



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 11

Winter

Number 1

CGC Taney Honored

Pearl Harbor Survivors Assoc. Makes Cutter Honorary Member

During ceremonies and a memorial service on Dec. 7, 1995, in Baltimore, the *CGC Taney* was made an honorary member of the Pearl Harbor Survivors Association, Maryland Chapter.

The Coast Guard Ceremonial Band provided introductory music prior to the ceremony, then made the "Call to Attention" at 1145. Mr. Alan Walden, Chairman of the Board, Baltimore maritime Museum, then made the "Call to Order," followed by the invocation by RADM Ross H. Trower, CHC, USN.

The Coast Guard Commemorative Color Guard (in WWII uniforms) presented the colors, followed by the Pledge of Allegiance and the National Anthem.

Remarks were then provided by Mr. Clarence E. Clark, Mr. Jerry Glaubitz and Mr. Irving W. Trudell, all Pearl Harbor survivors who related their experiences during that "day of infamy" and former Coast Guard commandant, ADM Paul A. Yost served as the principal speaker. The Coast Guard Band performed a selection of patriotic music prior to the presentation of honorary membership to the *Taney*.

At exactly 1255 (the time of the attack at Pearl Harbor, EST), the St. Andrew's Society performed a memorial service, capped by the dropping of a wreath from a Baltimore City Police Dept. helicopter near the *Taney*.

The ceremonies concluded with a benediction

by RADM Trower and the playing of "Amazing Grace" by a St. Andrew's Society bagpiper.

The *Taney* is one of three historic ships at the Baltimore Maritime Museum, along with the submarine *USS Torsk* and (continued on page 13)



(Left) ADM Paul A. Yost, Jr., USCG (Ret.) served as the principal speaker for the Pearl Harbor Day ceremonies aboard the *CGC Taney*.

(Below) A plaque is presented to the Baltimore Maritime Museum by Mr. Alvis Harris, President of the Pearl Harbor Survivors Association, Maryland Chapter making the *CGC Taney* an honorary member. The plaque will be permanently affixed to *Taney's* bulkhead along with a presidential proclamation.





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THE QUARTERDECK LOG

LT. Ed Swift, Editor

The Administrative Offices are 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:

As an association, the CGCVA is in sound condition and membership remains around 1700. We've made great strides with our newsletter, getting our Coast Guard Person of the Year Program on track, and in all ways continued to improve our relations with the active duty portion of the Coast Guard.



A.D. "AL" GRANTHAM

I'm proud of our many members who have represented the Coast Guard at the various WWII 50th anniversary commemorations and at the dedication of the Korean Conflict Memorial. Our able VP Joe Kleinpeter headed up a group at the "Nation's Parade" in New York City, designed and manufactured a beautiful CGCVA banner we can use at future functions and has been a great help in managing the association's business.

Ed Burke has given an amazing amount of time to the association, brought our records up to date and completed all the membership documentation. He has represented the CGCVA at a myriad of significant events and I could never give him and his wife, Nancy, enough credit for their tireless efforts on our behalf.

Our Treasurer has also gone quietly about his work, investing our life membership funds in a CD so that funds will be reserved for the future and to ensure our future. Just managing the Ship's Store and the membership mailing would be a job and a half for most persons but for Baker it's just a routine thing.

Our editor, Ed Swift, has continued improving our newsletter despite increased active duty responsibilities.

At our San Diego Convention we will be electing new officers and I've appointed Dick Ahrens to head a nominating committee. In addition to President, VP, Secretary and Treasurer, we will select one new Director. So, if you have a nomination, please let Dick know. (cont. on page 28)

From the Vice President

On a recent trip to Florida, I visited a Coast Guard memorial dedicated to the crew of the *CGC Blackthorn*. The buoy tender, in a deadly collision with the *T/V Capricorn*, sank with 23 crew members aboard on Feb. 28, 1980. I began to think about Coast Guard memorials and monuments across the country and their locations. I'd like to see a directory of all such sites developed and published in the *Quarterdeck Log* for our members, so that they may visit them in their travels. If you know the locations of Coast Guard monuments and memorials, let me know, along with a brief description. I would be proud to pay my respects at these sites on behalf of all CGCVA members.

Regarding our reunion, I'm sure many members have some ideas and special requests. If so, please let the committee know before the end of April so they can be addressed. A lot of planning must be done well in advance to make this event a success. Special requests can be cost prohibitive and may not be possible. However, by putting these ideas on the table early, they or alternatives may be possible.

CGCVA member Roger Williams in his WWII uniform waves to spectators from the roof of the *USS Randall* (AP-116) parade entry.

Since I have spoken much about the New York City WWII Victory Parade in the past issues, I'll give it a rest this time and let the photos on pages 2 and 3 tell the story of one Coast Guard element involved in this grand event. My thanks to H.I. Williams.



JOE KLEINPETER



From the Editor

Firstly, hope the members like the new format of the newsletter, and secondly, thanks to all the members who have provided material for it. I especially appreciate the other editors who forward me their publications. I get a lot of stories and ideas from them. Here's just a sampling of the pubs sent my way the past few months: *USCGC Modoc Reunion News* (Bob Woodbury); *Kentucky Veteran News* (Jason LeMay); *USS Falgout* (Bill O'Keefe); *USS Theenim* (Ken Black); *USS LST-*



ED SWIFT

787 Association Newsletter (Ralph Burns); *USCGC Tampa Newsletter* (John Pearse); *The Mad Hooligan (USS LST-832)*; *the PCSA (Patrol Craft Sailors) Newsletter* (Mark Matyas) to name just a few. Thanks folks!

Secondly, I've again included a feature article and hope you enjoy. Up to now it's been difficult to include such lengthy stories due to the amount of material I had amassed from members. Please be patient, I'll try to run as much as possible.

From the Secretary

Now Hear This...

This is a major change for you CGCVA members with two addresses. We have tried now for several years to "automatically" send *The Quarterdeck Log* to you at your regular and winter abodes. The past issue has made us realize that we simply cannot continue to do this. *The QD Log* was mailed out December 1st which is after the date each of you requested it to be delivered to your winter residences. Still, numerous issues were returned with postage due and the Treasurer had to send the issue out First Class mail and pay again. It comes to about \$2 by the time you get your copy. When you do this twice a year, along with our members who move and don't let us know, it mounts up to a considerable sum of money. The association just cannot afford this expenditure.

Effective immediately, members will have to send us a card or call and leave a message on the (301) 560-5664 answering machine line at those times when you go to your summer address, and again when you go to your winter one. Please excuse the slight inconvenience but we have no other alternative at this time. We spend a large portion of the annual budget on postal expenses and your officers are truly trying to stretch the association monies as far as they can go. Please do your part to help us! Thanks!

Fiesta in San Diego — CG Style

San Diego is shaping up to be another outstanding Reunion so here's some recent news from our Reunion Co-chairman Bob Maxwell:

Date: October 31 — November 4, 1996.

Place: San Diego, Calif.

Hotel: Radisson Hotel San Diego at 1433 Camino del Rio South, San Diego, CA 92108. Ph: (619) 260-0111; FAX (619) 497-0813. You may call their toll-free (800) 333-3333 to make reservations from out of state.

Rate: \$56 plus tax per night, single or double. A Pre-registration Fee (\$8 per person or \$14 per couple) or a Late Registration Fee (\$10 per person or \$18 per couple) for this reunion is nec-

essary to help off-set some of our costs.

Registration forms will be available in the next *Quarterdeck Log* along with a proposed agenda and tour information.

We will once again have a Hospitality Room stocked with your favorite adult beverages. You will also be able to set up the various momentos that you want to display.

We hope you will utilize the expertise of VIP Travel in Medina, Ohio. They have been very helpful to us with past Reunions and they work hard to ensure the lowest possible air fares. To contact VIP Travel, call Peg at (800) 926-5554.

For those in the San Diego and LA area, Bill Figone, Ed Burke and I will be at the Radisson on April 16th at 9 a.m., so come on down. Adios!



E.P. "ED" BURKE



CGCVA member Chuck Ulrich waving in the bucket for the Nation's Parade in New York City to begin Nov. 11th. Chuck, using semaphore flags, signalled "Greetings from the Randall."

From the Treasurer

Treasurer's Report

As of Jan. 15, 1996, CGCVA accounts included: Life Membership C/D at 5.52% (\$12,000); Life Membership C/D at 6.23% (\$5,000); Life Membership Savings (\$2,758)*; and General Fund (\$10,039.44).

* 5% of Life Membership Account transferred annually to General Fund.

1995 was a busy year. In addition to \$13,787.50 in dues and \$4,250 in Life Memberships, we received \$2,427.46 in donations. We haven't spent one cent in wages or for any type of help but we did spend \$3,499.22 in equipment and related items. Other expenses, including *The Quarterdeck Log*, cost \$14,520.89.

DUES: Thanks so very much to those members who read the expiration date on their *Quarterdeck Log* and sent in their \$25 dues for two years. This procedure continues to save the CGCVA much needed funds.

LIFE MEMBERSHIPS: Still available and still a bargain at the following rates: Under age 30 (\$200); 31-40 (\$185); 41-50 (\$165); 51-60 (\$145); 61-70 (\$115); 71-80 (\$85); 81-89 (\$50); and 90 and up (none). At present, we have 274 Life Members.

SEA STORIES: Little or no interest so this project has been shelved. Should members want to tell their stories at some future date, we will reopen this project. This was to have been a magazine-type publication, costing about \$10 per copy and telling all those stories that are near and dear to our hearts.

FORE 'N AFT CAPS: Our tailor in Florida can't produce the quality in this cap that we demand. I will be looking locally to find another source for the embroidery. Any ideas?

ADVERTISING PROHIBITION: Just a reminder, postal regulations prohibit our advertising our

own products or taking any paid advertising. If you are interested in purchasing any of the CGCVA items we carry, please call me at (330) 887-5539. If you're not familiar with our line of CGCVA products, give me a call.



BAKER HERBERT

Stamps For Veterans

The removal and collection of postal stamps provide therapy to housebound veterans. CGCVA members may send stamps to: Stamps for Veterans, P.O. Box 398, Depew, NY 14043.

Writing To Our Troops In Bosnia

U.S. servicemen and women now serving in Bosnia would appreciate hearing from you. Send a letter today.

For Army, Navy, Air Force and Marine Corps land forces, write to: Any Service Member, Operation Joint Endeavor, APO AE 09397.

For Navy and Marine Corps personnel aboard ship, write to: Any Service Member, Operation Joint Endeavor, FPO AE 09398.

OVER THE BAR

VADM Mark A. Whalen, USCG (Ret.)
Died 1/28/96 Member since 12/92

Walter D. Bryle

Aurthur L. Cowburn
Died 11/27/95 Member since 1/93

James Lucke
Died 1/22/96 Member since 6/89

Dorris Ross Bell
Member since 12/91

Reunions — Notices — Membership News

CGC Ingham (W-35)

A bi-reunion of all who served on the *USCGC Ingham* will be held at Charleston, S.C., Oct. 7-11, 1996. If you are interested or have any information on the whereabouts of *Ingham* shipmates, contact: Anthony R. Pagano at P.O. Box 145, Lancaster, VA 22503. Ph: (804) 462-0915.



