



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 21, Number 2

Summer 2006

“All Gave Some, Some Gave All!”

USCG Vietnam Veteran Creates Coast Guard Memorial On His Property

Sitting in the backyard of his West Harwich, Massachusetts home near the Herring River, Mark "Mac" McKenney looks at his Purple Heart, its ribbon worn through from years of handling. He earned the medal 40 years ago.

Then 21, McKenney was on watch aboard the 82-foot Coast Guard cutter *Point Welcome* in the South China Sea near the North Vietnamese coast. In the early morning darkness, the cutter, which had a crew of 13, was mistakenly identified as an enemy vessel.

She was repeatedly strafed with 20-millimeter cannon fire by an Air Force B-57 Canberra bomber, and then attacked with cluster bombs by two F-4C Phantom jets. The vessel's skipper, LTJG David Brostrom was killed and engineer Jerry Phillips mortally wounded.

Forced to abandon their vessel near shore, McKenney and the surviving crew were shot at by the enemy



CAPT Thomas Ostebo (left) and MCPO Mark McKenney, USCG (Ret.) place a wreath at the flagpole as two plaques honoring Coast Guardsmen killed in action are dedicated. (photo by Merrily Lunsford, Harwich Oracle)



MCPO Mark McKenney, USCG (Ret.). (photo by Merrily Lunsford, Harwich Oracle)

on shore and by South Vietnamese forces in boats until they were finally pulled out of the water by a South Vietnamese junk. McKenney was still clinging to Phillips' body.

“For 40 years I haven't been able to forget. You never forget someone dying alongside you.”

After 27 years in the service,

McKenney retired as a master chief boatswain's mate in 1990 and returned to Harwich to the house that has been in his family since 1942. In post retirement, he worked part-time as a commercial fisherman and landscaper, but he never forgot his experience on the morning of Aug. 11, 1966.

“I think of those guys every-day,” said McKenney, 61.

He dreamed of creating a memorial for his two shipmates and the other five Coast Guardsmen killed in Vietnam. But it was the death of a fellow

Coast Guardsman in Iraq that inspired him to make his vision a reality.

Nathan Bruckenthal, 25, a petty officer serving with the tactical law enforcement team, was killed in a suicide attack in April 2004, while defending an oil platform in the northern Persian Gulf. He left behind his wife who was expecting their first child.

(continued on page 28)

In This Issue

Cover Story	Pages 1, 28 and 29
From The President	Page 2
From The Vice President	Page 3
From The Secretary-Treasurer	Page 4
Reunions	Pages 5-6
Notices & Association News	Pages 7-14
2007 Convention Info & Forms	Pages 15-18
Feature Stories	Pages 19-25
From The Service Officer	Page 26-27
Ship's Store	Page 30
CGCVA Membership Form	Page 31



Coast Guard Combat Veterans Association

OFFICERS

Gil "Frenchy" Benoit, LM, National President
Paul C. Scotti, LM, National Vice President
Baker W. Herbert, LM, National Secretary-Treasurer

BOARD OF TRUSTEES

Chairman:

PNP Edward B. Swift, LM

Two Term:

PNP Robert J. Maxwell, LM
Terry O'Connell

One Term:

Ernest "Swede" Johnson, LM
Robert L. MacLeod, LM

ADMINISTRATIVE OFFICE*

National Secretary-Treasurer
P.O. Box 544
6629 Oakleaf Drive
Westfield Center, OH 44251
Phone: (330) 887-5539

E-mail: USCGW64@neo.rr.com

Website: www.coastguardcombatvets.com

*use the Administrative Office for contact with the
CGCVA on all matters

AUXILIARY OFFICERS

Shirley Ramsey, National President
Linda Benoit, National Vice President
Jane Maxwell, National Secretary-Treasurer

THE QUARTERDECK LOG

Edward B. Swift, LM, Editor-In-Chief

APPOINTEES

E.P. "Ed" Burke, LM, By-Laws Chairman, Budget Director
and Convention Planner; William G. Miller, LM, Chaplain;
PNP Robert J. Maxwell, LM, Convention Planner; Patrick E.
Ramsey, LM, Membership Chairman; Robert F. MacLeod,
LM, Ways & Means Director; Bill Wells, LM, Web Master;
and Mike Placencia, Parliamentarian

From the President

Greetings Members, Auxiliary and Associate Members:

CGCVA Positions — The elected CGCVA officers, trustees and appointees are doing a great job but some are tiring after many years of service to our Association and quite frankly need a break. Some newer members are starting to get involved, but we need more. We need people to start working with our current officers to learn their jobs, but I want everyone to understand that we do not need people that are merely looking for a title. We need people in these positions that will do the job and work hard. You can start now by calling the officers whose jobs interest you and offer to work with them to learn. The same people cannot be expected to hold these jobs year after year after year. We sometimes tend to become stale, and we need new and fresh ideas, as long as we operate within the parameters of our Constitution and By Laws.

Veterans' Memorial Update — I have mentioned before that I have been working with the committee that is building a Veterans' Memorial in my city of Plano, TX. At first, the Coast Guard was not to be included, but after someone explained what the Coast Guard has done since 1790 and what they are doing now, the Coast Guard was added. As a City Councilman said, "the Coast Guard will be included." Ironically, the one committee member that did not think the Coast Guard should be included was a Viet Nam Navy veteran.

On My Soapbox — You know the Coast Guard is out there busting butt to keep out illegal aliens and contraband. While we are doing this however, people and drugs are pouring over the border from Brownsville, TX to San Diego, CA. And we have no idea who is coming across these borders these days. It is all about the almighty American dollar. Many of these illegal aliens are paid in cash and hence pay no taxes. Most of their wages are sent home and they have become a real burden on county hospitals, schools and other services. It is an open gate to whoever wants to do the United States harm. I sure hate for something really bad to happen before the "Silent Majority" wakes up. One way to stop this is to vote. We bitch and moan about the way things are going, but we need to get out there and vote good people into office. American servicemen and women are being killed overseas in an effort for other countries to vote democratically, and yet we have one of the weakest turn out at the polls. So my message is: GET OUT AND VOTE! This is my opinion and not necessarily the views of the Coast Guard Combat Veterans Association.

I hope everyone had a safe and happy Coast Guard Day on August 4th as we celebrated our 216th birthday. Semper Paratus!

Gil "Frenchy" Benoit

**Next QD Log deadline is Nov. 1, 2006.
Please e-mail material to the editor
at: swiftiel@msn.com**

Home Museums — There are official Coast Guard museums such as the Coast Guard Museum at the Academy and the Coast Guard Museum Northwest, in Seattle, and there are other museums that include Coast Guard exhibits. But unknown are the innumerable Coast Guard “home museums.” These house your personal collections of memorabilia. They may be as modest as items placed randomly about the house, or in a dedicated room, or on a grand scale where every square foot of home and yard is filled with Coast Guard artifacts. Two retired Coast Guardsmen come to my mind that fall in this last category. You probably know of even more. When I stop wandering aimlessly in a motorhome and acquire a house I will gleefully fall into one of these groups.

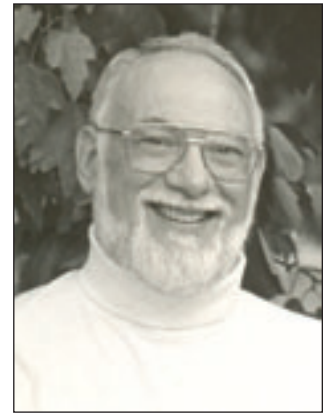
This inclination to put the United States Coast Guard on display shows an ironbound connection to an organization that is truly one-of-a-kind in the world. The U.S. Coast Guard is not a thing as much as it is a humanity. One cannot be told to love and respect anything or anyone. These inward feelings arise over time from levels of involvement. Members of other armed forces have home displays but I daresay few run as emotionally deep as those of Coast Guardsmen. Everyday in Coast Guard service one is touched with compassion. Whether it is the mundane act of getting someone Seaman’s Papers or the ultimate of saving a life, duty becomes melded with goodness.

Over time, honor and pride need an outlet and that release often manifests itself in home museums. Outwardly, they may appear to a casual observer as simply a demonstration of affection for the Coast Guard; but, the moving drive goes deeper than that. The Coast Guard has made us experience the joy of helping human beings in need. Our life is full, our heart is cheered, for we did not abandon our neighbor.

Anyone who would like to share their private museums please consider submitting photographs and descriptions to the *Quarterdeck Log*. It would be of interest and an inspiration.

Shipmates — In war we are shipmates with people we will likely never see again. In many instances it is because, although we shared the same duty, there was not enough in common between us to become lifelong friends. This is evident by the fact that we cannot remember the names or even the faces of many we served with years later. Recently, two men I served with in Vietnam, on *CGC Point Dume*, out-of-the-blue got in touch with me. My last contact with them was thirty-eight years ago when I left Vietnam. We were not friends. We were shipmates. That is to say we worked well together and got along. And in the case of these two men I remembered them quite well. Therefore, it was a treat to get caught up with one another’s lives since then and to recall wartime experiences. One of them was a chief and because I was petty officer second class we traveled in different circles and consequently went our separate ways. The other was a petty

officer first class. Although we did not see eye-to-eye on respective duties there was no dislike. One night in port when trouble flared up between him (unarmed) and an armed Navy sailor, I jumped in to protect him. After all, he was a shipmate. And this is my point. These men who I went to war with, who I may never see again, whose names today elude me, are the same men that in battle I would have without hesitation thrown myself in front of a grenade to save — just because they were shipmates.



Paul C. Scotti

Arizona — Tucson is one of those places that attract winter escapees from the North. If you are retired military there is Davis-Monthan AFB with its exchange, commissary, and RV campground. You will even find a scattering of retired Coast Guardsmen about; one of whom is the father of the new Coast Guard commandant. If you are in Tucson and need medical care do not be alarmed because it is home to one of the best Veterans Affairs hospitals in the country: Southern Arizona Veterans Affairs Health Care System. The big fancy name is fitting because the sprawling complex sits on 116 acres with a labyrinth of buildings with long connecting passageways that would challenge the navigation skill of a veteran laboratory mouse. As a teaching hospital dozens of academic institutions, including the University of Arizona’s colleges of medicine, nursing, and pharmacy, are associated with it. Consequently, it uses state-of-the-art medical equipment. It employs some 1,500 people and I can relate from personal experience that they are collectively the most conscientious and caring individuals you could ever want when you need medical attention. Besides, any place that has a street named Coast Guard Avenue has to have class.

Enjoy life, it is an adventure. Until next time... **Paul**

Joe's will provided \$ 30,000 for an elaborate funeral. As the last guests departed the affair, his wife, Helen, turned to her oldest friend.

"Well, I'm sure Joe would be pleased," she said

"I'm sure you're right," replied Jody, who lowered her voice and leaned in close. "How much did this really cost?"

"All of it," said Helen. "Thirty thousand."

"No!" Jody exclaimed. "I mean, it was very nice, but \$30,000?"

Helen answered. "The funeral was \$ 6,500. I donated \$500 to the church. The wake, food and drinks were another \$500. The rest went for the memorial stone."

Jody computed quickly. "\$22,500 for a memorial stone? My God, how big is it?!"

"Two and a half carats."

Need A Vacation?

The Hilton Daytona Beach Ocean Walk Village has announced huge savings for veterans and V.A. employees. All you need to do is register at: veteransholidays.com as a veteran, then click on availability.

You can stay for 8 day/7 nights at hotel rooms anywhere in the U.S., including some time shares, and the total cost for the entire week is only \$299.00.

For more info, contact **Ted LaFrance** at (800) 828-9904.

Speaking Of Vacations...

Marylou and I recently returned from a wonderful visit to the "Beautiful Pacific Northwest" and of course we paid a visit while there to Cle Elum, WA, childhood home of Coast Guard Medal of Honor Douglas Munro. We placed roses at Doug's grave, his mother Edith's, and also at former Marine, Marion "Mike" Cooley's grave. We also got a chance to visit the Coast Guard Museum of the Northwest at Base Seattle. See information and photos of the museum on page 11.

