



# the Quarterdeck Log

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

Volume 21, Number 1

Spring 2006

## ADM Thad W. Allen Takes The Helm

*CGCVA Member Becomes 23rd Coast Guard Commandant on May 25, 2006*



*ADM Thad W. Allen (left) relieves ADM Thomas H. Collins to become the Coast Guard's 23rd Commandant as Secretary of the Dept. of Homeland Security, the Honorable Michael Chertoff presides over the change of command.*

On 25 May 2006, CGCVA member ADM Thad W. Allen took the reins of the U.S. Coast Guard during change of command ceremonies at Fort Leslie J. McNair, Washington, D.C. He became the Service's 23rd Commandant, relieving ADM Thomas H. Collins, who retired after 37 years service.

Backdrop for the ceremony included Coast Guard cutters Eagle, Dependable and Frank Drew, and a variety of Coast Guard aircraft and smallboats.

President George W. Bush provided congratulatory remarks, as did Dept. of Homeland Security Secretary Michael Chernoff and GEN Peter Pace, USMC, Chairman of the Joint Chiefs of Staff.

Following the change of command, ADM Allen provided brief and inspiring words, "To the Men and Women of the Coast Guard: I am deeply honored and humbled to serve you and the American people as the 23rd Coast Guard

Commandant. I pledge you my passion, devotion, and energy to ensure you have the best possible tools, support, and leadership to carry out your missions, wherever you sit in our Service.

Situational Assessment:

Let me be frank and very clear: We operate in a strategic environment that has changed dramatically in the past five years and will continue to change. This requires continuous adaptation from the Coast Guard.

I realize there has been extensive change in our Service in the past decade and the new Sector structure is still "breaking in." However, we live in a world of dynamic threats and hazards and must adapt accordingly. We will not change for change's sake but purposefully, with strategic intent

*USCG Change of Command continued on page 14*

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and Mike Placencia, Parliamentarian

## From the President

Members, Auxiliary Members, Associate Members, and Friends: I hope this spring weather has you shaking off the winter chill. Sorry your President has not been as active as he needs to be. I am having a few health problems but I was able to attend the USCG Change of Command on May 25th. Hopefully, all will be taken care of this spring and summer. I do, however, want you to know that your other officers and appointees are doing a great job of running the ship. I have several subjects I would like to address:

1. Reunions. We are going to have frank discussions on the locations and timing of our reunions. Again, as one who has been to every reunion since the inception, and reviewing the attendance records, I have determined that our most productive reunions have been in Reno and Baltimore. Remember, if our reunions are not productive and profitable, it will not allow us to have others, and that is the sad fact of life.

2. Memorials. Many states and cities are building new or revamping older veteran's memorials. Try to get on the committees – it is the only way your story can be told. Many of the cities go through their parks and recreation departments. I am currently working on two memorials, and if I can help you, please give me a call.

One of my favorite programs is to talk to school children on Veterans Day and Memorial Day. This is a wonderful public service. You may want to volunteer for this through your local VFW or American Legion.

3. Coast Guard Grandmas' & Grandpas'. I have seen several stories about our present day Coast Guard personnel on the History and Military Channels indicating that child care management is an issue. Things are a lot different now than when we were on active duty. Many USCG people are single parents and their work weeks may stretch 80 or more hours. When many child care centers close at 6 p.m., it puts parents in a bind. Talk to your local base commander to see if they have any particular problem. Remember, everyone has an emerging problem every once in a while. Grandma and Grandpa Coasties may also be able to offer child care for several hours on weekends or on days off so that Coast Guard personnel may have some time to shop or run errands. Anything we can do for our Coast Guard personnel will be greatly appreciated.

Kudos to the Coast Guard #21 Busch Car. Both USCG Team drivers, Kevin Harvick and Jeff Burton, are doing well and high in the standings. If there is a Busch race in your area, ask for a pit pass and give the USCG racing team members a big Coast Guard thanks.

Semper Paratus!

Gil "Frenchy" Benoit

P.S. Spring has Sprung, the grass is riz  
I wonder where my lawn mo iz!!!

**Next QD Log deadline is Aug. 1,  
2006. Please e-mail material to the  
editor at: [swiftie1@msn.com](mailto:swiftie1@msn.com)**



Here we are in the middle of 2006. It seems to me that not long ago we were singing Happy New Year to 2000. This signals me that our lives are rushing too fast to their inevitable end and that to avoid regrets when we look back on our life, everyday we should be mindful of these six words: The most important time is now. Don't wait for a tragedy or disaster such as 9/11 to put loved ones or those in need before you. Life is too short to be wasted on the trivial. Share your goodness, because The Most Important Time Is Now.

For the fifth year in a row, last Veterans Day, Golden Corral Restaurants across the country honored military veterans, past and present, for their willingness to serve our country, by offering them a free dinner. Last November, I went to a Golden Corral in Tucson for a Military Appreciation Meal. The waiting line stretched into the parking lot but the thirty-minute wait passed quickly. After all, you were not among strangers but fellow veterans. The meal was an all-you-can-eat buffet. The food choices were many and tasty. This was my first time in a Golden Corral and I was impressed with the friendliness and food. So mark next Veterans Day on your calendar to attend the 6th Annual Military Appreciation Meal. Afterward, you might drop Golden Corral corporate headquarters a letter of appreciation.

If you are driving through Medicine Lodge, Kansas, you are going to make a screeching halt at the sight of the Coast Guard flag waving over the Plains. This small town sits along Highway 160, the state's southernmost road that runs from the Colorado to Missouri border. Here, in 1867, leaders of several Indian tribes gathered to sign a peace treaty with the U.S. government.

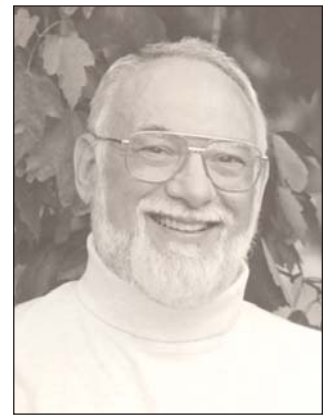
The Coast Guard flag flies with the other Service flags in the Barber County Veterans Memorial Park. A granite wall displays the names of veterans in war and peace. You can have a veteran's name added to the Wall of Honor on a 6"x12" black granite stone for the frugal cost of thirty dollars.

Holman Bible Publishers has special pocket Bibles for military personnel. One of which is The Coast Guardsman's Bible. It is a lightweight 5"x7" by one-inch thick book in blue bonded leather with the Coast Guard emblem embossed on the cover. The end of the Bible is filled with inspirational writings that include The Creed of the U.S. Coast Guard and The Coast Guard Hymn. Holman is America's oldest Bible publisher and their Holman Christian Standard Bible is a new English translation from an interdenominational team of one hundred schol-

ars. The only material this version lacks to give it total appeal to all Coast Guard members are the Deuterocanonical/Apocrypha books. Nonetheless, it is still a source of strength and vision in times of burden.

Kudos to PNVP Ed Burke and his wife Nancy for their continued proactive work to gain support and raise funds for Coast Guard Mutual Assistance. Since last year's hurricane disasters, the Burke's have raised hundreds of dollars through a variety of projects at American Legion Post 217 in College Park, Md. Most recently, a "Day at the Races" there, held in conjunction with the Kentucky Derby, raised \$1,000 for CGMA.

Our Association has been very generous and I extend my thanks to all CGCVA members who have contributed to the CGMA Katrina Fund already. There are still many Coast Guard families in the impacted areas who lost everything and



**Paul C. Scotti**

need assistance. Please continue to donate to this most worthy cause if you can.

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

*(Left) The Coast Guard flag waves along with the other Service flags on the main street of Medicine Lodge, Kansas, in the Barber County Veterans Memorial Park. (Below) A black granite Wall of Honor gives tribute to veterans in Medicine Lodge, Kansas. (Photos by Paul C. Scotti)*



Reunion Thoughts

I talked with “Casey” Quinn over the summer. Casey just wanted a baseball cap but in our conversation we discussed some Coast Guard “airdales” that we both knew from some time back. One, of course, was Jack Rittichier. Casey is a very modest person but I remembered him from Paul Scotti’s book “Coast Guard Action In Vietnam.” It seems that as a C-130 pilot, Casey had a run-in with a few MIGs near Laos, but due to his being able to fly a C-130 like a fighter plane, he was able to elude. Our membership is loaded with great Coast Guard people and reunions are the place to swap war stories. I know for me a CGCVA reunion is like a high school or college reunion, only a whole lot better!

Change of Address

To help you receive your QD Log, please send me your change of address, especially if you spend certain seasons in one area and other seasons elsewhere. Just let me know and I’ll make the change. If I don’t receive an address change, chance are you won’t receive the QD Log.

Dues Information

As previously reported, CGCVA dues have been increased by \$2.50 per year (or a total of \$30.00 for a two-year membership). This of course does not apply to Life Members. For those desiring to become Life Members, our rates have remained the same as before: Under age 30 (\$200); 31-40 (\$185); 41-50 (\$165); 51-60 (\$145); 61-70 (\$115); 71-80 (\$85); 81-90 (50); and 90 and older (no cost). For Life Memberships, simply mail me a check in the appropriate amount and indicate “Life Membership”. Life members never pay dues so the “EXP” after your name on the QD Log address label has no meaning.

Cape May Graduation Day

All CGCVA members, spouses, families and friends are invited to attend Graduation Day at USCG Training Center, Cape May, NJ, on Friday, Aug. 11, 2006, starting at 0930. If you are bringing friends who served in other branches of the Armed Forces, tell them that’s when the big hand is on six and the little hand is on nine in the AM. If you haven’t seen the Vietnam Monument that your Association erected or the statue of Douglas Munro, the movie or just touring the training center, come early and enjoy. More info on the Cape May Graduation can be found on the Sign-Up Form on page 30. Forms must be completed and returned to me prior to July 28th. No exceptions.

Mariner’s 23rd Psalm

*The Lord is my pilot, I shall not go adrift,  
He lighteth my passage across dark channels;  
He steereth me through the deep waters,  
He keepeth my log.  
He guideth me by the evening star for my safety’s sake.  
Yes, though I sail mid the thunders and tempests of  
life,  
I fear no peril, for Thou art with me,  
Thy stars and heavens, they comfort me.  
The vastness of the sea upholds me.  
Surely fair winds and safe harbors shall be found  
All the days of my life;  
And I shall dock, secure forever.  
Amen.*

Crossed The Bar

- Chester W. Johnson, LM**  
Joined: Aug. 7, 2000 CTB: date unknown
- A. J. Beard, LM**  
Joined: June 20, 2000 CTB: date unknown
- George A. Gilbert, LM**  
Joined: Aug. 1, 1993 CTB: Feb. 12, 2006
- Claud E. Hauser, LM**  
Joined: Dec. 27, 1987 CTB: Feb. 25, 2006
- Alex Metz, Sr.**  
Joined: Sept. 18, 1989 CTB: Mar. 13, 2005
- Russell J. Buscemi**  
Joined: Mar. 30, 2000 CTB: date unknown
- George P. Keyes**  
Joined: Feb. 11, 2002 CTB: Mar. 13, 2006
- Raymond G. (Mac) McAllister**  
Joined: Nov. 26, 1993 CTB: Mar. 3, 2006

Coast Guard Mutual Assistance

CGMA continues to welcome donations for Katrina, Rita and other 2005 Gulf hurricanes at their office: CGMA, 4200 Wilson Blvd., Suite 610, Arlington, VA 22203-1804.

Marking your tax-deductible check or money order for Katrina will ensure Gulf hurricane funding assistance for our brothers and sisters who, as the world knows, were there to rescue 33,000 people.

Many of these Coasties lost all their worldly possessions. Please donate if you can.

Semper Paratus!

CGCVA Officers



**Congratulations Graduates**

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

**Kyle E. Schneider** (Foxtrot 173) of Bronx, NY, reports to BM "A" School, USCG Training Center Yorktown VA.

**Joseph A. Fodar** (Golf 173) of Miami, FL, reports to CGC Edisto, San Diego, CA.

**Kristopher P. Hernandez** (Hotel 173) of San Antonio, TX, reports to CGC Sherman, Alameda, CA.

**Bradford J. Esslinger** (India 173) of Hartford, CT, reports to USCG Training Center Cape May, NJ.

**Matthew W. Rhodes** (Juliett 173) of Hampton Roads, VA, reports to CGC Anacapa, Petersburg, AK.

**Albertico Vargas** (Kilo 173) of Philadelphia, PA, reports to CGC Healy, Seattle, WA.

**Lucus S. Wengrin** (Lima 173) of Sacramento, CA, reports to CGC Storis, Kodiak, AK.

**Anick Lheureux** (Mike 173) of Tampa, FL, reports to CGC Northland, Portsmouth, VA.

**Rebecca Lynn Cantrell** (November 173) of Tacoma, WA, reports to PS "A" School, USCG Training Center Yorktown, VA.

**Robert K. Hall** (Oscar 173) of Greensboro, NC, reports to CGC Dependable, Cape May, NJ.

**Free Directory Assistance**

If you're not already aware of this, you should be. Telephone information calls are free if done correctly so there is not a charge for directory assistance. Cell phone companies are charging \$1.00 or more for 411 (information calls) when they don't have to. When you need to use the 411/information option, simply dial 1-800-373-3411 and you won't incur a charge. This information folks don't mind receiving so pass it on.

