



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 13, Number 4

Munro Monument at Academy

April Dedication Ceremony Planned to Honor Coast Guard Hero

Not long ago, ground was broken at the Coast Guard Academy to begin construction of a monument to honor the Coast Guard's only Medal of Honor recipient and the nine Coast Guard-crewed amphibious transports of World War II.

The Academy Superintendent, along with the APA Association, will dedicate the monument, on 23 April 1999. Hopefully, there will also be a strong contingent of CGCVA members and officers at this ceremony.

Coast Guard and CGCVA involvement in ceremonies such as a Douglas Munro and APA monument are a natural fit but how about a Coast Guard admiral making a flag presentation at a WWI ceremony in France. It happened this past Memorial Day when CGCVA member RADM Norman Venzke traveled to the Meuse-Argonne American Cemetery.

RADM Venzke is actually a frequent visitor there, as well as the past president of the Western Front Association (WFA). The WFA is a British organization founded for the remembrance of World War I and the education of the public in that war.

RADM Venzke mentioned that "Semper Paratus" is always included in the service hymns played at the cemetery. In the Memorial Day ceremony, Venzke actively participated, offering a



Several New London area people figured prominently in the recent ground-breaking ceremonies for the Douglas A. Munro monument being built at the Coast Guard Academy. Participating in the ground-breaking were (left to right) CG Academy Superintendent RADM Douglas Teeson; Committee Chairman Bernie Muraca; former Mayor Paul Manafort; Frank Manafort; David Manafort; President of the CG Academy Alumni Association Jim White; and Assistant Academy Superintendent CAPT Stanley Paar. The monument will be dedicated in April.

prayer on behalf of the veterans, and by providing flags which had flown over the Capitol to the Mayors of Verdun and Montfaucon.

Venzke also presented a Pennsylvania State flag which had flown over the Statehouse in Harrisburg to the Mayor of Varennes. An Army 3-star general was surprised to see a sailor so far inland. Such is the way of the Coast Guard I guess... and our patriotic CGCVA members!



**Coast Guard Combat Veterans Association
OFFICERS**

Joseph L. Kleinpeter, LM
National President
John W. Campbell, LM
National Vice President
E.P. Burke, LM
National Secretary/Treasurer

BOARD OF TRUSTEES

Two-Year: Paul Scotti, LM and Ray Hertica, LM,
Four-Year: W. Figone, LM, and B. W. Herbert, LM
A. L. Grantham, LM Past National President

ADMINISTRATIVE OFFICE

National Secretary/Treasurer
17728 Striley Drive
Ashton, MD 20861-9763
Message & Fax (301) 570-5664

**Coast Guard Combat Veterans Association
AUXILIARY OFFICERS**

Liz Scotti, PNP, National President
Jane Maxwell, PNP, National Vice President
Nancy Burke, National Secretary/Treasurer

THE QUARTERDECK LOG

LCDR Edward Swift, LM, USCG
Editor-In-Chief

APPOINTEE'S

Walter W. Gorr, LM, Parliamentarian; Vince
Stauffer, LM; Chairman, By-Laws; William G.
Miller, LM, Chaplain; Robert J. Maxwell, LM, PNP,
Budget Director/Convention Planning Director,
Sidney Weinstein, LM, Sales

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:

A belated Happy New Year and thank you for all the holiday cards. It's a pleasure hearing from you and receiving compliments on behalf of officers, trustees, auxiliary and appointees. They truly are doing a fine job!



JOE KLEINPETER

Recently, I received a *U.S. Coast Guard Magazine* dated June, 1944, which I read cover to cover. I am a collector of Coast Guard books and magazines, learning about your time in the service. This issue featured an article about the sinking of the *Leopold* and the 28 survivors, including CGCVA member Dick Novotny. I sent Dick a copy of the article and received a phone call. As the ship exploded, Dick was blown into the water and injured. He spent months in the hospital without knowledge of the article. We spent a long time on the phone reliving that tragic day in the icy North Atlantic.

With Spring just over the horizon, it will not be long before the snowbirds return home and the Coast Guard activities begin. Memorial Day, Independence Day, Coast Guard Day, ships reunions, and the Coast Guard Festival in Grand Haven. All great times to visit with shipmates, relive our service past, and to pay tribute to those on eternal watch. I recommend everyone attend the Coast Guard Festival. The city of Grand Haven, MI really rolls out the red carpet for all members of the Coast Guard, past and present.

This year, the Coast Guard Yard celebrates its centennial anniversary, serving the fleet for 100 years. During my time in the service, my ship, *Escanaba II*, made two CG Yard visits and I recall drydocking and walking under the keel. Today, ships are raised out of the water and moved about like small boats on dollies instead of remaining in the traditional drydock. So, if you plan to be in the Baltimore area this year, visit the CG Yard and relive a little of the past. To learn

(continued on page 12)

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.



BAKER HERBERT

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; and 200th Anniversary of USCG ...**\$12.50 each** (shipped in display box)

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

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

T-SHIRT; jumbo, one size fits all, with CGCVA printed logo on front ...**\$17.50**

BOOK; hardback, "The Coast Guard At War, Vietnam 1965-1975" by Alex Larzalere, sent book rate ...**\$32.95**

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**

MODEL KITS: 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** 36' double-ended MLB; 10", plastic ...**\$15.00** 41' UTB and 44' MLB; 15" in length, excellent detail ...**\$55.00 each** or **\$100.00** for both 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** Nantucket Lightship; Classic Replica Series, out of production, 17" in length, plastic ...**\$100.00** Icebreaker Burton Island (CG or Navy); 12" in length, plastic...**\$20.00** CG Helicopter; Bell HTL-4...**\$25.00**

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, CG Barque Eagle, 12" x 7" 378' Cutter; 16" x 13" 180' Buoy Tender; 8" x 13" ...**\$20.00 each**

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**

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**

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**

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

PATCH BOOKS: Pick from Volume 1-A (White Cutters) ...**\$18.50**; Volume 1-B (Black Cutters) ...**\$13.50**; Volume 1-C (Red Cutters) ...**\$11.50**; Volume 2 (Aviation) ...**\$15.50**; and Volume 3 (Stations) ...**\$19.50**. These booklets are spiral-bound and will be shipped 4th class mail or bound printed matter.

Reunions — Notices

USCGC Campbell

The 14th annual reunion of the *USCGC Campbell (W-32) (W-909)* Association will be 19-22 May 1999 at the Sheraton Inn Providence Airport, RI. All hands who served in *Campbell (W-32)* during the 45 years she served (1937-82) as well as all current active duty and former crew members of the new *Campbell (W-909)*, are welcome to attend. Contact: **David A. Blum** at 8341 Sands Point Blvd., Tamarac, FL 33321. Ph: (954) 722-8161.

USCGC Mesquite

I am attempting to put together a "gathering" of *Mesquite* shipmates who served under LCDR George Lawrence (1952-53). LTJG Pennock was XO and E.J. Schwindler was First Lieutenant. Should you be one of the crewmen or know the whereabouts of any, please contact **William Hermes** at 1225 N. Homer Street, Lansing, MI 48912. Ph: (517) 487-9875.

USCGC Modoc

The 12th annual reunion of the *CGC Modoc (W-46)* and North Atlantic Convoys (1940-1945) will be held 13-17 May 1999 at the John Carver Inn, 25 Summer Place, Plymouth, MA 02360. Ph: (800) 274-1620 or (508) 746-7100. Coordinators are **Bob Woodbury** at 18 Ninth Avenue, Halifax, MA 02338. Ph: (781) 293-7992 or **Moe Steinberg** at P.O. Box 178, Carle Place, NY 11514. Ph: (516) 334-5309.

LORAN Reunion

The 22nd annual reunion of Coast Guard LORAN Construction and Operations Personnel in the Pacific (1944-46) will be held 9-11 Sept 1999 at the Lodge at Palmer Gulch (in the Black Hills of South Dakota), Hill City, SD. Contact: **Roger Kelm** at 2610 So. Hawthorne Ave., Sioux

Falls, SD 57105-4512. Ph: (605) 338-0234.

USCGC Carrabassett

I'm arranging a reunion for crewmembers who served aboard the *CGC Carrabassett* during WWII. Call or write **Bob Iles** at 339 Pennbrook Ave., Lansdale, PA 19446. Ph: (215) 855-2450.

LST-16

The first ever reunion for WWII crewmen of *LST-16* is in the planning stages. If interested, contact (on the East Coast) **Joseph Niemec** at 6324 Witherole St., Rego Park, NY 11374. Ph: (718) 896-2458. On the West Coast, contact **Dominic Pizzulli** at 2700 Neilson Way, Santa Monica, CA 40405. Ph: (310) 396-1150.

USS Lowe

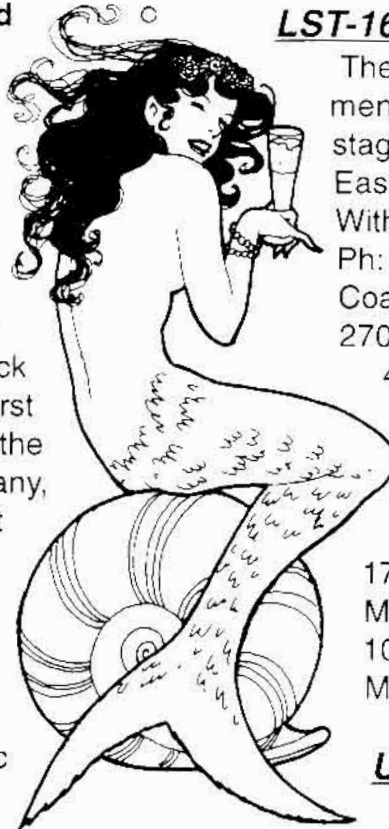
The 9th annual reunion of the *USS Lowe (DE-325)* will be held 17-21 May 1999 at the Days Inn, Mystic, CT. Contact: **Tom Taylor** at 104 Covered Wagon Rd., Baltimore, MD 21220. Ph: (410) 335-3381.