CGCVA Scholarships Get A New Name

The time is October 1947 and the place is a Coast Guard Weather Station in the North Atlantic. The *USCGC Bibb* is the rescue ship and the sea plane *Bermuda Sky Queen* is out of fuel and in distress. The aircraft has no choice, notwithstanding the hurricane force westward winds and mountainous seas below. En route from Ireland to Gander, New Foundland with 69 passengers and crew, ditching at this time in the ocean is at best extremely perilous. The *Bermuda Sky Queen* pilot ditches as close to the *Bibb* as possible in 40-foot seas. CAPT Paul B. Cronk, the *Bibb* CO, decides to use a motor lifeboat to tow the *Bibb's* 40-man liferaft between the aircraft and ship. Philips Taylor was the smallboat engineer and he, with an extraordinary coxswain, were able to transport many of the 69 passengers and crew from the aircraft to the *Bibb* without loss of life or injury. By any measure, this rescue

(Right) Dedicated on 12 June 2006, the Palisade Veterans Memorial in Palisade, Nebraska includes the names of all veterans honorably discharged (active and deceased) from the area. The memorial was paid for through contributions, fundraisers, and work in kind in a community of less than 400 people. (Photo by CGCVA life member Billy C. Smith).



was miraculous. See the feature story, "Rescue on the North Atlantic" on pages 19-23- by Philips Taylor.

Philips Taylor was awarded the Silver Lifesaving Medal for his engineering skills and devotion for his performance above and beyond in a most serious life-threatening situation. Philips crossed the bar in June 2006 and his daughter Kristen said her father considered his part in the *Bermuda Sky Queen* rescue as a highlight in his life.

To honor her father's memory, and his strong belief in education, Kristen, her husband and friends are now funding the CGCVA -- Philips Van Campen Taylor Scholarships in her father's memory. We proudly salute the Philips Family and thank them for their generosity.

Crossed The Bar

- Sidney N. Blinder**
Joined: 3/31/97 CTB: 5/22/06
- Robert E. Brennan**
Joined: 4/5/93 CTB: 4/6/06
- Lawrence N. Danik**
Joined: 5/12/02 CTB: 12/24/05
- Louis J. Fiorino**
Joined: no record CTB: 7/9/06
- Matthew W. Jarmusz, LM**
Joined: 11/6/01 CTB: 8/4/06
- Billy B. Labree**
Joined: 7/17/92 CTB: 8/19/05
- Vern E. Maxwell, LM**
Joined: 8/10/92 CTB: 7/15/04
- William F. Mitchell, LM**
Joined: 8/6/97 CTB: 7/6/06
- John W. Morrison**
Joined: 4/5/00 CTB: 5/31/06
- Vincent L. Positan**
Joined: 5/22/89 CTB: 6/14/06
- Ronald J. Schmitz**
Joined: 8/7/00 CTB: 7/30/06
- Adam Siodlowski, LM**
Joined: 12/30/89 CTB: 9/2/05
- James S. Talley**
Joined: 2/15/96 CTB: 6/13/06
- Philips V. Taylor**
Joined: 5/12/02 CTB: 6/13/06
- Theodore R. Willis**
Joined: 3/20/91 CTB: 5/15/06

Dues Reminders

If your *QD Log* mailing label indicates expiration, please send in your \$30 (for two years) dues to me at the CGCVA Administration Office. Or, consider life membership at our reasonable rates of: Under age 30 (\$200); 31-40 (\$185); 41-50 (\$165); 51-60 (\$145); 61-70 (\$115); 71-80 (\$85); 81-89 (\$50), and folks 90 and older (no cost).

Change of Address

Please send in your change of address to the CGCVA Administration Office. Our computer doesn't know when you move or your new address so we're dependent on you to let us know. This also ensures receipt of your *QD Log* and saves us postage on fewer returned magazines. Thanks!

Baker

A.G.C. Flagship Alliance Reunion

When: 10-14 September 2006.

Where: Chattanooga Choo-Choo Holiday Inn, Chattanooga, TN.

Invitees: Former crew members and guests from the following vessels: *Appalachian (AGC-1)*, *Blue Ridge (AGC-2)*, *LCC-19*, *Rocky Mount (AGC-3)*, *Ancon (AGC-4)*, *Catoctin (AGC-5)*, *Duane (AGC-6)*, *WAGC-33*, *Mt. McKinley (AGC-7)*, *Mt. Olympus (AGC-8)*, *Wasatch (AGC-9)*, *Auburn (AGC-10)*, *Eldorado (AGC-11)*, *Estes (AGC-12)*, *Panamint (AGC-13)*, *Teton (AGC-14)*, *Adirondack (AGC-15)*, *Pocomo (AGC-16)*, *Taconic (AGC-17)*, *Biscayne (AGC-18)*, *Williamsburg (AGC-369)*, *Mt. Whitney (LCC-20)*, *Bibb (WAGC-31)*, *Campbell (WAGC-32)*, *Hamilton (WAGC-34)*, *Ingham (WAGC-35)*, *Spencer (WAGC-36)*, and *Taney (WAGC-37)*.

Contact: **Mary B. Knierim** at 16690 SE 85th Langham Court, The Villages, FL 32162. Ph: (352) 751-3448. E-mail: mbk1277@comcast.net.

2006 Lightship Sailors Association Reunion

When: 5-7 October 2006.

Where: Best Western Executive Inn at 200 Taylor Avenue North, Seattle, WA 98109. Ph: (206) 448-9444 or tollfree at (800) 351-9444. The hotel is adjacent to the Space Needle. Be sure to mention "Lightship Sailors Association" in order to receive special discount rate.

Invitees: All former USCG sailors who were assigned aboard a lightship .

Contact: **Jay McCarthy** at (561) 495-1761 or **Larry Ryan** at (719) 536-0366. Website: www.uscglightsailsailors.org.

327' Secretary Class Cutters 70th Anniversary

When: 5-8 October 2006.

Where: Mt. Pleasant Holiday Inn at 250 Johnnie Dodds Blvd., Hwy. 17, Mt. Pleasant, SC 29464. Call (800) 290-4004 to make reservations, use Code: CGC.

Invitees: All who served on any of the seven sister ships in the Secretary Class: *USCGC's Bibb (W-31)*, *Campbell (W-32)*, *Duane (W-33)*, *Hamilton (W-34)*, *Ingham (W-35)*, *Spencer (W-36)*, and *Taney (W-37)*.

Contact: **Gordon Bell** at (215) 393-6195 or **Jim Kelly** at 40 Lisa lane, Uncasville, CT 06382. Ph: (860) 848-1160. Website: 327CuttersCele@comcast.net.

QD Log Booster Club

The printing and postage for the *QD Log* is by far the largest expense item we have and it was determined that if every member contibuted \$5.00 to the CGCVA each year it would pay for all the expenses that go into the magazine. The idea was hatched at our Tampa Convention and several members contibuted at that time, thereby creating the QD Log Boosters Club. Donations can be sent to the Administrative Office (marked as "QD Log Booster Club") and all those contributing will have their names listed in the subsequent magazine. Contribution amounts will not be published but all contributions are greatly appreciated. We have been told many times we have the best reunion magazine out there and we'd like to keep it that way.

Since publication of our last magazine, the following individuals have made donations and become members of the QD Log Boosters Club:

Gene Dugan	Richard Frugia
James Graham, Sr.	David Johnson
Robert Kastner	William McCabe
Tanney Oberg	Stan Orfila
Eric Phillips, Jr.	VADM Sargent
RADM Sobel's memory	Paul Vasterling
John Anderson	Ray Borchert
Paul Spengler	John Lamere
John Arthur	Richard Boever
William Crowley	William Boonstra
David Wischmann	Jerome Fischer
Joe Kleinpeter	Clyde Bowden's memory
Clyde Bowden	Ted Willis
Chuck Ulrich	Michael hare
Paul Peak	Ralph Brookins
Stanley Beras	Virginia Black
Arthur Goodwin	Bernard Hogan
John Milovancevic	H. Don Smith
Harold Steindler	Richard Ratzlaff
Michael Kristula	Wayne Wilkerson
LTC Ted Morris	Baker & Marylou Baker
Donald Taub	C. R. Logue
Richard Dubbs	Y. W. Glazebrook
Marshall W. Smith	Larry E. Dixon
Michael Hastings	Francis Wandroke

Thanks to all to have become QD Log Booster Club mebers so far! All contributions are appreciated! And remember, deductions are tax deductible as we are 501.c.

USCGC Mendota Reunion

When: 13-15 October 2006.

Where: Shell Island Oceanfront Suite Hotel at Wrightsville Beach, NC. For reservations, call (800) 689-6765 and ask for Coast Guard rate.

Invitees: Former crew members and guests.

Contact: **Jack Wilson** at (910) 256-4583. E-mail: jlwsrw@bellsouth.net.

USCGC Rockaway (W-377) 4th Reunion

When: 27-29 October 2006.

Where: Hilton Wilmington Riverside at 301 N. Water Street, Wilmington, NC. Ph: (888) 324-8170.

Invitees: Former USCG and Navy crew members and guests.

Contact: **CWO2 Frank Carlsson, USCG (Ret.)** at (352) 253-0588. E-mail: adselinc@aol.com or **Tom McCarthy** at TAD51@yahoo.com. Website: uscgc-rockaway.org.

USCGC Kukui (WAK-186) Reunion

When: 3-5 November 2006.

Where: Old Town Alexandria, VA.

Invitees: Former crew members and spouses.

Contact: **CAPT Jim Donahue, USCG (Ret.)** at 5905 N. 14th Street, Arlington, VA 22205. Ph: (703) 536-7886. E-mail: jamesdonahue@comcast.net.

Hillsboro Inlet Lighthouse Centennial

When: 11 November 2006.

Where: Hillsboro Inlet Lighthouse, Pompano Beach, FL.

Invitees: Everyone who served, lived or worked at the Hillsboro Inlet Lighthouse.

Contact: **Hib Casselberry** at 671 Lakeside Circle #118, Pompano Beach, FL 33060. Ph: (954) 782-3313. E-mail: lthouse@gate.net. Website: www.HillsboroLighthouse.org.

USS Cavalier (APA-37) Reunion

When: 5-9 November 2006.

Where: Four Queens Hotel, Las Vegas, NV.

Invitees: Former WWII crew members and spouses.

Contact: **CWO John E. Giles, USCG (Ret.)** at 2690 NE Yacht Ave., Apt. 238, Lincoln City, OR 97367. Ph: (541) 994-8839. E-mail: jegiles39@earthlink.net.

Congratulations Graduates

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 Caleb D. Reynolds (Quebec 173) of St. Louis, MO, reports to AST "A" School, Elizabeth City, NC.

SA Joel G. Paulson (Sierra 173) of Woodbridge, VA,

reports to *USCGC Alert*, Warrenton, OR.

SN Valtee Belcher III (Tango 173) of Houston, TX, reports to TISCOM Honor Guard, Alexandria, VA.

SN Christopher J. Usher (Uniform 173) of Detroit, MI, reports to *USCGC Gallatin*, Charleston, SC.

FN Manuel E. Severino (Victor 173) of New York, NY, reports to *USCGC Spencer*, Boston, MA.

SA Damon L. Teal (Whiskey 173) of Vancouver, WA, reports to NESU, Alameda, CA.

FN Dwight Cousins (Xray 173) of Chicago, IL, reports to *USCGC Northland*, Portsmouth, VA.

SA Derrick B. Vess (Yankee 173) of Hampton Roads, VA, reports to Port Security Unit 305, Ft. Eustis, VA.

SN Jerome A. Kennedy (Zulu 173) of Norfolk, VA, reports to ET "A" School, Petaluma, CA.

SA Michael Scrivner (Alfa 174) of Los Angeles, CA, reports to USCG Station Umpqua River, Winchester Bay, OR.

