



Traverse City United States Coast Guard Committee



3:00 PM

Thursday, August 6, 2015

Located in: The Second Floor Conference Room

Governmental Center

Traverse City, MI 49684

Posted: Monday, August 3, 2015

If you are planning to attend the meeting and you have a disability requiring any special assistance at the meeting, please notify the City Clerk, immediately.

The City of Traverse City does not discriminate on the basis of disability in the admission or access to, or treatment or employment in, its programs or activities. Penny Hill, Assistant City Manager, 400 Boardman Avenue, Traverse City, Michigan, 49684, 922-4440, TDD 922-4412, has been designated to coordinate compliance with the non-discrimination requirements contained in Section 35.107 of the Department of Justice Regulations. Information concerning the provisions of the Americans with Disabilities Act, and the rights provided thereunder, are available from the ADA Coordinator.

AGENDA

ROLL CALL

1. Announcements
2. Consideration of approving minutes from the Regular Meeting of June 4, 2015.
3. Consideration of planning a film premier event during the winter months in honor of the Coast Guard.
4. Consideration of the Committee's participation in an upcoming event to unveil the official Coast Guard stamp, sponsored by the United States Postal Service.
5. Consideration of a process to restrict the use of the Coast Guard City logo to only those who have a non-exclusive license agreement with the City.
6. Discuss Coast Guard City banner funding and design.
7. Discuss Coast Guard Exchange public access.
8. Discuss Committee's participation in Friday Night Live on August 14.
9. Discuss steps to move forward with the Coast Guard monument.

10. Discuss Committee goals and objectives.
11. Public Comment
12. Adjournment

CITY OF TRAVERSE CITY

Minutes

United States Coast Guard Committee

June 4, 2015

A Regular Meeting for the United States Coast Guard Committee was called to order in the Second Floor Conference Room, Governmental Center, 400 Boardman Avenue, Traverse City, Michigan, at 3:01 p.m.

The following were present, constituting a quorum: Steve Perdue, Dave Barr, Daniel Baker, Polly Cairns, Penny Hill, and Sean Cross arriving at 3:25 p.m.

Also present was Stevie Murray, Greg Matyas, and Katelyn Stroven

The following was absent: Stan Simons and Rob Richardson

Steve Perdue chaired.

Mr. Matyas was introduced as the incoming Commander of Air Station Traverse City.

1. Next item being “Consideration of approving minutes from the Regular Meeting of May 7, 2015.”

It was moved by Barr, seconded by Backer, to approve minutes from the Regular Meeting of May 7, 2015 as amended.

AIF/MC (Simons and Richardson absent)

2. Next item being “Updates regarding the Jack Coppens Drive road signs.”

Ms. Stroven indicated that signs have been ordered and will be up in the near future at all Airport Access Road intersections.

3. Next item being “Updates regarding Coast Guard City signed being placed downtown.”

Ms. Stroven indicated that an estimate has been obtained from Britten Banner per sign and that this estimate would include production of the sign, putting it up and taking it down.

By consensus, Mr. Barr will prepare a formal letter on behalf of the Coast Guard Committee to the City’s Banner Committee requesting funds to purchase the signs for placement in Downtown Traverse City.

4. Next item being “Identify possible funding sources for the Coast Guard monument project.”

Various foundations and organizations were identified as possible funding sources. By consensus, Committee members will approach possible funders about donating to the Coast Guard Committee.

5. Next item being “Public comment.”

The following addressed the Committee:

Richard Long, Chaplin, VFW Post 2780 – made general comments

6. Adjournment.

There being no objection, Acting Chair Steve Perdue declared the meeting adjourned at 3:30 p.m.



