



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 22, Number 4

Winter 2007

Greenland Ice Cap Rescues in 1942

“My Gal Sal”, the “Lost Squadron”, and the B-17 “PN9E” Adventures

The large-scale trans-Atlantic flights of U.S. Army Air Force (USAAF) aircraft from the USA to Britain during World War II via the two new air bases in Greenland, and the start of the 8th USAAF in Europe, got off to a bumpy start in June 1942. Facilities were only marginally ready in Greenland, and a series of aircraft crashes occurred there.

The stories of three crashes on the Ice Cap and their rescues became famous in their time. Each of these three was written with varying versions. This article will focus on the first two of those three: the B-17 “My Gal Sal”, which crash-landed well inland on the west side of Greenland on June 1942; and the 8-plane “Lost Squadron” crash-landings on the east coast on July 15, 1942. Their route to Britain was via stops at Presque Isle (Maine), Goose Bay (Labrador), Greenland, and Meeks Field (Iceland).

Bases in Greenland (1940-1942)

Following Germany’s invasion of Norway, and occupation of Denmark on April 9, 1940, U.S. Coast Guard ships were sent, starting in May 1940, to begin USA’s protection of Greenland’s neutrality on behalf of Denmark, and to secure the vital cryolite mine at Ivigtut (USA’s primary source of cryolite which was then necessary to the process of making aluminum), and to locate sites for U.S. ship and aircraft bases, and numerous supporting facilities including weather stations and aids to navigation.

The focus was initially on the southwestern coast, and soon expanded northward and to the east coast. Fourteen selected locations were code-named “Bluie-Sites”; nine on the west coast as BW’s, and five on the east coast as BE’s. A few more without “Bluie” numbers followed soon afterwards.



B-17 “Alabama Exterminator” crashed June 26, 1942 at Egedesminde Bay in Greenland. Rescue was completed two days later.

The main airbase and headquarters for the USCG’s Greenland Patrol (which became a part of the U.S. Navy), and USAAF’s Greenland Bases Command, was at

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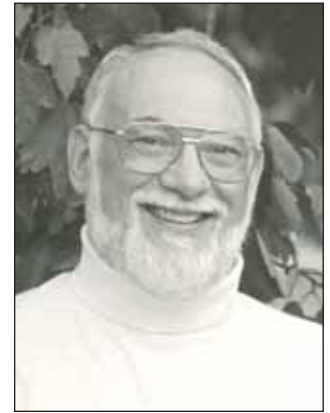
APPOINTEES

Thomas W. Hart (By-Laws); William G. Miller, LM (Chaplain); PNP Robert J. Maxwell, LM, (Convention Planner); Patrick E. Ramsey, LM and Floyd Hampton (Membership); Mike Placencia (Parliamentarian); Paul C. Scotti, LM (Historian); Josh Sparrow (Awards); Thomas Huckelberry and Floyd Hampton (Service Officers)

From the President

Seeking New Secretary

This is Baker Herbert's last year as our National Secretary. As one of the leaders in starting this highly-regarded association, Baker's dedication as Secretary, and in the other posts he has held, has been flawless. But life is change. Nothing is permanent. I always chuckled when I received orders for a "permanent change of station." That permanency usually lasted four years or less.



Paul C. Scotti

The National Secretary job is a critical one. On a daily basis you are the Coast Guard Combat Veterans Association. You get telephone calls, E-mails, and letters from members and non-members. They may be seeking information, making proposals, or soliciting cooperation. How you interact with them is how the Association is perceived. You keep up membership files, record minutes of meetings, oversee the distribution of the *Quarterdeck Log*, and much more. For a list of secretarial duties go to our web site and look in the By-Laws under duties of Officers.

In other words the National Secretary billet is a Ship's Office of one doing the tasks that call for many Yeomen and Storekeepers.

Consequently, it is essential that the National Secretary be a person who enjoys people, enjoys paperwork, is scrupulous in details, and first and foremost has a devotion to perpetuate the Coast Guard Combat Veterans Association. The individual has to be self-motivated and a self-starter, one who can be depended upon to accomplish tasks without supervision. Personnel departments of every business salivate over finding these types of employees. Fortunately, for us, the Coast Guard breeds individuals with these characteristics with rabbit-producing regularity.

I know there are many in our membership who can do this job. You have the pride in the Coast Guard to represent the Association to the public and members of the other armed forces. The next election of Officers will

(continued on page 26)

**Next QD Log deadline is May 1, 2008.
Please e-mail material to the editor
at: swiftie1@verizon.net**

2007 CGCVA Person of the Year Update

The Coast Guard Combat Veterans Association's 2007 Person of the Year, MK2 Justin E. Parker, returned to USCG Station Monterey with his wife Valerie after our last reunion in San Francisco. He resumed his regular duties of maintaining the Station's machinery and equipment and performed well, his collateral duty of temporary custodian of Chieu Hoi (LM), the famed Sabine River Fajita. During this past year, Justin enrolled in an undergraduate program at the Monterey campus of Chapman University. His goal is to have combined his life experience credits and campus studies toward the attainment of a Bachelors Degree in Organizational and Leadership Management.

He was disappointed that he didn't have the opportunity to meet CGCVA member and USCG Commandant, Adm Thad Allen, during our San Francisco reunion because pressing duties in Washington, DC kept him from attending our gathering. While the Commandant was recently visiting California, the Master Chief Petty Officer of the Coast Guard, MCPO Charles "Skip" Bowen visited Station Monterey and briefed the crew on the Coast Guard's goals and missions of the future. As he was leaving, he learned of Justin's



ADM Thad Allen, CGCVA 2007 Person of the Year MK2 Justin Parker, and MCPO-CG Charles "Skip" Bowen aboard CG-1.

accomplishments and desire to meet the Commandant. He ordered Justin to accompany him to the airport where Admiral Allen was waiting aboard his aircraft, CG-1. MK2 Parker has finally met the Commandant and we look forward to the pleasure of each of their attendance at the next reunion in Reno, NV. Semper Paratus! **Terry**

From The Editor

Shipmates,

We're all Coast Guard combat veterans and this is our winter issue. What better time to dedicate significant portions of this *QD Log* to some past USCG wartime operations; some that actually took place during winter, and others in places where it seems like it's always winter. My sincere thanks to CAPT Donald Taub, USCG (Ret.), Benjamin J. Shuman, and CDR Edward S. Wheeler, Jr., USCGR (Ret.) for their submitted articles and photos for this issue. Ironically, the Coast Guard recently announced a new polar icebreaking strategy so that too is timely and fitting for this issue. And, it was on February 3, 1943 that three Coast Guard convoy escort vessels took part in picking up survivors of the *USS Dorchester*, so there's an article about that heroic rescue in this issue as well.

I know I've said this before but

it bears repeating. I am incredibly appreciative of the articles submitted by CGCVA members so please don't be shy. If you've got a story to tell, please mail it to me at: Editor, *The Quarterdeck Log*, 13602 Lindendale Rd., Dale City, VA 22193. If you've got some photos to help enhance the article, even better. Please send them along too (either the actual photos or copied to a CD) and let me know if you want any of the submitted materials returned. Please provide caption information for all photos. If you

prefer, you can also email articles and attachments to me at: swiftiel@verizon.net.

Finally, my personal thanks to all those members and friends of the Association who continue to support the CGCVA through donations to the QD Log Booster Club. Your contributions are most appreciated! Semper Paratus!

Swifty



Coast Guard action in Operation Iraqi Freedom. See more photos on back page with information.

Association Secretary Needed

Folks, our association will soon need a new secretary as I will retire in April 2009, following our convention in Reno. Some computer knowledge is necessary, as is a desire to work for the Association. Having done this job for many years now, I'd estimate about an hour a day is necessary to handle the incoming and outgoing phone calls and emails and maintaining our membership list. There is no monetary compensation but you will certainly enjoy an abundance of happiness and satisfaction working with the greatest group of people ever to be part of the U.S. Coast Guard family.

The Association will furnish the computer(s) so if you are interested, please let me know. Should you care to inspect the operation, ring me up at (330) 887-5539 and we should be able to work out some kind of arrangement.

Our Association has limited funds and the majority is used for the printing and shipping of our quarterly magazine. We have never paid anyone for serving as an elected or appointed officer, trustee or editor and we rely on their dedication and selflessness to keep the Association strong and proactive.

I really hope to hear from you because the secretary position is a critical one. Although I must step down as secretary, I will continue to mail out the *Quarterdeck Log* and handle our Small Stores as long as I am able.

Dues Information

Dues are \$30 for two years. Active duty members can apply for an initial two-year membership at no cost. Life Membership rates are as follows: 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).