**255/Ocean Station Sailors**

All crew members who made Ocean Station Weather Patrols between 1946 and 1974 aboard 255's, 311's, 327's, 378's and DE's are invited to a reunion May 13-16, 2007 in Reno, NV. The site is Harrah's at 219 North Center Street and reservations can be made by calling Harrah's at

**QD Log Booster Club**

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

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

- |                         |                 |
|-------------------------|-----------------|
| Cameron B. Palmer       | Claud Ashcraft  |
| Thomas Pankosky         | Robert Wines    |
| Francis Rosemond        | George Yeoman   |
| Louis Pantages          | Richard Pelley  |
| Joseph Simonelli        | Stanley Beras   |
| Herbert Bilus           | Homer Brush     |
| Leon Clerico            | Al Duffield     |
| Casper Fries            | Baker Herbert   |
| Marylou Herbert         | Wilbert Huebner |
| Loren Meadowcraft       | David H. Ramsay |
| B. Foster Thompson, III | Joseph R. Veno  |
| David Wischemann        | Richard Boever  |
| William C. Boonstra     |                 |

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

800-427-7247 and giving them the group code 255OSV. Room rates are \$59 per night plus tax during the reunion dates. Registration is \$60 per person and includes food and beverages in the Hospitality Suite throughout the reunion plus the May 16th banquet. This is not a registered association or organization so we would appreciate the help of all shipmates. Donations are needed which can be made out to: 255/OSV Sailors and mailed to **Doak Walker** at P.O. Box 33523, Juneau, AK 99803. For additional information, contact Doak at: [doak17@gci.net](mailto:doak17@gci.net) or visit: [www.255wpg.org](http://www.255wpg.org).

## USS Sheliak

The *USS Sheliak (KA-62)* will hold its 18th Reunion at the Embassy Suites in Washington DC, August 31 through September 4, 2006. All former shipmates who would like to attend should contact: **Fred Mientka** at 719-328-9519, 5 Polo Dr, Colorado Springs, CO 80906.

## USS Richey

A ship's reunion of the *USS Richey (DE-385)* will be held Sept. 5-9, 2006 in Dearborn, MI. Contact: **Fred Rice** at 36658 Richland St., Livonia, MI 48150. Ph: 734-425-7543.

## Congratulations Dennis!

Recently, CGCVA member **Dennis Foust** attended the Dept. of Veterans Affairs, Eastern Colorado Health Care System in Denver. While there he was surprised to be presented a Volunteer Recognition Certificate for his more than 3500 hours and 20 years of volunteer service. Nice going!

## In Appreciation

I'm writing to say thanks for inviting me to become a CGCVA member. I joined last year and have enjoyed my membership very much. My only regret is that I wasn't aware of the Association sooner. Unfortunately I can't partake in the CGCVA conventions due to my wife's poor health which is a 24-7 call to duty for me.

However, I always find time to read the *QD Log* and recall days past. I related closely to the poem/article "I Was A Sailor Once" on page 10 of Vol. 20, No. 4 and also to "90 And Going Strong" by Hillard Gabrielove on page 11 of the same issue.

Having served in both the Navy (as a Seabee) and the Air Force, I can truthfully say my Coast Guard service was the most fulfilling and home to my fondest memories. This is not to take away from the other services. It's just that the Coast Guard filled a void in my life that the others didn't. I'll take fond memories of my time in the Coast Guard to my grave when the time comes. In the meantime, I'll stand tall and "Adapt, improvise and overcome." Semper Paratus!  
**R.M. Frugia**

## Manning Army Vessels

New CGCVA member **Billy Hagler** commends the article by McAllister on AMRS, FS, TF, and LT. The USCG did man Army TY's and Billy reports being trans-

## SAD NEWS

With all the sadness and trauma going on in the world at the moment, it is worth reflecting on the death of a very important person, which almost went unnoticed last week.

Larry LaPrise, the man that wrote "The Hokey Pokey" died peacefully at the age of 93. The most traumatic part for his family was getting him into the coffin. They put his left leg in. And that's when the trouble started.

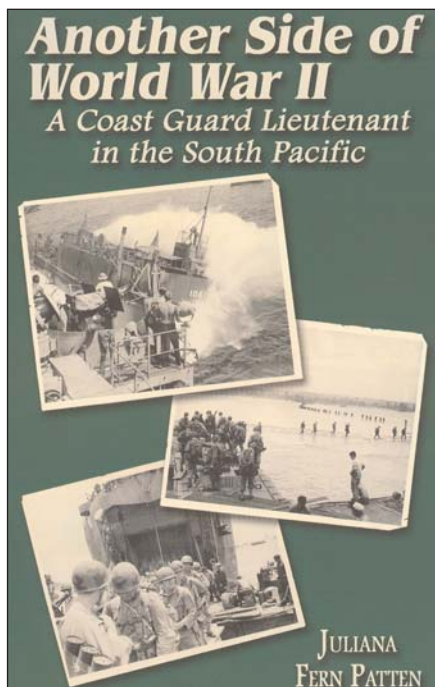
ferred from the Sub Chaser *Bowstring (CG-365)* to Coast Guard-manned USA Tanker *TY-21*, replacing a gunners mate shortly after the invasion of the Phillipines. According to Billy, they supplied aviation fuel to Clark AFB and also refueled Navy Carriers. *TY-21* went through the notorious Okinawa typhoon but since she was loaded with fuel survived with the help of its mushroom anchor. According to Robert Scheina's "CG Vessels of WWII," the USCG manned 22 Army Y or tanker vessels.

Thanks for the information Billy. Now the Y vessels won't be left out of Army manned vessels.

## To Whom It May Concern...

"It's with great sadness I write to inform you that **George Patrick Keyes, Jr.** has crossed the bar. He served in the Coast Guard from Nov. 1942 through March 1946. He served proudly as a radarman for four years. I've known him for 16 years and was honored to have been his friend. He was like a father to me and I miss him dearly. I was told by a veteran friend of his that I could write you and let you know. Thank you!

**Laura Garrity**  
Forked River, NJ



## Another Side of World War II

"Another Side of World War II, A Coast Guard Lieutenant in the South Pacific" by Juliana Fern Patten, Bisson & Barcelona, 124 Hall Road, Barrington, New Hampshire 03825 [www.bissonbarcelona.com](http://www.bissonbarcelona.com).

Reviewed by Baker Herbert. This is a true story about wartime life on board *USS LST 169*, *USA Y-44* and *USS Racine (PF-100)*. LT Jules Fern grew up in Ohio, received a BA from the Xavier University, and an MA from the University of Cincinnati before entering the USCG. His

letters to his mother were discovered forty plus years later by his daughter Juliana. From these exceptionally detailed letters

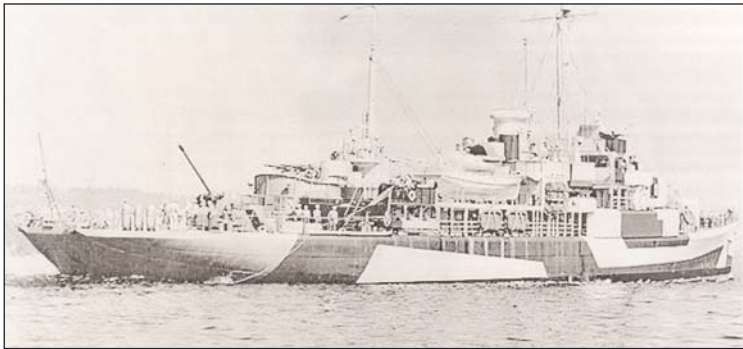
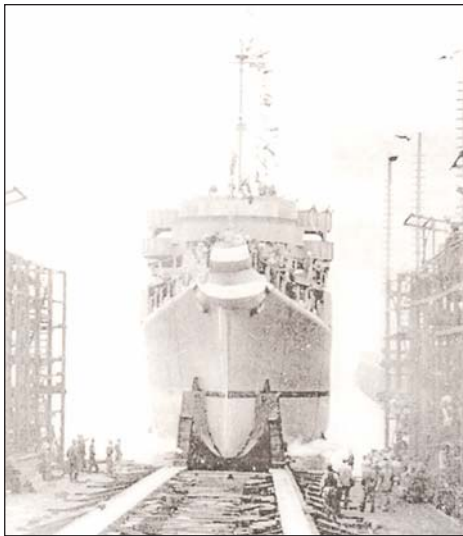
Juliana wrote this extraordinary novel. For not only the LST, Y and PF sailors, all of those who served in the Naval Service will appreciate the candid remarks and reports of action revealed in LT Fern's letters home. This reader could smell the salt water, hear the recoil of guns, see the bombs drop and the placing of troops and equipment ashore at Leyte. Transferring fuel to others was a dangerous part of the Y-44's duties and there are some rather harrowing experiences here. We all remember the, "Smoking Lamp". The book also reports on many of the headlines of the war days and while reading I really felt that I was there. BH

The book is available through [www.amazon.com](http://www.amazon.com) or Barnes & Noble.

### **The Barataria**

I noticed that the last issue of the *Quarterdeck Log* had photos of various cutters, either while in their old navy colors or painted for WWII. Here's a couple photos of the Cutter *Barataria* (WHEC-381) when she was the *USS Barataria* in WWII. The downside is I forgot where I got them, maybe on the Coast Guard homepage since there's a lot of material there regarding the CG in war. **Craig Beck**

(Right) *USS Barataria* goin' off the ways. A WWII veteran, she became CGC *Barataria* (WHEC-381). (Below) CGC *Barataria* in WWII. (Photos courtesy of *USCG Historian*)



### **CG In Vietnam on Discovery**

All members are encouraged to watch for Discovery Channel's "Coast Guard at War". Initially scheduled to pre-

### **Welcome New Members**

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

#### **FEBRUARY 2006**

LM Otis L. Dunlap (*Bob Maxwell*).

#### **MARCH 2006**

Mark D. Kramer (*Pat Ramsey*); William A. Barnes (*Pat Ramsey*); Billy W. Hagler (*Jeff Bramblett*); Ryan S. Rhoades (*Ed Swift*); John F. LaMere (*Pat Ramsey*); John R. Gearty (*Jerome Fischer*); and Carl M. Nagata (*Pat Ramsey*).

#### **APRIL 2006**

John R. Badgley and Charles G. Howard (*Naus Journal*).

mier in mid to late June, it was rescheduled for May 20th to coincide with Armed Forces Day. In an effort to provide this information to our members as quickly as possible, we placed a notice on our website: [www.coastguardcombatvets.com](http://www.coastguardcombatvets.com). I hope many of you were able to catch this special program. Check your local listings for rebroadcast of this program.

Most military accounts of the Vietnam War emphasize the role of the Army, the Marine Corps, and the Air Force. During the war, little attention was paid to operations to prevent coastal and river infiltration by communist forces. Those Coast Guardsmen that fought in the war are practically forgotten.

Susan O'Conner Frazer, Executive Producer of TAM Productions, has been working with CGCVA member **Chris Wood** to gather interviews and stock footage regarding the Coast Guard's roles in Vietnam.

In a note to the Association, Susan said, "Tam, Regan and I would like to thank all of those who have helped make this possible. It was truly a collaborative effort between our team and all of those that were involved in interviews, contributed photos or film, helped with production, provided factual information or simply support and provide encouragement."

Susan added, "We hope you'll enjoy the show. It was really tough to tell this whole story in 48:30 and then we had to cut out another four minutes to make room for more commercials! It meant a lot of material was left out that we would have liked to have included. Plus, there are so many other great stories out there -- it would have taken a week's worth of episodes to really do the Coast Guard in Vietnam justice"

Finally, if you didn't or don't get an opportunity to see a broadcast of this show, TAM Productions is working with Discovery to obtain rights to duplicate DVDs of the program. If successful, DVDs may be available around Christmas.

Editor's Note: CGCVA members placing calls to The



Discovery Channel at 859-342-8439 may help spark a release of the DVD "Coast Guard At War." Or e-mail them with a request for the DVD at: <http://extweb.discovery.com/viewerrelations>. Not everyone gets the Military Channel but all Coasties who served in Vietnam will want this DVD.