Katelyn Stroven
Recording Secretary

DRAFT



Katelyn Stroven <kstroven@traversecitymi.gov>

CG CITY COMMITTEE IDEA: PREMIER/GALA CELEBRATION AT STATE THEATRE FOR...THE FINEST HOUR

2 messages

Cross, Sean M CAPT <Sean.M.Cross@uscg.mil> Tue, Jul 14, 2015 at 2:12 PM
To: "kstroven@traversecitymi.gov" <kstroven@traversecitymi.gov>, "Matyas, Gregory A CDR" <Gregory.A.Matyas@uscg.mil>, "sosimons72@gmail.com" <sosimons72@gmail.com>

Katie and Stan,
I know I'm NOT 'the Commander' any more, but when I saw this today...my first thought was AWESOME opportunity for a CG CITY COMMITTEE event with months to plan (movie comes out in JAN16)...make it a big deal event at the State Theatre - red carpet photos...exclusive guest list, Airsta Traverse City folks...get people's interest...maybe work to see if CG CITIES can show it FIRST...before everyone else gets to see it...just thinking out loud - couldn't help myself...see below. Take care.
v/r,
smc

Sent with Good (www.good.com)

-----Original Message-----

From: Robert Long [mailto:longview@ohio.usa.com]
Sent: Tuesday, July 14, 2015 11:57 AM Eastern Standard Time
To:
Subject: Semper Paratus

"We have to go out. We don't have to come back."

The Naval Institute Proceedings article mentioned in this article is attached.

PS. You can view the trailer at <https://www.youtube.com/watch?v=-1QOTS-OkIg>

<https://www.washingtonpost.com/news/checkpoint/wp/2015/07/13/the-real-life-story-behind-disneys-forthcoming-coast-guard-rescue-movie-the-finest-hours/> <<https://www.washingtonpost.com/news/checkpoint/wp/2015/07/13/the-real-life-story-behind-disneys-forthcoming-coast-guard-rescue-movie-the-finest-hours/>>

Washington Post

The real-life story behind Disney's forthcoming Coast Guard rescue movie, 'The Finest Hours'

By Dan Lamothe <<http://www.washingtonpost.com/people/dan-lamothe>> July 13[, 2015] at 10:30 AM

In the winter of 1952, two World War II-era tanker ships faced catastrophe during a horrific nor'easter off the coast of Massachusetts. The ships, the SS Pendleton and SS Fort Mercer, split in two within hours of each other in frigid cold and monstrous waves, leaving their crew members with just hours to live before the ships went down.

The daring rescue of those mariners is the subject of a forthcoming Disney movie, "The Finest Hours." The first trailer for the film was released last week, underscoring the bravery of the Coast Guardsmen involved in the Feb. 18, 1952, recovery. The movie stars Chris Pine, Ben Foster and Eric Bana, and will be released next winter.

The film will likely center heavily around the effort to save mariners aboard the 503-foot Pendleton, which is considered the greatest small-boat rescue in the sea service's history. Four men — coxswain Bernard C. Webber and his crew Andrew J. Fitzgerald, Richard P. Livese and Ervin E. Mask — would later receive the rare Gold Lifesaving Medal <<http://www.uscg.mil/history/awards/GoldLSM/18Feb1952.asp>> , the service's highest decoration for heroism during a rescue operation.

The rescue effort for the Fort Mercer, traveling from Louisiana to Maine, was nearly as f Kiely Jr. earned the Gold Lifesaving Medal <http://www.uscg.mil/history/awards/GoldLSM/18_19_FEB_1952.asp> for his actions, guiding a small surfboat from the CGC Yakutat to the bow of the Fort Mercer in heavy seas. The small craft slammed against the Fort Mercer's hull at one point, but Kiely and his crew were able to recover two survivors before returning to the Yakutat while taking on water. Other ships were involved in rescuing other Fort Mercer crew members.

A ladder dangling over her side, the stern of the SS Pendleton sits on a sand bar off the coast of Cape Cod in Massachusetts in February 1952 after a rescue operation.
(Photo by Richard C. Kelsey/Coast Guard)

According to one 2001 account published in Proceedings magazine <http://www.uscg.mil/history/articles/Pendleton_Webster.asp> , the Pendleton burst apart with a series of explosive cracking noises in the early hours of the morning while traveling from New Orleans to Boston. The captain and seven men in the bow of the ship at the time were left without power, and wouldn't make it out alive.

The stern of the Pendleton, carrying 33 men, had a bit more hope. But it still faced extreme peril. Whipped by the wind and angry seas, it drifted closer to shore, but toward a sandbar near the Cape Cod port of Chatham that could have wrecked the rest of the ship and spelled disaster for the men inside.

