



the Quarterdeck Log

Membership publication of the Coast Guard Combat Veterans Association. Published 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 14, Number 3

CGCVA CG Person of the Year

AMT3 John J. Overholt Recognized For Dramatic Rescue Efforts

On 20 October 1999, AMT3 John J. Overholt, son of William and Janet Overholt of New Hope, PA, was honored and recognized for extraordinary achievement while serving on CG helicopter 6023 on 22 January 1999. The helo crew was engaged in the perilous night rescue of six crewmen from the *F/V Nowitna*, which was disabled and taking on water in heavy seas 75 miles NW of Cold Bay, AK.

Arriving at the scene, Overholt expertly directed the aircraft commander over the *Nowitna*, which was listing and rolling precariously in 30-foot rogue waves. After repeated attempts to deliver a trail line to the vessel in 60-knot gusts, Overholt finally succeeded and began hoisting survivors aboard the helo.

As the third man was to be lifted, the *Nowitna's* bow settled violently into a wave, causing the rescue basket to leave the deck prematurely, narrowly missing the ship's rigging and causing the trail line to part.

Undaunted, Overholt quickly rigged the last trail line, using aircraft chocks and the cabin fire extinguisher as weight since the weight bags were gone.

He continued hoisting, getting two more crewmen aboard.



As Ed Burke (left) and ADM Loy watch, CGCVA VP Jack Campbell reads plaque before presenting it to AMT3 John Overholt (right).

During the final hoist, however, the trail line became fouled in the *Nowitna's* mast so Overholt directed the pilot to fly in a counterclockwise semi-circle to free it. Succeeding in freeing the only remaining trail line and delivering it to the

awaiting crewman, Overholt quickly hoisted him from the deck.

After nearly an hour of intense hoisting efforts, all six of *Nowitna's* crewmen were safely aboard CG helo 6023 and en route Cold Bay. AMT3 Overholt's actions and skill were instrumental in the night rescue of six

(cont. on page 24)



(l to r) ADM James M. Loy, AMT3 John Overholt, and John's parents, William and Janet Overholt of New Hope, PA.



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The Administrative office is for contact with the Coast Guard Combat Veterans Association for all matters, i.e. change of address, membership, tax-deductible contributions and articles and photos for the Quarterdeck Log.

From the President

Dear Shipmates:

By the time you receive this issue, we will be firmly implanted in the holiday season and preparing for what the new millennium brings. In that regard, I salute all our fine CGCVA members and spouses and wish all a truly wonderful and joyous time.



JOE KLEMPETER

The period covered by this *QD Log* included Veterans' Day and I was honored to represent our fine Association at the annual Coast Guard ceremony at the Tampa Memorial at Arlington National Cemetery. Several other CGCVA members attended this most moving tribute (and perhaps there were some potential Association members in the large crowd). The CGCVA was asked to be an active part of this year's Tampa ceremony and we responded not only in attendance but in sponsoring a get-together with refreshments at a nearby American Legion post following the ceremony. Again, there was a tremendous turn-out.

Here's an early toast for 2000... May our Association grow ever stronger and our membership increase so that we can continue to support the organization we all hold so very dear, the U.S. Coast Guard. Semper Paratus! **Joe**

Quarterdeck Log

Statement of Purpose

This publication is designed to be an instrument of information and inspiration for all who hold allegiance to the Coast Guard Combat Veterans Association. Please be aware that any mistakes in this publication are there on purpose and for a purpose; we publish something for everyone and some people are looking for errors!

From the Secretary-Treasurer

CGCVA Happenings

Since the last *QD Log*, I have managed to keep quite busy. In addition to routine Association work, I attended the award of the battle streamer (added to the other 33 displayed on the Coast Guard Ensign) with Nat'l President Joe Kleinpeter and *QD Log* editor Ed Swift at the Dept. of Transportation.

Then, along with Nat'l VP Jack Campbell, Trustee Baker Herbert and Ed Swift, attended the presentation of the CGCVA Coast Guard person of the Year plaque to AMT3 John J. Overholt at CG Headquarters. We had a very nice reception from the Commandant, ADM James M. Loy, in his office. The parents of Petty Officer Overholt were also in attendance. Again, the CGCVA selected an outstanding member of the Coast Guard to receive this award. We can stand proud of this recognition program we sponsor and look forward to the next presentation at our Convention in Kentucky.

Next, I attended the annual Tampa Memorial ceremony, part of the traditional Veterans' Day ceremonies at Arlington Nat'l Cemetery on Nov. 11th. Joining me were Joe Kleinpeter, Ed & Mary Swift, my wife Nancy and new CGCVA member PAC Marsha Delaney. This year's ceremony was special in that Purple Heart Medals were authorized and presented to relatives of *Tampa* crew members and to the current *CGC Tampa*. Quite a moving service to say the least. Afterwards, many of the attendees, including a large contingent of *CGC Tampa* crew members, adjourned to an "open house" at American Legion Post 139 in Arlington for lunch and camaraderie.

Important — Please Read!

I believe I have finally figured out why so many members continue to send dues payments to baker Herbert at P.O. Box 544, Westfield Center, OH 44251. That is the address that **must** be shown on the back cover of each *QD Log* issue in order for the U.S. Postal Service to comply with our need to have the "Forwarding and Address Correction Request." This is **not** the

address to use when mailing in your dues however. The correct address for dues payments is always located on the inside front cover — the CGCVA Administration Office at 17728 Striley Drive, Ashton, MD 20861-9763. That is where all mail should be sent so please take note and use it, not the Ohio address. It will make both Baker and I much happier, expedite Association business, and save a considerable amount of time and money. Thanks for helping with this one!



ED BURKE

Treasurer Business

As the other part of my duties as Treasurer, I want all members to know that Baker Herbert has audited the accounts during his visit to Washington, DC for the CGCVA Coast guard person of the Year award. Everything was found correct and in order. Whewwww!

Starting balance was \$51,674.07 when I took over, audited by Trustee Bill Figone. The latest audit shows a balance of \$52,532.27, an increase of \$858.20. This includes our checking and savings accounts and seven CD's, but not the interest accumulating on the CD's. We also have equipment face valued at about \$12,200 which, after depreciation is about \$7,000. We are basically financially sound. **Ed Burke**

ARE YOU MOVING? PLEASE NOTIFY US!

Name: _____

Old Address: _____

New Address: _____

Phone: _____

Reunions — Notices

Looking For Shipmates

I would like to hear from any crewman who served on the tanker USA-Y21 in New Guinea and the Philippines in 1944-45. Please write to **Millard Murray** at 2319 Pennsylvania, Joplin, MO 64804.

To The Rescue

CGCVA Life Member Rod Whalen submitted this article regarding CGCVA member **Jimmy Kay**.

"Police are crediting Amityville, NY resident Jimmy Kay with the arrest of two subjects who attempted to steal a vehicle from the Amityville Rail Road Station on March 17, 1999. Kay helped police effect the arrest of one subject and single-handedly captured the second, holding him until police arrived."

"Kay was working at his auto repair shop when he spotted two youths trying the doors on several vehicles, then observed them break into one car with a screw driver. He called the police who subsequently surprised the pair as they attempted to flee with the car. One subject fled and was apprehended quickly by Kay who credited his actions to his military and Coast Guard law enforcement training."

Nice going Jimmy!

Sandy Hook Surf Station — 1942

I joined the Coast Guard in January of 1942 and headed for Ellis Island for a very abbreviated boot camp, then, via cabin cruiser to my first duty station at Sandy Hook Surf Station. It was a handsome dwelling, housing the crew on the second deck, and with a huge head with spotless showers (a far cry from the heads on the LST's I sailed in later).

The piece de resistance was a huge galley that featured truly homemade cooking. The cook would ring a gong and the chow hounds would press into the large dining area. A mess cook

loaded the chow family-style. Unfortunately, my politeness was short-stopped from every angle, leaving me with an empty plate. This teed off the cook and he chewed out the chow hounds then beckoned me to the galley where he personally piled my plate until it groaned under the weight. I was accused of being the cook's "bung-hole" buddy and didn't find out until much later what that meant.

I became a radio striker in the shack that adjoined the station and my primary job was to learn to use the ancient switchboard, a WWI trunkline that was ready for the Smithsonian. What a challenge! It didn't start out well. First, the (3rd Naval) district called the station so I plugged them in. Then the lighthouse wanted the dock, so I took care of that. Finally, the 83-footer wanted a hook-up with the duty officer and that's when all hell broke loose. Ohm's Law went west and frayed lines became crossed, linking up all the wrong parties. The skipper blew his top and told me that I'd never get radio school.

The next thing I know I'm designated "captain of the head." My job: Attack the head and keep it in 40 condition. Another challenge, especially when all those going on liberty kept sullyng up my waxed decks. Next, I was "promoted" to beach patrol, so I don my long Johns, heavy sweater and pea jacket. I wrap a scarf around my neck and pull my watch cap snugly over my head, then whistle to the station dog, strap on a .45 and slink my key clock over my shoulder.

