



# the Quarterdeck Log

Membership publication of the Coast Guard Combat Veterans Association. Publishes quarterly — Winter, Spring, Summer, and Fall. Not sold on a subscription basis. The Coast Guard Combat Veterans Association is a Non-Profit Corporation of Active Duty Members, Retired Members, Reserve Members, and Honorably Discharged Former Members of the United States Coast Guard who served in, or provided direct support to combat situations recognized by an appropriate military award while serving as a member of the United States Coast Guard.

Volume 19, Number 3

Fall 2004

## Honoring Our Vietnam Veterans

### *Second CGCVA-funded Monument Unveiled at CGA's "Homecoming"*

At eight minutes before 10 a.m. on October 23rd, at the Coast Guard Academy in New London, Connecticut, Department of Homeland Security Deputy Secretary ADM James M. Loy, USCG (Ret.) and project architect CAPT Donald Taub, USCG (Ret.), unveiled the second of two CGCVA-funded Vietnam monuments, recognizing the missions of the Coast Guard during that war and honoring the seven Coast Guardsmen killed there.

Red, brown and yellow leaves falling from the trees, swirling wind gusts and frigid temperatures provided a colorful but very chilly New England Fall backdrop at the Academy's Robert Crown Park as the two Coast Guard Vietnam veterans removed a black drape from the five-foot by four-foot granite monument.

This unveiling and dedication "logistically" completed a nearly two-year project initiated by CAPT Taub and CDR William Hicks, USCG (Ret.), another Vietnam veteran.

The CGCVA Vietnam Monument Unveiling & Dedication Ceremony was one of seven different activities taking place at the same time on the Academy grounds for graduates and guests attending the annual "Homecoming Weekend". Still, despite the other six activities and the nearly unbearable harsh weather, about 100 Vietnam veterans and guests attended the hour-long ceremony. Included in the audience were several members of New London American Legion Post #9 and New London VFW Post #10060.

About an hour before the actual unveiling, the ceremony's Official Party gathered inside the (warm) Coast Guard Academy Chapel. Included were: Cong. Robert R. Simmons of Connecticut's 2nd District (a Vietnam veteran); ADM Loy; Coast Guard Vice Commandant VADM Terry M. Cross; Coast

Guard Academy Superintendent RADM James C. Olsen, Jr.; CGCVA National President Ed Swift; the ceremony's keynote speaker CAPT Alex Larzelere, USCG (Ret.); CAPT Taub and CDR Hicks; Ancient Order of Pterodactyls National President CAPT George E. Krietmeyer, USCG (Ret.); Pterodactyls Vice

President CAPT Ray Copin, *USCGC Point Welcome* survivors CAPT Ross Bell, USCG (Ret.) and MCPO Mark McKenney, USCG (Ret.); and Chaplain CAPT Stephen R. Rock. Event master of ceremonies was CGCVA Trustee and project coordinator Robert MacLeod, a Vietnam veteran.

Veterans and guests were treated to pre-ceremony music courtesy of the Coast Guard Band, under the leadership of LT Ken Megan. The band also played the "Star Spangled Banner" and "Taps" during the ceremony. "Amazing Grace" was played by bagpiper Cadet 2/C Lauren Moseman during the wreath-laying ceremony.

(continued on page 7)

(Above left) *The CGCVA Vietnam Monument at the Coast Guard Academy.*  
(Below) *The Coast Guard Band.*





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## From the President

Shipmates:

This issue of the *QD Log* provides quite a bit of important information so please read it cover to cover. Our Association has been very busy lately and we have accomplished great things. Your elected and appointed officers and trustees have worked hard in many areas and I am most appreciative of their labors. Bravo Zulu to all and best wishes for a safe and joyous holiday season. Semper Paratus!

### Vietnam Monument II

Our Association can truly be proud. As you will read in this issue, which is heavily weighted with Vietnam stories, the second of two Vietnam monuments was recently unveiled and dedicated at the Coast Guard Academy in New London, Ct. (The first was at Coast Guard Training Center Cape May, N.J. in July). Despite frigid temperatures and chilling wind gusts, the event was one of the most memorable I have ever been part of. My sincerest thanks to Trustee **Robert MacLeod** who took the lead in fund-raising efforts for the two monuments and was the primary event planner for the two ceremonies.

### CGCVA 20th Convention & Reunion

Our Convention Planners (**Bob & Jane Maxwell** and **Ed & Nancy Burke**) have completed plans for our next reunion & convention. I am extremely pleased to announce that it will be held Oct. 20-24, 2005 in Tampa, Florida. We have a large number of members residing in that state and I am hoping for the largest turn-out ever. I also hope that this reunion will attract several other Coast Guard reunion groups. You will find complete convention details and registration forms in the center section (which can be removed for reference), so put this event on your calendars now and don't forget to register early.

### QD Log Status

In the last issue I indicated that I was looking for some help with the *QD Log*. This was due in part to my job situation,



which has been at least temporarily rectified. As a result, I intend to stay on as editor but I'd like to thank **Josh Sparrow**, previous *QD Log* editor, who offered to assist.

(cont. on page 28)

*Super race fan Chu Hoi gets an autographed poster of his favorite driver, Justin Labonte. (photo by Ed Swift)*

**Next QD Log deadline is Feb. 1, 2005**



## 2005 CGCVA 20th Anniversary Reunion & Convention

My friends, you asked to have a Reunion/Convention in Florida. I am happy to report that our 11th reunion/convention during our 20th Anniversary is now set up for 20 - 24 October 2005 at the Holiday Inn, Tampa, Florida, only a half mile from Busch Gardens.

Transportation to and from the Tampa International Airport is furnished by the Holiday Inn. So there is no mix-up, you must make advance arrangements with the Holiday Inn Sales Department. These arrangements must be confirmed with flight numbers and times at least five (5) business days prior to arrival. This is a special concession for our group, as the Holiday Inn does not usually furnish this service. Please be sure to arrange as above so you will not be disappointed upon arrival. (If you do not arrange for this with the hotel, you can expect to pay about \$15.00 to \$20.00 per person to get to the hotel and possibly more by cab)

There is a two-hour lunch cruise scheduled aboard the StarShip, a 180-foot, seven-million-dollar vessel recognized as Florida's largest dining yacht.

We think you will enjoy a tour of a quaint wine shop where you will be able to taste, label and bottle your own wine. This will be accomplished with a shuttle bus in groups of approximately 15.

We did not schedule a tour for Busch Gardens due to several reasons. There is considerable walking involved and it is an amusement park. Various rides cost various prices, so if you want to go to Busch Gardens, assemble a group of at least fifteen (15) to go on one day and the Holiday Inn will furnish transportation and they can give you some discounts.

Now, for you shoppers, just across the street is University Mall, the largest mall in the Tampa Bay area. There are some discounts for you from the Holiday Inn. A short distance from the hotel is The Museum of Science and Industry as is the Florida Aquarium for those interested to do so on their own.

You will be able to arrange for the shuttle at the front desk. There is a TGIFriday Restaurant on site and they serve lunch and dinner. Wear your Name Badge and you will receive a 10% discount. There are several nice restaurants nearby you may also frequent.

We are sure you will have a great time in Tampa with everything there is to do but PLEASE do not forget to attend the business meetings and the other events of the CGCVA.



CGCVA 20th Anniversary Reunion activities will include a luncheon cruise onboard the 180-foot yacht StarShip. (photo courtesy of StarShip Cruises)

You do not have to dress fancy so come casual and comfortable. These Reunions Conventions are to get ole shipmates reunited and to conduct some association business. We try to make the business meetings as short and informative as possible so please make every effort to attend and cast your vote for the elected officers and changes to the By-Laws (if there are any) and any other business that may come before the body. We will try and announce the site for the 2007 Reunion/Convention for you at the Business Meeting luncheon. One more item, do yourself a favor and register early. If you are registered early you will have a chance of three (3) free days off your hotel bill by the Holiday Inn. You will have to be



Poolside at our next reunion. (photo courtesy Holiday Inn)

registered no later than 20 September 2005. The hotel staff will select the winner and your convention committee will have nothing to do with the selection. Register early and GOOD LUCK. The special convention hotel price is good for three (3) days before and three (3) days after the Convention. Upon checking in, the hotel will furnish you with a notice of everything that is available to you as

well as the discounts. One additional important item for some of you! They have an ATM machine on the premises.

Do not worry about a refund, we will do it the same as before and the details are on the reservation forms in the center of this issue.

Looking forward to seeing you in Tampa in 2005.

**The Burkes and Maxwells**

## **Change of Address... Please!**

Don't forget to notify the Secretary of your change of address, especially for those going South, unless you decide to stay North due to the horrible hurricanes that devastated Florida, family or other. I need all address changes and you may wish to call me at 330-887-5539 (0930-1500 ET) Monday through Friday; fax me at 330-887-5639; e-mail me at [USCGW64@neo.rr.com](mailto:USCGW64@neo.rr.com) or you may want to mail me at P.O. Box 544, Westfield Center, OH 44251-0544. It will get your *Quarterdeck Log* to you on time.

## **Contributions for Disaster Victims**

Our Association is not funded to help out with disasters, such as the recent hurricanes that hit Florida and other Southern states. We have some reserves from our Life Memberships but those monies are used to continue the *Quarterdeck Log* publication and mailing to Life Members.

## **Dues**

While our Association dues remain at only \$25.00 every TWO years, it is even more of a bargain to become a CGCVA Life Member so please consider taking this step. Life Member rates are: Under age 30 (\$200.00); Ages 31-40 (\$185.00); Ages 41-50 (\$165.00); Ages 51-60 (\$145.00); Ages 61-70 (\$115.00); Ages 71-80 (\$85.00); Ages 81-89 (\$50.00); and members 90 and older (Free).

For those who are not yet Life Members, please remember your dues notice is contained on your *Quarterdeck Log* label. I want to thank those non-Life members who send in their dues early, which saves me from sending out a notice. Those members who have signed up for "Life" have really helped me out a bunch. Thanks!

## **Recycling Is Good**

Here's a few little "ditties," the first two penned by Professor Harry Ridemour, BWU, circa 1954, that I included in our newsletter years ago. I still think they are funny and I would hate to see them forgotten.

A very young Coastie from Wheeling  
Had a most peculiar feeling,  
When the sign on the hatch  
Read, "Don't spit on the deck"  
He jumped up and spit on the overhead.

King David and King Solomon lived very merry lives  
With many many girl friends and many many wives  
But when old age crept on a pace,  
They developed religious qualms  
King Solomon wrote the Proverbs  
And King David wrote the Psalms.

I must go down to the beautiful sea  
Where the wind blows strong and the waves run free  
I must go down to the beautiful sea  
Damned right I must... they're sending me!  
(*Coast Guard Magazine*, circa 1947, with apologies to  
England's Poet Laureate John Mansfield)

**Baker Herbert**



*The CGCVA beloved (and well-traveled) mascot, Chu Hoi, took the wheel and was ready for a few hot laps in Justin Labonte's Coast Guard Racing Team #44 car.*

## **Investment Tip**

If you had purchased \$1000 of Nortel stock one year ago, it would now be worth \$49. With Enron, you would have \$16.50 left of the original \$1000. With WorldCom, you would have less than \$5 left. But, if you had purchased \$1,000.00 worth of Beer one year ago, drank all the beer, then turned in the cans for the aluminum recycling price, you would have \$214.

Based on the above, current investment advice is to drink heavily and recycle. It's called the 401-Keg Plan.



USS Wakefield

My nephew and I recently returned home from the 3rd *USS Wakefield* reunion in Catskill, N.Y. We have been on many reunions with my shipmates on the *USS Allentown*, which is the ship that I served on in WWII. However, since they stopped having reunions, we have joined the friendly people of the *Wakefield*. This year, there were 31 folks in attendance, including 17 sister ship veterans. After some fine food, hospitality, and great conversation, we parted ways only to look forward to next year's get-together with many new and heartfelt people. **Frank D. Seigel**

Cutters Around The Continent Reunion

The 50th Anniversary of the historic voyage of Coast Guard cutters *Storis*, *Bramble* and *Spar*, circumnavigating the North American continent during the summer of 1957 will be remembered and celebrated by a reunion in 2007. The exact date(s) and place will be announced later. Any former crewmembers (and their guests) who served in *Storis*, *Bramble* and *Spar* AT ANY TIME will be invited to attend. If you have any interest in learning more about this reunion, please respond by e-mail to: [StorisBrambleSpar@msn.com](mailto:StorisBrambleSpar@msn.com) or by contacting **Jim Loback** at 10436 Teal Circle, Fountain Valley, Ca. 92708. Jim can be reached at (714) 968-8964. Please include your full name, rank or rate, address, and the name(s) of the cutters and approximate dates of your service. If it's more convenient, just state your name and address and we'll send you a form for this event. The planned reunion, which we are calling "Cutters Around The Continent" will be enhanced by your presence so please let us hear from you soon.