USS Cavalier

The 11th annual reunion of the *USS Cavalier (APA-37)* WWII will be held 22-25 April 1999 at the Best Western Olympic Inn, Groton, CT. Contact: **CWO4 John E. Giles**, USCG (Ret.) at P.O. Box 325, Pacific City, OR 97135. Ph: (503) 965-6732. E-mail: jegiles@oregoncoast.com.

Liberator & Privateer Air Crews

Find those long lost Liberator and Privateer crews from the Navy, Coast Guard and Marine Corps through the International PB4Y Association. Also looking for photos and stories for a PB4Y History Book. Contact: **R. Sathre** at 31262 San Andreas Dr., Union City, CA 94587. Ph: (510) 487-PB4Y.



Reunions — Notices

Attn: LST Sailors

Navy and Coast Guard LST sailors from all actions... join your shipmates in the U.S. LST Association at P.O. Box 167438, Oregon, OH 43616. Ph: (800) 228-5870.

USCGC Matagorda

John J. Wheeler of 18 Maverick St., Marblehead, MA 01945 is looking for crew members who served on *CGC Matagorda* during 1951 for a possible reunion.

USCGC Point Evans

Robert MacLeod of 8268 Ferrel Pl., Harrisburg, NC 28075 is looking for crew members who served on *CGC Point Evans* during 1967-69 in Vietnam for a possible reunion. Ph: (704) 455-6868. FAX: (704) 455-6858. E-mail: RGBYSHEAST@aol.com.

AP Transport Group

A reunion is planned for 3-6 June 1999 at Ft. Michell, KY, for crewmembers from *USS Generals Mitchell (AP-114)*, *Randall (AP-115)*, *Gordon (AP-117)*, *Richardson (AP-118)*, *Weigel (AP-119)*, *Hodges (AP-144)*, *Breckinridge (AP-176)* and *USS Admirals Capps (AP-121)*, *Eberle (AP-123)*, *Hughes (AP-124)*, and *Mayo (AP-125)*. Contact: **Chuck Ulrich** at 35 Oak Lane, New Hyde Park, NY 11040. Ph: (516) 747-7426.

USS/USCGC Lansing

Crew members from the *USS/USCGC Lansing (DE/DER-388, WDE-488)* will hold their reunion October 21-24, 1999 in New Orleans, LA. Contact: **Terry A. Moberg** at 902 Cindy St., Brainerd, MN 56401. Ph: (218) 829-3288.

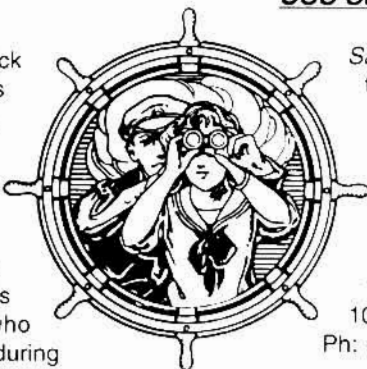
USS Miller

Looking for shipmates from the *USS Miller (DE-383) WWII*. Would like to surprise my brother, John Krizanek by receiving information on any

reunions. My husband and I enjoy his *USS Cavalier (APA-37)* reunions so if anyone can help, please contact **Mrs. John Stalony** at 17512 Walter St., Lansing, IL 60438-2025.

USS Samuel Chase

Crew members from the *USS Samuel Chase (APA-26)* are invited to a reunion at the Best Western Hotel in Mystic, CT 21-25 April 1999. The hotel will provide transportation to and from the USCG Academy for dedication ceremonies. Call the hotel at (860) 536-4281 or (800) 363-1622. Contact: **Bernie Muraca** at 105 Vance St., Bristol, CT 06010. Ph: (860) 582-9190.



Bering Sea Patrol

The Bering Sea Patrol - Alaska Veterans of the USCG will be holding its 24th annual reunion 14-17 Sept 1999, at the Flamingo Hilton Hotel in Reno, NV. Contact: Chairman **Bill McIntire** at P.O. Box 2070, Peachtree City, GA. Ph: (770) 631-3862. E-mail: BMCXI@aol.com. (Note: For additional information on this association, see pages 9-11).

USS Spokane

Plans are underway for the 3rd reunion of the *USS Spokane (CLAA-120)* in May or June, 2000 in the mother city of Spokane, WA. Contact: **Reunion Committee** at 4979 Grimsby Dr., San Jose, CA 95130. Ph: (408) 866-4392.

USS LST 829

The 17th ship's reunion of the Coast Guard-manned *USS LST 829* will be held 23-26 Sept 1999 at the Hilton Hotel in No. Charleston, SC. Contacts: **Joseph Chramoff** at 1020 Raymond Rd., Ballston Spa, NY 12020. Ph: (518) 885-4417 or **Albert J. Ryzner** at 4 Autumn Ct., No. Dartmouth, MA 07247. Ph: (508) 995-0734.

Army Tanker 4-5

I would like to hear from crew members of the *Army Tanker 4-5* which transported fuel from stateside to New Guinea and the Philippines during WWII. Please contact **Alvin J. Beck** at 4400 Park Ave., #72, Des Moines, IA 50315. Ph: (515) 243-6988.

USS LST 22

Crew members of *USS LST 22* are planning their 5th annual reunion. It will be held 22-26 Sept 1999 at Buffalo, NY. Contact: **Jack A. Pfeifer** at 11325 SW Timberline Dr., Beaverton, OR 97008. Ph: (503) 644-0048.

USS Gen. Howze

The next reunion for shipmates from the *USS General Robert L. Howze (AP-134)* will be held 4-6 Oct 1999 in Las Vegas, NV. Contact: **Leo Albright** at 233 Redbud Dr., Paradise, CA 95969. Ph: (530) 872-7173. Fax: (530) 872-9152. E-mail: usshowze@aol.com.

APA Memorial Dedication

On 23 April 1999, there will be a APA Memorial dedication ceremony at the USCG Academy. This memorial is being built by shipmates of the nine original CG-manned APA's, including: *Leonard Wood (APA-12)*; *Dickman (APA-13)*; *Hunter Liggett (APA-14)*; *Arthur Middleton (APA-25)*; *Samuel Chase (APA-26)*; *Bayfield (APA-33)*; *Callaway (APA-35)*; *Cambria (APA-36)*; and *Cavalier (APA-37)*. The center will honor Douglas Munro of the *USS Hunter Liggett*. The entire project is being funded through donations by members.

Rolling Thunder XII

The annual Rolling Thunder Ride for Freedom will be 30 May 1999 (Memorial Day Weekend) in

Washington, DC. The event, which focuses on the full accounting of POWs and MIAs, brings together motorcyclists from across the nation. They ride from the Pentagon, through the streets of DC to the Vietnam Veterans Memorial.

CGCVA Convention/Reunion 2000

The CGCVA is interested in entering the new millennium with as many Active Duty, Retired, and former Coast Guard people from every nook and cranny to attend our Reunion/Convention in Covington, KY in October 2000. All Coast Guard groups, vessels, and all others are encouraged to schedule their reunions with ours. We have contracted an excellent room rate and



the Drawbridge is easily accessible by air or road. Anyone interested in obtaining information in regard to this idea can contact **Bob Maxwell** at P.O. Box 2790, Burney, CA 96013-2790. Call him at (530) 335-3876, or fax him at (530) 335-3304. Arrangements will be made for meeting rooms for the groups that want to hold a separate meeting. There will be a large final night banquet for all to attend. If we get a good crowd together, we will have a better chance of getting the Commandant, Admiral Loy to be our guest speaker. The price is right and there will be plenty of rooms if we act early. Please pass this on to the meeting or reunion representative of other special Coast Guard groups.

USS Callaway

The 3rd reunion of the *USS Callaway (APA-35)* will be held 4-8 Oct 1999 at the Hanalei Hotel in San Diego, CA. Contact: **Wallace Shipp** at 5319 Manning Pl., NW Washington, DC 20016-5311. Ph: (202) 363-3663.

Notices — Association News

Magazine Article by CGCVA Member

A recent issue of *Military Magazine* included an article written by CGCVA member **HMCM Joe White**. The article, "The Vietnamization of WHEC-382" details the preparations to turn over the *USCGC Bering Strait* to the Vietnamese Navy. It's good reading and we salute Joe for writing about the Coast Guard's combat history.

Old Folks Are Worth A Fortune

Old folks are worth a fortune: With silver in their hair, gold in their teeth, stones in their kidneys, lead in their feet, and gas in their stomachs.

I have become a lot more social with the passing of the years: Some might even call me a frivolous old gal. I'm seeing five men every day.

As soon as I wake, Will Power helps me out of bed. Then I go see John. Then Charley Horse

comes along, taking a lot of my time and attention. When he leaves, Arthur Ritis shows up and stays the rest of the day. He doesn't like to stay in one place very long so he takes me from joint to joint. After that I'm really tired and glad to go to bed... with Ben Gay. What a life!

Later on the preacher came to call. He said that at my age, I should be thinking about the here-after. I told him I do, all the time. No matter where I'm at, in the parlor, upstairs in the kitchen, or down in the basement, I ask myself... now what am I here after?

Reprinted from *Dear Abby*

Alaska Veterans of the USCG

The Bering Sea Patrol was born in 1867 when the *Revenue Cutter Lincoln* was sent north following Alaska's purchase from Russia. At that time there was only one lighthouse and scattered

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.

Association News — Mail Buoy

Russian settlements in the district. During its early years, the captains of the revenue cutters, and later the Coast Guard cutters, served as U.S. commissioners and were almost the only law in the wide areas of the territory.

However, even before Alaska became a U.S. possession, men of the Revenue Cutter Service were sailing in Alaskan waters. Our history is replete with stories of their heroism and adventure, and their dedicated service under hazardous conditions and hardship.