Address Changes

My sincere thanks to all those members who have provided me timely address changes. This has resulted in very few *QD Logs* being returned due to bad addresses.



Attention Vietnam Veterans

The last issue of the *QD Log* (Fall 2007) concentrated on the 25th Anniversary of the Vietnam Veterans Memorial and the activities of the many Coast Guard Vietnam veterans who came to Washington, DC to be part of the celebration. Luckily, there was an overrun of this issue by our contracted printer so additional copies are available. If you're interested in getting an additional copy or copies, write to the Secretary and send in \$1 for each copy you would like. This is basically to cover postage but also helps with the

overall costs of printing the magazine, which is our Association's largest single expense.

CGCVA—Philips Van Campen Taylor 2008 Scholarship

In October 1947, the *Bermuda Sky Queen*, a flying boat (Clipper) departed Ireland with 69 passengers and crew, bound for the U.S. Westerly headwinds were extremely heavy and the aircraft was running low on fuel so the pilot made the decision to ditch as close as possible to the *USCGC Bibb*, which was on Ocean Station Charlie. The result was one of the Coast Guard's ten greatest all-time rescues with all 69 persons saved despite heavy seas. CGCVA member, the late Philips Van Campen Taylor, was an engineman on the *Bibb's* motor lifeboat that pulled the liferaft from the aircraft back to the cutter in heavy seas to transfer the survivors. Taylor even had to get the boat's engine restarted during the turbulent back and forth transfer. He was awarded the Silver Lifesaving Medal for his devotion to duty and heroism.

His daughter, Kristen Taylor, and her husband, established this scholarship in his name with a \$1,000 award in 2007.

It is now time for the 2008 CGCVA—Philips Van Campen Taylor Scholarship and again, \$1,000 will be awarded. Those eligible should use the application form included in this issue and submit it to the CGCVA Secretary on or before June 1, 2008. Fraternally and SP... Baker

Crossed The Bar

Michael T. Piechocki

Joined: 12-8-1993 CTB: 3-2006

John J. Greget, LM

Joined: 11-27-1987 CTB: 10-2007

Arthur N. Colona, LM

Joined: 11-25-1992 CTB: 11-27-2007

Ralph W. Judd

Joined: 8-15-1993 CTB: 12-2007

Rolling Thunder XXI

For our motorcycle-riding CGCVA members, put May 25th on your calendar. That's the date of Rolling Thunder XXI. It seems that each Memorial Day Weekend in Washington, DC, the number of participating Rolling Thunder motorcyclists grows. This year, as in year's past, the assembly area is the North Pentagon Parking Lot at 8 a.m., leaving at noon for the ride through the capitol to the Vietnam Veterans Memorial. Rolling Thunder pays respect to military members who gave their lives, calls for the full accounting of all POW-MIA's, and supports veterans rights. For more information, contact Rolling Thunder, Inc. at (908) 369-5439.

Patrol Craft Sailors

A joint reunion of the Patrol Craft Sailors Association and Naval Minewarfare Association will be held May 27-31, 2008 at the Radisson Hotel at 120 South Wildwood Drive in Branson, MO 65616. Make reservations by calling (888) 566-5290 and mentioning Code: PCSA/NMA Reunion. Reservation deadline is April 24th.

Castle Rock Reunion

A group of former crew members of *USCGC Castle Rock (WAVP/WHEC-383)* will hold a reunion June 25-27, 2008 at the Radisson Hotel in New London, CT. Contact: **Harry Aldrich** at 54 Hubbardston Rd., Templeton, MA 01468 or email: harryaldrich@verizon to register and for additional information.

West Coast EMT/TT/IT Reunion

Port Angeles, WA will be the site for a reunion of all Coast Guard active, retired, or single-hitch West Coast EMTs, TTs and ITs July 25-27, 2008. Contacts: **Bob Stephens** at (360) 457-0817 or **Rich Paris** at (503) 359-1442. Email: rgparis@peoplepc.com.

USS Callaway

The 42nd reunion of *USS Callaway* crew members will be held Sept. 22-25, 2008 at the Downtown Hampton Inn at 414 Bowie St., San Antonio, TX 78295. Call (210) 225-8500 for reservations. The reunion will include a bus trip on Sept. 24th to the National Museum of the

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:

William Donohue	Baker & Marylou Herbert
John Morton	Glenera Sisson
Richard Trompke	Charles Bickers
John R. Wallace	Clyde Bowden
Ed & Nancy Burke	Gary Sherman
Terry Carnila	RADM Norman Venxke
Bill Wells	Marcel Bujarski
Brian Fallon	Eugene Dugan
Henry J. Ireland	Jack W. Read
Carol L. Rossi	H. Don Smith
R. S. Samuelson	Arthur Ungerleider
James R. wallace	Francis W. Wandrocke
Robert L. Wines	Charles bevel
Wellington Cudlipp	Robert Pomeroy
David Moyer	Floyd Stewart
Ray Evans	Howard Palombi
Karl P. Suelke	Christopher Wood
Ed & Mary Swift	Neal Saffer

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

Pacific War in Fredericksburg, TX. Contacts: **Nancy Healey** at 1374 Great Oaks, Salado, TX 76571. Email: NHealey@mac.com. **Reginia Bonner** at 105 High School Dr., Waxahachie, TX 75164. Ph: (972) 937-4977. **C.J. Hitt** at 5006 Blanchard Dr., Dallas, TX 75227. Email: HittCJ1@aol.com.

National Memorial Day Parade

The 2008 National Memorial Day Parade in Washington, DC will be held Monday, May 26th at 2 p.m. Applications are available for persons or groups who wish to march in the parade by calling (610) 431-1121 or email: undersunpr@aol.com.



Remembering a Friend

I don't recall the year, but one Sunday morning I arose and settled down with a cup of coffee and the Sunday Oregonian. I read about the *USCGC Storis* seizing a couple of Russian fishing boats where they shouldn't have been. The last sentence of the article said the *Storis* was commanded by George W. Hardy.

My wife, when she arose that day, thought I was telling her a sea story and didn't believe me until I sat down and wrote the skipper a letter. We had met at Curtis Bay, MD at radio school and it wasn't long before I got a return to my letter. When the *Storis* was brought down from Alaska to Seattle, we were invited to have lunch with him aboard the ship.

After he retired we owned a little property together. Then one day he told me of this pain he was having. It turned out to be cancer. I lost one heck of a nice friend.

William C. McLeod

Congratulations Graduates

Each week at graduation ceremonies at Coast Guard Training Center Cape May, N.J., 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:

SN Michael E. Gilgore (Juliet-178) of Humboldt Bay, CA, reports to *CGC Blackfin* in Santa Barbara, CA.

SN Clinton T. Brooks (Kilo-178) of Mobile, AL, reports to *CGC Venturous* in St. Petersburg, FL.

SA Christopher M. Reyes (Lima-178) of Boise, ID, reports to LORAN Station Port Clarence in Nome, AK.

SA Michael P. Mansfield (Mike-178) of Indianapolis, IN, reports to *CGC Chase* in San Diego, CA.

SA Roseann L. Garam (November-178) of

Cleveland, OH, reports to *CGC Beluga* in Norfolk, VA.

SN Marcell A. Rogoza (Oscar-178) of Tampa, FL, reports to MST "A" School at TraCen Yorktown, VA.

SN Tyler D. Lewis (Quebec-178) of Raleigh, NC, reports to *CGC Dallas* in Charleston, SC.

FN Steven L. Knight (Sierra-178) of Washington, DC, reports to *CGC Thetis* in Key West, FL.

SN Katherine E. Andreozzi (Tango-178) of Boston, MA, reports to USCG Station Little Creek in Norfolk, VA.

SN Ross M. Treiber (Uniform-178) of Charlotte, NC, reports to *CGC Tahoma* in Portsmouth, NH.

SN Brandon J. Gomez (Victor-178) of Ventura, CA, reports to *CGC Boutwell* in Alameda, CA.

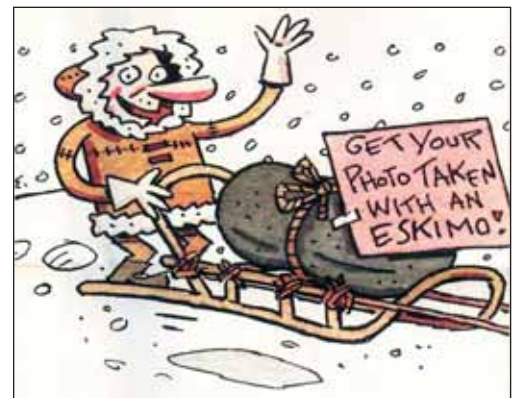
SN Melissa A. Cardwell (Whiskey-178) of Philadelphia, PA, reports to *CGC Tahoma* in Portsmouth, NH.