Saluting Top Recruits

Each week at graduation ceremonies at Coast Guard Training Center Cape May, New Jersey, the CGCVA sponsors the Physical Fitness Award to a graduating recruit. A CGCVA watch and certificate are presented, often by an attending CGCVA member. Since the last *QD Log* issue, the following recruits have received the CGCVA-sponsored Physical Fitness Award:

- SA Dennica M. Ricciardi** (Whiskey 168) of Philadelphia, Pa., reports to USCG Station Atlantic City, N.J.
- SA Adam A. Paul** (X-Ray 168) of Charleston, S.C., reports to USCG Station Tybee, Tybee Island, Ga.
- SN George M. Long III** (Yankee 168) of Norfolk, Va., reports to *USCGC Dependable*, Cape May, N.J.
- SN Deloise L. Moore** (Zulu 168) of Mobile, Ala., reports to OS "A" School at USCG Training Center Petaluma, Ca.
- SN Clay C. Wilbanks** (Alfa 169) of Newark, N.J., reports to *USCGC Eagle*, New London, Ct.
- SA Coleman J. Selm** (Bravo 169) of Cincinnati, Ohio, reports to USCG Marine Safety Office Louisville, Ky.
- SN Robert R. Fernandez** (Charlie 169) of Newark, N.J., reports to *USCGC Steadfast*, Warrenton, Ore.
- SN Daniel S. MacDonald** (Delta 169) of Sacramento, Ca., reports to USCG Marine Safety Office San Francisco, Ca.
- SN Andrew M. Strasser** (Echo 169) of Chicago, Ill., reports to BM

CROSSED THE BAR

- Steve A. Chaya**  
Joined: 09-14-02 CTB: 04/21/04
- Richard L. Forry**  
Joined: 05-01-90 CTB: 06-12-04
- Wilbert R. Hartmann**  
Joined: 08-28-02 CTB: 03-17-04
- Thomas B. Heathcote, LM**  
Joined: 12-16-90 CTB: 7-20-04
- Thomas M. McHale, Jr. LM**  
Joined: 04-25-90 CTB: 08-23-04
- Willis L. Merriman**  
Joined: 10-03-94 CTB: 08-20-04
- Louis H. Puckett LM**  
Joined: 02-23-93 CTB: 09-04

- "A" School at USCG Training Center Yorktown, Va.
- SA Daniel W. Brooks** (Foxtrot 169) of Los Angeles, Ca., reports to *USCGC Washington*, Honolulu, Hi.
- SN Jason E. Maddux** (Golf 169) of Indianapolis, Ind., reports to BM "A" School at USCG Training Center Yorktown, Va.
- SA Jose G. Madera** (Hotel 169) of Savannah, Ga., reports to *USCGC Acushnet*, Ketchikan, Ak.
- SN Jessica J. Pfau** (India 169) of Butte, Mt., reports to *USCGC Hamilton*, San Diego, Ca.

Welcome New Members

A hearty "Welcome Aboard!" to the following new CGCVA and Auxiliary members. New member names are followed by sponsors' names (*italicized in parentheses*):

JULY 2004

Ronald D. Ricker (*Pat Ramsey*); Don C. Fedrigan (*Robert Coleman*); LM Gary A. Fortner (*Pat Ramsey*); Michael L. Hastings (*Chris Wood*); LM William J. Nolte (*Ed Swift*); and LM Jake Carawan (*Ed Swift*).

AUGUST 2004

John T. Wichman (*Bill Wells*); LM David R. Markey (*Bill Hicks*); Richard A. McCann (*Jack Shuler*); Wilfred Remillard (*Pat Ramsey*); and Brian Painter (*Ed Swift*).

SEPTEMBER 2004

Ralph M. Glass (*James J. Granger*); Irving L. Goldstein (*Baker Herbert*); David W. Jernigan (*Erik*

*Newpher*); Warren G. Schneeweis (*Ed Swift*); David M. Campione (*Pat Ramsey*); LM Lellous K. McGuire (*Cecil Bingham*); John E. Williams (*Pat Ramsey*); Charles E. Jantz (*Pat Ramsey*); and Wayne H. Self (*Pat Ramsey*).

## OCTOBER 2004

Daniel R. Cinq-Mars (*Pat Ramsey*); Hugo Hodulich (*VA Hospital Lyons, N.J.*); and LM William M. Sherman (*Gary Sherman*).

### E-Mail Addresses

To assist our Association members in contacting each other, the *QD Log* used to include a complete e-mail list of participating members. Due to magazine space constraints, the complete list will instead be provided on the CGCVA website: [www.coastguardcombatvets.com](http://www.coastguardcombatvets.com). The *QD Log* will run e-mail address additions and changes only in each issue. Below are the additions and changes received since the last issue. Additions, deletions and changes should be sent to: [USCGW64@neo.rr.com](mailto:USCGW64@neo.rr.com).

- Barker, Keith A. [barkerk@sbcglobal.net](mailto:barkerk@sbcglobal.net)
- Cohen, Herbert LM. [hcohen10@cox.net](mailto:hcohen10@cox.net)
- Compton, Bert L. Jr. [elcompto@cybrzn.com](mailto:elcompto@cybrzn.com)
- Conner, James E. [jeltconner@cablespeed.com](mailto:jeltconner@cablespeed.com)
- Giles, John E. [jegiles39@earthlink.net](mailto:jegiles39@earthlink.net)
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- Positan, Vincent R. [vrpositan@aol.com](mailto:vrpositan@aol.com)
- Pinkerton, Robert S. [545714@prodigy.net](mailto:545714@prodigy.net)
- Shane, Robert A. [ashane@earthlink.net](mailto:ashane@earthlink.net)
- Spengler, Paul [prspengler@earthlink.net](mailto:prspengler@earthlink.net)

### Helpful Websites

- USCG WYTM Sailors. [www.cg-tugs.org](http://www.cg-tugs.org)
- Gulf War Veterans. [www.allgulfvets.com](http://www.allgulfvets.com)
- USCG Marine Inspection Team Activities in Southeast Asia. [www.military.com/NewContent/0,13190,051304\\_RAID,00](http://www.military.com/NewContent/0,13190,051304_RAID,00)

### Only 59 Years Late

A few months ago, CGCVA member **George Varner** wrote to the Association asking for assistance in obtaining an award he had been promised nearly 60 years earlier. Through letters from the CGCVA and George's friend **Tom Messer** to USCG Headquarters, and subsequent receipt of Varner's official military record from the National Personnel Records Center in St. Louis, his claim was thoroughly researched and ultimately approved. We are proud to say that George was recently presented the Coast Guard Commendation Medal for his heroic actions on March 6, 1945 at Leyte Bay in the Philippines.



*George Varner, a WWII veteran, with the medal he received 59 years late. (photo by Les Cockrell)*

George wrote the CGCVA (Baker Herbert) to thank him for his efforts and to notify the Association that he had received the medal. And, while he was surprised to receive the Coast Guard Commendation Medal, he still wonders why he wasn't recognized by the Army instead. He was stationed on a CG-manned Army ship, took orders

from the Army detachment division and it was three Army personnel who were saved in the rescue.

In 1945, Varner was a 19-year-old Coast Guard seaman when he and two others responded to calls for help heard off the ship's dock in Tacloban, the capital city of the province of Leyte. A small boat carrying U.S. Army personnel had gone down, and the Coast Guard rescuers quickly threw life preservers from their launch to the men in the water who were able to swim. Two of the victims, however, were experiencing extreme difficulty, so Varner and a fellow seaman went overboard to help them.

Varner located one of the men who was in desperate straits and towed him back to the launch, where he was pulled aboard unconscious. Another crewman started resuscitation efforts while Varner drove the launch back to the dock. By the time they arrived, the rescued soldier was beginning to gasp and had a strong pulse. Varner's commanding officer filed a report recognizing his men for the rescue but that was the last that was heard. Thoughts of possible commendations were far from the 19-year-old's mind and he continued with his assigned duties. A year later he was back in the States.

### Inner Peace

"The way to achieve inner peace is to finish all the things you've started."

So I looked around the house to see all the things I started and hadn't finished... and before leaving the house this morning I finished off a bottle of red wine, a bottle of white wine, the Bailey's, Kahlua, and Wild Turkey, the Prozac, some Valium, some cheesecake, a pint of Ben & Jerry's and a box of chocolates. You have no idea how good I feel ...



It wasn't until 1985 when Varner decided to write the Coast Guard again about the incident but it brought about no progress. Mentioning the situation to friend Tom Messer resulted in a letter to the Coast Guard Commandant, sent by Messer on Varner's behalf. The CGCVA also wrote a convincing letter, requesting that the rescue be further researched. Persistence truly does pay off and the Coast Guard's Office of Military Personnel determined that Varner did deserve formal recognition for his role in the rescue.

"After a review of his record and based on the documentation provided, the U.S. Coast Guard acknowledges the heroic act and personal sacrifice made by Mr. Varner, and we highly commend him for his actions while serving our country," wrote CAPT K.D. Forslund, on behalf of Coast Guard Commandant ADM Thomas Collins. Very belated congratulations George!

## Obtaining Earned Awards

CGCVA member **Stephen Watson** recently received the Combat Action Ribbon (CAR) from the Chief of Naval Operations (N09B13). Since many other members may have earned this award but never received it, Steve suggests contacting the Bureau of Naval Personnel, Retired Records Branch, 9700 Page Avenue, 5th Floor, St. Louis, MO 63132. He also suggests that persons send copies of any appropriate official documents rather than originals since most government offices do not return the documents they receive.

Thanks for the helpful information Steve and belated congratulations!

## The Fifth Armed Service

Of the 22 Attack Transports in the Guadalcanal invasion on August 7, 1942, 18 were manned by members of the U.S. Coast Guard. Their hundreds of 40-foot LCVP landing craft carried the bulk of the Marines brought to the bloody beaches in the first waves.

The Coast Guard sailors of World War II were known as the "Hooligan Navy." Some called them "Shallow Water Sailors" but the 171,168 men of this only all-volunteer branch of service saw combat in every theatre of war. From 1941 to the end of the war in 1945, Coast Guard sailors manned 802 vessels of their own, 351 Navy and 288 Army ships.

In addition to the Attack Transports, they served on Destroyer Escorts, Patrol Frigates, Anti-Submarine Escort Cutters and dozens of Landing Ship Tanks (LSTs). Some of the earliest LSTs commissioned were crewed by Coast Guard personnel. Their ships saw action in the South and Central Pacific and the European Theatre. North Africa, France, Italy and the Aleutians, Sicily, Anzio, Normandy, Attu, Tarawa, Luzon, Iwo Jima and Okinawa were among the landings supported by Coast Guard-manned ships. Some of these

"Hooligans" served as beach masters directing troop, tank-laden and supply landing craft onto invasion beaches.

Coast Guard tenders and tugs salvaged ships that had been torpedoed and escorted them to safety, other vessels performed search and rescue duties saving numbers of airmen and seamen from sunken ships and evacuating wounded Army and Marines from the invasion beaches. A flotilla of sixty 83-foot cutters rescued 1,438 men from the Normandy beaches. Coast Guard patrol bombers from bases in Greenland searched for German submarines. Isolated Loran navigation and weather stations were among the varied duties performed by this branch of military service. Coast Guard-manned "hunter killer" anti-submarine escort vessels were credited with sinking 11 Nazi submarines and the capture of two surface vessels in the Atlantic.

The U.S. Coast Guard, in addition to having been the only all-volunteer branch, holds the distinction of being the nation's oldest continuous sea-going service. Founded in 1790 by President Washington, it began with a total of 10 boats. Today it operates a vast fleet of boats and ships, fixed-wing and rotary aircraft.

The wartime contributions of the Coast Guard in World War II, Korea, Vietnam and the Persian Gulf are often overlooked in articles and memorials to these conflicts. These sailors fought and died alongside those of other branches. Their contributions deserve recognition.