At this early juncture in the war, the Sandy Hook, NJ area was abuzz with sinking ships, Nazi subs and rumors of enemy agents' clandestine landings. Our job was to patrol the perimeters of Fort Hancock with its enormous railway guns staring silently seaward

As I start my patrol, it is bone-chilling cold and moonless. To prove that I have walked my post, I have to locate several key-posts and insert my



NAUTICAL LORE — THE PEA COAT

Sailors (and Coasties) who had to endure pea-soup weather would often don their pea coats, but the coat's name is not derived from the weather. The heavy topcoat worn in cold, miserable weather by seafarers was once tailored from "plaid cloth" — a heavy, coarse, stout kind of wool cloth called "P-cloth" for the initial letter of the word pilot cloth. The garment made from this cloth was called a P-jacket, then later Pea Coat.

key. As I insert the key in the final post, I feel a nudge in my back. I panic, whirl and draw my .45 but what a relief... it was only the station dog.

One bistery morning, I was told to grab my gear and board a 45-footer — a motor saller. We are ordered to take this quasi Coast Guard boat out to search for German subs. How? Flank speed is 10 knots and there's no radar or ash cans. Too green to take the wheel, I am designated as water-heater-upper (since there were no window defrosters). I had to juggle boiling water on deck, then dash it against the wheel house window. I kid you not! I became increasingly green around the gills and finally dropped the bucket, heaving over the windward side.

Later, when I was asked if I wanted to attend Atlantic City Radio School, I jumped at the opportunity. Eventually I graduated from the school and was subsequently assigned to amphibious training. Still, I'll never forget the lessons learned at Sandy Hook.

Ed Decker

E-Mail Addresses

To assist Association members in contacting each other, member names and their e-mail addresses will be published as they are received. Previously listed e-mail addresses will be listed in regular-face type.

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Saluting Top Recruits

Any CGCVA member who happens to be at Cape May Training Center for the weekly Friday graduations is welcome to present the CGCVA-sponsored Physical Fitness Award to the winning recruit... a certificate and CGCVA watch. This is a great way to get new Coasties familiar with the Coast Guard's distinguished combat history and also with our Association.

Since the last *QD Log* issue, the following recruits have received the CGCVA-sponsored Physical Fitness Award:

SA Daniel W. Davis (Lima 155) of Riverside, CA, will report to Port Security Unit 311, San Pedro, CA.

SA Matthew J. Keiper (Mike 155) of Harrisburg, PA, will report to *CGC Munro*, Alameda, CA.

FA Christopher L. Zielinski (November 155) of Pittsburgh, PA, will report to *CGC Pamlico*, New Orleans, LA.

SA Dustin L. Skinner (Oscar 155) of Mobile, AL, will report to *CGC Padre*, Key West, FL.

SN Alex J. Acevedo (Papa 155) of San Juan, PR, will report to YN "A" School, Petaluma, CA.

SA Chad O. Vangundy (Quebec 155) of Omaha, NE, will report to CG Station, Chatham, MA.

SA Marcus P. Pugliello (Romeo 155) of Miami, FL, will report to *CGC Hamilton*, San Diego, CA.

FN Jason E. Taylor (Sierra 155) of Chicago, IL, will report to CG Group Ohio Valley, Louisville, KY.

SN Timothy M. Wiegiers (Tango 155) of Springfield, MA, will report to *CGC Polar Sea*, Seattle, WA.

FA David B. Gooch (Uniform 155) of Columbus, OH, will report to *CGC Kennebec*, Portsmouth, VA.

SN Kara A. Nassoioy (Victor 155) of Fresno, CA, will report to CG Station, Atlantic City, NJ.

FN Benjamin N. Allen (Xray 155) of St. Louis, MO, will report to CG Group Lower Mississippi, Memphis, TN.

SA Gregory R. Purdy (Whiskey 155) of Albany, NY, will report to *CGC Escanaba*, Boston, MA.



Creed of the U. S. Coast Guardsman

I am proud to be a United States Coast Guardsman.

I revere that long line of expert seamen who, by their devotion to duty and sacrifice of self, have made it possible for me to be a member of a service honored and respected, in peace and in war, throughout the world.

I never, by work or deed, will bring reproach upon the fair name of my service, nor permit others to do so unchallenged.

I will cheerfully and willingly obey all lawful orders.

I will always be on time to relieve, and shall endeavor to do more, rather than less, than my share.

I will always be at my station, alert and attending to my duties.

I shall, so far as I am able, bring to my seniors solutions, not problems.

I shall live joyously, but will always with due regard for the rights and privileges of others.

I shall endeavor to be a model citizen in the community in which I live.

I shall sell life dearly to an enemy of my coun-

try, but will give it freely to rescue those in peril. With God's help, I shall endeavor to be one of His noblest Works... a United States Coast Guardsman.

Editor's Note: The Creed of a U.S. Coast Guardsman was written in 1938 by VADM Harry G. Hamlet (USCG Commandant, 1932-36).

The WWII Destroyer Escort Fleet

Received a short letter from new CGCVA member **George Needham** of Bloxom, VA who asked if the *QD Log* had ever published information on the 33 DE's operated by the Coast Guard during WWII. Well George, the answer is yes, several times in fact. Rather than attempt to list the issues and pages, I'll plan on bringing copies of all the *QD Log* issues I have to the Reunion in Kentucky next October. That way, everyone can get a chance to browse through old issues.

By the way, thanks for including the several pages from the *Engineer's Digest* with RADM Kenneth Wiman's article on the DE fleet in the Coast Guard. Unfortunately, because of the poor replication of the pages, I could not use any of the photographs or charts.

George served on the *USS Hurst (DE-250)*, making 22 Atlantic crossings as a convoy escort during WWII before transferring to the Pacific fleet. He is a member of the *USS Hurst* organization and the Destroyer Escort Sailors Association. Because the ships carried USS instead of USCGC, George says that no matter where they went, everyone simply thought they were Navy. That's the way it goes sometime George.

Hey, how about inviting your mates from the *USS Hurst* and *DESA* to join us at the CGCVA Reunion in Kentucky. The more the merrier!

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 the 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 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.

"Secretary" Class Cutters Honored

On Sept. 13, 1999, former crewmembers from several of the 327-foot Secretary Class Coast Guard Cutters mustered at the *CGC Taney* in Baltimore Harbor for a special ceremony. On that day, several presentations were made to the Baltimore Maritime Museum to signify the contributions made by the versatile 327 fleet over the years.

CGCVA member Hank Rogers, president of the USCGC Spencer Association, and CGCVA Secretary-Treasurer Ed Burke presented the Shipwreck Trail Plaque to Mr. Alan Walden, the Museum's president.

CGCVA member Tom Mullings, president of the USCGC Hamilton Association, then presented the museum "The Last Mission," a memorial painting of the *Hamilton*. This was followed by a presentation of a USCGC *Hamilton* Memorial Plaque from Mr. William A. Ogletree of the USCGC



(left) Mr. Paul Cora, historian of the Baltimore Maritime Museum, holds the Shipwreck Trail Plaque. (below) Tom Mullings of the USCGC Hamilton Association speaks after presenting a *Hamilton* painting to Paul Cora.



Hamilton Survivors Association.

The presentations marked the opening of a new exhibit on *Taney's* sister ships. Located along the public tour route in *Taney's* fireroom passage, the new exhibit will showcase the service career of each of the 327's. Included will be a 327 Secretary Class Veterans register which will allow former crewmembers to sign in and record their remarks. Hopefully, the register will also result in locating prospective new members for the various 327 associations and the CGCVA.

Lucky Or Stupid (Or Both?)

I was pleasantly surprised when I received my first *Quarterdeck Log*. Looking through it, lo and behold was an article and photo of one of my old ships, the *USS Gen. D.E. Aultman*. It was my last duty station before leaving

the service.

Looking back at that time, I recall many enjoyable experiences, including one of an incident that took place on the *Aultman*. Perhaps some of the ship's other former crewmembers will remember it and who the guy was.

During WWII, after leaving Marseille, France for the Panama Canal, we were sailing somewhere south of the Azores when a man jumped or dove overboard around 0830. He was fortunate that we could stop and pick him out of the ocean. The story I got was that he and some others working around the Mess area got to talking about the heat. Well, one thing led to another and a dare was made about going for a swim. The dare was accepted, he came topside, handed someone his billfold at the rail, and jumped or dove off the side of the ship.

The ship's PA system opened with "Man overboard... this is not a drill" and the ship swung to starboard. When I got to the starboard side, sure enough, there was a man's head bobbing in the water. Never heard what happened to the guy

when he got back onboard but he was probably a lot cooler than the rest of us. **William C. McLeod**

A Brief Command At Sea

I noted in the last *QD Log* an article concerning the *CG 83527* and its present use by Girl Scouts at the American Patrol Boats Museum in California.