The four Coast Guardsmen launched their 36-foot wooden motor life boat without any certainty they'd make it back alive. They maneuvered the craft around the treacherous Chatham Bar, and then out to the remnants of the Pendleton. There things took a turn for the worse.

"As the CG-36500 crossed the bar, the boat was smashed by a mountain of a wave and thrown high in the air. The boat landed on its side between waves," the 2001 account said. "The self-righting boat recovered quickly and was smote again, this time tons of seawater crashed over the boat breaking its windshield and flattening coxswain Webber."

A scene from Disney's forthe Finest Hours," about a daring 1952 Coast Guard rescue. (YouTube screen grab)

The wall of water took out the boat's compass, but the crew continued on toward the Pendleton in driving snow. In violent, rolling seas, the Pendleton crew descended down a rope ladder and into the Coast Guard boat. The small craft wasn't built to handle so many people, but Bernard, the group's leader, refused to turn anyone away.

Only one man — George "Tiny" Myers — didn't make it away alive. He was smashed between the Coast Guard craft and the Pendleton after falling from the rope ladder into the sea.

The movie is based on a 2009 book by the same name. The lone surviving member of the Coast Guard crew, Fitzgerald, watched as portions of the film were recorded in a ship yard in Quincy, Mass., just south of Boston.

"I've never forgotten it," Fitzgerald, told the Boston Globe in 2014 <<https://www.bostonglobe.com/>

metro/2014/11/14/coast-guard-hero-watches-rescue-made-into-movie/U6K0gx9yJ4iEDO4xBwtvgL/story.html> while on the set for the film. "I can remember it like it was yesterday."

Between the two doomed tanker ships, 70 men were saved.

FYI

3 attachments



ATT00001.jpg
38K



ATT00002.jpg
12K

 **PENDLE~2.DOC**
549K

Katelyn Stroven <kstroven@traversecitymi.gov>

Wed, Jul 15, 2015 at 8:23 AM

To: "Cross, Sean M CAPT" <Sean.M.Cross@uscg.mil>

Cc: "Matyas, Gregory A CDR" <Gregory.A.Matyas@uscg.mil>, "sosimons72@gmail.com" <sosimons72@gmail.com>

Hey Sean,

I think that is a great idea! I will add it to the agenda for the August meeting to discuss.

Thank you! :)

Katie-

Katelyn Stroven, MPA, CMMC

Deputy City Clerk | City of Traverse City
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O: 231.922.4480 | F: 231.922.4485

"The price of greatness is responsibility." - Winston Churchill

FOLLOW TRAVERSE CITY!



[Quoted text hidden]

United States Coast Guard

The *Pendleton* Rescue

By Captain W. Russell Webster, USCG

The following article appeared in the December 2001 Naval Institute *Proceedings* (Vol 127, pp. 66-69).

It has been 50 years since BM1 Bernard Webber and his all-volunteer crew of three ventured out over the Chatham, Massachusetts bar in a 36-foot wooden motorized lifeboat in 60-foot seas and 70-knot wind and rescued 32 crewmen from the stricken tank vessel *Pendleton*. Despite the passage of a half-century, memories, especially the horrific death of a thirty-third crewman during the rescue, are still vivid in the mind of the 73-year-old small boat coxswain.

This is a story of unparalleled heroism by a Coast Guard small boat crew.

Pendleton's voyage.

The 503-foot, 10,448 gross ton tank vessel *Pendleton* (T2-SE-A1 or "T2") was built by the Kaiser Company in 1944 and departed Baton Rouge, LA on February 12, 1952. It was laden with a full cargo of 122,000 barrels of kerosene and heating oil. The ship carried a crew of 41, including the master, Captain John Fitzgerald. Late on the evening of 17 February, *Pendleton* arrived off Boston. The weather was foul with extremely limited visibility. The captain opted to stand off and headed his vessel east-northeast at slow speed into Massachusetts Bay into the prevailing sea conditions. The wind and sea conditions worsened throughout the night, building into a full-scale 'Nor'easter' gale with snow and high seas.²

By 4:00 a.m. on February 18, *Pendleton* began shipping seas over her stern, but the vessel appeared to be riding well. Sometime after 4 a.m., the vessel rounded the tip of Cape Cod off Provincetown, MA and assumed a more southerly course.³



(Left) The bow of the *Pendleton*.