**Phil Schneiderman**

***Editor's Note:** The above article originally ran years ago in the National LST Association's newsletter Scuttlebutt and was penned by Phil Schneiderman who served, at age 15, as a S1/c aboard LST 20 in the Pacific Theatre. His words then ring just as true today and our recent dedication ceremonies for the two Vietnam Monuments reflect his concern for proper recognition of the Coast Guard in wartime. The article was submitted by CGCVA member Bill Broderick who also provided the article on LST 795 on page 22.*

## Honoring... (continued from page1)

Once the Official Party arrived, the Academy Honor Guard presented the Colors and the Invocation was given. Robert MacLeod introduced RADM Olsen who spoke about the importance of having monuments such as our Vietnam one being dedicated and that all cadets benefit greatly learning about their service's history from such memorials.

Next to speak was Cong. Robert Simmons who mentioned his personal experiences



*The Official Party arrives for the unveiling and dedication ceremony for the CGCVA Vietnam Monument.*

in Vietnam briefly and urged everyone to support American troops who are now deployed overseas.

Simmons was followed by ADM Loy, who mentioned how initially estatic he was to learn, as a LTJG, that he had been selected to skipper a 95-footer, only to come to the realization that it also indicated the strong likelihood of a subsequent assignment as an 82-footer skipper in Vietnam. Loy, a CGCVA Life Member, also remarked that upon arriving in Vietnam his first stop was to visit (then) LTJG Ross Bell at the hospital where he was recovering from wounds received during the strafing of the *USCGC Point Welcome* in a “friendly fire” incident. The admiral was also very complimentary to our Association and on behalf of our entire membership I extend my sincerest appreciation for his continued strong CGCVA support.

CGCVA member CAPT Alex Larzelere, who commanded the cutters *Point Comfort* and *Point Banks* in Vietnam, served as the ceremony’s keynote speaker, providing a chronological description of the Coast Guard’s entry into the Vietnam War in 1965, it’s expansion into various critical mission areas, and it’s eventual exit in 1975. Larzelere also served as Division 11 operations officer in the Gulf of Thailand.

At the conclusion of CAPT Larzelere’s remarks, Ed Swift, ADM Loy, VADM Cross, RADM Olsen and CAPT Taub came forward to conduct the monument’s unveiling and dedication. As the black sheath covering the monument was removed by ADM Loy and CAPT Taub, Robert MacLeod read the names of the seven Coast Guardsmen killed in Vietnam. Crew members from the *USCGC Chase* (Gerald Hill, Alan Ricker, Chris Wood and Clarence Croxall) rang a bell as the name of each was announced.

While the monument recognizes the accomplishments of thousands of Coast Guardsmen who served in Vietnam, it gives special tribute to the memories of LT Jack C. Rittichier, LTJG David C. Brostrom, LTJG Michael W. Kirkpatrick, ENC Morris S. Beeson, EN1 Michael H. Painter, EN2 Jerry Phillips, and FN Heriberto S. Hernandez. A special thanks are extended to Ms. Rona Brostrom-Vaughn, David Brostrom’s sister, for attending the monument dedication.

An H-60 helicopter from USCG Air Station Cape Cod provided a fly-over followed, by “Amazing Grace” and closing remarks by Robert MacLeod.

At this point, considering the harshness of the weather, no one seemed to be too concerned that the Benediction, playing of “Semper Paratus,” Departure of Colors, or Departure of the



**Connecticut 2nd District  
Congressman Robert R. Simmons, a  
Vietnam veteran, addresses the crowd.**

Official Party were overlooked. Those not already frozen were approaching that point, so the ceremony concluded quickly and many of the attendees retreated to the warmth of the Academy Visitors’ Center where a reception was provided (including lots of hot coffee!). Another surprise was provided by CWO French at the Visitors’ Center’s small theater as the old USCG in Vietnam movie “Ngung Lai,” which described “Operation Market Time,” was presented.

A special thanks go out to all who participated in or provided support to this historical moment for the Coast Guard and our Association. It was, for me, most rewarding to see the brainchild of CAPT Taub evolve from a basic idea into a well-orchestrated fund-raising effort, the actual manufacturing of two professional monuments and their ultimate dedication ceremonies. A great many people contributed financially to this effort and

many also contributed many, many hours of their time. The result — two lasting monuments that will help teach both our officer and enlisted corps about an important chapter in Coast



**ADM Loy and CAPT Taub unveil the monument, assisted by Ed  
Swift and VADM Terry Cross.**

Guard history. I consider both the Cape May dedication of July 16th and the New London ceremony as milestones for the CGCVA, just as I do our monuments erected at Utah Beach in Normandy, France; at Escanaba Park in Grand Haven, Michigan; and at the gravesite of Douglas Munro in Cle Elem, Washington. Bravo Zulu to you all!

I should also note that the night preceding the Vietnam Monument dedication in New London, American Legion Post





*Air Station Cape Cod  
HH-3F makes a fly-over  
as monument is  
unveiled.*

#9 invited all CGCVA members and guests to a reception in their honor. It was a wonderful event, with a variety of home-cooked foods provided by the post's Auxiliary. Post Commander Eddie Guilbert, Jr. was most gracious and everyone really enjoyed the camaraderie. Even our own Association mascot, Chu Hoi, made an appearance and thanked the commander personally. If any CGCVA members find themselves in the New London area, I strongly suggest paying a visit to AL Post #9 located at 74 Garfield Avenue in downtown New London. It is a very

friendly post and you will surely enjoy the visit.

With the official proceedings complete, many folks left the Academy grounds for other pursuits. Those that remained were able to watch the annual Homecoming football game, this one matching the Academy Bears against Union College, or shop at the Academy Exchange. For CGCVA member Bill Figone, Chu Hoi, my wife Mare and myself, we were given a guided tour of the Academy "Chiefs' Mess" by Vietnam veteran (and soon-to-be CGCVA member) MCPO Dave Isherwood, USCG (Ret.). We then assisted the local Chief Petty Officer Association at their football stadium concession stand, selling hamburgers, hot dogs and beverages. After that, we participated in a reception at Leamy Hall where Chu Hoi greeted Homecoming attendees and we provided information on the CGCVA.

All in all, it was an incredibly busy, cold, emotional and challenging weekend, but it was also so very heart-warming to realize that our efforts to do the right thing had materialized. I am extremely proud to have represented our fine Association at the New London ceremony, just as I know CGCVA Vice President Gil "Frenchy" Benoit was to have represented the CGCVA at the Cape May dedication in July.

Perhaps the most kudos should be given to Robert MacLeod, who also serves as our Association's Ways & Means Director. His fundraising efforts, and those of CAPT Taub, brought in the much of the capital that was needed to build the two monuments. Mac's personal involvement with officials at Cape May and New London resulted in two memorable ceremonies

and I am most grateful that he accepted the project officer responsibilities.

By the way, the CGCVA went ahead and paid for both monuments so that both could be produced and dedicated even though sufficient funds had not been received. As an Association, we are still lacking about \$4,000 for this project so if you can contribute to this worthwhile effort, please do so. All contributions are tax deductible and should be sent to CGCVA Secretary-Treasurer Baker Herbert. Make checks payable to "CGCVA" but mark on your checks "Vietnam Monument Donation."

Thanks again for everyone's support.

**Swiftly**

***Author's Note:** Wherever possible, photo credits are included. Several individuals provided digital photos to me electronically and there was much duplication. Please excuse me if I left out credits*

*on photos. Photo submissions were received from PA2 Shawn Eggert, CGA; Mare Swift; Ginnie Lapham; Donald Taub; Robert MacLeod; Janice MacLeod; and myself. Thanks all!*

*(Left) CGCVA National President LCDR Ed Swift, USCG (Ret.) and ADM James E. Loy, USCG (Ret.) reflect following the unveiling of the Vietnam Monument.*

*(Below) Point Welcome survivors MCPO Mark McKenney, USCG (Ret.) and CAPT Ross Bell, USCG (Ret.), and Ancient Order of Pterodactyls National President CAPT George E. Krietmeyer, USCG (Ret.) salute after placing a wreath by the Vietnam Monument.*





***Keynote Speaker's Remarks***

***Editor's Note:*** CGCVA member CAPT Alex Larzelere, USCG (Ret.), provided the keynote address for the unveiling and dedication ceremony at New London, Ct. CAPT Larzelere's address is provided here for the benefit of those who were unable to attend the October 23rd ceremony.

In dedicating this Coast Guard Vietnam memorial today, we do three things.

First, we remember those who made the ultimate sacrifice – the seven Coast Guardsmen who gave up their lives in the service to their country – LT Jack Rittichier, LTJG Dave Brostrom, LTJG Michael Kirkpatrick, CPO Morris Beeson, PO Michael Painter, PO Jerry Phillips, and FN Heriberto Hernandez. These were brave young men. Their faces and memories are frozen in time and we will remember them always. Please join me in a moment of silence to honor our fallen heroes.

Second, we salute all those Coast Guardsmen who served in Vietnam. Would all our Vietnam veterans please stand so we can express our admiration and appreciation for their service.

And third, we take a few moments to look back and recognize the superb accomplishments of our proud service, in that long and derisive war.

The Coast Guard went to Vietnam because we were needed. Our special skills and experience were important in waging and supporting the war. Once Coast Guard units and personnel got to Vietnam, the other services soon found out that we had something else to offer – something even more important than our specialized training and hardware. We had a will and determination to get the job done – whatever it took! Eight thousand Coast Guardsmen served in Vietnam, and they served well. They gained the respect and admiration of their comrades-in-arms, wherever they went.

In doing my research for my book, I was continually awed and humbled by what my fellow Coast Guard Vietnam veterans accomplished. Their “can-do” spirit and willingness to step up and take charge of a situation, any situation, came



*(Left) Cadet 2/C Lauren Moseman plays “Amazing Grace” following the reading of names of the seven Coast Guardsmen killed in Vietnam..*

*(Above) Coast Guard Vietnam veterans and members of the New London American Legion and VFW Posts watch as the monument is unveiled.*

through repeatedly. Maybe it was because we were a small service and greater responsibility was routinely placed on our young officers and pretty officers. Whatever it was, they did whatever it took to accomplish their missions.

In 1965, the Navy had a problem. They needed smaller vessels to patrol the shallow waters along Vietnam’s 1,200-mile coastline. When Navy Secretary Paul Nitze requested help from the Treasury Department, a meeting was held at the Pentagon. At the meeting, a Coast Guard representative proposed sending 82-foot WPBs to Vietnam. A Navy admiral objected, saying, “But they’re just boats. You can’t run a boat for more than ten or twenty percent of the time. And it’ll take

forever to get them out there. And when you get them there, where are you going to quarter and feed the crews?”

Coast Guard Captain Bill Cass stood up and said, “To the Navy they’re just boats but to the Coast Guard they’re self-sustained cutters. They have quarters aboard for the crews who will maintain them. And we’ll have them underway better than sixty-five percent of the time.” President Lyndon Johnson signed the order committing the Coast Guard to service in Vietnam on April 29, 1965.



*CGCVA Trustee Robert MacLeod has good reason to stand proudly at the Vietnam Monument.*



After the first two divisions of 82-footers began operations in Vietnam, the Military Assistance Command was so impressed they requested a third division of cutters. A total of 26 WPBs went to Vietnam where they became a vital element of the Navy's "Operation Market Time." Well-armed and rugged, the cutters of Squadron One carried out their duties offshore, in the worst of weather, and inshore, under fire in the hostile rivers and canals.



*CAPT Don Taub sees his dream of a Vietnam Monument become a reality.*

Chuck Mosher and his crew aboard *Point Grey*, interdicted the first armed trawler. The 120-foot North Vietnamese ship, loaded with weapons and ammunition, was trying to reach the Ca Mau Peninsula, at the southern tip of Vietnam. In the ensuing battle, the cutter came under heavy fire and took casualties before the trawler exploded. Off the delta, Steve Ulmer and the men of the *Point League* shot it out with a trawler before her North Vietnamese crew blew her up.

When a suspicious ship was spotted by a reconnaissance aircraft offshore in the "I" corps, the *Point Orient* was sent out from Da Nang. Norm Saunders and his crew had a "Chieu Hoi" team aboard. Their job was to get close to the ship and talk the enemy into defecting. It was not a good idea! The North Vietnamese immediately replied with more than words. During the exchange of fire, the trawler was forced aground and blew up. These are just a few of the actions WPBs were engaged in.

