

Biographical Sketch

REAR ADMIRAL JAMES W. MOREAU,  
U. S. COAST GUARD

James Walter Moreau was born on February 5, 1921, at Glenwood, Minn., where he was graduated from Glenwood High School in 1939.

Appointed a Cadet on August 14, 1939, he was graduated from the U. S. Coast Guard Academy, New London, Conn., with a Bachelor of Science Degree in Naval Engineering and with a commission of Ensign on June 19, 1942--a year earlier than the usual required four years because of the World War II emergency. (Later in his service career he received a second B. S. Degree in Civil Engineering and a Masters Degree in Engineering Administration.)

During the war he first served two years as Deck and Engineering Watch Officer in the Coast Guard Cutter HAIDA on convoy screening duty and weather patrol in Alaskan waters. In June 1944, LTJG Moreau was assigned to pre-commissioning detail and as Engineering Watch Officer on board the Coast Guard-manned troop transport USS ADMIRAL W. L. CAPPS (AP-121) which operated in the Noumea and Guadalcanal areas of the Pacific. By January 1945, he was transferred to pre-commissioning detail and to duty as Assist. Engineer Officer, and later as Engineering Officer on board the troop transport USS GEN. A. W. GRISLEY (AP-141), which took him to Australia, Calcutta, India, and Lehavre, France.

Between October 1945 and April 1949, LT Moreau was assigned to the Office of Naval Research, Washington, D. C., as Liaison Officer for the Coast Guard Headquarters' Testing and Development Division. During that tour of duty he served as field oceanographer on board the Coast Guard ice-breaker NORTHWIND on the summer 1946 "NANOOK" Arctic Expedition.

He served his next tour of duty as Engineer Officer in the Cutter MACKINAC which operated out of New York on ocean station patrol and search and rescue in the North Atlantic. In February 1950, he reported for duty as Executive Officer on board the Cutter COOK INLET, based at Portland, Me., and later assumed command of that vessel.

From April 1952 to August 1953, LCDR Moreau was assigned as a student at Rensselaer Polytechnic Institute, Troy, N. Y., where he received his second B. S. Degree in Civil Engineering.

During the following three years, he served as Assist. Chief and then as Chief of the Civil Engineering Section, 17th Coast Guard District, Juneau, Alaska. In addition, he served as Secretary of the Southeast Alaska Federal Safety Council.

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From July 1956 to June 1959, he served as Chief, Civil Engineering Section, 2nd Coast Guard District, St. Louis, Mo. Before leaving there CDR Moreau received a Masters Degree in Engineering Administration (1959) from Washington University.

He next served for more than four years as Chief, Plant and Personnel Division and as Commanding Officer of Enlisted Personnel at the Coast Guard Academy. During that period he was responsible for the New Construction Program and initiated the first half of that 15 million dollars' plan. Returning to sea duty in September 1963, he first commanded the Cutter ESCANABA for a year and then commanded the Cutter YAKUTAT for nine months, both vessels operating out of New Bedford, Mass., on ocean station patrol.

In May 1965, CAPT Moreau returned to Headquarters to serve first as Assist. Chief and then as Chief, Civil Engineering Division. From August to December of 1967, he was detailed to the Chief of Staff to head three study groups on finding Alternatives for Domestic Icebreaking, Requirements for Polar Icebreakers, and Analysis of Supply and Inventory Policies. During the next 12 months he served as Assistant Project Manager for Polar Transportation Requirements which served as the basis for the Transportation Department and the Coast Guard to clearly delineate their role in the polar regions in relation to many other agencies having responsibilities in polar regions. His establishment of this mutual forum of understanding gained a national leadership role in the Arctic for the Transportation Department and for the Coast Guard. For that service he was awarded the LEGION OF MERIT MEDAL (presented by the Coast Guard Commandant in April 1969).

On December 20, 1968, he was reassigned to duty under the Assist. Chief of Staff for Ocean Sciences at Headquarters. During that period he lead a study group which prepared budgetary justification for the first replacement Coast Guard icebreaker. This group also recommended crew size, homeporting and operating procedures for the future Coast Guard icebreaker fleet.

In August 1969, he was transferred to the 14th Coast Guard District office in Honolulu where he first served as Chief, Engineering Division until July 1970, when he assumed duty as Chief of Operations in that district.

On April 26, 1971, James W. Moreau was promoted to the rank of Rear Admiral. His first assignment as a flag officer was as Chief, Office of Reserve at Headquarters which he held for two years. For his service in that post he was awarded the MERITORIOUS SERVICE MEDAL. In June 1973, he assumed the post of Chief, Office of Engineering. In early May 1975, RADM Moreau became Commander, 14th Coast Guard District, Honolulu.

Rear Admiral Moreau's medals and awards include: American Area with Bronze Star; American Defense Service; Asiatic-Pacific Area; European-African-Middle Eastern Area; National Defense Service Medal with Bronze Star; the Legion of Merit (1969); the Meritorious Service Medal (1973).

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RADM Moreau was elected to serve on the American Society of Naval Engineers (ASNE) Council from July 1, 1974 to June 30, 1976.

Following is a resume of his appointments in rank: Cadet, August 14, 1939; Ensign, June 19, 1942; Lieutenant (jg), May 25, 1943; Lieutenant, September 27, 1944; Lieut. Commander, August 6, 1951; Commander, July 1, 1957; Captain, July 1, 1964; Rear Admiral, April 26, 1971.

RADM Moreau's wife is the former Donna M. Logan of his hometown, Glenwood, Minn. They have five children, James G., Michael D., Donna Jean, Thomas B., and Alyssa Ann.

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