Twenty-one CGCVA members attended a Pearl Harbor commemoration luncheon Dec. 7, 1995, in Joliet, Ill. All the veterans were assigned to the Greenland Patrol and various other commands during their active service. Nine wives and one SPAR also attended the luncheon. The Midwest group of CGCVA meets for lunch on the first Thursday of each quarter at Al's Steakhouse in Joliet. All CGCVA members are welcome. For further information, contact Bob Swaney at (708) 832-3278

CGC Modoc (W-46)

The next reunion for crewmen who served on the *USCGC Modoc* will be held May 16-20, 1996 in Columbia, Md. Contact: Bob Woodbury at 18 Ninth Ave., Halifax, MA 02338. Ph: (617) 293-7992 or Moe Stienberg at P.O. Box 178, Carle Place, NY 11514. Ph: (516) 334-5309.

Phoenix Island LORAN

Did you serve with Coast Guard Units 91, 92, 93 and/or 94 on Baker, Gardner, Atafu and Canton Islands respectively during WWII? If so, we'd like to hear from you. A reunion is planned for August 1996. Contacts: C. Lee (Chuck) Boyle at 45 Spinythorn Rd., Levittown, PA 19056 or Morris E.

(Bud) Lewis at 970 Belhaven Dr., Russell, KY 41169.

USS Sheboygan (PF-57)

The next reunion for crewmen who served on the *USS Sheboygan* will be Aug. 20-23, 1996, in Plymouth, Mass. For more information, contact:

J.C. Morris at P.O. Box 15-11 Pine Street, Monument, MA 02553. Ph: (508) 759-5150.

"Mad Hooligan"

The next reunion for crewmen who served on the *USS LST-832* will be May 5-9, 1996, in Lancaster, Pa. For more information, write to the Mad Hooligan at P.O. Box 320, Stillwater, ME 04489.

USS Wakefield

The next reunion for crewmen who served on the *USS Wakefield (AP-21)* will be held Jun 21-24, 1996, in Catskill, N.Y. Contact: Carmine A. Ciampa at 6 Brassie Way, No. Reading, MA 01864-3434. Ph: (508) 664-0075.

Patrol Frigate Association

The 10th reunion for members of the Patrol Frigate Association will be Sept. 5-8, 1996, in New London, Ct. Contact: Chairperson Roberta Shotwell at 622 Southgate Ave., Daly City, CA 94015. Ph: (415) 756-7931. Highlights of this reunion will include a tour of the Coast Guard Academy and the dedication of the third and last brass plaque memorial to the 75 Coast Guard-manned patrol frigates of WWII. The first is at Curtis Bay, Md., the second at Coast Guard Island, Alameda, Calif.

Reunions — Notices — Association News

USS General R.L. Howze (AP-134)

Members will be holding their next reunion in October 1996 in Louisville, Ky. For more information, contact: Leo Albright at 233 Redbud Dr., Paradise, CA 95969. Ph: (916) 872-7173.

USS Callaway (APA-35)

The 30th reunion for crewmen who served on the Coast Guard-manned Attack Transport *USS Callaway* will be held Aug. 5-9, 1996, in Columbus, Ohio at the Radisson Hotel Columbus North. For details, contact: Wallace E. Shipp at 5319 Manning Place, N.W., Washington, DC 20016. Ph: (202) 363-3663.

USCGC Campbell (W-32)

The *Campbell's* 11th annual reunion will be held May 19-22, 1996 in New London, Ct., at the Radisson New London Hotel. All hands who served in old *Campbell* during the 45 years she served her country from 1936 to 1982 as well as all current active duty and former crewmembers of the new *Campbell (WMEC-909)* are invited to attend. For more details, contact: David A. Blum, president, USCGC *Campbell* Association, 8341 Sands Point Blvd., Tamarac, FL 33321. Ph: (954) 722-8161.

CGC Eastwind (WAGB 279)

The Eastwind Association is seeking members for their planned reunion May 24-26, 1997, at the Harborside-Hyatt Hotel & Conference Center in Boston. Contacts: Earl T. Ellis, Jr., at 37-C Jefferson Dr., Maple Shade, NJ 08052. Ph: (609) 667-0320. Or Allan K. Brier at 238 Lincoln St., Berkeley Hts., NJ 07922. Ph: (908) 464-1437.

Calling all AP Crewmen

Crewmen from the *USS Gen. William Mitchell (AP-114)*, *USS Gen.*

George M. Randall (AP-115), *USS Gen. W.H. Gordon (AP-117)*, *USS Gen. W.P. Richardson (AP-118)*, *USS Gen. William Weigel (AP-119)*, *USS Gen. J.C. Breckinridge (AP-176)*, *USS Adm. W.L. Capps (AP-121)*, *USS Adm. E.W. Eberle (AP-123)*, *USS Adm. C.F. Hughes (AP-124)*, and *USS Adm. H.T. Mayo (AP-125)* will meet June 6-9, 1996, at Myrtle Beach, S.C. Contact: Chuck Ulrich at 35 Oak Lane, New Hyde Park, NY 11040. Ph: (516) 747-7246.

USS LST-22

After a very successful first reunion last year, we have located more crew members from *LST-22* and plan an even better reunion in 1996. We will hold our reunion in Cincinnati, Ohio Sept. 6-8. For more information, contact Jack A. Pfeifer at 11325 S.W. Timberline Dr., Beaverton, OR 97008. Ph: (503) 644-0048.



On left, BMCM John "Jocko" Mahoney, USCG (Ret.) and CWO4 George "Bucky" Senn, USCG (Ret.) at the Douglas A. Munro Memorial in Crystal River, Fla., on Sept. 27, 1995. The memorial was dedicated on that date "to the men and women of the United States Coast Guard, members of the Armed Forces, Coast Guard Auxiliary, and all others who have given unselfishly in order to save lives and preserve the freedom of the United States of America."

Want to Announce Your Reunion?

The *Quarterdeck Log* always provides space for announcements of Coast Guard and related reunions sent in by members. There are, however, several other outlets in which you can announce your unit's get-togethers. Here is a list of such periodicals that publish reunion information regularly:

— Editor, **All Hands**, Hoffman Bldg. #2, 200 Stovall St., Alexandria, VA 22332. Ph: (703) 325-0494.

— Editor, **Naval Reservist News**, Chief of naval Reserve (Code 004), 4400 Dauphine St., New Orleans, LA 70146. Ph: (504) 948-1240.

— Editor, **Shift Colors**, Retired Personnel Support Branch (NMPC-123), Naval Military Personnel Command, Washington, DC 20370. Ph: (202) 694-3197.

— Reunion Editor, **Navy Times**, Springfield, VA 22159. Ph: (703) 750-8636.

— Editor, **Naval Affairs**, Fleet Reserve Association, 1303 New Hampshire Ave., NW, Washington, DC 20036. Ph: (202) 785-2768.

— Ms. Patricia Dellinger, Advertising Editorial Asst., **American Legion Magazine**, P.O. Box 1055, Indianapolis, IN 46206. Ph: (317) 635-8411. (Requires information provided on "Outfit Reunion Form" which can be requested).

— Editor, **V.F.W. Magazine**, Veterans of Foreign Wars Bldg., 34th & Broadway, Kansas City, MO 64111. Ph: (816) 756-3390.

— Editor, **The Retired Officer**, Retired Officers Association, 201 N. Washington St., Alexandria, VA 22314. Ph: (703) 549-2311.

— Editor, **Journal**, Noncommissioned Officers Association Int'l Headquarters, P.O. Box 33610, San Antonio, TX 78233. Ph: (512) 653-6161.

— Editor, **Naval Aviation News**, Bldg. 146, Washington Navy yard, Washington, DC 20374. Ph: (202) 433-4407.

— Editor, **Military Affairs**, American Military Institute, Eisenhower Hall, Kansas State University, Manhattan, KS 66506. Ph: (913) 532-6733.

— Editor, **The Officer**, Reserve Officers Association of the United States, 1 Constitution Ave., NE, Washington, DC 20002. Ph: (202) 479-2200.

— Editor, **Shipmate**, U.S. Naval Academy Alumni Association, Alumni House, Annapolis, MD 21402. Ph: (301) 263-4455/4469.

— Editor in Chief, **United States Naval Institute Proceedings**, Annapolis, MD 21402. Ph: (301) 268-6110.

— Assistant Editor, **Sea Power**, Navy League of the United States, 2300 Wilson Blvd., P.O. Box 400, Arlington, VA 22210. Ph: (703) 528-1775.

— Editor, **Marine Corps Gazette**, Box 1775, Quantico, VA 22134. Ph: (703) 640-6161.

— Editor, **Leatherneck**, Marine Corps Association, Box 1775, Quantico, VA 22134. Ph: (703) 640-6161.

— VADM M.W. Cagle, USN (Ret.), Publisher and Editor, **Wings of Gold**, RR1, Box 345, Roseland, VA 22967. Ph: (804) 277-8433.

— Editor, **Disabled American Veterans News**, 1816 S. Figueroa St., Los Angeles, CA 90015.

CGC's Winnebago & Chautauqua

The 4th reunion of the *USCGC Winnebago (W-40)* and its first combined reunion with the *USCGC Chautauqua (W-41)* will be held Oct. 27 - 31, 1996, in Las Vegas, Nevada. For more information, contact the Reunion Committee at 3212 N. Goleta Dr., Las Vegas, NV 89108, or call R.A. Morgan at (702) 658-0119.



Reunions — Notices — Membership News



USCGC Lansing
WDE-488
1952 — 1954

USS/USCGC Lansing

The 7th annual reunion of the *USS/USCGC Lansing (DE/DER-388/WDE-488)* will be held Oct. 17-20, 1996, in San Antonio, Texas. For more information, contact: Terry A. Moberg at 902 Cindy St., Brainerd, MN 56401. Ph: (218) 829-3288; FAX (218) 828-0592; E-mail: terrym4305@aol.com.

Searching For:

Any CGCVA member who was in Poole-Dorset England in 1944 on the Coast Guard Cutter *83211* with BMC Frank King, please contact Mrs.

Ruby Royce at 5 Harrison St., Norwood, NY 13688 or call her at (315) 353-2419. Mrs. Royce would like to contact Chief King or anyone else who was a crewman on the *83211*.

Alexander Hamilton Survivors

June 2-5, 1996, are the dates for the next reunion for members of the Alexander Hamilton Survivors Association. The reunion will be held at the Days Inn Inner Harbor, Baltimore, Md. and will offer a variety of events. Included in the plans are trips to Curtis Bay, Baltimore's Inner Harbor, a memorial service aboard the *CGC Taney*, and a buffet banquet. To make reservations at the Days Inn, call (410) 576-1000. For more information on the reunion, contact the Association at 8002 Aladdin Dr., Laurel, MD 20723 or call (301) 953-2386.

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 bequest 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 bequest 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 bequest 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.