In 1865, a revenue Service cutter was in Alaska when the telegraph cable line to St. Petersburg (Sitka) was projected. Although the *Lincoln* was the first American vessel to arrive in the territory after the purchase from Russia, it was the *Revenue Cutter Corwin* that, in 1880, became the first U.S. vessel assigned to general police work in the Bering Sea.

The first Bering Sea Force, made up mostly of revenue cutters, sailed from Port Townsend, WA in 1892 under the command of Robley D. Evans of the U.S. Navy. In addition to the flagship and the sailing cruiser *Yorktown*, the squadron included the cutters *Adams*, *Mohican*, *Rush*, *Ranger*, *Corwin*, *Bear* and *Albatross*, plus two British ships, *HMS Melpomene* and *HMS Daphne*.

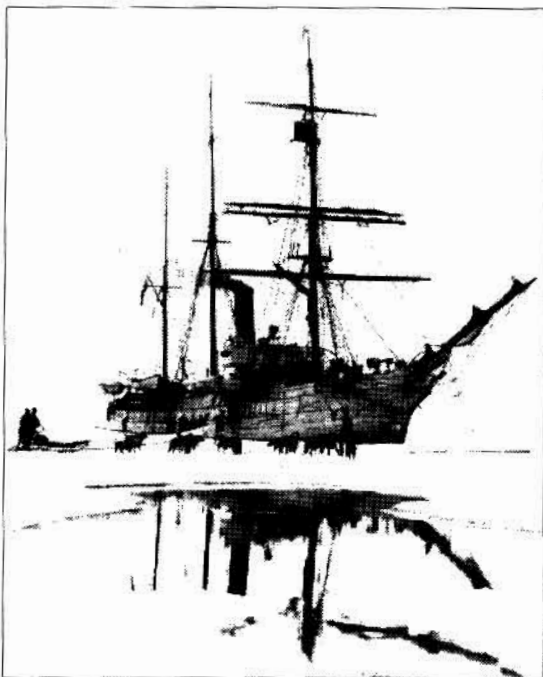
For decades following that first force, numerous Coast Guard ships have served on the Bering Sea Patrol enforcing laws, transporting doctors, judges, teachers and missionaries to far-flung

native villages, and rescuing mariners in distress.

Gone, and nearly forgotten, in a city where a local motto reads, "It's not the end of the world, but you can see it from here," lie buried several Bering Sea sailors of the Revenue Cutter Service

and the Coast Guard.

Signs of age are evident in the isolated cemetery on the outskirts of the city of Unalaska, AK, located 543 miles southwest of Kodiak in the Aleutian Islands. Graves of sailors from the cutters *Haida*, *Perry*, *Rush* and *Bear* were identified some years ago by volunteer crew members of the Coast Guard cutter *Storis*. These crew members repaired many of the grave sites of the U.S. and British sailors, who died during the Bering Sea fur seal conflict between 1885 and 1911.



The Revenue Cutter Service cutter *Bear* in Alaskan waters.

The historic Bering Sea Patrol became a thing of the past in 1964. After nearly a century of service, its name was changed by the Coast Guard to "Alaska Patrol" to conform with its widened arc of activity which, by then, stretched from the Alaska-Canadian border in the south to the Arctic Ocean in the north.

In 1975, a group of 16 Coast Guardsmen who had sailed the Bering Sea Patrol before and during WWII, joined together to form an association. The Association's name was changed in 1992 to "Bering Sea Patrol — Alaska Veterans Association of the United States Coast Guard" and membership has broadened to include retired or former members of the CG who served on active duty in Alaska (17th CG District) for a

Association News — Mail Buoy

continuous period of 21 days and/or those who qualify to wear the CG Arctic Service Medal as a result of duties in Alaskan waters.

In recent years, their reunions have adopted a theme honoring Coast Guard personnel and ships who participated in certain types of service within the CG's areas of responsibility. Their theme for the 1999 reunion is "Lighthouses, Loran Stations, and other shore duty stations in Alaska." Theme for their 2000 reunion is "The Coast Guard's Role in Alaska."

Anyone interested in joining this association or learning more about their upcoming reunions should contact: 1999 Chairman **Bill McIntire** at P.O. Box 2070, Peachtree City, GA 30269. Ph: (770) 631-3862. E-mail: BMCXI@aol.com or 2000 Chairman **Jim Loback** at 10436 Teal Circle, Fountain Valley, CA 92708-7448. Ph: (714) 968-8964. E-mail: LOB96JM@aol.com.

submitted by

LCDR Daniel E. Baumbaugh, USCG (Ret.)

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 regular-face, new ones will be added in **bold-face** type.

LCDR Ed Swift. eswift@ballston.uscg.mil
Joe Klempeter. PointBanks@aol.com
Baker Herbert. uscgw64@aol.com
Ed Burke. edekrub@aol.com
Fred's Place. www.fredsplace.org/
CAPT John M. Austin. jaustin@sault.com
Elisha Sellers, Jr. elsellers@webink.net
MKC Roger Grinnel. RGrinn9471@aol.com
Roland Bishop. Oakauth1@aol.com
Paul R. Spengler. paulspeng@aol.com
Douglas R. Peterson. farpete@juno.com
Jack Shuler. JNMNSHU@aol.com
LT Thomas W. Lefebvre, USCGR (Ret.)
golfer@playful.com
Butch Martin. MYGWING
VADM Thomas R. Sargent, USCG
vadmsarg@inetworld.net
Herb Cohen. hcohen@intermind.net

Michael Glenn. Mugsy@Compuserve.com
John Liss. ajliss@redrose.net
Frenchy Benoit. CGFrenchy@aol.com
William G. Donaldson. bjdonaldson@juno.com
Ralph G. Sproston. rsproston@juno.com
Ken Black. knb@ime.net
Bob Schaar. rls7@bellatlantic.net
Bill Beckwith. gm2uscgwph@mindspring.com
Marcel Bujarski. marcel@bujarski.com
Ray Hertica. rhertica@sprintmail.com
Thomas E. Bretz. TMinGVAZ@aol.com
Stan Feldman. raipix@trainweb.com
Thomas Pitman. pitman@popalex1.linknet.net
Thomas Barnes. LAPrivateEye@aol.com
Joe Manion. manjoe@aol.com
Dean Pancoast. DPancoast@aol.com
Leo Albright. usshowze@aol.com
LCDR Ed Swift (at home). swiftie@gte.net
GM1 Kris Swift. evlswift@pacbe.net
DC2 Mike Holcomb. seasmoky@aol.com
RM1 Robert Pinkerton. robert.s.pinkerton@gte.net
David L. Teska. teska@falcon.cc.ukans.edu
Nick Mlinscek. cambria@warwick.net

Who's On First?

In the last *QD Log*, it was reported that CGCVA Past President Dick Stent was the first Coast Guard honoree to be inducted into the Ohio Veterans Hall of Fame. Actually, Dick was the second, but he did escort the first Coast Guard recipient, my wife, Mrs. Audrey C. Mackiewicz, during induction ceremonies in 1995.

A former Coast Guard SPAR from WWII, Audrey's service dates were 9 Sept 1944 to 28 June 1946. For the past 20 years, she has served in the Veterans Service Commission, which handles emergency funds for needy veterans. Audrey is also serving her second term as the first and only woman veteran on the



Mrs. Audrey Curtis Mackiewicz

Association News — Mail Buoy

Board of Trustees at the Ohio Veterans Home, where more than 600 veterans reside in the hospital or domiciliary.

In 1998, Audrey was inducted into the Ohio Women's Hall of Fame for "52 years of service to veterans and other community services."

Just wanted to set the record straight. Of course, Dick Stent deserves all the honors the State of Ohio has bestowed on him. He is a class act!

Bill (Mack) Mackiewicz

Welcome New Members

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

NOVEMBER 1998:

John D. Stacey (Jack Hamlin); **Robert W. Aaron** (A.W. Damrell); **Benjamin T. Shuman** (William Hill); **Robert A. Kozma** (H.G. Davenport); **Mack A. Buswell** (Joe Kleinpeter); **Edwin F. Trettin, LM**; **Andrew J. Sorensen** (John Stamford); **Anthony F. Yannotti** (John Stamford); **Edward M.J. Buniak**; **Charles A. Collins** (Chuck Ulrich); **Erik Newpher** (Joe Kleinpeter); **Allan L. Kelly** (Ralph Johnson); and **Robert W. Kanning** (Joe Kleinpeter).

DECEMBER 1998:

George Druktenis, Sr. (Joe Kleinpeter); **Donald J. Ryder** (John Stamford); **Harold D. Clardy** (Chuck Ulrich); **Joc Rosado** (Baker Herbert); **Ralph M. Sutherland** (David C. Hughes); **Ronald J. Weber** (Joe Kleinpeter); **David Byrd** (Joe Kleinpeter); **David S. Cheplick** (David C. Hughes); and **John P. Roos** (Dick Stent).

JANUARY 1999:

Raymond P. Stout (Joe Kleinpeter); **Edward E. Vinson** (Joe Kleinpeter); **Lars B. Ostervold** (Bill Wells); **Charles M. White** (Morris E. Lewis); **Charles O. Ellis** (Jason Mayfield); **William T. Hill** (Joe Kleinpeter); **Francis A. Lavacchia** (Joe

Kleinpeter); **Bronislaus A. Korony**; **Buster U. Wakefield** (Wilber H. Slonecker); **Verson F. Pobanz** (Morris E. Lewis); and **Millard D. Murray**.

From the President (cont. from page 2)

about the many tasks performed there and the latest technology, contact Dorothy Mitchell, Public Affairs Officer at the CG Yard at (410) 636-7238 for event schedule or a tour.