SA Evan D. Melahn (Bravo 174) of Sacramento, CA, reports to BM "A" School, Yorktown, VA.

SN Richard A. Pucci (Charlie 174) of Ventura, CA, reports to BM "A" School, Yorktown, VA.

SN David Cortez (Delta 174) of Los Angeles, CA, reports to BM "A" School, Yorktown, VA.

SA Michael A. Fregoso (Echo 174) of Tuscon, AZ, reports to *USCGC Gallatin*, Charleston, SC.

SA John P. Chapman (Foxtrot 174) of Tampa, FL, reports to USCG Aids to Navigation Team, Buffalo, NY.

SN Jordan David E. Shelvin (Golf 174) of Tampa, FL,

Recently, a tribe of cannibals was discovered on one of the more remote Philippine islands. Due to their status as a U.S. territory, they were allowed to join the Coast Guard. As luck would have it, four of them were stationed on the same ship together after boot camp, and all assigned to scullery duty.

After four weeks on board, the Mess Officer called them into his office. "You are all working very hard, and have done a great job. However, one of our radiomen has disappeared. Do any of you know what happened to him?" The cannibals all shook their heads no.

After they left the Mess Officer, the oldest of the cannibals turned to the others and asked, "You fool! For four weeks we've been eating officers and no one has noticed anything, but noooooo... you had to go and eat someone who actually does something!"

reports to USCG Station Charlevoix, MI.

SA Samona S. Turner (Hotel 174) of Sacramento, CA, reports to PS "A" School, Yorktown, VA.

SN Nicolas G. Dunn (India 174) of Tampa, FL, reports to TISCOM Honor Guard, Alexandria, VA.

SN Karin N. Evelyn (Juliett 174) of Atlantic City, NJ, reports to USCG Recruiting Office Atlantic City, NJ.

SN Jacolby K. Cross (Kilo 174) of San Diego, CA awaits further orders.

SN Andrew A. Silva (Lima 174) of Tampa, FL, reports to BM "A" School, Yorktown, VA.

What Military Wives Are Made Of

It was just another harried Wednesday afternoon trip to the commissary. My husband was off teaching young men to fly. My daughters were going about their daily activities knowing I would return to them at the appointed time, bearing, among other things, their favorite fruit snacks, frozen pizza, and all the little extras that never had to be written down on a grocery list. My grocery list, by the way, was in my 16-month-old daughter's mouth, and I was lamenting the fact that the next four aisles of needed items would wait while extracting the last of my list from my daughter's mouth, when I nearly ran over an old man.

This man clearly had no appreciation for the fact that I had 45 minutes left to finish the grocery shopping, pick up my 4-year old from tumbling class, and get to school, where my 12-year-old and her carpool mates would be waiting.

I knew men didn't belong in a commissary, and this old guy was no exception. He stood in front of the soap selection staring blankly, as if he'd never had to choose a bar of soap in his life. I was ready to bark an order at him when I realized there was a tear on his face.

Instantly, this grocery aisle roadblock transformed into a human..."Can I help you find something?" I asked. He hesitated, and then told me he was looking for soap.

"Any one in particular?" I continued.

"Well, I'm trying to find my wife's brand of soap." I started to loan him my cell phone to call her when he said, "She died a year ago, and I just want to smell her again."

Chills ran down my spine. I don't think the 22,000-pound Mother of all Bombs could have had the same impact. As tears welled up in my eyes, my half-eaten grocery list didn't seem so important. Neither did fruit snacks or frozen pizza.

I spent the remainder of my time in the commissary that day listening to a man tell the story of how important his wife was to him -- how she took care of their children while he served our country. A retired, decorated World War II pilot who flew missions to protect Americans still needed the protection of a woman who served him at home.

My life was forever changed that day. Every time my hus-

Welcome New Members

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

MAY 2006

Frank Bari (*Taylor Lapham*), **George M. Hevener** (*Pat Ramsey*), **Richard G. Gobble** (*Marcel Bujarski*), **Joseph A. Lukinich, Jr.** (*Pat Ramsey*), **Billy R. Rich** (*Bill Wells*), **Hugh C. Applegate** (*John Knyff*), and **William P. Bailey** (*Russell Weeks*).

JUNE 2006

Alan J. Fitzgerald (*Bill Wells*), **William G. Weisheit** (*Bill Wells*), **John C. Mendyka, Sr.** (*Pat Ramsey*), and **Robert S. Samuelson** (*Tom Huckelberry*).

JULY 2006

LM E. Fred Beer (*Harold Routzong*), **Dave A. Meadows** (*Ed Swift*), **LM Richard L. Ratzlaff** (*Paul Scotti*), **LM John D. McDevitt** (*Pat Ramsey*), **John J. Ancellotti** (*Pat Ramsey*), **Wallace A. Bentley** (*Pat Ramsey*), **Charles J. Dell** (*Pat Ramsey*), **Richard B. Ferguson** (*Pat Ramsey*), **Rodman E. Green, Sr.** (*Pat Ramsey*), **Randal J. McNary** (*Pat Ramsey*), **William Muller** (*Pat Ramsey*), **Merle H. Peters** (*R. W. Madura*), **Robert B. Quick** (*The Association*), **Stanley J. Ransom** (*Pat Ramsey*), and **Merrill P. Allen** (*Pat Ramsey*).

band works too late or leaves before the crack of dawn, I try to remember the sense of importance I felt that day in the commissary.

Some times the monotony of laundry, housecleaning, grocery shopping, and taxi driving leaves military wives feeling empty -- the kind of emptiness that is rarely fulfilled when our husbands come home and don't want to or can't talk about work.

We need to be reminded, at times; of the important role we fill for our family and for our country. Over the years, I've talked a lot about military spouses...how special they are and the price they pay for freedom too. The funny thing is; most military spouses don't consider themselves different from other spouses. They do what they have to do, bound together not by blood or merely friendship, but with a shared spirit whose origin is in the very essence of what love truly is. Is there truly a difference? I think there is. You have to decide for yourself...

Other spouses get married and look forward to building equity in a home and putting down family roots. Military spouses get married and know they'll live in base housing or rent, and their roots must be short so they can be transplanted frequently.

Other spouses decorate a home with flair and personality

that will last a lifetime. Military spouses decorate a home with flare tempered with the knowledge that no two base houses have the same size windows or same size rooms. Curtains have to be flexible and multiple sets are a plus. Furniture must fit like puzzle pieces.

Other spouses have living rooms that are immaculate and seldom used. Military spouses have immaculate living room/dining room combos. The coffee table got a scratch or two moving from Germany, but it still looks pretty good.

Other spouses say goodbye to their spouse for a business trip and know they won't see them for a week. They are lonely, but can survive. Military spouses say good-bye to their deploying spouse and know they won't see them for months, or a year, or longer. They are lonely, but will survive.

Other spouses, when a washer hose blows off, call Maytag and then write a check out for having the hose reconnected. Military spouses have to cut the water off and fix it themselves.

Other spouses get used to saying "hello" to friends they see all the time. Military spouses get used to saying "goodbye" to friends made the last two years.

Other spouses worry about whether their child will be class president next year. Military spouses worry about whether their child will be accepted in yet another school next year and

whether that school will be the worst in the city...again.

Other spouses can count on spouse participation in special events...birthdays, anniversaries, concerts, football games, graduation, and even the birth of a child. Military spouses only count on each other; because they realize that the flag has to come first if freedom is to survive. It has to be that way.

Other spouses put up yellow ribbons when the troops are imperiled across the globe and take them down when the troops come home. Military spouses wear yellow ribbons around their hearts and they never go away.

Other spouses worry about being late for mom's Thanksgiving dinner. Military spouses worry about getting back from Japan in time for dad's funeral.

The television program showing an elderly lady putting a card down in front of a long, black wall that has names on it touches other spouses. The card simply says, "Happy Birthday, Sweetheart. You would have been sixty today." A military spouse is the lady with the card, and the wall is the Vietnam Memorial.

I would NEVER say military spouses are better than other spouses. But I will say there is a difference. I will say, without hesitation, that military spouses pay just as high a price for freedom as do their active duty husbands and wives. Perhaps



(Left) CGCVA PNP Jack Campbell presents an engraved coffee mug to MCPO Jim O'Neill, command master chief at USCG Training Center Cape May, N.J. MCPO O'Neill has greatly assisted many CGCVA activities at Cape May over the years.

Cape May Training Center Visit On 11 August



Seaman Apprentice Bapan receives the CGCVA Physical Fitness Award from CGCVA Secretary-Treasurer Baker Herbert during recruit company graduation ceremonies on 11 August 2006.



USCG Training Center Cape May commanding officer CAPT Curtis Odom presents a proclamation to CGCVA PNP Jack Campbell for Jack and Herb Weinstein's support of the Training Center's Award Program. Each week a watch and certificate is presented to the recruit graduate who has attained the highest level of physical fitness during their 8-weeks of recruit training. (L to R) CGCVA Secretary-Treasurer Baker Herbert, VADM James Hull, PNP Jack Campbell, and CAPT Odom.

the price they pay is even higher. Dying in service to our country isn't near as hard as losing someone who has died in service to our country, and having to live without them.

God bless our military spouses for all they freely give. **Author unknown.**

Submitted by CAPT Richard Hiles

Request For Assistance

I am currently serving as the NSA's Scholar-in-Residence for 2005-2006. I am writing an unclassified history of several cryptologic services during the Second World War including the Coast Guard's Unit 387 (also known as OP-20-GU)

I am seeking to interview individuals who may have served with or have direct knowledge of Unit 387/OP-20-GU and are willing to talk about their wartime experiences.

I can be reached most conveniently at this e-mail address: L.A.Valero@salford.ac.uk or my local U.S. phone number (410) 997-0774. Thank you very much for your time and assistance.

Dr Larry A. Valero, Ph.D., Lecturer in Intelligence and International History, University of Salford, Crescent House, The Crescent, Salford, Greater Manchester M5 4WT, United Kingdom. Tel. +44 (0)161 295 3616. Fax. +44 (0)161 295 5077.

Looking For WWII Stories?

A plethora of World War II stories are contained among the published "Tales From An Old Sea Dog," easily obtained without charge from the webpage: www.jacksjoint.com.

Push the "Original Version" button on the title page. Scroll the Main Menu to "Library Shelves." Click and scroll again to "Library Shelves." Scroll down to "Tales From An Old Sea Dog."

Each item of the menu has explanatory subject matter. All or a part of any story may be re-printed without charge provided appropriate author and source credit is given.

CAPT C. Wm. Bailey, USCG (Ret.)

PERKS OF BEING OVER 50

1. Kidnappers are not very interested in you.
2. In a hostage situation, you're likely to be released first.
3. No one expects you to run... anywhere.
4. People call at 9 p.m. and ask, "Did I wake you?"
5. People no longer view you as a hypochondriac.
6. There is nothing left to learn the hard way.
7. Things you buy now won't wear out.
8. You can eat dinner at 4 p.m.
9. You can almost live without sex but not your glasses.
10. You enjoy hearing about other people's operations.
11. You get into heated discussions about pension plans.
12. You sing along with elevator music.
13. Your eyes won't get much worse.
14. Your supply of brain cells is finally down to a manageable size.

Historians Want Purple Heart Stories

VAILS GATE, N.Y. - Cpl. Robert Frink was captured in Germany during the final months of World War II. He and two comrades were forced to swap uniforms with their Waffen SS captors, lined up and shot in the back of the head.

Miraculously, the bullet entered Frink's neck and exited his cheek without shearing his spine or jugular vein. He even felt a German kick him as he lay bleeding. "Believe me, I played dead!" After his captors left, Frink fled, found some Canadian troops, and was saved.

The wound earned him a Purple Heart.

Sixty-one years later, it is earning him an entry on the "Roll of Honor," a database being compiled for a museum honoring Purple Heart recipients. When the museum, the National Purple Heart Hall of Honor, opens in November, visitors will be able to search out facts and stories about soldiers wounded or killed. New York officials heading the project

think — though no one knows for sure — there are up to 1.7 million soldiers who belong on the list.