Welcome New Members

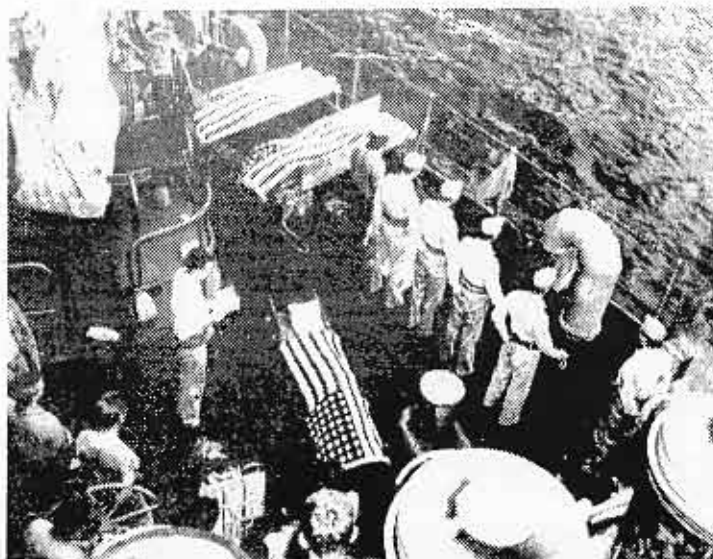
A hearty "welcome aboard!" to the following new members who have recently joined the Coast Guard Combat Veterans Association. New member names are boldfaced and sponsors are indicated in parentheses:

JUNE 1995

Frank S. Hadfield (Chuck Ulrich); **James W. Brockwell, Jr.** (Byke Bycznski); **Patrick A. Spero** (Byke Bycznski); **Walter F. Lawlor, Sr.** (John Stamford); **Austin A. Carpenter**; **Thomas E. Cantwell** (Iwo Jima Reunion); **Francis T. Urruty** (Tom Sargent); **Henry L. Gilbert** (Arthur Lawton); **William S. Hill** (Dan Whitaker); **Robert A. Sellick** (Al Courter); **Orland W. Erickson** (T.J. Johnson); **Victor Biagini** (Chuck Ulrich); **Joseph J. Mirakian** (Dana Seaverns); **James B. Tripp, Sr.** (Ervin Matthews); **Michael Grucella** (Dan Whitaker); **Harold P. Cowan** (Dan Whitaker); **Edward J. Reading** (John Stamford); **George W. Yeoman** (Arnie Sobel); **Donald L. Doran** (Dan Whitaker); and **Kenneth D. Adkins** (Dan Whitaker).

JULY 1995

Milton H. Wooster (Ken Black); **Walter F. Mazzanti** (Byke Bycznski); **Jack F. Cullari, Sr.** (Dan Whitaker); **William R. Brazelton** (Dan Whitaker); **Lofton T. Faris** (Dan Whitaker); **Isaiah V. Oglesby** (Dan Whitaker); **Stanley W. Haraburda**; **Arthur H. Iverson** (Raymond Marsh); **James A. Pakledinaz** (Byke Bycznski); **Robert L. Casselman** (Rick Racine); **Frederick**



BURIAL AT SEA — Fr. R. G. Keating officiates at a burial at sea ceremony aboard the CG-manned *USS Cambria* on June 17, 1944. This is one of 82 pictures and documents that will be included in a book on the Coast Guard during WWII by Bob Sams. Bob intends to make readers more aware of the Coast Guard's important roles during that period, especially the exploits of the *Cambria*. Bob is still shooting for a May 15, 1996 dedication of the Coast Guard exhibit at the GEN George E. Marshall Museum in Lexington, Va. See the Fall '95 issue of *The Quarterdeck Log* for information on museum.

A. Peterson; **Edgar L. Martin, Jr.** (Al Courter); **Douglas R. Peterson** (Bill Wells); **Theodore L. Rankin** (William Hill); **James E. Bowen** (Byke Bycznski); **Less Johnson** (Al Courter); **William J. Quinan III** (Al Grantham); and **Herbert R. Emerick** (Chips McLendon).

AUGUST 1995

Donald T. Graviss (Bill Wells); **Michael Sack** (Al Courter); **Joseph R. Ward** (Byke Bycznski); **William Hutton** (William Myer); **Charles E. Vautrain, Jr.** (Al Courter); **Marc R. Duguay** (A.J. Dugas); **Clifford F. Denton** (Jack Pfeifer); **Byron G. Vetterli** (A.W. Damrell); **Michael M. Lachman**; **Richard J. Kupczyk** (C. Bell); **Arva**
(continued on next page)

Reunions — Notices — Association News

Welcome New Members (cont.)

AUGUST 1995 (cont.)

S. Alexander (Chips McLendon); **Charles J. Eichholz** (John Stamford); **Thomas L. Fletcher** (Greg Kester); **Max W. Schieber** (Al Courter); and **Warren E. Bremer**.

SEPTEMBER 1995

James J. Hamilton (Milton Woosten); **Russell G. Faulds** (Chuck Ulrich); **William M. Hansen** (Dan Whitaker); **Richard B. Lewis** (Baker Herbert); **Arvard J. Kindrick** (Al Courter); **Albert H. Tremlett** (Al Courter); **Carl A. Koehmlein** (Chuck Ulrich); **Jeffrey A. Keim** (Bruce Bruni); **Charles L. Latham** (Wayne Borchsenius); and **LCDR David A. Hoover, USCG** (Ed Klingensmith).

OCTOBER 1995

Emil J. Kutka (John Stamford); **Jack R. Ransey**; **Clarence M. St. George** (Tom Urruty); **Wendell M. Hannaford** (Al Courter); **Jack L. Silvey** (William Sheron); **Michael J. Price** (Ed Swift); **Donald M. Michels** (Eugene Dugan); **Vincent R. Greco** (Al Courter); **Byron E. Jennings** (Herbert Davenport); **Albert A. Russo** (Fred Mientka); **Ralph W. Benoit** (Al Courter); **Glenn T. Wade** (Ed Swift); **Hibbard Casselberry**; **Russell E. Grose**; **Walter R. Terry** (Gerald Kaarstad); **Robert F. Coleman** (Karl Suelke); **John C. Nagel**; **Calvin K. Kobsa** (Chuck Ulrich); and **Joseph J. Rania** (Dan Whitaker).

NOVEMBER 1995

Joseph Chramoff (Al Ryzner); **Robert L. Keller** (R.R. Novotny); **Paul E. George** (Rod Whalen); **Herbert J. Zeiss** (Dan Whitaker); **Henry O. Lutsche** (Tom McHale, Jr.); **Lee B. Mynatt**; and **Donald P. Luger** (Howard Walker, Jr.).

DECEMBER 1995

Edward M. LaRock (Smith & Mouritsen); **Dick G. Taylor** (Bill Wells); **Charles K. Hixon** (David Hughes); **Thomas C. Williams** (Ed Swift); **Gerald O. LaBadie** (John Stamford); **William Mackiewicz** (Dick Stent); **Edmund T. Lukowski** (Bill Smith); **Mike Dandar**; **Kevin H. Keener**; **James G. Manfuso** (Bill Franklin); **Leland E. Bergfeld**; and **Scott H. Sharp** (Lee Mynatt).

JANUARY 1996

CAPT D.G. Herron, USCG (Ret.) (George Feeney); **Joseph Depasquale** (Donald Macchia); **Marvin J. Whalls**; **David C. Adkins** (Walter Terry); **Theodore C. Rapalus**; **Henry J. Marek** (Joe Hannah); **Mark L. Romey** (Dick Stent); **Helen E. Roux** (Jack G. Roux & B. Smith); **George T. Rasmussen** (Al Grantham); **Warren G. Hartman** (Al Courter); **Christopher J. Ramsden** (Ed Klingensmith); **Edward C. Gorka**; **Lewis B. Smith** (Gus Meyer); **Robert L. Sams** (Ed Swift); **Cecil C. Blair**; **Ross J. Van Duser** (Dan Whitaker); **Eugene P. O'Brien**; **Scott R. Jensen** (Bill Wells); **Robert A. Blank** (Donald Macchia); **George A. Wenzinger**; **Ernest F. Bellenbaum** (Paul Wheeler); and **Thomas Panos**.

USCGC Bibb

The *USCGC Bibb (W-31)* announces their bi-ennial reunion. Did you serve on the *CGC Bibb* between the years 1937 and 1985? If so, your shipmates are looking for you. In 1994, more than 125 crew members, their families and guests attended the 6th bi-ennial reunion in Cape May, N.J. Our 7th bi-ennial reunion will take place Oct. 25-27, 1996, in southern Florida. The exact location has yet to be-determined. If interested in learning more and hopefully attending, please contact: Bibb Shipmates, c/o Richard Olson at 574 Wyoming Ave., Maywood, NJ 07607. Hope to see another big crowd of ex-Bibb crew members.

A Poem By Bob Mars

(Can be sung to "When Irish Eyes Are Smiling")

When LST's went sailing,
Across the shining seas.
They did their job with honor,
To keep our country free.

They carried tanks and armor,
And troops and much, much more.
They brought them to the beachheads,
Right to the foreign shore.

They sailed the mighty oceans,
Through storms with waves so high.
That nature seemed to be saying,
You're next, it's time to die.

The grit and courage of our crews,
That formed our mighty fleet.
Took pride in those brave LST's,
And helped to free the seas.

We were proud to be together,
To form that mighty fleet.
To serve our country nobly,
And bring victory, not defeat.

We must always try to remember,
When we see the shining sea.
We had our day of glory,
Serving on the LST.

USS Oberon Reunion

A joint Coast Guard — Navy reunion for crewmen from the *USS Oberon (AKA-14)* will be held Sept. 19-22, 1996, in San Diego, Calif. Contact: James Hasburgh at 3621 Vista Campana South,

Apt. 104, Oceanside, CA 92057. Ph: (619) 967-0329.

CGC Taney Reunion & Information

Thanks to BMC Warren G. Hartman, USCG (Ret.) who provided several interesting tidbits regarding *CGC Taney*. First, he mentioned the ship's upcoming reunion on Sept. 19, 1996. The contact for information is Homer Compton in Portland, Ore., who can be reached at (503) 254-5983.

Warren is also a member of Tin Can Sailors, Inc., which now has over 18,000 members. It was established in 1984 and any Coast Guardsmen who served on 327's or other high endurance cutters are eligible to join. Here's some of the other information he provided:

The *USS Arizona* is the only ship still in commission from the Pearl Harbor attack. The *CGC Taney* is the only fighting ship from the attack still afloat, now docked at Baltimore's National Maritime Museum.

Known as W-37, the *Taney* cruised nearly 3/4 million miles, earning 11 battle stars from WWII, Korea and Vietnam, surpassed only by the carrier, *USS Enterprise* that cruised one million miles and was engaged in every major assault.

In mid-1942, the *Taney* was in Pearl Harbor Navy Yard for a new mast and radar antennae. Signalman 2/c Willis Partridge (now CDR, USCG Retired) was approached by the ship's new communications ensign. The ensign called him aside and said, "Partridge, we're getting a new mast today and sailing at dawn's light. So get your hal-yards rigged and ready for sea." Partridge asked where he was going to get them with such little notice but then paused and simply said, "Aye, aye, sir."

In the company of a QM1/c and Partridge, we set out to find a set of signal blocks and discovered a large barge loaded with tripod masts and fighting tops off the *USS Arizona* and headed for the scrap yard. I checked with the civilian in charge and he let us have nearly a dozen blocks along with sister hooks. (continued next page)

CGC Taney Information (cont.)