In addition to interdiction work, the 82-footers routinely provided naval gunfire support for troop operations ashore. Their trigger-fired 81mm mortars were effective weapons. WPBs also transported and landed U.S. and Vietnamese troops. Later in the war, cutters cruised in harms way up rivers and narrow canals in search of the enemy. Considering the missions and the action these cutters saw, we were indeed fortunate to have suffered so few casualties. As an example, *Point Grace* was hit six times with 57mm recoilless rifle fire and suffered no casualties.

In 1967, the Navy needed more ships

to patrol offshore waters. In response to a Navy request, the Coast Guard agreed to provide five high endurance cutters for coastal surveillance with "Operation Market Time." Two months later, five 311-foot cutters of Squadron Three arrived at Subic Bay in the Philippines. Three cutters immediately departed to begin patrolling the Vietnamese coast. It didn't take long for the forces ashore to

recognize the destructive force of the cutters' 5-inch guns. In addition to interdiction duties, the cutters were frequently called upon to provide naval gunfire support. Cutters fired more than 77,000 rounds of 5-inch ammunition during their 32 deployments. They also provided logistical support for Coast Guard 82-footers and Navy PCFs patrolling the coasts, and carried out medical and civic action programs to help Vietnamese villages. Because the high endurance cutters deployed to Vietnam, cutters back in the States had to pick up the slack and increase their operations.

To continue doing all the Coast Guard's missions, cutter days away from homeport increased to 220 a year.

To the best of my knowledge, there were 12 North Vietnamese arms and ammunition ships captured or destroyed during the war. The Coast Guard is credited with interdicting 10 – five each for the WHECs and the 82-footers.

In the beginning of the war, Air Force bombers had trouble striking their targets because of the monsoon weather and the poor charts of the area. They needed an accurate navigation system. When the problem was discussed at a Pentagon meeting in 1965, a Coast Guard electronics engineer stood up and said the Coast Guard's Loran-C could solve the problem. That was the beginning of "Operation Tight Reign." The Air Force requested a system for Vietnam and the Coast Guard said they would have it on air by August 1966. Because of delays in funding, Defense Secretary McNamara did not approve the project until December 1965. That left the Coast Guard just eight months to build the



*CAPT Larzelere's describes the Coast Guard's varied missions in Vietnam 1965-1975.*



*U.S. and Vietnamese sailors offload part of the 250 tons of contraband from the 100-foot steel-hulled Viet Cong trawler that was intercepted and forced aground by USCGC Point League in June 1966.*

*(U.S. Navy photo)*

entire Southeast Asia Loran-C Chain. It became one of the Defense Department's top projects. Coast Guard Commandant, ADM Edwin Roland, ordered his Chief Civil Engineer, CAPT Tom Sargent, to "Get it on the air."

Two relatively junior officers, Civil Engineer Harold Brock and Electronics Engineer LCDR Ned Fontaine, were the driving force behind the project. While waiting for final approval, they worked on their own time at night to plan the project and do preliminary contract work. When "Tight Reign" was approved, they went to work full-time, with CAPT Sargent running interference for them. In eight months, the Coast Guard surveyed and selected four sites in Vietnam and

Thailand, hired laborers, cleared land, transported an entire shipload of material and equipment to remote sites, constructed buildings, erected towers, installed equipment, and the system went on air as scheduled. It was an unbelievable accomplishment!

A fifth Loran-C station was requested by the Air Force in 1968 to provide coverage of North Vietnamese supply routes.



*A Coast Guard cutter provides naval fire support in Vietnam. (Coast Guard photo)*

Tan My, east of Hue, was selected as the site. Installation of pre-fabricated building and equipment was completed and the station went on air in August 1969. Located only 40 miles south of the DMZ, the heavily



*EN2 Jens Andersen of USCGC Point Mast demonstrates the use of school supplies to children on Hom Nam Du Island as part of a civic action project to foster goodwill. (photo by JOC Ken Parsons)*

two Air Medals. A total of 12 Coast Guard pilots flew with the Air Force's Jolly Green Giants. Other Coast Guard aviators flew Air Force C-130s out of bases in the Philippines and Vietnam. After saving a downed flyer in a particularly harrowing but successful rescue, one Coast Guard rescue pilot said, "I cannot describe the sensation of victory I had as we rode wing on wing, taking fuel with fighters making aileron roll passes and loops around us. The sky was never quite so blue or the clouds so puffy and white."

As the tempo of the war escalated, a steady stream of supplies arrived in Vietnam. Every day, Vietnamese stevedores unloaded tons of ammunition at the port of Nha Be, 11 miles south of Saigon. The stevedores were untrained, lacked proper equipment and worked long hours in primitive conditions. The Chief of the Naval Advisory Group and the Commander of the Military Assistance Command recognized the potential for disaster and requested Coast Guard assistance. Two Coast Guard Explosive Loading Detachments, each consisting of one LTJG and seven petty officers, were deployed to Vietnam on

armed Coast Guard Station provided navigation for bombers striking the Ho Chi Minh Trail. At one point, the Coast Guard's Tan My Loran Station was the northern most U.S. base in Vietnam.

The Coast Guard and Air Force agreed to a pilot exchange program in March 1967. Search and rescue-trained Coast Guard pilots were assigned to fly with the Air Force's Aero Rescue and Recovery Squadrons. Their mission – rescue pilots shot down behind enemy lines. Because of their Coast Guard training and experience, the pilots were quickly designated as instructor pilots when they reached Vietnam. Coast Guard aviators made daring rescues and were repeatedly commended for their skill and bravery. Two months after LT Jack Rittichier arrived in Vietnam, he was shot down and killed, while attempting to rescue a pilot downed behind enemy lines southeast of Khe San. During his two months in country, Rittichier had already been recommended for an Air Force Cross, three Distinguished Flying Crosses, and





*(Above left) USCGC Half Moon, one of five 311-foot cutters forming Coast Guard Squadron III, replenishes ammunition after firing nearly 200 rounds of 5-inch high explosives during naval gunfire support on Viet Cong positions. (Coast Guard photo)*  
*(Above right) The Coast Guard provided much-needed aids to navigation support to the Republic of Vietnam. (Coast Guard photo)*

short notice. They arrived in June 1966 and reported to the Army's 1st Logistical Command.

ELD1 was assigned to Nha Be where ammunition ships were randomly anchored in the river. When the tide changed, the anchored ships routinely rode down on each other and collided. ELD1's officer in charge, Ed O'Keefe, immediately got together with the pilots association and established set anchorages for better safety and security. Onboard the ammunition ships, ELD crewmembers quickly realized the crude ammunition handling methods of the Vietnamese were not only slow but they were a disaster waiting to happen! The team had to first teach the Vietnamese how to safely unload. In typical Coast Guard fashion, the team begged, borrowed and just possibly stole what they needed. With better netting, slings and hardware from the ammunition ships, they were able to show the Vietnamese how to use them. O'Keefe found electric forklifts, complete with batteries and chargers, hidden in a warehouse in Saigon. He talked the Army into letting him have them, along with a 100-ton barge, for storing and maintaining the forklifts. Six months after ELD1 arrived, the amount of ammunition coming off the ships increased by two-thirds.

The second ELD arrived at the large Army port facility at Cam Rahn Bay one evening. ELD2's officer in charge, LTJG Jerry Willis, reported to the Army colonel in charge of off-loading ammunition at the Officers' Club. Willis knew he was in for a rough time when the colonel publicly announced

and firefighting equipment. When the piers were completed, the Army agreed to operate them under Coast Guard stateside safety standards.

Once the value of the ELDs was recognized, detachment members were sent to check explosive loading operations at the ports of Qui Nhon, Nha Trang, and Da Nang. A third ELD was requested and arrived in Vietnam in March 1968. It went to work at Qui Nhon. ELD4 was established at Da Nang in July 1968. A fifth detachment was set up at Vung Tau. In 1968 alone, Coast Guard ELDs supervised the handling of nearly one and a half million tons of ammunition. Throughout the war, there was never a serious explosive incident at any facility where a Coast Guard ELD was assigned.

On average, 75 U.S. merchant ships transporting arms and supplies were tied up in various Vietnamese ports on any given day. With thousands of merchant mariners ashore, there were problems. To resolve problems with the ships and their civilian crews, the Navy requested that a Coast Guard marine inspector be assigned as Shipping Officer. CDR Frank Oliver was the first officer selected for the assignment. When he received his orders, he said, "The job had no name. Mission guidelines were nonexistent. Reporting date was indefinite. Commanding officer was unknown. Base of operations was unknown. Area of operations was indefinite. I realized I was about to acquire the ideal job – one where you call the shots and write the rule book!" The Shipping Advisor job was later expanded to a Merchant Marine Detail and assigned to the



*The 311-foot USCGC Owasco patrols Vietnam waters. (Coast Guard photo)*

Embassy. The MMD investigated casualties to equipment and personnel and did whatever was needed to keep the ships moving, including relieving masters of their commands.

The vulnerability of the vital ports in Vietnam to sabotage and attack was a constant concern. When the Army was given responsibility for the security of ports in 1966, GEN Westmoreland requested Coast

Guard Port Security assistance. A four-man team (two officers and two petty officers) was assigned to the Army's 1st Logistical Command (First Log). First Log commanding officer, GEN Eifler, knew he had security problems at his facilities. He directed the Coast Guard Port Security & Waterways Detail to survey every port and barge terminal. After their surveys, the Detail briefed the local commander on the problems they found, recommended corrective action, and then reported their findings to GEN Eifler. A major problem they found at the facilities was a lack of water-side security. Based on the PS&WD's recommendation, the Army obtained PBRs to patrol water along the perimeter of the facilities. In addition to its other duties, the Coast Guard Detail helped outfit the boats and trained the Army operators. One officer in charge of the PS&WD commented, "The Army expects us to handle anything wet."

Aids to navigation in Vietnam were unreliable and insufficient to support the volume of military and merchant shipping. South Vietnam's Navigation Directorate was not a part of the military and had a low priority for personnel and supplies. It only had one buoy tender, the *Cuu Long*, and her radar, fathometer and gyro compass were not working. In 1966, a Coast Guard Aids to Navigation Detail was assigned to advise and assist the Vietnamese but it had little success. An aids to navigation study determined in 1967 that the Vietnamese would never have the capability to establish or maintain an adequate AtoN system. Coast Guard buoy tenders were ordered to begin making 30-day deployments to Vietnam. In November 1967, the 180-foot buoy tender *Blackhaw* was dedicated to the mission.

LCDR Dave Freeborn and three petty officers were assigned to advise COMNAVFORV on aids to navigation in 1967. The Detail was given a broad mandate and free rein to "Improve aids to navigation to support U.S. operations." The



*A "Jolly Green Giant" refuels while underway. The large helos were part of the Air Force's Aero Rescue and Recovery Squadrons in Vietnam. (Air Force photo)*



*USCGC Point Young (WPB-82303) on patrol off Phu Quoc Island, Vietnam, (photo by PHC Borsage)*

lighted buoys out from the shore below the DMZ to prevent friendly coastal craft from straying into North Vietnamese waters.

The Coast Guard's involvement in Vietnam ended in 1975. The day before Saigon fell the Loran Station on Con Son Island was evacuated. The final radio messages were:

"To Con Son From COMSEASEC. Destroy equipment. Evacuate aboard Air America chopper. When safely evacuated, advise COMSEASEC your location and names of personnel. Also equipment salvaged, if any."

"This is Con Son. Roger. We will be going off air in five minutes and will destroy equipment. Will try to keep comms until the end."

Con Son Loran Station went off air at 1246 on April 29, 1975, closing the book on Coast Guard missions during the Vietnam War.

The monument we dedicate today will stand as a fitting and lasting tribute to all Coast Guardsmen who served during the Vietnam War and especially those who made the ultimate sacrifice. *Semper Paratus!*



*Coast Guard 82-foot patrol boats Point Kennedy and Point Young are turned over to the Vietnamese Navy on March 16, 1970 in ceremonies at Da Nang. (photo by PHI L. D. McLendon)*



COAST GUARD COMBAT VETERANS ASSOCIATION

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09:30 a.m. Hospitality Room Open until 3:45 p.m.  
Registration/Info Desk open same as Hospitality Room.  
4:00 p.m. Opening Ceremony. Immediately after opening ceremony Reception by the General Manager with entertainment and the Hospitality Room will be open until closing.

**Friday,  
21 October**

9:30 a.m. Hospitality Room Open. Registration/Info.  
10:30 a.m. Load Bus for StarShip Lunch Cruise, Depart  
10:45 a.m. Bring your ticket. Return approx. 3:00 p.m.