## 2006 Coast Guard Day Festival

CGCVA member **Bill Boonstra** of Grand Haven, Michigan writes: "Received Winter 2005 *QD Log* and enjoyed it so much. Noted articles on WWII CGCVA members. Can't recall if you'd ever written an article on **Ray O'Malley** of Chicago, one of two survivors of the Greenland Patrol's *CGC Escanaba* during WWII. Ray isn't doing very well but he's participated in every Coast Guard Day Memorial Service during the festival. That's right... he's never missed one. Anyway, it might be nice if some of his Greenland Patrol shipmates can attend this year's event. Ray would sure appreciate it."

"We are really roiling now for this year's festival, which runs from July 28th to August 6th. Much is planned and I hope that many CGCVA members will be able to attend. Our Retirees Dinner (August 2nd) will be held at the CG Festival HQ at 4 p.m. and will be open to all former Coast Guard personnel, not just retirees! Most importantly, it's free! That's right... no charge this year for the former Coastie and their spouse. Should be a great evening."

"And don't forget the Friday night (Aug. 4th) Party at the Boonstra's. For all the information on the 2006 USCG Festival at Grand Haven (Coast Guard City, USA), contact: **Michael J. Smith**, Executive Director, Coast Guard Festival, Inc., 113 North 2nd Street, Grand Haven, MI 49417. Ph: 616-846-5511. E-mail: [cdsmith001@yahoo.com](mailto:cdsmith001@yahoo.com).

By the way, I served on two of the Coast Guard ships that were highlighted in the previous *QD Log*, the *Kukui* and the *Richey*. Actually, I was on a different *Kukui*. The one in the article was a buoy tender but I served on the *WAK-186* from Feb. 15, 1952 to Jan. 28, 1954. I went to the *Richey* from the *Kukui* and served on board until its decommissioning in San

Diego. I left the *Richey* before the moth ball job was completed. I remember we had to sleep in barracks at the Navy Base and walk to the ship everyday. Proud to be an Honorary Coast Guard Chief!"

**Bill Boonstra**



*USCGC Kukui (WAK-186)*

old man waiting to die," Petersen said. "I remember it from a 10-year-old's perspective coming out of Lake Michigan up the Grand River with late spring ice rolling off the bow, looking sharp and powerful."

But now, the rusting, dented hull of Woodbine tells a different story. Since its retirement, Woodbine worked as a fish-processing ship in Juneau, Alaska until about 1990. Its history from that point until recently is a bit murky but now, what was once a proud ship, seems to have its fate sealed. It was recently sold at a local sheriff's auction to an unnamed California company for the paltry sum of \$2,000, presumably for scrap.

**Author unknown**

## The Menges and the LST-18

On page 12 of *QD Log* Vol. 20, No. 4 there was a story by Hillard Gabilove about the *USS Menges* in WWII when she was torpedoed in the Mediterranean. One of my shipmates on

the *LST-18* was Seymour Lein, who was on the *Menges* when she was torpedoed. He was a fireman who, the day before the *Menges* was hit, had his General Quarters Station changed from the stern section of the ship to the forward section. Twenty crew members were killed and seven wounded the next day



*The decommissioned CGC Woodbine as she looks today.*



when it's stern was blown off.

Sy told me that it took 30 days to tow the *Menges* home to the Brooklyn Navy Yard where a stern section from a similar DE (that had had it's bow blown off) was cut off and welded to the *Menges*, forming a new stern. Sy was given 30 days sur-



(Top) USS *Menges*' damaged stern section.  
(Above) *Menges* crewman killed during torpedo attack on ship. (USCG photos)

## A Veteran Died Today

*He was getting old and paunchy and his hair was falling fast,  
and he sat around the Legion, telling stories of the past.  
Of a war that he had fought in and the deeds that he had done.  
In his exploits with his buddies; they were heroes, every one.  
And though sometimes, to his neighbors, his tales became a joke,  
all his buddies listened, for they knew whereof he spoke.  
But we'll hear his tales no longer, for ol' Bob passed away,  
and the world's a little poorer, for a Veteran died today.*

*No, he won't be mourned by many, just his children and his wife.  
For he lived an ordinary, very quiet sort of life.  
He held a job and raised a family, quietly going on his way;  
and the world won't miss his passing though a Veteran died today.*

*When politicians leave this earth, their bodies lie in state,  
while thousands note their passing and proclaim that they were great.  
Papers tell of their life stories from the time that they were young,  
but the passing of a Veteran goes unnoticed and unsung.  
Is the greatest contribution, to the welfare of our land,  
some jerk who breaks his promise and cons his fellow man?  
Or the ordinary fellow, who in times of war and strife,  
goes off to serve his Country and offers up his life?  
The politician's stipend and the style in which he lives,  
are sometimes disproportionaate, to the service that he gives.*

*While the ordinary Veteran, who offered up his all,  
is paid off with a medal and perhaps a pension, small.  
It's so easy to forget them, for it is so long ago,  
that our Bobs and Jims and Johnnys, went to battle but we know.  
It was not the politicians, with their compromise and ploys,  
who won for us the freedom that our Country now enjoys.  
Should you find yourself in danger, with your enemies at hand,  
would you really want some copout, with his ever waffling hand?  
Or would you want a Veteran, who has sworn to defend,  
his home, his kin and Country, and would fight until the end?*

*He was just a common Veteran and his ranks are growing thin,  
but his presence should remind us, we may need his likes again.  
For when countries are in conflict, then we find the Military's part,  
is to clean up all the troubles that the politicians start.  
If we cannot do him honor, while he's here to hear the praise,  
then at least let's give him homage, at the ending of his days.  
Perhaps just a simple headline in the paper might say,  
"Our Country is in mourning, for a Veteran died today."*

Author Unknown

vivors leave, then shipped right out to the Southwest Pacific and duty on *LST-18*. Almost as soon as he came aboard, one of the Motor Macs, Don "Fat Boy" Cittel renamed Sy "Johnny Banana" and the name stuck.

I have written a book entitled "From the Crew of the LST-18" which I hope will be in print by next summer. There has been so little acknowledgement of the roles the Coast Guard played in the manning of the LST's during WWII that I thought I should write of the everyday happenings aboard the *Old 18*, between invasions. **Henry G. Kehlenbeck**

## Civilian Leaders See Coast Guard Contributions

Manama, Bahrain — Civilian leaders got an introduction here today to one of the least-recognized success stories in the Middle East: how the U.S. Coast Guard is helping keep Iraq's offshore oil terminals operating and training Iraq's new Marine force to maintain port and waterway security in the region.

Civilian business, civic and academic leaders participating in the Joint Civilian Orientation Conference got a crash course today in this vital Coast Guard mission and its implications for the new Iraq and the region.

With just 220 members deployed here as the Coast Guard's only full expeditionary mission, U.S. Coast Guard Patrol Forces Southwest Asia are making critical contributions to long-term security in the region, Commodore Daniel McClellan, the unit's commander, told the JCOC participants.

The implications of keeping Iraq's offshore oil terminals operating are huge for the country's future, McClellan explained. Two terminals, Kaabot and Aanbot, provide the lion's share of income to the new Iraqi government, he explained.

"Hope alone doesn't feed a nation or build a school system," McClellan told the group. "But money does."

By protecting Iraq's oil supplies, the Coast Guardsmen are helping ensure the Iraqi government is able to make good on its promises to the Iraqi people, he said. "It translates to hope and the reality of an opportunity for a brighter Iraqi future," he said.

JCOC participants toured two of the six 110-foot patrol boats the Coast Guard uses to perform its missions here, Coast Guard Cutter Aquidneck and CGC Adak. Lt. j.g. Ben Spector, Aquidneck's executive officer, described challenges the crews face during their three-week patrols.

"Every day is a little different," he said. "It can be very quiet, especially if the weather is bad. But in the summer, when

### CGCVA Visit to Lake Worth Inlet Station



*(Above) CGCVA members and guests during their visit to USCG Station Lake Worth Inlet, Florida.*

*(Left) Herb Weinstein, BMCS Brian Leavy, CWO David Macedo, and PNP Jack Campbell inside the station.*

the fishing traffic picks up, there's usually a lot of activity."

Fishing dhow crews operate as close to the platforms as they can, because that's where they typically catch the most fish. But because these vessels often have no navigation systems, their crews often don't realize when they've ventured within the 3,000-meter warning zone around the oil platforms, Spector explained.

Coast Guard patrols respond by sounding their ship's whistle and sending other warnings to keep boats out of the mandatory 2,000-meter exclusion zone, he said.

"It can be exciting late at night when a fishing dhow goes barreling toward the terminal, he said. The patrol boats rev up their engines and move in at speeds up to 30 knots to divert them.

"You really have to stay on your toes," Spector said of the missions.

Sometimes Iranian boats approach the patrol boats through the still-disputed Iranian-Iraqi maritime borders. "They'll come up to us and sometimes take pictures of us, but we don't show any aggression toward them," Spector said.

The Coast Guardsmen also patrol the Persian Gulf, checking for suspicious-looking vessels and prepared to board them



if necessary to prevent illicit materials from passing through.

They demonstrated some of the techniques they use when a questionable crew refuses to allow the patrols to board, then offered the JCOC participants an opportunity to try them out themselves. The civilians got a chance to clear spaces to check for hazardous materials, fire "soft air" pellets at suspected insurgents, and use battering rams to breach spaces within the training site.

"These skills don't come overnight, but with a lot of practice, they'd get to the point where they're smooth like these guys," Lt. Glenn Glaman, weapons officer for the Coast Guard Patrol Forces Southwest Asia Training Compound, said of his boarding teams.

In addition to protecting Iraq's oil platforms and conducting maritime interceptions, the Coast Guardsmen are also training Iraq's Marines to prepare them to take over the oil terminal and waterway protection missions themselves.

Petty Officer 2nd Class Richard Antonucci, a training instructor, said he was impressed by Iraqis' motivation to learn and take responsibility for their own security. "They're willing, and they want to do it. You can see that they want their country to thrive," he said. "That's what gives me motivation."

The Coast Guardsmen here all volunteered for the mission, despite having to endure a year-long separation from their families.

"I jumped at the chance," said Petty Officer 2nd Class Ben Bellucci, a medic for U.S. Coast Guard Patrol Forces Southwest Asia who said the Coast Guard is uniquely suited for the mission here. "The Coast Guard has been doing this for hundreds of years," he said. "We really know the ways of the sea and how to employ law enforcement into a wartime situation."

The Coast Guardsmen agreed there's a lot of gratification in serving here.

"I wanted a new challenge," said Petty Officer 3rd Class Travis Mills, a boatswain's mate. "It's a lot faster paced here than in the states, and we've done things that not a lot of people are going to get to do in their lifetime."

"Especially in our branch of the service," agreed Petty Officer 1st Class Terry Reed, a deck force supervisor.

Reed called volunteering to serve here "the right thing to do," not just for Iraq, but also for the United States. "I have a wife and kids at home, and I want them to be safe," he said. "That's why I'm here."

The JCOC participants said they never realized the impact the Coast Guard is making in the Middle East.

"I had no idea that they were protecting Iraqi oil terminals," said Bruce Simon, president of Omaha Steaks, based in Omaha, Neb. "What I saw today were some extraordinarily motivated men and women who are all volunteers, working under unbelievably difficult conditions."

Cathy Ann Paige, vice president of Manpower Inc.'s Northeast U.S. Division, said she was impressed to see the responsibility given to the Coast Guardsmen. "They're empowered at a very young age, and they learn so much and are in charge of so much," she said.

"You can see how dedicated they are to what they do, and they're out there, doing it every day," she said. "You can't help but be impressed."

Paige and Simon are among 47 JCOC participants from around the country traveling through the U.S. Central Command region to see military operations firsthand and meet servicemembers carrying them out.

This weeklong trip is the first to the Middle East since the Defense Department started the program in 1948 to help educate civilian "movers and shakers" about the military.

**Donna Miles**

**American Forces Press Service**

### Relaxing In Florida



*Marylou Herbert, Bubs and Baker Herbert relax at PNP Jack Campbell's winter home in Florida.*



*(Right) Secretary-Treasurer Baker Herbert, RADM Sally Brice-O'Hara, and PNP Jack Campbell*

### **New Book on Rescue Swimmers**

**CDR Martha J. LaGuardia, USCGR**, has written a book about Coast Guard rescue swimmers, "So Others May Live." Information on current book events are listed at: [www.mlaguardiakotite.com](http://www.mlaguardiakotite.com). Martha can be reached by e-mail: [mlaguardianyc@nyc.rr.com](mailto:mlaguardianyc@nyc.rr.com) or at 212-706-3553.