Our assignment completed, the *Taney* was now equipped with part of the *Arizona*, high aloft on the yard arm.

I left the *Taney* in 1943 but was always proud to feel we helped part of the *Arizona* return to fight.

The *Taney* is now part of the Historic Ships Association, an organization that maintains and operates historic ships as museums and memorials. It promotes the preservation and public display of ships which have performed important tasks in the defense of their countries. To learn more about this organization, contact the Historic Naval Ships Association of North America, c/o U.S. Naval Academy Museum, 118 Maryland Ave., Annapolis, MD 21402. The other Coast Guard vessel in this organization is the *Ingham*, located in Mount Pleasant, S.C.

USS Aquarius Reunion

The *USS Aquarius (AKA-16)* will hold its next reunion Oct. 17-21, 1996, in San Antonio, Texas. The reunion is one of many, the first held in 1971. A highlight of this upcoming reunion will be the dedication of a bronze plaque honoring the *Aquarius* and the men who served aboard her, at the Admiral Nimitz Museum in Fredericksburg, Texas. For more information, contact: Dale Shankster at 615 East Bank, Centerville, IO 52544.

USS Finch Reunion

The *USS Finch (DE/DER-328)* and Coast Guard *WDE-428)* will hold a reunion Sept. 18-21, 1996, in Seattle, Wash. For details, contact: Chuck Poreda at 5510 Southampton Dr., Springfield, VA 22151. Ph: (703) 323-6019.

New Kuwaiti Medal

Service members who participated in Operations Desert Shield/Desert Storm between Aug. 2, 1990 and Aug. 31, 1993, are eligible to receive the Kuwaiti Liberation Medal (K). The

Secretary of Defense has accepted the offer by the Government of Kuwait to award the medal to service members who served in one or more of the following areas during the above dates: Arabian Gulf; Red Sea; Gulf of Oman; that portion of the Arabian sea north of ten degrees north latitude and west of sixty-eight degrees east longitude; the Gulf of Aden; or the total land areas

on Iraq, Kuwait, Saudi Arabia, Oman, Bahrain, Qatar and the United Arab Emirates.

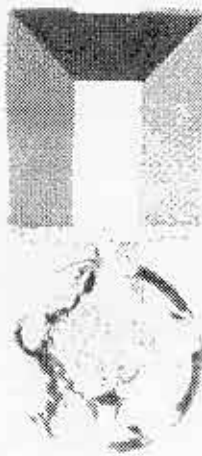
To be eligible, a service member must have been attached to or regularly serving for one or more days with an organization participating in ground or shore operations; or attached to or regularly serving for one or more days on board a naval vessel directly supporting

military operations; or actually participating as a crew member in one or more aerial flights supporting military operations in areas designated above; or serving on temporary duty for thirty (30) consecutive days during the period designated above under any of the above criteria.

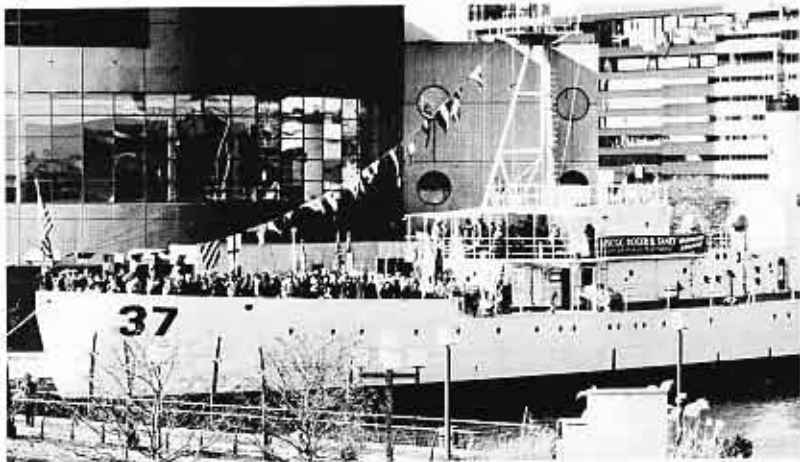
In order of precedence, the Kuwait Liberation medal (K) will be worn after the Kuwait Liberation Medal from the Government of Saudi Arabia.

USS Poole & USS Gandy

A joint reunion of the Coast Guard-manned *USS Poole (DE-151)* and the Navy's *USS Gandy (DE-764)* will be held Sept. 19-21, 1996 in Branson, Missouri. Contact: Donald Macchia at 256 Spruce Street, Bloomfield, N.J. 07003. Ph: (201) 748-0731.



CGC Taney (continued from front page)
the *Lightship Chesapeake*. Commissioned in 1936, *Taney* is named for Marylander Roger Brooke Taney, Chief Justice of the Supreme Court. It is the last surviving warship of the Dec. 7, 1941 Japanese sneak attack at Pearl Harbor.



Filling the fantail of the *CGC Taney* at "dress ship," members of the Pearl Harbor Survivors Assoc. and other veterans groups remember the attack at Pearl Harbor 54 years before. A memorial service included a wreath dropped near the cutter.

Less than four minutes after its crew was called to general quarters, *Taney's* guns were in action. Her withering defensive fire help prevent the destruction of the Honolulu power plant, as noted in the log of her skipper, CDR Louis B. Olson:

"At 1158 a formation of five enemy planes approached the vessel directly from the south southwest...on what appeared to be a glide-bombing attack on the power plant. Fire was opened with #4 and #5 guns and #3, #4, #5 and #6 .50 cal.; machine guns after planes were in range...planes were rocked by fire and swerved up and away."

CG Cutter at Okinawa

In the Feb. '96 issue of *Naval History*, RADM Robert H. Spiro, USNR (Ret.) writes of a kamikaze attack on his ship, *USS Morris* (DD-417) off Kerama Retto, a small island off shore of

Okinawa, in April 1945. He mentions repair work done in a floating dry dock enabling her to be seaworthy enough to make it back to the Golden Gate.

The first floating dry dock arrived at Okinawa from Guam on May 6, escorted by the *USCGC Sweetbriar* (W-405), which is still in commission and serving in Alaska. At that time there were numerous DD's and other escort-type craft, casualties of kamikaze attacks, lying in the harbor under various laborious methods of hull repair — most of which could be done in a matter of hours in a dry dock.

The *Sweetbriar's* mission was to lay out battleship mooring buoys in Nakagusuku Wan. WWI battleships and other heavy older fleet units

were pounding the Shuri Line to which the Japanese had withdrawn, but, for various reasons, these large ships were unable to anchor in the bay. They were forced to keep circling in a long oval as they continued their around the clock 12", 14" and 16" gun bombardment, which of course required burning untold tons of fuel. If they could moor to a buoy, they could secure many of their fire rooms and save huge amounts of fuel.

The *Sweetbriar* was never ordered to complete her mission of laying mooring cables however, perhaps because the battlewagon commanders didn't want to interrupt their precision fire control in order to steer around a 180-foot Coast Guard buoy tender. Instead, *Sweetbriar* was given other important work.

Shortly after dawn, a kamikazi chose the dry
(continued next page)

CG Cutter at Okinawa (continued)

dock for a target. *Sweetbriar* opened fire with her 3" 50 but, in accordance with pre-arranged procedure under such circumstances, central fire control was turned over to local control of the battery officer. The dry dock had a crane as cargo with a boom projecting about 50 feet up from the hull. *Sweetbriar* put 4 or 5 rounds in the vicinity of the kamikazi, not knowing if their actions had any effect on his aim. At any rate, he struck the boom squarely from astern, well above the hull, and disintegrated, doing no damage other than to the crane. Two or three nearby on deck were treated for cuts and bruises from flying metal, none disabling.

This was the first enemy encounter for all hands aboard *Sweetbriar*, in an action that became almost routine in ensuing days. One action resulted in the painting of half a Japanese flag on the bridge wings, signifying a 50% credit for splashing a kamikazi a few weeks later. Other than the *Taney* (WPG-37), *Sweetbriar* was the only actual Coast Guard cutter at the battle of Okinawa although there were numerous other Coast Guard-manned vessels of many types present.

Clement M. Simmons

Getting Your Money's Worth

Albert C. Fryman of the *USS Argonne* submitted a copy of the 1941 menu from the Black Cat Cafe in Honolulu. He called it "Do You Remember When" and I gotta be honest, I don't. Anyway, here's a sampling of the wartime fare from the Black Cat Cafe:

The most expensive item on the menu was a Porterhouse steak with mushrooms for \$1.00. Next, you could choose between a T-Bone Steak or half a Fried Chicken with bacon for .60. Roast Turkey with dressing went for half a buck. An

Oyster Omelet would set you back a whopping .45 or you could select either a Rib Steak or Roast Pork with applesauce for .40.



During WWII, the CGC *Taney* was one of many Coast Guard cutters sporting mascots. Soogle graced and raced the decks of the *Taney* but here the lovable mutt simply poses with BM/c McKintock.

For .35 or less you could feast on your choice of Breaded Veal Cutlet, Swiss steak with gravy, Corned Beef and cabbage, Spaghetti and meatballs, Hot Pork or Beef sandwiches, half a dozen oysters, fried shrimp, Fried Ulua, Liver and onions, Boiled Ham, Shrimp Salad or a Hamburger with onions.

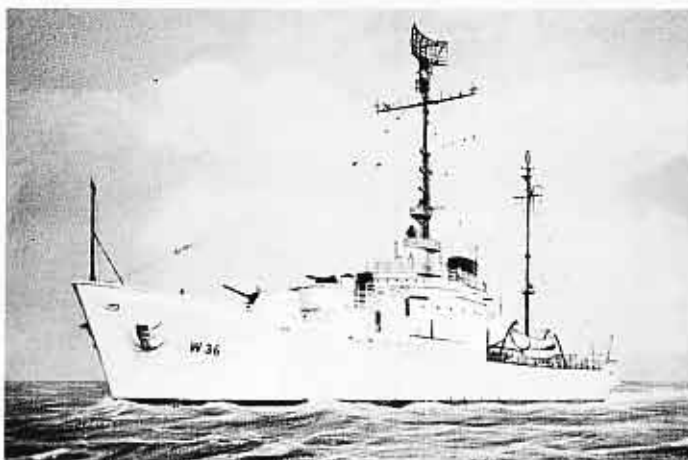
Soups (chicken, corn chowder, vegetable and turtle) were each .20 a bowl. Sandwiches ranged from a dime to a quarter, however getting one on toast was an additional nickel, and potato salad would set you back another dime.

Desserts ranged from a nickel to .20 and most drinks were a dime. Coca Cola was just a nickel but a milk shake would run .20.

So what ever happened to the Black Cat Cafe?

USS Spencer Association

On Sept. 6, 1995, members of the USS Spencer Association conducted a memorial service in Newport, R.I., for all crewmembers of the *Spencer* who had passed "over the bar." Their original ceremony was to be conducted from the *CGC Spencer* but, at the last minute, the ship was deployed on a law enforcement patrol. In true Coast Guard tradition, however, Group Woods Hole, Mass., and Station Castle Hill came through to assist with the wreath-laying ceremony and memorial service.



Bill Ravel's painting of the *Spencer* during WWII. The painting was presented to the current *Spencer* crew in Boston.

