

deductd to ... 6 dead near Bely, OR, May 5 '45

1st Balloon Nov '44 - 32' balloon made of handmade paper
- 60 hrs to reach Amer continent

15 Kg. anti-personnel bomb & 2 5 Kg termite incendiary bombs

paper made from fibers of Kozo bush (mulberry tree fam, but similar
to sumac

each balloon 600 separate sheets of paper, glued together

strands attached to suspension skirt

school children: greatest labor force on this

large theaters & sumo wrestling halls used to test balloons for leakage

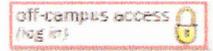
1st balloon disc'd floating 66 mi SW of San Pedro CA, Nov 5 '44.

abt 20 w/ sighted & shot dn by Army or Navy patrol a/craft

Jan 4 '45, Office of Censorship req'd all n'papers & radio stns
to give no publicity to balloon incidents. Ws strictly obs'd -
nobody broke silence

9000+ launched, 258 document'd arrivals; est. 1000 must have
landed here, 2 as far east as Michigan. Only recorded damage
2 small crnk pres @ Hanford.

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japanese balloon bombs

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Title **Japanese paper balloon bombs : the first ICBM**

Pub Info North Hills, [Penn.] : Bird & Bull Press, 1982

LOCATION	CALL #	STATUS
SpecColl Book Arts	D792.J3 J36 1982	Shelved under: Bird & Bull Press AVAILABLE , LIB USE ONLY

Description [32] p. ; 11 cm

Note "The story of these balloons ... has been ... compiled by Robert C. Mikesh ... Published by the Smithsonian Institution Press in 1973, his report [Japan's World War II **Balloon** bomb attacks on North America] is the standard work on the subject, and this essay is drawn largely from it."--p. [10]
Accompanied by illustration on one folded sheet tipped into a 2-ply paper folder
Edition of 375 copies

LC SUBJECTS **World War, 1939-1945 -- Aerial operations, Japanese Balloons**

Other Author **Mikesh, Robert C. Japan's World War II balloon bomb attacks on North America**

OCLC # 9936445

Grsn 00315427

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CG MM

p. 49-

WWII

patrol frigate (75
manned by CG)
cutters: anti-sub &
convoy

entire set (with hats)
peacoat

and weather gear
& sou'wester hat

gray helmet

beach pounders

dungarees

Heel / sit / dn / cover /
stay / jump / get him /
let go

6 m stepped + adaptive
50-75#

CHAPTER FIVE

Seattle to San Diego

The vast Pacific Ocean was a challenge to the success of the beach patrol in many ways. The topography and weather were of great concern, particularly in the Northwest where the problems were multi-fold.

From the Canadian border southward to the Silver Strand on Coronado, which ended at Tijuana, Mexico, lookout towers, dog patrols, picket patrols and horse patrols maintained a constant watch for a possible invasion by the Japanese or the infiltration of the coast by individuals who might be saboteurs.

Because of the length of the area to be patrolled, the coast was divided among three naval districts with headquarters at Seattle, San Francisco and Long Beach.

The terrain of Washington, Oregon and Northern California is so varied due to the rocky promontories interspersed with long stretches of beach, impassable cliffs, river inlets, bays and lakes. Because of the dense fog, high winds and drenching rains, the area presented unique and sometimes difficult problems, such as clothing, housing, food and the challenge of almost constant patrols.

California's extensive coastline was within two districts—from the Oregon border to Point Sal in the 12th District, from Lompoc to Coronado in the 11th District.

Since there had been rumors of shellings of the coast by the Japanese, the residents reacted spastically as to what might be out there in the dark waters.

WASHINGTON AND OREGON

Washington and Oregon were divided into three sections: the Port Angeles sector from Cape Flattery, which lies across the Juan de Fuca Strait from Vancouver Island southward to Cape Elizabeth; the Astoria sector, which ran from Cape Elizabeth to Cascade Head; and the Coos Bay sector running from Cascade Head to the California border.

The northern part of the Port Angeles sector is mostly a series of rocky promontories, linked together by short sandy beaches along 65 miles of rugged coast. This was the most isolated, dreary, challenging and rugged area of the entire Pacific Coast. The weather is miserable with dense fogs and cold, rainy, wintry

winds. It was sparsely populated and mostly inaccessible by road. Some of the area was impregnable; other parts were vulnerable. In the latter it became necessary to literally "batten down the hatches" on land in order to provide protection for the shoreline.