A Real Coast Guard Marriage

Congratulations to Floyd and Virginia Stewart who have been married for 61 years. Floyd grew up in Memphis, TN and Virginia grew up in Salt Lake City, UT. They met while Floyd was attending the University of Utah. Floyd served as a SM/1c in the Coast Guard during WWII aboard the *CGC's General Greene* and *Harriet Lane*. Virginia served as a Seaman 1/c with the SPARS in the San Francisco area during WWII. The Stewarts now reside in Nevada which is close to their daughter and her family. Congratulations!

Say Cheese!

In the 1950's at Thule AFB, Greenland, there was a well-intentioned rule prohibiting contact between the large number of U.S. military and the local Eskimo tribe to protect their culture and health as well as their hunting traditions.



Thule was constructed in 1951 on the site of the Eskimos' principal village and the WWII-era weather station BW-6. The Eskimos who had homes there were relocated and no longer allowed in Thule's large defense zone. I was serving as commanding officer of the Coast Guard LORAN station about 30 miles south of Thule on the coast — well outside of the defense zone. Our only means of transportation to Thule six or more months of the year was by dogsled via sea ice.

On R&R trips, we would pass Thule's port area. Eskimos traveling with us would continue onward, and I would turn into the base. One day, I saw MPs on base observing us. I was already dressed like the Eskimos in a caribou-fur parka, with my hood up, wearing sunglasses and had a full beard. I decide to have some fun with the MPs and proceeded to ignore their "go away" gestures and drive my sled onto the base on the snow. I began yelling commands to my dogs in Inuktitut — the language spoken by the Eskimos.

It wasn't long before the MPs gave chase, complete with sirens and red flashing lights. They were restricted to the snow-plowed road, so they soon resorted to chasing me on foot. Other vehicles also arrived, and eventually those MPs, too, resorted to chasing me on foot through the snow.

Of course I eventually decided to let them catch me. I stopped my sled and jokingly said hello to the frustrated MPs. I then pushed my hood back to expose my face and raised my parka to get my I.D. card.

Though frustrated, the MPs decided they wanted to join in on the fun, so we set up an opportunity for the GIs to see "a real, live Eskimo." Word soon spread. I drove my sled up and down past the HQ building on the main street, which was lined with GIs, many of whom had cameras. I waved and shouted out more Inuktitut and then disappeared. No doubt a lot of photographs were sent home that week.

Donald M. Taub

***Editor's Note:** The above article was printed in the Nov. 2007 issue of Military Officer magazine and the illustration is by Elwood Smith. According to Don Taub, his submitted article was slightly rewritten. The deputy base commander was with the MPs when they finally caught up with Don on the sled and Don's first words in English were, "Hello Colonel Ireland!" The colonel's first words were, "Don, you S.O.B." The "photo op" was the colonel's idea.*

Welcome New Members

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

NOVEMBER 2007

Dr. William H. Thiesen (Ed Swift); **Gary W. Haythorn** (Pat Ramsey); **Raymond J. Houttekier** (Chris Wood); **James T. Mullinax** (Butch Hampton); **Glenera P. Sisson** (CG Reservist Magazine); **Stanley N. Weiss** (Jerry Kaarstad); **Clarence W. Croxall, Jr.** (Chris Wood); **VADM James D. Hull** (Jack Campbell); **Robert H. Pawlowski** (Butch Hampton); **Timothy C. Sommella** (CG Reservist Magazine); **Alexander J. Tatosky** (Pat Ramsey); and **John T. Waters** (Don Clapp).

DECEMBER 2007

Geoffrey E. Ciereck (CG Reservist Magazine); **Fredrick J. Dailey** (Butch Hampton); **Dennis M. White** (Ed Swift); **Brad Blatchley** (LT Ed Swanson); **Stephen R. Demorat** (LT Ed Swanson); **Louis Luba** (LT Ed Swanson); **Francis J. Marrin, Jr.** (The Association); **Michael M. Milkovich** (LT Ed Swanson); **Dave Milne** (LT Ed Swanson); **Douglas Weaver** (LT Ed Swanson); **Conrad W. Zvara** (LT Ed Swanson); **Jennifer Piechoski** (LT Ed Swanson); and **Richard Samuels** (LT Ed Swanson).

JANUARY 2008

Frederick J. Chinni (Hal Robbins); **Nicholas M. Poliski** (The Association); **Steven J. Seward** (Donald Dier); **Robert A. Bowen** (Pat Ramsey); **Kenneth R. Dossett** (Butch Hampton); **VADM Wayne E. Caldwell** (Chris Wood); **Phillip E. Smith** (Chuck Hawken); **LM William Viviano** (Baker Herbert); and **Theodore C. Leventini** (James W. Ashe).

A Real Christmas Story

Wally Cudlipp is a child of the Great Depression. His family was so poor, he said, "My parents didn't have two nickels to rub together. It was tough."

But he remembers one Christmas during those years that made a difference in his life and, for the past 10 years, he's been trying to make a difference — with the help of his neighbors — for needy children in Lebanon County, PA. Through the North Londonderry Neighborhood Watch group and Palmyra Bowling, Cudlipp has organized Santa's Big Bowling Bash.

The event is held each Christmas Eve at the bowling center in Palmyra where the owner, Doug Eiserman, closes the business to the public that day and hosts a party in which the children are treated to food and free bowling,

and each child receives a present.

Cudlipp said about 150 children and their parents attended the first couple of years. Today, the event attracts as many as 300 children and parents. Cudlipp's reward is seeing the smiles on the faces of the kids and it reminds the 88-year-old of his own joy when he was a kid.

A pastor from his family's church in Brookly, N.Y., visited their home one year and asked Cudlipp and his two sisters what they wanted for Christmas. "We gave him a list as long as our arms," he recalled. On Christmas morning, he found every single item they had asked for under the tree, he said. "I've never forgotten it," he said. "The way that pastor helped us that year, I feel I owe the man upstairs a lot." Since then, Cudlipp has tried to do the same for others.

The neighborhood watch solicits donations from local businesses, which help pay for the food and toys. In the past 10 years, the group has put smiles on the faces of 2,000 to 3,000 local children between the ages of 4 and 14. **Chris Sholly, Staff Writer, Lebanon Daily News**

Editor's Note: Kudos to CGCVA member Wellington "Wally" Cudlipp for his tremendous generosity.

USCG Arctic Operations

As part of the Coast Guard's exploration into how it will operate in the Arctic, the service plans to deploy a buoy tender north of the Bering Strait this summer to assess the state of navigation in waterways that previously had been buried under ice, according to Coast Guard Commandant ADM Thad Allen.

Allen said he didn't want to get into the political debates about the human role in or potential consequences of global warming, but whatever its cause, "I have water now where I had ice before," he said, meaning the Coast Guard will be expected to ensure safe navigation and provide rescues over an increasing area.

In the coming years, Allen said he expects a spike in exploration for energy and mineral resources in the Arctic, so the Coast Guard will need to mark and maintain chan-



USCGC Healy (WAGB-20)

nels, establish transit separation schemes in the new waterways, and expand its hardware and fleet so that it can operate in the brutal cold.

The first step will be the navigation and buoy expedition this summer, to be managed by RADM Arthur "Gene" Brooks, commander of the Coast Guard's 17th District in Alaska, who Allen said would be responsible for working out the specifics of the mission. The expedition will likely take place during a warm-weather window of a few weeks, Allen said, giving the Coast Guard its clearest picture yet of what its navigation jobs will be in the melting Arctic Circle.

A next step would be making sure that the Coast Guard had the aircraft and vessels needed to extend its responsibilities into the Arctic, Allen said. He said he agreed with a 2006 finding by the National Science Foundation that recommended the U.S. operate a fleet of three icebreakers, but he said that two of the Coast Guard's three icebreakers — the *Polar Star*, commissioned in 1976, and the *Polar Sea*, commissioned in 1978 — were "tired and worn out."

Allen rejected the ideas of a bigger icebreaker fleet or possibly building nuclear-powered icebreakers, such as those operated by the Russian navy.

In addition to vessels that can navigate ice-choked Arctic waterways, Allen said the Coast Guard needs aircraft that can survive in the polar air — planes with skis and heated fuel tanks, especially — in order to do its job

farther north. When a Coast Guard C-130 patrol plane flew over the North Pole for the first time in October 2007, it almost had to turn back because its fuel nearly froze, Allen said.