In other related news, a painting of the WWII *Spencer* (W-36) was presented to the officers and crew of the *CGC Spencer*. The painting was done by Bill Ravel, whose father-in-law served aboard the *Spencer* during WWII. Bill himself served in the Coast Guard too. The wartime *Spencer* was credited with sinking two German submarines, the *U-175* and *U-225* in 1943 during the Battle of the Atlantic.

Remembering the *Danmark*

CAPT Gerald K. Barker, USCG (Ret.) enjoyed reading about the *CGC Eagle* in a previous issue of the *Quarterdeck Log* and offered information

on another gallant ship which served similar purposes during WWII — the *Danmark*. The ship was originally in the service of the Danish merchant marine, sailing extensively worldwide for training of young Danes who were seeking careers in the Danish merchant marine.

However, when Denmark was invaded and occupied by the Germans on April 9, 1940, the *Danmark* was in American waters at Jacksonville, Fla. Unable to return to Denmark, the ship, under the command of Captain Knud L. Hansen, was offered to the U.S. Government.

Due to then current neutrality provisions, the ship could not be accepted until after Dec. 7, 1941, when the United States was attacked at Pearl Harbor.

Then, through the concentrated efforts of the Ambassador to the United States, then the honorable Henrik Kauffmann, and Captain Hansen, the *Danmark* was placed at the disposal of the Coast Guard to be utilized as a training ship for the cadets of their academy at New London, Conn.

In such a capacity the *Danmark* served until Sept. 26, 1945, training nearly 3,000 future Coast Guard officers, both regular cadets and reserve candidates for com-

missions.

The *Danmark* is quite comparable in size and dimensions to the current *Eagle* (formerly the German training ship, *Horst Vessel*).

During the WWII interim training period with the Coast Guard, the *Danmark's* crew was supplemented by some members of the original Danish crew who served as instructors along with Captain Hansen. Hansen served as the *Danmark's* CO from 1937 until 1964.

Danmark still proudly sails the seas as the training ship for the Danish merchant marine, visiting ports around the world and participating in several gatherings of "tall ships."

To the Editor

While on the *CGC Mahoning (WYTL-91)* on a cruise in New York Harbor in Sept. '84, my son took a photo of a CWO Ed Swift. The cruise was for crew members, families and former crew members prior to the *Mahoning's* decommissioning on Oct. 2, 1984, at Governors Island. Im anxious to find out if the CWO in the photo is you?



After seeing your picture in the *Quarterdeck Log*, I remembered I had this photo in an album.

Also, since 1985, the former *Mahoning*, renamed the *General Phillip Schuyler*, is still operating as a training vessel at the New York State Maritime College at Fort Schuyler, N.Y.

Walter F. Lawlor, Sr.

Editor's Note: Okay Walter, you got me, but I don't have a beard now. Thanks for the photo!

WWII 50th Anniversary

On May 13, 1995, the Commanding Officer of Naval Air Station Cecil Field held a 50th anniversary commemoration for the allied victory and invited WWII representatives from each of the armed services as guest speakers. CGCVA member T. Marvin Duncan was surprised to be the Coast Guard's selection and says thanks to whoever gave his name to the Cecil Field CO. Incidentally, Marvin said the captain's introduction of Marvin was longer than Marvin's entire speech.

One year prior to Pearl Harbor, Marvin was a BMC in charge of patrol boat #145, loading ammunition in Tampa, Fla., on British ships. A year later, Dec. 7, 1941, he was ordered to Key

West, Fla., and told to convoy ships across the Florida straits. The 75-foot diesel-powered patrol boat had four depth charges on the fantail and stern, a one-pounder on the forward deck (used for ceremonial purposes) and a Thompson sub-machine gun, in the pilot house window. So equipped, the boat was to protect shipping from German submarines which were having a field day in the North Atlantic.

"We would pick up our convoys southeast of Cuba, then bring them to Key West through the heavily mined Northwest channel of Key West and then hope to get four hours sleep before another convoy run," Duncan said.

"I saw ships torpedoed. Some tankers would light up the ocean as they went to a fiery grave, followed by the submarine surfacing to observe their handiwork...there was no way to fight back because we were so outgunned. The only thing that could be done was to run at our top speed of 12 knots and hope their marksmanship wasn't very good. If the submarine didn't surface, I would go about the task of picking up survivors and hope for the best."

Duncan later graduated the Academy, made 22 crossings of the North Atlantic on destroyer escorts, and also participated in the Okinawa invasion.

Among the other speakers at the NAS Cecil Field event was Everett P. Pope, who earned the Medal of Honor for his actions as a Marine Corps Second Lieutenant at Guadalcanal.



V-J Day Ceremonies

CGCVA lifemember Frank Greenway was among the many WWII veterans who applied for participation in selected 50th anniversary commemorations through the WWII Commemoration Committee in Washington, D.C.

Frank and his wife decided to combine an already planned vacation to attend two family reunions, in South Carolina and California, with (continued next page)

V-J Day Ceremonies

(continued)

a nine-day cruise on a ship out of Honolulu. They, along with Frank's sister, felt they could use the first two days to attend an all-day trip aboard the *USS Carl Vinson* on Sept. 1st, and attend the Veterans Parade the following day prior to sailing on the cruise ship the evening of Sept. 2nd.

With those plans in mind, Frank submitted the required information to the WWII Commemorative Committee in his official capacity as Chairman of the WWII Committee for the U.S. Coast Guard National Association of Former Stewards and Stewards-mates, Inc. He received confirmation from the committee and was advised he had been assigned VIP seating in the President's reviewing stand. He was also told that plans might be changed and to be flexible.

The Greenways departed North Carolina on Aug. 15th, attended both family reunions and departed San Francisco Aug. 31st for Honolulu. They were met at the airport by cruise ship representatives and were able to pick up their WWII package, complete with controlled



access badges. Soon after checking into his Waikiki hotel, Frank received a call from the White House Social Secretary saying plans had indeed changed a bit. Frank was now selected to represent the Coast Guard at all the scheduled events, including being one of five servicemen to be in President Clinton's reception party at Wheeler Army Airfield, attend his radio address, his luncheon, and participate in his wreath-laying ceremony the following day at Punchbowl National Cemetery.

(continued next page)

(Left) Frank Greenway is greeted by President Clinton at V-J Day ceremonies. (Below) Frank Greenway and President Clinton review troops at Wheeler Army Air Field.



V-J Day Ceremonies (continued)

He was further informed that an Army captain would be stopping by with the necessary badges and passes. The captain arrived and said he would serve as the Greenway's escort for the various events. Frank was puzzled — why wasn't a Coast Guard officer assigned to him?

Using some "Old Guard Ingenuity," Frank inquired further. The Army captain called back an hour later to report he was no longer the Greenway's escort officer. Apparently orders had come from the top and a Coast Guard officer would indeed be assigned. Twenty minutes later, LT Richard Teubner, USCG, called to say he would be the Greenways' escort throughout their stay.

All in all, Frank reported the trip to Hawaii to be simply incredible — a once in a lifetime experience. He was further honored when

the Commanding Officer, USCG Base Sand Island, asked him to participate in the dedication ceremonies for the Coast Guard Monument and the CGC Taney dedication. Frank read a list of names of Coast Guardsmen who lost their lives during WWII, many of whom he knew.

As the commemorations drew to a close, Frank urged all veterans to take advantage of opportunities to attend ceremonies which honored them.

Editor's Note: Frank Greenway is a retired CPO who served aboard two Coast Guard destroyer escorts during WWII, the *USS Hurst (DE-250)* and *USS Chambers (DE-391)*. He was assigned



to North Atlantic convoy duty from mid-1943 to V-E Day 1945. He then proceeded through the Panama Canal to Pearl Harbor, joining a vast armada being assembled for the final invasion of Japan. V-J Day occurred prior to that deployment so Pearl Harbor remains a fond memory for Frank.

(Above) CAPT Dennis Egan, Commanding Officer of Coast Guard Base Sand Island, with Coast Guard veterans at the USCGC Taney Memorial. (Left) The bell is rung at the Coast Guard Memorial at Base Sand Island. The names of Coast Guardsmen who died during WWII were read as part of the solemn event.

Another V-J Day Remembrance

On Sept. 2, 1945, WWII had ended and CGCVA member Joseph A. Barnell was on a small island off the coast of New Foundland — a Coast Guard Radiobeacon Station.

Fifty years later, Barnell would find himself on
(continued next page)

Another V-J Day Remembrance (cont.)

another island, one much larger and with a more tropical climate. On Sept. 2, 1995, Barnell was on Oahu, guest of RADM Howard Gehring, com-

mander of the 14th Coast Guard District, to participate in the dedication ceremonies for a WWII Coast Guard monument and the several V-J commemorative events in Honolulu.

Joe was among several Coast Guard WWII veterans asked to participate in Base Sand Island's dedication of a Coast Guard Memorial. It was dedicated to all the Coast Guardsmen who died during WWII and a bell was rung once for each of the victims.

When it was time to leave the islands and return home, Bardell packed and left the hotel. Apparently the other four people who were part of his tour group had called a taxi to get to the airport. A stretch limosine was parked in front of the hotel, reserved for his group. As it turned out, Joe was treated to a limo ride by himself. Too bad he had run out of film.

According to Joe, although he had had an incredible experience in Hawaii the previous few days, his return home was just as sweet. He said, "As I walked toward the gate, there stood a beautiful angel, all in white, waiting for me. What a beautiful sight: My dear wife! We had only been apart three days but it seemed

like a year.



CGCVA member Joe Barnell makes a brief visit to Waikiki Beach.

Joe had made the trip himself and a priority was his wife's one request — a red muumuu. Needless to say, after checking into his hotel after arriving in Honolulu, Bardell was hitting the shops looking for one. Mission complete, he prepared for the several veterans events.

Joe had made the trip himself and a priority was his wife's one request — a red muumuu. Needless to say, after checking into his hotel after arriving in Honolulu, Bardell was hitting the shops looking for one. Mission complete, he prepared for the several veterans events.



Joe Barnell marches in the Parade of Veterans in Honolulu on the 50th anniversary of V-J Day.

Remembering the Lamplighters

CGCVA member William Espe wrote about his last tour of duty in the Coast Guard and what followed. Serving on the river tenders *CGC Dogwood*, out of Vicksburg, Miss., and the *CGC Sycamore* out of Dubuque, Iowa, he helped service aids to navigation all along the Mississippi River and several lakes. Bill reported that in those days, you made your own batteries, working with acid.

Eventually he wound up in the wheelhouse helping keep the written records of the aids serviced. His performance was noted and, upon separation from the Coast Guard, he was offered a part-time job as a lamplighter on the Upper Mississippi River. His inspection area was vast, the second largest, and he easily covered more than 400 miles each month.

Bill worked as a lamplighter on the Mississippi for 7-1/2 years, earning a total of \$12,170.69.

Setting the Record Straight

Recently, CGCVA member George Huepers wrote to Baker Herbert regarding the history of the *Harriet Lane*. He attached a newspaper clipping reporting an annual memorial service by the LCDR Edward Lea USN Camp No. 2, Sons of Union Veterans of the Civil War at Lea's gravesite in Galveston, Texas.