**Saturday,  
22 October**

9:30 a.m Hospitality Room Open. Registration/Info desk open until 11:00a.m..  
11:30 a.m. CGCVA Business Meeting/Luncheon and the CGCVA Auxiliary Meeting/Luncheon. Be sure to bring your lunch ticket. Guests of CGCVA are invited to the Auxiliary Friendship Luncheon unless there has been a meeting luncheon set up for their group. After the meeting the Hospitality Room will reopen.  
Approximately 2:30 p.m. start departures for Wine Not tours. 15 per shuttle, winery can only accommodate 30 at a time. The rotation by shuttle will accomplish this. Bring your ticket.

**Sunday,  
23 October**

9:30 a.m. Hospitality Room Open. Registration/Info.  
6:00 p.m. Cocktail Hour in Hospitality Room.  
7:00 p.m. Awards Banquet. Hospitality Room will reopen at the end of the Awards Banquet.

**Monday,  
24 October**

8:00 a.m. Meeting of Officers and Trustees. Departure of attendees as scheduled.

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Please wear your nametag at all times while in the Hospitality Room. You will not be served without it. There are special discounts when your name badge is worn at the TGIFriday and other areas around the hotel.

If you registered early, your ship/station/Group will be entered on your nametag. This should make it easier to be recognized and attract others to speak up and get acquainted.

If you want a separate meeting room and luncheon for your group, contact Bob Maxwell. His telephone number is: (530) 335-3876 & the Fax number is: (530) 335-3304. If no response, call Ed Burke at (301) 570-5664, leave message and Ed will get back to you. **Please, accomplish this prior to arrival at the Holiday Inn. Give Bob or Ed time to accomplish your request.**

All attendee's that require Handicap Accommodations must notify hotel when registering. R/V parking is available for self-contained units at a nominal fee. (Check w/hotel, you must register)

Remember, guests and visitors are entitled to participate in all activities with one exception, which is, you cannot attend the CGCVA Business Meeting. The By-Laws state that only members can attend.

All guests are encouraged to lunch with the Auxiliary luncheon. We have tried to set up everything to make you comfortable and welcome to this reunion & CGCVA Convention. If we have overlooked something, please let us know what it is.

The rates for anyone wishing to arrive early and/or depart late are the same for three days before and three days after the convention. **Make these arrangements with the hotel when registering.**

Our **Policy for Refunds** is basically the same. Requests for refunds of all payments will be honored for compelling reasons if they are received by **November 1, 2005**. Refund requests after that date will be honored after the convention, subject to availability of funds, after all convention expenses are paid. **Registration fees are non-refundable** due to the fact that the money has been spent for necessary convention items. **All other refund requests are subject to a \$15.00 administrative fee.**

### *Vietnam: Operation Market Time*

by Adrian Lonsdale, USCG (Ret.)

*Editor's Note: The following article by CGCVA member Adrian Lonsdale, was originally published in the September 1972 issue of Sea Classics magazine.*

“Operation Market Time” was conceived when, on February 16, 1965, an Army pilot discovered a steel trawler from North Vietnam unloading supplies in Vung Ro Bay on South Vietnam’s central coast. After air strikes and assaults by Vietnamese troops, large caches of ammunition and medical supplies were discovered. This incident along with the appearance of other modern weapons along the coast indicated that infiltration from the sea was extensive.

The job of guarding the coast against infiltration was given to the Seventh Fleet. It immediately became apparent that there was a need for a large number of small patrol boats since the larger ships of the fleet could not effectively patrol the shallow coastline. In April, the Coast Guard began sealifting 17 of its 82-foot patrol boats (WPBs) from the U.S. to Vietnam. The Navy began building fast 50-foot patrol craft adapted from the design of an oil company’s shuttle craft.

On August 1, 1965, operational responsibility for “Market Time” was passed from the Seventh Fleet to Commander, Task Force 115 (Coastal Surveillance Force) who reported to Commander, U.S. Naval Forces, Vietnam.

Task Force 115 consisted of seven DERs, two MSOs, two LSTs (originally used to provide radar coverage of the Mekong River entrances), five SP-2H patrol aircraft based at Tan Son Nhut Airfield at Saigon, and Coast Guard Squadron One with nine WPBs based at An Thoi and eight at Da Nang. Additional patrol aircraft were provided by the Seventh Fleet.

Lockheed P3A “Orions” from Sangley Point in the Philippines patrolled north of Vung Tau to the seventeenth parallel. Martin P5 “Marlin” seaplanes, operating from tenders, and Lockheed P2V “Neptunes” flying from Tan Son Nhut and later from Cam Ranh Bay, carried out patrol missions across the river entrances south from Vung Tau to An Thoi.

As a result of recommendations made to the Secretary of Defense during his July 1965 visit to Vietnam, additional “Swift” boats were ordered, bringing the approved total to 54 from the 36 originally planned. Task Force 115 operations were divided into nine patrol areas, 30 to 40 miles deep and 80 to 120 miles long, stretching from the seventeenth parallel

in the north around the coast to the Cambodian border in the Gulf of Thailand. Normally, each patrol area was the responsibility of a DER, or if DERs were not available, an MSO. Coast Guard Squadron One provided WPBs for barrier patrols along the seventeenth parallel and in the Gulf of Thailand. Five Coastal Surveillance Centers (Da Nang, Qui Nhon, Nha Trang, Vung Tau, and An Thoi) were responsible for coordinating patrol units. Ships were loaned to CTF 115 by the Seventh Fleet.

The primary mission of “Market Time” was to “conduct surveillance, gunfire support, visit and search, and other operations as directed along the coast of the Republic of Vietnam in order to assist the Republic of Vietnam in detection and prevention of Communist infiltration from the sea.”



*Several Squadron One patrol boats leave harbor to commence their assigned patrols. (Coast Guard photo)*

In May 1966, the crew of the *Point Grey* moved in to investigate two bonfires on the beach. Her radar picked up a metal-hulled vessel. The vessel was challenged. The response came in a hail of intense enemy weapons fire. The 82-foot *Point Grey* called for help and then, with mortars and machine guns blazing, closed on the target. The 125-foot North Vietnamese trawler was torn apart when a direct hit exploded munitions in her hull. Nearly 100 tons of enemy war materials were destroyed in the engagement.

In 1967 the Coast Guard’s ante for “Market Time” was raised to 29 WPBs and five high endurance cutters for the offshore barrier.

The increased effort and efficiency of the operation shut off the flow of enemy materials by sea into South Vietnam.



“Market Time” settled into a routine of boardings and inspections of thousands of junks and sampans that plied the coasts. The monotony was occasionally interrupted by fire support missions for forces ashore.

The TET offensive early in 1968 put “Market Time” forces into a frenzy of activity as government villages and hamlets under attack sent out frantic calls for fire support. Places like Song Ong Doc on the west coast of Vietnam, where a small popular force garrison perilously hung on to a small piece of territory, would have been overrun had not “Market Time” forces been immediately available for fire support.

Early on the morning of March 1, four enemy trawlers attempted to infiltrate arms and ammunition into South Vietnam. It was the communists’ boldest sea infiltration attempt yet, and it turned out to be their costliest.

In what has been called “the most significant naval victory of the Vietnam conflict,” three of the trawlers were destroyed while the fourth turned tail and headed for the safety of the high seas.

The apparent plan of the infiltrators was to resupply Viet Cong units along the full length of the country, following the beating they had taken during the recent TET offensive.

The first trawler was detected by “Market Time” air surveillance units on the evening of February 28. SP2H “Neptune” aircraft of two Navy patrol squadrons, VP-2 and VP-17, kept the vessel under surveillance and detected three others the following evening.

Running dark and flying no flag, the four 100-foot steel-hulled trawlers turned toward the coast. As each crossed the 12-mile limit, it was challenged by “Market Time” surface units. One trawler reversed its course when it could not shake the Coast Guard cutter *Minnetonka*.

The three that were challenged by the “Market Time” units refused to acknowledge and chose to make a run for the beach.

The first of the trawlers to be challenged headed for the

shore 10 miles north of Nha Trang, on the central coast. A Vietnamese Navy patrol craft challenged the vessel, then opened fire on it when it ran. Five U.S. Navy “Swift” boats, PCFs 42, 43, 46, 47 and 48, joined by two Vietnamese navy Yabuta junks, forced the trawler aground in a cove. Once grounded, the trawler’s crew and enemy troops on the beach opened fire on the “Market Time” units.

During a raging battle with PCFs 47 and 48, the trawler took five direct hits from Swift boat 47’s 81mm mortar, causing an explosion that almost totally destroyed it. The next morning, 14 enemy bodies were found.

Meanwhile, a second trawler had been challenged by the Coast Guard cutter *Androscoogin* and was running toward the beach 40 miles south of Chu Lai, on the north central coast.

A gun duel erupted and the *Androscoogin* was joined by two other smaller cutters, the *Point Welcome* and *Point Grey*, the minesweeper *USS Persistent*, PCFs 18 and 20, and two Army helicopter gunships. The trawler was forced aground. When the U.S. Army Americal Division troops reached the area and capture seemed imminent, the enemy crew detonated charges, destroying the weapons-laden craft.

The third heavily loaded trawler was on a course toward the mouth of the Bo De River on the Ca Mau Peninsula, 155 miles south west of Saigon, and on the southern tip of Vietnam. It crossed into contiguous waters, refused repeated challenges by the Coast Guard Cutter *Winona*, and headed for the river mouth. *Winona* took it under fire while other “Market Time” units,

the minesweeper *USS Conflict*, the cutters *Point Hudson*, *Point Grace* and *Point Marone*, and “Swift” boats’ 69 and 103, moved in.

The trawler’s crew was returning fire and jettisoning cargo when a heavy barrage of fire (from *Winona*’s 5-inch gun) hit home. An enormous fireball ripped the trawler in two successive explosions and sank it in 25 feet of water.

After these victories, the “Market Time” missions shifted from defensive to offensive operations. Its small boats began penetrating rivers and canals that had been under firm VC control for a decade or more. They teamed up with ground forces



*CGCVA member Mark McKenney, lower left, (then a GM2) on board the Point Welcome in Vietnam. (Coast Guard photo)*

and Vietnamese Navy units for miniature-scale amphibious assaults and raids.

Although the tempo of operations was picking up dramatically, it also marked the beginning of the end. Months before, programs had started to train Vietnamese sailors to take over U.S. boats.

In July of 1968, U.S. "Market Time" gunfire support missions were happening at 200 per week. "Market Time" boats were traversing most of the major waterways which laced the central regions.

The Coastal Surveillance Force at its peak employed 1,051 officers and men, exclusive of those attached to Seventh Fleet units temporarily assigned to the task force. In September 1968, it had 81 of its authorized 85 PCFs and 24 of an allowed 26 WPBs. There were 39 smaller craft assigned to support a harbor defense operation, which was code-named "Stable Door," under CTF 115.

In October, Vice Admiral Zumwalt launched "Operation Sea Lords," combining his in-country forces under one command. The objective was to shut off the infiltration of supplies from the north and gain control of all the major waterways. The program was enormously successful. Communist supplies destined for the Delta region backed up on the other side of the Cambodian border. Legitimate commerce flowing along the waterways accelerated rapidly once they were free of Viet

Cong tax collectors.

The southern tip of Vietnam had been under complete Viet Cong sovereignty since the early Sixties. "Market Time" Swift boats began to cross it in the fall of 1968 and increasingly applied pressure into the early part of 1969. However, it was apparent that more than boat raids were needed.

In June of 1969, the U.S. and Vietnamese navies

established a floating base, code-named "Sea Float" at the Cai Nhap Canal which crossed the southern tip of Vietnam. The operation received little support from the all-powerful Vietnamese army who thought the place indefensible. "Hanoi Hannah" warned that the base would be at the bottom of the river by the middle of July.

The advance base enabled U.S. and Vietnamese navies to gain complete control of the waterways that criss-crossed the resource-rich region. Commerce accelerated rapidly. By October 1969, 3,000 people inhabiting the region came under effective Vietnamese control. This number grew to 9,000 by December. The community around the base became a "boom-town."

The operation served as an example for the Vietnamese Navy

for their later efforts at "pacification operations." The U.S.'s role was declining rapidly as the Accelerated Turnover Plan (ACTOV) picked up steam. The U.S. began to turn over major portions of the "Market Time" operation to the Vietnamese Navy until the end of 1971 when the U.S. phased out of the operation completely.

The tenth and last enemy trawler incident occurred in November 1970 when the Coast Guard cutters *Rush* and *Sherman* and the MSO *Endurance* teamed to sink a trawler attempting to bring supplies to beleaguered VC forces on the Ca Mau Peninsula at the southern end of Vietnam.