I thought the members might get a chuckle from the fact that as an Ensign, I commanded *83527* for 30 days in 1946 when she was based in Tacoma, WA.

I had been placed in command with the 13th District expecting me to lose my rank on 30 June 1946 but I was recommissioned on 1 July and HQ told the 13th they could not have a commissioned officer commanding an 83-footer. Thus I lost my command and subsequently became a search & rescue coordinator there for the next four years. Still, the article brought back some great memories of sorties on Puget Sound during those few short days. **CDR Ray Evans (Ret.)**

More On Ellis Island

CGCVA member **Louis E. Schindel** read the *QD Log* stories on Coast Guard Training Center Ellis Island and reports that he too served there, in October 1941, as a recruit. He returned to the island a few years ago, gave an oral history of his experiences and presented his diary from that era. The history directory there has the materials and visiting CGCVA members can ask to see them.

Louis is also interested in forming a group of prior Ellis Island Coasties to expand the exhibitry regarding the island's use by the Coast Guard. If interested, contact him at 5211 Monroe Village, Monroe Township, NJ 08831. Ph: (732) 521-6851.



LT Louis Schindel, USCG (Ret.) on right with former CGC Sweetbriar shipmate (and new CGCVA member Tanney Oberg).

A "Model" Coastie

Previous issues of the *QD Log* have featured some of CGCVA Member **Anthony Kloska's** beautiful, hand-crafted models of Coast Guard



CGCVA member Anthony Kloska holds one of his many Coast Guard cutter models near his exhibit at the North Indian River County Library.

cutters and boats. His Coast Guard assignment during WWII was to build model ships for training and now, more than 50 years later, he's still at it.

For the Coast Guard's 209th birthday celebration, Kloska produced a display of several of his models for the Sebastian, FL County Library, where countless people saw his handiwork and learned more about our Service.

Kloska builds his models true to specs provided by the Coast Guard and has often traveled across the country to see the actual cutters he has built miniatures of. Over the years, he has made more than 120 wooden models of Coast Guard vessels, many of which are displayed at the Coast Guard Museum in New London, CT. Most of the models are about 30 inches long and made of clear pine. With every step done by hand, it takes him about 100 hours to complete each model.

Kloska only served aboard one cutter, the *CGC Ingham* during WWII, yet, for his models, he knows the history of each ship and is always proud to tell it's story.

Association News — Mail Buoy

LORAN Reunion

On 9-12 September 1999, 28 men representing the Coast Guard LORAN Construction and Operations personnel who served in the South Pacific during WWII (1944-46), met at Palmer's Gulch Lodge in the Black Hills of South Dakota for their 21st annual reunion. Hosted by CGCVA member Roger Kehm and his wife, Darlene, the group swapped stories and relived memories of their assignments on the tiny atolls and islands.

The group represented Construction Detachments 26, 80, 192, 203, and 211. Duty stations included the Hawaiian Chain (Kauai and Nihas); Phoenix Island Chain (Canton, Baker, Gardner and Atafu); Marshall and Gilbert Chain (Majuro and Makin); Guam, Ulithi, Palau, Morotai, Iwo Jima, Marianas, Philippines, Okinawa, and Japan (O'Shima). Also attending were crewmen from the *USS Menkar (AK-123)* which handled material and equipment for the LORAN work.

During WWII, the basic principles of LORAN were top secret and there was always the possibility of Japanese attacks at isolated stations in



CGCVA members participating in the 21st annual reunion of Coast Guard WWII Pacific Theater LORAN Construction and Operations Personnel included: front row (l to r) Jim Wyness, Roger Kehm and Bob Pomeroy; back row (l to r) C. Lee Boyle, Dillard Gates, and Morris Lewis.

order to gain possession of the equipment. Its contribution to Allied efforts was substantial as it was the first all-weather navigational system and covered one-third of the globe, including all major theaters of war. Manned primarily by Coast Guardsmen, LORAN followed the trend of Pacific warfare which was moving toward the Philippines and Japan, providing service for the entire Pacific area in which combat operations were being performed. **Morris E. Lewis**

Sea Burial Rites

Few former service men and women are aware they are entitled to burial at sea with full military honors at no cost. If you opt for commitment to Davey Jones' Locker, you must have served honorably in the military and rank does not matter. Your dependents may also be eligible for burial at sea.

Burial at sea makes sense since military cemeteries are running out of plots. A ceremony aboard ship is a solemn and moving one, carried out with great dignity. Relatives must pay for cremation costs and are not permitted to witness the burial rites. Still, next of kin will be sent a pennant, shell casings from the salutary volley, a small chart showing the approximate site where the remains were committed, and a letter of condolence from the ship's commanding officer.

A request form for burial at sea requires information about the deceased, his/her branch of service, discharge date, cause of death, type of religious funeral service requested, and a promise to defray all costs of transporting the remains to a port of embarkation.

Other documents required include a death certificate and verification of a veteran's honorable discharge.

Full information may be obtained from the Veterans Administration or through any military hospital. Ask for the Decedent Affairs Office.

Cy Donaldson, Navy Times

CGC Alexander Hamilton

The *CGC Alexander Hamilton* was commissioned March 4, 1937 and homeported at Oakland, CA. Transferred to Norfolk, VA in 1939, she made four cruises as part of Destroyer Division 18 on Grand Banks patrol. She did weather station patrol from Feb. 1940 until May 1941, then was assigned to Commander Task Force 24.6.2, serving as a convoy escort near the Irish Coast in Jan. 1942. She was then dispatched to render assistance to the disabled Navy supply ship, *USS Yukon*, in the North Atlantic.

When the crippled ship was located, she was wallowing in the high waves like a cork in the surf. The Atlantic Ocean was very angry that day, with gale force winds, freezing temperatures, and ice-covered decks. Both vessels were tossed around like toys and, after several futile attempts to send a line aboard the *Yukon*, CAPT A. G. Hall of the *Alexander Hamilton* made a courageous decision. Taking the helm, he maneuvered the *Hamilton* into position where his stern would be under the bow of the *Yukon*, in order to pass a tow line. This was a most perilous choice but one that was successful.

On Jan. 23rd, the *Hamilton* started the long journey toward Iceland, 650 miles away, with the *USS Yukon* in tow. Along the way, a destroyer was dispatched to protect the cutter and its tow from marauding German U-boats. As the slow-moving procession plowed through the North Atlantic, the destroyer would frequently go full speed when sound contact indicated U-boats nearby, dropping depth charges where the sounds originated.

With Iceland on the horizon, the tug *Frisky* relieved the *Hamilton* of her burden. The destroyer continued on, protecting the crippled ship and the tug, while the *Hamilton's* crew

retrieved about 900 feet of towing hawser. When the hawser was aboard, the OOD increased speed and was heading for the channel.

About one hour after releasing the tow, the German U-boat *U-132* fired a salvo of torpedoes, unseen and unheard, at the *Hamilton*, mortally wounding her. Twenty young men died instantly and went down with the ship. Six of the 16 wounded died in lifeboats or en route to the hospital. The stricken vessel remained precariously afloat and capsized on Jan. 30, 1942. Later, the *Hamilton* was sunk by gunfire from an American destroyer.

Lifeboats carrying 83 crew members, including 16 wounded, were launched. Two of the boats were capsized and the occupants thrown into the icy waters. Crew members who remained aboard the stricken vessel were rescued by the daring of the skipper of the *USS Gwin*, who brought his destroyer alongside the *Hamilton* long enough for the men to jump aboard. The war was over for the *Hamilton*.

William D. Lewis

Long Island Coasties

A group of about 25-30 CGCVA members known as The Long Island Coasties continue to actively meet at locations in that part of New York. Most recently, they got together at the U.S. Merchant Marine Academy. Thanks to CGCVA member **Jerry (Salty) Walsh** for the update. And, if anyone wants to be part of this fun group, contact **John Jones** at 806 Helene Street, Wantagh, Long Island, NY 11793-1622.

USCG Missing Out Again

As hard as we try, it continues to be difficult to get the Coast Guard included on memorials and monuments saluting **all** the members of the armed forces. Of course, CGCVA members have



made tremendous strides in getting the Coast Guard recognized at their local VFW and American Legion posts. Still, lots of work needs to be done.

Recently, CGCVA member **Morris E. Lewis** visited the Greenup County War Memorial on U.S. 23 near Wurtland, KY, only to see that once again, our proud service was not included in a memorial "dedicated to those who gave their lives." Lewis has written the county twice to request why the Coast Guard was not included on the memorial, both times without a response.



Something seems to be missing from the Greenup County, KY war memorial. Can you guess?

An Odd Little Ship

At the 1998 CGCVA Reunion in Corpus Christi, I met an old shipmate, **John Klingenship**, and we enjoyed reminiscing about our "odd little ship," the *USS Pol*.