His letter was forwarded to the Coast Guard Historian, Dr. Robert Browning, who says that the *Harriet Lane* was originally in the Revenue Cutter Service. The ship was transferred to the Union Navy during the Civil War and was subsequently captured by the Confederacy during the Battle of Galveston. The South converted it to a blockade runner, it saw duty in Cuba, and was ultimately burned to keep from being recaptured.

The significance of LCDR Lea is that he was the *USS Harriet Lane's* executive officer and was killed in the Battle of Galveston on Jan. 1, 1863. Ironically, his father, Albert Lea, was a major in the rebel lines that had captured the *Harriet Lane*, and was on his way to see his son following the battle.

A LITTLE MIXED UP

Just a line to say I'm living,
That I'm not among the dead.
Though I'm getting more forgetful,
And mixed up in the head.

I've gotten used to my arthritis,
To my dentures I'm resigned.
I can manage my bifocals,
But, oh God, I miss my mind.

For sometimes I can't remember,
When I stand on the deck of the "I."
If I have just reported,
Or come back to tell you "Hi!"

And before my old locker,
My mind is filled with doubt.
Have I just put gear away,
Or come to get it out?

And there are times when it is dark,
With my watchcap on my head.
I don't know if I'm going on watch,
Or preparing to get in bed.

So if it's time for me to write you,
There's no need for getting sore.
I may think that I have written,
And don't want to be a bore.

So remember I do miss you,
And next time will try to call.
But now it's nearly mail time,
So must say good-bye, ya'll.

Now I stand before the mail box,
With face so very red.
Instead of mailing you my letter,
I've opened it instead.

(Submitted by Lester B. Deming of Whiting, N.J. who says his reference to the deck of the "I" refers to the *Ingham*)

Memories That Last

This is a true story about a crewman of the *LST-170*, RM1/c Larry Friedman. Larry was somewhat older than many of the crewmen, and much older than I was (a 23-year-old Chief). He was a true loner, rarely associating with other members of the crew. On many occasions I would run into Larry as I was making my rounds on late night watch. As always, he was attentive on the job and conversations were short.

A few years ago I received a phone call from Larry who lived in New York. He was living with his daughter and it had been many, many years since I had last heard from him. He said he just wanted to call and thank me for saving his life. I was confused and had no idea what he was talking about.

Larry reminded me that in February 1944, I was making my rounds while the ship was empty and at anchor in Buna, New Guinea before loading up for another landing. While going through the troop quarters on the port side, I found Larry in one of the troop bunks and ran him out.

Shortly after I got Larry out of the troop quarters, we received a near miss from a 500 pounder on the port side which almost obliterated the area Larry had been in.

I still found it odd that, after all those years, Larry had called me to remind me of the incident and thank me. Several weeks later it became much clearer. I received a letter from Larry's daughter letting me know that he had passed away.

Leon Jacobs, Jr.

82-Footer Memorial Project

I am undertaking a project to acquire either a former Squadron One 82-footer from Vietnam or a stateside decommissioned 82-footer for the purpose of turning it into an operating memorial. In that regard, I am looking for assistance in many areas.

First of course, is the cutter itself. The editor of **Jane's Fighting Ships**, CAPT

Robert Sharpe, has informed me that 12 to 14 of the original 28 cutters transferred to the Vietnamese have survived, although in various states of disrepair. Needless to say, it is questionable whether one of the surviving 82-footers there would be a good candidate for this project. The option is to obtain one here that has been decommissioned.

Next is the site for the memorial. The National Park Service has considered my idea and has indicated that space at the Charleston Navy Yard in Boston may be available, as would other areas.

Of course funds and support will be needed. I would ask that individuals contact me for more information regarding the project. I do have support from Sen. John Kerry (himself a former river rat).

I'd also like to comprehensively document the achievements of Squadron's One and Three so any photographs or narratives of combat and non-combat experiences would be especially appreciated. I will attempt to return any photos sent to me. If possible, send copies instead, including pertinent amplifying information.

Your help can make this Coast Guard Memorial happen. To send materials or learn more about the project, please contact me at 215 Watertown St., Watertown, MA 02172, call me at (617) 926-5965, or Compuserve E-Mail Box: 17016,3776. Thanks a lot!

MKC John J. O'Neil, Jr., USCG (Ret.)



Since You Asked...

While serving aboard the *AP-155* during WWII, a soldier came up to me, grinned and asked, "So just who's coast do you guard?"

I answered, "The Aleutians, Guadalcanal, Bougainville, Kwajalein, Tinian, Siapan, Guam, Tarawa, Leyte, Palau, Okinawa, Sicily, Salerno, Normandy, North Africa, and America. We man transports, tankers, cargo carriers, LST's, LCI's, frigates, corvetts, cutters, DE's, picket boats, sub chasers, repair ships, APD's and assault craft. We man search and rescue stations and long range aids to navigation bases, do search and seizure patrols, aids to navigation work, ice-breaking and law enforcement, inspect merchant ships, and conduct port security."

He saluted and left. **BMC Warren Hartman**

Rolling Thunder IX

The Ninth Annual Rolling Thunder Ride For Freedom will be held Memorial Day Weekend, May 26, 1996, in Washington, D.C. Last year more than 180,000 riders participated in this event which pays respect to veterans and calls for the accounting of all POWs and MIAs from all wars.

A Matter of Wordsmithing

YNC John C. Brook, USN (Ret.), the president of the AGC Flag Alliance recently wrote Rep. Robert K. Nornan, Chairman, Subcommittee on Military Personnel, regarding bill HR895. Information in his letter may be of interest to several CGCVA members. Highlights of his correspondence to Rep. Dornan are provided here:

In essence, bill HR895 will retroactively award "the Navy Combat Action Ribbon based on participation in ground or surface combat as a member of the Navy or Marine Corps during the peri-

od July 4, 1943 and March 1, 1961." The bill, as worded, would prevent the awarding of the ribbon to Army and Coast Guard personnel who served as crew members of Navy ships such as AGC's and the crews of Coast Guard vessels under the operational command of the Navy such as WAGC's during WWII.

Chief Brook goes on to say that one of the things that made those ships so unique was that all branches of the military served in them. In addition to the Navy and Marine Corps personnel who normally serve in Navy ships, there were also Army Signal Corps and Coast Guard personnel who were an important part of the ship's complement. These non-Navy personnel were as much a part of the ship's crew as their Navy shipmates.

In 1943, when the first of the AGC's were being commissioned, the Navy didn't have enough qualified radio operators to operate the communications gear aboard these new ships.

The Army Signal Corps was called in and became an intergal and vital part of an Amphibious Force Flagship and it's mission.

Also vital to the Navy mission during WWII were the Coast Guard personnel who served on naval vessels as well as their own WAGC's.

Finally, Rep. Nornan is urged to amend HR895 to include Army and Coast Guard personnel who served in Navy ships and/or the operational control of the Navy.

The article was submitted by Olif "Bud" Veath who says that all of the crews of the six 327's that served as WAGC's in the Pacific may be eligible for the award if the bill is amended.



I greatly enjoyed the "Story Of A Prisoner Of War" in the Fall '95 Quarterdeck Log, especially the connection to the *USS Joseph T. Dickman (APA-13)*. I have just completed a history on the *Dickman* which includes those confusing times in our Nation's history just prior to Pearl Harbor. I submit it as a feature for a future QDLog issue.

CAPT Quentin R. Walsh, Sr., USCG (Ret.)

A Partial History Of The *USS Joseph T. Dickman (APA-13)*

This story reflects my tour of duty aboard the *Dickman* from June 10, 1941 to September 1942 and supplements, with some corrections, Captain Quentin McKay Greeley's informative article in the Retiree Newsletter (Oct. '95) entitled "East To The Orient."

His article resurrected memories of events which occurred more than 50 years ago, just before and right after Pearl Harbor.

I was ordered to the *Dickman* as navigator and was present when the ship was commissioned by the captain of the New York Navy Yard on June 10, 1941. Then, LCDR Charles W. Harwood, USCG, read his orders and assumed command of the vessel which was to be manned by Coast Guard personnel. Also present at the commissioning were LCDR G.W. McKean, LT F.G. Eastman, LTJG B.E. Scanlon, LTJG John Bruno, USNR, LT O.T. Svendsen, USNR, and three Navy medical officers.

Between June 10-30, 1941, other officers reported aboard, including: LT Henry Scholl, and Ensigns' W.C. Foster, Walter R. Lewis, Victor A. Schmidt, Elmer A. Crock, George W. Girdler, and Louis T. O'Neill.

Since I detached from the *Dickman* in September 1942, my remarks will outline the ship's activities until that time.

The *Dickman* was, before conversion, the *President Roosevelt*, owned and operated by the United States Lines Co. of New York as a first-class ocean liner carrying

wealthy passengers between New York and Europe. Her accommodations were luxurious, and I had had the pleasure of sailing on her in July 1939 when I attended an International Whaling Conference in London, as representative of the U.S. government, appointed by President Roosevelt.

Converting A Passenger Liner

In the haste to convert this beautiful passenger ship to an attack transport, all the ship's furnishings were piled on the super structure alongside the smoke stack where the Army was supposed to remove it, but didn't do so even after repeated calls. Finally, troops from Camp Devens came aboard for the Onslow Bay Maneuvers. To get rid of the furniture we threw it over the side where it landed forty feet below on three flat barges, later towed away as a mass of junk.

On June 26, 1941, the *Dickman*, *USS Hunter Liggett*, *USS Leonard Wood*, and *USS Betelgeuse* departed New York and, after several diversions, arrived at New River Inlet, Onslow Bay, N.C., where we joined up with the Transport Division of the U.S. Atlantic Fleet to allow the 1,910 troops on board to carry out the first of many landing exercises with other transports on the shore of what is today Camp Lejeune. While the exercises in the light of present operations were crude and full of errors, they laid the groundwork for the transport doctrine which proved of great value in amphibious operations during WWII.

It was no mean feat to put jeeps, trucks and tanks ashore, considering the boats and equipment in use plus the inexperience of all hands in this modern type of warfare.

We were using Higgins-built landing craft based on the original "Eureka" design, about 36-feet long and 10-feet wide with a spoon bill bow. The Onslow Bay exercises, among other things, showed the necessity to change the spoon bill

bow to a square one that was actually a ramp. Eventually, future modifications produced the landing craft, large and small, that would prove so successful the world over.

The troops suffered numerous casualties using cargo nets for the first time. Early landing craft were continually breaking down. Screw davits froze and became useless, dropping boats 40 feet in the water. Boat handling equipment was dangerous and inadequate. Fresh water was por-

*To get rid of the furniture we
threw it over the side where it
landed forty feet below on
three flat barges, later towed
away as a mass of junk.*

tioned out in quart quantities three times daily. Surf conditions were hazardous and communications bad. All hands took showers topside when it rained. Armament consisted of only one 5" .50 cal., four 3" .23 cal., and four .50 cal. machine guns. Only one evaporator, with a capacity of 20,000 gallons daily was installed. There were no laundry machines, no scuttlebutts nor ship stores.

On July 7, 1941, after debarking at the Army Base in New York, our first troops who had been in the first maneuvers, we loaded Colonel Theodore Roosevelt and about 1,500 men with all their gear, ammunition and trucks, and were off to Onslow Bay again.