During its six years of existence, "Operation Market Time" compiled an incredible score. But for the men who served in it, the reality of the operation could never be described by figures. More than figures, it was a war of young men and fast boats with battles fought at point-blank range. It was a war that required death-defying daring. It proved that the young officers and men of today's naval forces possess all the qualities of leadership, courage, and daring that we have always admired in naval heroes of the past. They were assigned staggering responsibilities and shouldered them with honor.

### *Iwo Jima Flag's Father*

The Coast Guardsman who gave Marines the flag they raised on Iwo Jima — a scene captured so famously by Associated Press photographer Joe Rosenthal — died November 6th.

Robert Resnick, 82, of Boce Raton, Fla., was a quartermaster on Landing Ship Tank 758 during the battle for Iwo Jima. On February 23, 1945, after the deadliest fighting was over, Marine Pfc. Rene Gagnon came on board Resnick's vessel



*Crewmembers from USCGC Blackhaw (WLB-390) check out the flashing unit of a buoy in Vietnam waters. (Coast Guard photo)*



looking for a large flag to raise over the island.

The Marines had already put up a smaller flag but wanted one that could be seen from a distance.

Resnick located a flag and gave it to Gagnon, along with a 21-foot steam pipe to serve as a flagpole. Gagnon, helped by two Marine buddies, including Pfc. Ira Hayes, carried the flag to the top of Mount Suribachi, where it was raised by Gagnon, Hayes, Sgt. Michael Strank, Cpl. Harlon H. Block, Pfc. Franklin R. Sousley and Navy PO2 John Bradley.

In an interview earlier this year with Coast Guard public affairs, Resnick said his boat was leaving the beach when he heard "a tremendous and sudden ovation" from everyone there.

"There was whooping and hollering — a tremendous cheer as the flag went up. Every ship tooted his horn," Resnick said.

Resnick, who kept quiet about his participation in the historic event until recent years, said he wanted the country to realize the significance of the Coast Guard's participation in the battle and victory.

Resnick was buried in his native state of New York.

**(Story courtesy of Navy Times Magazine)**

## Honoring Coast Guard In Vietnam

by **Robert A. Hamilton, New London Day**

New London - Retired Coast Guard ADM James M. Loy, who commanded an 82-foot patrol boat in Vietnam, said he found it ironic to see the lines at the service's recruiting stations in the 1960s and '70s filled with young people who saw the Coast Guard as a way to get out of the war.

In fact, the Coast Guard sent about 8,000 of its people to Vietnam, a greater percentage of the total force than any other service, Loy said during a ceremony Saturday in Robert Crown Park at the U.S. Coast Guard Academy to unveil a monument to Coast Guard service in that war. About 100 Coast Guard veterans and family members, whipped by a frigid mid-morning wind, crowded around the monument, a project undertaken by the Coast Guard Combat Veterans Association.

"The Coast Guard went to Vietnam because we were needed, we had training and experience that was important," said retired Coast Guard CAPT Alex Larzelere, whose book, "The Coast Guard at War: Vietnam, 1965-1975," is considered the definitive reference on the subject.

Once the ships, aircraft and personnel started to arrive in the country, the other services recognized the Coast Guard had



*Mrs Alex Larzelere reads the plaque on the CGCVA Vietnam Monument.*

more than just training and experience, he said.

"We had a will and a determination to do the job no matter what it took," Larzelere said. But it had to overcome some initial resistance: one Navy admiral said the Coast Guard's small cutters would probably be mission-capable

one day out of five, and there was no place to berth the ships and house the crews.

The Coast Guard representative at that meeting promised the ships would be available two days out of every three, and the crews would live on their cutters. Two divisions of ships reported in 1965, and within weeks the other services were clamoring for a third, Larzelere said.

He related the experiences of cutters that interdicted smugglers bringing ammunition to the enemy, sailed up the rivers and canals to provide fire support to troops taking fire, and provided security and safety consulting services in the ports where war materiel was shipped.

The patrol boats were only the beginning of Coast Guard involvement in the war, he said. As the service's reputation spread, it was asked to provide even more support.

When Air Force bombers were having trouble finding their targets because of navigation problems, a Coast Guard electrical engineer volunteered that the service's Loran C navigation system could be of inestimable help.

The defense secretary approved funding for the project in December 1965, and within eight months the Coast Guard had shipped the equipment, cleared four remote sites in Vietnam and Thailand, set up buildings and towers and put the system into service, Larzelere said.

Two years after the 82-footers arrived, the Coast Guard was asked for more help, and it sent five high-endurance cutters to Vietnam, which fired more than 77,000 rounds from their five-inch guns to support troops that came

under fire inland, he said.

When the Air Force realized its search-and-rescue capabilities were lacking, it called on the Coast Guard to help,



*Dept. of Homeland Security Deputy Secretary ADM James E. Loy tells of his Vietnam experiences as a patrol boat skipper.*

Larzelere said. The service responded by sending its best pilots, including Lt. Jack C. Ritticher, 34, of Barberton, Ohio, who in two months was nominated for the Air Force Cross and three Distinguished Flying Crosses before he was killed June 9, 1968.

"Considering the amount of action we saw, and the devastating attack on the Point Welcome, it's amazing we suffered as few casualties as we did," Larzelere said.

The Point Welcome is one of the most tragic events in Coast Guard history. The 82-foot ship came under "friendly fire" attack before dawn on Aug. 11, 1966, as it patrolled near the mouth of the Cua Viet River.

Retired Capt. Ross Bell, who attended the dedication ceremony on Saturday, was on the bridge of the Point Welcome that morning and saw the Air Force jets coming in.

"I had sent Chief 'Mack' (Gunners Mate 2nd Class Mark D. McKenney) down to wake the captain, went to general quarters, got off a radio call, and everything just exploded," Bell said. "We had quite a crew. They saved that vessel, despite everything."

Chief Boatswain's Mate Richard Patterson received the Bronze Star with a combat "V" for his actions to save the Point Welcome.

But the encounter came at horrible cost. The commanding officer of the Point Welcome, LTJG David C. Brostrom, 25, of Los Altos, Calif., was killed, along with Engineman 2nd Class Jerry Phillips, 27, of Corpus Christi, Texas, on Aug. 11, 1966.



*An unidentified Vietnam veteran poses at the CGCVA Monument dedicated October 23rd at the Coast Guard Academy.*

Bell spent weeks in a Marine Corps tent hospital and a Navy hospital ship before he could be transferred to a hospital in San Francisco, where he spent five months recovering from his wounds. McKenney; Fireman Apprentice Houston J. Davidson; journalist Timothy J. Page; and a Vietnamese liaison officer, LTJG Do Viet Vien, were all wounded.

Listed on the monument are the names of the seven Coast Guardsmen who died in the war: Ritticher; Brostrom; Phillips; Fireman Heriberto S. Hernandez, 20, of San Antonio, Texas, killed Dec. 5, 1968; Chief Engineman Morris S. Beeson,

37, of Pitkins, La., killed March 22, 1969; Engineman 1st Class Michael H. Painter, 26, of Moscow, Idaho, killed Aug. 8, 1969; and LTJG Michael W. Kirkpatrick, 25, of Gainesville, Fla., killed Aug. 9, 1969.

RADM Robert C. Olsen, superintendent of the Academy, welcomed the addition of the monument, and noted that all young officers-in-training and paraded through the park as part of their indoctrination, because it is filled with Coast Guard history.

"They need to know what our country has done, and what its people have died for," Olsen said. "They need to see it, they need to feel it, and they need to understand it."

The monument also lists the ships, aircraft squadrons, and other units that served during the war. Bell said it's fitting that it should be located at the Academy, because all of the officers and a large percentage of its enlisted people pass through here at some point in their careers.

"The traditions we have, the history we have, we're proud of," Bell said. "And the people who join and serve should know that."

### *LST 795 — A Quick Trip*

December 7, 1941 — This day of infamy brought our country together for a common cause, defeat our enemies for the ending of World War II and the preservation of freedom for future generations.

September 9, 1944 — *LST 795* launched at Dravo Shipyards in Pittsburgh, Pa.

October 9, 1944 — *LST 795* commissioned in New Orleans, La. *LCT 1391* placed on her main deck in Algiers, La.

The U.S. Coast Guard *LST 795* was manned by a group of officers and enlisted men from some 32 different states and various backgrounds. Our ship performed shakedown cruises, beaching, gunnery practice, general quarters, man overboard drills, along with various and memorable liberties.



*CDR Bill Hicks, USCG (Ret.) and CAPT Don Taub, USCG (Ret.) were catalysts for the CGCVA Vietnam Monuments Project.*



We became a close knit and well-trained crew on a ship sometimes called a Large Slow Target. We passed through the Panama Canal and set forth to Hawaii.

December 13, 1944 — Arrived Pearl Harbor, Territory of Hawaii.

January 3, 1945 — Arrived Hilo, Territory of Hawaii, to onload personnel, vehicles and equipment of the Fifth Marine Corps Amphibious Forces. We also anchored in Pearl Harbor, as well as performing maneuvers and landing exercises at Maui.

January 22, 1945 — Departed Hawaii for what was to be the invasion of Iwo Jima, Eniwetok and Saipan.

February 19, 1945 — *LST 795* arrived at Iwo Jima carrying *LCT 1391* on her main deck and amphibious vehicles including DUKWs and LVTs on her tank deck, along with Marine personnel, ammunition and surplus fuels in her ballast tanks.

February 22, 1945 — Stern anchor dropped (0801) and beached on Red Beach I. We were the second *LST* to hit the beach and *LST 808* was on our port side. LT Graff was wounded while standing on the ramp directing the bow lines anchoring.

Working with Boat Crew #2, I helped transfer LT Graff to the *Bayfield (APA-33)*. We stopped along the way and picked up wounded Marines from a sinking barge.

March 8, 1945 — Arrived at Leyte in the Philippines. By March 14th, completed loading U.S. Army's 17th Infantry and equipment. Departed for invasion of Okinawa Gunto.

April 1, 1945 — Arrived Okinawa. First LVT launched at 0709. *LCT 1391* launched at 1230. At 1851, beached on

Orange I. members of crew wounded or injured during this action. *LST 795* credited with destroying two enemy aircraft.

September 12, 1945 — Departed Okinawa for Nagasaki, Japan. We helped to liberate allied prisoners of war (Dutch, British and American). They were put ashore at Okinawa for further medical attention and transfer.

October 19, 1945 — Departed Okinawa for Saipan towing *LST 890*. Arrived October 27th.

November 11, 1945 — Departed Saipan for Pearl Harbor, then on to Texas via San Pedro and the Panama Canal.