In the Port Angeles sector, the legendary Lake Ozette station was established. Extending south from Cape Flattery and Cape Elizabeth, there is a variety of topography. Rocky promontories are separated by short, unprotected sandy beaches. In the southern part of the sector, there is a long stretch of open beach. From Waatch Point south to Hoh Head, there are several exposed beaches. This area was so isolated that a narrow road cut through the woods to Lake Ozette was overgrown by 1942.

It was decided by Lt. Gen. John L. DeWitt, commander of the Western Defense Command, that whenever a Coast Guard patrol was established, it would be correlated with Army activities in the area. Taking no chances, regardless of the unlikelihood of a landing in this uninhabited area, the Coast Guard established a series of beach patrols. The coastal lookout system and the picket patrols were also used extensively along this hazardous coast with its innumerable river inlets.

The Lake Ozette region had been under the command of the Army. Lake Ozette, a long, narrow, coastal freshwater lake was on the northwest end of the Olympic Peninsula in Washington. The Coast Guard was given three days to take over the duties of the Army's 44th Division and establish the Lake Ozette patrol. Because the duty was so bad, no locals volunteered and regular Coast Guardsmen had to be pressed into service.

Volunteers were sought who were psychologically stable, physically strong, experienced woodsmen, either through logging or hunting, and familiar with the territory. Because of the tasks to be accomplished, it was necessary to work 14 hours a day, including Sundays and holidays, until the station was established several months later.

On September 1, 1942, two trucks and four private cars transported the men to Lake Ozette and from there two parties of four men hiked to the beach four miles away. They carried food, water, cooking utensils, rifles, ammunition, compasses and sleeping bags and established a post on the beach. This was truly camping; there were no facilities and only rodents, skunks and bears for company.

By late that evening, the first patrol was in action. Twelve miles of coast was covered by day. Two more patrols were added three days later and the 26 miles of the Lake Ozette section were covered twice a day. The

group of men assigned to the beach stayed there from two to six days. In the beginning, the patrolmen cooked their meals over an open fire and slept on the wet ground at night.

The pioneer experience continued as the men cut trails through the forest from Lake Ozette to the beach and pitched tents along the beach until there were five camps. Life continued to be primitive because the tents had no floors and the cooking facilities remained the same.

The engineering feat of constructing patrol routes was a very difficult task. Because the rain forest was made up of thick undergrowth, fallen trees, ferns and mosses, it was a tedious undertaking and moisture was a very big problem; whole areas of the forest floor were swamps which had to be covered by split-log causeways and "corduroy" roads.

The time spent at the Ozette Beach Patrol Station, which was situated at the north end of the lake, was luxurious compared to camping on the beach. Five one-room shacks and an old houseboat provided shelter for 30 men. The mess hall and galley were located in an old gas station which boasted a constantly smoking stove. A nine-by-18-foot shack was commandeered for an office, storeroom, armory, radio room and repair shop.

Christmas 1942 was truly a gift. By that date, the resourceful Coast Guardsmen had built a 150-by-20-foot barracks, a storeroom and armory, a shower room and 18 miles of trails in the forest!

Life was still primitive at this remote station, but by Christmas 1943, permanent camps had been constructed with lumber floated in by rafts from Neah Bay. Other equipment arrived at the beach sites on the men's backs, including a 100-pound kitchen stove brought to the beach from Lake Ozette.

The Olympic Rain Forest presented another challenge to the Coast Guard because the Army issue equipment and uniforms could not meet the test. It was decided that logger's clothing was the answer and the men spent their own money on boots, tin pants; wool shirts, oilskin ponchos and blanket coats. The Lake Ozette Coast Guardsman was a bearded fellow in a winter woodsman's outfit which was eventually changed to foul weather gear.

Finally, the Navy trucked two boats to Lake Ozette for use on the nine-mile lake and the station became one of major importance. To help the men, 40 dogs and 10 handlers were dispatched to this remote, forbidding, yet colorful station!

The next station south of Ozette, the La Push Beach Patrol Station, was the scene of a spectacular rescue of the passengers and crew of the Russian steamship *Lamut*, which ran aground on April 2, 1943. Rain, wind and waves were the weather order of the day when

the Coast Guardsmen from the La Push Beach Patrol Station found the wreckage on the beach at 0730 while out on patrol.