In closing, I would like to ask each of you to ask a shipmate if he or she knows of anyone serving during your CG time who may be eligible to join the CGCVA. Please send them an application. Recruiting new members is tasked to all of us and is an ongoing program. I have received numerous letters and mail from new members who were glad to be discovered and offered membership. Semper Paratus!

Joe Kleinpeter

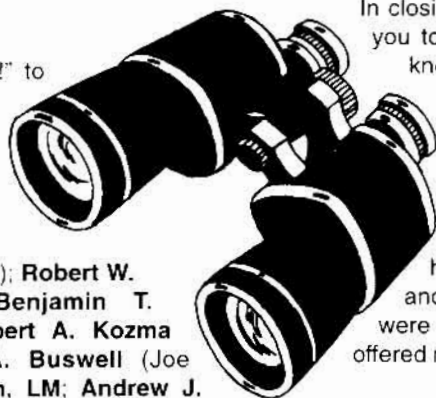
From the Editor (cont. from page 3)

local CG recruiter will be an immense assist. I mentioned in my remarks at the Corpus Christi reunion that a program called "Every Coastie A Recruiter" was being developed. It is now a reality and you can be part of it. For those interested, write me at: Operations Officer, Coast Guard Recruiting Center, 4200 Wilson Blvd., Suite 450, Arlington, VA 22203-1804 and I'll send you the "Every Coastie A Recruiter" kit. It contains general information on today's Coast Guard, some promotional items, and provides qualification requirements for the CG's various officer, enlisted and reserve programs. Thanks in advance for your interest!

Swiftly

My Four Years In The Coast Guard

The highlight of my four years of service in the Coast Guard (1942-46) was the 16 months aboard the *USS Cambria (APA-36)*, which



Association News — Features

included Leyte, Luzon, Okinawa and Nagasaki.

However, there were two years of fun prior to the *Cambria*, including boot camp at Curtis Bay, MD and the lighthouse station in Marblehead, OH where we learned to "feather" an oar rowing the long boats for hours on Lake Erie.

Then there was Detroit, MI where we were housed in a four-story church building at Cadillac & Kerchival which was converted into a barracks for a couple hundred Coasties.

We did border patrol in open jeeps on the Canadian border. Why? There were German POW camps in Canada so I suppose we were looking for escapees. We also provided armed guards on the ore boats.

There was a bar near the "barracks" which became our liberty headquarters. Boy did we ever change that residential neighborhood!

In 1943, I went to Gunners Mate school for three months and then back to Cadillac & Kerchival in Detroit, assigned to the barracks armory.

At this point I thought I would be stuck in Detroit for the duration.

However, in Spring of '44, I was shipped out to the West Coast with a short stop in Grand Haven, MI to toughen up, and was assigned to an Army tug manned by Coast Guard, the *LT-455*. Our mission was to tow a barge the size of New Jersey laden with supplies for the troops in the South Pacific. Except for the skipper and two or three other old salts, we were a green crew and once we left port towing that barge at three knots, we were greener still. That stretch between Alameda, CA and Hawaii is rough and I was sick for three days. The trip took 15 days and I never went below deck once, took a shower or changed clothes. After three days, I managed to stand watch at the wheel. The skipper had a couple of cases of oranges put on deck so we would get something in our stomachs to heave up.

We finally arrived in Hawaii and got cleaned up but before I had one liberty I came down with a fever and was taken off the tug on a stretcher. It seems Hawaii was hit by a dengue fever epidemic. Dengue fever is also known as "break-bone fever" and for good reason so

I spent some time in the hospital and the *LT-455* had to go on without me.

I went aboard the *Cambria* on 14 Sept 1944 and wherever we sailed I kept my eyes peeled for the *LT-455*. In my WWII address book, I have these names under *LT-455*: LT Peterson, Stesciak, Jennings, Bobowski, McConahy, Albanese and Marquart.

I wonder if anyone can shed some light on the *LT-455* or the above names or anyone that passed through the CG barracks at Cadillac & Kerchival in Detroit. If so, please contact me at 33 Cascade Road, Warwick, NY 10990 or my e-mail address at cambria@warwick.net. Thanks!

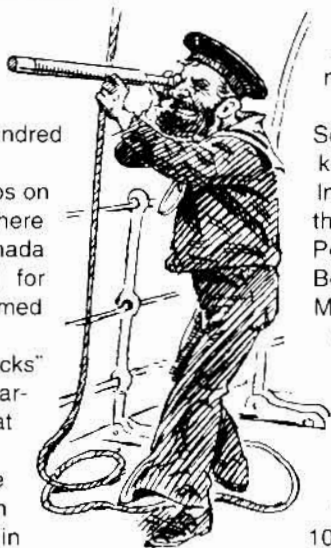
Nick Miinscek

An Admiral retired after 35 years and realized a life-long dream of buying a bird-hunting estate in South Dakota. He invited an old friend to visit for a week of pheasant shooting. The friend was in awe of the Admiral's new bird dog, "Chief".

The dog could point, flush and retrieve with the very best, and the friend offered to buy the dog at any price. The Admiral declined, saying that Chief was the very best bird dog he had ever owned and that he couldn't part with him for any price.

A year later the same friend returned for another week of hunting and was surprised to find the Admiral breaking in a new dog. "What happened to ol' Chief?" he asked.

"Had to shoot him," grumbled the Admiral. "A friend came to hunt with me and couldn't remember the dog's name. He kept calling him Captain. After that, all that damn dog would do was sit on his butt and bark!"



The Snipe

From a narrow hole in the deck comes a smell that's thick and ripe;

Of grease and sweat and unwashed neck of a creature called the Snipe.

He lives below in his dark cave, far from the light of day;

Far from the smell of wind and wave, in slime and slow decay.

But the deck hands say when the night is draped in black, you may hear him prow!

As he comes topside like a ghost escaped, the paint work to befoul.

He scratches his back on the bulkhead there, leaving a greasy smear;

And the smell goes out on the midnight air, polluting the atmosphere.

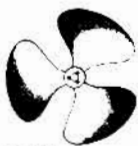
He smudges the deck with his greasy track, leaving smudges on stanchions too;

And he leaves a trail of gooey black to be cleaned by the topside crew.

Now this is the reason as all men know who follow the boatswain pipe;

That the vilest of beasts lives down below, and is kindly called the Snipe.

Norm Bowker



couple more. I don't quite remember but I ate six or eight, maybe more. Well as I'm munching away, "Battle Stations" was piped and off I went to the 5" mount on the bow.

The *Campbell* began maneuvering and picking up speed. Needless to say, the bow was really bouncing up and down. Those apples hadn't digested so my stomach wasn't feeling very good. What could I do? Here I am inside a gun getting more nauseous and if I step outside I'm in full view of the bridge.

Well those good old white hats sure did come in handy. You guessed it... I heaved into my hat, opened the hatch and winged it over the side. Feeling better, I did my usual fine job as sightsetter and we demolished those enemy targets.

Vince Tortorello

Long Island Radio Station

The Friends of Long Island Wireless History are attempting to restore an old Coast Guard Radio Station on Long Island, NY and could use some help.

Coast Guard RADSTA East Moriches closed down in 1972 and its duties assumed on Cape Cod. The building was slated for demolition in 1998 but through the efforts of the Friends, the plans were put on hold. This group consists of people interested in preserving wireless history

The building was used as an electronics repair shop, then abandoned to remove the asbestos ceiling. It is of poured concrete, but is in need of restoration. Plans are to

use part of the building as a radio museum and the rest as a CG RADSTA restoration.

The Friends are looking for any ex-operators that may have photos of the building in its hey-



Former Coast Guard Radio Station at East Moriches, NY

An Apple A Day...

It was 1954. I was sightsetter in the 5" gun mount on the bow of the *USCGC Campbell (W-32)*. We were in Newport, RI for a three-week readiness shakedown with the Navy. The *Campbell* was just lolling around waiting for the "Battle Stations" cry and I was relaxing after breakfast on the Mess Deck with all the other deck apes.

While drinking my umteenth cup of coffee, the storekeeper unloaded a bushel of beautiful, red, shiny apples on the table. Well these were really good and crispy. I ate a couple and then ate a

day. If you can help, contact **Connie Curie** at 43 Sayville Blvd., Center Moriches, NY 11934 or e-mail her at wreck_and_rescue@juno.com.

The 50-Footers

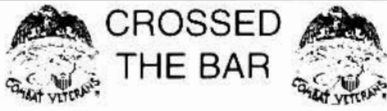
A previous *QD Log* article on the role of the CG 50-footers stirred a lot of memories for me.

My enlistment began at the Training Station at Port Townsend in March 1943 and after six weeks there I was sent to CG Base Seattle where I first saw the 50-footers. I tried to get stationed on one of them but was told you had to be a Seaman First or higher and I was only a Seaman Second at the time. While there I heard that some of the 50-footers were to be sent to the East Coast. They would be put on railroad flat cars with a crew of four to live on the boat in transit. Don't know if this really happened or not but it sounded like an interesting trip to me.

After serving on the *CGC Hida (W-45)* for a year, I was transferred to Ketchikan, AK and saw five or six of the 50-footers. I still wanted to get on one but by now I was a Gunners Mate and they didn't rate a GM. By the way, in the *QD Log* article it mentioned the 50-footers were equipped with a machine gun but I don't remember any on them. I do recall them having one 300 lb. depth charge on the stern though.

I believe I was the only person to actually drop one of the depth charges and that was to get rid of it because the TNT was decomposing and the nitro was dripping on the deck.

The 50-footers were used to provide supplies and personnel to the



**CROSSED
THE BAR**

Andrew C. Messner
Joined: 4-4-90 CTB: 12-7-98

Thomas M. Carr
Joined: 7-27-94 CTB: 11-98

LCDR Samuel B. Bromley, Jr.
Joined: 11-14-97 CTB: 6-27-98

Harold F. George
Joined: 10-21-90 CTB: 8-13-98

Celia Sloto
(wife of CGCVA member Andrew Sloto)

Logan B. Cannon
CTB: 1-13-99

William R. Brazilton
Joined: 7-1-95 CTB: 12-28-98

Joe Houghton
CTB: 11-22-98

lighthouses in the area and to deliver mail daily to Metlakala on Annette Island to the CG Air Station.