The *Pol* may be one of the most unusual ships manned by the Coast Guard during WWII. It was a Norwegian whaling ship, specifically a killer boat used to harpoon whales and tow them back to the processing vessel. It was about 130 feet long, steam-powered, somewhat along the line of a large trawler in profile. It had a high forecastle and an icebreaker bow diminishing to a low freeboard aft. The

forecastle deck was connected to the boat deck with an elevated catwalk.

The crews quarters and mess were in the forecastle, requiring the mess cook to bring the food forward in tureens.

The Captain's quarters and radio shack were entered from the boat deck. The bridge, originally totally open, was on top of the Captain's cabin and was later closed in with a wood frame and siding.

The galley and mess for officers, warrants and chiefs was below the boat deck at the forward end of the deck house and accessible from the main deck. There were about a half dozen state-rooms for officers, warrants and chiefs in the after portion of the deck house. The crew's head — a single commode — was in the same area. There were no showers or lavatories. Each crew member had a bucket and made hot water by injecting live steam into it... basically a very spartan ship.

The *Pol* (Norwegian name as inscribed in the hull was *Pol IV*) was commissioned in Long Beach, CA in September or October 1942. The Navy had assigned it to the Coast Guard and LT Frank Merriam was the first and only captain. One Navy officer, ENS Kingsley, was assigned as XO, and OOD watches were stood by the XO, warrants and chiefs. The story goes that the *Pol* (and perhaps more ships of the same design) ended up in the U.S. Navy because the Norwegians interned themselves in the U.S. and leased them to us.



Robert Lorenzo (r) and Cecil Bingham at a swimming party at Avila Beach.



Looking aft over the boat deck from the bridge of the USS Pol.

Association News — Features

The *Pol* was armed by the Navy with two 20mm anti-aircraft guns and six roll-off type depth charges. It had no sonar. The total complement of the ship was about 25 men. After commissioning, the ship was to go to Alaska but, upon arriving in Seattle with tremendous griping about the cold open bridge, the Coast Guard changed plans. The bridge was subsequently closed in at Seattle and our duties kept us in the 13th



LT Frank Merriam, USCG, CO of USS *Pol* with *Sitka*, ship's dog.

District, towing targets out of Astoria, OR.

In 1943, the *Pol* was reassigned to Treasure Island in San Francisco. We left for Avila, CA which had a tanker loading facility and were assigned with three Navy 110-foot subchasers. We would patrol for four days with one of the Navy ships, then spend four days in port while the other two patrolled. Later that year we returned to Treasure Island and the *Pol* was decommissioned.

So why was such a vessel put in service? As a subchaser with only six depth charges and no sonar, we were more of a bluff. Still, I suppose we could have tried to ram a sub if it was asleep on the surface. My take is that we were being kind to the Norwegians by leasing

Did you know?

- * Two-thirds of the world's eggplant is grown in New Jersey.
- * Almonds are members of the peach family.
- * There are 336 dimples on a regulation golf ball.

their ship to provide them with a little money during their internship.

John Klingensmith provided some of the details for this story, along with the photographs. Another *Pol* crew member, **Robert Lorenzo**, provided details as well. Thanks guys!

By the way, we'd certainly like to hear from anyone else who may have served with us or on the *Pol*'s sister ships. I can be reached at 1309-B 47th Street, Los Alamos, NM 87544. Ph: (505) 662-2706. E-mail: mntnmary@aol.com. Cecil E. Bingham

Welcome New Members

A hearty "welcome aboard!" to the following new CGCVA members. New member names are boldfaced and sponsors are in parentheses.



SEPTEMBER 1999:

Iver J. Anderson (John Stamford); **Robert H. Clink** (Baker Herbert); **LM Perry E. Freedland** (Waverly Hammond); **Warren J. Delouise**

(George Needham); **LM Dean D. Riggs** (Joe Kleinpeter); **Mitchell A. Perry** (Baker Herbert); **Paul H. Griffin**; **Melvin Ezer** (Bill Wells); **George G. Sloan** (Ennis Whitaker); **John T. Wilson**; and **Lloyd R. Doboer** (Paul Wheeler).

OCTOBER 1999:

Frederick E. Kline (Don Zeiller); **Nelson A. Lee**; **Richard M. Ames** (Ed Swift); **Leroy C. Bowen, Jr.** (Paul Scott); **Dale D. Pedigo** (Paul Wheeler); **Vincent A. Grobbel** (Joe Kleinpeter); **Conrado C. Cruz** (Gerald Kaarstad); **Carlton F. Spooner, Jr.** (A.J. Ryzner); **Karl H. Albrecht** (Paul Wheeler); **Russel N. Weeks** (Joe Kleinpeter); **Douglas L. Altizer** (Joe Kleinpeter); and **Gregory G. Sarios** (Jack Campbell).

CROSSED THE BAR	
	
John H. Puckhaber	Joined: 5-12-95 CTB: unknown
Leonard P. Derleth	Joined: 5-5-95 CTB: 12-31-98
William H. Herpel	Joined: 6-19-97 CTB: 10-10-98
Jerome E. Slattery	Joined: 12-1-87 CTB: 2-8-98
Andrew J. Bodnar	Joined: 4-10-95 CTB: 4-20-98
Lewis W. Geyer	Joined: 2-16-93 CTB: 8-3-99

Rescue On The Greenland Ice Cap

Editor's Note: One of the most, dramatic episodes of WWII was that of a B-17 crack-up on the Greenland Ice Cap, the crew's almost five month battle for existence, and their subsequent rescue. Part of the rescue story involved the cutter Northland of the Greenland Patrol and two of the ship's crew, LT John A. Pritchard and RM1/c Benjamin A. Bottoms. Part of the story below was provided by Lt. Harry E. Spencer, one of the survivors, upon his return to New Castle Army Air Base, Wilmington, DE. Additional information was obtained through the USCG Historian.

Diverted from a ferry mission on Nov. 6, 1942, B-17, No. 42-5088, spent the next three days searching the east coast of Greenland for a C-53, reported missing and overdue on Nov. 5th. Aboard as crew were Lt. Monteverde, pilot; Lt. Spencer, co-pilot; Lt. O'Hara, navigator; Sgt. Tucciarone, engineer; Cpl. Howarth, radio operator; and Sgt. Spina. They were unable to search the area north of Kjøge Bay due to overcast conditions and planned another attempt the following day.

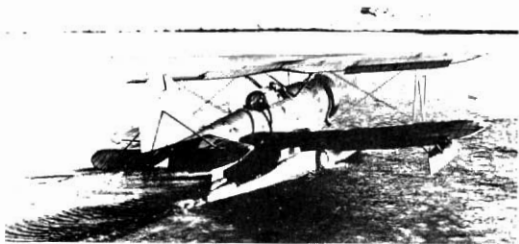
Taking off the morning of Nov. 9, 1942, the aircraft added three additional personnel to aid in spotting the downed plane and assure maximum coverage of the area. The additional searchers included Sgt's. Puryear and Best, both crypto men, and Pvt. Wedel, a passenger. They headed for the Kjøge Bay area and, as before, ran into low ceiling and heavy fog. They reversed course to start around the weather, going up the westerly fjord of Kjøge Bay, certain they had

ample clearance between the aircraft and the Ice Cap. Not so.

As the aircraft began a turn to the left, the left wing tip struck the snow. The jolt righted the aircraft and it started a forward skidding motion for about 200 yards, coming to rest on an active glacier, its nose lying over one crevasse and its tail over another.

The plane was broken in half at the radio compartment with about two feet of its left wing broken off. The left outboard engine was jarred loose but still in place, and both left props gone. Both right props were in place but the blade tips were curled. There was no apparent damage to the right engine or wing. No one aboard suffered serious injury in the crash. For the next 72 hours, everyone worked to treat injuries, inventory possible survival supplies and create shelter in the downed aircraft. Useful parts of the airplane were retrieved and a dinghy radio transmitter and kite sent out a distress message on 500KC.

Scouting the area on the third day, Lt. Spencer and Lt. O'Hara were crossing a crevasse covered with snow. Spencer fell through, falling about 100-150 feet. O'Hara went for help and,



LT John Pritchard and RM1/c Benjamin Bottoms prepare to take-off in the USS Northland's Grumman J2F-4 Gruman amphibious airplane.



*LT John Pritchard, USCG, watches as his plane is readied on deck of the *Northland*. His heavy clothing was all he had for protection against the severe weather on the Greenland Ice Cap when he hiked for miles to reach the B-17 survivors.*

after considerable effort using a parachute harness, Spencer was pulled to safety. At about the same time, O'Hara realized his feet were frozen so the rest took warning. They all removed their tight leather dress shoes and filled the space in

their flying boots with parachute silk, giving their feet ample room for blood circulation.

Radio equipment on the plane had been abandoned since much was destroyed and that which was intact could not be removed from the mountings. There was considerable concern at using the equipment there for fear of sparks igniting the 100-octane fuel spilled from the bomb bay and left wing tanks.