She would really enjoy having other rescue swimmers, Coast Guard family members, and fans of Coast Guard and adventure attend

these events and participate in the discussion of the book.

## **CG Historical Oral History Program**

The Coast Guard Historian's Office is currently collecting oral histories. They are looking for persons who can relate information on famous rescues, events, combat actions, law enforcement patrols and the like. The office is particularly interested in speaking with World War II and Vietnam veterans. If you have a good story to tell or know someone who does, please contact: **Dr. Robert Browning**, Coast Guard Historian, c/o USCG Historian's Office (G-IPA-4), 2100 2nd Street, SW, Washington, DC 20593. E-mail: [rbrowning@comdt.uscg.mil](mailto:rbrowning@comdt.uscg.mil). Ph: (202) 267-2596.

***Editor's Note:** Dr. William H. Thiesen, Historian at the Coast Guard Atlantic Area in Portsmouth, Va., is hoping to reach USCG members who served in the Greenland Patrol to obtain oral histories. CGCVA Greenland Patrol members are highly encouraged to contact Dr. Thiesen at (757) 398-6643.*

## **Editor's Oops!**

In the last *QD Log*, I left out the name of CGCVA member **Jack Read** who was one of 12 (vice 11 CGCVA members) who were honored at the USCG Ball in Arlington, Virginia on Dec. 9, 2005. My apologies Jack.

Also, my apologies to our fine webmaster **Bill Wells** who was actually the author of the "Aiding The War" article in the last *QD log*. The article was submitted by Phil McNish so I assumed he had written it. Apparently, the article and photos are available though the Coast Guard's webpage. The article was about the value of the Coast Guard's aids to navigation expertise in Vietnam and focused on the CGC Blackhaw. Again, sorry Bill!

## **TRICARE Mail Order Pharmacy**

TRICARE beneficiaries can save money and time by taking advantage of hassle-free home delivery of their prescription medications. When beneficiaries chose home delivery, they receive a 90-day supply of medication for the same co-pay as a 30-day supply from the retail pharmacy — a 66 percent savings.

Eligible TRICARE beneficiaries may enroll by mail or online. Once enrolled, patients may send their prescriptions to the TRICARE mail order pharmacy where registered pharmacists will check the order against the patient's medication profile in the Dept. of Defense's (DOD) pharmacy database. Medications complete with a reorder date, are usually delivered to the beneficiary's home within 14 days after the contractor, Express Scripts, Inc., receives the prescription.

To fill a new prescription by mail: (1) Ask the doctor to write a new prescription for up to a 90-day supply (with up

to three refills) of the medication. (2) Log on to Express-Scripts.com and follow the prompts to print a prescription order form. Or call Express Scripts at 1-866-363-8667 to request the enrollment form. (3) Mail the completed order

### **CGCVA Member and Author Tanney Oberg Speaks at USCG Headquarters**



*(Above) CGCVA Member Tanney Oberg, author of the book "Lucky Sweetbriar," signs a book for then VADM Thad Allen, Coast Guard Chief of Staff, following a talk he gave at Coast Guard Headquarters in April. (photo by BMCM Mark Allen)*



*(Left to right) MCPO Frank Tatu, CGCVA member Tanney Oberg, and SCPO Albert Succi. Following his talk at Coast Guard Headquarters, Tanney was made an Honorary Chief Petty Officer in the Coast Guard and presented a certificate signed by Coast Guard Commandant ADM Thomas H. Collins and Master Chief of the Coast Guard Frank A. Welch. Ironically, the appointment came 61 years after Tanney had passed the CPO test while serving in the Pacific Theater during WWII. His name had been sent to CGHQ and he was added to the list awaiting openings for advancement but the war ended shortly thereafter. (photo by BMCM Mark Allen)*



form, written prescription and payment (credit card preferred), check or money order to the address shown on the form.

Mail order is safe. With each new or refill request, the prescription is reviewed against the beneficiary's complete medication history before it is dispensed — enhancing patient safety by reducing the likelihood of adverse drug interactions and duplicate treatments. Registered pharmacists are also available 24 hours a day, seven days a week via a tollfree telephone number to answer beneficiary questions.

The mail-order service is recommended for maintenance medications that beneficiaries use for long periods. If there is an immediate need for the medications — or the need is short term; beneficiaries may choose to fill the prescription at military treatment facilities or local retail pharmacies.

Beneficiaries save money by using the mail-order pharmacy and so does the DOD. The department pays much more for prescriptions dispensed through a retail pharmacy than through mail order, and these costs threaten the sustainability of the TRICARE pharmacy benefit. The DOD continues to examine ways to enhance the pharmacy benefit while reducing its costs. One proposal is to eliminate co-pays for generic medications filled through the mail order pharmacy program while raising the co-pays of both generics and brand-name drugs at the retail pharmacy. Another effort



*Coast Guard "Kitchin's" -- (left to right) OS3 Patrick Kitchin, SA Andrew Kitchin, and MCPO Lou Kitchin, Master Chief of the Fifth Coast Guard District. Andrew had just graduated boot camp at Cape May, NJ. (photo courtesy of Jack Campbell, PNP)*

involves educating beneficiaries about their pharmacy benefits and its various options, so they can choose what works best for them.

### CGCVA Membership Survey on Convention/Reunion Schedule

*How often should the Coast Guard Combat Veterans Association hold a Convention/Reunion? We currently hold one every 18 months, switching back and forth from Spring to Fall. Previously, we held a biennial convention/reunion in the Fall. Every effort has been made over the past 20 years to move the convention/reunion site around the country to afford all members an opportunity to attend. However, despite our Convention Committee obtaining reasonably-priced hotel accommodations, arranging for interesting tours, and finding locations near major airports and Coast Guard units, attendance at the reunions continues to decline. Since only CGCVA members attending the Business Meeting at each convention actually vote on Association issues, those attendees, which are a small percentage of our total membership, make the decisions on all Association business, including how often to hold reunions.*

*We'd like to know how you feel. Please take some time to send your thoughts regarding CGCVA Reunions to Baker Herbert at the CGCVA Administrative Office. Specifically, we'd like to know if we should continue with the current 18 month schedule or switch back to a biennial convention held in the Fall. A lot of work is done to plan each reunion and it is disappointing when there is a poor turn-out. Please help us make decisions that reflect the opinion of all who take the time to voice their opinion. Let us know what you think. We want to do what's best for the majority of our members. Thanks!*

*(continued from page 1)*

and always focused on our first priority and duty to the Nation: Mission Execution. Strategic Drivers: The Global War on Terrorism, Maritime Transportation Security Act, Homeland Security Act, National Strategy for Homeland Security, and the National Strategy for Maritime Security have mandated new areas of mission emphasis for us. Your extraordinarily successful operations in response to the terrorist attacks of September 11, 2001 and to Hurricane Katrina in 2005 significantly elevated our visibility and the demand for our services across all levels of government. Our unique blend of capabilities, competencies and authorities applied across multiple missions are recognized and valued as never before. As a result, expectations for our performance and contributions in routine and crisis operations are greater than ever. Meeting new demands while sustaining the trust and confidence of the public we serve requires us to continually challenge ourselves and improve the way we do business.

#### My Strategic Vision:

We will focus our entire organization on improving and sustaining Mission Execution. We will do this by structuring our service as a three-pronged force: shore-based operations, maritime operations, and deployable operations. We've taken bold steps forward by creating Sectors for shore-based operations. We've taken equally bold steps by advancing the Deepwater acquisition for maritime presence, patrol, and response. And we've created truly deployable forces. We must now expand our deployable force capabilities and support them with proper doctrine, logistics, training, and exercises. Across all of our forces, we will partner with other services and agencies to integrate our efforts. To further optimize the mission execution of this three-pronged force, we will assess our command and control structure.

We will also reevaluate and realign our Mission Support system, including organizational structures, human resources, maintenance, logistics, financial management and information systems. Each of you, regardless of your pay grade, job or rat-

ing, or where you sit in our organization, is critical to mission success. You must have the tools and support you need to do your job. We will ensure Coast Guard men and women are the best trained and most versatile workforce in government, equipped with the most capable fleet of multi-mission ships, aircraft, boats and command and control systems available. We will remain aligned with our Department, sister services, and partner agencies. I have already assigned responsibility for a substantial list of specific initiatives to our Flag and SES

corps. Information on these initiatives will follow shortly and I will keep you updated on their progress.

We have an extraordinary legacy of excellence as America's Coast Guard. We will build on that legacy. We will rise to meet all the challenges confronting us. Let's turn to. *Semper Paratus!*"

#### President Bush Remarks

Excerpts from the president's remarks reflect strong support for the Coast Guard. They included:

"Our nation thanks a fine patriot, Admiral Tom Collins, for his leadership these past four years. And we thank his wife, Nancy, and their family for joining us today. We also congratulate Admiral Thad Allen, as he begins his duties as the 23rd Commandant of the United States Coast Guard. And we appreciate the love and support of his wife, Pam, and their fine family, as well.

"The history of the Coast Guard dates back more than two centuries, to the Revenue Cutter Service, established by Alexander Hamilton during the presidency of George Washington. Or as I call him, the first George W.

"Through the generations, the men and women of the Coast Guard have stepped forward to defend our nation, to protect our waterways and ports, to enforce maritime law, to safeguard commerce and natural resources, and to rescue those in peril on the seas. Now the Coast Guard is carrying out those missions during a new kind of war. The Coast Guard is vital to our nation's security, and the American people are grateful to stand behind your shield of freedom.

"The Coast Guard is also the world's premier lifesaving



*President George W. Bush presents Admiral Tom Collins, center, and Master Chief Petty Officer Frank Welch with the Presidential Unit Citation, Thursday, May 25, 2006 at Fort Lesley J. McNair in Washington, D.C., during the Change of Command Ceremony for the Commandant of the United States Coast Guard. (White House photo by Eric Draper)*



service, and the whole world saw your skill and bravery during the hurricanes last year. They saw Coast Guard rescuers plunging from helicopters, lifting people from rooftops, hoisting them to safety. In all, more than 4,000 Coast Guard personnel came to the aid of their fellow Americans and rescued more than 33,000 citizens. One of those saved said this about her rescuers: "They're my guardian angels. I couldn't be here if it wasn't for them."

"Countless others who lived through last year's hurricanes feel the same way. When Americans were at their most desperate, they looked to the skies for help, and they knew their prayers were answered when they saw those rescue choppers from the United States Coast Guard. The Coast Guard performed with courage and distinction, and your response to Hurricane Katrina will go down as one of the finest hours in the Coast Guard's 216-year history.

"In a few moments, Admiral Collins will pass the duties of commandant to an outstanding successor in Admiral Thad Allen. I came to know Admiral Allen well last September, when he directed recovery efforts after hurricanes Katrina and Rita. We surveyed damage together. We sat one evening on the deck of the USS Iwo Jima, talking about how we could help the folks in that region recover. He gave me regular updates on what was taking place -- an incredibly devastated part of our country.

"It didn't take long to recognize his ability or his integrity or his ability to lead. I knew I could count on Admiral Allen to give me candid judgment. I relied on his steady nerves and his presence of mind in trying conditions. I was impressed by his compassion and his determination to help those who had lost so much.

"Admiral Allen brings his experience with Hurricane Katrina to his new post, and he brings much more. The Admiral is a graduate of the Coast Guard Academy, where he was a star football player -- he still looks like he could hold his own on the gridiron. He spent his life around the Coast Guard officers and enlisted personnel. Admiral Allen's father, Clyde, with us today, served in the Coast Guard. That means Thad followed in his father's footsteps -- I see nothing wrong with that.

"The Coast Guard has always been ready to defend our people and our freedom, and I thank you for your dedicated service. Semper Paratus. And now, in recognition of your exceptional service during Hurricane Katrina, I will present the



Presidential Unit Citation to the United States Coast Guard."

### *ADM Thomas H. Collins' Remarks*

"Mr. President ... thank you, Sir, for being with us today ... this is an incredible honor for us ... your presence here today is another indication of the wonderful, widespread support you and your Administration have shown Coast Guard men and women. On behalf of all Coast Guard men and women, thank you for the recognition of our Service's operation on the Gulf Coast last year.

"I leave today knowing that the Coast Guard will continue to serve with pride and distinction. I wish Admiral Allen and his Team the very best and I charge them with the responsibility laid upon us by those that have gone on before ... to leave the Service "Semper Paratus" ... not for its sake, but for the sake of the Nation.

"As I retire today, I consider myself the luckiest person in the world to have been associated with this great Service and to be just one more member of the "Long Blue Line." I take my leave now with words from the Coast Guardsman's Creed.

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

"Thank you, and, Semper Paratus!"

