until the CGC ROSE arrived on the scene and took the NORTH CAPE in tow.

A TEM enroute from Moon Island to Sand Point crashed 1 1/2 miles north of Aberdeen on 16 October. A four man rescue party was dispatched

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Port Angeles, Wn.
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8 January, 1946

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from Coast Guard Station Aberdeen, and PBY-5A's #08076 from Port Angeles and #08108 from Astoria departed to assist in locating the crash, but were secured when information was received that it had been located by the land rescue party. On 3 November, the PBY-5A #48328 from Astoria was ordered out on search from Astoria south to the California line for two Army B-24's missing since 1 November, and last known to be over Kaleso, Washington, enroute from McChord Field to Portland. The area from Astoria to Arcadia was searched that day, and on 4 November, the search was continued from Gold Beach northward, but was secured due to bad weather. The next day, search was continued from Tillamook to Astoria coastwise, and, weather permitting, through 8 November, with negative results.

The fishboat DIANA, reported on 5 November to be drifting half way between Neah Bay and Port Angeles, was located 6 miles north of Gettysburg by the JRF #174 from Port Angeles, which directed the motor lifeboat from Neah Bay to her assistance. On 6 November, the Burrows Island CG Motor Lifeboat was reported drifting towards Smith Island. AVR CG-83074 from Port Angeles, after a 2-hour search, located the fishboat west of Deception Pass, with no one aboard, and towed it to Smith Island. On 8 and 9 November, the PBY-5A #34038 and the PBM-3S #01690 from Port Angeles searched for the missing fishboat BRIDE, overdue 4 days from Grays Harbor. The area searched was from Tatoosh to Cape Mearces, from the coast to 50 miles offshore, and from Cape Mearces south to Yaquina Head, from the coast to 20 miles offshore. Search was continued on 10 November; planes were forced to secure due to weather, but continued search on 11 November.

The PBY-5A #48328 from Astoria on 12 November proceeded on search for the tanker MEADHAN, reported to be leaking badly. Although information was received that the damage was under control, the 328 proceeded to the position of the ship and ascertained that the ship was in no need of assistance. On 13 November, PBY-5A's #34038 and #48327 from Port Angeles proceeded on further search for the fishboat BRIDE and the fishboat SINA, reported missing, but were forced to return due to weather. Information was received on the 14th that the SINA was found $\frac{1}{2}$ mile south of Oysterville, Washington. During the next three days, search was continued for the BRIDE by three PBY-5A's, the #34038 and #48327 from Port Angeles and the #48328 from Astoria. The area searched covered from Grays Harbor to the California Coast 40 miles offshore; from 100 miles off Grays Harbor south to 60 miles south of Astoria, in to 80 miles offshore and north again to Grays Harbor; and southward from Astoria.

Information was received on 25 November that a report had been received from a C-47 Army transport, #7561, 25 miles offshore from North Bend,

CO, CG AIRSTA
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Oregon, that its instruments were going out, and later that the crew was bailing out. PBY-SA #48327 proceeded from Fort Angeles to Astoria, and PBY-SA #48328 departed Astoria on search but was forced to return due to weather. The next day, PBY-SA #33968 departed Fort Angeles and PBY-SA's #48328 and 48327 departed Astoria on search. Information was received that two survivors walked in to Coquille, Oregon, just south of North Bend; however, inasmuch as it was not definitely ascertained that the survivors were from the C-47, the 327 departed Astoria again on the 28th for further search, landing at North Bend to pick up emergency supplies and receive the latest information from the survivors on the location of the crash. PBY-SA #34038 departed Fort Angeles for Astoria with an air-land rescue party; from there the rescue crew proceeded to Coos Bay via truck. The 327 departed North Bend to drop supplies, but was forced to secure due to bad weather. Air operations were secured again on the 29th due to weather conditions, but from the 30th through 2 December, the 328 continued search, spotting three parachutes and a fire, and dropping supplies to ground searching parties. Three other survivors were spotted from the air and emergency supplies and radio wire dropped. Later the crashed plane was spotted and the land rescue party directed to it. Land rescue parties were supplied by plane throughout the search.

PBY-SA #33968 departed Fort Angeles on 1 December on search for a missing PB4Y, which was overdue from Kodiak, destination Annette, last reported over Sitka. The 968 landed at Annette that afternoon, but was unable to proceed with search until 3 December due to weather. On that day search was conducted in the vicinity of Harbor Mountain (Sitka). Search for this plane was secured on 4 December.

On 25 December, the Fort Angeles JRF #37814 departed for Portland to proceed from there on search for the crew of a missing PV, but was unable to start search until 30 December because of unfavorable weather conditions. The PBY-SA #48327 conducted a search on 29 and 30 December from Astoria for a missing Marine F4V with negative results. On 30 December, PBY-SA #34038 from Fort Angeles conducted an aerial survey of flooded area in the vicinity of Kenos, Independence and Corvallis, Oregon.

W. I. BRANSTON

CC:
ComNavSec, WnSeaFron
ComWesSeaFron

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COMMANDER AIR SEA RESCUE UNIT
 NORTHWESTERN SECTOR, WESTERN SEA FRONTIER
 COAST GUARD AIR STATION
 Port Angeles, Washington

MONTHLY SUMMARY OF CRASH STATISTICS

1 January - 31 January

1. CRASHES:

During the month of January, 1946, two (2) crashes occurred in this area. One was a PV-1 aircraft abandoned in the air when the plane was lost above the overcast with a radio failure. Search parties, including one from this Unit, found five members of the crew alive and one member dead during the week following the crash. All crew members were accounted for. The plane was abandoned and crashed near Harbledount, in the mountains northeast of Seattle. Details of this rescue are included in the assistance report of the Air-Land-Rescue party that conducted the search.