At about 5:50 a.m. on 18 February, after a series of explosive cracking noises, the *Pendleton* took a heavy lurch and broke in two.⁴ At the time of the break, the vessel's circuit breakers tripped,

leaving the bow section without power. The stern section continued to operate normally, including all machinery and lighting.

Gone with the darkened bow section were the Captain and seven other crewmen, all destined to perish. In the stern, the Chief Engineer, Raymond Sybert, immediately took charge and mustered his 32 survivors and assigned them duties.

Alone, adrift, in mountainous seas, the stern section and its human cargo drifted south with a slight port list about six miles off Cape Cod. The bow section also drifted south, but at a further distance offshore. No S.O.S. had been issued.

The Rescue

February 18, 1952 saw the Coast Guard rescue a total of 70 men from two T2 tank vessels, the *Fort Mercer* and the *Pendleton*. Both tankers split in half off Cape Cod. The T/V *Mercer* about 20 miles offshore, the T/V *Pendleton* about 10 miles. By noon on 18 February, there were four separate hulks adrift off Cape Cod. By mid-morning on February 18, the men at the Chatham Lifeboat Station (today known as Chatham Coast Guard Station) received word about the T/V *Fort Mercer's* predicament. Orders were received for the station to launch a motorized lifeboat (MLB) to assist the *Fort Mercer*.

At noon, the station Officer in Charge, Bos'n Cluff, ordered BMC Donald Bangs to select his crew and man the CG-36383 MLB at Stage Harbor and proceed to assist the T/V *Fort Mercer*. At the time, BM1 Webber, chosen to remain behind for other duties, thought "My God, do they really think a lifeboat and its crew could actually make it that far out to sea in this storm and find the broken ship amid the blinding snow and raging seas with only a compass to guide them? If the crew of the lifeboat didn't freeze to death first, how would they be able to get the men off the storm-tossed sections of the broken tanker?"⁵ He would soon find out.

Shortly after Chief Bangs and his crew left to assist the *Fort Mercer*, BM1 Webber was ordered to the Chatham Old Harbor area where he and his crew would spend the next several hours helping local fishermen re-moor their fishing vessels which had been moved by the ongoing Nor'easter.

Back on the stern section of the *Pendleton*, Engineer Sybert's crew sighted the beach at about two p.m. At 2:55 p.m., the Chatham Lifeboat Station's (CLS)' radar picked up two blips about five and a half miles distant. At 3:00 p.m., Bos'n Cluff visually sighted the bow section of the *Pendleton*. Cluff's report to the Boston regional Coast Guard headquarters caused Coast Guard PBY aircraft No. 1242 to be diverted from ongoing rescue operations further offshore involving the *Fort Mercer*. Shortly after 4 p.m., the PBY made the first positive identification of both sections of the *Pendleton*. The Coast Guard now knew for the first time it had two stricken T2 tankers and four different possible rescue situations.⁶

Bos'n Cluff's initial reaction was to dispatch his remaining crew, including BM1 Webber, to the North Beach area (between Orleans and Chatham) in hopes they could render assistance to *Pendleton's* crew if either section of the vessel came ashore. It soon became apparent that neither section would come ashore there and the crew returned to the station to prepare to use the CG-36500 MLB to render aid.

The *Pendleton's* stern section and its crew of 33 drifted close to shore. Close enough that local residents could occasionally hear the ship's whistle and see the vessel as it "galloped along up and down huge waves, frothing each time it rose or settled back into the sea.