Proceeding southward, they sighted part of the mast and the top of a ship's funnel lying behind the rocks offshore from Teahwhit Head. At 0750, they found a woman's body that had washed ashore. One patrolmen headed back to the La Push station, where the Quillayute River Lifeboat Station was informed by telephone.

At 0900, a motor lifeboat arrived at the scene of the wrecked ship, but because of the weather conditions and rocks surrounding the *Lamut*, it was impossible to get closer than 125 yards, resulting in the return of the lifeboat to the station. It was then decided to try a rescue by land.

The beach patrolmen, along with special details from the La Push station, searched for survivors along the shore from Cape Johnson to Taylor's Point. At 1125, the wrecked ship was found lodged between a small island of rock and a high cliff jutting out from the mainland.

By 1720 that day, 51 persons had been rescued by means of lines and bos'ns' chairs. Two hours later, they arrived at the two Coast Guard stations where they were bathed, fed, clothed and given temporary sleeping quarters.

At the mouth of the Columbia River, the boundary between the states of Washington and Oregon and the main artery of commerce for the Pacific Northwest, there was widespread defense activity. The Wyoming National Guard, a mounted patrol unit, was rushed to guard the Astoria area.

Ft. Stevens on the Oregon side and Forts Canby and Columbia on the Washington side guarded the entrance to the port of Astoria, all part of the Coastal Defense Command.

A naval air station was located at the east end of the city, and across the river the resort known as Long Beach Island was the scene of the first Coast Guard mounted patrol in the Pacific Northwest.

The Coast Guardsmen who had been awaiting assignments, and many in holding camps such as the Big Four Inn located in the Baker National Forest, were sent to Ocean Park, the main station on Long Beach Island. An Army remount officer had come to the inn to interview the men he felt qualified to ride horses.

Many midwesterners were chosen because so many were farm boys. Sent to the coast, the men walked foot patrols before the arrival of the horses. The patrol was housed in the Moby Dick Hotel and the dining room was used as a mess hall. Additional barracks and stables were built in anticipation of the arrival of the horses.

The horses had been sent from Ft. Robinson, Nebraska, to Vancouver Barracks, Washington, from whence they were transported to Ocean Park. Taken by train to Astoria, they were transferred to the passenger ferry for the trip across the Columbia to Megler, a landing on the river. Fifteen guardsmen were trucked to Megler, where they mounted the horses and rode them back to Long Beach Island, each man pulling an additional three or four horses.

The Coast Guard warehouse at Tongue Point on the Columbia River, east of Astoria, received the saddles, bridles, halters, blankets, blacksmith tools, horseshoes, veterinary supplies and training manuals, which were dispatched across the river to Ocean Park.

Armed with a Reising submachine gun and a .38-caliber pistol, one of the two men in the patrol would carry a radio on his back. The weather dictated slickers and insulated pants since the men ran into Sou'westers with winds of 89 miles an hour, gusting to over 100. In such cases, the radios would not work and they had to return to the barracks.

In addition to the horses, 65 dogs were used by the Long Beach patrol. Since Long Beach Island is 26 miles long, several patrols went in different directions. From the barracks, one patrol headed north to the end of Leadbetter Point, a distance of 12 miles and back which took six hours. Another patrol headed south to Seaview, also 12 miles in distance.

A unique arrangement took place at the southern end of the island. The distance from the barracks was too far for the horses to go to Seaview. They were taken there in a van, where they were unloaded and then ridden to Beard's Hollow, which had only three miles of beach, but it was ridden three times by the two men on patrol so it took a total of six hours.

The commissioned personnel were wise in the administration of the patrol, because the commanding officer had been a forest ranger at Yellowstone and his executive officer, the chief ranger at Glacier National Park. They were bolstered by career Coast Guard bosun mates, a cadre of experienced cowboys from Montana and Colorado, along with jockeys who had ridden at Santa Anita, and farm boys from the Midwest.

Long Beach Island, a popular summer resort with beautiful dunes interspersed with pine trees along the coast and mini-forests of pine trees in the center, was also a very strategic place in wartime, because it was the northern bastion of the entrance to the vital Columbia River.

The Coast Guard, in its traditional role of helping humanity, guided fishing boats which would sometimes miss the Columbia by 20 miles. Planes and blimps came



Oregon horse patrolman. COURTESY PAT PATTERSON

down on the beaches, strafed lifeboats were washed ashore and bodies of pilots from the Astoria Naval Station were retrieved after efforts to save them proved to be futile.