So they're putting out a call: If you or a family member has been awarded the Purple Heart, they want you.



CGCVA Secretary-Treasurer Baker Herbert presents Thomas F. Dougherty the 2006 CGCVA Scholarship at Cape May. He is the son of CPO Thomas W. Dougherty and will majoring in journalism at college this coming fall.

More precisely, they want your information for the most comprehensive list of American military sacrifice.

“Somewhere, in every family tree, this is going to hit home,” said state Parks Commissioner Bernadette Castro.

The Hall of Honor is being built at a woodsy historic site north of New York City where George Washington's army camped toward the end of the Revolutionary War. It was here in 1782 that Washington created the Badge of Military Merit, which he decreed would be “the figure of a heart in purple cloth.”

“The end of the war was coming,” said Michael Clark, manager of the New Windsor Cantonment State Historic Site. “He thought that this was an opportunity to recognize the troops before the army was disbanded and went home.”

The original badge was awarded for exceptional performance, not battle wounds. Surviving records show three sergeants received the medal, though Clark said more soldiers might have been honored.

The badge fell into disuse after the war, but was reintroduced as the Purple Heart in 1932. Thousands of World War I veterans received Purple Hearts retroactively — as did a few very old Civil War veterans. In 1942, Purple Hearts were restricted to those “wounded in action against any enemy.”

How many have been awarded, no one knows. Clark has heard of wounded World War II soldiers told to simply grab one from a box. But a tally of the wounded and dead from World War I on is about 1.7 million, most from World War II.

It's impossible to find and verify every single award. But the modest staff at the state historic site is trying. After quietly collecting information for years, parks officials in March put out a widespread plea for veterans and families to share stories and materials for hall. Clark said about 5,000 responses have come in, everything from e-mails from Iraq to packages with typed stories and sepia-tinted photos.

Ronald Vellner sent in a tiny piece of metal shrapnel that pierced his right thigh in Korea. Survivors of Frank Emberson sent in a small envelope stuffed with photos; a corner of the envelope is frayed off where a bullet caromed off his breast pocket into his arm during World War II.

The men and their stories will be included on the Roll of Honor. Clark also is coaxing wounded veterans to tell their story in front of cameras for the museum's exhibits and archives.

There's a sense of urgency because the number of surviving World War II veterans is shrinking quickly. Ironically, members of that legendarily stoic generation are providing a lot of the stories. Project workers think older veterans realize it's finally

time to talk.

Frink, for instance, barely mentioned his near-miss execution in Germany since coming home to California in 1945. Now 81, he still chokes up recalling how his two comrades who were killed. He finally wrote down his story recently and e-mailed it to a veterans' Web site.

“I've had a hard time grappling with this baggage I've been carrying around all these years,” Frink said.

“Years later, it still hurts.”

Purple Heart Hall of Honor: <http://nysparks.state.ny.us/heritage/purple-hrt.asp>.

Lightship Sailors

Are you familiar with the "Lightship Sailor" site? I just read the saddist story of the most idiotic mishandling of a "National Historic Treasure" ever to cross my eyes.

New Bedford, MA was the recipient of a freshly overhauled lightship (and the only lightship to travel 5000+ miles via the Panama Canal from west coast to MA) and was let to rot. If you want to have your stomach knot up, go to www.uscglightsailsailors.org and read about the *LV114 / WAL536*. **Dave Spencer**



Touchstone Pictures' The Guardian

If you enjoy those rare occasions when a full-length motion picture on the Coast Guard is produced, mark your calendars for 29 September. That's the release date of Touchstone Pictures' movie "The Guardian," starring Kevin Kostner, Ashton Kutcher, Neal McDonough, Melissa Sagemiller, Clancy Brown, Brian Geraghty, and Sela Ward. The PG-13 rated drama was directed by Andrew

Davis and written by Ron L. Brinkerhoff.

Story Synopsis: After losing his crew in a fatal crash, legendary Rescue Swimmer, Ben Randall (Kostner), is assigned to instructor duty at the Coast Guard's elite Rescue Swimmer school. Wrestling with the loss of his crew members, he throws himself into teaching, turning the program upside down with his unorthodox training methods. While there, he encounters a young, cocky swim champ, Jake Fischer (Kutcher), who is driven to be the best. During training, Randall helps mold Jake's character, combining his raw talent with the heart and dedication required of a Rescue Swimmer. Upon graduation, Jake follows Randall to Kodiak, AK, where they face the inherent dangers of the Bering Sea. In his initial solo rescue, Jake learns firsthand from Randall, the true meaning of heroism and sacrifice, echoing the Swimmer's motto... "So Others May Live!"

To download images from the movie and the official poster, go to: <http://www.media-file.net/bvmovies/theguardian>.

Coast Guard Museum of the Northwest

All CGCVA members and families are encouraged to visit the Coast Guard Museum of the Northwest if they are in the Seattle area. Located at USCG Base Seattle on Alaskan Way, the museum houses a myriad of artifacts, including Lyle guns, cutter, small boat and aircraft models, uniforms from the Revenue Cutter Service, Lighthouse Service (and of course the Coast Guard) and even the leather Antarctic flight suit of USCG Helicopter Pilot #7, Dave Gershowitz. Museum Director CAPT Gene Davis, USCG (Ret.) and his staff are extremely knowledgeable and make you feel right at home. The museum also has movies, scrap-books, newsletters and other media items available for viewing on-site. The Museum is normally open Mon-Wed-Fri but it's best to call ahead at (206) 217-6993.



(L to R) Former RMI Gene Kirchen, Museum Director CAPT Gene Davis, USCG (Ret.), and former BM & CG Auxiliarist Don Siedel



Major Error in Fact by the Editor

In *QD Log* Volume 21, Number 1, I mistakenly credited the wrong submitter for the article, "The Menges and the LST-18" on pages 8, 9 and 10. I should have credited **Dave Wischemann**. Very sorry for the mistake Dave, and to make it up to you here's the letter you sent me...

"You folks shot me in the foot. You have Henry G. Kehlenbeck as the author of "Menges and the LST-18" article. I presume that you are wrong. I thought that I wrote the article, but I am absolutely certain that I am writing the book entitled "From The Crew Of The LST-18." I know that that strange things happen between receipt of an article, photos, etc., so you are forgiven, but maybe somehow you young whipper snapper can clear up the situation. The remaining crew of the *LST-18* who read the *Quarterdeck Log* will think that I have 'slipped my mooring lines'. Thanks for returning my photo copies.

Dave Wischemann

(Editor's Note: I appreciate being referred to as a young whipper snapper Dave and no, you haven't slipped your mooring lines.)

CT Veterans Wartime Service Medal

The state of Connecticut has issued the "Connecticut Veterans Wartime Service Medal".

ELIGIBILITY: In order to receive the Connecticut Veterans Medal, the veteran must meet all of the following requirements:

1. Submit documentary proof of qualifying military wartime service (90 days wartime service, unless the war or operation lasted less than 90 days);
2. Submit proof of an honorable discharge from military service (or discharge due to injuries received in the line of duty) for the qualifying wartime service.

3. Submit proof that you currently are a resident of the State of Connecticut or that you were a resident at the time of your qualifying wartime service.

LIMITATIONS: Awards will not be made posthumously.

DOCUMENTATION:

1. Completed and signed application form (CTMD VM-1)

2. Proof of service during a period of war (i.e. DD Form 214 or other documentation if DD Form 214 is unavailable)

3. Proof of current residency in the State of Connecticut or proof of residency during time of qualifying service (e.g., photocopy of State of Connecticut driver's license).

Send applications and supporting documentation to: Department of Veterans' Affairs, ATTN: Wartime Medal and Registry at 287 West Street, Rocky Hill, CT 06067. Fax: (860) 721-5919. Note: Veteran groups are trying to get the Limitations changed to "All veterans who qualify"

More info and forms are available at the website: <http://www.ct.gov/ctva/>.

Salute to the Coast Guard

On 4 August, 2006, more than 100 persons gathered at College Park American Legion Post 217 to celebrate the Coast Guard's 216th birthday in the post's first-ever "Salute to the Coast Guard." The event, arranged by CGCVA member Ed Burke, included the Presentation of Colors by four members of the Coast Guard's Ceremonial Honor Guard and remarks by CDR Brian K. Penoyer of USCG Sector Baltimore. Included in the "salute" were toasts to each of the armed forces, patriotic music, a buffet and cake-cutting ceremony featuring the youngest and oldest persons in attendance. SN Edward Hodges of the USCG Ceremonial Honor Guard was the youngest at 19.

CDR Penoyer spoke about the Coast Guard's post 9-11 roles and how difficult the challenge is to safeguard domestic ports and waterfront facilities from highly sophisticated adversaries. In that regard, he asked everyone to imagine a summer night in July. Suddenly, New York Harbor is interrupted by a massive



CGCVA PNP Ed Swift (left), CDR Brian Penoyer of USCG Sector Baltimore, and PNVP Ed Burke at College Park, Md. American Legion Post #217 for the post's first-ever "Salute to the Coast Guard" on August 4th. CDR Penoyer was the guest speaker for the event.

explosion – one caused by the intentional detonation of more than two million pounds of explosives. The explosion is so massive that it actually registers over 5.0 on the Richter scale. Windows are blown out of every building in lower Manhattan and shock waves can be felt 90 miles away.

Now he says imagine that this horrific attack was in retaliation against international sanctions put in place against a country with unambiguous, declared hostile intent toward one of our closest, staunchest allies. And finally, imagine that this explosion was caused by the infiltration of a waterfront facility by foreign residents of this country, as a state-sponsored act against the United States.

Having everyone's undivided attention, he asked if the scenario sounded plausible. He said it should because 90 years earlier, on 30 July 1916, Black Tom Island, which used to lay between Liberty Island and Jersey City, literally



(Above) The Coast Guard Birthday cake at AL Post 217.

(Left) Cutting the cake was done by the youngest (SN Edward Hodges of the USCG Ceremonial Honor Guard, and the oldest (WWII veteran Jim Carruthers of AL Post 217).

disappeared from the face of the earth along with numerous barges, a large ship, and several warehouses holding two million pounds of explosives bound for Great Britain. The Statue of Liberty's torch was extensively damaged, and, as a result, tourists are no longer allowed to visit the torch section of the statue.

While there was some initial confusion as to the cause, the investigations ultimately learned that the explosion was the work of German saboteurs and the attack was probably the primary driver behind the Espionage Act of 1917. This historic legislation provides the original statutory underpinnings of the Coast Guard's authority for which today's Coast Guard is vigorously prosecuting a layered maritime security regime that extends from ports like Baltimore, Norfolk and Philadelphia across the territorial seas, the contiguous zone, our exclusive economic zone (roughly 200 miles out to sea), across the high seas, and into the ports of our partnering maritime nations.

All in all, the "Salute to the Coast Guard" was deemed a huge success and Post 217 plans to have similar ceremonies for each of the armed forces on or near their respective service anniversaries. Nice going Ed!

Send "Thank You" Cards to U.S. Troops

By going to the web site: www.letsaythanks.com, you can pick out a thank you card (all drawn by students from across the country) and Xerox Corporation will print it and send it to a U.S. serviceman or woman currently serving in Iraq. You can't pick out who gets it, but it will go to some member of the armed services. This is all FREE and takes but a few seconds.

Please consider taking the time! It's a small price to let our troops know that we support them ... AND THEY NEED TO KNOW WE DO!!! Our Association can help send hundreds of post cards to soldiers, sailors, airmen, and Marines through this effort. While our military does what they are expected to do, let us do what we know we MUST do ... and that is to support them.