A final longer-term goal is for the U.S. to have a “national policy discussion” about the Arctic, Allen said, addressing which geologic resources the U.S. will claim and whether to build a bigger and newer icebreaker fleet. The Coast Guard effectively operates now with two icebreakers, the *Polar Sea* and the *Healy* (which Allen prefers to call “an ice-strengthened research ship”) because the *Polar Star* is in a state of reduced readiness.

Philip Ewing
Staff Writer, *The Navy Times*

U.S. Needs to Prepare for Arctic Traffic Surge

Anticipated summer sea lanes promise savings for shippers, more challenges for the Coast Guard.

The Coast Guard and other government agencies have to get to work preparing for a boom in summer-season shipping through an increasingly ice-free Arctic, according to the top Coast Guard official in Alaska.

Speaking at an Anchorage conference on environmental science, Rear Adm. Gene Brooks said he expects the new shipping to take off in the next 10 to 20 years, with the Bering Strait being the key access point for shipping between the Pacific and Europe.

“This is the new Strait of Malacca,” Brooks said, referring to the Indonesian passage between the Pacific and Indian oceans. The government has done little so far to prepare for the new traffic, Brooks said.

“The goal is not to have a Selendang Ayu at Little Diomedes,” he said, recalling the name of the freighter that wrecked and spilled oil in the Aleutians in 2004.

Shipping through ice-free waters north of Russia could cut the distance between East Asia and Northern Europe by one-third, said Mead Treadwell of the U.S. Arctic Research Commission. It would be an even bigger savings for giant new container ships that

GREAT TRUTHS ABOUT GROWING OLD:

- 1) Growing old is mandatory; growing up is optional.*
- 2) Forget the health food. I need all the preservatives I can get.*
- 3) When you fall down, you wonder what else you can do while you're down there.*
- 4) You're getting old when you get the same sensation from a rocking chair that you once got from a roller coaster.*
- 5) It is frustrating when you know all the answers but nobody bothers to ask you the questions.*
- 6) Time may be a great healer, but it's a lousy beautician.*
- 7) Wisdom comes with age, but sometimes age comes alone.*

are too big to fit through the Suez Canal, he said.

New icebreaker technology and new “ice-class” tankers capable of carrying oil through ice will help pioneer the new routes, Treadwell said. The Aleutian ports of Adak and Dutch Harbor would be likely to play an important role in the new shipping routes, he said.

Long seasonal ice-free periods could mean more shipping of natural resources like the 20 to 30 zinc-ore ships that now serve the Red Dog mine north of the Bering Strait, Brooks said.

But government uncertainty — including boundary disputes with Russia and Canada, and the U.S. Senate’s lingering opposition to the international Law of the Sea — could slow progress in the region, speakers said.

“Every federal agency that works in Alaska is going to have to move north in response,” Brooks said.

Climate change will have other, hard-to-predict



USCGC Polar Star (WAGB-10)

impacts on the Coast Guard's mission, Brooks said. Last summer, for instance, pollock in the Bering Sea moved north toward St. Lawrence Island and the big fishing fleets followed. The U.S. and Russian pollock fleets normally fish 15 miles apart but were suddenly within a half-mile of each other along a contested international border. The Coast Guard had to rush to the line and make sure no problems developed, Brooks said.

Meanwhile, the new maritime traffic is already starting to appear. Last summer, three cruise ships made their way through the Northwest Passage from the Atlantic to Alaska's North Slope. Their appearance was a surprise, Brooks said.

"I did not realize cruise ships were going through there," he said. He noted that a cruise ship sank in the Antarctic ice last November, leaving 154 passengers to be rescued by a second cruise ship that luckily was nearby.



USCGC Escanaba picking up survivors from the torpedoed USAT Dorchester during WWII.

Tom Kizzia
Anchorage Daily News

The "Immortal Four Chaplains" Story's Forgotten Rescue Heroes

Retellings of the inspirational story of the "Four Chaplains giving up their life jackets to others" in the sinking of the troop ship *USAT Dorchester* at about 1 a.m. on Feb. 3, 1943, off Greenland in Convoy SG-19, have long been and continue to be routine ceremonial events.

An often problem with that story has been the erroneous mistellings of their rescue, or simply omitting even mention of it. Some versions stated that the three escort ships were unaware that the *Dorchester* had been torpedoed and they continued onward until after it had sunk. Another version suggested that the escort ships were more interested in chasing the submarine(s) than in conducting a rescue. A more dramatic version suggested that the 904 men aboard the *Dorchester* had been initially abandoned by the three U.S. Coast Guard escorts. All such versions were totally false!

The true facts were recorded in each of the three escort ships' pilothouse logs as the events took place; particularly so during the first 10 minutes. All of it took place in darkness in foul weather, and the ships were iced-up. Two

of the escorts were approximately three miles away from the *Dorchester* on opposite sides of the convoy, and one was about one and a half miles ahead of it.

The sonar operator aboard *USCGC Comanche* (who is still living as of 2007) heard the first torpedo that hit in the boiler room of the *Dorchester*. All three escorts recorded seeing lights briefly turned-on at 12:55 a.m., and one recorded seeing the flash of the second torpedo's explosion. Another recorded seeing the emergency green warning rockets fired by a freighter adjacent to the *Dorchester*. The *USCGC Escanaba* (which had no radar) immediately turned to investigate, and recorded at 1 a.m. that the *Dorchester* was sinking, and it promptly began rescuing men from the frigid water, while *USCGC Tampa* began actions to drive the unseen U-Boat(s) down, and then shield the rescuing ship. (It was said that the *Dorchester* sank in about 15 minutes. It was logged as already gone under within 27 minutes.). In the process a total of 58 cannon fired "star shells" were fired by the three escort ships; initially to drive down the surfaced U-Boat, and to illuminate the area in order to locate survivors in the water....and in doing so, made themselves into "sitting ducks" for the unseen U-Boat(s).

The *Dorchester* near instantly lost its lighting, and many of the 904 men, most of whom had been sleeping, were trapped inside in the dark as the ship listed over, and

rapidly began to sink with its exterior decks iced-up. Only two of its 14 lifeboats were successfully launched, and many of its rafts (the so-called “floating donuts”) were frozen in place by ice. Hundreds of men were in the frigid water with but minutes to live.

Rescue swimmers wearing “survival suits” entered into the frigid water in order to sort out the living from the dead, attach lines on them, and other men on the cargo nets slung over the sides physically hauled them out of the water onto the two rescue ships. One of the men who entered the water without a protective suit (a steward) saved two men, and lost his own life. The men in the the two lifeboats were dealt with later. *USCGC Escanaba* rescued 132 men, and *USCGC Comanche* rescued 97 men. They were certainly not “abandoned” as sometimes told.

In contrast, a similar event began the next day on Feb. 4th, when a U-Boat located Convoy SC-118 further south off Greenland. In this case, a “wolf pack” gathered, and attacked soon before dawn on Feb. 7th. The convoy was protected by 12 escorts (six were destroyers). The troopship *SS Henry R. Mallory* with 495 men enroute to Iceland, and the convoy’s rescue ship, *Toward*, were among the seven ships sunk. The *Mallory* sank within 30 minutes, and 60 percent of its men were lost.

Adding to this story; earlier the *USCGC Natsek* was lost with all hands while escorting another Greenland convoy. The *USCGC Escanaba* which had rescued 132 men from the *Dorchester* was itself later sunk with only two survivors while escorting another Greenland convoy.

A dedicated group of participants in the *Dorchester* story (including both rescuers and survivors) over a period of years worked to correct the rescue part of “the Four Chaplains” story. A corrective bronze plaque was belatedly added to the “Four Chaplains” monument located in Staten Island, NY, in a ceremony on March 20, 2000.

Captain Donald M. Taub, USCG, Retired

(Editor’s Note: The above was actually a letter Don sent to the Editor, World War II Magazine, “Letters for Mail”, in reference to that magazine’s Jan./Feb.2008 issue, War Letters, Pages 21-22.)

Coast Guard Follies

We look back on the Fifties with nostalgic fondness as the era of Elvis and rock ‘n’ roll, poodle skirts, the post-war boom and a peaceful interlude before the storm of the 1960s in American life.