Across the magnificent Columbia River and down the Oregon coast, a variety of patrols were dictated by the topography of the area. Past Ft. Stevens and down the coast, there were already many existing Coast Guard lifeboat stations which helped to put the plan into effect quicker and with less difficulty than had been experienced on the Washington coast.

Watchtowers were constructed throughout the area, sometimes near the stations and in some cases next to them. Oregon not only had the coast to patrol, but the many inlet rivers, bays, capes and lakes.

Where existing Coast Guard stations stood, stables and kennels were constructed and the men billeted in the stations of the area to be patrolled, if it was not too extensive an area. In such situations, the men were transported to the beach by truck where the stable sergeant had already bridled and saddled the horses for patrol duty. The horses were never left alone. The Rockaway beach patrol actually lived at the Tillamook Bay Lifeboat Station and patrolled a 21-mile area of

beach which extends from Nehalem Bay Jetty to Tillamook Bay. Two men took six hours to complete their patrol.

The Coast Guardsmen were allowed to name their own horse, and one man in the patrol would have a 35-pound radio on his back and both carried .38-caliber pistols. There was the added problem of having the Southern Pacific trains running along the coastline hauling logs and one time, at a little bridge, a train fired for steam and fire flashed, causing the horse to jump sideways and off went the rider with the 35-pound radio. It was 2 a.m., pitch black and the rider was left in the sand while the horse ran away. It was a very difficult task for a man with a 35-pound radio on his back to stand upright.

As in Washington, the Sou'westers were their greatest challenge. So strong were the winds that the men were forced home when the surf hit the horses all the way up to their saddles.

The men assigned to the watchtowers were on duty four hours and off eight. Perched high above the ground, the towers provided a panoramic view of the beach and the inlets. The Coast Guard mounties at Tillamook were also required to man the lookout tower at Barview. Each station had lookout towers at the navigable entrances to the rivers. In order for the men in the watchtowers to communicate with the station, the Coast Guard had its own telephone system, which ran from San Francisco to Seattle.

The Depoe Bay Station had 30 men and eight dogs patrolling the cliffs 24 hours a day; the same was true at Pistol River.

The possibility of infiltration into the many waterways of Oregon made it necessary to have numerous river patrols. The Coos Bay sector in the southern part of the state had six river patrols—Siuslaw, Siltcoos, Umpqua, Coquille, Rogue and Pistol. Three bays, Depoe, Yaquina and Coos, also came under surveillance.

At Bandon, in the Coos Bay sector, the Coast Guard station was utilized as headquarters for the beach patrol, whose prime objectives were to guard the entrance to the Coquille River and patrol the large expanse of beach which had many sand dunes.

The station housed 118 men, but two outposts were built away from the town. Because there was no bridge across the river, two horse barns were built, one on the north end at Bullard's Point near the lighthouse and one on the southern end.

At the barns, the horses, which had been brought from Vancouver Barracks, were kept in readiness, and Army remount officers made periodic inspections. The tack man was stationed at the south barn, busily repair-

ing saddles and bridles for all the 42 horses.

Because of the distances of the sector, which was divided in two by the Coquille River, the southern terminus was known as Four Miles. Eight men and four horses were assigned to this outpost where there were no washing facilities, but a cook, who outranked the seamen, satisfied their appetites when the groceries were brought from the Bandon Coast Guard Station.

The same situation occurred at the northern terminus, known as Whiskey Run. Living under identical conditions and routines, the men patrolled four hours at a time with 12 hours off. After six days, these groups returned to the Bandon Coast Guard Station where they showered and shaved and went on liberty for two days. They in turn were relieved by another group of four men.

Many cowboys had been recruited directly from the ranches and were brought to Bandon in their cowboy clothes, boots and hats, which they continued to wear while out at the hutlets. The problem arose when they went into Bandon on liberty and reluctantly wore the traditional sailor's blouses with the black satin ties, but refused to stop wearing their cowboy boots and to wear the flat blue sailor cap, which they said looked like "Lord Fauntleroy."

The southern part of the Oregon coast, mostly an area with many cliffs, utilized the dog patrol or foot patrol, and the Coast Guard used resort hotels to house the men.