Again, enjoyed the article and the opportunity to provide additional information on these boats.

Ralph E. Johnson

USS Aquarius Reunion

The annual reunion of the *USS Aquarius (AKA-16)* crew was held in Mystic, CT 10-13 Sept 1998. Highlights of the reunion were a tour of the CG Academy, a visit to the CG Museum, watching the cadets parade in

review, lunch at the Enlisted Mess, and a tour of the *CGC Eagle*. The group also visited the Navy Submarine Base in Groton, CT and boarded the *USS Nautilus*.

A plaque honoring the *USS Aquarius* was presented to the Academy.

The next *USS Aquarius* reunion is scheduled for 6-9 Oct 1999 in Branson, MO. For details, contact **Nicholas Nekrewich** at 534 Welch's Point Road, Milford, CT 06460. Ph: (203) 878-0727 or **Homer Brush** at 4113 Durham Road, Royal Oak, MI 48073. Ph: (248) 549-5163.



(Above) *Aquarius* crew members gathered at 1998 reunion in Mystic, CT.

Feature Article

The below first person accounts were provided by Phillip V. Taylor, formerly a Machinist Mate Third Class who served on the Coast Guard Cutter *Bibb* and the small boat rescue crews during the *Bermuda Sky Queen* incident; and from Lt. Col. Ted A. Morris, USAF (Ret.) who was involved with the airborne portion of the rescue.

The *Bibb* & Bermuda Sky Queen

From The *Bibb*

It was the morning of October 13, 1947, when at 0345 I reported for my engine room watch detail on the *USCGC George M. Bibb*, stationed on Ocean Weather Station Charlie, about mid-Atlantic some 820 miles east of New Foundland.



Three Merchant Seamen passengers from the ill-fated *Bermuda Sky Queen* made the first trip from the downed aircraft to the *CGC Bibb*. After throwing a liferaft from the aircraft, they jumped into the water, swam to the raft and rowed to the *Bibb*.

During the watch, we received a call from the bridge to "make ready for maneuvering". Since we were underway at our normal standard speed we then changed turbine nozzles for more responsive speed but less efficiency from the turbines.

For those of us on watch, this order to stand by for maneuvering was of small concern since we were "always ready" and perhaps it was a drill in the making.

At about 0600, we learned that an airplane had been in contact with the ship earlier, asking for weather and winds aloft information. The aircraft had indicated at that time they were low on fuel and would try for Gander, New Foundland. However, at around 0600 the aircraft was reaching a point of no return to us and decided to

return to the cutter *Bibb* as they could not make Gander with their low fuel supply.

At this time, the Captain was awakened and told that an aircraft with 69 people on board would be landing near the *Bibb*. I understand the Captain "froze" when he heard of the impending landing in such weather and with so many people.

In the meantime the weather outside was blowing up gale force winds, with seas of about 20-30 feet high. When I was relieved of my watch

at 0800, I went up on deck to wait for the landing of the *Bermuda Sky Queen*, a 42-ton, four-engined flying boat.

The *Bibb* was at that moment proceeding at full speed in a large circle, dumping diesel fuel on the water to help calm the waves. I observed two large aircraft circling their crippled fellow aircraft. Suddenly there was the flying boat *NC 18612* off our port side and flying at about 1,000 feet off the water. The pilot slowed the aircraft and dropped

Feature Article

it on a huge wave, then he just seemed to ride the crest of the wave down into a trough before riding back up and shutting down his engines. He had landed about two miles from the *Bibb*.

We maneuvered closer to the aircraft, keeping the plane downwind. As I stood on the fantail I thought we might be getting too close to the Clipper. With a strong wind blowing, we got

closer and closer until I saw the starboard wing coming over the port beam of the cutter. As the aircraft came closer to the *Bibb*, the port wing of the bridge came down on the nose of the aircraft, badly denting the starboard nose of the *Bermuda Sky Queen*. The *Bibb's* propellers were turning as we tried to move away but not in time.

Meanwhile, Captain Charles Martin, the 33-year-old pilot was in communication with our skipper over the TBS (talk between ships) phone and they started a series of communications that was to last for three days as both men discussed possible ways to rescue the passengers.

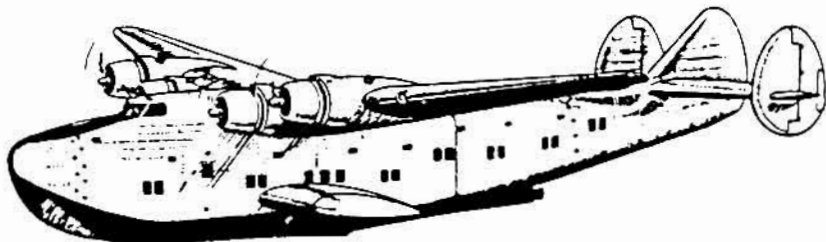
All day of the 14th, the Clipper bounced and tossed on the gale swept seas as we on the *Bibb* made practice approaches and the two captains continued rescue strategies.

I believe it was around 1600 that afternoon when it was decided to test the feasibility of transporting people by boat and raft. Three Merchant Seamen passengers on the *Sky Queen* would attempt to reach us by raft.

A small three-man raft was inflated by the three seamen, thrown out of the Clipper hatch, then the men jumped into the seas and climbed aboard the raft which was secured to the aircraft. Shortly we had them alongside our starboard beam and lifted them on board. A way had been found to transfer the people! There was much excitement

by both the waiting passengers and the two captains.

As night fell, rescue operations started with an 11-man pulling boat and raft. The procedure



The Boeing B-314 Clipper. This huge boat was the largest and most luxurious transoceanic air liner of the late 1930s and 1940s.

would be to bring the raft to the aircraft, secure it to the Clipper while passengers jumped into the seas and then boarded the raft. The jump from the airplane hatch was about 20 feet to the water and it was scary and difficult for people to just jump into the seas. Some were pushed. Survivors started coming via this route until more than 40 men, women and children had been brought on board.

During this time, Warrant Officer Lindall Hall had made a successful trip with the diesel motor launch but he suffered an injury. He came down to the engine room and ordered me to take his place and continue rescue operations using the diesel motor launch.

On his previous trip he had towed a 15-man raft to the *Sky Queen* and it was to be loaded with women for me to pick up and return to the *Bibb*. As I secured my life jacket and approached the port side of the cutter, I was given a signal light before getting into the boat with two other crew members. We left the *Bibb*, following her search light beams until we were beyond their range. It was total darkness, gale force winds were pounding us together with heavy seas breaking over our bow. How we found the aircraft remains a mystery to me. As we came upwind on their port side we saw the 15-man raft tied to the plane. Indeed, it held 15 women.

Feature Article

Suddenly, we were alongside the 3-compartment 15-man raft and the women started jumping into our boat. It became apparent soon afterwards that we were sinking. To further complicate things, the raft's sea painter floating in the water had become wound around our propeller and broke the universal joint. The shaft came out due to centrifugal motion and left an opening for water to enter the bilge. This, together with seas breaking over the boat continuously, swamped us and caused the launch to sink to the gunwhales. Meanwhile, we were dealing with 15 women who were also in the launch. One of the raft's compartments was now deflated, possibly from one of the women's fingernails punching a hole in the rubber.

As we drifted and fought to keep the people together, out of nowhere came the *Bibb*. She was alongside us and seamen from the *Bibb* came down the cargo nets to assist the survivors in getting up the side and onto the ship. The *Bibb* soon had 61 survivors and rescue operations were secured for the night as the weather was predicted to moderate the following day.

Sunrise comes early at this time of year at this location. I was awake early on the 15th and was ordered to take the Captain's Gig and proceed to the *Sky Queen* for the remaining passengers and crew aboard.

The sea was very calm, the sun was shining

and the *Sky Queen* remained off of our starboard side about one mile. I came alongside the aircraft and took off the remaining passengers, including the crew and was back alongside the *Bibb* by about 0830.

As I recall, the *Bibb* was getting underway as soon as the Gig was raised and survivors were on deck. Before leaving the scene, Captain Cronk had ordered that the *Bermuda Sky Queen* be sunk by 20mm gunfire. As we circled the plane, Captain Martin and his crew (as well as ours) stood mute and at attention as the *Bermuda Sky Queen* sent up large billows of black clouds and then slipped beneath the now calm Atlantic Ocean.

We were underway for Gander but the orders were changed and we arrived in Boston, MA around October 20th.

In regard to the *Bermuda Sky Queen*, she was built by Boeing Aircraft in 1940. She was Model 314 with four engines and a length of 106-feet. She had a cruising range of 3,685 miles and cruised at 188 mph. Her wing span was 152-feet and, when loaded, weighed 84,000 lbs.

Her sister aircraft had bucked similar headwinds as she encountered on her crossing but the *Sky Queen* carried more passengers, the largest number ever taken on a trans-Atlantic flight.

By my calculations, the *Bibb* was about 1,400



A painting of the *Bermuda Sky Queen* rescue commissioned as part of the Coast Guard's Bicentennial Art Collection for 1990.

west of Prestwick, Scotland, where the *Sky Queen* had topped off her fuel tanks. So, the *Sky Queen* had completed the 1,400 mile leg plus flying two hours west of the *Bibb* at about 125 mph (land speed) and returning back to the cutter. She had about three hours of fuel left when she landed. This would indicate the *Bermuda Sky Queen* flew about 1,900 miles. At her point of no return from the *Bibb*, she would have been about 250 miles away but still 570 miles away from Gander.