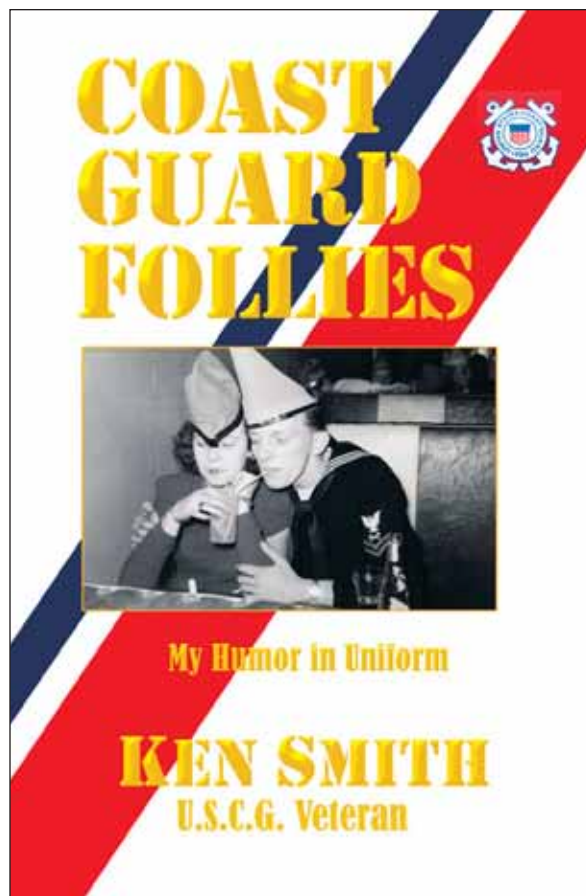
But it wasn’t always a peaceful decade. The Korean War raged against the backdrop of the potential of a worldwide nuclear exchange, and America still depended on its armed forces to keep the peace.

Thus, when 18-year-old Ken Smith, a somewhat wet-behind-the-ears backwoods boy from rural western Massachusetts, was called to serve, he stepped forward and joined the U.S. Coast Guard. The next three years of his life as a “Coastie” are described in Smith’s hilarious new memoir, *Coast Guard Follies*, published by Yeoman House.

Smith’s adventures took him through boot camp in New Jersey, electronics school at the U.S. Coast Guard Academy, and service on a weather ship patrolling the frigid North Atlantic. Then, he was assigned to man a LORAN station on the isolated South Pacific atoll of Ulithi.

It was there that Smith found military service could be dangerous. Not from enemy forces, but from the combination of the heat and humidity, the bad decisions of a commanding officer named “LT Lard-Ass,” the come-ons of the “push-push” girls, and an encounter late one night with an ungrounded gooseneck lamp.

Coast Guard Follies reads like an episode of *McHale’s Navy* or *Mr. Roberts*, but it’s all true. And it provides an intimate and heartwarming portrait of an earlier time when life was a bit simpler, and when military service was



a required part of a young man's growing up. The life lessons Ken Smith learned in his time in the Coast Guard are timeless and still important today.

Whether he was assigned to shore patrol in Boston's infamous Combat Zone or trying to keep from going mad on his desolate island, Ken Smith writes with gentle humor about his experiences. Anyone's who's served in the armed forces will get a smile from some of Smith's anecdotes about commanding officers and old Coasties will roar with laughter at the ingenious way Smith and his fellow servicemen lived back in the day.

Coast Guard Follies is now available in fine bookstores nationwide, via [Amazon.com](https://www.amazon.com) or from the bookshop at www.yeomanhouse.com.

Frigate Men Review

Paul Scotti's review of the book FRIGATE MEN by LTJG John Badgley brought back many memories, a lot of nostalgia and some thoughts on the versatility of our Coast Guard. Most of you know the Coast Guard crewed transports both AP's and AKA's. However, we also operated LST's, and LCI's, some Army type small ships known by the designation of FS (freight and supply) and, in the convoy escort arena, we operated, not only the PF class but also four of the PC Class — PC's 469, 545, 556 and 590. All four were commissioned in 1942 and served in every Theater of World War II.

I had the privilege of being the second commanding officer of the PC 469 and the first year of operation is the subject of an article on the Coast Guard History website. I still correspond with one crewman, Carroll Lang who was a CM (later LTJG).

I have endeavored to locate others — in particular, PHM Garland and the CMM whose name escapes me. If they are still with us, I would be overjoyed to hear from them. Do we have any members who served on the other PC's and the FS's? If so, let's hear from you.

VADM Tom Sargent

Munro Relatives Attend CG Memorial Dedication In Hawaii

Despite its storied history in war and peace, the Coast Guard long had no memorial at one of the island's most

revered settings — the National Memorial Cemetery of the Pacific at Punchbowl.

That changed recently when dignitaries including Hawaii Governor Linda Lingle and Coast Guard Commandant ADM Thad Allen, unveiled a memorial stone and plaque honoring the service and sacrifice of the Coast Guard, which was established in 1790.

Retired Coast Guard LCDR William Clark — who joined the Navy at 16 in 1944 — applauded the move. Clark transferred to the Coast Guard in 1948, serving in the Korean and Vietnam wars as a marine engineer.

"This is something the Coast Guard really needs," said Clark, 80, who moved to Hawaii in 1959. "This is really a wonderful thing for the service."

Also joining in the tribute and dedication were family members of Petty Officer Douglas Munro, the Coast Guard's only Medal of Honor recipient. Munro was 22



Artist's conception of the rescue of 500 Marines at Guadalcanal by SM1/c Douglas Munro and other Coast Guard-manned landing craft.

when he died in 1942 at Guadalcanal while rescuing 500 Marines.

Allen told how Munro maneuvered his landing craft between rescue vessels and enemy gunfire on the beach.

His sister, Pat Sheehan, who has attended numerous events honoring her brother, said, "Doug would have been very embarrassed by all this attention. On the other hand, if it brought honor to the Coast Guard, I think he would say it was OK."

Following the dedication ceremony, Sheehan and her

son Douglas Sheehan, a retired Coast Guard commander, were approached by Petty Officer Todd Minnick. Minnick was a crew member aboard the Honolulu-based Coast Guard cutter *Walnut*, which last summer participated in the 65th anniversary ceremony of the invasion of the Solomon Islands.

As part of its deployment, the *CGC Walnut* also went to Guadalcanal and brought back a 2,000-pound boulder from Point Cruz near the beach where Munro was killed. Parts of that boulder were used as the base for the Coast Guard memorial, which eventually will be erected on Punchbowl's Memorial Drive, leading to the cemetery's look-out.

Minnick also said his daughter, JoLynne, a seventh-grader at Kahuku Intermediate School, had entered a history contest, using as her subject the Guadalcanal campaign and the exploits of Medal of Honor recipient Munro.

In his remarks, Allen traced the Coast Guard's wartime record, which began on Dec. 7, 1941, with the Japanese attack on the Pacific Fleet at Pearl Harbor and extended through deployments and maritime interdiction missions in the Middle East.



The CGC Taney fires at Japanese aircraft from Pier 6 in Honolulu Harbor during the Pearl Harbor attack.

In 1941, the Coast Guard cutter *Taney*, anchored at Pier 6 in Honolulu Harbor, fired anti-aircraft barrages at attacking Japanese fighters. However, Allen said it was during the landings at Normandy in France and throughout the Pacific that the Coast Guard played a vital role.

“It was in the ships and landing crafts of the amphibious landing forces where the Coast Guard played one of its most important roles in the Allied victory — bringing the assault troops to the beaches and providing reinforcements and support,” Allen said. “The handling of small craft in the surf was a specialized skill not common in the Navy — not so for the Coast Guard,” because the Coast Guard had the most seasoned small boat handlers in the military.

Both Mayor Mufi Hannemann and U.S. Senator Daniel Akaka praised the creation of the memorial at Punchbowl, which attracts five million visitors annually.

Akaka called it “pono — making it right — that there is finally a memorial as a statement of gratitude.”

Said Hannemann, “It is a misnomer to think that our Coast Guard only protects us from our coast, our waterways, our seas and



The Coast Guard Pacific Memorial at Punchbowl Cemetery on Oahu. The base is a 2,000-pound boulder from Point Cruz near the beach where SM1/c Douglas A. Munro was killed.

our oceans. You are there for us. You are always ready.”

Gregg K. Kakesako
Honolulu Star-Bulletin

USCG Belt Buckle

CGCVA member Marshall Smith reported that the USCG belt buckle he wore at the CGCVA Reunion last April was quite a hit. So much in fact that several other members asked him where they could get one. If you'd like to order one of the buckles, go to: www.maverickdesigns.com, then click on "military" and you'll find it listed as U.S. Coast Guard Belt Buckle. Brass western style buckle with black accent. \$50.00. Thanks Marshall!



that we would provide the equipment, support and training you need do your jobs more efficiently and effectively. I pledged to continue to recapitalize our aging fleet and command and control systems, and we are seeing the results of those efforts right now, with *CGC Berttholf* completing sea trials this week, and with the missionization of three new

HC-144 Ocean Sentry maritime patrol aircraft. We are well underway in our reorganization of the force structure to make us more agile, flexible and adaptable in an ever-changing environment.