On the 6th day, Cpl. Howarth, Pvt. Wedel and Lt. Spencer attempted to use a liaison transmitter. On the 7th day, their distress message was picked up by the Ice Cap Station (BW-8) and a regular contact schedule was established. On the 10th day, a C-54 dropped Field Rations C and D, sleeping bags, medical supplies and clothing over the crash site, making the survivors next 10 days much more comfortable.

On Nov. 28th, another supply drop was made via C-54 and, through radio contact, the survivors were told that motor sleds from the Ice Cap Station were approaching. Flares were fired to provide location. At about the same time, an airplane from the *USS Northland* flew overhead and landed on the Ice Cap about two miles north of the crevassed area.

Earlier that day, LT John A. Pritchard, USCG, the aviation officer aboard the *Northland*, had volunteered to pilot the ship's J2F-4 Gruman amphibian plane, USCG No. 1640, to the stranded "Flying Fortress" crew. The *Northland* had

Feature Article

been drifting on the east side of Comanche Bay when a radio message alerted the ship of the position of the downed airmen.

Sharing LT Pritchard's eagerness to volunteer for the rescue flight was Radioman 1/c Benjamin Bottoms, who had recently reported to the *Northland* from Coast Guard Air Station Salem, MA.

LT Pritchard knew full well the dangers of landing on the Ice Cap with its multitude of deep fissures and crevasses. Though no one had ever before landed a plane successfully on the Greenland Ice Cap, he was confident that he could accomplish the feat.

At 1020 on Nov. 28th, LT Pritchard and RM1/c Bottoms were lowered over the side of the *Northland* in their plane and took off from the water. Picking up weak radio signals from the crashed plane, Bottoms was able to give Pritchard exact bearings on its location. After flying about 30 minutes over the desolate wasteland, he sighted the wrecked bomber, circled the survivors, dropped a package of medicine and signalled that he was going to land.

Regardless of the repeated warnings signaled by the Army fliers not to attempt the dangerous landing with wheels down, Pritchard set the plane down on the 2,000-foot high Ice Cap without mishap — a first in aviation history. The wheels of the plane, however, sunk into the snow up to the pontoons — a problem he would later solve ingeniously.

Landing miles from the wreckage, Pritchard

undertook the hazardous journey to the survivors alone, on foot, narrowly escaping falling into a deep fissure en route. Meanwhile, Radioman Bottoms maintained radio contact with the ship.



LT Pritchard and RM1/c Bottoms are careful in removing one of two rescued Army fliers from the cockpit of their J2F-4 plane. The two were rescued 15 days after their B-17 crashed on the Greenland Ice Cap. Other survivors waited nearly five months until they were rescued due to the intense weather conditions.

Upon safely arriving at the wreck, Pritchard informed the Army fliers that his plane could only take two of the survivors at a time. Two injured men who could walk with some assistance, Sgt's. Puryear and Tucciarone, were selected and, with the aid of another of the downed fliers, the group made the trek to Pritchard's plane. After getting the injured men aboard, Pritchard, Bottoms and the

other Army flier managed to force the plane's wheels up so that the pontoons would be used for take-off. Careening, sliding and bumping over the ice, the Gruman finally lifted off safely and flew back to the *Northland*.

On the following day, Pritchard and Bottoms again volunteered to resume the rescue mission. It was snowing when they took off at 0915 on Nov. 29th but, as on the previous day, they reached the site without incident. They were told of an approaching storm and took off safely again, this time with one survivor, Cpl Howarth. Soon thereafter the plane encountered a heavy storm and crashed onto the Ice Cap.

After the snow storm subsided, search parties from the nearest Army base and from the *Northland* were organized to hunt for the lost J2F-4. A bomber sighted and identified the wreck which was partly buried in the snow. One rescue party pushed over the Ice Cap but could only get

Feature Article

as close as six miles to the wreckage. The bodies of Pritchard, Bottoms and Howarth were never recovered.

Both Pritchard and Bottoms were declared missing in action as of Nov. 29, 1942, and declared presumed dead on Nov. 30, 1943. For their heroism and extraordinary achievement in



PBY similar to the one that eventually rescued three of the Army fliers after several months marooned on the Greenland Ice Cap.

regard to this rescue mission, both were posthumously awarded the Distinguished Flying Cross.

Ironically, Pritchard had completed another dramatic rescue only days before his death. On Nov. 23, 1942, he had led a rescue party from the *Northland*, saving three members of the Royal Canadian Air Force. The men had been stranded on the Greenland Ice Cap for 13 days. For this effort, he was posthumously awarded the Navy and Marine Corps Medal.

Getting back to the B-17 survivors, motor sleds arrived at the crash site at 0130 on Nov. 29th, manned by Lt. Demorest and Sgt. Tetley. Upon arrival, the hopeful rescuers provided first aid treatment to Lt. O'Hara and others, then began planning their way off the Ice Cap. By the time Pritchard had arrived, fog began moving in from Kjoge Bay. Lt. Demorest approached the plane on his motor sled but the weight was too great and it fell into a crevasse. It was apparent that he could not be saved without additional help so Cpl. Howarth volunteered to go to the plane and request additional men and equipment from the *Northland*. By the time he got to the aircraft the dense fog eliminated any further operations and he took off with Pritchard and Bottoms, crashing only 10 minutes later. Four men had now died, three of them rescuers.

More tragedy. Considering Lt. O'Hara's poor condition, a decision was made to take him out on the remaining motor sled. Lt. Spencer, Sgt. Tetley and Pvt. Wedel left with Lt. O'Hara on Dec. 7th, heading out across the Ice Cap. After only about two miles, crossing some eight crevasses, Pvt. Wedel fell into a seemingly bottomless crevasse. After an hour of calling for him without response, Lt. Spencer decided to continue on.

Traveling only about six more miles, but out of the crevassed area, the next problem was the motor sled, which stalled and would not restart. A base camp was made and the three men remained there for nearly two months. Throughout this period of intense weather, B-17's would continue to drop food, clothing and medical supplies until a safe rescue attempt could be made.

Finally, on Feb. 5, 1943, a PBY landed and was able to extract the three men. Later, Lt. Monteverde, Sgt. Spina and Sgt. Best were rescued, after spending 148 days on the Ice Cap.



Some of the B-17 crew members who crashed on the Greenland Ice Cap in November 1942. (Back row, L to R) Navigator William F. O'Hara; Pilot Armand L. Monteverde; Co-pilot Harry E. Spencer. (Kneeling, L to R) Alexander F. Tucciarone; Loren E. Howarth; and Paul J. Spina.

VA Insurance Hoax On The Internet

CGCVA Members take note... a message on the Internet has caused some confusion among veterans who have VA insurance policies. False information about insurance dividends appear periodically through many forms of communication and now misinformation is being passed along on the internet.

These announcements declare that Congress has recently passed a bill which entitles veterans and service persons to a dividend based upon their prior years of service, and are part of a recurring problem of misinformation that dates back to 1965. Unfortunately, this misinformation unnecessarily raises the expectations of veterans and service personnel.

The dividend "hoax" had its origins in a special dividend that the Dept. of Veterans Affairs (VA), then known as the Veterans Administration, did pay to WWII veterans who had National Service Life Insurance policies. Approximately \$2.7 billion was paid in 1950 to over 16 million of these veterans under the "1948 special dividend." There has been no legislation since that time authorizing any "special" dividends.

The VA continues to pay routine dividends on several policy series, but only to those veterans who have kept their policies in force. These veterans receive their dividends automatically on the anniversary date of their individual policy and they do not have to apply.

If you have any questions on this subject, contact your local VA Regional Office or call the VA's toll-free number, 1-800-827-1000.

Frenchy
CGCVA Service Officer

U.S. Korea 2000 Foundation, Inc.

In preparation for the 50th anniversary commemorations of the Korean War, veterans of that

conflict are encouraged to register with the U.S. Korea 2000 Foundation, Inc. According to VA statistics, less than 20% of Korean War veterans belong to a national organization such as AMVETS, American Legion, DAV or VFW. The Foundation hopes to locate the remaining 80% and notify them of the national and international events that will mark the anniversaries 2000-2003. If you were on active duty between June 25, 1950 and July 27, 1953, please contact the Foundation at 4600 Duke Street, Suite 416, Alexandria, VA 22304-2517. Fax: (703) 684-0193. E-mail: USKorea2K@aol.com. Include your full name, complete mailing address, phone number, fax numbers and e-mail address. Also include your dates of military service in Korea and the branch of service and the unit(s) you served with. Immediate family members of deceased Korean War veterans are strongly encouraged to participate also.