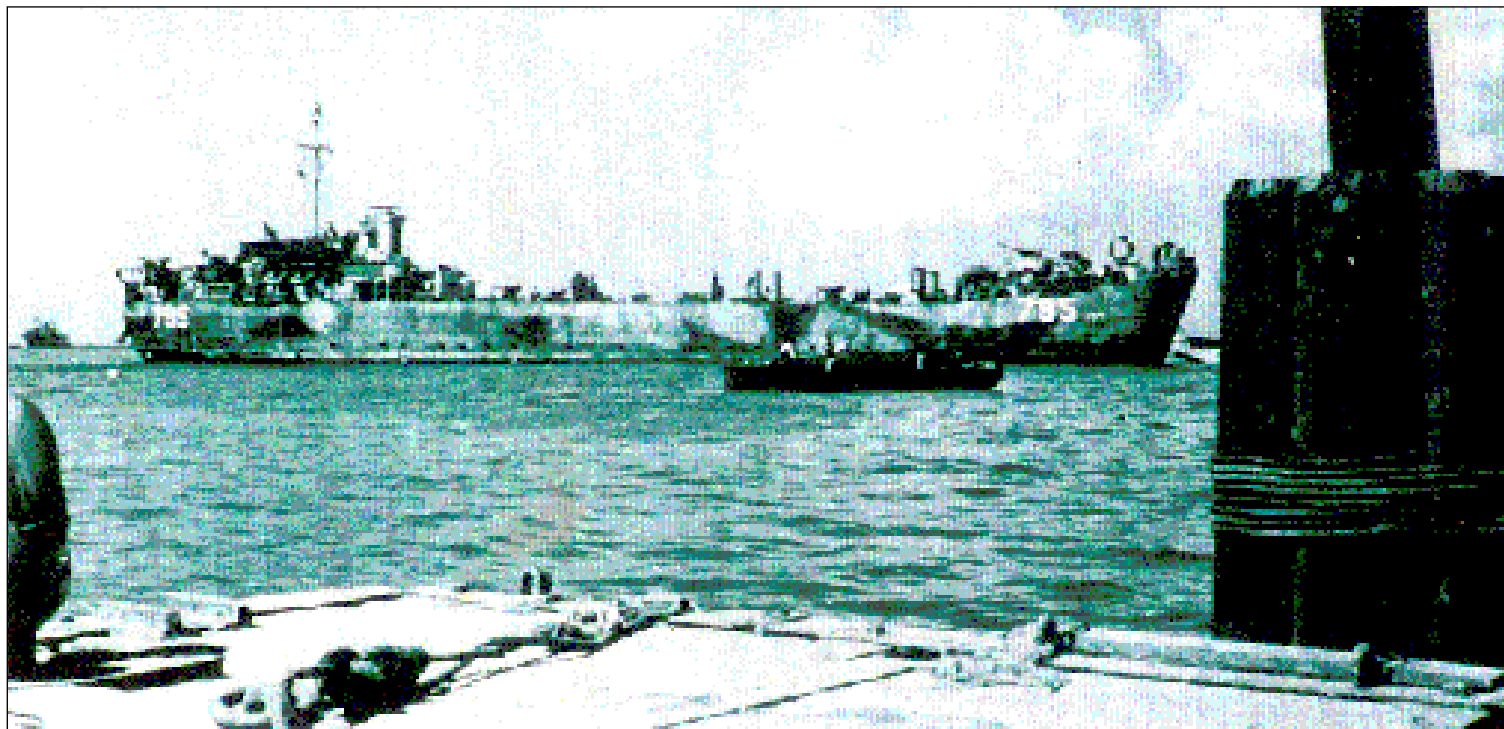
April 29, 1946 — *LST 795* decommissioned at Lake Charles, La. She was struck from the Navy list July 16, 1946. She was later sold to Suwanee Fruit and SS Company of Jacksonville, Fla.

During our cruise, we had some bad times, two invasions, enemy air attacks, beachings, groundings, ship damages, shipmates wounded and at least three typhoons. We also had some good times, a rugged ship, a good crew, good food, good liberties (from Pittsburgh, New Orleans, Coco-Solo, Hawaii to Lake Charles). All this along with some good friendships, even though perhaps temporary. It was a great and memorable trip aboard our rusty (on the outside\_ Large Slow Target, the 795.

After returning to the States and decommissioning, each of us went our separate ways to return to our families and friends.

Unfortunately our first reunion wasn't held until 1993 with six shipmates attending. It's too bad we did not hold earlier or more often reunions, so old friendships could be renewed and more sea stories told to refresh our fading memories.

**Bill Broderick**



*Coast Guard-manned 795*

## Space-A Travel

The one-year test to expand space-available travel privileges to family members of active-duty and retired service members traveling within the continental United States has been extended until further notice, according to Air Mobility Command's air transportation division officials.

The extension will allow the test to continue while Office of the Secretary of Defense officials complete their evaluation of the test, wrote Lt. Col. Darcy Lilley, Chief of the division's Passenger Policy Branch, in a recent message.

Under the Space-A test phase, the family members of active-duty and retired service members are able to travel Space-A aboard military flights when accompanied by their sponsors, said John Lundebly, of the policy branch. He said the test does not apply to "Gray-area retirees" — Guard and reserve airmen who are retired but are not yet eligible for retired pay and benefits.

Mr. Lundebly explained that in December 2000, the commander of U.S. Transportation Command outlined the proposed test as a way to improve quality-of-life privileges for service members and their families. After reviewing the proposal, defense officials approved the one-year test period.

"Prior to the test, regulations prohibited family members from flying space-available with the CONUS," said Mr. Lundebly. "This privilege was available only to active-duty and retired military people. During the test period, dependents can accompany them."

To register for Space-A travel, active-duty sponsors must be on leave or a pass and remain in that status while awaiting travel and through the entire travel period, officials said.

Additional Space-A travel and sign-up information is available through the Passenger Policy Branch Website at <http://public.amc.af.mil/SPACEA/spacea.htm>. A list of passenger terminals and phone numbers can be found there.

## Reunions Strengthen Vets' Bonds

by Alex Keenan

This is the time of year you start seeing announcements for military reunions. After learning more about the makeup of these gatherings, I quickly discovered it's no longer a bunch of old guys and gals around a barbeque grill swapping tall sea tales.

The legendary Noah Webster defines "reunion" as: "the act of reuniting or the state of being reunited; a gathering of the members of a group who have been previously separated."

Put military in front of that definition and you have a gathering of military members who have previously been separated.

To go a little further, I sent an e-mail to some retirees involved in organizing military reunions and asked some questions. They said a special bond develops among veterans, especially those who served in combat. Keeping that bond is important, and veterans recognize this, especially during another war.

Military reunions are a time to share good and bad memories. People bring mementos, patches, hats, pictures, clippings and other reminders of their time with a particular unit.

Information shared at reunions includes updates on retiree benefits, personal information, honor guard ceremonies, funeral details and job networking. Speakers and invited guests share information and provide counseling and guidance on veterans' benefits.

Spouses attend, along with widows, children, grandparents, singles, neighbors, friends and acquaintances.

Usually, about 25 percent of attendees are retired military, depending upon the host

unit. Many more are former military members who served only at that unit for their four-year hitch. Most of the retirees served at various assignments, so they could opt to attend several reunions.

"The esprit de corps among the attending members is high," said a former Navy man who attends his ship's reunion every year.

Since most of the reunion organizations are nonprofit, they are required to conduct formal meetings such as election of officers and accounting of reunion funds.

"You really need a formal setting to be able to accommodate everyone and conduct the necessary business," a Coast Guard retiree said.

In terms of planned activities, there's everything from canned dances to concerts and guest speakers to open microphone sessions where veterans share personal experiences.

Unit sponsors also sometimes have military equipment demonstrations or shipboard cruises. Some reunions have quarterly newsletters highlighting news about the unit and keeping members updated.

"The bond today is so much stronger that many reunion planners are now planning reunions every year," as opposed to every two or three years, one planner remarked. "It's a feeling that something will be lost if they don't come back year after year."

Many military fraternal organizations announce upcoming

### **Recipe For A Military Spouse**

Combine 1-1/2 cups Patience, 1 cup Courage, 3/4 cup Tolerance, a dash of Adventure, 1 pound of Ability. With the above ingredients, add two tbs. Elbow Grease. Let stand for one year. marinate frequently with salty tears. Pour off excess fat. Sprinkle ever so lightly with money. Knead dough until payday. Season with international spices. Bake twenty years or until done. Serve with pride!



reunions on their web sites. Since many reunions are held at the old ship or duty station, it's an ideal opportunity for former military members to mingle with those now on active duty. For many, attending a military reunion not only kindles old friendships, but it also is a way to support our troops.

*Editor's Note: Sounds a lot like our upcoming convention & reunion in Tampa, Florida in October 2005. Hope a lot of you will register early and I look forward to seeing you there!*

### Gulf War Syndrome

A report from the U.S. Department of Veterans' Affairs indicates the government is backing away from its denial of Gulf War Syndrome.

For more than a decade, the U.S., British, Australian and Canadian governments have disputed that servicemen and women were exposed to chemical agents such as sarin that created the syndrome whose symptoms include chronic diarrhea, sweating, insomnia, muscle and stomach pain, fatigue, loss of memory and arthritis.

A report from the Veterans' Affairs Research Advisory Committee on Gulf War Veterans' Illnesses said, "A substantial proportion of Gulf veterans are ill with multi-system conditions not explained by wartime stress or psychiatric illness."

Some 30 percent of Gulf War veterans suffer from various combinations of fatigue, muscle and joint pains, headache, abdominal and cognitive problems — over and above non-Gulf

### History Trivia

- Armored knights raised their visors to identify themselves when they rode past the king. This custom has become the modern military salute.

veterans, the report says.

The report also states that experiments on test animals have shown their exposure to doses of sarin too low to cause observable immediate effects but causes delayed, long-term nerve and brain damage similar to that seen in reported veterans cases.

### New ID Cards For Veterans

The Department of Veterans' Affairs has designed a new identity card for veterans that will safeguard confidential information while combating identity theft.

The card, known as the Veterans Identification Card, will have veterans' photos on the front and identify them as enrollees in the VA's health-care system. The veteran's social security number, date of birth and whether the veteran has a service-connected disability will be encrypted on a magnetic strip on the back of the card.

Veterans should request the new, safer card at their local VA medical center. Processing will take five to seven days once eligibility is verified. Existing cards will remain valid until veterans receive their new cards.

## Let Your Name Live On

For years, the Coast Guard Combat Veterans Association has been operating from day-to day through the collection of dues and contributions of our members. The time has come for us to be more concerned about the future. Will you consider naming the CGCVA in your will? Any help in the form of cash, stocks, or life insurance policies will help assure the future of the Coast Guard Combat Veterans Association. It can be as easy as using one of these sample forms of bequest:

(Whatever is left after other bequests have been granted.) "All the rest, residue, and remainder of my estate, including real estate and personal property, I give, devise and bequeath to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address)."

"I give, devise, and bequeath to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address), \_\_\_\_\_% of my estate."

"I give, devise, and bequeath to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address), the sum of \_\_\_\_\_ for the (Name a specific fund), the principle of which shall remain in perpetuity."

**Please remember: The CGCVA is a Non-Profit Association. All donations are tax-deductible.**

## Vietnam Monument Wrap-Up

My fellow Coasties, it is with great pride and honor that we, members of the CGCVA can proudly say, "WE DID IT!"

From the initial approach by CAPT Don Taub to the "thumbs-up" from the CGCVA Board of Directors, the project took off. Let me say a big BRAVO ZULU to all who helped, pushed, listened, wept, and kept the Monuments alive:



*(Left) "Mac" McKenney leads the Official Party to start dedication ceremonies for the CGCVA Vietnam Monument in New London, Ct.*



*(Right) Master of Ceremonies, CGCVA Trustee Robert MacLeod.*

Taylor and Ginnie Lapham  
Walmart of New Hampshire  
CDR Bill Hicks, USCG (Ret.)

Ed & Mare Swift  
Baker Herbert

LT Matt Monofsky, USCG  
Paul & Liz Scotti

CAPT Curtis Odom, CO, USCG TraCen Cape May  
Chaplain LCDR Atticus Taylor

Tommy Bowden  
Gil "Frenchy" Benoit

VADM Paul Blaney, USCG (Ret.)  
The crew from the USCGC Chase

Chief Petty Officers Assn. (Cape May Chapter)  
Jerry Goff

Marshall Smith

CWO Ed Kruska, Editor, Reservist Magazine  
LTLG Elizabeth Kclo

Vice Commandant VADM Terry Cross  
CAPT Alex Larzelere, USCG (Ret.)

Chaplain CAPT Stephen Rock

USCG Academy Superintendent RADM James Olsen  
ADM James Loy, USCG (Ret.)

Congressman Robert Simmons (2nd Dist CT)  
CWO2 Dave French

Jim Sylvestor, CG Alumni Association  
Janice H. MacLeod

CAPT Ross Bell, USCG (Ret.)  
BMCM Mark "Mac" McKenney

And to all of you who took a part, big or small in the CGCVA Vietnam Monuments project, I say, "Thank You!"

This is our history; it is for the education of those to come, for those who will serve, and for those who gave their all.

From the day that I received orders to Vietnam, I never in all of my mind thought that I would have the honor to give back to my service in this fashion. I stand humbled, I stand proud, and most of all I salute you, the finest military family — the UNITED STATES COAST GUARD.

**Robert MacLeod**



*MCPO Mark McKenney, USCG (Ret.) sits next to CAPT Ross Bell, USCG (Ret.). They served as shipmates in the 82-foot patrol boat Point Welcome in Vietnam.*



(continued from page 2)

In this and all future issues, I will try to include appropriate photo credits for all photos submitted (if that information is provided). If not, I will at least provide group credit for photos used. When submitting photos electronically, please try to send them at a high-resolution (300 dpi).

I'd also like to credit CGCVA member **CDR Ralph Judd, USCG (Ret.)** who is responsible for the "A Memory From The Past" section in recent issues. Ralph is the author of *The Coast Guard In Film* and I have used his movie synopses to augment color photos from old Coast Guard movies. I know these photos and descriptions bring back a lot of fond memories and I plan to continue including them in future *QD Log* issues. Anyway, thanks for the help Ralph and sorry I hadn't given you credit earlier.