The second crash was a TBF-1C with three men on board; all personnel were lost. The plane dove into the water after failure to recover from a dive bombing run. Search by planes and boats failed to find the plane or personnel. The crash occurred in Port Susan Sound in Target Area "D". Dragging operations were successful in grappling the plane and salvage work is to be carried out as soon as possible. This crash was covered by Crash and Rescue Report No. 13.

2. FALSE ALARMS:

The ASRU investigated six (6) emergency signals during the period. All emergencies proved to be false alarms; two U. S. Navy Planes, one Canadian plane, one B-26 on test flight, and two unidentified planes. In five cases planes and/or boats were dispatched to investigate; in the sixth case a running plot was maintained until the plane landed safely.

3. ASSISTANCE:

During the period seventeen (17) assistance flights were made; several of these in conjunction with ASR Crashboats. Four (4) medical cases were transported to Seattle. One fishboat reported lost was located and assistance given to an Army tug with barge adrift. Other flights were conducted for missing and overdue planes.

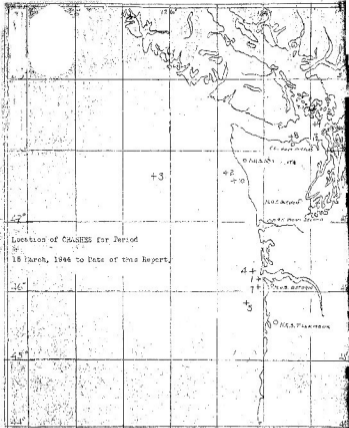
4. CONCLUSIONS:

(a) False alarms on emergency signal gear showed an increase of 100 percent over last month. All hands are again requested to take necessary precautions to prevent turning on emergency signal inadvertently.


 D. O. REED

Incl.

1. Map of location of crashes, N.N.S.
Standard Distribution List



Location of CRASHES for Period
15 March, 1944 to Date of this Report.

AIR-SEA RESCUE UNIT
NORTHWESTERN SECTOR
WESTERN SEA FRONTIER

NON-RESCUED CRASHES

CRASH AND RESCUE REPORT

No. 13

AIRCRAFT: TEF-1C Bu.No. 24353 Squadron No. C-22 from NAAS, Arlington, Wn.
PERSONNEL: Ens. R.P. AXPLEROD, pilot; J. J. COOPER, AUM3c; P. F. BALDWIN, ARM3c; all missing
LOCATION: In Port Susan Sound; Lat. 48-11N, Long. 122-27W

PARTICIPATING UNITS: Navy FBY from Whidbey Island; ASRU FBY No. 34028, JRF No. 814, Crash Boat Angel One, all from Port Angeles. CG Picket Boat from Everett.

POSSIBLE CAUSE: Failure to recover from dive bombing run.

1. At about 1140 TEF-1C Bu. No. 24353 was seen to crash into the water in dive bombing target area "D"; about 200 yards off shore from Triangle Cove in Port Susan Sound.

2. The crash was observed by a FBY from Whidbey Island, who notified Whidbey Tower; and by the Operations Officer from Arlington, who notified Sand Point Tower. The plane was seen to go into the water at about a 45 degree angle after partial recovery from an 80 degree dive bombing run.

3. ASRU LOG OF ACTION

1150 - JOC Seattle notified ASRU Port Angeles of above crash. Position was given as Target Area D near Smith Island, a FBY was reported standing by in the area. (Smith Island is near Target Area C, about 17 miles west of Target D. This discrepancy was pointed out and a plane dispatched to each of the two positions).

1156 - JRF 814 airborne from Port Angeles for Smith Island to search area.

1200 - Corrected position received from JOC. JRF 814 was given new position in Target Area D. ASR Boat, Angel One, departed for scene.

1207 - FBY-8A #34028 airborne from Port Angeles proceeding to Target Area D.

1217 - JRF #814 on scene. Reported liferaft with two men and a FBY on the water nearby. (Later information showed that liferaft and men were put over by the FBY on the water to aid in the search).

1234 - FBY #34028 on scene conducting search. Searches failed to reveal any indication of plane or survivors.

1316 - Recalled Port Angeles Crash Boat, Angel One. Other surface craft on scene.

About 1400 - Navy surface vessel succeeded in hooking plane with grappling hook in about twelve (12) feet of water. Plane buoyed until salvage operations could be carried out. All units secured search. Surface vessel from Everett Coast Guard standing by.

4. Conclusions:

Good: 1. Action taken by observing planes was prompt and information was delivered in good time.

2. Navy FBY from Whidbey Island landed and conducted thorough search of area.

This report covers only offshore crashes in the Northwestern Sector. Additional information and criticism are desired if elicited from all interested sources.

Conclusions cont'd.

- 3. Planes and boats were underway in good time.

- Bad:
- 1. Apparently there was considerable delay in the relay of information from Whidbey Island and Sand Point Towers to JOC Seattle. JOC received no report for about 10 minutes after the crash. This is too long.
 - 2. Discrepancy in positions given was confusing but resulted in no loss of time due to the close proximity of the two positions.

D O Reed

D. O. REED

January 7, 1946

Following is a list of airplanes on hand for the month of
December, 1945:

NAVY

JRF-5 37814

PK1-3S 01658

PEM-3S 01680

PBY-5A 34038

PBY-5A 08108

PBY-5A 08076

PBY-5A 48433

PBY-5A 33968

PBY-5A 48328

PBY-5A 48327

SNJ-5 43751

J2F-6 33567

COAST GUARD

JRF-2 174

J4F-1 207