Frenchy

ROA Korean War Features

The Reserve Officers Association is soliciting photographs and stories from Korean War veterans for future editions of their magazine, *The Officer*. They may be able to leverage efforts to promote sea service commemorations. Any CGCVA members who wish to participate should contact **Carol A. Kelly**, ROA Special Projects Officer, 1699 Vaquera Place, Cincinnati, OH 45255 or call the ROA at 1-800-809-9448.

Upcoming Korean War commemorative events include: National Memorial Day Concert on May 29, 2000 on the West Lawn of the Capitol, Washington, DC and the Memorial Day Breakfast & Wreath Laying on May 30, 2000 at Arlington National Cemetery, Arlington, VA. For a complete list of commemorative Korean War events, contact **LT Thomas Farrell, USCGR**, at (703) 602-2281.



Where Are The Vets?

According to a USA Today chart published on Nov. 11, 1998, the metropolitan area with the largest proportion of households with a veteran is

Fairbanks, AK. It tops the list at 40%, followed by Norfolk/Portsmouth, VA at 38% and Dothan, AL at 36%. Six areas — Mobile, AL; Pensacola, FL;

Wichita Falls, TX; Lawton, Oklahoma; Biloxi/Gulfport, MS; OK; Colorado Springs/Pueblo, CO; Jacksonville, FL; and Brunswick, GA are all tied with a 35% share.

What Is A Veteran?

Some veterans bear visible signs of their service: a missing limb, a jagged scar, a certain look in their eye.

Others may carry the evidence inside them: a pin holding a bone together, a piece of shrapnel in the leg or perhaps another sort of inner steel: the soul's alloy forged in the refinery of adversary.

Except in parades, however, the men and women who have kept America safe wear no badge or emblem. You can't tell a vet just by looking... so what is a vet?

He is the cop on the beat who spent six months in Saudi Arabia sweating two gallons a day making sure the armored personnel carriers didn't run out of fuel.

He is the bar room loudmouth, dumber than five wooden planks, whose overgrown frat-boy behavior is outweighed a hundred times in the cosmic scales by four hours of exquisite bravery near the 38th parallel.

She or he is the nurse who fought against full-time and went to sleep sobbing every night for two solid years in Da Nang.

He is the POW who went away one person and came back another... or didn't come back at all. He is the Quantico drill instructor who has

Thinking About SGLI

Petty Officer Jones was assigned to the Military Examination Processing Station (MEPS) where he benefits, especially their Servicemembers Group Life Insurance (SGLI). It wasn't long before the MEPS commanding officer noticed that PO Smith had almost a 100% record for sign-up for the insurance, which had never happened before.

Rather than ask Smith about this, the CO stood in the back of the room and listened to Jones' sales pitch. Jones explained the basics of the SGLI insurance to the new recruits, and then said, "If you have SGLI and go into battle and are killed, the government has to pay \$200,000 to your beneficiaries. If you don't have SGLI, and go into battle and are killed, the government only has to pay a maximum of \$6,000. Now," he concluded, "Which bunch do you think they are going to send into battle first?"

never seen combat — but has saved countless lives by turning slouchy, no-account rednecks and gang members into Marines, and teaching them to watch each others' backs.

He is the parade-leading Legionnaire who pins on his ribbons and medals with a prosthetic hand.

He is the career quartermaster who watches the ribbons and medals pass him by.

He is one of the heroes in the Tomb of the Unknowns, whose presence at the Arlington Nat'l Cemetery must forever preserve the memo-ry of all the heroes whose valor dies unrecognized with them on the battlefield or in the ocean's sunless deep

He is the old guy bagging groceries at the supermarket — praised now and aggravatingly slow — who helped liberate a Nazi death camp and who wishes all day long that his wife were still alive to hold him when the nightmares come.

He is an ordinary and yet an extraordinary human being — a person who offered some of his life's most vital years in the service of his country, and who sacrificed his ambitions so that others would not have to sacrifice theirs.

He is a soldier and a savior and a sword against the darkness, and he is nothing less than the finest, greatest testimony on behalf of the finest, greatest nation ever known.

So remember, each time you see someone who has served our country, just lean over and say, "Thank You." That's all most people need

and in most cases it will mean more than any medals they could have been awarded or were awarded. Two little words that mean a lot... "Thank You." **Father Denis Edward O'Brien, USMC**

Greenland Patrol Honored

"The longest continuous operation of military forces of the United States during World War Two" was formally recognized recently.

A sunny, crisp day in late September was almost perfect for the outdoor dedication ceremony of the new Greenland Patrol Monument at the Coast Guard Academy in New London, CT.

Assistant Superintendent CAPT Thomas C. Paar welcomed the guests, many of whom had rolled in on a convoy of busses. After the posting of colors, National Anthem and Pledge of Allegiance, the Greenland Patrol

Monument was dedicated, blessed and a wreath laid by it. Site of this monument is near the recently dedicated monument to the WWII APA fleet and SM1/c Douglas Munro, on Berthoff Plaza. Speakers included Greenland Patrol leader John Stamford who spoke for the *USS Muskeget*, *USS Natsek*, *USS Northland*, and *USS Escanaba*; Richard Swanson who spoke for the Navy's armed guard, USCG sailors, U.S. Maritime sailors, and U.S. and Danish civilians (all lost with the *USAT Dorchester*); and Tom Pyle who spoke for the soldiers who perished in Greenland and with the *Dorchester*.

The dedication ceremony's main speaker was Sloan Wilson who served on two ships of the Greenland Patrol, the *Tampa* as a junior officer, and later as CO of the *USS Nogak*. Shipmates recounted memories ranging from heroism and sacrifice of Greenland Patrol sailors to simply the daily "watching and waiting" patrol duties.

Phil Healey, who almost single-handedly has built the New Hampshire contingent of the CGCVA into a highly active body, led a delegation

of Granite Staters to the ceremony. Walter Anderson, Bob Gauthier and Michael Glenn represented the eras of WWII, Haiti and Vietnam respectively. Following the ceremony, everyone enjoyed lunch at the Academy's Officers' Club.

CGCVA members visiting the New London area can now take in another landmark besides the CG Museum, Academy Chapel, Hopley Yeaton tomb, and *CGC Eagle*... the Greenland Patrol Monument. **Michael J. Glenn, III**



The Greenland Patrol Monument at the Coast Guard Academy.

Finding "Treasures"

CGCVA life member **Joe Barnell** reports he was going through some of his mother's

"treasures" recently when he came upon a church service program dated Oct. 18, 1942. It was from the Manhattan Beach Coast Guard Training Station, NY and Barnell had mailed it to his mother with his first letter from boot camp. Unfortunately, the condition of the program does not allow for its reproduction in the *QD Log* so it will be given to the CG Historian.

According to the program, several station crew members participated in the service, most providing musical background through instruments or voice. There is a mention that the altar was built by one of the Coasties and the Sermon was

given by Chaplain H. J. Hilberry. Hymns included: "A Mighty Fortress is Our God," "Nearer My God To Thee," "Still With Thee," and "The Sailors' Hymn."

It mentions that "the Gideon Society has supplied the Chaplains' Office with a supply of New Testaments. Crew members should get the permission of their Section Leaders and Barracks Commanders before going to LT Schwalb in the Welfare Office to get their copies."

Barrell also mentioned his subsequent duty assignments, including the District HQ Pay & Supply Office in Boston. He mentions he was at the Coconut Grove Bar & Nightclub the day of the fire that killed 260 people, many of them servicemen. He has recently completed a book on his life and, of course, it has several entries regarding his Coast Guard experiences. Who knows, it might make for some interesting reading in a future *OD Log*.



Remember the kids. Here's just some of the stuffed animals that have been collected for our 2000 Reunion-Convention in Kentucky. Please remember to bring one or more stuffed animals with you for presentation to the children of Ft. Mitchell.

A Soldiers' Christmas

"It was the night before Christmas, he lived all alone, in a one bedroom house made of plaster and stone. I had come down the chimney with presents to give, and to see just who in this home did live. I looked all about, a strange sight I did see. No tinsel, no presents, not even a tree.

Info Needed on CG 327 Fleet

I am writing an operational history of the Coast Guard 327-foot cutters (from 1939 —1945) and am looking for information and stories from crew members and/or their families to include in the book. All royalties will be given to a Trust Fund for the benefit of the surviving WWII crew members and their spouses. Anything left will go to maintain the CGC *Ingham* and CGC *Taney* museum ships. I'm an ex-Coastie and this book is to help keep the memory and traditions alive. Any help would be appreciated. Contact **Michael Walling** at 99 Fort Meadow Drive, Hudson, MA 01749. E-mail: mwalling@gis.net.