*Editor's Note: CGCVA attending the Change of Command included CGCVA President Gil "Frenchy" Benoit, Past President Ed Swift, Past Vice President Ed Burke, Tanney Oberg, former commandants ADM Paul Yost and ADM James Loy, and former vice commandant VADM Thomas Barrett. It was truly a great Coast Guard Day! Read PUC citation on page 28.*

## Desert Loran Duty

When Taylor Lapham and his wife Ginnie moved from New England to the Sonoran Desert to live in Las Cruces, New Mexico, they thought that the only Coast Guard people they would see again would be at CGCVA reunions. However, not long ago at a local military event Taylor met ETC Don J. Haldeman, officer-in-charge of Las Cruces Loran Station!

During their chat the Chief told the Squadron One veteran that he was the first Coast Guardsman he met who had been in Vietnam. Taylor, generous and gung ho about his beloved Coast Guard, believes that every American, and most especially active duty Coast Guard people, should know of the Coast Guard's proud accomplishments in that war. The Chief's lack of familiarity about the role his Service played in Vietnam



*The outside of Loran Station Las Cruces may be surrounded by swirling desert dust but the inside is kept immaculate. The station is one of several continental Coast Guard Loran-C units operating to provide accurate, all-weather navigation positioning to commercial aircraft. (Photo by Paul C. Scotti)*

set Taylor thinking and he came up with the idea of giving each of the five-member Loran crew a copy of the book "Coast Guard Action in Vietnam." As he went about acquiring the books he remembered that its author was only a few hours drive away in Tucson, Arizona.

When Taylor told me what he intended I agreed to come out and inscribe the books. On the morning of 9 February, Liz and I rendezvoused with Taylor and Ginnie in Las Cruces. Taylor had made a dry run to the Loran Station so that he would know how to find it. As I followed them in our car I knew that had been a smart thing to do. For nearly an hour we drove through open country. The two villages we went through had narrow main streets. Roosters and chickens seem to believe they had right-of-way. The only word on the store fronts that I understood was "cantina." The towns looked like sets for Western movies.

Upon crossing the Rio Grande I wondered if we were still in the United States. Then the paved road ended and I knew



*Trying to find the Coast Guard Loran Station in New Mexico takes Indian scout tracking skills. Taylor Lapham (l) and Paul C. Scotti are not sure of their whereabouts but at least they have found a sign showing them where to go. By the way, those dark lumps on the ground are fresh cow dung. (Photo by Liz Scotti)*

that I had wasted my time washing the car before leaving Tucson. Following Taylor's car was akin to riding drag on a cattle drive. Peering through the billowing dust I did my best to avoid ruts and fresh cow dung. The dark ruddy cows and calves along the road ignored us. Not even a burro gave us the "bray of day."

Soon we came to a friendly familiar white sign with red racing stripe pointing to the road to take. We followed it and before long saw the Loran antenna rising 700-feet up from the desert floor. Off to the side was the low, flat-top, rectangular, brown brick station building. We were there (even though I did not know where "there" was).

Chief Haldeman greeted us and introduced three of his crew, the fourth was on leave. We were given a tour of the station and were impressed by the immaculate cleanliness of the interior. This assignment is not considered isolated duty, even though, when one looks to the horizon in any direction there is nothing to see. One up side is this is a four-year tour of duty and gives the crew an excellent opportunity to work on getting a college degree, which they are doing at New Mexico State University in Las Cruces. The station is not manned at night. Everyone lives in Las Cruces. I was surprised that with Global Positioning Satellites a need still exists for Loran-C. Commercial airliners rely on it and the Federal Aviation Administration largely funds the Loran-C operation.

After the tour the crew gathered around. Taylor made brief remarks and presented the books. Then I signed each one. As I would sign a book the individual would seek a corner and



*Taylor Lapham donated copies of Coast Guard Action in Vietnam to each Loran Station crew member. Author, Paul C. Scotti was on hand to sign the books. (Photo by Liz Scotti)*





*After touring Loran Station Las Cruces, association members Paul C. Scotti (l) and Taylor Lapham (r) pose with crew members (l) to (r) ET1 David P. Percell, MK1 Robert P. Belluche, ET2 Thomas N. Tuchalski, and officer-in-charge ETC Don J. Haldeman. The fifth crew member, SK2 Mark M. Sanchez, was on leave at the time of the visit. (Photo by Liz Scotti)*

browse through it. At one point Chief Haldeman who was looking through the pages raised his voice, “That is a heck of way to start a chapter: C’mon, they got the chief!”

The tour done, the books signed, we headed back through the dust and the dung, just a couple of veterans out of the Coast Guard’s past, and their wives, promoting Coast Guard Combat Veterans Association goodwill to the present generation of Coast Guardsmen.

**Paul C. Scotti**

### **A World War II Story**

My name is Bob Lorenzo and I joined the Coast Guard on July 28, 1941, just a few months before the attack on Pearl Harbor. I went to boot camp at Port Townsend, Wash., just across the Sound from Seattle where I was born and grew up. My recruit company finished training on Aug. 28th and half of the company went to Pearl Harbor; the rest of us went to San Pedro “Guardian Angel,” reporting for duty. The Pearl Harbor draft were in the wrong place at the wrong time. I was stationed at Watchhorn Basin at a little USCG station that really had no place to quarter our draft. we ended up at the san Pedro Y.M.C.A. with an allowance for “subsistence and quarters.” The Coast Guard was just starting to grow and the growing pains were just starting. But, as always, the Coast Guard made do with whatever we had.

There was a tension in the air already in August of 1941 and increased security was being put into place in the harbor. I recall the night of Dec. 7, 1941. Most of us who were not on watch some-

where in the harbor spent the night talking about World War I. Lewis machine guns were readied for the placement on the few harbor patrol boats we had at the time. We were all aware of the large number of Japanese fishermen and family’s we had right next door on Terminal Island and of course they became suspect and were removed as fast as possible.

I stayed there until May 28, 1942 when about 20 of us were sent to San Diego to stand security on the *SS Lurline* as she loaded Marines that later landed on Guadalcanal, transported to and from the island by Higgins boats from USCG troopships.

Transferred back to San Diego on June 28th and went aboard the *CG-6*, which was an old rumrunner from the Prohibition days that the USCG had captured. She was a 38-foot picket boat and had twin Liberty aircraft engines for power and could do 36 knots as we charged around Long Beach harbor looking for evil doers. We had a BM2/c as skipper and I can say I learned a lot about seamanship and boat handling from him. We had a crew of six on the *CG-6* and took our meals at the Terminal Island Air Station where we moored and were stationed.

On Dec. 28, 1943 I was transferred to the *USS Pol* where I helped get her ready for commissioning. This ship was a Norwegian whale killer boat and she still had the harpoon gun on the bow when we went aboard. There were three or four of them that the Navy generously gave to the Coast Guard to use for patrol. They all had escaped along with the mothership, which had a large stern ramp that they hauled the whale up to be cut up and rendered out for oil. The whole thing was an education and we finally got the harpoon gun off and a couple of 20mm’s mounted, along with four rolls of depth charges on the



*BM2/c Robert Lorenzo circa 1944.*

stern.

We had no sound gear or radar but we were going on offshore patrol to look for submarines. There had been a sinking or two off the California coast and we were a couple of Navy old wood Sub Chasers. We were sent to work out of Avila, Calif. which had an oil dock and some large tempting oil storage tanks on the hills around the bay. But this was panic time and old whalers were better than nothing until new construction came out of the shipyards.

Before we were to take station at Avila we were given the task of towing an ammunition barge to Astoria, Ore., a kind of shakedown cruise I suppose. We had a great skipper and he had just returned from a stint of duty in Alaska, where the enemy was trying to get a toe-hold out of the Chain. He brought a little mutt called Kiska with him who became part of the ships company right away.

The *Pol* was an old triple-expansion steam rig. She was long for her beam and with a good aspect ratio, quite fast. She burned black bunker fuel and had to blow tubes every 24 hours to keep from smoking and dropping black soot all over the ship and crew. We didn't have showers or hot running water, just a live steam line in the head that we would run through a bucket of water to wash, shave and wash our clothes in. The crew bunkered in the foc'sle and also took their meals there, brought forward in turns by the mess cooks. We were living the lives of old time sailors.

The tow north was not without its problems. First we had an open wheelhouse and the north Pacific can be cold and rough in November with wet decks all the time. There was much grumbling among both officers and the men about the situation. CAPT Merriam said that would change as soon as we dropped our tow and ran to Seattle for an enclosed wheelhouse. We wondered among ourselves how those whalers lived with that open bridge down in the Ross Sea when they were chasing whales.

Well, one "dark and stormy night" the tow line parted and we had to jog to that barge for nearly 24 hours, until the seas went down and we could get close enough to reach the towline which was trailing behind as the barge drifted down wind. The BMC, BM2/c and I (a BM3/c) fought to drop a slip line down the tow line and pull up the bight, then manhandle that heavy, wet manila tow line and make her fast again and get on with the



*USS Pol — A converted Norwegian whale killer boat at anchor at Avila, Calif. during coastal patrol duty. (photo by Bob Lorenzo)*

tow before it starts blowing a gale again. It took most of the deck force to haul that tow line back and we were all strong young men then.

Well we made it to the Columbia River bar and picked up a pilot. There was a fair sea running but it was not breaking so we started across the bar. At times it looked like the tow was going to catch up with us in those following seas. Finally, we got rid of that thing, heading for Seattle and liberty in my home town.

We got the pilothouse enclosed and enjoyed some great liberty before having the ship degaussed and headed

back to our duty station at Avila. We did our patrols four days on station and four days in an anchorage until they called us home to San Pedro to decommission the *Pol*. New construction was coming on line and I had my eye on one of those new frigates but I got short-stopped at the Coast Guard base in Wilmington. I had made BM2/c by now and that was enough stripes to give me a 12-man squad to post and supervise in port security. I was even given a jeep to post the watches and check them every hour.

I was stuck there until March 17, 1944 when I managed to get transferred to the *USS Rockford (PF-48)*, which was about to be commissioned. I was about to become a plank owner once more.

There was lots to do to get a new ship ready for sea. Stores and ammunition to be loaded, learn your division and section billets, learn the layout of the ship (which was state of the art and a world removed from the old *Pol*). When the basics were taken care of we sailed for San Diego and shakedown cruise. We went to damage control and fire control schools, improved our gunnery at the twin 40's school, practiced anti-submarine work, fixed the hedge hogs and anti-aircraft guns, dropped depth charges, and learned to work as a team.

There were a few problems with the shaft and engine room so we were sent to a local shipyard for about a week. We had some pipe work that had to be chaged in the mess hall and galley, and the compartments were full of asbestos dust ( long before we learned of the hazards of asbestos). With everything squared away, we returned to Wilmington and awaited orders to sail wherever.

On June 4, 1944 we set sail for the South Pacific. We later learned we were headed for the New Hebrides or maybe New Caledonia. About ten days out we had a radar contact and its speed indicated the contact was an aircraft. It was a long way off and was never seen. A few days later we made sound contact and went to general Quarters. We were pinging something and fired the Hedgehogs to no effect since they only go off on



contact. We ranged the area for awhile and never made contact again so we went on our way. A few days later we made another contact and dropped several depth charges to no avail. It was almost flat calm all the way and starting to get hot. Flying fish came aboard every night. we crossed the Equator and Int'l Date Line and had our ceremonies but there were not many shell backs on board to do much to us.

We were traveling alone, something that I didn't think much about then, but in retrospect put us in great danger. It was a large South Pacific Ocean and many things could happen to us that we couldn't handle alone.

We made the crossing without incident and made landfall in the New Hebrides islands at Espritos Santos where we stayed a few days and took fresh water. The crew was granted liberty to look over our first South Pacific paradise?

We looked over a Copra plantation and had a swimming party in a small bay where the water was so warm and salty that you could float around without swimming a stroke. Our next port was Milne Bay, New Guinea, a navy base and anchorage where we joined some other frigates and as I remember practiced running landing coverage for some practice landings.

We heard that the Rockford was to return to the West Coast and then go to Cold Bay, Alaska where the ship would be turned over to the Russians, along with some of the other frigates. I transferred off the ship on Aug. 5, 1944 to the replacement center as I intended to stay and see the war as I had tried hard to get here and I was determined to stay.

I was at the replacement barracks which was an open air living quarters where you slept under mosquito netting to keep the bugs away and stomped through the mud to go to the latrine and the chow hall. It rained three or four times a day and each time it was a downpour. It was impossible to stay dry and your shoes and leather belt and wallet grew mold while you slept. Dysentary swept through the camp along with Dengue fever and malaria if you didn't take your

Atabrine every day.

One day the skipper of my old ship, the Pol, came through the base and said he was to take command of the *LST-18*. He took me with him when I asked him to please get me out of this hell hole. I spent the rest of the war on the best ship.