Phillip V. Taylor

From The Sky

On the night of October 13-14, 1947, the CGC *Bibb* and an aircraft from NORLANOPAT Air Detachment would team up to make a dramatic open sea rescue. One of the most famous Boeing 314 Clippers, the *Bermuda Sky Queen*, en route from England to the United States on a charter flight, encountered 100 mph headwinds after passing the "point of no return". Unable to make the coast, and unable to get back to Europe, the pilot decide to ditch in the stormy North Atlantic at Ocean Station Charlie, where the cutter *Bibb* was on Ocean Weather Patrol.

A PB5Y-5A, number 48335, was launched from Argentina with additional life rafts and survival equipment to provide air search and rescue assistance if the *Bermuda Sky Queen* proved unable to reach or find the *Bibb*.

At Charlie, the *Bibb* turned on all possible lights, and maintained radio contact with the clipper until the pilot made visual contact with the ship. At that point, the *Bibb* made sweeping turns in an attempt to dampen out the extremely high seas, and, at dawn's first light, the *Sky Queen's* pilot landed his fuel-starved clipper along side the *Bibb*. While maneuvering toward the *Bibb*, he water-taxed

into the ship, smashing the nose of the Boeing against the ship's hull. The clipper stayed afloat and the passengers and crew remained on board the aircraft. After a couple of hours, however, the heavy seas and high winds forced the cutter and clipper apart. The *Bibb* then launched all its small boats to the rescue. With skillful seamanship, the boats' crews rescued all 62 passengers and seven crew members of the ill-fated Boeing Clipper.

The P-Boat overhead stood by throughout the rescue and, when no longer needed, turned into the same headwinds that claimed the *Sky Queen* and completed the flight with nothing left but fumes in its fuel tanks. One engine starved out during taxi-in.

The *Sky Queen*, with no aviation gas available for 600 miles, her nose battered, and adrift in worsening seas, was declared a hazard to navigation and sunk with cannon fire from the *Bibb*. It took a lot of cannon fire — she was a tough old bird.

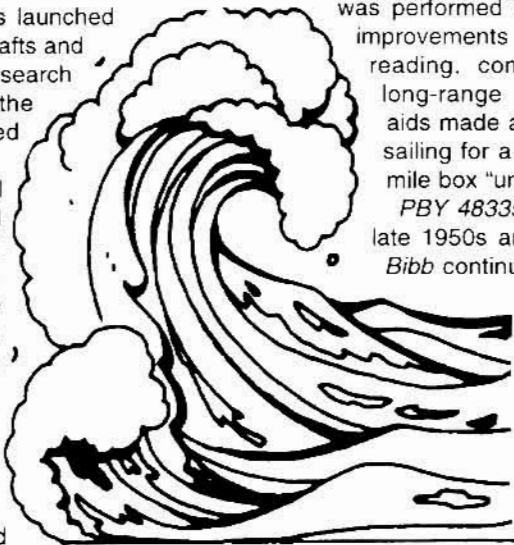
Unfortunately, it seems that the ships, aircraft and even the chart coordinates for the Ocean Stations are now gone.

The last Ocean Weather Station Patrol was performed in late 1977, when improvements in satellite weather reading, communications, and long-range radio navigational aids made a ship and 150 men sailing for a month inside a 10-mile box "uneconomical".

PBY 48335 was retired in the late 1950s and sold. The CGC *Bibb* continued in Coast Guard

service and finally, after nearly 50 years of arduous service in war and peace, was decommissioned in September 1985.

Ted A. Morris



Association News — Features

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 Christopher J. Baca (Yankee 153) of Sacramento, CA, will report to USCG Reserve Unit San Francisco, CA.

SA Michael R. Grijalva (Zulu 153) of Riverside, CA, will report to USCG Integrated Support Command San Pedro, CA.

SA Lance W. Turner (Bravo 154) of Boston, MA, will report to USCGC *Tahoma* in New Bedford, MA.

SN Garrett F. Knoll (Charlie 154) of Jacksonville, FL, will report to USCG Integrated Support Command Portsmouth, VA.

SN Patrick M. Roach (Delta 154) of Grand Haven, MI, will report to USCGC *Active* in Port Angeles, WA.

SA Amos P. Duncan (Echo 154) of Portland, OR, will report to USCGC *Sassafras* in Guam.

SA David D. Font (Foxtrot 154) of Riverside, CA, will report to USCG Station Jones Beach, NY.

SA Nathaniel B. Roberts (Golf 154) of Springfield, MA, will report to USCG Yard in Baltimore, MD.

SR Jason Doss (Hotel 154) of Tampa, FL, will report to USCGC *Point Glass* in Dania, FL.

SR Ryan M. Travis (India 154) of Columbus, OH.

SR Jose Ortiz (Juliett 154) of New York, NY, will report to Activities New York, NY.

SR Darin D. Smith (Kilo 154) of Vancouver, WA, will report to USCGC *Kanawha* in Pine Bluff, AR.

SR Stephan M. McLaughlin (Lima 154) of Colton, CA, will report to USCGC *Boutwell* in Alameda, CA.

SR Ilvin Soto (Mike 154) of Wilmington, NC.
SR Bradley S. Wilsker (November 154) of Philadelphia, PA.

SR Derek L. Curtiss (Oscar 154) of San Antonio, TX.

Master Of A Miniature Fleet

CGCVA member Jack Barker never thought of



CGCVA Vice President Jack Campbell (left) with Cape May Training Center CO, CAPT Sally Brice-O'Hara and SN Garrett F. Knoll

himself as a craftsman when he began building what is now a miniature fleet of skipjacks. However, during a five year period, 1985-90, Jack completed about 90 boats, many of which he donated to charity auctions.

Barker works steadily on the miniatures but because of the painstaking craft, "You can only work on them for a few hours a day," he says. Each section requires three to five coats of paint because he uses balsa

wood, which soaks up paint.

After serving in the Coast Guard during WWII in the North Atlantic, Barker worked for 37 years at Watts Brothers, a clothing store he eventually owned. "When I'm gone," he says, "I'll probably be known as the little old boat builder instead of a clothing salesman."

After selling the store, Barker started his model boat building as a retirement project. "It's great therapy," he says, "It gives you momentum, and it gives you incentive. It's a whole new thing I

Association News — Features



CGCVA member Jack Barker of Parksley, VA works on one of his model skipjacks

can do with my life."

Barker is a descendent of CAPT John Barker, captain of the *Abraham*, a ship which brought 51 settlers to Jamestown, VA in 1635. "I've had a love for boats all my life," he says. "I guess it's in my blood."

He started his model boat building with bathtub toys for his six grandchildren. "They were crude little boats," he said. He then made a boat entirely from tooth picks to amuse his grandchildren. He began creating models of old Chesapeake Bay boats, mainly skipjacks, which he considered the real workhorses of the oyster fleet in the old days.

Skipjacks range in size from 26 to 60 feet long and Barker works on a scale of about three-eighths inch to one foot. "No two skipjacks are exactly alike since each boat builder had his own style," Barker said. "There are variations in most every boat I do."

Barker feels his craft is important because it preserves history. "Unless we make the replicas of skipjacks, history will be lost," he said.

Nancy Namoski (from a 1990 article)

USS Leonard Wood

I really enjoyed the article on the *USS Calloway* in one of last year's *QD Logs* and wanted to write

briefly on another of the CG-manned APA's, the *USS Leonard Wood*. While not a "Coastie" myself, I did my time on the *Leonard Wood* and have always held all the crews of the Coast Guard and Navy up on a pedestal for all their hard work and dedication to their respective ships and commanders.

Built in 1922 and purchased by the War Department in 1939, the *USS Leonard Wood (APA-12)* served as an Army transport until aquired by the Navy in June 1941 and taken over by the Coast Guard under the command of CDR H.G. Bradbury.

After debarking troops in Singapore and Bombay, she entered the Philadelphia Navy Yard for conversion to an attack transport. She departed Hampton Roads with about 1900 fighting men from the 3rd Division and slipped in to beaches at Fedala, French Morocco.



The *USS Leonard Wood (APA-12)*

Association News — Features

On 3 June 1943, the *Leonard Wood* sailed for the assault on Sicily and on the 10th was firing at bombers, splashing three of them. With unloading completed and damaged landing craft salvaged, the ship departed for Norfolk, VA, arriving 4 August 1943.

Three weeks later she departed for San Francisco, CA to embark troops and head for Hawaii, arriving Honolulu 27 September 1943. The *Leonard Wood* spent the rest of WWII in the Pacific Theater, distinguishing herself in seven amphibious landings. Many Japanese planes attacked the formation of which the *Wood* was the flag ship.

After the Lingayen operation and Mindoro Island assault, the ship departed for San Francisco on 9 February 1945 and the Coast Guard crew debarked 22 March 1945.

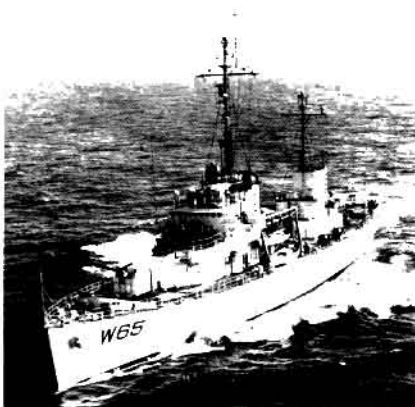
While I realize the *Leonard Wood's* operational history was similar to the *Calloway's*, I just had to say something about the senior lady that was my home for a long time.

T/SGT Paul Corella, USAF (Ret.)

USCGC Winona Reunion

On 7-9 Aug 1998, more than 200 men gathered in Port Angeles, WA to swap sea stories and relive memories of a ship they would never see again — the *USCGC Winona (W-65)*.

Between 1946 and 1974 when it was decommissioned and scrapped, the *Winona* carried more than 2,000 crewmen. Many



The USCGC Winona (WPG-65) off San Diego, CA in 1961.

of these former crews, who spent about two years each in the ship's homeport of Port Angeles, met again at the second ship's reunion.