Bos'n Cluff then ordered, "Webber, pick yourself a crew. Ya-all got to take the 36500 out over the bar and assist that thar ship, ya-heah?" With great trepidation having seen the conditions offshore and knowing his likely fate, but understanding his duty, he replied, "Yes sir, Mr. Cluff, I'll get ready."⁷ It was time to choose his crew. Only three men were available, since "other crew members had made themselves scarce when they heard that CG-36500 was to be sent."⁸

All three quickly volunteered. BM1 Webber's volunteers included the station's junior engineer, Engineman Andrew Fitzgerald, Seaman Richard Livesey, and a crewman from the nearby Stonehorse Light Ship, Seaman Irving Maske, who had been waiting for transportation back to his lightship.

At about 5:30 p.m., as BM1 Webber and his crew readied their dory to row out to the CG-36500 MLB, local fisherman and neighbor, John Stello, yelled out over the din: "You guys better get lost before you get too far out."⁹ Webber knew all too well what his friend was suggesting. Go out and probably die or get lost and live other days to talk about it. Webber asked Stello to call his wife Miriam, who had been alone and sick at home for two days, and let her know about the rescue attempt.

At 5:55 p.m., Webber and his last-minute-crew left the pier in their wooden 36-foot-long motorized lifeboat driven along by its single 90 horsepower gas engine. As coxswain Webber turned his lifeboat into the channel, he could see the station's lights and hoped for a hasty recall. Hearing nothing, he radioed the station and received the curt response "Proceed as directed."¹⁰

Back on the *Pendleton's* stern, Engineer Sybert saw the stern section headed for grounding on Chatham's bar and certain disaster. Sybert used the tanker's engines to keep the tanker off the bar, but this only increased the vessel's list and trim dangerously. When some of Sybert's crew heard that a motor lifeboat from Chatham was on the way on their personal radios, efforts to maneuver the stern were stopped.



As the CG-36500 approached Chatham's bar, Webber and his crew began to sing Rock of Ages and Harbor Lights.¹¹ Their voices were soon muffled by the thunderous roar of the ocean as it collided with the sand bar.

(Left) The stern of the tanker *Pendleton*.

As the CG-36500 crossed the bar, the boat was smashed by a mountain of a wave and thrown high in the air. The boat landed on its side between waves. The self-righting boat recovered quickly and was smote again, this time tons of seawater crashed over the boat

breaking its windshield and flattening coxswain Webber.

Quickly scampering to his feet, Webber noticed the boat's compass had been knocked off its mount. The cold, near hurricane force winds howled through the boat's cockpit as Webber struggled to regain control and steer in to the towering waves.

The *Pendleton's* engineer and his crew sensed their demise as the stern hulk hobby-horsed southward smashing bottom with each new series of waves. Although there were several Coast Guard cutters and the *CG-36383* nearby, the fortunes of fate would only allow *CG-36500* and her crew alone one attempt to save engineer Sybert's men. Coxswain Webber finally brought *CG-36500* across the bar and knew the water was deeper because the spacing between the waves had increased and so had the wave heights. Weather observations from nearby cutters involved in the *Fort Mercer* and *Pendleton* rescues indicated sea heights between 40 to 60 feet.¹³

Occasionally, the lifeboat's engine would die out when the waves would roll the vessel so far over that the gasoline engine would lose its prime. Each time, engineer Fitzgerald would crawl into the cramped compartment to restart the main engine --- his efforts were rewarded with severe burns, bruises, the steady chug-chugging of the engine and the collective sighs of appreciation from his shipmates.

The boat proceeded roller coaster fashion as it slowly labored up one side of a huge wave and surfed down the backside, accelerating towards the trough. Coxswain Webber knew too much speed was not good and unchecked, would cause the boat's bow to bury in the next wave and swamp the small vessel.¹⁴ The boat's motion was so swift, coxswain Webber had to reverse the engine on the backside of each wave in order to slow it down. His first navigational waypoint was the nearby Pollock Rip Lightship, where Webber hoped to reorient himself and give his crew a breather in the lee of the larger vessel.

The weather and visibility worsened in freezing horizontal snow that lashed the coxswain's face through the broken windshield. He wore no lifejacket in order to give himself the best chance to react and guide the vessel. After about an hour of struggling and fearing he had missed the lightship, coxswain Webber slowed the *CG-36500* to a near standstill as he sensed, rather than saw, something ahead. He sent a crewman forward to energize the boat's small searchlight. Within seconds, the light was on and a large wave lifted this crewman up and over the coxswain flat and carried him aft where he landed onboard, miraculously unhurt, with a thud.