No sticking by mantle, just boats filled with sand. On the wall hung pictures of a far distant land With medals and badges, awards of all kinds. A sobering thought quickly came through my mind For this house was different, it was dark and dreary. I found the home of a soldier, once I could see clearly. The soldier lay sleeping, silent alone, Curled up on the floor, in this one bedroom home. The face was so gentle, the room in disorder. Not quite how I'd picture a United States soldier. Was this the great hero, of whom I'd just read? Curled up on a patch, the floor for a bed? I realized the families that I'd seen this night. Owed their lives to the soldiers who were willing to fight. Very soon round the world, the children would play, And grown-ups would celebrate a bright Christmas day. Because of the soldiers, like the one lying here I couldn't help wonder how many lay alone. On a Christmas Eve, in a land far from home. The very thought brought a tear to my eye, I dropped to my knees and I started to cry. The soldier awakened and I heard a rough voice. "I fight for freedom, I don't ask for more. Saying, "Santa, don't cry... this life is my choice." My life is for God, my Country, my Corps. The soldier rolled over and drifted to sleep. I couldn't control it, I continued to weep. And we both shivered from the cold night's chill. I kept watch for hours, so silent and still. I didn't want to leave on that cold, dark night. This guardian of honor, so willing to fight, Then the soldier rolled over, with a voice soft and pure. "Carry on Santa, it's Christmas, and all is secure." One look at my watch, and I knew he was right. "Merry Christmas my friend, and to all a good night."

Info Needed on CG 327 Fleet

I am writing an operational history of the Coast Guard 327-foot cutters (from 1939 —1945) and am looking for information and stories from crew members and/or their families to include in the book. All royalties will be given to a Trust Fund for the benefit of the surviving WWII crew members and their spouses. Anything left will go to maintain the CGC *Ingham* and CGC *Taney* museum ships. I'm an ex-Coastie and this book is to help keep the memory and traditions alive. Any help would be appreciated. Contact **Michael Walling** at 99 Fort Meadow Drive, Hudson, MA 01749. E-mail: mwalling@gis.net.

Association News — Features

Coast Guard Person of the Year (cont.) crewmen from the *F/V Nowitna*. In recognition, the Coast Guard awarded Overholt the Distinguished Flying Cross.

On this day, however, Overholt was being recognized by the CGCVA as our Coast Guard Person of the Year for 1999. In token of his selection, CGCVA Nat'l VP Jack Campbell presented Overholt with an engraved walnut plaque,

Headquarters and could not be accomplished without the assistance of the Medals & Awards staff, the Commandant's front office staff, and, of course, the Public Affairs' Community Relations and Visual Imagery staffs. Thanks to all who participated in a wonderful ceremony.

The next CGCVA award will be presented at the closing dinner at our biennial Convention in Covington, Kentucky in October 2000.

CG Honor Guard Showcased

New CGCVA member **Robert MacLeod** took a very proactive step to get considerable public exposure for the Coast Guard recently, something that other CGCVA members might consider trying.

On Nov. 5th, the Metrolina, NC Vietnam Veterans Association and MacLeod were proud hosts of the Coast Guard's Presidential Color Guard from Washington, DC. The detail presented colors at the Charlotte, NC Veterans Parade, following the Grand Marshall, Mr. Robert Armstrong, a highly decorated Vietnam veteran.

After a brief rest, the squad presented colors at the award-winning theatrical production of "Tracers." They also were involved in a Massing of the Colors at the NFL game at Ericsson Stadium, witnessed by 78,000 in attendance and a large TV audience.

To obtain the services of the CG Honor Guard, a sponsor may be required, one willing to pay certain travel accomodation costs. For more information, contact the CG Community Relations Office at CG Headquarters at (202) 267-0934.



(Above) Ed Burke, Jack Campbell, ADM Loy, AMT3 John Overholt, and John's parents, William and Janet Overholt.

(Right) The Commandant takes a few minutes to chat with AMT3 Overholt following the presentation of the CGCVA Coast Guard Person of the Year award.



assisted by Coast Guard Commandant, ADM James W. Loy. John was joined by his parents, who had driven to Washington, DC that morning from New Hope, PA. Also attending were CGCVA Sec'y-Treasurer Ed Burke and his wife, Nancy, QD Log editor Ed Swift and his wife, Mare, and Trustee Baker Herbert.

Following the ceremony in ADM Loy's front office, John and his parents were taken to lunch, then spent some time sightseeing downtown before dinner.

The annual CGCVA Coast Guard Person of the Year ceremony is held during even years at CG

Did You Know?

- * A dragonfly has a lifespan of 24 hours.
- * A cat has 32 muscles in each ear.
- * In England, the Speaker of the House is the only person who is not allowed to speak.

Association News — Features

What's That Beeping Noise?

About a year or so back, some Boeing employees on the airfield decided to steal a life raft from one of the 747's. They were successful in getting it out of the plane and home. When they took it for a float on the river, however, they were surprised by a Coast guard helicopter coming toward them. It turned out that the helo was homing in on the emergency locator (EPIRB) that was activated when the raft was inflated.

They are no longer employed there.

Quick Thinking Officer

A Coast Guard officer reported her car as stolen and mentioned it had a car phone in it. The policeman taking her report called the phone and told the guy that answered that he had read his ad in the newspaper and wanted to buy the car. They arranged a meeting place and the guy was arrested.

CGCVA Small Stores

The following CGCVA items are now available. Send orders to Baker Herbert at 8886 N. Leroy Road, P.O. Box 544, Westfield Center, OH 44251-0544 or call (330) 887-5539, fax (330) 887-5639. E-mail USCGW64@aol.com. Please make checks payable to: CGCVA.



Baseball Caps

BASEBALL CAP: blue/black, gold-lettered "Coast Guard Combat Veterans Association," with CGCVA logo, one size fits all, plain visor ...\$11.00
Baseball Cap; same as above but white ...\$11.00

CG GARRISON CAP: fore 'n aft, CGCVA Logo, white lettered

"Coast Guard Combat Veterans Association." Must state size ...\$25.00

CHRISTMAS TREE ORNAMENTS: Pick from: 327' Secretary Class; 255' Owasco Class; 311' Casco Class; 378' Hamilton Class (each with ship imprinted on front and list of cutters in class with commissioning & decommissioning dates on back); CGC Eagle; CGC Mackinaw; 44'er breaking through surf; CG Aviation with various aircraft; CGC Gallatin; CG Insignia; Commemoration of CG SPARS; Sandy Hook Lighthouse; 1st cutter Bear; 200th Anniversary of USCG; Army; Navy; Air Force; Marine Corps ...\$12.50 each (shipped in display box)



USCG Christmas Ornament

CGCVA EMBROIDERED LOGO: 4-inch ...\$5.00 2-inch CGCVA logo ...\$4.00

FLAGS: U.S., USCG, and CGCVA, 10" with stand ...\$10.00

BOOK: hardback, "The Coast Guard At War, Vietnam 1965-1975" by Alex Larzalere, sent book rate ...\$25.00 (**Special Reduced Price**)



Book: "The Coast Guard At War, Vietnam 1965-1975" by Alex Larzalere

CGCVA Small Stores



USCGC Eagle in A Bottle

POSTAGE STAMP: USCG WWII, uncirculated, in brass picture frame with stand and gift box ...\$20.00

CG SQUADRON ONE T-SHIRT: 82' patrol boat on front and Squadron One patch and Patrol Zones on back ...\$22.50

USCGC EAGLE IN BOTTLE, cutter under full sail, with stand ...\$49.95 (Four in stock)

MODEL KIT: 40' and 41' UTB and 44'MLB; each 30"-33" in length, wooden. All parts laser cut for easy fit. Kits include decals and deck hardware. Suitable for radio control or static display ...\$125.00

MODEL KIT: 36' double-ended MLB; 10", Glencoe, plastic ...\$12.00 (Five in stock)

MODEL KIT: 41' UTB, Dumas; 15" in length, balsa construction, excellent detail ...\$55.00. (Six in stock)

MODEL KIT: 378" Hamilton Class; 47" in length, composite plastic. Kit includes decals and deck hardware. Suitable for radio control or static display (for the experienced model builder) ...\$200.00

MODEL KIT: Nantucket Lightship; Classic Replica Series, out of production, 17" in length, plastic ...\$100.00

MODEL KIT: Icebreaker *Burton Island* (CG or Navy), Revell; 12" in length, plastic...\$22.50. (Four CG and one Navy version in stock)

MODEL KIT: CG Helicopter, MRC; Bell HTL-4 ...\$25.00. (Three in stock)

VIETNAM PATCHES: pick from Squadron One; Squadron Three; Explosive Loading Detachment; USCG - ARVN - Explosive Loading Detachment; Market Time - Vietnam; LORSTA Con Son; and LORSTA Sattahip; or Tonkin Gulf Yacht Club...\$10.00 each

NEEDLEPOINT KITS: counted cross stitch, USCGC *Barque Eagle*, 12' x 7" 378' Cutter; 16" x 13" 180' Buoy Tender; 8" x 13" ...\$20.00 each