I went aboard *LST-18* and witnessed the change of command, along with a few other men that CAPT Merriam rescued from Milne Bay.

Next stop was Hollandia where we loaded up for support landings in Biak and Noemfoor, New Guinea. These were forward areas that had recently been taken and we hauled large numbers of troops and supplies to them. The skies above New Guinea had been pretty much cleared of enemy aircraft and we only had a "Washing machine Charly" every night to go to GQ for. We moved a lot of troops, ammunition and gasoline up and

down the coast getting ready for the big jump to the Philippines.

We loved to haul Aussie troops since they had the best beer rations and were great guys. When we were in the forward areas we stood morning and evening gun watches with all guns manned at dawn and dark as the enemy still had some air power within striking distance.

In October we started to get ready for the big leap to the Philippines. We loaded the tank deck full of all manner of cargo. Ammo trucks, medical

supplies, bulldozers, artillery, signal corps stuff, tents and canvas tarps, and everything that would be needed to take and hold our next beachhead. All this cargo had to go aboard in a certain way so that it could all be removed in a prearranged order.

One of my jobs as a boatswain's mate was to assist the loading officer on the main deck, securing all the deck cargo to the deck with chains and turnbuckles so it wouldn't shift at sea in bad weather. I also ran the elevator that brought the cargo of trucks, ammo carriers, jeeps and any other rolling stock that had to come up from the tank deck.

We loaded all this cargo at Biak Island. At 0800 on Oct. 10th we retracted from the beach with cargo and army troops and anchored in the bay to make way for other LSTs to load at



*D-Day at Leyte. Soldiers fill sand bags to create sand road to ramp of LST-18.*

the road head. The next morning we left for Hollandia. At 1530 on Friday the 13th we sailed for the invasion of Leyte. What a day to start for an invasion! As we sailed we picked up the convoy until the sea was covered from horizon to horizon with ships of all types. It is something none of us will ever forget.

Tokyo Rose was on all the time telling us to turn back or be destroyed as though they knew where we were going. On the outside of our convoy were our escorts and high in the air above us was our air cover. We are standing GQ at sunrise and sunset but until Oct. 20th (which was D-Day), no enemy aircraft got near us. That all changed the morning of the 20th at 0530. The first Japanese plane was over us and there was dive bombing of the convoy with some higher Betty bombers dropping bombs around us. There was quite a show going on all around us with the sky full of anti-aircraft fire and tracers.

It was in the afternoon when we opened the doors and dropped the ramp on white beach. There was no heavy fire, just some light mortars and sniper fire. There was at least four hours of heavy fire from the fleet and dive bombing, napalm and machine gun fire from our air support.

It's hard to see how anything or anyone could have been left alive after the hammering we gave them. The enemy was driven back from the beachhead and our LSTs and other landing craft continued landing troops and equipment on the beach. We were there to stay. We remembered GEN MacArthur's vow, "I shall return!" and now we were helping him back, one beachhead at a time. *LST-18* and the other LSTs of Flotilla 7 Group 21 had worked our way up the New Guinea coast to finally land at Leyte and get a foothold towards getting the Philippines back.

After the D-Day operation at Leyte we made several supply runs back and forth from New Guinea and made many D+1 and 2's on Mindora, Cebue, Mindanao, Palawan, Zamboanga and then finally the big one for Flotilla 7 and *LST-18* — Lingayen Gulf — where we were stuck on the beach unloading all night while the beachhead was being shelled by a heavy piece hidden in a tunnel in the hills. In the morning there was a lot of scrapnel laying around and a large shell crater about 100 yards off our bow. Amazing... with all the LSTs lined up on the beach all night, none received any direct hits. The entire area had been lit throughout the night by parachute flares to keep the enemy from crossing the flat plane in the dark to get

to us. It was a very spooky night.

Leading up to the landing, Tokyo Rose told us to turn back or be destroyed. We kept listening to her though because she played a lot of good music and she was always good for a laugh, except when she got to the "Dear John" stuff.

The destroyer *Crenshaw* that was on our port beam took a torpedo right in the mess hall at noon chow but air CAP kept the skies clear over us for the most part although we heard that the convoy a day ahead of us did take some hits from the air.

After that operation we were kept busy running supplies to all of the previous landings. We took some hits here and there but *LST-18* remained lucky. We kept at it until it was decided we needed to go to drydock before we fell apart at the



*Dress Ship — LST-18 on the beach at New Guinea on Coast Guard Day 1944. (photo by Bob Lorenzo)*

seams. Flotilla 7 had been on the go since 1943 so we sailed for Manus and drydock where just about all hands grabbed an air chipper and air wire brush to clean the ship's bottom. It was hot and dirty work. Work was being done in all parts of the ship but while we were "out of business," the war went on and we missed out on Okinawa. That turned out to be where the kamikazis came out in full force.

Once we were fixed up *LST-18* headed for New Guinea and moved more supplies and troops up to the forward areas. Then it was off to Borneo for a small operation. I think we took some Australians in there and not a shot was fired. We weren't there long and didn't get to go ashore, except to walk off the ramp so we could say we were on Borneo. Back to New Guinea where we made preparations for the big jump to Japan itself. Luckily, we didn't have to make that trip because the war came to an end following the dropping of the two atomic bombs. That probably saved many of us so we came home, lived our lives and always remembered those who didn't return.

**Bob Lorenzo**

### [Operation Downfall — An Invasion Not Found In History Books](#)

Deep in the recesses of the National Archives in Washington, D.C., hidden for decades, lie thousands of pages of yellowing and dusty documents stamped "Top Secret." These documents, now declassified, are the plans for Operation Downfall — the invasion of Japan during World War II.



Only a few Americans in 1945 were aware of the elaborate plans that had been prepared for the Allied invasion of the Japanese home islands. Even fewer today are aware of the defenses the Japanese had prepared to counter the invasion had it been launched.

Operation Downfall was finalized during the spring and summer of 1945. It called for two massive military undertakings to be carried out in succession and aimed at the heart of the Japanese Empire.

In the first invasion – code-named Operation

Olympic – American combat troops would land on Japan by amphibious assault during the early morning hours of Nov. 1, 1945. Fourteen combat divisions of soldiers and Marines would land on heavily fortified and defended Kyushu, the southernmost of the Japanese home islands after an unprecedented naval and aerial bombardment.

The second invasion on March 1, 1946 – code-named Operation Coronet – would send at least 22 combat divisions against one million Japanese defenders on the main island of Honshu and the Tokyo Plain. Its goal: the unconditional surrender of Japan.

With the exception of a part of the British Pacific Fleet, Operation Downfall was to be a strictly American operation. It called for using the entire Marine Corps, the entire Pacific Navy, and elements of the 8th Army Air Force, the 8th Air Force (recently deployed to Europe), the 20th Air Force and the American Far Eastern Air Force.

More than 1.5 million combat soldiers, with 3 million more in support – more than 40 percent of all servicemen still in uniform in 1945 – would be directly involved in the two amphibious assaults.

Casualties were expected to be extremely heavy. Adm. William Leahy estimated that there would be more than 250,000 Americans killed or wounded on Kyushu alone. Gen. Charles Willoughby, chief of intelligence for Gen. Douglas MacArthur, the Supreme Commander of the Southwest Pacific, estimated American casualties from the entire operation would be 1 million men by the fall of 1946. Willoughby’s own intelligence staff considered this to be a conservative estimate.

During the summer of 1945, America had little time to prepare for such an endeavor, but top military leaders were in almost unanimous agreement that an invasion was necessary.

While a naval blockade and strategic bombing of Japan were considered to be useful, MacArthur, for instance, did not believe a blockade would bring about an unconditional surrender. The advocates for invasion agreed that while a naval blockade chokes, it does not kill; and though strategic bombing might destroy cities, it leaves entire armies intact.

So, on May 25, 1945, the Joint Chiefs of Staff, after extensive deliberation, issued to MacArthur, Adm. Chester Nimitz, and Army Air Force Gen. Henry “Hap” Arnold, the top secret directive to proceed with the invasion of Kyushu. The target date was set after the typhoon season.

President Truman approved the plans for invasions on July 24th. Two days later the United Nations issued the Potsdam Proclamation, which

called upon Japan to surrender unconditionally or face total destruction. Three days later, the Japanese governmental news agency broadcast to the world that Japan would ignore the proclamation and would refuse to surrender.

During the same period it was learned – via monitoring Japanese radio broadcasts – that Japan had closed all schools and mobilized its school children, was arming its civilian population and was fortifying caves and building underground facilities.

Operation Olympic called for a four-pronged assault on Kyushu. Its purpose was to seize and control the southern one-third of that island and establish naval and air bases, to tighten the naval blockade of the home islands, to destroy units of the

main Japanese army, and to support the later invasion of the Tokyo Plain.

The preliminary invasion would begin Oct. 27th when the 40th Infantry Division would land on a series of small islands west and southwest of Kyushu. At the same time, the

158th Regimental Combat Team would invade and occupy a small island 29 miles south of Kyushu.

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On these islands seaplane bases would be established and radar would be set up to provide advance air warning for the invasion fleet, to serve as fighter direction centers for the carrier-based aircraft and to provide an emergency anchorage for the invasion fleet, should things not go well on the day of the invasion.

As the invasion grew imminent, the massive power of the Navy – the Third and Fifth Fleets – would approach Japan. The Third Fleet, under Adm. William “Bull” Halsey, with its big guns and naval aircraft, would provide strategic support for the operation against Honshu and Hokkaido. Halsey’s fleet would be composed of battleships, heavy cruisers, destroyers, dozens of support ships and three fast carrier task groups. From these carriers, hundreds of Navy fighters, dive bombers and torpedo planes would hit targets all over the island of Honshu. The 3,000-ship Fifth Fleet, under Adm. Raymond Spruance, would carry the invasion troops.

Several days before the invasion, the battleships, heavy cruisers and destroyers would pour thousands of tons of high explosives into the target areas. They would not cease the bombardment until after the landing forces had been launched.

During the early morning hours of Nov. 1st the invasions would begin. Thousands of soldiers and Marines would pour ashore on beaches all along the eastern, southeastern, southern and western coasts of Kyushu. Waves of Helldivers, Dauntless dive bombers, Avengers, Corsairs and Hellcats from 66 aircraft carriers would bomb, rocket and strafe enemy defenses, gun emplacements and troop concentrations along the beaches.

The Eastern Assault Force, consisting of the 25th, 33rd and 41st Infantry Divisions, would land near Miyasaki, at beaches called Austin, Buick, Cadillac, Chevrolet, Chrysler and Cord and move inland to attempt to capture the city and its nearby airfield.

The Southern Force, consisting of the 1st Cavalry Division, the 43rd Division and Americal Division would land inside Ariake Bay at beaches labeled DeSoto, Dusenberg, Essex,

Ford and Franklin and attempt to capture the city of Kanoya and its airfield.

On the western shore of Kyushu, at beaches Pontiac, Reo, Rolls Royce, Saxon, Star, Studebaker, Stutz, Winton and Zephyr, the V Amphibious Corps would land the 2nd, 3rd and 5th Marine Divisions, sending half its force inland to Sendai and the other half to the port city of Kagoshima.

On Nov. 4th, the reserve force, consisting of the

81st and 98th Infantry Divisions and the 11th Airborne Division, after feigning an attack off the island of Shikoku, would be landed – if not needed elsewhere – near Kaimondake Bay, at beaches designated Locomobile, Lincoln, LaSalle, Hupmobile, Moon, Mercedes, Maxwell, Overland, Olsmobile, Packard and Plymouth.

Olympic was not just a plan for invasions, but for conquest and occupation as well. It was expected to take four months to achieve its objective, with three fresh American divisions per month to be landed in support of the operation if needed.

If all went well with Olympic, Coronet would be launched March 1, 1946. Coronet would be twice the size of Olympic, with as many as 29 American divisions landing on Honshu.

All along the coast east of Tokyo, the American 1st Army would land the 5th, 7th, 27th, 44th, 86th and 96th Infantry Divisions along with the 1st, 4th and 6th Marine Divisions.

At Samgami Bay, just south of Tokyo, the entire 8th and 10th Armies would strike north and east to clear the long western shore of Tokyo Bay, and attempt to

go as far as Yokohama. The assault troops landing south of Tokyo would be the 4th, 6th, 8th, 24th, 31st, 32nd, 37th, 38th and 87th Infantry Divisions, along with the 13th and 20th Armored Divisions.

Following the initial assault, eight more divisions – the 2nd, 28th, 35th, 91st, 95th, 97th and 104th Infantry Divisions and the 11th Airborne Division – would be landed. If additional troops were needed, as expected, other divisions redeployed

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**Captured Japanese documents and post-war interrogation of Japanese military leaders disclose that information concerning the number of Japanese planes available for the defense of the home islands was dangerously in error.**



from Europe and undergoing training in the United States would be shipped to Japan in what was hoped to be the final push.