Creeping the boat forward, the searchlight soon revealed a pitch black mass of twisted metal, which heaved high in the air upon the massive waves and then settled back down in a "frothing mass of foam." Each movement of the giant hulk produced a cacophony of eerie groans as the broken ship twisted and strained in the 60-foot seas. No lights were apparent as coxswain Webber maneuvered the small boat aft along the port side of the *Pendleton's* stern section.

Rounding the stern, *CG-36500's* searchlight illuminated the word *PENDELTON* and moments later, the larger vessel's own deck lights became apparent. And, then a small figure above began frantically waving his arms! He soon disappeared. Coxswain Webber then saw a mass of people begin to line *Pendleton's* starboard stern area, many shouting muffled instruction, which were unintelligible over the wind and crashing seas. He looked upon their position as "inviting" relative to his own and thought of strategies for he and his crew to join them above.¹⁶

Without notice, a Jacob's ladder was tossed over the side, and unbelievably, men began to start down the ladder like a procession of ants! The first man at the bottom was dunked in the water

like a tea bag and then lifted 50 feet in the air as the *Pendleton* rolled and heaved. Webber sent his crew forward to assist.

Coxswain Webber skillfully maneuvered the *CG-36500* along the *Pendleton's* starboard quarter and, one by one, the *Pendleton* survivors either jumped and crashed hard on the tiny boat's bow or fell in to the sea, where Webber's crew assisted them onboard at great personal risk. Some *Pendleton* crewmen were sling-shotted out from the ship on the Jacob's ladder by the whipping and rolling motion of the waves. As soon as they had reached their zenith of flight, the ship would snap roll them back violently and slam them against the side of the *Pendleton*.

After multiple approaches and 20 survivors safely recovered, the *CG-36500* began to handle sluggishly. The human parade continued to descend unabated. There was no turning back as coxswain Webber arrived at yet another defining moment and made the decision that they would all live or they all would die.¹⁷ And, so it went as Webber and his crew literally stuffed their human cargo aboard and risked life and limb again and again. Finally, with 32 survivors onboard the *CG-36500* there only remained the 300-pound giant of a man George (Tiny) Myers, the inspiration of the *Pendleton* crew for his personal heroics, suspended at the bottom of the ladder. Myers had distinguished himself by his unselfish attitude in helping the other 32 crewmen before considering his own situation.

Myers jumped too soon and was swallowed up by the sea. Moments later, he was again visible underneath the stern of the vessel, clinging to one of *Pendleton's* 11-foot-long propeller blades. Easing ahead cautiously, Webber felt the stern of the small boat rise as a monstrous wave overtook *CG-36500*. The boat was driven ahead faster and faster towards Myers. Coxswain Webber backed his small craft's engine hard, but the boat smashed into *Pendleton* and Tiny Myers. The *CG-36500* was ejected from underneath the *Pendleton* by another large wave just as the hulk was lifted one last time and rolled over and sank.

All was again dark as the *CG-36500's* searchlight was extinguished. Coxswain Webber was sick at the thought of losing Tiny Myers, but knew the fate of the 36 men on his small boat rested exclusively in his hands. Lost with no compass to steer by and in zero visibility conditions, there were just two choices. Head east into the seas and hope to survive 10-12 more hours until a new day's light brought the slim chance of transferring passengers yet again to a larger rescue ship. Or, put the wind and seas on the small boat's stern and let them force the vessel ashore someplace where help might be nearby.

Coxswain Webber then tried his radio again and received an immediate acknowledgement. Once he briefed his superior that he had 32 *Pendleton* survivors aboard, there ensued a squabble between the nearby CG cutter *McCulloch* and the Chatham Lifeboat Station about various options. These included a suggestion of an at-sea rendezvous with *McCulloch* and a second transfer of survivors! The radio was quickly turned off and Webber devised a plan to beach the *CG-36500* at first opportunity. The small vessel would be held on the beach as long as possible with the engine while the survivors clambered ashore. On cue, the *Pendleton* crew gave a cheer of approval and support and on they went. Very soon, a red flashing light appeared! And, the boat's searchlight incredibly revealed the buoy that marked the turn to the entrance to Old Harbor, Chatham and safe water!