I asked you to be patient and embrace change, because it is an enduring part of our lives in the Coast Guard. You heard me and stepped up to the plate. We've made significant progress across all fronts to modernize and transform the service over the past year and a half. More importantly, we've stayed focused on mission execution, making 2007 another incredible year that will go down in the record books.

However, we cannot rest on our reputation or remain fixated on our wake. Now is the time to build a 21st Century Coast Guard, one that will be responsive to the environment as it evolves around us. As a unique instrument of national security, we will work closer than ever

with the U.S. Navy and Marine Corps to put our cooperative maritime strategy in action. As America's lifesavers and guardians, we will enhance our marine safety program, develop our intelligence and maritime domain awareness, and take action to restore our polar icebreaking fleet, as we prepare to operate in an open Arctic. We also need to grow the Coast Guard. We cannot continue to meet the ever growing needs and higher expectations of our citizens with a workforce that is essentially no bigger than it was 50 years ago. That is why I will fight for every penny of the President's FY09 \$9.3 billion budget request. It is a down payment on the future of America's Coast Guard.

As much as I have talked about change,

State of the Coast Guard Address

To the Men and Women of the Coast Guard:

This afternoon, I will deliver my second State of the Coast Guard address at the National Press Club here in Washington, DC. It will focus on our future — the strategy, legislation, and budget we need to build a 21st Century Coast Guard.

Since becoming Commandant, I've traveled across the country and around the world to meet with many of you personally. You asked questions and shared what was on your minds. In turn, I made a commitment to you

GREAT TRUTHS THAT LITTLE CHILDREN HAVE LEARNED:

- 1) *No matter how hard you try, you can't baptize cats.*
- 2) *When your Mom is mad at your Dad, don't let her brush your hair.*
- 3) *If your sister hits you, don't hit her back. They always catch the second person.*
- 4) *Never ask your 3-year old brother to hold a tomato.*
- 5) *You can't trust dogs to watch your food.*
- 6) *Don't sneeze when someone is cutting your hair.*
- 7) *Never hold a Dust-Buster and a cat at the same time.*
- 8) *You can't hide a piece of broccoli in a glass of milk.*
- 9) *Don't wear polka-dot underwear under white shorts.*
- 10) *The best place to be when you're sad is Grandpa's lap.*

some things never change, like our Guardian Ethos. Each of you has been integral to our success this year and the milestones we reached, such as the removal of a record-breaking 350,000 pounds of cocaine at sea, and our celebration of a million lives saved since 1790. Never before has this Nation relied so heavily on our oceans and waterways for the safety, security and prosperity of all Americans. And never before has this Nation relied so much on its Coast Guard to protect the environment and our keep our communities safe and secure. We will answer that call.

All threats! All hazards! Always ready!

Admiral Thad Allen
Commandant, U.S. Coast Guard

Editor's Note: *The Commandant's State of the Coast Guard Address was given on Feb. 14th. A full transcript will be posted on the Commandant's Corner at: www.uscg.mil/comdt.*

GREAT TRUTHS THAT ADULTS HAVE LEARNED:

- 1) *Raising teenagers is like nailing jelly to a tree.*
- 2) *Wrinkles don't hurt.*
- 3) *Families are like fudge...mostly sweet, with a few nuts.*
- 4) *Today's mighty oak is just yesterday's nut that held its ground.*
- 5) *Laughing is good exercise. It's like jogging on the inside.*
- 6) *Middle age is when you choose your cereal for the fiber, not the toy.*

IN 2005, THEIR RESPONSE TO HURRICANE KATRINA WAS HEROIC.



photo courtesy of USCG

IN 2055, WHAT WILL BE REMEMBERED?

Within 72 hours of Hurricane Katrina's landfall, rescue operations of unmatched precedence were under way. With bravery and dedication, the Coast Guard saved more than 24,000 people. But as life goes on, memories begin to fade. The Foundation for Coast Guard History works to ensure the actions of September 2005 and other Coast Guard missions are remembered. Your membership in the FCGH helps to maintain the proud tradition of the U.S. Coast Guard. For more information on the benefits of membership, please visit www.fcgh.org.
Semper Paratus. Memoria Semper.

The Foundation for Coast Guard History



www.fcgh.org

Proposed Postage Stamp

Thanks in large part to the efforts of CGCVA members Wayne Wilkerson and Don Taub, a U.S. postage stamp commemorating the "Discovery of the North Pole" on April 6, 1909 by Cdr. Robert E. Peary, USN and his Chief Assistant Matthew A. Henson, has been proposed. The stamp design features photos of Peary and Henson inset on a drawing of the expedition party. The stamp proposal had to be submitted at least two years in advance and, if approved, would be issued for the 100th anniversary of the North Pole discovery in 2009.

3-1/2 Years of Sea Duty

I enlisted in the U.S. Coast Guard in July, 1942. After very brief boot training I was assigned as armed guard on Standard Oil tankers. We visited many ports on the Great Lakes and on one of these visits I met my future wife on a blind date. We have now been married 59 years.

Later, I boarded the USCGC buoy tender *Buttonwood* and sailed to Australia, where I debarked and went aboard a tramp steamer to the Solomon Islands where I then boarded the *USS PC-590*. We did convoy and escort duty in the Pacific until I accumulated enough points to return stateside in July 1945. I then served on various sea duties until being discharged in February of 1946.

Don Townsend

Greenland Ice Cap Rescues In 1942

(continued from page 1)

Narsarsuak BW-1 near the southwestern tip of Greenland in a glacial valley on the shore of Eriks Fjord, also known as Skov Fjord, amid what had been the Norse-Viking southern colony. BW-1's construction began in July 1941. Its ship and air navigation site BW-3 was on a small island called Simiutak ("cork in the bottle") at the fjord entrance.

The secondary airbase was at Sondrestrom Fjord BW-8, about 90 miles inland and 30 miles north of the Arctic Circle. Its construction began in October 1941. Its fjord entrance navigational site BW-9 was on an island that was also named Simiutak, the same name as BW-3 for BW-1. To avoid confusion, the Coast Guard gave it its WW2 name, Cruncher Island, which was the nickname for a USCG officer, Carl von Paulsen. (Every officer on the *USCGC Northland* had a place named for him). Both of the two airbases had a single steel mat runway.

One of the weather stations was at the Eskimo village of Angmagsalik BE-2 on the east coast which began in November 1941 and became prominent in a series of rescues nearby.

Cdr. Edward "Iceberg" Smith, USCG, became the commander of the Greenland Patrol and advanced to rear admiral during 1940-1943, and was the senior U.S. commander in Greenland as a unit of the U.S. Navy. USAAF



B-17 "My Gal Sal" on Greenland Ice Cap after crashing on June 26, 1942.

recruited a list of persons who had prior experience in Greenland, or in Antarctica, and sent them north. Bernt Balchen, who had been Robert E. Byrd's pilot to the South Pole, became the commanding officer of BW-8 and advanced from captain to colonel there during 1941-43. One of Byrd's dog sledgers, Lt. (j.g.) Fred Crockett, who was already a U.S. Navy Reserve officer, became the commanding officer of USAAF's BE-2. Bert Hassell of 1927 fame in Greenland became USAAF's operations officer at BW-1. They, in addition to members of the Greenland Patrol, became participants in these rescues.

The Flights and Crashes Begin

The first large-scale flights were to begin on or about June 6, 1942. The airbase at BW-8 still did not have its supply of aircraft gasoline. Several Coast Guard ships made a major month-long ice-breaking effort in April-May to open the 90 mile long Sondrestrom Fjord using explosives and hundreds of depth charges. A few random logistics flights were flown both ways by chartered U.S. commercial airlines, as well as a few British RAF bombers. Squadrons of B-17 bombers, P-38 fighters, and C-47 transports for the 8th USAAF were massed at bases in New England, being made ready to begin their flights to Britain. One of their intended missions was to do America's first bombing of Europe on the 4th of July.

The air control system between New Foundland and Iceland was still being



Lieut. Aram V. "Dick" Parunak, USA on Greenland Ice Cap during rescue of B-17 "My Gal Sal" crewmen.



USCGC Northland on patrol off Greenland.

installed by its contractor, Northeast Airline. Coast Guard ships were to be on stations along the flight route consisting of new USCG trawlers which were not yet commissioned. A major Coast Guard cutter was to be located at the fjord entrances to BW-1 and BW-8, and at Iceland, to serve as visible aids to navigation beacons.