"People have a common bond here because the ship is gone," said M.R. "Rosie" Rosenlof, an RD3 on the *Winona* from 1950-53 and the reunion's master of ceremonies. "They're more pos-

sessive. We miss the *Winona*... anyone can be proud of being a member like that."

During the first reunion in 1996, the men were asked to sign up for the next reunion.

Cliff Rocheleau, an ET2 from 1963-65, signed his name. "The captain and lieutenant saw my name and that I was from Port Angeles and they said, 'You're

the chairman.'

After all these years, it's still hard to say no to a captain," he said.

Rocheleau accepted the challenge, stress and computer failures that went along with the organization, with the help of his family. "He was eating, sleeping and breathing the reunion," said his daughter, Danielle.

The *Winona* participated in the Korean and Vietnam wars, and was the first cutter to enter Japan after WWII. It was the first 254-foot Lake Class cutter to single-handedly sink an armed North Vietnamese supply vessel that was



Shipmates Rosie Rosenlof (front) and John Ward reminisce about old times when they were both stationed on the USCGC Winona from 1950-52.



Port Angeles, WA tourists walk past a commemorative bell from the USCGC Winona at City Pier.

Association News — Features

attempting to run a blockade. In its 28 years of Coast Guard service, the *Winona* earned five medals, including the Republic of Vietnam Armed Forces Meritorious Unit Citation with one battle star.

The *Winona's* bell now rests at City Pier in "her town" of Port Angeles. Along with a plaque, the *Winona* still holds a special place in each of its former crews hearts. "She had a habit of taking her men from their families," said Rosenlof. "But she always brought them back." Lisa L. Diaz

Remembering the "Mighty A"

R.E. Miller, in digging through some of his father's old papers, found the last newspaper published for the *USS General D.E. Aultman* which included a farewell message from the commanding officer, some statistics on the ship, and a rescue story. They are reprinted here for any *Aultman* crew members to enjoy.

The farewell message from CAPT Edward H. Thiele, USCG to the *Aultman's* officers and crew in the ship's last newspaper, "Trade Winds", came under the headline, "The Mighty A Retires" and read:

"When men have lived and worked together for over 60,000 miles of the earth's surface, there is a bond of freinship built up that is as enduring as time itself. The decommissioning of this vessel will separate many of us for the rest of our lives, but the memories of our tour of duty together with such names as Marseille, Panama, Manila, and Tokyo will remain our common bond through the years.

"Never has a Commanding Officer had more

reason for pride in his command than I have had since taking over. The whole-hearted cooperation of officers and crew in maintaining a trim ship with an efficient, happy organization, has built up a reputation that has made the name of the "Mighty A" legend.

"To those of you who will remain in the service, I sincerely hope that we will serve together again. To those who will be returning to private life, I wish you success in your endeavors. You will always be welcome wherever the Coast Guard flag flies. In the inadequate official words of the service, "Well Done!"

USS Aultman Statistics

— Commissioned 20 May 1945.

— Ship is a C-4 hull, stack aft, with accommodations for 221 officers and 3,099 men. Cargo capacity is approximately 400 tons. Average cruising speed is 17 knots.

— Captain S. P. Swicegood, USCG, assumed command on the date of ship's commissioning

— Captain E. H. Thiele assumed command on 12 August

1945 in Balboa, Canal Zone.

— Total miles traveled in performance of duty as a troop ship: 55,171.

— Total number of passengers: 13,612.

— Total passenger miles: 750,987,652.

Rescue At Sea

On the night of 12 Jan 1946, while enroute from San Francisco, CA to Nagoya, Japan, the *USS General Aultman* was approximately 350 miles SE of the island of Honshu when a light was sighted about five miles distance. Upon closer



The *USS General Dwight Edward Aultman*

Association News — Features

inspection, it was discovered to be a Japanese fishing boat about 70-feet long, the crew of which were desperately waving flares and tossing embers into the air, evidently in distress.

The fishing boat was riding high but laying in the trough of a moderate sea which made it roll violently. All sails and rigging on its three masts were blown away.

A picked boat's crew was assembled and No. 3 boat was lowered. It made one pass leeward alongside and four of the Japanese jumped aboard, but due to the violent rolling of the boat and its heavy guard rail making the operation dangerous, it became necessary for the remainder of the survivors to jump overboard and be hauled into the boat. The total crew of 12 men were taken aboard without injury.

The Japanese were taken to the ship's hospital, cleaned up, fed and issued survivor's clothing. It was learned that they were from Choshi, about 60 miles north of Tokyo, and that they had been adrift for six days, during which time they were without any supplies.

Upon arrival in Nagoya, they were turned over to the Army Port Authorities for disposition. The Japanese police commissioner in Nagoya came aboard later and paid his respects to the Captain, thanking him for the kind treatment shown the survivors of the vessel.

Thank You Friends!

During this last December, Christmastime, I was stunned to receive so many kind and caring cards to my Dad, Rear Admiral R.R. Waesche, Jr., but known to most of you as "Russell".

In April 1998, Dad told

us, Russ, Judith, Lillian, and me, that he had been diagnosed in June of 1997 with leukemia. Some of you, from your cards, did not even know that our Mother, Janet Elizabeth Thorn, had fallen at Islip Airport on Long Island and suffered a hip fracture and a few days later, on 5 August 1997, a fatal heart attack.

In mid-April, after consultations with dad's doctors, I went to Kansas and had the great privilege to tend to dad during the last weeks of his life. He did not suffer much, thankfully, and was courageous until the very last day, 28 May 1998.

I don't know how to express the profound sorrow of losing both parents within nine months. Handling estate issues and the joy of having a new granddaughter (born in March 1998), have distracted and given comfort and stark reality to my sense of the cycle of life and death.

I send my appreciation to you for your greetings to my parents over the years, and this year in particular for those of you who did not know of their passing. You are all their extended family, their community, and therefore mine.

Lovingly,

Marilla Waesche Pivonka



*RADM Russell R. Waesche, Jr., USCG
(20 Sep 1913 - 28 May 1998)*



Submitted by Eddie Olsen. Men from the USS Ammonusuc (AOG-23) during transit from Saipan to Iwo Jima on 3 April 1945. Front row (l to r) RM2 Eddie Olsen, SN Tim King, RM3 George Shuman, and SM2 John McCarthy. Middle row (l to r) SN Ralph Breen, QM1 Charles Niehaus, and RM1 Bob Burbank. Top row (l to r) YN1 Horace Kirk, QM3 Omar Cochran, RM2 Dick Demarest, and PhM1 G.K. O'Neil.

LST 327 Heads For Anzio

"Arrived at Naples and anchored in the Bay of Naples. There were many liberty and invasion ships there. It was a beautiful and clear day for admiring Mt. Vesuvius although that night she acted up a bit and spat some fire. Below the volcano were the ancient ruins of Pompeii. This was the first time in Naples although we had twice passed in toward Bagnoli.

"We were awaiting orders to go to Naples' docks and load up with American troops. About midnight, a tug came alongside and ordered us immediately to Salerno to take off our small invasion boats. We then returned to a port adjoining Naples called Castelamare where we loaded with English troops and joined the convoy for parts unknown.

"Arrived at Anzio, Italy, located some 35 miles south of Rome. About 0330, our "ducks" left the ship via the bow doors while we were still anchored. Just before this, the American and British rocket guns let go a terrific barrage. Then the first wave of LCVPs went in to the beach. Before this, the paratroopers had knocked out the shore gun emplacements — or so we thought. When day broke, I saw before me the flat, tricky beach of Anzio. Ours was Amber Beach.

"By afternoon we had 10 odd Red Shingles (enemy planes). All of a sudden, seven planes appeared and dove on an LST, hitting her amid-

ship with a bomb. Then they were gone. Still, our worst worry was the German 88s shelling us from inland.

"As soon as we would attempt to land, they would shell us furiously and force us to back off and lay outside again. While going in one bomb fell amidship along the water. Shrapnel hit the radio shack while I was on watch. Another bomb just missed us.

"Although most of the ships were British, three of us were Coast Guard LSTs — 327, 381 and 326.

"Had a Red Shingle (alert) over the radio with enemy planes headed our way. We opened up with our 40s. The rest of the ships cut loose too. One plane was seen to go down in flames, its pilot bailing out.

A little later there was a terrific explosion as an LST near us struck a mine. Her fore and after magazines exploded. She was loaded with trucks, guns and personnel and there were only 38 survivors out of 200 on board.

At 0925, enemy planes returned, and again at 1143. This time we didn't fire as they were over the harbor. Bandits were reported three more times before 1208. They were trying to hit the ships unloading in Anzio Harbor so we were sweating it as we went in to unload. I was due to come on watch when they again returned.

"Two German planes banked and dove on us. We had lost our barrage balloon to lightning so he could dive. We could see the bombs coming



Submitted by Eddie Olsen. Captain Terasawa of the Japanese Imperial Army Medical Division (wearing Red Cross arm band) and Lieutenant Willey of the Medical Corps, USNR (extreme right) depart USS Ammonusuc (AOG-23) following an inventory of medical supply cargo 9 September 1945 while ship was at Chichi Shima, Bonin Islands. Man stepping aboard whaleboat is unidentified Japanese Lieutenant.

Association News — Features

at us, even the outline of the Nazi emblem on his side. The first bomb hit just aft and about 50 feet to the starboard side — just missing but soaking the men manning the .50 after turret. The second bomb fell in the water amidship soaking the signalman on the con. The third bomb missed the bow by about 50 yards, wetting the 40mm gun crew.

"The LST alongside us was strafed and their side was riddled with holes and part of their small boat shot away. We were extremely lucky.