Webber and his crew arrive back safely at their base with 32 of the *Pendleton's* survivors on board the Coast Guard motor lifeboat. EN3 Andrew Fitzgerald is on the bow ready to handle the tie up at the pier. Photo by Richard C. Kelsey, Chatham, Mass. Photo credit: Cape Cod Community College.



A quick call to the station was met with excitement and elation for now everyone knew that the rescued were now survivors! Soon, another stream of over-direction and gibberish caused coxswain Webber to secure the radio after requesting assistance with the survivors at the fish pier. A crowd of Chatham men, women and children met the CG-36500 at the pier, securing lines and helping the shocked, excited and in some cases, sobbing survivors and rescuers ashore.

(Left) Relief shows on the faces of the weary Coast Guard rescuers. SN Irving Maske (foreground) and BM1 Bernard Webber in the coxswain's flat on board the CG-36500. Photo by Richard C. Kelsey, Chatham, Mass. Photo credit: Cape Cod Community College.

Coxswain Webber saw his friend and fisherman John Stello once again and inquired about what the sick Miriam Webber had said when she learned of the CG3-6500's return? Stello replied that he had told Webber's wife Miriam that Webber was a hero, but she was too ill to comprehend. Webber would not make it home for several days even though he lived just five minutes from the station.²¹

In a message to the Chatham Lifeboat Station the day after the rescue, Rear Admiral H. G. Bradbury, Commander of the First CG District, sent his personal congratulations to BM1 Webber and his crew for their “outstanding seamanship and utter disregard of your own safety in crossing the hazardous waters of Chatham bar in mountainous seas extreme darkness and falling snow during a violent winter gale to rescue from imminent death thirty two crewmembers... minutes before the tanker capsized.”²²

BM1 Bernard C. Webber, USCG of Chatham, Massachusetts, and his three volunteer crew members all received the Treasury department’s coveted Gold Lifesaving Medal for “extreme and heroic daring” during the *Pendleton* rescue.²³



Another view of the Coast Guard crew and the rescued *Pendleton* sailors as they disembark from CG-36500.

Photo credit: Cape Cod Community College.



The original caption stated: "Rescuers discuss the rescue. Left to right are Coast Guardsmen Bernard Webber, who piloted the rescue boat; Engineman second class Andrew Fitzgerald, Seaman Richard Livesey and Seaman Irving Maske. Photo by Richard Kelsey, Chatham."

Photo credit: Cape Cod Community College.

Notes

1. O'Neil, Merlin, VADM, USCG Commandant's remarks at a Department of Treasury Awards Ceremony, 14 May, 1952.
2. U.S. Coast Guard Commandant, Merchant Vessel Inspection Division, Marine Board of Investigation; structural failure of tanker Pendleton off Cape Cod on 18 February 1952, with loss of life, 25 September 1952.
3. U.S. Coast Guard Commandant, Merchant Vessel Inspection Division, Marine Board of Investigation; structural failure of tanker Pendleton off Cape Cod on 18 February 1952, with loss of life, 25 September 1952.
4. Ibid. The Coast Guard's Board of Investigation concluded that the low temperatures on 2/18/52 tended to increase the notch sensitivity of the Pendleton's steel resulting in brittle fractures. Pendleton's

condition of loading and ballasting with excessive buoyancy in the bow and stern and heavy weight amidships created a sagging effect, which was aggravated by the extremely heavy seas. The board concluded the fracture of the hull was caused by failure of material under stress due to low temperature on a tension setup by the condition of loading and the situation of the vessel in an extremely rough sea.