A World War II Sailor's Journey

T.J.Piemonte, a World War II veteran, recently wrote a book about his experiences during that period, "A World War II Sailor's Journey: The North Atlantic To The Sea Of Japan." It is the story of one young man's wartime experiences and his desire now – over sixty years later – to reflect on those historic times and to remind us to pay tribute to all who serve their country and to honor and pray for those who do not return. Enlisting in the U.S. Coast Guard when he was seventeen years old, the author takes us with him on his journey. And now – years later – the memories are still with him. The loss of the *USS Leopold (DE-319)*, torpedoed near Iceland...sinking the German submarine *U-550*...the terrible

hurricane of 1944...the occupation of Japan...and much more. It was as though a time capsule had been cracked wide-open and the years of memories flowed freely.

The book may be ordered from the author: **T.J.Piemonte** at 9379 Mt. Pleasant Ave. D-7 Dover, NJ 07801. For more information, call (973) 361-4010 or Email: tjp25@verizon.net.

It's About Time!

After 25 years of living in the Rio Grande Valley in Texas and never seeing any local news coverage concerning the Coast Guard's birthday on August 4th – but constantly seeing and reading about all the other armed services – I finally did something about it. I read the riot act to our local newspaper and voila... the Valley Morning Star did a very nice article on the

D-Day 62nd Anniversary

PNP Al Grantham attended a D-Day 62nd Anniversary and 83-Foot Cutter Sailors Commemoration in Seattle on 6 June, 2006. USCG WWII veteran Wilfred "Bud" Eberhart was the guest speaker and guests were able to view the boat he served on during the 6/6/44 Normandy Invasion, the CG-83366, now the yacht *Tiburon*.



Wilfred "Bud" Eberhart, USCG WWII veteran of D-Day.



The Tiburon, previously CG-83366

Coast Guard's history and highlighted the crew at USCG Station South Padre Island. My personal thanks go out to Adam Sutton for his fine story and to Christy Espinosa for her exceptional photos. The article included interviews with Boatswain's Mate Jose Gonzales and me. Semper Paratus!

CPO Richard M. Frugia, USCG (Ret.)

Vietnam Trivia

On 1 January 1969, under special orders of the Dept. of the Army, 97th Military Police Battalion, RVN, nine military police personnel and five transportation personnel were assigned to Vung Ro Bay, RVN. Their mission was to release all personnel and operations of the USN "Swift" Boats (unit unknown). The operation of the military police at Vung Ro Bay was to provide security for the personnel and installation of the 854th Transportation Company, security for ships operating in the area, checking sampan water craft in the area, day and night firing missions in the hillside areas, capturing enemy soldiers, and the daily opening of Highway #1 between Vung Ro Bay and Camp Tuy Hoa. The military police personnel assigned were members of the 218th Military Police Company and their equipment consisted of two PBRs and one whaler craft, each equipped with a variety of weapons. Not sure if any CGCVA members ever came in contact with this group but wanted to let your association know about them. Thanks!

1SG John R. Carpenter, USA (Ret.)

40-Footer Restoration Project

CGCVA Member **Tony Kopke** is now in the process of restoring CG-40587, which he purchased from the Great lakes. Tony is looking for volunteers with GM-671 diesel engine experience, welders, painters and scrapers. He intends to restore the boat and use it for USCG pleasure cruises. Anyone interested can reach Tony at 9 5th Avenue in Sea Girt, NJ 08750 or call him at (201) 449-0956.

"Old Ironsides"

My wife, Patricia, and I were sitting in the Waiting Room of our family physician and I was reading the *QD Log* article about "Old Ironsides." It seemed so interesting I felt I had to read it to my wife. When I told her what I planned, she said don't bother and she then proceeded to spout nearly verbatim the entire article. I was truly awed! My wife had spent the first eight grades of school in

St. Patrick's Catholic School. In the eighth grade, one of the nuns started a series of lectures about "Old Ironsides" and one day she took the entire class to the ship for a visit. Apparently this article was one of the lectures and it really stuck with her. After reciting the entire epistle, she asked me if I had any questions. I didn't. Imagine, being married to Patricia for more than 55 years and never hearing any of this from her until that day. She is 81 years old now and says she hopes she never has to recite that factual history lesson again!

For myself, I am very proud to have served 36 months in the Coast Guard, from June 1943 to June 1946. The day I returned to the U.S., I had completed 22 months of sea duty without ever having stepped on dry land. I served as a signalman on board the *USS Kalamazoo*. **Frank G. Rosemond**

USS Hurst (DE-250)

My name is **George H. Needham** and I was born in Newark, N.J., in 1926. I joined the Coast Guard at 17 and took boot camp at Manhattan Beach, N.Y., then went to Electrician's Mate School in Groton, Ct. Following graduation, I was assigned to the *USCGC Cobb* temporarily; then it was off to Ellis Island to await a ship. I arrived at the Brooklyn Naval Shipyard and reported to the *USS Hurst (DE-250)* of Escort Division 20. The *Hurst* was one of 30 USCG-manned destroyer escorts and our assignment was convoy escort service in the North Atlantic. The *Hurst* made 24 successful crossings but I was only aboard for the last 22.

We had many scary nights while on convoy escort duty in the North Atlantic and on channel patrol between convoys. After Germany surrendered, we were transferred to the Pacific Fleet to do search and rescue of downed fliers and shipwrecked sailors.

The *Hurst* was named in honor of Ensign Edwin W. Hurst of Falls City, Neb., who was killed at the age of 32 after receiving two Distinguished Flying Crosses. It is in the Edsall Class, built in the Brown Shipyards in Houston, Texas in 1943. The ship was decommissioned in Green Cove Springs, Fla., and, after a few years of rest, transferred to the Mexican Navy in 1973. The last photo I have of the ship was taken in 2002 in Progreso, Yucatan, Mexico, and I believe she is still there.



CGCVA member Michael Hare points to the brick that bears his name at the Veterans Memorial in Ocean Pines, Md.

COAST GUARD COMBAT VETERANS ASSOCIATION

13TH REUNION/CONVENTION

Burlingame, CA

REGISTRATION FORM

16-20 April 2007

Sherator Gateway Hotel

800 Airport Blvd.

Burlingame, CA

Phone: 1-650-340-8500 * Fax: 1-650-340-0599

Room Rates: Single or Double occupancy \$68.00 plus \$9.80 tax.

Suites must be arranged through Bob Maxwell

PLEASE BOOK YOUR ROOM DIRECTLY WITH HOTEL

(Be sure to let them know you are with CGCVA)

The rates for anyone wishing to arrive early and/or depart late apply for three days before and three days after

(Please Type or Print Clearly)

Name:

Address:

City/State/Zip Code:

Phone:

Organization:

Arrival Date/Time:

Name of Guest/Spouse:

Name(s) to Appear on Badge(s):

Fees to register, Tours, Luncheons and Banquet are shown on the following page. After selection of the activities you are to attend, fill in the corresponding amounts and total them.

Send this page and the page with your Tour/Meal selections, along with your check, to:

E. P. "ED" BURKE, LM
17728 STRILEY DRIVE
ASHTON, MD 20861-9763
(301) 924-3727

Registration/Tour/Lunch/Banquet

Reservation Form

CGCVA Registration:

EARLY: (Rec'd By 3/15/07)

\$15.00 per person, \$27.50 Couple

LATE: (Rec'd After 3/15/07)

\$17.50 per person, \$32.50 Couple

NO EXCEPTIONS

		Total
Registration Fee (See Above)	Single: _____ Couple: _____	_____

<u>TOURS:</u>	<u>Cost</u>	<u>How Many?</u>	
----------------------	--------------------	-------------------------	--

<u>Tuesday, April 17</u>	<u>\$30.00ea X</u>	_____	= _____
Bus trip to Coast Guard Island, Alameda, CA @ 8:30 a.m. with return to hotel by 4:00 p.m. Includes lunch at Base.			

<u>Thursday, April 19</u>	<u>\$25.00ea X</u>	_____	= _____
Tour of San Francisco, Golden Gate Park, Ocean Beach & Fisherman's Wharf with return to hotel by 4:00 p.m.			

<u>Wednesday, April 18 11:30 a.m.</u>	<u>\$16.00ea X</u>	_____	= _____
CGCVA Business Meeting & Lunch (Add \$2.00 after 3/15/07)			

<u>Wednesday, April 18 11:30 a.m.</u>	<u>\$15.00ea X</u>	_____	= _____
CGCVA Auxiliary Friendship Lunch (Add \$2.00 after 3/15/07)			

<u>Friday, April 20</u>	<u>\$30.00ea X</u>	_____	= _____
Cocktail Hour 6:00 p.m. (Cash Bar)			
Awards Banquet 7:00 p.m. (Add \$2.00 after 3/15/07)			

Poultry: _____ Beef: _____

TOTAL AMOUNT ENCLOSED: \$ _____

Make checks payable to: CGCOMVETS

(If you have dietary requirements, advise Bob Maxwell upon arrival)

SHERATON AIRPORT HOTEL BURLINGAME, CA

Itinerary

- Sunday,
15 April** 4:00 p.m. Board Meeting of CGCVA Officers, Trustee's and Appointee's with dinner to follow.
- Monday,
16 April** 9:30 a.m. Hospitality Room Registration/Info Desk Open until 2:45p.m.
3:00 p.m. Opening Ceremony. Hospitality Room open following Opening Ceremony.
- Tuesday,
17 April** 8:00 to 8:30 a.m. Load Bus for tour to Coast Guard Island, Alameda. 8:30 a.m. Bus Departs hotel to return at 4:00 p.m.
9:30 a.m. Hospitality Room Registration/Info Desk Open
- Wednesday,
18 April** 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.
- Thursday,
19 April** 8:00 to 8:30 a.m. Load Bus for SF Tour. 8:30 am Bus departs to return at 4:00 p.m.
9:30 a.m. Hospitality Room open all day.
- Friday,
20 April** 9:30 a.m. Hospitality Room Open
11:00 a.m. Air/Sea Rescue Drill on Bay, within walking distance from Hotel.
6:00 p.m. No Host Cocktail Hour
7:00 p.m. Awards Banquet
Hospitality Room open after banquet.

Upon your arrival at the Sheraton Gateway Hotel, be sure to check the times of the events and tours as they are subject to change.

General Information for Members & Visiting Associations

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 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, send Fax or leave message and Ed will get back to you. **Please, accomplish this prior to arrival at the Sheraton Gateway. Give Bob or Ed time to accomplish your request.**

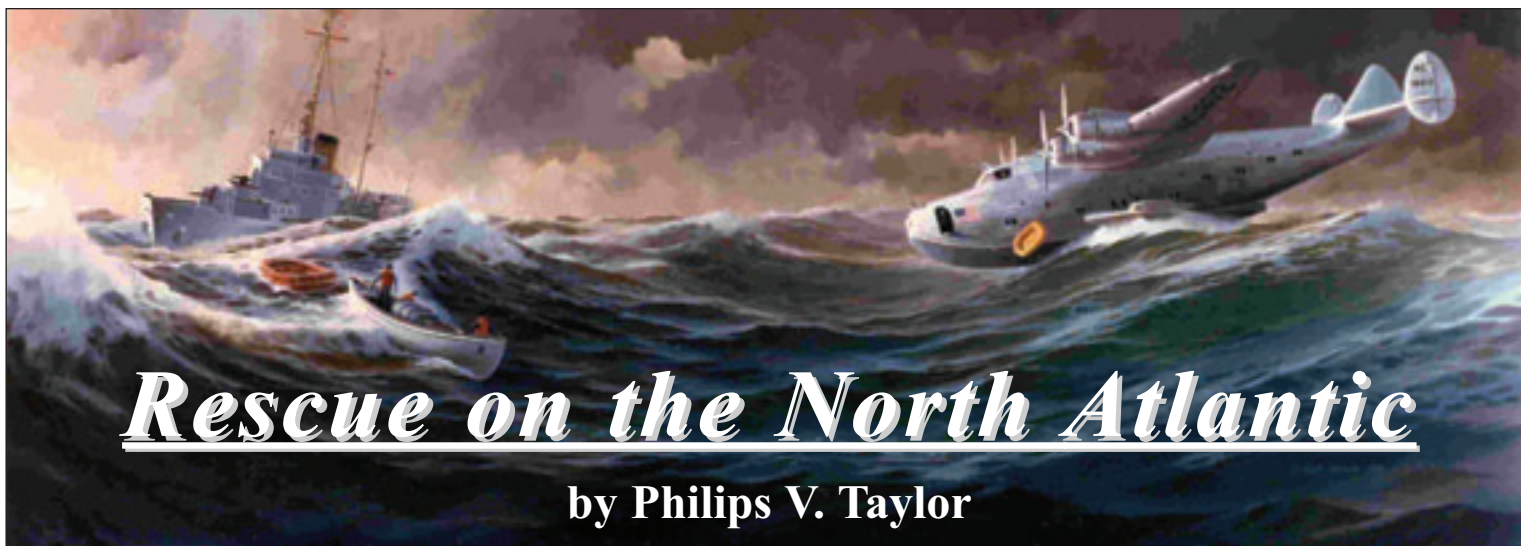
All attendee's that require Handicap Accommodations must notify hotel when registering. R/V parking is available for self-contained units at a nominal fee. (Check w/hotel, you must register)

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 the same. Requests for refunds of all payments will be honored for compelling reasons if they are received by **March 15, 2007**. 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 \$20.00 administrative fee. Please be advised that when we pay the bills based on the registrations received, we cannot refund that money as it has been spent whether or not you have shown up.**



Rescue on the North Atlantic

by Philips V. Taylor

I had made several weather patrols to the North Atlantic on the USCGC's *Ponchatrain* and *Bibb*, nearly every one in very stormy weather. Most of the patrols were uneventful until the Ocean Station Charlie patrol aboard *Bibb* on October 14-15, 1947.