## Membership

Despite being an active support association for the U.S. Coast Guard, and maintaining a strong membership base, the CGCVA can always new members. Approximately 1,300 Coast Guard women and men became (if they weren't already) eligible for membership in our Association. I'm not certain how many new members we've gotten the past year from this particular combat group but I'm sure that many of them don't even realize that they're eligible.

In that vein, I ask every CGCVA member to make every effort to let potential members know more about us. Ed Burke is working on an updated CGCVA Membership Application Form, as well as a pocket-sized version of one. Thanks for the idea on that one Frenchy!

In the meantime, I encourage you to make copies of pages 30 and 31 of this issue to provide to potential members. These pages are the "General Information" letter regarding the CGCVA and the actual Membership Application Form. These forms are also downloadable from the CGCVA website: [www.coastguardcombatvets.com](http://www.coastguardcombatvets.com). You should also encourage potential members to go the site for more details on the CGCVA.

I'm hoping that we also see an increase in the numbers of Vietnam veterans into the CGCVA. Our recent dedication ceremonies for the CGCVA Vietnam Monuments certainly saw a large number

## History Trivia

- The shortest war on record, between Britain and Zanzibar in 1896, lasted just 38 minutes.
- Bock's Car was the name of the B-29 bomber that dropped the atomic bomb on Nagasaki.
- Christmas became a national holiday in the United States in 1890.
- Captain Cook lost 41 of his 98 crew to scurvy (a lack of vitamin C) on his first voyage to the South Pacific in 1768. By 1795 the importance of eating citrus was realized, and lemon juice was issued on all British Navy ships.
- During the U.S. Civil War, 200,000 Blacks served in the Union Army; 38,000 gave their lives; 22 won the Medal of Honor.

of Coast Guard Vietnam veterans, many of whom were unaware of our Association until then. Anyway, I was extremely grateful for their decisions to observe and be part of the dedication ceremonies and I would be delighted if they opted to join us. Semper Paratus Shipmates!

## Chu Hoi Update

Our lovable CGCVA Mascot. Chu hoi, has really been on the move lately, making a ton of new friends and spreading good cheer for our Association. Most recently, he attended the annual Coast Guard Academy "Homecoming Weekend" football game and worked the concession stands with the local CPO and Enlisted Associations, before moving on to the more formal reception at Leamy Hall.

In October, Chu Hoi helped set up things for the Washington DC Area

Coast Guard Ball. He was extremely helpful to the Justin Labonte Racing Team members, advising them how and where to position Justin's #44 Dodge. Well, maybe not but who wants to argue with a wild Sabine River Fajita.

Anyway, on behalf of fellow Chu Hoi Caretaker, Ed Burke, Chu Hoi, and myself, have a safe and joyous holiday season. Be safe and make plans to attend the October 20-25, 2005 CGCVA Convention & Reunion in Tampa, Fla. **Swiftly**



*Some of the CGCVA members at the reception sponsored by American Legion Post #9 in New London, Ct.*



## CGCVA Small Stores

The following CGCVA items are now available. Send orders to Baker Herbert at P.O. Box 544, Westfield Center, Oh., 44251-0544. Call Baker at (330) 887-5539 or e-mail at [USCGW64@neo.rr.com](mailto:USCGW64@neo.rr.com). Please make checks payable to CGCVA. Prices shown include first-class or "Book Rate" postage. **WE DO NOT ACCEPT CREDIT CARD ORDERS.**

**CGCVA BASEBALL CAP:** blue/black, or white, gold lettered CGCVA with logo, full back. One size fits all. Plain visor **\$11.00** With senior officer scrambled eggs on visor. **\$15.00**. Add \$3.00 and up to six gold letters will be sewn on the back of your cap. Example: "SWIFTY"

**CHRISTMAS TREE ORNAMENTS:** 255' Owasco Class; 378' Hamilton Class; 270' Class; 210' Class; and USCGC Mackinaw. Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. **\$10.00** each (shipped in display box).

**CGCVA GARRISON CAP:** Fore'n aft cap with embroidered CGCVA color logo and "Coast Guard Combat Veterans Association" in white lettering. Must state size. **\$25.00**

**LAPEL PIN:** U.S. Flag above USCG logo. **\$4.00** each; two for **\$7.00**; and three for **\$10.00**.

**BOOKS:** "Coast Guard Navy of WWII" by William Knight. **\$20.00**. "Coast Guard Action in Vietnam" by CGCVA member Paul Scotti **\$20.00**. "Coast Guard In World War One" by CGCVA member CAPT Alex Larzelere **\$30.00**. "Rescue At Sea" by Clayton Evans **\$40.00**. Coast Guard Combat Veterans, Turner Publishing **\$35.00**. "Always Ready - Today's U.S. Coast Guard" by Bonner and Bonner **\$15.00**. "The Coast Guard At War, Vietnam 1965-1975" by CAPT Alex Larzelere **\$30.00**.

**CGCVA GOLF SHIRT:** Short sleeve, polyester/cotton, CGCVA logo on right side with name over left pocket (Please specify preference of script or block lettering). Available in white, red or blue in sizes S, M, L, XL. \$35.00. Must state name for pocket. Size XXL, add \$2.00. Size XXXL, add \$3.00.

**CGCVA BOLO TIE:** USCG Emblem with gold lace. Beautiful! \$20.00. Only 12 in stock.

**SQUADRON ONE LAPEL/HAT PIN:** (New Item!) This item was designed and produced by CGCVA webmaster Bill Wells and part of the proceeds go to the Association. For details, go to [http://home.earthlink.net/~luceguy/ronone\\_pin/ronone\\_pin.html](http://home.earthlink.net/~luceguy/ronone_pin/ronone_pin.html).

## A Memory From The Past

### Border Flight

A Paramount Picture (1936)

Cast: Frances Farmer, John Howard, Robert Cummings, Grant Withers, Roscoe Karns, Samuel S. Hinds, Donald Kirk, Matty Fain, Frank Faylen, Ted Oliver, Paul Barrett.

Credits: From the story by Ewing Scott. Screenplay by Stuart Anthony and Arthur J. Beckhard.

Synopsis: At the United States Coast Guard Air Base in San Diego, Calif., there's plenty of excitement. Lieutenant Dan Conlon (John Howard), most popular officer there, meets his bitter enemy, Lieutenant Pat



rescue mission; Dan and Anne find happiness together.

Tornell (Grant Withers), who has just joined the Base Force. The first day Pat is there, the two men tangle over Anne Blane (Frances Farmer), Pat's sweetheart. One of the newly-arrived officers, Bob Dixon (Robert Cummings), is shot down and killed by one of a gang of smugglers running valuable contraband furs into the district. The Coast Guard is aroused by this wanton killing, and wins permission to arm its men and equip their planes with machineguns. The pot boils. Pat is killed during a heroic

Article & photo courtesy of  
CDR Ralph Judd, USCG (Ret.)

# Coast Guard Combat Veterans Association

## General Information

The Coast Guard Combat Veterans Association is a Non-Profit Corporation. It consists of active duty members, reserve members, retired members and honorably discharged former members who served in, or provided direct support to combat situations recognized by an appropriate military award while serving as a member of the U.S. Coast Guard or U.S. Coast Guard Reserve.

Being mindful of the traditions, duties and purposes of the U.S. Coast Guard, it is our duty to uphold and defend the Constitution of the United States of America. We believe that through social association and mutual acquaintance we may further perpetuate the memory of our fallen comrades, assist their widows and orphans, assist honorably discharged and retired Coast Guard combat veterans, and promote and enhance the image and posture of the U.S. Coast Guard.

Upon acceptance into the Association, you are furnished a membership card and certificate, a copy of the Association By-Laws, a CGCVA logo pin and a copy of our quarterly newsletter, "*The Quarterdeck Log*." You will continue to receive copies of the newsletter for the duration of your membership. "*The Quarterdeck Log*" contains articles, photographs and reunion information submitted by members and timely information on Coast Guard activities and news events. In addition to our quarterly magazine, we maintain a website: [wwwcoastguardcombatvets.com](http://wwwcoastguardcombatvets.com).

Our membership numbers more than 1,700 and we continue to grow. Our membership rolls include veterans ranging from World War II to present conflicts. Our Secretary-Treasurer maintains a comprehensive computer database so there is a good chance that you can locate other shipmates who served with you. CGCVA records must be able to support our IRS-provided tax-exempt status so we insist that copies of supporting documents (Discharge, DD-214, Letter of Medal(s) awarded, etc.) accompany applications for membership.

We hold a CGCVA Convention/Reunion every 18 months and make every attempt to shift locations so members nationwide have an opportunity to attend. During the reunions, attending members can voice their opinions and participate in the governing process of the Association at the Business Meeting/Luncheon. Annually, we recognize a deserving Coast Guard member as the CGCVA Coast Guard Person of the Year and we sponsor a CGCVA Scholarship for the relative of a member in good standing. We provide CGCVA watches and certificates to the Physical Fitness Award recipient in every graduating recruit company and to selected Coast Guard Academy cadets. We also maintain the gravesite of the Coast Guard's only Congressional Medal of Honor recipient, SM1/c Douglas A. Munro, in Cle Elum, Wash.

We offer an Associate Membership to Coast Guard and Coast Guard Reserve members who qualified as combat veterans while serving in another armed service. We also offer Auxiliary Membership to CGCVA Members' spouses and other family members.

The CGCVA has very reasonable dues at just \$25.00 for two years membership. Auxiliary Membership is only \$10.00 for two years. Once a member in good standing, the CGCVA offers you a very attractive "Life Member" rate.

We hope you will consider joining the CGCVA. For your convenience, a CGCVA Membership Application is on the reverse of this sheet. If you have specific membership questions, please call the CGCVA National Secretary-Treasurer at 330-887-5539. Whether you're a recent or long-time Coast Guard combat veteran, don't let our organization pass you by. Jump aboard and enjoy the camaraderie of other Coast Guard combat veterans. Semper Paratus!

**Remaining "Always Ready"**  
**The Coast Guard Combat Veterans Association**



# Coast Guard Combat Veterans Association

## MEMBERSHIP APPLICATION

(Please Print Clearly)

### Personal Data

Name: \_\_\_\_\_ Date: \_\_\_\_\_  
Last First Init.

Address: \_\_\_\_\_  
Street

City/State/Zip Code: \_\_\_\_\_

Telephone: \_\_\_\_\_ E-Mail: \_\_\_\_\_ Date of Birth: \_\_\_\_\_

**Do you have two (2) residences? Yes \_\_\_\_\_ No \_\_\_\_\_** (This is for Quarterdeck Log mailings)  
**If Yes, please furnish the below information:**

Address: \_\_\_\_\_

City/State/Zip Code: \_\_\_\_\_

Telephone: \_\_\_\_\_ When There? From: \_\_\_\_\_ to \_\_\_\_\_

Sponsored By: \_\_\_\_\_

### Military Data

Branch of Service: \_\_\_\_\_ Service Number: \_\_\_\_\_ From: \_\_\_\_\_ To: \_\_\_\_\_

**Important:** This Application MUST be accompanied by either a copy of your Discharge (both sides); or, a copy of a DD-214; or, a copy of a DD-215; or, a copy of NAV/CG-553; or, a copy of your letter of awards; or, a copy of some other "official" document that states your participation in or your direct support of a combat situation. You may further get a certified statement from a former shipmate who is a CGCVA member in "Good Standing," stating that you served with him on a particular ship/station during a particular period of time.

Rank/Rate: \_\_\_\_\_ Present \_\_\_\_\_ @Discharge \_\_\_\_\_ @Retirement \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Dues: \$25.00 for two (2) years.** Amount of Membership Dues Enclosed: \$\_\_\_\_\_ **Make checks or money orders payable to: CGCOMVETS** and mail to: Baker Herbert, LM, CGCVA National Secretary-Treasurer, P.O. Box 544, Westfield Center, Oh., 44251. Phone: (330) 887-5539. Fax: (330) 887-5639.



# A Great Reason To Be Proud!



*(Left to right) CGCVA members Trustee Robert MacLeod, Bill Hicks, Donald Taub, Alex Larzelere, and President Ed Swift, and Coast Guard Academy Public Affairs Officer CWO Dave French pose at the newly unveiled and dedicated CGCVA Vietnam Monument in New London, Ct.*



**Please! Look at the Exp. Date on your label and renew if due.  
The Quarterdeck Log**

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