"Finally we got out and headed back to Naples. About 1750, the Germans attacked Anzio Harbor with radio-controlled bombs. We could see them lazily circle down and then a terrific explosion. The *LST 366* reported she had just formed a convoy when the *LST 348* reported a torpedo had just missed her stern. This was really war now!"

From Ed Decker's diary, written in the *LST 327* radio shack while under fire.

Four Chaplains Memorial

On our return from Corpus Christi, TX and the CGCVA Reunion, my daughter and I stopped to visit the Four Chaplains Memorial in Zapata, TX. This is the memorial that I built and dedicated and I send my thanks out to the Association members who contributed to this project.

The memorial includes the names of City of Zapata veterans killed in WWII, Korea, Vietnam, and Desert Storm and has life rings recognizing the *ATS*, *Dorchester* and *Coast Guard cutters* *Commanche*, *Escanaba* and *Tampa*. I would



(Top) "Chips" McLendon views the Four Chaplains Memorial plaque. (Above) The plaque with names of Zapata, TX veterans killed in WWII, Korea, Vietnam and Desrt Storm.

highly encourage any CGCVA member traveling this way to make a visit to the Zapata, TX Four Chaplains Memorial.

"Chips" McLendon

Biloxi Air Station History

I am an ex-USCG (AMM/AD) compiling data for a written history of the Biloxi, MS Air Station. Anyone with information, newspaper articles, photographs, handwritten memories, citations, awards, etc., who would like to assist, please send materials to: **LTC Ted A. Morris, USAF (Ret.)**, 1213 Edgewood Avenue, Las Cruces, NM 88005-1127. All original materials will be returned. Thanks in advance.

New Book Available

CGCVA member William E. Knight's book, "Coast Guard Navy of World War II" is all about Navy ships that were manned by Coast Guard personnel during the war. It is dedicated to the CGCVA members who made the book possible. Any veterans who went through WWII on any Coast Guard-manned Navy ship such as

AK's, DE's, AKA's, AP's, APA's, YP's, LST's, Sub Chasers or any others may find the ship they served on within the pages of this book.

The book is enlivened by many first-hand vignettes of wartime experi-

ences — some humorous, some sad, some shocking.

The book is available now. For inquiries and orders, contact **QMC William E. Knight, USCG (Ret.)** at 1052 East Timber Lane, Freeland, WA 98249. Cost of the book is \$25.00.

Getting The Word Out

CGCVA Life Member Arnie Adams is

Association News — Features

really doing his share in getting the word out on the Coast Guard, at least to the readership of the *Havelock News*, a weekly newspaper serving Havelock, NC. Arnie has a by-lined section in the Opinion — Commentary section of the paper and uses this opportunity to inform the readership of Coast Guard happenings, both local (a USCG Station Change of Command) and national (the Coast Guard Birthday). His articles provides in-depth history of our Service and are both informative and entertaining. Way to go Arnie!

Traveling Vietnam Wall

The number of Americans lost in Vietnam — 58,209 — is a familiar statistic to those changed by the infamous war. But most have never seen what a number that size really looks like. That is one of the reasons that a traveling 250-foot replica of the "Wall That Heals" was created and sent on tour across the United States. Its opening ceremony was at Port Angeles, WA. Port



(Left) Wreath placed at traveling Vietnam Wall by CAPT Ross Bell, USCG (Ret.) in memory of his CGC Point Welcome shipmates killed in Vietnam. (Above) Wreath placed at wall by CAPT Joseph Crowe, USCG (Ret.) in memory of LT Jack Ritticher, USCG, who was killed in Vietnam.

Angeles is in Clallam County which boasts more living veterans per capita than any other county in Washington State.

During the open-

ing ceremonies, representatives of all the armed forces took part, setting wreaths, one by one, against the wall. Coast Guard participation included a color guard squad, a CG aircraft "missing man" fly-over from Air Station Port Angeles, and several attending Coasties from the Air Station and *CGC Point Bennett* from Port Townsend, WA.

The Air Station CO, CAPT Phil Volk, introduced CAPT Ross Bell, USCG (Ret.) and CAPT Joseph E. Crowe, USCG (Ret.). CAPT Bell was the LTJG on the *CGC Point Welcome* when it was hit by friendly fire in August 1966, killing two Coast Guardsmen. CAPT Bell placed a wreath made from a life ring that read *USCGC Point Welcome* against the wall by the panel that contained the names of his fallen shipmates, LTJG David C.

Bronstrom, USCG and EN2 Jerry Phillips, USCG.

CAPT Crowe then placed a flowered wreath against the wall for a fellow USCG airman killed in Vietnam, LT Jack Ritticher. While attempting to rescue a downed U.S. fighter pilot, Ritticher's helicopter came under heavy enemy ground fire and crashed in a ball of flame.

The Worst Duty of World War II

I thought going through Coast Guard boot camp during WWII at the tender age of 16 was tough but it

paled in comparison to my first duty station — Beach Patrol duty along the coast of Oregon.

Several of us fresh out of boot camp arrived on a bus at Waldport, OR and our indoctrination began immediately. Our introduction to the area began with the following speech:

"Gentlemen, welcome to Waldport. You have been assigned to this station to walk the beaches

Association News — Features

to protect the citizens of the United States from acts of sabotage that would occur if a saboteur or fifth columnist were to land on an unprotected beach. The patrols are six miles out and six miles back to the patrol cabin to which you will be assigned. Your duty hours will be 48 hours on and 24 hours off, then another tour of 48 hours on and then you will have 48 hours off. While on duty in the patrol cabin you will have a duty schedule of six hours on and six hours off. If you wish to travel more than 15 miles on your 48 hour liberty you must have special permission from the Captain, LT Tuttle, who by the way frowns on extended travel!"

We were assigned to our quarters, a snug little spot that was the store room of an old store building that faced Coast Highway and the only heat in the building was an old wood fired space heater. Our bunks consisted of chicken wire stapled to the bottom of a wood frame that would dump us on the deck at regular intervals when the chicken wire failed. When

we were settled in, we were introduced to a pack of dogs of which one would be assigned to each patrol. When our gear was stowed, we went across the highway to our mess hall which was a restaurant attached to a motel that the government leased to house most of the "Sand Dune Commandos."

Following chow the next morning, we were issued our patrol gear which consisted of a pair of leather boots, a fleece-lined hood (furnished by the Red Cross) and a set of what we laughingly referred to as oil skins or foul weather gear. In reality, the rain gear was nothing more than rub-

berized cheese-cloth that split and cracked at every fold and wrinkle. It was evident that beach patrol was not going to be a bed of roses.

When we were issued our gear, we were assigned a patrol partner and we would have the same partner for our duty tour at the station, that is if nothing unforeseen arose.

We were then loaded on a troop truck and transported to our assigned patrol cabin, a tarpaper shack with two bunks and two sleeping bags

to be shared by everyone assigned to that patrol. Oh yes, we were each issued a sewn together flannel insert for the sleeping bag (for sanitary purposes).

We spent the next six hours getting acquainted with our dog and the route the patrol would follow on our assigned section of the Oregon coast. The first information we received from our leader was: "When you meet the patrol from the adjacent patrol section, keep your dog under control and stay at least 100 yards apart for the dogs will kill each other if they break

free of their leashes."

At this point I should explain that the dogs were trained so the person with the leash in his hand was boss regardless of the trainer. The first dog I was assigned was a Doberman that had no ears, due to an infection that set in when his ears were trimmed. Without ear flaps, the poor brute was driven crazy by the constant wind on the beach. When my magnificent rain gear cracked and split on my first patrol, the dog would walk along side me with its nose stuck into the torn pants leg to protect its ears from the wind.

When on patrol, dog handlers were issued



During WWII, man and dog made an effective beach patrol team as they maintained their vigil against possible enemy agents.



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

**SIGNALMAN FIRST CLASS
DOUGLAS A. MUNRO
U.S. COAST GUARD
CLE ELUM, WASHINGTON**



ON SEPTEMBER 27, 1992 COAST GUARD SIGNALMAN FIRST CLASS DOUGLAS A. MUNRO WAS IN CHARGE OF LANDING CRAFT, EVACUATING AND RELOADING FROM THE DECK OF COMMERCIAL, NEAR THE COASTLINE OF THE BOMBAY. THE AIR BOMBING BEGINS ON THE DECK WERE FORCED DOWN BY JAPANESE CRAFT. MUNRO USED HIS BODY TO COVER THE BOMBERS ESCAPE. HE WAS KILLED AFTER THE LAST BOMBING WAS MADE. MUNRO WAS POSTHUMOUSLY AWARDED THE PURVILY MEDAL FOR BRAVERY IN THE LINE OF DUTY, DOUGLAS A. MUNRO IN RECOGNITION OF HIS EXTRAORDINARY BRAVERY IN RECEIVING THE COMMERCIAL SIGNAL OF BOMBERS. THE COAST GUARD CUTTER SPUNNED IN BOMBED IN THE BOMB. DOUGLAS MUNRO WAS BORN IN CLE ELUM WASHINGTON, GRADUATED CLE ELUM HIGH SCHOOL IN 1951 AND ATTENDED CENTRAL WASHINGTON UNIVERSITY, BACHELOR DEGREE IN THE COAST GUARD IN 1956.



**COAST GUARD COMBAT VETERANS ASSOCIATION
SEPTEMBER 27, 1992**

The monument at the Cle Elum, Washington gravesite of Signalman First Class Douglas A. Munro. The 3'x4' marker was one of the first such monument projects that the CGCVA was involved in to remember our fallen comrades.

**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**

Forwarding And Address
Correction Requested

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

NON-PROFIT ORGANIZATION

WILLIAM R WELLS II Exp 11/30/2000
CGCVA SE AREA MEMBERSHIP CHRMN
258 MEADOWLAKE DR
MARTINEZ GA 30907

POSTMASTER: Dated Material, Please Do Not Delay

Printed By: COCKRAN PRINTING

334 Brock Bridge Road - Laurel, Maryland 20724