A foot patrol at Langlois walked over to the coast from Floras Lake Hotel and patrolled as far south as Sixes, which was close to Cape Blanco Lighthouse, the most western point in the United States.

At Brookings, the last post in Oregon, there was a Coast Guard lookout which became the nucleus for a dog patrol station that eventually had 110 men and six dogs. In addition, there was a weather station, and the patrols went the seven miles to California on two patrols which commenced at 8 p.m.-2 a.m. and finished from 2 a.m.-8 a.m. Because the men had to cover ranch lands when the weather was bad, they were often chased by bulls in the pastures.

The Coast Guard Beach Patrol, after making all the necessary arrangements and setting the patrols in action, discovered that it did not have the legal authority to execute its primary responsibilities—to order people from the beaches or prosecute persons violating their orders.

Finally in August 1943, the governors of Oregon and Washington gave the patrolmen full authority by public proclamation, an action which Gen. DeWitt, the commanding general of the Western Defense Command, had refused to do.



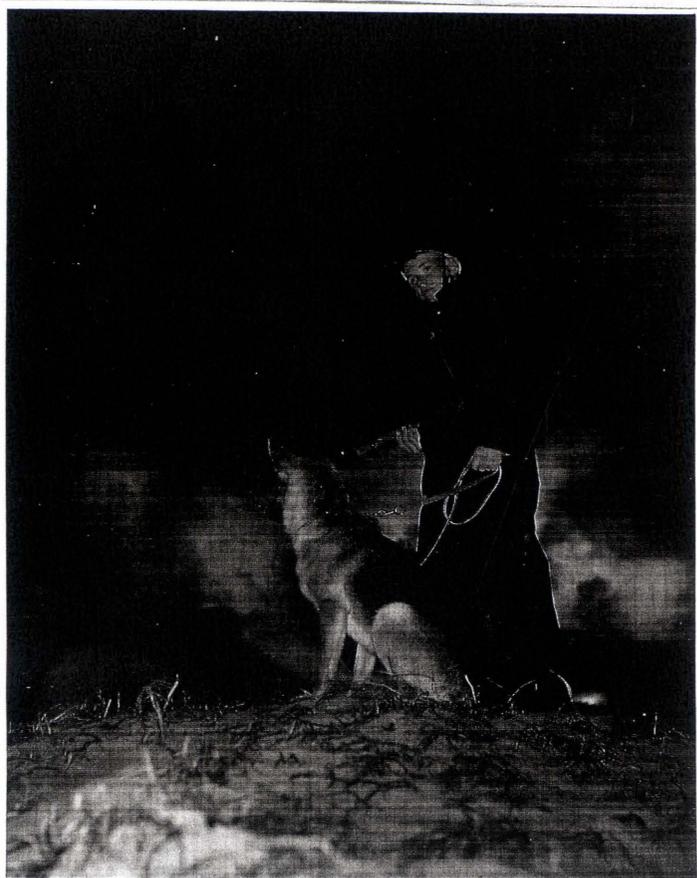
Coast Guard Museum NW

Capt Gene Davis
Director

1519 Alaskan Way S
Seattle, Wash 98134

(206) 217-6993

DOG PATROLS



On Guard

In October, 1942, approximately two months after the authorization of beach patrols, Headquarters requested the District Coast Guard Officer to furnish the number of dogs needed to establish sentry dog patrols on the Oregon and Washington coasts. The District Coast Guard Officer made reply by stating that a total of 299 dogs would be needed. It was not until December, however, that any men from the 13th Naval District were sent to the War Dog Reception and Training Center, Fort Robinson, Nebraska. Fourteen men were transferred during that month for the purpose of receiving instructions in dog handling. Subsequently, a total of 117 men were sent to Fort Robinson from the 13th Naval District to receive this training.

The first group to return to the 13th Naval District after receiving this specialized instruction consisted of four men who arrived on 13 February, 1943, each with four sentry dogs. These first men and the sixteen dogs were sent to the Copalis Beach Patrol Station, Washington, to form a small training center in that district. The duties of these first men were to care for and keep these dogs in training as well as to train beach patrolmen in the handling of the dogs. This training was based upon the policy that each dog was to be worked by two patrolmen. By 13 March, 1943, a total of 200 dogs and 49 dog handlers had been assigned to active beach patrol duty.