Rescue resources in Greenland were initially inadequate. There were only three shipboard Grumman J2F-4 "Ducks" that belonged to *USCGC's Northland* and *North Starr* and *USS Bear*, whose first rescue in northwest Greenland took place in 1884. USAAF had only two resident local-use single-engine aircraft, an AT-6 trainer at BW-1 and a Norseman at BW-8, plus a dogsled team at BW-8 and at BE-2. Six PBYSAs amphibious seaplanes of Navy Squadron VP-93 newly based at Argentia, Newfoundland, were reassigned to the Coast Guard in Greenland; three at BW-1 and three at BW-8 in late May 1942.

The Battle of Midway in the Pacific upset the June 6th starting schedule. B-17's and P-38's massed in New England were diverted to the West Coast and Hawaii temporarily. A few B-17's were already making advance weather observation flights along the trans-Atlantic route. One made an out of gas forced landing at an isolated location on Greenland's west coast about midway between BW-1 and BW-8 at a place named Marrak. It was

located by a PBYSAs from BW-8, and the rescue was done by PBYSAs together with *USCGC North Star* during June 6-10. (This was to be the first of four rescues by U.S. Navy Lieut. Aram "Dick" Parunak in June-July). The Coast Guard soon established a major radio beacon station there and named the place "Teague" for this B-17's pilot, LT Teague. (This name remained on Greenland charts well after WWII).

The first large-scale USAAF flight finally began on June 26, 1942, from Goose Bay to BW-1,

and consisted only of B-17's of Bomb Group 97. They were necessarily spread out over the course of the day due to the limited capacity of BW-1. *USCGC Comanche* served as the visible aid and radio beacon at the entrance of BW-1, and logged the arrivals of the 26 B-17's (local Time Zone 3). Several B-17's turned back to Goose Bay. One B-17 made it to BW-8. Three others crashed. B-17 "Sooner" ditched in the water near BW-1 and its crew was rescued by *USCGC Raritan*. B-17 "Alabama Exterminator" crash-landed on the shore at the Eskimo village of Egedesminde on the south shore of Disko Bay, about 500 miles or so north of BW-1. Its crew was rescued by LT Parunak's PBYSAs from BW-8 on June 27-28.



RAF "Ventura" rescue near BG-2 weather station on May 7, 1942.

B-17 "My Gal Sal"

B-17 "My Gal Sal" with 13 men aboard was the first USAAF plane to crash-land on Greenland's inland Ice Cap. The six PBYS made a coordinated search for it and located it between BW-1 and BW-8 about 100 miles south of BW-8 and about 90 miles inland at about 3,500 feet elevation on a slushy surface with summer melt water streams flowing. The only practical method of rescue was to land a PBY on the Ice Cap. Lieut. Parunak located a shallow melt water "lake" about 12 miles from the B-17 at about 4,200 feet elevation, and together with Bernt Balchen along as an advisor, judged it long enough to land and take-off on it. This would be his third rescue within days during July 3-6, 1942, and a "historic aviation first" on Greenland's Ice Cap.

He returned to BW-8 and removed excess equipment and gasoline, and reduced the crew to four men. He then flew to and landed on the melt water "lake" with a three-man rescue party on July 3rd. They were Lt.Col. Bernt Balchen, and Sgt's Dolleman and Healey (both sergeants had served in Antarctica). They set up camp and Balchen and Healey set out to the B-17 on skis, while Parunak flying overhead guided them on a safe circuitous route to the downed aircraft. Their return trek began on July 5th, again guided by Parunak back to the "lake". He landed again on July 6th and took eight of the 16 men aboard, and jettisoned more gasoline, leaving enough to return to BW-8. He returned to the "lake" again for the remaining eight men according to his official report, which documented three landings on the Ice Cap. His Flight Log, however, recorded a fourth landing on it which was for a personal reason as he explained it to me. Lt.Col. Balchen had



Lieut. Robert H. Wilson, pilot of one of six P-38's that comprised the "Lost Squadron". The planes crashed on the Greenland Ice Cap on July 15, 1942. (Photo by Lieut. Brad Mcmanus, P-38 pilot)

decided to stay a while longer on the Ice Cap. There was no special significance to this, except for the very dramatically exaggerated version of this story that eventually evolved... of the "Miracle Lake".

According to this version; in order to take off, men had to push "icebergs" aside (there are no icebergs on the Ice Cap), and within about five minutes of the final third take-off, a large crevasse suddenly opened and the "lake" disappeared in a loud roar! (In the 1990's, the B-17 "My Gal Sal" was recovered and rebuilt to serve as the lobby centerpiece in a new museum in Cincinnati, Ohio, and the "Miracle lake" story was used as a theme for it. I learned of it from a museum document, and together with retired Cpt. Parunak, we corrected their "story".

The Ice Cap rescue became a major story in the news media and news magazines in America at a time when the country was in need

of heroes. Lieut. Parunak was recalled to the USA as a decorated hero, but not before he did his fourth rescue on the fringe of the Ice Cap again with Lt.Col. Balchen near BW-1 during July 14-18. The new commander of



BE-2 boat that was involved in the rescue on July 23, 1942.

USAAF's Greenland Bases at BW-1, Col. Robert Wimsatt, had taken off in BW-1's AT-6 trainer for a local familiarization flight and he was missing. And on the next day, the eight planes of the "Lost Squadron" en route from BW-8 to Iceland were also missing. Parunak and Balchen located BW-1's trainer on a glacial moraine, and they did this rescue too, again landing on a lake while BW-1's resources concentrated on the rescue of the missing "Lost Squadron's" eight planes somewhere on the east coast. (A side note: Lieut. Parunak, prior to his assignment to USCG's Greenland Patrol, had ditched in the Gulf of Mexico and was rescued by *USCGC Triton*).

The "Lost Squadron"

The flights from USA continued. B-17's escorted groups of P-38's and C-47's along the route as their navigational mother planes. The "Lost Squadron" departed Goose Bay, Labrador, on July 7, 1942 en route to BW-1. It consisted of two B-17's ("Big Stoop" and "Do-Do") with eight P-38's of the 1st Fighter Group, Squadron 94. They encountered bad weather. About half way, "Big Stoop" with its four P-38's returned to Goose Bay while "Do-Do" with its four P-38's flew to BW-8 instead of BW-1. On July 12th, "Big Stoop's" group arrived at BW-1 and on July 14th rejoined the



Rescued Canadian "Hudson" pilots with CGC Northland officers aboard cutter Nov. 23, 1942.

Meeks Field in Iceland and BW-8 were both closed due to weather, while BW-1 was open. They turned back. The P-38's were getting low on fuel, in part due to their different consumption rates than the slower B-17's. By then, the B-17 navigators were uncertain of their location.

Eventually a clearing opened and they saw the east coast of Greenland. One of the P-38's (piloted by Lieut. Brad McManus) was about out of fuel. He decided to take this opportunity to land on the Ice Cap. He landed with wheels down and the plane overturned but he was unharmed. The others decided to land with him but belly-landed instead. The two B-17's delayed their landings in order to send out SOS's, which were not acknowledged.



PBY-5A piloted by Lieut. Bernard Dunlop, USN during rescue of B-17 "PN9E" crew on Greenland Ice Cap.

others at BW-8 .

On July 15th at 3 a.m., they departed BW-8 en route to Iceland, leaving two P-38's behind. Due to the delays en route, they departed BW-8 with out-of-date communication codes. They encountered bad weather along the way and flew at different altitudes, attempting to find clearings and, in the process, several got iced-up. Initially, they were unable to communicate with Iceland but eventually established radio contact.

On July 16th, the radioman, Sgt. Earle Toole, at the USAAF weather station at Angmagsalik BE-2 received their messages and the rescue responses began.

USCGC Northland departed from BW-1. On July 17th, two in-transit C-47's located the downed aircraft about 80 miles south of BE-2, about 10 miles inland, close to what soon became known as "Comanche Bay," named

for *USCGC Comanche*. A five-man rescue party from BE-2 set out in a 30-foot open motorboat, towing a skiff with their sled and five dogs in it. This party consisted of USAAF Sgt's Beale, Kent, Shaw and Toole with BE-2's commanding officer, Lt.(j.g.) Fred Crockett, USNR, who had been a dogsledder in Antarctica. Sgt. Donald Kent

had lived for a time in Greenland with his father, American artist Rockwell Kent. (Earlier, on May 7, 1942, they had rescued a British RAF Ventura bomber nearby by dogsled. On this day, however, heavy pack ice remained along the coast and their boat trip became a trek of about 100 miles or more, taking them four days.