5. Webber, Bernard C., 'Chatham, "The Lifeboat Men,"' Lower Cape Publishing Co., 1985, p. 43.
6. Hathaway, Charles, B., CAPT, USCG, (Ret.), 'From Highland to Hammerhead,' The Coast Guard and Cape Cod, Library of Congress Catalog card Number 00-130105, 2000, p. 133 and commander, first Coast Guard District One Boston Massachusetts' messages 182150Z February 1952 and 191615Z February, 1952.
7. Webber, Bernard C., 'Chatham, "The Lifeboat Men,"' Lower Cape Publishing Co., 1985, p. 46.
8. Webber, Bernard C., Letter to the author of 27 September 2001
9. Ibid. p. 46.
10. Ibid. p. 47.
11. Ibid.
12. Ibid.
13. Commander, Coast Guard District One, Boston , MA. Record messages 181948Z February, 1952 and 191615Z February 1952 indicated "near hurricane force winds' and that the much larger Coast guard cutters McCulloch and Legare had suffered extensive weather damage during the rescue including hull damage – cracked plates and loss of life boats.
14. Webber, Bernard C., 'Chatham, "The Lifeboat Men,"' Lower Cape Publishing Co., 1985, p. 47-48.
15. Ibid.
16. Ibid.
17. Ibid.
18. Ibid.
19. Hathaway, Charles, B., CAPT, USCG, (Ret.), 'From Highland to Hammerhead,' The Coast Guard and Cape Cod, Library of Congress Catalog card Number 00-130105, 2000, p. 135.

20. Coast Guard Air Station Salem, MA record message 182220Z February 1952. The CG's PBY aircraft thought Chatham's Life Boat was 'experiencing radio troubles."
21. Webber, Bernard C., Letter to the author of 27 September, 2001.
22. Commander, First CG District Boston, MA record message 192129Z February 1952.
23. In all, 24 Coast Guardsmen were honored for their efforts during the Fort Mercer-Pendleton rescues. Seventy of the possible 84 crewmen were eventually saved from the broken vessels. Five Gold Lifesaving Medals, four Silver Lifesaving Medals and 15 Coast Guard Commendation Ribbons were awarded to the rescuers. On average, five Gold Lifesaving Medals and 10-12 Silver Lifesaving Medals are awarded each year for acts of heroism on the water.

Last Modified 11/17/2014

Traverse City Coast Guard Committee Mission Statement

The mission of the Traverse City Coast Guard Committee is to promote and support United States Coast Guard Air Station Traverse City.

Traverse City Coast Guard Committee Goals and Objectives

PROMOTE:

In 2015-2016, the Committee will complete the following objectives in order to PROMOTE the men and woman of the Coast Guard:

1. Raise \$100,000 to build and maintain the Coast Guard statue, and take all reasonable steps to secure a location.
2. Devise and execute a public outreach strategy.
3. Continue the signage and street naming campaign.
4. Host or participate in events designed to promote the Coast Guard in Traverse City, including Friday Night Live, National Cherry Festival parades and events, an annual ball, and a Welcome Picnic/Ice Cream Social/or similar event.
5. Work with the Traverse City Garden Club to install a garden that celebrates the Coast Guard, preferably located in mini-park.

SUPPORT:

In 2015-2016, the Committee will complete the following objectives in order to SUPPORT the men and woman of the Coast Guard:

1. Develop a directory of local business that are supportive of Coast Guard personnel with business-related discounts.
2. Develop a series of special recognitions and awards keyed to the Coast Guard honors of Enlisted Person of the Quarter, the semi-annual Perchard Award, and the semi-annual Golden Wrench Award.
3. Develop a legislative agenda designed to support the Coast Guard, including:
 - a. Legislative liaison program with our Congressional Delegation;
 - b. Special legislation designed to support professional licensing for the trailing spouse in the areas of teaching and nursing; and
 - c. Cooperative outreach to a broader association of Coast Guard communities.
4. Develop a Community Outreach and Mentoring program designed to welcome and orientate new Coast Guard families to our community (see PROMOTE #4 – welcome picnic/ice cream social).

NEXT STEPS:

1. Finalize, agree, and adopt the revised Mission Statement and Objectives;
2. Develop more detailed plans around these broad objectives, including detailed strategies, goals, metrics, and dates;

3. Develop a communications strategy designed to inform the City Commission and general public of Committee plans and on-going status of events; and
4. Work collaboratively with Air Station Traverse City Commanding Officer in each of these areas to ensure transparency and to secure input and support.