From the earliest stages in the use of sentry dogs, it was found that they could be used to good advantage as security guards in the place of regular personnel assigned to duty on

coastal lookouts. Heretofore, it had been necessary to have a Coast Guardsman on sentry duty to provide security for the man making the observations. Now, a dog was stationed in place of this security guard, and it was found that the dogs were extremely alert and had been trained to investigate the slightest irregular disturbance when on duty.

By the 15th of June, 1943, a grand total of 117 handlers and 463 dogs were on duty in this district. These were the highest numbers of men and dogs employed in this district in beach patrolling and were distributed as follows:

	<u>Dog Handlers</u>	<u>Dogs</u>
Baaddah Point	3	12
Ozette	10	40
LaPush	7	28
Kalaloch	7	27
Copalis	7	28
Grayland	3	13
Ocean Park	3	14
Seaside	4	16
Cannon Beach	3	12
Manzanita	2	6
Rockaway	2	7
Bay Ocean	2	6
Netarts	2	9
Pacific City	4	17
Nelscott	5	20
Depoe Bay	2	8
Yaquina Bay	2	7
Westport*	1	4
Waldport	4	19
Heceta Head	3	12
Siuslaw River	2	6
Siltcoos	2	9
Umpqua River	2	9
Saunders Lake	2	8
Empire	2	8
Coos Bay	2	8
Agate Beach	1	4
Coquille River	4	16
Flora's Lake	2	8
Cape Blanco	1	4
Port Orford	2	8
Euchre Creek	2	8
Rogue River	4	16
Pistol River	5	21
Brookings	4	17
Meadowdale*	1	4
Hillsboro*	1	4
DCGO	1	
	<u>117</u>	<u>463</u>

* Radio Stations

From time to time, a Chief Specialist (D) visited the various stations to inspect the dogs and kennels as well as to observe the work of the dogs on the beach. His reports in most cases indicated his satisfaction with the work of the men and also with the dogs' performance on the beach. The dogs worked well with the patrols and stood up well under the patrol work. They were relieved periodically, and a record was kept on file of each dog's patrol or "watch". Extreme care was taken to see that they did not become incapacitated or suffer undue hardships because of the sandy and rocky nature of the beaches, which at times caused the dogs' feet to become cut and bruised.

It was noted in cases reported by various units that the dogs had a tendency to become less alert with the continual change of personnel. To correct this fault, recommendations were made to the Commanding Officers of the beach patrol stations that new men who were not familiar with the dogs should not take them on patrol until they had received adequate instructions in dog handling and had been given sufficient time to become accustomed to the animals.

A Captain of the Veterinary Corps, United States Army, was assigned as District Veterinary Officer and was responsible for



When on leash, the dog is a friend to only the handler.
He is alert and businesslike.

maintaining the health of all horses and dogs assigned to the Coast Guard in this district. In October, 1943, an apprentice seaman, USCGR, was assigned to the Beach Patrol Office to assist the Veterinary Officer. After an advancement to specialist (D), second class, he was transferred to the Siuslaw River Lifeboat Station, Florence, Oregon, and was responsible for maintaining the health of dogs and horses in the units under the Coast Guard Stations of Newport, Empire, and Port Orford. A lieutenant (junior grade), USCGR, was assigned to the Beach Patrol Office to assist the District Veterinary Officer on 17 December, 1943, and was transferred to the Coast Guard Beach Patrol Station, Gearhart, Oregon, to maintain the health of all dogs and horses in the units under the Coast Guard Stations at Garibaldi, Hammond, Ilwaco, Aberdeen, Forks, and Neah Bay.

Toward the 1st of February, 1944, orders were issued to various units of the Naval Coastal Lookout System directing certain men to proceed to the Beach Patrol Station, Copalis Beach,



Enemy agents beware!

#1



CONTINENTAL AIRLINES RECOMMENDS A TRAVEL AGENT FOR ALL YOUR TRAVEL NEEDS

U.S. COAST GUARD
OZETTE PATROL BASE
CLALLAM BAY, WASHINGTON

LOCATION; APPROXIMATELY 23 MILES SOUTH OF CLALLAM BAY, WASHINGTON ON THE OLYMPIE PENINSULA AT THE N.W. END OF LAKE OZETTE.