My duty station as a machinist mate on *Bibb* was in the engine room where I stood four-hour watches, mainly handling the throttles on both engines – a very routine job but one that I enjoyed. Little did I know how busy we would be those two days in October, rescuing passengers from a 42-ton flying boat named *Bermuda Sky Queen*, that ran out of fuel on her way from Ireland to New York.

On October 14th I reported for watch duty at 0345, checked on the operating machinery and assumed the watch. We soon received notice from the bridge to “make ready for maneuvering” so we changed turbine nozzles for more responsive speed but less efficiency from the steam engines.

At this time the weather outside was blowing up a fresh gale and the seas were building, but it was no different than previous conditions we had experienced. We called the fire room and told them of the possible forthcoming maneuvering and they changed boiler burner tips to larger sizes so extra steam would be available.

It was about 0600 when we learned that an aircraft had been in radio contact with us requesting weather and winds aloft, information which was basically routine for *Bibb* to provide, as that was

one of the routine procedures that transcontinental aircraft made as they passed overhead at mid-Atlantic. It was to be learned later that this particular aircraft was at that time some 300 miles to the west of *Bibb* and running low on fuel due to heavy headwinds encountered during its crossing. Still, they received our weather data, waited for clearing skies so they could get a fix on their position and check on their over the ground air speed. The pilot, Charles Martin, made new calculations with the new position fix and realized he had only been doing about 60 knots. He was at the point of deciding whether he should fly to the *Bibb*'s position or try for Gander, Newfoundland. He opted for a rendezvous with *Bibb*, along with his passenger manifest of 69 people, including his crew of seven.

I completed my watch at 0745 and went immediately to the quarterdeck. The *Bibb* was then making about 15 knots to help calm the 30-foot seas that had been building during the night. I learned later that the pilot was asked if he wanted the *Bibb* to pump diesel fuel to help calm the seas but Martin didn't think it would help.

I completed my watch at 0745 and went immediately to the quarterdeck. The *Bibb* was then making about 15 knots to help calm the 30-foot seas that had been building during the night. I learned later that the pilot was asked if he wanted the *Bibb* to pump diesel fuel to help calm the seas but Martin didn't think it would help.

Standing on the pitching deck, the huge four-engine 42-ton *Bermuda Sky Queen* was visible around 1000 feet as it circled around us, looking for a spot to put down. Just like that, she was down! The pilot seemed to have picked out a large crest of a wave and went into a stall, dropping the aircraft on the wave, then rode it through the trough and back up about a quarter mile off our port beam. All of the aircraft's engines remained running so he taxied into our lee, then shut



PO3/c Philips Van Campen Taylor (left) aboard CGC *Ponchatrain* in *Argentia*, Newfoundland with ship-mate Bill Thompson.



The Bermuda Sky Queen

down the engines. It was quite a sight!

Suddenly the distance between the aircraft and the cutter started to close. I moved to the fantail as I saw the starboard wing head for our mast and stack while the port wing was going in the direction of our bow. Meanwhile, the *Bibb* was rolling some 30 degrees and as the plane moved towards us it was obvious that the aircraft and cutter would collide, which they did. As the plane's bow went down into a trough and started back up again, the *Bibb* started a roll to port with the wing of the bridge coming down on the starboard bow of the

plane. The cutter's propellers had started turning seconds earlier but we couldn't pull away fast enough. I think some of our catwalk to the weather deck was damaged, as well as damage to the aircraft.

Meanwhile, planning had started as to how to rescue the passengers with such terrible weather conditions. We could not tow the plane, let alone even get a line on her because of the wind and seas. The passengers were seasick, worried and begging for help to get them off the plane before it sank. I understood that the plane's sinking was a distinct possibility if her



Crewmen from the Bibb row toward the Bermuda Sky Queen



Magazine cover of the July 1950 issue of The Atlantic featured a story of the Bibb's Bermuda Sky Queen rescue by CGC Bibb commanding officer CAPT Paul B. Cronk.

flotation system had been exposed to the seas when she collided with the *Bibb*. I recall Boeing engineers telling our captain that if the *Bermuda Sky Queen's* skin had been punctured, the plane could start to lose buoyancy within 18 hours.

It was about 1600 when it was reported that the aircraft was taking on water and its tail section was coming loose. During the day, the *Bibb* had made several practice runs on the aircraft, and this, along with the strategy discussions during the day between our skipper, Captain Cronk, and Captain Martin, resulted in a decision that three men from the *Bermuda Sky Queen* were going to test the feasibility of inflating a three-man liferaft from the aircraft. They would then jump into the sea, climb into the raft and try to row it to the cutter. It worked! They made it to the *Bibb* which brought elation and hope to all of the plane's passengers and *Bibb's* crew.

As night began to fall, a 15-man rubber raft was inflated on deck by the *Bibb* crew using the ship's compressed air. The plan was to tow the raft to the plane using the cutter's 26-foot motor surfboat, then secure the raft to the seaplane and make several trips bringing passengers to the *Bibb*.

While back on engine room watch, we were out straight with engine order telegraph orders from the bridge. The *Bibb* was now in full swing using the 15-man raft and motor surfboat retrieving passengers in 30-foot seas. Wind velocity had increased to 40-45 knots but we were all joyous that the surfboat and rubber raft procedure was the winning strategy in saving the people.

Chief Warrant Officer Lindall Hall came down to the engine room after having made several trips with the motor surfboat. He looked pale and his leg had been injured. He relieved me on the throttles and ordered me to take his place in the surfboat. I went up to the port side and saw the diesel surfboat in a semi-lowered position. The 2-1/2 ton craft was made for use in surf, not to be launched easily with a vessel rolling some forty degrees! I had a signaling light in my hand so I jumped into the surfboat with Lieutenant Hall at the tiller and two other crewmen. We grabbed the frapping lines for security as the deck crew let go the fore and aft lines. We were now afloat, scrambling to release the pelican hooks and follow the ship's search light into the darkness. I had the diesel engine at full throttle

and LT Hall had all he could handle heading us into the wind towards the aircraft.

Alongside the aircraft we found the 15-man raft but it was adrift, not tethered to the plane. I could see that one compartment of the raft was deflated, perhaps punctured by the hysterical women that were now leaving the raft to climb aboard our boat, which was now down to its gunwales and washed by the huge waves. Suddenly, the diesel engine speed wasn't keeping our boat into the waves. I looked into the engine compartment and saw that the universal shaft was broken, leaving us with no control of the boat. I think we ran afoul of the sea painter that may have been used to secure the raft to the plane. Now, with our buoyancy tanks nearly filled, we were sinking. I recall getting into the raft with some women while LT Hall tried to keep us all into the waves and save us from broaching. The

15 women managed to stay together as we all clung to each other. I shouted to the group to hold onto each other and that we would all get picked up by the ship.

In the meantime, Captain Cronk sighted us with the ship's searchlight and maneuvered the *Bibb* downwind to us. A heaving line was thrown and the monkey's fist at the end hit me in the forehead, a blow that didn't bother me at the time but hurt later. Next, we were along the port side of the *Bibb* with rescue swimmers jumping off the cutter's cargo nets into the water to get the women passengers. It was pandemonium with human lives hanging in the balance but all were saved from this trip. Since one of my duties was to record sea water temperature on our main cooling sea chest water to condense steam, I recall the sea water temperature was 42-degrees. I assume that some degree of hypothermia had set in among all of the exposed passengers but thanks to the planning of the operation, exposure time in the ocean water was limited.

The next day we had more passengers to remove but we had much calmer seas. I was ordered to take the captain's gig over to the aircraft for more passengers while, at the same time, the *Bibb's* pulling boat was launched, making a concur-



Determined to be a menace to navigation, the downed Bermuda Sky Queen was riddled with gunfire from the Bibb, caught fire and sank.

rent effort to get all the people and conclude a no-loss rescue effort.

I took two more survivors on board, one of which I noted had a brief case attached to his wrist. I figured he was probably a diplomat and I remembered him for two reasons. As I pulled him on board, his body hit the control panel to the engine, stopping the diesel engine. I didn't realize what had happened so I got busy checking the engine only to hear the voice of our chief engineer, Mr. Webb, over the megaphone. He was lambasting me for not checking the fuel, etc. Now I noticed that Captain Cronk had signal flags hoisted to get me to hurry up and I found the problem quickly. The diplomat had hit the shut-off control (solenoid) that shut down the engine. Later, I learned this man was the father of Gordon Ritchie, who was a four-year-old boy passenger who had been rescued with his mother the previous day.

It was decided to sink the *Bermuda Sky Queen* as she posed a menace to navigation so we circled her and shot her up with gunfire. I noticed that Captain Martin, the plane's pilot, sadly watched on the port side of the fantail as Gunner's Mate Peterson pumped tracers into the aircraft. It was a sad moment for all. The aircraft did not explode as the bullets penetrated her hull – only black smoke was initially visible, then her tail section broke off and we departed the scene. The *Bermuda Sky Queen* sank at position 52 degrees, 45 minutes North, 35 degrees, 30 minutes West.

It was about 1300 on October 15 as we set our course for Argentina, Newfoundland, our fueling and supply base. We then had a course change and, after several hours cruising at standard speed, we were ordered to proceed to Boston, our homeport.

During our trip to Boston, an air drop by parachute was made to the *Bibb*. The pulling boat was again put to use in retrieving the drop which contained clothing, medical supplies, and even sanitary napkins for the female survivors.

Upon our arrival into Boston Harbor, we were assigned the quarantine station where local health officials reviewed the

passenger list, then, after about an hour or so, we berthed at Constitution Wharf. We were met by a band playing, the Mayor of Boston coming on board, and a dock full of people gathering to greet the passengers and *Bibb* crew. Because it was Sunday, stores like Jordan Marsh & Filene's opened their doors so the survivors could purchase clothing. The Red Cross had their people there to help make flight and travel arrangements, which was received well by all.



Author Philips Taylor with his wife, Jossy, and daughter, Kristen, in May 2005. Philips succumbed to leukemia in June 2006.

On October 29, a testimonial to officers and crew was held in the main ballroom of the Copley Plaza. Speakers included Hon. Edward Foley, Asst. Secretary of the Treasury, and Rear Admiral Merlin O'Neill, Asst. Commandant, USCG. Later, presentations of citations and medals were made in Washington, D.C. and aboard the *Bibb* in Boston.