Here is where I became acquainted with Col. Roosevelt. Being navigator, I stood the 4-8 watch and Roosevelt normally came up to the bridge about 5 o'clock to read the morning orders. If anchored or drifting, we had some slack moments for conversation while consuming coffee and sandwiches I had ordered from the galley for the signal and bridge watches. Later, we met in Normandy near St. Mere Eglise when I commanded U.S. Navy Task Unit 127.2.8 and he was Deputy Commander of the Fourth Division, a unit of which he led ashore at 0630 on D-Day at Utah Beach in the first wave, the only general to do so in the Normandy invasion.

We met again on June 30th for several minutes after Cherbourg was captured. Two weeks later he died of a heart attack and is buried in the Omaha Beach Cemetery after he was awarded the Congressional medal of Honor and just before he took command of the 90th Division.

On July 24th, the *Dickman* and four other transports visited Charleston, S.C. to take on provisions. The city was engulfed with thousands of troops and sailors. Winthrop Rockefeller, later Governor of Arkansas, among the troops aboard, hired three floors of a hotel on "The Battery" and invited anybody over for showers as long as we were in port. After this stop, we returned to Onslow Bay.

During August and September of 1941 we went to the Boston Navy Yard for an overhaul and conversion, but

with little change to make us a better amphibious transport, installing some electric winches and adding more machine guns. After checking the degaussing gear at Newport, R.I., we arrived at the Norfolk, Va. Army Base for provisions and stores.

We left Norfolk Nov. 2nd and arrived Halifax, Nova Scotia on the 5th. Soon the *Leonard Wood*, *Orizaba*, *Mt. Vernon* (former *SS Washington*), *West Point* (former *America*) and *Wakefield* (former *Manhattan*) arrived too.

On Nov. 8th, 57 officers and 1,336 enlisted men of the British Army came aboard the *Dickman* and immediately installed two Beaufort 40mm anti-aircraft guns for protection.

A Secret Convoy Sails

This secret convoy we were to join originated as a result of Churchill asking Roosevelt to transport some British troops but at the time Roosevelt was asking Congress for sweeping amendments to the existing neutrality laws. Roosevelt feared that, were an American vessel sunk in British waters while carrying British troops, the incident would kill his attempts to modify those laws. Instead, he proposed that the British bring their troops to Halifax and transfer them to American transports. The Navy would then escort this convoy to the Middle East. Churchill agreed to this plan and the movement began in late October of 1941.

In the early hours of Nov. 6th, U.S. Navy destroyers intercepted the Halifax-bound convoy from England with about 25,000 British soldiers and escorted them to Halifax.

This is how we became involved in transporting those British troops from Halifax to Suez via the Cape of Good

Hope in the secret convoy known as WS-124 or WS-12X, which was composed of the ships berthed with us at Halifax plus the cruisers *Vincennes* and *Quincy*, the aircraft carrier *Ranger* and about 10 destroyers. The *Quincy*

and *Vincennes*, which later left us at Cape Town, were sunk in the Battle of Savoy Island on Aug. 9, 1942.

The transports departed Halifax Nov. 10th to form con-

The Onslow exercises, among other things, showed the changes necessary for landing craft design

Early landing craft were continually breaking down. Screw davits froze and became useless, dropping boats 40 feet in the water.

Feature Article

voy WS-124. The escort force (Task Force 14), commanded by Rear Admiral Cook in the *Ranger*, joined the transports near Georges Bank. The passage to Port of Spain, Trinidad was uneventful except for a near collision between the *Dickman* and the *Orizaba* due to a steering casualty on the *Dickman*. We had no problem maintaining speed of 10 knots but had a repetitious steering problem due to "bubbles" in the hydraulic system, a headache finally corrected by LCDR Eastman, our engineering officer.

On Nov. 19 we left Port of Spain. Mail censorship, radio silence and nightly blackouts prevailed. Escorted now by two cruisers and 10 destroyers, the *West Point*, *Wakefield* and *Mout Vernon* formed in a column 2,000 yards from the *Leonard Wood*, *Orizaba* and *Dickman*, with 800 yards between ships in columns. All ships zig-zagged while underway in precise convoy formation. All went daily to general quarters one hour before sunrise and sunset and remained until one hour after.

Shore Patrol Duty

We were about two days from Cape Town, South Africa on Dec. 7th when we received the message of the Japanese attack on Pearl Harbor. We changed course to the south, then east and came into Cape Town on a northwesterly course. In doing so we skirted the northern edge of "The Roaring Forties," arriving Cape Town Dec. 9th.

Harwood was Junior Commanding Officer of the transports and was directed to designate a commissioned officer to command the shore patrol, composed of officers and men from the transports and escorts. He suggested Scholl, Scanlan and I draw cards, the loser to get the assignment. Anyway, I lost and commanded the Shore Patrol of 100 men in Cape Town. For four days I lived ashore at the Hotel Victoria. The Shore Patrol mustered at 1100 at the Police Station. Liberty was granted noon to 2000. The local police, Royal Navy, British Army Military Police and our Shore Patrol fanned out throughout the city on foot and in vehicles after 2000.

My headquarters was at Police HQ where I received excellent advice and cooperation from the Chief of Police and his staff. They turned over to me a large adjacent room as an operations center, and, as things turned out, I needed

it.

I told the Shore Patrol they were not to drink any alcoholic beverages; to always travel in pairs, always cooperate with local, civil and military authorities. I told them to remember that liberty parties wanted to enjoy the city and we were there to help them do it, but we wouldn't tolerate nonsense from anyone that started any kind of trouble.

The police cautioned me that previous visiting ship's liberty parties passing through had problems when they indulged in a native, inexpensive three ounce blue-colored drink that

cost about 30 cents. The police warned that about three or more drinks of the liquid would invariably make a person not only intoxicated but also unconscious. They were sure right!

After about four hours of liberty we started getting numerous calls of our men passing out in various parts of the city. We hauled them in vehicles to the police station and laid them out in rows of my big "operations center," where we had three doctors on duty at all times. When first examined by the doctors, the pupils of the eye of an unconscious man was the size of a pinhead. After several hours though, they became enlarged and normal. Then he became conscious, squirmed around and became violently sick. The police used their prisoners to clean up the mess, and a mess it truly was. When they became sober, and when we had a truck-full, they were returned to their ships.

We had about 100 sick cases, but all told, this wasn't too bad when you consider the thousands that were on liberty. Otherwise, I don't recall any serious problems. In fact, they were a fine bunch, a credit to our country.

While on this duty, the Police Chief told me of the incredible damage at Pearl Harbor. I found it hard to believe. He insisted it was true, not idle gossip and he was right.

I know that some of the doctors assigned to Shore Patrol duty with me came from the *Quincy* and *Vincennes* and were lost when the cruisers were sunk in August.

I recall attending a gathering at a posh country club where several hundred officers were entertained by about 50 girls in a large ball room with an orchestra and drinks. It was announced that Prime Minister Christiaan Jan Smuts, newly appointed a Field Marshal, had arrived and would speak briefly. In his Sam Brown belt and brown

The police warned that 3 or 4 drinks of the blue-colored, native liquor would invariably make a person not only intoxicated but also unconscious. They were right!

ten days later with the Leonard Wood and Ortizaba. A light cruiser and destroyer gave us a screen just out of Bahia and an aircraft from the cruiser dropped magazines after commencing a dawn patrol. Leaving Bahia Feb. 14th, we

Between Nov. '41 and Feb. '42, the Dickman traveled 28,837 miles in enemy submarine-infested waters.

arrived at Pier 4, Army Base, Brooklyn, N.Y. on Feb. 28th, screened by a blimp and various floating units enroute. We arrived Ambrose Lightship at the entrance of New York Harbor at noon, passing two oil tankers ablaze off Atlantic City. They had been torpedoes about two hours before we

arrived. Our mail was locked in a steel wire cage on the pier. The mail orderly could not be found after a patient wait and long search for him, so CAPT Harwood ordered the lock on the door to be cut. We got our first mail in four months, along with Christmas gifts and packages of all shapes and sizes for our 700-man crew. The ship's office was knee-deep in mail. It was a sight to behold!

From November 1941 to the end of February 1942, we had traveled 28,837 miles in enemy submarine-infested waters under wartime routine.

More Conversion Work

In Brooklyn during March and April 1942 we underwent extensive conversion work that provided new boats and davits, armament was drastically changed, and personnel accommodations made for a 562 ship's complement and 2,100 troop passengers.

We arrived at the Army Base, Norfolk, on Apr. 29th after being promised an escort enroute. But none appeared, so we hugged the coast, churning up mud enroute and passing fish weirs close aboard.

Early in May 1942, we departed Norfolk for Guantanamo Bay, Cuba with about 1,500 Army, Navy and Marine Corps personnel aboard, escorted by one destroyer. The escort hoisted an enemy submarine contact signal about one mile off our port bow. We went to general quarters. CAPT Harwood came on the bridge and, as navigator, I relieved the deck and took the con. We came night full rudder and increased to full speed. At 1654, torpedo tracks were sighted just off

Afterwards, I shook hands with Smuts in a corner of the room where he greeted us in a receiving line.

We departed Cape Town on Dec. 13th escorted by a British cruiser and some destroyers which soon left. Just north of Madagascar on Dec. 23rd, we were ordered to Bombay, India where we anchored, then moored two days later and off-loaded our British troops to Poona, outside

On New Year's Eve, CAPT Harwood and many of the Dickman's officers attended a party at the posh Taj Mahal Hotel in Bombay, hosted by officers of the British cruiser Dorostrich. It was a unique affair and blended in with other large parties given by local British Army Officers in evening dress with their ladies. You would have never known there was a war going on that evening. I drank rum and coke from about five in the afternoon to about four the next morning. Each drink cost eighty-five cents (eighty cents for the coke; a nickel for the rum).

During the evening we heard the Japanese were in the Indian Ocean. Barney Scanlan was pessimistic and states we would never get back to the U.S. I disagreed. So, we made a bet payable in the Astor Hotel Bar, Times Square, New York City, to be attended by as many of the Dickman officers that would make it. Barney paid off when we got back with about 12 officers, including the Catholic chaplain. Then we all went night-clubbing, including the chaplain, who swapped jackets with Scanlan so he could dance with a chorus girl.

The British wanted the Dickman with other ships, to reload the troops at Poona and take them to Singapore.

We got our first mail in four months, along with Christmas gifts for our 700-man crew. The ship's office was knee-deep in mail...it was a sight to behold!

Our Navy in Washington disapproved, so we departed Bombay Jan. 10, 1942 with no screen, along with the Leonard Wood and Ortizaba. We arrived at Cape Town Jan. 24th where, for eleven days, we loaded 3,000 tons of graphic as cargo for the U.S. Departing Cape Town Feb. 4th, again with no screen, we arrived Bahia, Brazil for fuel

Feature Article

the port quarter. The position of the attack was 23°59'N, 73°07'W. The escort kept depth-charging the sub. We continued on to Guantanamo Bay where we unloaded general cargo and some personnel, then left Cuba with the USS Kennebec, escorted by two destroyers, for San Juan, P.R., then on to Bermuda where we remained from May 23 - 25, loading and unloading cargo and personnel. Departing Bermuda, we arrived Norfolk May 27th, having covered 4,188 miles on this cruise in submarine-infested waters.