A COMPLEMENT OF 80 TO 90 MEN WERE DISTRIBUTED BETWEEN THE BASE CAMP AND BEACH PATROL STATIONS. WITH 7 PATROL CAMPS BETWEEN "POINT OF THE ARCHES" (AT THE NORTH) TO "CAPE JOHNSON" (TO THE SOUTH EXTREMITY), A DISTANCE OF ABOUT 25 MILES ON THE PACIFIC NORTHWEST COAST BELOW CAPE FLATTERY NEAR NEAH BAY.

THE FIRST CAMP WAS LOCATED ON THE NORTH BANK OF THE OZETTE RIVER WHERE IT EMPTIES INTO THE PACIFIC OCEAN. WITH A LOOK-OUT STATION CAMP LOCATED ON TOP OF CAPE ALAVA TO THE SOUTH AND ENOUGH RADIO EQUIPMENT TO COVER THE ENTIRE PACIFIC COAST, ITS ACCESS WAS ONLY POSSIBLE AT LOW TIDE AT AN ELEVATION OF ABOUT 150 FT. THE CAPE BEING THE ORIGINAL SITE OF THE MAKAH INDIAN RESERVATION AND THE MOST WESTERLY POINT OF LAND IN THE UNITED STATES.

2



CONTINENTAL AIRLINES RECOMMENDS A TRAVEL AGENT FOR ALL YOUR TRAVEL NEEDS

OZETTE ISLAND LIES -
APPROXIMATELY 1/2 MILE OFF THE BEACH,
BUT REMAINED UNMANNED AND DESOLATE,
THE UPPER 3 TO 4 PATROLS WERE ONLY
ACCESSIBLE BY TRAILS FROM THE BASE CAMP
AND THE REMAINING 3 BEACH CAMPS OBTAINABLE
BY MOTOR LAUNCH FROM THE BASE CAMP ON
LAKE OZETTE ITSELF TO THE SOUTH AND THEN
CONNECTING WITH TRAILS TO THE BEACH.

FOUR MEN WERE ASSIGNED TO EACH BEACH
CAMP FOR 4 DAYS AT A TIME SUPPLIED WITH
ENOUGH FOOD, SIDEARMS, RIFLE & AUTOMATIC
WEAPONS INCLUDING RADIO COMMUNICATION
BACK PACKS AND ONE TRAINED WAR DOG
FOR EVERY 2 MEN, THE BASIC FUNCTIONS
OF THE CAMPS WERE TO REPORT SHIP
MOVEMENTS, WEATHER AND ANY UNUSUAL
MOVEMENTS OUT OF THE ORDINARY, THE
BEACH PATROL STATION WAS NOT DESIGNED
TO REPEL OR DEFEND FROM INVADERS, BUT
TO EFFECT A DIVERSIONARY DELAYING
ACTION FROM FOREIGN ATTACK OR SABOTAGE
CONCERNING OUR FOREST AREAS ON THE
PACIFIC COAST, AN ENEMY LANDING HERE WAS
NEXT TO IMPOSSIBLE IN ALL INSTANCES, DUE



CONTINENTAL AIRLINES RECOMMENDS A TRAVEL AGENT FOR ALL YOUR TRAVEL NEEDS

- TO THE ROUGH TERRAIN OF THE OZETTE AREA,

WITH THE WAR GOING WELL IN OUR FAVOR BY THE BEGINNING OF 1944, MOST OF THE BEACH PATROL STATIONS ON THE PACIFIC COAST FROM CANADA TO THE MEXICAN BORDER WERE DISBANDED AND THE COAST GUARDSMEN WERE RECLASSIFIED AND TRANSFERED TO THE EUROPEAN AND THE SOUTH PACIFIC THEATERS OF OPERATION.

THESE MEN WERE ASSIGNED TO TROOP TRANSPORTS, FRIGATES, DESTROYER ESCORTS, AND AMPHIBIOUS LANDING CRAFT OF ALL NOMENCLATURE.

IN CONCLUSION, THE COAST GUARD WAS THE ONLY BRANCH OF SERVICE WITH MORE MEN SERVING OVERSEAS THAN ANY OTHER ORGANIZATION CONTRIBUTING TO THE CONCLUSION OF W.W.II.

THIS IS ONLY THE STORY OF ONE BEACH PATROL STATION ON THE PACIFIC COAST, THE MANY OTHERS CLEAR TO THE MEXICAN BORDER SOUTH MUST HAVE HAD THEIR OWN VIGILANT STORIES TO TELL.