CGC Burton Island model kit



36-foot Motor Life Boat model kit



CG Bell HTL-4 Helicopter model kit



USCG 41-foot Utility Boat wooden model kit

CGCVA Small Stores

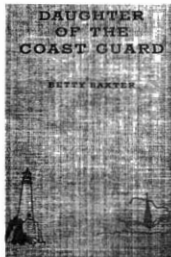


Book: "No Port In A Storm"

BUMPER STICKER: CGCVA ...\$2.00 each or 3 for \$5.00

COAST GUARD VIETNAM LAPEL PIN...\$10.00

BOOK: "No Port In A Storm" by Bob MacAlinden. True stories of lightship crews in U.S. and abroad. Details good, bad and horrors of lightship duty. 145 pages with many photos...\$25.00. (10 in stock)



Book: "Daughter Of The Coast Guard"

BOOK: "Patrol Craft of WWII" by William Viegele. Describes construction and mission of each PC in service including those manned by USCG. Detailed information on each PC. 300 pages with photos...\$30.00. (Three in stock)

BOOK: "The Story Of The U.S. Coast Guard" by Eugene Rachlis. Published in 1961, 3 copies available. Chronological history of USCG. 176 pages with photos. Books are rare, used and in good condition...\$22.50

BOOK: "Daughter Of The U.S. Coast Guard" by Betty Baxter. Adventures of a young lady...\$22.50. (Two in stock)



Book: "Riverine — A Pictorial History Of The Brown Water War In Vietnam"

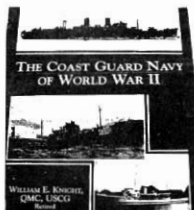
BOOK: "USCG — Always Ready." 1987 book by Hans Halberstadt. Chronicles Coast Guard history and major events. \$22.50. (One in stock)

BOOK: "Riverine — Pictorial History of the Brown Water War in Vietnam." 1985 book by Jim Mesko. \$20.00. (Eight in stock)

BOOK: "Coast Guard Navy of World War II" by William Knight. Coast Guard WWII history. \$30.00. (Unlimited supply)

MODEL: 311-foot WAVP, USCGC Casco (W-370), length 9.7", scale 1/32" = 1', balsa-stack built. \$35.00

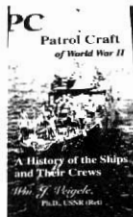
MODEL: USCGC Mohawk (W-78), length 10.375", scale 1/16" - 1', balsa-stack built, \$40.00



Book: "The Coast Guard Navy Of World War II"



Book: "USCG — Always Ready"



Book: "Patrol Craft Of World War II — A History Of The Ships And Their Crews"

CGCVA Small Stores



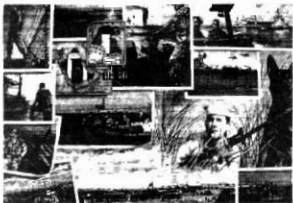
USCGC Casco wooden model kit



38-foot Picket Boat wooden model kit



30-foot Rescue Boat wooden model kit



Coast Guard in Desert Storm Water Color

Presque Isle State Park. \$20.00

****NEW** CGCVA T-SHIRT**, sizes large and X-large. \$10.00

(The above prices include first class mailing with the exception of the Christmas Tree Ornaments which require special packing)

MODEL; 38-foot Picket Boat, length 9.5", scale 1/4" = 1', balsa-stack built, \$30.00

MODEL; 30-foot Rescue Boat, length 7.5", scale 1/4" = 1', balsa-stack built, \$30.00

MODEL; 36-foot Motor Life Boat, length 9.0", scale 1/4" = 1', balsa-stack built, \$30.00

PATCH BOOKS: Pick from Volume 1-A (White Cutters) ...\$13.50; Volume 1-B (Black Cutters) ...\$8.50; Volume 1-C (Red Cutters) ...\$6.50; Volume 2 (Aviation) ...\$10.50; and Volume 3 (Stations) ...\$14.50. These booklets are spiral-bound and will be shipped 4th class mail or bound printed matter.

WATER COLOR; 18" x 24". Coast Guard in Desert Storm. \$20.00

WATER COLOR; USCGC Mackinaw in the Great Lakes. \$20.00

WATER COLOR; Coast Guard Station & Lighthouse



USCGC Mohawk wooden model kit



36-foot Motor Life Boat wooden model kit



USCGC Mackinaw Water Color



Presque Isle Station Water Color

CGCVA Auxiliary News

Greetings all!

I was asked to pen a short article for this issue since I've been involved in several CGCVA activities lately. Usually I leave the writing stuff to my hubby but here goes.

I've been able to accompany my husband over the years to many Coast Guard events (and also to those in which the CGCVA played a significant role) I hope that continues, even after Ed retires, because these patriotic events, commemorations and memorial services are things I was weaned on.

My father, a WWII veteran (and yes, I've heard the same war stories time and time again), joined several veterans organizations after returning to the states after WWII. Throughout my childhood years, my brother and I were taken to parades

and commemorations to see my father march or play some active role. I got used to it and it had a lot to do with my decision to volunteer for the USO during the Vietnam War.

As the USO "cookie girl," I spoke with veterans, current service members and a lot of new recruits at the induction center in Cleveland. I was proud to be helping the cause in some way and volunteered over 500 hours with the USO.

I suppose I was destined to marry a military man but I don't regret it for a minute. I've traveled everywhere and been able to continue to be part of that rich, patriotic life I enjoyed as a child. Likewise, I was tremendously proud to attend the recent CGCVA CG Person of the Year award ceremony and the Tampa Memorial Service on Veterans' Day. Thanks! **Mare Swift**



Coast Guard Combat Veterans Auxiliary Membership Application

Name _____ Date _____
Last First Init

Address _____
Street or Box Number City State Zipcode

Eligibility _____ Sponsors Name: _____
Wife, Husband, Daughter, Son, Other-Explain

Amount of Membership Dues enclosed: \$ _____ Dues: \$10.00 Every 2 Years

Make Checks Payable to: CGCVA AUX

Nancy Burke, Secretary/Treasurer

17728 Striley Drive,

Ashton, MD 20861-9763

CGCVA Form 30A (Rev. 1/2001)

Coast Guard Combat Veterans Association
SCHOLARSHIP APPLICATION

Please read before completing application: Limited to Students 23 years of age or younger. This Application must be accompanied with the following: Minimum of Two (2) Reference letters. (Teacher, Pastor, Lawyer, etc.) Copy of GPA, Applicant must have a 2.75 average, furnish personal history in own words, and statement from their sponsor. Must be a relative of the sponsor (Son; Daughter, Grandson or Grand daughter) of a member in good standing, and shall be a second year student of a junior college or a third year student of a four-year college. Must show financial need.

STUDENT'S NAME:

Last	First	Middle Initial	Date of Birth		
Address	Apt. #	City	State	Zip	Tel. #

Social Security # _____

This hereby authorizes the CGCVA to verify records from the applicable Institutions, and/or all other sources deemed necessary by the CGCVA.

SPONSOR'S NAME:

Applicants Signature & Date

Last	First	Middle Initial	CGCVA Exp. Date		
Address	Apt. #	City	State	Zip	Tel. #

Send Completed Application w/attachments to:

Sponsors Signature & Date

Bob Maxwell
P.O. Box 2790
Burney, CA 96013

Date Received: _____ Complete: Yes No

Received By: _____ Approved: Yes No

Awarded: _____
Date

Presenter: _____
Name

Mailed: _____
Date

cc: Nat'l. Secretary/Treasurer
Nat'l. President



Coast Guard Combat Veterans Association

MEMBERSHIP APPLICATION

(Please Print Clearly)

Personal Data

Name: _____ Date: _____

Last

First

Init

Address: _____

Street

City/State/Zip: _____

Telephone: (____) _____ - _____ Date Of Birth: _____

Do you have two(2) Residences? _____

Yes

No

If Yes, furnish the following information: (This is for the Quarterdeck Log mailings)

Address: _____

City/State/Zip: _____

Telephone: (____) _____ - _____ When There?: _____ 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 member of the CGCVA in "Good Standing," stating that you served with him on a particular ship/station during a particular period of time. Haitian service has recently been authorized the Armed Forces Expeditionary Medal that qualifies for membership.

Rank/Rate: Present @ Discharge @ Retirement _____

Dues: **\$25.00 For 2 Years.** Amount of Membership Dues Enclosed: \$ _____

Make Check/M.O. Payable To: CGCOMVETS

Signature: _____ Date: _____

Send To:

E. P. "ED" Burke, LM, National Secretary
17728 Striley Drive, Ashton, MD 20861-9763
Tel: Msg. or Fax (301)570-5664



The J2F-4 Grumman albatross seaplane used by LT John A. Pritchard, USCG and RM1/c Benjamin A. Bottoms, USCG of the USS Northland to rescue two Army B-17 fliers from the Greenland Ice Cap in November, 1942. On a second attempt to rescue additional survivors, the airplane crashed on the Ice Cap in a snow storm, killing both Pritchard and Bottoms and one Army flier. See feature story, pp.16-19.

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

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