Captured Japanese documents and postwar interrogation of Japanese military leaders disclose that information concerning the number of Japanese planes available for the defense of the home islands was dangerously in error. During the sea battle at Okinawa alone, Japanese kamikaze aircraft sank 32 Allied ships and damaged more than 400 others. But during the summer of 1945, American top brass concluded that the Japanese had spent their air force, since American bombers and fighters daily flew unmolested over Japan.

What the military leaders did not know was that by the end of July the Japanese had been saving all aircraft, fuel and pilots in reserve, and had been feverishly building new planes for the decisive battle for their homeland. As part of Ketsu-Go – the name for the plan to defend Japan – the Japanese were building 20 suicide take-off strips in southern Kyushu with underground hangars. They also had 35 camouflaged airfields and nine seaplane bases. On the night before the expected invasion, 50 Japanese seaplane bombers, 100 former carrier aircraft and 50 land-based army planes were to be launched in a suicide attack on the fleet. The Japanese had 58 more airfields on Korea, western Honshu and Shikoku, which were also to be used for massive suicide attacks. Allied intelligence had established that the Japanese had no more than 2,500 aircraft of which they guessed 300 would be deployed in suicide attacks.

In August 1945, however, unknown to Allied intelligence, the Japanese still had 5,651 army and 7,074 navy aircraft, for a total of 12,725 planes of all types. Every village had some type of aircraft manufacturing activity. Hidden in mines, railway tunnels, under viaducts and in basements of department stores, work was being done to construct new planes. Additionally, the Japanese were building newer and more effective models of the Okka – a rocket-propelled bomb much like the German V-1, but flown by a suicide pilot.

When the invasion became imminent, Ketsu-Go called for a four-fold aerial plan of attack to destroy up to 800 Allied ships. While Allied ships were approaching Japan, but still in the open seas, an initial force of 2,000 army and navy fighters were to fight to the death to control the skies over Kyushu. A second force of 330 navy combat pilots would attack the main body of the task force to keep it from using its fire support and air cover to protect the troop-carrying transports. While these

two forces were engaged, a third force of 825 suicide planes was to hit the American transports. As the invasion convoys approached their anchorages, another 2,000 suicide planes were to be launched in waves of 300 to 300, to be used in hour-by-hour attacks.

American troops would be arriving in about 180 lightly armored transports and 70 cargo vessels. By mid-morning of the first day of the invasion, most of the American land-based aircraft would be forced to return to their bases, leaving the defense against the suicide planes to the carrier pilots and the shipboard gunners. Japanese pilots crippled by fatigue would return time and time again to re-arm and fight. Guns would malfunction from the heat of continuous firing and ammunition

would become scarce. Gun crews would be exhausted by nightfall, but still the waves of kamikazes would continue. With the fleet hovering off the beaches, all remaining Japanese aircraft would be committed to nonstop suicide attacks, which the Japanese hoped could be sustained for 10 days.

The Japanese planned to coordinate their air strikes with attacks from the 40

remaining submarines from the Imperial Navy — some armed with Long Lance torpedoes with a range of 20 miles — when the invasion fleet was 180 miles off Kyushu.

The Imperial Navy had 23 destroyers and two cruisers which were operational. These ships were to be used to counterattack the American invasion. A number of the destroyers were to be beached at the last minute to be used as anti-invasion gun platforms.

Once offshore, the invasion fleet would be forced to defend not only against the attacks from the air, but would also be confronted with suicide attacks from the sea. Japan had established a suicide naval attack unit of midget submarines, human torpedoes and exploding motorboats.

The goal of the Japanese was to shatter the invasion before the landing. The Japanese were convinced the Americans would back off or become so demoralized that they would then accept a less-than unconditional surrender and a more honorable and face-saving end for the Japanese.

But as horrible as the battle of Japan would be off the beaches, it would be on Japanese soil that the American forces would face the most rugged and fanatical defense encountered during the war.

Throughout the island-hopping Pacific campaign, Allied troops had always outnumbered the Japanese by 2 to 1 and sometimes 3 to 1. In Japan it would be different. By virtue of

Every village had some type of aircraft manufacturing activity. Hidden in mines, railway tunnels, under viaducts and in basements of department stores, work was being done to construct new (Japanese) planes.

a combination of cunning, guesswork and brilliant military reasoning, a number of Japan's top military leaders were able to deduce not only when, but where the United States would land its first invasion forces.

Facing the 14 American divisions landing at Kyushu would be 14 Japanese divisions, 7 independent mixed brigades, 3 tank brigades and thousands of naval troops. On Kyushu the odds would be 3 to 2 in favor of the Japanese, with 790,000 enemy defenders against 550,000 Americans.

This time the bulk of the Japanese defenders would not be the poorly trained and ill-equipped labor battalions that the Americans had faced in the earlier campaigns. The defenders would be the hard-core of the home army. These

troops were well-fed and well-equipped. They were familiar with the terrain, had stockpiles of arms and ammunition, and had developed an effective system of transportation and supply, almost invisible from the air. Many of these Japanese troops were the elite of the army, and they were swollen with a fanatical fighting spirit.

Japan's network of beach defenses consisted of offshore mines, thousands of suicide scuba divers attacking landing craft, and mines planted on the beaches. Coming ashore, the American Eastern amphibious assault forces at Miyazaki would face three Japanese divisions, and two others poised for a counterattack.

Awaiting the Southeastern attack force at Ariake Bay was an entire division and at least one mixed infantry brigade.

On the western shores of Kyushu, the Marines would face the most brutal opposition. Along the invasion beaches would be the three Japanese divisions, a tank brigade, a mixed infantry brigade and an artillery command. Components of two divisions would also be poised to launch counterattacks. If not needed to reinforce the primary landing beaches, the American Reserve Force would be landed at the base of Kagoshima Bay on Nov. 4th where they would be confronted by two mixed infantry brigades, parts of two infantry divisions and thousands of naval troops.

All along the invasion beaches, American troops would face coastal batteries, anti-landing obstacles and a network of heavily fortified pillboxes, bunkers and underground fortresses. As Americans waded ashore, they would face intense

artillery and mortar fire as they worked their way through concrete rubble and barbed wire entanglements arranged to funnel them into the muzzles of the Japanese guns.

On the beaches and beyond would be hundreds of Japanese machine gun positions, beach mines, booby traps, tripwire mines and sniper units. Suicide units concealed in "spider holes" would engage the troops as they passed nearby.

In the heat of battle, Japanese infiltration units would be sent to wreck havoc in the American lines by cutting phone and communication lines. Some of the Japanese troops would be in American uniform, English-speaking Japanese officers were assigned to break in on American radio traffic to call off artillery fire, to order retreats and to further confuse troops.

Other infiltrators with demolition charges strapped on their chests or backs would attempt to blow up American tanks, artillery pieces and ammunition stores as they were unloaded ashore.

Beyond the beaches were large artillery pieces situated to bring down a curtain of fire on the beach. Some of these large guns were mounted on railroad tracks running in and out of caves protected by concrete and steel.

The battle for Japan would be won by what Simon Bolivar Buckner, a lieutenant general in the Confederate army during the Civil War, had called "Prairie Dog Warfare." This type of fighting was almost unknown to the ground troops in Europe

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Japan's network of beach defenses consisted of offshore mines, thousands of suicide scuba divers attacking landing craft, and mines planted on the beaches.

and the Mediterranean. It was peculiar only to the soldiers and Marines who fought the Japanese on islands all over the Pacific — at Tarawa, Saipan, Iwo Jima and Okinawa.

Prairie Dog Warfare was a battle for yards, feet, and sometimes inches. It was a brutal, deadly and dangerous form of combat aimed at an underground, heavily fortified, non-retreating enemy.

In the mountains behind the Japanese beaches were underground networks of caves, bunkers, command posts and hospi-



tals connected by miles of connecting tunnels with dozens of entrances and exits. Some of these complexes could hold up to 1,000 troops.

In addition to the use of poison gas and bacteriological warfare (which the Japanese had experimented with), Japan mobilized its citizenry. Had Olympic come about, the Japanese civilian population, inflamed by a national slogan — One Hundred Million Will Die for teh Emperor and Nation — was prepared to fight to the death.

At the early stage of the invasion, 1,000 Japanese and American soldiers would be dying every hour. Every foot of Japanese soil would have been paid for by Japanese and American lives.

Twenty-eight million Japanese had become a part of the National Volunteer Combat Force. They were armed with ancient rifles, lunge mines, sachel charges, Molotov cocktails and one-shot black powder mortars. Others were armed with swords, long bows, axes and bamboo spears.

The civilian units were to be used in nighttime attacks, hit and run maneuvers delaying actions and massive suicide charges at the weaker American positions.

The invasion of Japan never became a reality because on Aug. 6, 1945, an atomic bomb was exploded over Hiroshima. Three days later, a second bomb was dropped on Nagasaki. Within days the war with japan was at a close. Had these bombs not been droppeed and had the invasion been launched as scheduled, combat casualties in Japan would have been at a minimum in the tens of thousands.

One can only guess at how many civilians would have committed suicide in their homes or in futile mass military attacks. In retrospect, the one million American men who were to be the casualties of the invasion, were instead lucky enough to survive the war.

Intelligence studies and military estimates made more than 60 years ago, and no latter-day speculation, clearly indicate that the battle for Japan might well have resulted in the biggest blood bath in the history of modern warfare.

Far worse would be what might have happened to japan as a nation and a culture. When the invasion came, it would have come after several months of fire-bombing all the remaining Japanese cities. The cost in human life that resulted from the two atomic blasts would be small in comparison to the total number of Japanese lives that would have been lost by this aerial devastation.

With American forces locked in combat in the south of Japan, little would have prevented the Soviet Union from marching into the northern half of the Japanese home islands. Japan could have been divided up like Korea and Germany were.

The world was spared the cost of Operation Downfall however because Japan formally surrendered to the United Nations on Sept. 2, 1945, marking the end of the war.

In the fall of 1945, in the aftermath of the war, few people concerned themselves with the invasion plans. Following the surrender, the classified documents, maps, diagrams and appendices for Operation Downfall were packed away in boxes and eventually stored at the National Archives. These plans

that called for the invasion of Japan paint a vivid description of what might have been one of the most horrible campaigns in the history of man. **James Martin Davis**

***Editor's Note 1:** This article was submitted by Eric J. Phillips, Jr., who went through amphibious training after leaving the CGC General Greene in April 1944, and who may have ultimately have been part of Operation Downfall. Eric has authored two books, *The Second Day of Infamy* and *"Rubber Arm."**

***Editor's Note 2:** According to Coast Guard Historian Dr. Robert Browning, tens of thousands of Purple Heart Medals were produced in anticipation of the number of casualties of Operation Downfall. So many in fact that the Purple Hearts that are being presented to those wounded in the current war in Iraq are still part of those produced more than 60 years ago.*

The invasion of Japan never became a reality because on Aug. 6, 1945, an atomic bomb was exploded over Hiroshima. Three days later, a second bomb was dropped on Nagasaki. Within days, the war with Japan was at a close.

Intelligence studies and military estimates made more than 60 years ago clearly indicate that the battle for Japan might well have resulted in the biggest blood bath in the history of modern warfare.

### Agent Orange Exposure

The American Legion and the National Veterans Legal Services Program (NVLSP) have been working closely together over the last 15 years to make sure that the VA pays all of the benefits that Vietnam veterans and their survivors deserve due to exposure to Agent Orange. Recently, there have been two important developments. This article provides advice about the steps you should take if you represent a veteran or survivor who may be affected.

### Claims Based on Chronic Lymphocytic Leukemia (CLL)

Chronic lymphocytic leukemia (CLL) is the latest disease the VA added to the list of diseases presumptively service connected due to Agent Orange. The VA issued the regulation adding CLL on October 16, 2003. CLL is a malignancy (cancer) of the white blood that results from an acquired injury to the DNA of a single cell, a lymphocyte, in the bone marrow. This injury is not present at birth.

As a result of the Nehmer lawsuit, the VA is normally required to pay benefits for an Agent Orange-related disease retroactive to the date the VA received the first claim the veteran or survivor filed based on the disease (not counting claims that were finally denied before September 25, 1985). *Nehmer v. U.S. Veterans Administration*, 32 F. Supp. 2d 1175 (N.D. Cal. 1999). When it service connected CLL, however, the VA took the position that the Nehmer rules did not apply to CLL claims. As a result, the VA assigned an effective date no earlier than October 16, 2003 whenever the VA granted a disability or DIC claim based on CLL - even if the first CLL claim was filed before October 16, 2003.