Editor's Note: While the above story was a first-person account by a Coast Guardsman who played a significant role in the successful rescue of all passengers and crew from the Bermuda Sky Queen, author Philips Taylor did not dwell on his heroic personal actions in telling the story. The facts however, indicate that he did play a very heroic role and he was subsequently awarded the Silver Life Saving Medal and other awards for his actions. Unfortunately, on 13 June 2006, CGCVA Honored Member Philips V. Taylor crossed the bar, losing his battle with leukemia. His "Rescue on the North Atlantic" story was recently submitted by his daughter Kristin who said her father was very proud of his role in the rescue, and often told her it was the most successful thing he had ever done. According to Kristen, education was very important to her father and he made sure that she attended college. Kristen says her father often gave her advice about education and life, and was an inspiration to her.

Iwo Jima Memorial

Each year I am hired to go to Washington, DC, with the eighth grade class from Clinton, WI. where I grew up, to videotape their trip. I greatly enjoy visiting our nation's capitol, and each year I take some special memories back with me. This fall's trip was especially memorable.

On the last night of our trip, we stopped at the Iwo Jima memorial. This memorial is the largest bronze statue in the world and depicts one of the most famous photographs in history — that of the six brave soldiers raising the American Flag at the top of a rocky hill on the island of Iwo Jima, Japan, during WW II.

Over one hundred students and chaperones piled off the buses and headed towards the memorial. I noticed a solitary figure at the base of the statue, and as I got closer he asked, "Where are you guys from?"

I told him that we were from Wisconsin. "Hey, I'm a cheese head, too! Come gather around, Cheese heads, and I will tell you a story."

(James Bradley just happened to be in Washington, DC, to speak at the memorial the following day. He was there that night to say good night to his dad, who has since passed

away. He was just about to leave when he saw the buses pull up. I videotaped him as he spoke to us, and received his permission to share what he said from my videotape. It is one thing to tour the incredible monuments filled with history in Washington, D.C., but it is quite another to get the kind of insight we received that night.)

When all had gathered around, he reverently began to speak. (Here are his words that night.)

"My name is James Bradley and I'm from Antigo, Wisconsin. My dad is on that statue, and I just wrote a book called "Flags of Our Fathers" which is #5 on the New York Times Best Seller list right now. It is the story of the six boys you see behind me.

"Six boys raised the flag. The first guy putting the pole in the ground is Harlon Block. Harlon was an all-state football player. He enlisted in the Marine Corps with all the senior members of his football team. They were off to play another type of game. A game called "War." But it didn't turn out to be a game.

Harlon, at the age of 21, died with his intestines in his hands. I don't say that to gross you out, I say that because there are people who stand in front of this statue and talk about the glory of war. You guys need to know that most of the boys in Iwo Jima were 17, 18, and 19 years old.

(He pointed to the statue) "You see this next guy? That's Rene Gagnon from New Hampshire. If you took Rene's helmet off at the moment this photo was taken and looked in the webbing of that helmet, you would find a photograph... a photograph of his girlfriend. Rene put that in there for protection because he was scared. He was 18 years old. Boys won the battle of Iwo Jima. Boys. Not old men.

"The next guy here, the third guy in this tableau, was

Sergeant Mike Strank. Mike is my hero. He was the hero of all these guys. They called him the “old man” because he was so old. He was already 24. When Mike would motivate his boys in training camp, he didn't say, ‘Let's go kill some Japanese’ or ‘Let's die for our country.’ He knew he was talking to little boys. Instead he would say, ‘You do what I say, and I'll get you home to your mothers.’

“The last guy on this side of the statue is Ira Hayes, a Pima Indian from Arizona. Ira Hayes walked off Iwo Jima. He went into the White House with my dad. President Truman told him, ‘You're a hero.’ He told reporters, ‘How can I feel like a hero! when 250 of my buddies hit the island with me and only 27 of us walked off alive?’ So you take your class at school, 250 of you spending a year together having fun, doing everything together. Then all 250 of you hit the beach, but only 27 of your classmates walk off alive. That was Ira Hayes. He had images of horror in his mind. Ira Hayes died dead drunk, face down at the age of 32... ten years after this picture was taken.

“The next guy, going around the statue, is Franklin Sousley from Hilltop, Kentucky. A fun-lovin' hillbilly boy. His best friend, who is now 70, told me, ‘Yeah, you know, we took two cows up on the porch of the Hilltop General Store. Then we strung wire across the stairs so the cows couldn't get down. Then we fed them Epsom salts. Those cows crapped all night. Yes, he was a fun-lovin' hillbilly boy. Franklin died on Iwo Jima at the age of 19. When the telegram came to tell his mother that he was dead, it went to the Hilltop General Store. A barefoot boy ran that telegram up to his mother's farm. The neighbors could hear her scream all night and into the morning. The neighbors lived a quarter of a mile away.

“The next guy, as we continue to go around the statue, is my dad, John Bradley from Antigo, Wisconsin, where I was raised. My dad lived until 1994, but he would never give interviews. When Walter Cronkite's producers, or the New York Times would call, we were trained as little kids to say, ‘No, I'm sorry, sir, my dad's not here. He is in Canada fishing. No, there is no phone there, sir. No, we don't know when he is coming back.’ My dad never fished or even went to Canada. Usually, he was sitting there right at the table eating his Campbell's soup. But we had to tell the press that he was out fishing. He didn't want to talk to the press.

“You see, my dad didn't see himself as a hero. Everyone thinks these guys are heroes, 'cause they are in a photo and on a monument. My dad knew better. He was a medic. John Bradley from Wisconsin was a caregiver. In Iwo Jima he probably held over 200 boys as they died. And when boys died in Iwo Jima, they writhed and screamed in pain.



“When I was a little boy, my third grade teacher told me that my dad was a hero. When I went home and told my dad that, he looked at me and said, ‘I want you always to remember that the heroes of Iwo Jima are the guys who did not come back. Did NOT come back.’”

“So that's the story about six nice young boys. Three died on Iwo Jima, and three came back as national heroes. Overall, 7,000 boys died on Iwo Jima in the worst battle in the history of the Marine Corps. My voice is giving out, so I will end here. Thank you for your time.”

Suddenly, the monument wasn't just a big old piece of metal with a flag sticking out of the top. It came to life before our eyes with the heartfelt words of a son who did indeed have a father who was a hero. Maybe not a hero for the reasons most people would believe, but a hero nonetheless.

Editor's Notes: The first flag that was raised on Mt. Suribachi was from one of the Coast Guard-manned vessels involved in the invasion but that flag was deemed to small so a larger flag was used for the famous photo. Recently, Joe Rosenthal, the Pulitzer Prize-winning photographer who shot the famous Iwo Jima picture, passed away at the age of 94. Each of the six figures on the memorial stands 32-feet high and it is the world's tallest bronze statue. There is a legend that if you look close enough at the hands of the men on the statue, then from a certain angle, it appears that there is a thirteenth hand. While many dismiss this, others firmly believe that the sculptor included the hand in the design to represent the hand of God.

Coast Guard Photographs

As a retired Coast Guardsman with over 20 years service, it is my hope that my website: www.coastguardpics.com, will be of benefit to those searching for older historical photos of major maritime disasters or USCG related photos. Unless otherwise indicated, all photographs are in the public domain.

If you have a photo of a maritime-related incident involving the USCG or a photo of an older USCG cutter that you would like me to share on this site, please send it to me as an e-mail attachment (300 dpi is preferred) with a brief description and date. Please note that all photos submitted must be within the public domain or released by the copyright owner. You must indicate this in your e-mail. Appropriate credit will be attributed to you if used. Absolutely no exceptions.

What you will see on this site are photographs of older shiping disasters, some rare photos of U.S. Revenue Cutters, never before published photos of the *USRC Bear* and older USCG cutters and aircraft. What you won't see are annoying

pop-ups, fancy flash presentations or glitzy animations. Please bear with me as it will take several weeks to add all the photographs that I have in my collection. Check back often as this site will be continually updated.

I hope you enjoy this site and find it easy to navigate around. I welcome your comments and suggestions and ALL mail will be answered. Please take a moment to sign the guest-book on the “contact us” page.

Dick Levesque

Alert (WSC-127) — Oldest Operational ex-USCG Cutter to celebrate 80th birthday

In the 1920's, the U.S. government was actively involved with the enforcement of Prohibition, also known as the Volstead Act. During that period, the manufacture, sale and consumption of alcoholic beverages was illegal. To assist with the capture and arrest of liquor smugglers operating on the U.S. coastline, President Calvin Coolidge ordered the construction of 33 new Coast Guard cutters.

Construction began in 1926, and, on 30 November 1926, the *Alert* was launched. On 27 January 1927, the *Alert* was commissioned in the USCG and its first duty station was Boston, Mass., operating out of the Boston Navy Yard. The cutter was a member of Unit One, Offshore Patrol Force, a Prohibition enforcement unit.

In November of 1928, the *Alert* was ordered to proceed to the West Coast, steaming with the cutters *Bonham*, *Ewing*, *Morris* and *McLane*, and arriving in Oakland, Calif., on 5 January 1929, where she continued to perform Prohibition enforcement duties.

In May of 1931, the *Alert* was ordered to Ketchikan, Alaska and assigned to Bering Sea patrol duty. Following the attack on Pearl Harbor, she was assigned to the Navy, conducting submarine patrols and other war related activities along the West Coast. After the war, and back with the USCG, the *Alert* moved from its homeport in Alameda to Morrow Bay, and eventually to San Diego. The *Alert* was decommissioned by the USCG after 42 years of service on 10 January 1969.

Today, the *Alert* is the only operable survivor of the Active Class of cutters and, on 30 November 2006, will celebrate its 80th birthday. The *Alert* was purchased from the USCG in 1969 by Highland Film Laboratories, Inc., and remained very active in

San Francisco Bay maritime activities, utilized by Sea Scouts for training purposes with occasional appearances in the news, television shows and in movies. Since 1990, the *Alert* sat unused and many of her systems became inoperable. In early 2005, the Cutter Alert Preservation Team, Inc., a non-profit corporation, was formed and took over ownership of the ship. After 18 months of overdue maintenance, *Alert* returned to duty as an operational ship.

The *Alert's* original Winton diesel engines were replaced in 1942 by the U.S. Navy with twin 400hp GM 268a 2-cycle diesels, which she uses to this day. The Navy also installed a submarine gyroscope, which is also in use. Many of her other systems and equipment are original to 1926, including the 32vdc electrical system and generator control board, lighting, Hyde windlass, brick-lined diesel stove, hot and cold fresh water plumbing, rudder controls and engine order telegraph.

According to the USCG Historian's Office, the *Alert* is the oldest engine powered ex-U.S. military combat ship in operating condition in the world. The *Alert* is also the oldest originally configured ex-USCG cutter afloat.

Presently, the *Alert's* non-profit corporation is actively engaged in locating a permanent home for the ship. To learn more about the Active class of cutters and their great history, go to: www.pinebeltpublishing.com for information on the recently published book “Rumrunners, U-boats & Hurricanes” by Bryan Galecki. Two sister ships of the *Alert*, the *Bedloe* and *Jackson*, while attempting to reach a Victory ship torpedoed by a U-boat off the East Coast of the U.S. in September of 1944, were caught in a monstrous hurricane and sunk with loss of life. The book is a gripping tale of historic events and human survival, and includes a complete and detailed history of the Active Class of cutters with references to and photographs of the *Alert*.

For more information, contact: rbharris@hal-pc.org or call **Mike Stone** at (360) 751-1200. **Paul Vasterling**



USCGC Alert (WSC-127)

100,000 Disabled Retirees Due Back Pay

by Tom Philpott | July 14, 2006

Retired Army SSgt. Daniel F. Purinton, 71, has argued for almost two years that the Department of Veterans Affairs owes him an additional \$8044.