Maneuvers And Mosquitoes

On June 5th, escorted by two destroyers, we departed Norfolk for Bermuda with about 800 Army, Navy and civilian passengers. We returned to Norfolk June 12th, leaving shortly with troops aboard for maneuvers and landing exercises in the Upper Chesapeake Bay at Solomons Island, Md., with other ships of the Atlantic Amphibious Force. These were extensive in nature and simulated the storming of protected beaches. Vehicles, bulldozers, and heavy equipment were all landed under simulated battle conditions.

The mosquitoes were beyond belief, even on the Dickman. I was glad I wasn't with the Army going ashore. During Aug. 1942, the Dickman underwent yet another period of availability and dry-docking in the Norfolk Navy Yard, which ended Sept. 10th.

After each overhaul period the Dickman took on more and more of the features which finally made her an amphibious assault transport.

While in Norfolk I received orders to Avery Point Training Station, Groton, Conn., as Training Officer. I was at Groton until April 1943, when I was ordered to Coast Guard Headquarters, Washington, D.C., before departing for England with a group of officers selected by CDR Alfred C. Richmond to satisfy the requirements of the Chalker Mission.

I look back with a great deal of pleasure and satisfaction for my contribution to the Dickman's performance while I

was aboard and feel, in a small way, that I contributed to her future excellent performance in Africa, Europe and the Pacific.

Suppose the Bismark had not been sunk and instead had encountered convoy WS-12X after the Dickman left Halifax...

When Captain Greenley mentioned the Bismark, it recalled an episode of an important and far-reaching event that occurred in the Battle of the Atlantic.

The 45,000-ton Bismark was commissioned in Aug. 1940 and began nine days of active life by departing the Baltic port of Gdynia on May 18, 1941 on her first and last voyage. The dreadnaught entered Norwegian waters May 20th, sinking the British battle cruiser Hood on May 24th

(only three survivors from a crew of 1,419). The Bismark herself was sent to the bottom of the Atlantic three days later (112 survivors out of 2,400) by British battleships, cruisers, destroyers and aircraft carriers.

Suppose the Bismark had not been sunk and encountered convoy WS-12X after we left Halifax? Conjecturing through the smoke and fog of history, such an encounter would have produced an interesting situation when there were about 20 United States' Navy ships in a convoy transporting about 25,000 British troops for the convenience of a nation at war with Germany. All of this, of course, would have preceded Pearl Harbor and our actual entrance into

WWII. Those were indeed confusing days in our country.

During the ONslo Bay maneuvers, the troops scribbled "Ohio" on bulkheads throughout the ship. Congress had previously federalized the National Guard and the Reserve for active duty for one year by

an act due to expire Oct. 1, 1941. Hence, "Over the Hill In October." Congress, however, continued the active duty status by one vote.

Controversies raged over the issues of peace or war in Washington, D.C. and elsewhere. Also, the secret "Victory Program" drawn up on orders of President Roosevelt reflected the basic strategic war plans of the United States. It was claimed, by the opponents of the President's Foreign Policy to be irrefutable evidence that this country's intervention in the war was planned and imminent.

...encountering 20 U.S. Navy ships in a convoy carrying 25,000 British troops for the convenience of a nation at war with Germany.

Roosevelt's "Victory Program" Revealed

A copy of the "Victory Program" was smuggled out of the War Plans Division by a young commissioned officer and delivered to Sen. Burton K. Wheeler, a bitter opponent of Roosevelt's foreign policy. He then showed the purloined document to a reporter who derived information

Pearl Harbor was referred to as "A Day of Infamy" but (in my opinion) it was the only thing that united our Country in WWII.

from it for blistering articles published in the anti-Roosevelt press that existed in many parts of the country, claiming total war was planned and imminent.

This all occurred in Dec. 1941, only a few days before Pearl Harbor. The administration claimed it gave aid and comfort to Germany, who within a week would be our enemy.

We also had the "America First" crowd who devoted its energies to spreading the gospel of non-intervention regardless of what happened in Europe. Also, some college boys were asking how they could qualify to be the future unknown soldier and many college girls were wondering how they could be "Gold Star Mothers."

Paying For Being Unprepared

I was starting to think I had wasted a great deal of my time on the Onslow Bay maneuvers. It was like living in two worlds — one afloat and the other ashore. I wish more of my fellow Americans had read and agreed with the words of Stephen Decatur's April 1816 toast in Norfolk: "Our Country! In her intercourse with foreign countries, may she always be right, but our country, right or wrong."

Again, I state all this before Pearl harbor, which is referred to as "A Day of Infamy" but, in my opinion, it was the only thing that united our Country for WWII.

Our unpreparedness cost us thousands of lives and billions of dollars.

I lost eight friends in the war. And, as

Commanding Officer of the U.S. Navy Task Unit 127.2.8, I went through the Normandy bloodbath and the slaughter house in Cherbourg.

From the President (cont. from page 1)

In the category of things still to be done, however, I'm been very disappointed in our failure to grow the association. I'm asking all of you to again reach out and get one of your old shipmates to join us. If you're a member of a ship association, encourage your shipmates to join us and have their reunions when we do. There is strength in numbers and the more members we have for such things as reunions, the greater our bargaining power.

I hope we'll be able to sell out the Radisson in San Diego. I'm already looking forward to seeing all of you there.

Remember — get a new member in 1996! See you in San Diego! Semper Paratus! **AL**

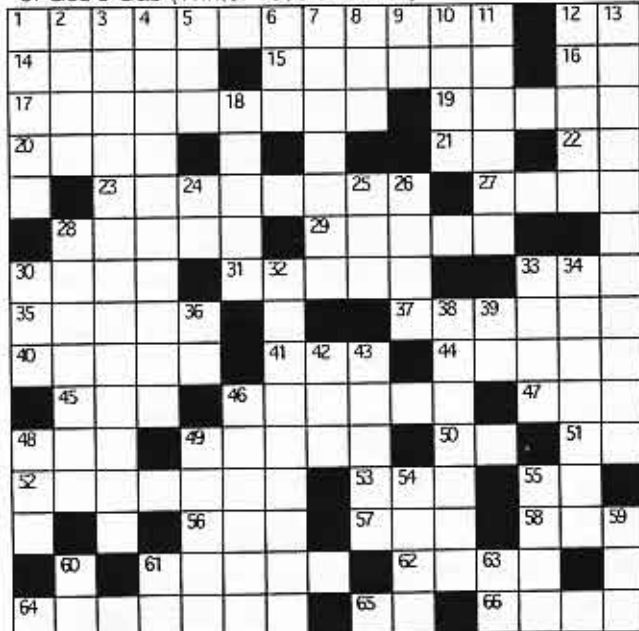
Solution to crossword puzzle on next page

1	C	2	H	3	A	4	R	5	L	6	E	7	N	8	O	9	B	10	L	11	E	12	A	13	C	
14	H	A	D	E	S			15	T	U	R	B	A	N									16	P	H	
17	A	R	M	A	D	18	I	L	L	O				19	U	L	T	R	A							
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64	A	D	I	P	O	S	E			65	D	E			66	N	O	O	N							

Feature Material — Just For Fun

Crossword Puzzle

Okay you wordsmiths, try your luck courtesy of *Gob's Gab* (Winter 1995-96 issue)



47. Poetic (before)
 48. Exclamation exclaiming disgust or dislike
 49. Previous; former
 50. Symbol for Tellurium
 51. Position based on speed, time, and current
 52. An Irish spirit associated with death
 53. Gold (Sp.)
 55. A Northwestern state (abbreviation)
 56. Saud (previous ruler of Saudi Arabia)
 57. A mongrel dog
 58. _____ Brown and his Band of Renown
 61. Drive, spirit, energy
 62. A stringed instrument of old
 64. Fatty tissue
 65. A WWII escort vessel (symbol)
 66. "The sun's at the yardarm"
- DOWN**
1. Religious intoning in a monastery
 2. Large creatures related to the rabbit
 3. About dimensions of a ship for registration
 4. An order to "tack ship"
 5. Large amphibious ship used to repair others
 6. Symbol for a large harbor and coastal naval tug
 7. An act void of legal value
 8. A combining form meaning "mouth" or an order to pray
 9. Naval symbol for a battleship
 10. High commendation; a song in praise
 11. What one does upon entering the service
 12. A hard-surfaced area in front of a hangar
 13. A place for stowing of anchor chain
 18. Author of "Ghosts"
 24. Irish author of mythological works (initials)
 25. Legal associate of "John Doe"
 26. Point of the compass
 28. Ear pain
 30. College religious association (initials)
 32. Act of carrying out orders
 33. To be (Fr.)
 34. Irish girl's name
 36. Abbreviation for an elevated piece of land
 38. A prayer or structure
 39. Educational inst. in Chicago, New Orleans or L.A.
 42. River (Sp.)
 43. Rocket weapon on post-WWII Naval vessels
 46. Gloomy space through which souls pass to Hades
 48. A U.S. investigative organization
 49. _____ Vance, a fictional detective
 54. A prescribed guide for conduct
 55. Margarine
 59. Something we sailor never do (at least not admit to)
 60. 150 (in ancient Rome)
 61. Abbreviation for "paragraph"
 63. Officers of the British Navy wearing solid stripes

ACROSS

1. The smoke stack from the galley
 12. A type of electrical power
 14. Where Romans went after death
 15. A Mideastern or Indian headgear
 16. Symbol for the alkaline composition of soil
 17. Animal whose roadkill litters TX and IK highways
 19. Prefix (way beyond)
 20. A necessity
 21. Princess of Wales
 22. _____ Veh (a common colloquial Jewish expression)
 23. A breed of dairy cattle
 27. _____ Fein (an Irish political party)
 28. An ornamental American tree and fruit
 29. A sentiment that is drunk to
 30. The end of a cigar
 31. Author of "The Highwayman"
 33. Old name for Tokyo
 35. A billiard shot
 37. A Pre-Columbian Mexican culture
 40. Alaskan native group
 41. A goal of women activists
 44. Early Scandanavian Russian founder, on the Dniepe
 45. Symbol for time zone in London/Greenwich
 46. An old Coast Guard icebreaker of renown

12. A hard-surfaced area in front of a hangar
 13. A place for stowing of anchor chain
 18. Author of "Ghosts"
 24. Irish author of mythological works (initials)
 25. Legal associate of "John Doe"
 26. Point of the compass
 28. Ear pain
 30. College religious association (initials)
 32. Act of carrying out orders
 33. To be (Fr.)
 34. Irish girl's name
 36. Abbreviation for an elevated piece of land
 38. A prayer or structure
 39. Educational inst. in Chicago, New Orleans or L.A.
 42. River (Sp.)
 43. Rocket weapon on post-WWII Naval vessels
 46. Gloomy space through which souls pass to Hades
 48. A U.S. investigative organization
 49. _____ Vance, a fictional detective
 54. A prescribed guide for conduct
 55. Margarine
 59. Something we sailor never do (at least not admit to)
 60. 150 (in ancient Rome)
 61. Abbreviation for "paragraph"
 63. Officers of the British Navy wearing solid stripes



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 CGCVA Wants You!

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