The Nehmer lawsuit is a class action brought by NVLSP on behalf of Vietnam veterans who were exposed to Agent Orange and their survivors. NVLSP appealed the VA's decision concerning CLL, and on December 1, 2005, the federal court that oversees the Nehmer lawsuit agreed with NVLSP that the Nehmer rules do apply to CLL claims. The court's December 1st ruling requires the VA to pay disability and DIC benefits retroactive to the date of claim to all veterans or survivors who filed a CLL claim before October 16, 2003. The VA recently appealed the December 1st decision to the court of appeals.

What you should do: If you know of a Vietnam veteran or survivor who filed a CLL claim before October 16, 2003, you should contact NVLSP attorney Rick Spataro at 202-265-8305, ext. # 149 or [rick\\_spataro@nvlsp.org](mailto:rick_spataro@nvlsp.org) (there's an underscore after rick and before spataro). NVLSP is currently trying to get the court to require the VA to pay the retroactive benefits owed under the December 1st order as soon as possible, even though

the VA has appealed the decision. Rick is collecting a list of all CLL claimants who deserve an earlier effective date under the December 1st order to present to the court.

### Disability or DIC claims filed by Navy veterans who served in the waters offshore Vietnam or their survivors

From 1991 to 2002, the VA took the position that Navy veterans who were awarded the Vietnam Service Medal as a result of service in the waters offshore Vietnam were entitled to the same presumption of exposure to Agent Orange as veterans who set foot on land in Vietnam. As a result, many Navy veterans who served in the waters offshore and their survivors were granted disability or DIC benefits based on an Agent Orange-related disease.

In February 2002, however, the VA amended VA Manual M21-1 to limit the presumption of exposure to Agent Orange to only those veterans who actually set foot on the land mass of Vietnam. In other words, Navy veterans who earned the Vietnam Service Medal for service in the waters offshore Vietnam (often called "blue water veterans"), but who never set foot on land, were no longer entitled to the presumption of exposure. As a result of the amended M21-1, ever since February 2002, the VA has been denying claims for Agent Orange-related diseases filed by blue water Navy veterans. In addition, the VA has taken action to sever awards of service connection in some of



*CGCVA Trustee Ernest "Swede" Johnson presented a wreath at the grave of Douglas A. Munro on Memorial Day, a CGCVA tradition. Thanks Swede!*

the cases that were granted prior to February 2002.

NVLSP has appealed to the Court of Appeals for Veterans Claims many of the BVA decisions denying benefits to blue water veterans. NVLSP has argued in these cases that the VA's change of position in 2002 violates the Agent Orange Act of 1991. On January 10, 2006, a panel of the Court heard argument in one of NVLSP's appeals and a decision on the legality of the VA's set-foot-on-land requirement is expected some time this year.

What you should do: In any case in which you are representing a blue water Navy veteran or a survivor of a blue water Navy veteran on a claim based on an Agent Orange-related disease, you should keep the claim alive by filing a timely NOD after the VA denial, and a timely substantive appeal after the SOC. If the BVA denies the claim, contact NVLSP attorney **Rick Spataro** at 202-265-8305, ext.#149 or [rick\\_spataro@nvlsp.org](mailto:rick_spataro@nvlsp.org) (there's an underscore after rick and before spataro), so that a timely appeal can be filed with the Veterans Court. This is the best strategy because if NVLSP wins its appeal, the VA will be required to follow the Veteran



Court's decision on the pending claim. On the other hand, if the VA's denial of the claim becomes final, there is no guarantee that the VA will consider the prior final denial to be CUE even if NVLSP were to win its appeal.

### **DD-214 Now Available Online**

The National Personnel Records Center (NPRC) has provided the following website for veterans to submit requests for their DD-214 online: [vetrecs.archives.gov](http://vetrecs.archives.gov). After a request is submitted online, a signature page must then be faxed or sent by mail to activate the request. This may be particularly helpful when a veteran needs a copy of his DD-214 for employment purposes. NPRC is working to make it easier for veterans with computers and Internet access to obtain copies of documents from their military files. Military veterans and the next of kin of deceased former military members may now use a new online military personnel records system to request documents. Over 90% of requests submitted for DD Form 214 (or equivalent) are processed within ten business days. Records involved in the 1973 fire will require additional time for reconstruction, and requests for services other than DD Form 214 also require additional time for processing. Other individuals with a need for documents must still complete the Standard Form 180, which can be downloaded from the online web site. Because the requester will be asked to supply all information essential for NPRC to process the request, delays that normally occur when NPRC has to ask veterans for additional information will

be minimized. The new web-based application was designed to provide better service on these requests by eliminating the records center's mailroom processing time.

### **VA Takes Heat Over Theft of Veterans' Personal Data**

It's been all over the papers and TV this recently, so you're likely already aware of the theft of a computer containing 26 million veterans' personal data (including Social Security numbers) from the home of a mid-level VA employee.

At scathing House and Senate hearings, legislators took VA Secretary Jim Nicholson to task for a VA data security system that has been criticized for years. They also expressed their unhappiness about the three-week delay between the time the data was stolen and notification to the public. They were clear that the VA's data security program has to be fixed, and fixed fast, and those responsible for the circumstances that allowed this disclosure need to be punished.

Secretary Nicholson expressed his own anger about the situation and vowed to take "decisive action" after a full investigation by the VA Inspector General George Opfer.

In the meantime, the VA has placed a variety of notices on its Web site at <http://www1.va.gov/opa/> including a letter of apology from Secretary Nicholson, information about what actions veterans can take, and a list of answers to frequently asked questions. The VA also has a toll-free hot line at 1-800-FED-INFO (1-800-333-4636).

## Let Your Name Live On

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

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

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

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

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

## Presidential Unit Citation

The President of the United States takes pleasure in presenting the Presidential Unit Citation to the United States Coast Guard for service set forth in the following citation:

*“For meritorious achievement and outstanding performance of duty in action from 29 August to 13 September 2005 in preparation for, and response and recovery to the devastation wrought by Hurricane Katrina. The United States Coast Guard anticipated the potential for significant loss of life and property and, in advance of Hurricane Katrina, relocated its personnel, vessels and aircraft out of harm’s way. The Coast Guard successfully executed multiple primary missions throughout the Gulf Coast in the wake of the worst national disaster in United States history. Responding with more than 4,500 personnel, 130 small boats, 4 cutters, and 60 aircraft to devastation and despair across more than 900,000 square miles and 6,400 miles of coastline, the Coast Guard rescued more than 33,000 people, began clean-up operations of 9.4 million gallons of oil, replaced and repaired over 1,800 aids to navigation, and most importantly provided hope to hundreds of thousands displaced citizens through its proactive and vigorous actions. This inspiring response is a direct result of the spirit and practice of operational initiative, positive leadership and courage of the total Coast Guard force of active duty, reserve, auxiliary and civilian members. Every Coast Guard man and woman demonstrated superior professionalism, commitment, humanitarianism, tenacity, tactical acumen, technical expertise, compassion and support while maintaining the highest level of operational readiness. By their outstanding courage, resourcefulness, and aggressive actions under desperate conditions, the members of the United States Coast Guard reflected great credit upon themselves and upheld the highest traditions of the United States of America.*

*All Coast Guard members are authorized to wear the Presidential Unit Citation ribbon with a special clasp in the form of the internationally recognized hurricane symbol.”*

### Coast Guard Combat Veterans Auxiliary Membership Application

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

Address: \_\_\_\_\_  
Street or Box Number City State Zip Code

Eligibility: \_\_\_\_\_ Sponsor's Name: \_\_\_\_\_  
Wife, Husband, Son, Other

Amount of Membership Dues enclosed: \$ \_\_\_\_\_ **Dues are \$10.00 every two years.**  
Make checks payable to: CGCVA AUX and mail to: Jane Maxwell, Secretary-Treasurer, P.O.  
Box 2790, Burney, Ca., 96013.



## CGCVA Small Stores

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

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

**CHRISTMAS TREE ORNAMENTS:** 255' Owasco Class; 378' Hamilton Class; 311'; 270'; and 210' Classes; and USCGC Mackinaw. Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. **\$7.00** each (shipped in display box).

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

**LAPEL PINS:** U.S. Flag above USCG logo. **\$4.00** each; two for **\$7.00**; and three for **\$10.00**. Pewter Yellow Ribbon surrounding USCG Emblem. \$5.00. Pewter Yellow Ribbon surrounding Coast Guard Combat Veterans Association Emblem. \$5.00.

**BOOKS:** "Coast Guard Navy of WWII" by William Knight. **\$20.00**. "Coast Guard Action in Vietnam" by CGCVA member Paul Scotti **\$20.00**. "Coast Guard In World War One" by CGCVA member CAPT Alex Larzelere **\$30.00**. "Rescue At Sea" by Clayton Evans **\$40.00**. Coast Guard Combat Veterans, Turner Publishing **\$35.00**. "Always Ready - Today's U.S. Coast Guard" by Bonner and Bonner **\$15.00**. "The Coast Guard At War, Vietnam 1965-1975" by CAPT Alex Larzelere **\$30.00**. "Hooligan Sailor" by Leon Fredrick. **\$9.00**.

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

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

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

**PLAQUE:** 3-D Hand-crafted CGCVA Emblem, made from various woods and felt, 11-inch diameter. **\$35.00**



11-inch CGCVA Wooden Plaque

### **Something To Think About**

The *USS Constitution* (Old Ironsides) as a combat vessel carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea. She carried no evaporators.

However, let it be noted that according to her log, "On July 27, 1798, the *USS Constitution* sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum." Her mission: "To destroy and harass English shipping."

Making Jamaica on 6 October, she took on 826 pounds of flour and 68,300 gallons of rum. Then she headed for the Azores, arriving there 12 November. She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine.

On 18 November, she set sail for England. In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchantmen, salvaging only the rum aboard each.

By 26 January, her powder and shot were exhausted. Nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whisky distillery and transferred 40,000 gallons of single malt Scotch aboard by dawn. Then she headed home.

The *USS Constitution* arrived in Boston on 20 February, 1799, with no cannon shot, no food, no powder, no rum, no wine, no whisky and 38,600 gallons of stagnant water.

**CAPE MAY GRADUATION**  
**FRIDAY 11 AUGUST 2006**

I would like to attend the Recruit Graduation Ceremony on Friday, 11 August 2006 at 1100 at the Coast Guard Training Center in Cape May, NJ. I will insure there is positive identification for all members in my party. Their names and addresses are listed below: Also, we would like to come aboard at 0930 in order to attend a presentation at 1000 in the Auditorium, then onto the actual graduation at 1100.

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\_\_\_\_\_  
(Last name, first name, M.I.)

\_\_\_\_\_  
(Phone Number)

\_\_\_\_\_  
(Street Address)

\_\_\_\_\_  
City, State, Zip Code)

Further, I would like to order lunch for \_\_\_\_\_ persons @ \$5.00 each. Total\$ \_\_\_\_\_

Mail completed form and make your check payable to "CGCVA" and forward to: Baker Herbert, Secty/Treas, PO Box 544, Westfield Center, OH 44251-0544 prior to 28 July 2006 together with this completed form. **NO REFUNDS WILL BE MADE AFTER 1 AUGUST 2006.** For questions concerning our Cape May visit, call Baker at 330-887-5539 1000-1400 Eastern Time, or e-mail at: [USCGW64@neo.rr.com](mailto:USCGW64@neo.rr.com).

I accept full responsibility for all in my party while on a U. S. Military Base.

Signed \_\_\_\_\_ Date \_\_\_\_\_

***Congratulations to Thomas F. Dougherty, son of CGCVA member Thomas W. Dougherty, who has been selected to receive the 2006 CGCVA Scholarship. It will be presented during the August 11th visit to USCG Training Center Cape May, N.J.***





# Coast Guard Combat Veterans Association

## MEMBERSHIP APPLICATION

(Please Print Clearly)

### Personal Data

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

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

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

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

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

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

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

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

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

### Military Data

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

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

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

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

**Dues: \$30.00 for two (2) years.** Amount of Membership Dues Enclosed: \$\_\_\_\_\_ **Make checks or money orders payable to: CGCOMVETS** and mail to: Baker Herbert, LM, CGCVA National Secretary-Treasurer, P.O. Box 544, Westfield Center, Oh., 44251. Phone: (330) 887-5539.



*To all,*

*Please take a moment to remember those who went before us.*

*This picture is Harper Bruckenthal, daughter of DC3 Nathan Bruckenthal. She was born after he was killed in action.*

*(submitted by BMC Rick Ball Executive Petty Officer USCG Station Eatons Neck)*

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

**COAST GUARD COMBAT  
VETERANS ASSOCIATION  
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