Purinton said the underpayment occurred as DoD and VA officials implemented a complex series of laws, starting in 2003, to end for many retirees the ban on “concurrent receipt” of both military retirement and VA disability compensation.

Purinton is right, but he also is far from alone. Back pay is owed to roughly 20,000 recipients of Combat-Related Special Compensation (CRSC) and 78,000 recipients of Concurrent Retirement and Disability Pay (CRDP). Total back pay owed is said to be in the hundreds of millions of dollars.

Within the next two weeks, Defense officials hope to resolve final details with the VA on how their underpayments will be calculated, how processing costs will be shared between departments, how retirees will be notified and when most of these retirees can expect to be paid.

Most of the payments have to be calculated manually, rather than by computer, so it could take six months for retirees to be fully compensated, officials explained in draft press release recently shared with Purinton.

Those eligible for back pay have combat-related injuries and illnesses, or service-connected disabilities that the VA rates as at least 50 percent disabling. All of them also had military careers of lasting 20 years or longer.

The delay in fully compensating these retirees can be blamed in part on the twisted path Congress choose for bringing some disabled military retirees relief from the century-old ban on current receipt.

The ban requires that retirees who receive tax-free VA disability compensation accept a matching reduction in taxable retired pay. The dollar-for-dollar offset remains in effect today for retirees with non-combat disabilities of 40 percent or less. Also left out of recent law changes are veterans forced by their disabilities to retire short of 20-year careers.

A total of 222,000 military retirees, however, have seen their incomes climb as a result of CRSC, CRDP or both. Almost half of them, whether they know it or not, are owed more, in some cases thousands of dollars.

CRSC took effect June 1, 2003. Early payments were limited to active duty retirees who applied and were found to have combat-related disabilities of at least 60 percent, or disabilities of at least 10 percent for which they received the Purple Heart. Eligibility was expanded on Jan. 1, 2004, to retirees having any combat-related disability including reserve retirees.

CRDP, which took effect Jan. 1, 2004, is payable to 20-year retirees with disabilities rated at least 50 percent but not tied to combat. CRDP payments are being phased in and will end the

retired pay offset for seriously disabled by retirees by 2014. The size of the reduction varies by level of disability. Changes for 2005 and 2006 will end the retired pay offset faster for the most seriously disabled retirees.

Dealing with the complexity of CRSC, CRDP, military retirement and VA compensation has stressed the VA and the Defense Finance and Accounting Service (DFAS) and frustrated some retirees. The experience of Purinton, from Flushing, N.Y., might be typical.

In July 2003, after Congress enacted CRSC, Purinton applied to the VA for a service-connect disability for his prostate cancer. He had served a year in Vietnam. His illness was presumed to be related to wartime exposure to the defoliant Agent Orange. In November 2003, Purinton was found 100-percent disabled and awarded disability compensation retroactive to July.

The VA, however, withheld some of the retroactive payment, enough to equal military retired pay Purinton had received since July. That made sense, Purinton said, because the ban on concurrent receipt still applied.

All that Purinton needed to do at that point was to declare on his 2003 tax return that retired pay received since July should be treated as tax exempt, like the VA compensation previously withheld.

But in December 2003, Purinton used his VA disability rating to apply for CRSC. Payment was approved in February 2004. CRSC, in effect, replaced monthly retired pay lost to the ban on concurrent receipt. But CRSC is tax exempt. In addition, Purinton continued to draw tax-free VA compensation.

All of that was fine. But CRSC eligibility was retroactive to July 2003. That means the VA owes Purinton the money it withheld from that retroactive payment of disability compensation. The ban on concurrent receipt applies only to military retirement, not CRSC.

“I’m due that money because anytime you’re eligible for CRSC and VA 100 percent [compensation] you’re supposed to get both, and with no deduction,” Purinton said.

When VA officials rejected the claim, Purinton turned to Rep. Carolyn Maloney (D-N.Y.) who asked the Defense Department for an explanation. In November 2004, Air Force Col. Virginia Penrod, director of DoD military compensation, said DFAS was working with the VA to “rewrite” procedures so retirees are paid in full. Eighteen months later — more than three years after CRSC began — the process of payment is almost ready, an official said.

In making his case to DoD and the VA, Purinton said he got help from fellow retirees, including Army Lt. Col. Jerry Fleming, another victim of Agent Orange, and Air Force Col. Win Reiter, a founder of VetsPac.com, a lobby group that helps retirees through the labyrinth of concurrent receipt law.

Fleming, who has led online discussions of the CRSC back-pay issue for years, said some combat-disabled retirees, sadly,

will not live to see the money. Others, when paid, will have waited nearly four years, he said.

Credit Where Credit's Due

The following is an excerpt from a letter sent by Mayor Jay Arend of the City of Bonita Springs to the Editor of the Bonita Daily News:

“I want to thank you for your great coverage of all the events in Bonita Springs during the 4th of July celebration. However, there was one great story that took place there that I saw no coverage of at all. During a music break on stage, six belated military medals were presented to WWII veteran Joseph Twomey for his heroic efforts in the Navy during that conflict.”

“The receiving of these medals was done by the effort of one Chief T.J. “Huck” Huckelberry, USCG (Ret.), Service Officer for the Coast Guard Combat Veterans Association. Huck has dedicated his time to making sure that any veterans in this area that are entitled to medals will get them. This requires much time, miles of travel and research to make sure everything is done professionally. Many of us got our patriotism by living at the time of

World war II and what a pleasure this was for the many people who were able to witness this presentation at the 4th of July celebration.”

Nice going Huck!



CGCVA life member Tanney Oberg greets Secretary of Homeland Security, the Hon. Michael Chertoff, following the Coast Guard Change of Command ceremony in Washington, D.C.

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.

All Gave Some, Some Gave All

(continued from page 3)

McKenney read about Bruckenthal's death in a Coast Guard publication. He decided to change his plans, and take action. Originally, he wanted to establish a memorial for Coast Guardsmen killed in Vietnam. Instead, he decided to erect two memorials, one to those killed in Vietnam, and one to Bruckenthal.

The memorial is located on eight acres behind McKenney's home. Work began last April. The memorial consists of a flagpole in between two bronze plaques mounted on two stone monuments. The tablet remembering Bruckenthal reads: "If you are a terror to many, then beware of many." The Vietnam memorial reads: "All gave some, some gave all."

In addition, McKenney has willed his house to the Coast Guard. He wants it to be used for housing, and for rest and recreation.

"I wanted to put it to good use," he explained.

The crew of the old *Point Welcome* were invited to the dedication ceremony and there was a fly-over by a Coast Guard Falcon jet. The actual dedication event was for Coast Guard personnel, their families and dignitaries only.

McKenney plans to open the memorial for public visitation on a regular basis at a later date.

McKenney's wife, Betsy, supports her husband's efforts. "It needed to be done for him so he can come to terms with what happened 40 years ago," she said. "I think it's going to help him come to peace a little more. I don't like the word 'closure,' because you never come to closure with it."

As he made final preparations for the dedication ceremony, McKenney said, "I've thought about what I'm going to say, I'll probably say, 'If I have to describe heaven, it's right



Members of a Colonial-era reenactment group fire a volley during the dedication ceremony. (photo by Merrily Lunsford, Harwich Oracle)



"For 40 years I haven't been able to forget. You never forget someone dying alongside you," said McKenney, holding the Purple Heart he received from his service in the Vietnam War. (photo by Merrily Lunsford, Harwich Oracle)



“If I have to describe heaven, it’s right here, right now,” said McKenney as the dedication ceremony came to a close. (photo by Merrily Lunsford, Harwich Oracle)

here, right now.” That being eight acres near the Herring River, surrounded by his shipmates. Douglas Karlson

The Cape Codder/dkarlson@cnc.com

(Editor’s Note): CGCVA member MCPO Mark “Mac” McKenney, USCG (Ret.) officially decreed roughly eight acres of land in West Harwich, MA, including a main house and two apartment buildings, to the U.S. Coast Guard to be used for USCG Morale, Welfare and Recreation (MWR) purposes on 11 August 2006. The same day, two plaques were unveiled. One honored the seven Coast Guardsmen killed during the Vietnam War, including LT Jack Rittichier, FN Heriberto Hernandez, CPO Morris Beeson, PO1 Michael Painter, and LTJG Michael Kirkpatrick, in addition to Brostrom and Phillips. The second plaque honors DC3 Nathan Bruckenthal, along with two U.S. Navy sailors, who were killed in a suicide attack on 24 April 2004 while serving in Operation Iraqi Freedom.

Representatives from the First Coast Guard District, USCG Sector Southeast New England, USCG Air Station Cape Cod, and USCG Station Chatham participated in the dedication ceremony. About 8,000 Coast Guard members served in Southeast Asia from 1965-1975, and the Coast



Guard currently has members deployed around the world in support of the Global War on Terrorism.

Bravo Zulu Mac for a wonderful gesture to the Coast Guard. Your kindness will be remembered by all who visit the West Harwich site!

(Left) The memorial listing the names of the seven Coast Guardsmen killed during the Vietnam conflict and photos of McKenney’s two shipmates from the CGC Point Welcome, LTJG David Brostrom and EN2 Jerry Phillips, the first two Coast Guard casualties in Vietnam. (photo by Merrily Lunsford, Harwich Oracle)



A Coast Guard HU-25 “Falcon” jet flies over the McKenney property at the end of the dedication ceremony. (photo by Merrily Lunsford, Harwich Oracle)

*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. 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'; 378'; 311'; 270'; and 210' Classes; and USCGC Mackinaw (WAGB-83). Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. **\$7.00** 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 PINS: Pewter Yellow Ribbon surrounding USCG Emblem. \$5.00. Pewter Yellow Ribbon surrounding Coast Guard Combat Veterans Association Emblem. \$5.00.

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**. "Hooligan Sailor" by Leon Fredrick. **\$9.00**. "Sea Episodes of a Sailor" by Richard Longo **\$20.00**.

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 color and name for pocket. Size XXL, add \$2.00. Size XXXL, add \$3.00.

ZIPPER PULL: USCG Emblem, Dept of Homeland Security Emblem and U.S. Flag Emblem. **\$2.00** each.

PATCHES: CGCVA, CON-SON, ELD, ELD-Eagle, Sattahip, Market Time, and CG-TAC. Each one is **\$5.00**. Tonkin Gulf Yacht Club **\$6.00**. Small CGCVA patch **\$3.00**.

BIG MAC ATTACK



The new cutter Mackinaw (left) and the old war horse Mackinaw (right) moored in Cheboygan, Michigan in early June 2006. The new icebraking buoy tender was commissioned while the Great Lakes veteran was decommissioned at the vessels' homeport. The old Mackinaw never left the lakes and so was never a "combat veteran" in the CGCVA sense, however, her 62 years of service combating storms and ice to keep the vital shipping lanes open certainly qualify her as a veteran. (Photo submitted by CGCVA member Bill Boonstra).



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: \$30.00 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.

Cape May Visit

On 11 August, a group of 35 CGCVA members and guests visited USCG Training Center Cape May, N.J., and learned many interesting facts from the TraCen's commanding officer, CAPT Curtis B. Odom. Cape May graduates about 5,000 recruits each year to replace the enlisted personnel who leave the Coast Guard through retirement or discharge. He said the Coast Guard has the highest retention rate of all the armed forces and the Coast Guard's total military compliment is about 40,000. CAPT Odom mentioned that many of today's enlisted recruits have at least two years of college.



The Recruit Ceremonial Honor Guard



CGCVA vets at the TraCen Cape May Vietnam Memorial



Some of the CGCVA gang watching graduation ceremonies

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

**COAST GUARD COMBAT
VETERANS ASSOCIATION
P. O. BOX 544
WESTFIELD CENTER, OH 44251
Change Service Requested**

U. S. POSTAGE PAID
WESTFIELD CENTER, OH
PERMIT NO. 2

NON-PROFIT ORGANIZATION

POSTMASTER Dated Material, Please Do Not Delay