Meanwhile, the Air Transport Command at Goose Bay, Labrador, sent Cpt. Norman Vaughan, who had also been a dogsledder with Byrd in Antarctica, to do this rescue.

On July 18th, a PBY-5A departed from BW-1 piloted by Lieut. George Atteberry, USN, with BW-1's USAAF operations officer, Major Bert "Fish" Hassell along, to join the *Northland* at BE-2. The PBY dropped supplies to the 25 aviators on the Ice Cap and also guided BE-2's boat to the crash site. On July 21st, BE-2's boat party arrived and Lt. (j.g.) Crockett and two sergeants set out onto the Ice Cap on skis with their dogsled. The PBY guided them to the eight planes, about 10 miles inland over a safer 17-mile route. On July 22nd, the rescue party walked the 25 aviators to the shore as the *USCGC Northland* arrived off-shore in very heavy pack ice. The aviators were transported through the heavy pack ice by boats and the *Northland* departed on July 23rd to BE-2, where PBY's flew them to BW-1 on July 25th. BE-2's motorboat returned to BE-2 on its own. many of the versions of this story made no

mention of their 100-mile boat trek, and said or inferred that the dogsled rescue party got there aboard the *Northland*. Lt.(j.g.) Crockett and two of the four sergeants and dogs, however, returned to BE-2 on the cutter.

In later years, Col. Balchen somehow was credited in various writings for doing this rescue on the east coast.



Lieut. John Pritchard, USCG, taking off in his J2F-4 from the CGC Northland at Comanche Bay the day before his fatal crash. Pritchard had already rescued some crew members from the downed B-17 "PN9E". Beach Head Station can be seen on shore.

He was, in fact, doing the rescue of BW-1's AT-6 on the west coast at that time. While he wrote books that covered his adventures in Greenland, he did not claim any role in this rescue. His tributes in the Aviation Hall of Fame in the Aero-Space Museum in San Diego, Calif., include this rescue

however.

On July 26th, the *Northland* commenced a survey for a new auxiliary airbase near Angmagsalik BE-2 that resulted in Iketeq Airbase BE-2, which later became prominent in another major rescue story

The "Lost Squadron" rescue had been completed but Cpt. Vaughan was still en route with his dogsled to do it, and arrived aboard *USCGC Comanche*, which arrived with construction materials to build the quarters for a new USAAF weather and rescue station at "Comanche Bay" called Beach Head Station. The weather laboratory was built on the adjacent hill and it was named for the PBY-5A pilot Lieut. Atteberry, misspelled as "Atterbury Dome." While men from the *Comanche* were building "Beach Head Station", Vaughan made a trek to the eight planes to ensure that the B-17's Norden bombsights were recovered. In one dramatic version of the story, he made a trek of 130 miles one way to avoid being captured by the Germans, and the *Comanche* also left for 10 days to avoid being caught there by any U-boats.

The USAAF's "investigation" into the cause of the loss of the "Lost Squadron" blamed it on German radio misdirections on July 15th, presumably from the German weather station at Hansa Bay, Sabine Island, on the northeast coast. The Germans arrived there in mid-August 1942. Their earlier stations on the east coast had been eliminated in August 1940, and again in September 1941 by *USCGC Northland*. There would be a sequel to this in May 1943. Col. Balchen led USAAF's two most northern bombings in World War II to eliminate this station, and bombed the USCG-established Sledge Patrol station at Eskimonaes BE-5, which was about 50 or so miles south of the German station. He got it right on the second try, and claimed to have destroyed the German station and sink its ice trawler that was stuck in the ice there. Per the German version of it, no real damage was done and, in anticipation of a USCG cutter arrival later in the season, the Germans arranged to be evacuated. They were subsequently evacuated by long-range seaplanes from Norway in Kuly and they destroyed the station and trawler. The *Northland* arrived there afterwards.

The B-17 "PN9E" Ice Cap Rescue

This was the third notable rescue on Greenland's Ice Cap during World War II. It also took place near "Comanche Bay", during Nov. 9, 1942 to May 8, 1943. It was the kind of epic story of men's survival on the Ice Cap through an Arctic winter. Its story is lengthy and is beyond the scope of this article. Similar to the above stories, this one also was not fully told, even in a full-length book version of it published by the USAAF public affairs office titled "War Below Zero", which was partly coauthored by Col. Balchen. It would be told again in more books and articles. A major hero was not mentioned at all — namely dogsledder Ens. Richard Fuller, USCG.

The basic elements were as follows: A C-53 transport was down somewhere on the northeast coast sending out SOS signals but it could not be found. An in-transit B-17 "PN9E" was detoured to search for it and it "flew onto" the Ice Cap in a white-out about 30 or so miles from the USAAF weather and rescue station at Comanche Bay on Nov. 9, 1942. USAAF would do this rescue themselves without calling for USCG assistance. Col. Balchen was placed in charge of this rescue from BW-8 on the west side of Greenland. The weather was good and sufficient daylight remained

USAAF's efforts began to go wrong from the start.. A USAAF plane was brought in with a set of skis that did

not fit. A civilian Canadian ski plane was hired but it crashed near BE-2. The *Northland* was operating in the area and went by twice, and rescued a Canadian bomber on the Ice Cap south of Comanche Bay at "Pollard Baaaa" in two days on Nov. 23rd. The *Northland* was belatedly called upon on Nov. 28th. USAAF had lost the time window of good weather and shortening daylight. The *Northland's* Grumman J2F-4 Duck, piloted by Lieut. John Pritchard, landed near the B-17 and rescued two men. He repeated this the next day, Nov. 29th, and a snow storm set in within about an hour. In the rush he picked up one man but was unable to locate the cutter, crashing in the coastal mountains. Two motor-sleds from the station had fatal falls into crevasses, including the station's Lieut. Max Demorest. Winter had set in. On Dec. 7, 1942, Ens. Richard Fuller and four USCG enlisted men from the *Northland* were transferred to USAAF Task Force 4998A and he was placed in charge of the on-the-ground phase of the rescue. The *Northland* departed on Dec. 9th to USA via BW-1. Fuller's team, along with a Norwegian dogsledder, set out onto the Ice Cap with 15 dogs. In the meantime, four of the men at the B-17 made an attempt to reach Beach head Station and had a fatal fall into a crevasse, and dug in to await their rescue. There were now three separated groups on the Ice Cap. They were sustained through the winter by airdrops. It had become a USAAF fiasco.

Springtime arrived and the last of the B-17's men were rescued by a PB-5A's three belly landings by LT Bernard Dunlop, USN. The rescue was completed per the normal USAAF versions of this story on April 18, 1943. The USCG men who were never mentioned were evacuated by PBY on May 8, 1943.

CAPT Donald M. Taub, USCG (Ret.)

Fedala, Morocco in 1942

This is an account about Fedala. It is dedicated to those who took part in the action but especially to those who were wounded or killed. My purpose in writing about Fedala is not to present a comprehensive overview of the action but to assure myself that I have done all I can to honor all those mentioned above. I also want to make sure that Fedala is not forgotten.

Operation Torch was the name given to the first military action against the Nazi war machine in the European Theater by American forces. Although all the action took place on the continent of Africa, specifically in Algeria and Morocco, it was deemed the European Theater. There

were three task forces which made up Operation Torch —two of them left from ports in England — the third left from the East Coast of the U.S. *USS Joseph T. Dickman (APA-13)* was part of the third task force.

As we sailed in the Atlantic, somewhere between North America and Africa, I wondered about this war we were now involved in as I stood watch on the *Dickman's* starboard quarter 3-inch gun. German wolfpacks were at full strength in 1942 so we were on constant alert against torpedo attacks. Earlier in the war I was stationed at two surf stations, one in Virginia and the other in North

Carolina. While at Bodie Island, NC, I saw coastal shipping hit by torpedoes and a tremendous amount of oil fouling the miles of beautiful beach, as well as debris from the sunken ships, so I was aware of the terrible consequences of a torpedo attack. Nevertheless, we were all anxious to hear about our eventual destination and what we were to do. We were to find out soon enough.

So there I was on the ship which would be my home for two years and six months, the *USS Joseph T. Dickman*, affectionately called the “Old Joe” or “The Dirty Dick”. After a run down to Bermuda, through Torpedo Junction and back, and after what seemed to be a never-ending series of maneuvers in the Chesapeake, we finally loaded on troops and shoved off — but for where?

I looked for periscopes and really, for the first time, had some comprehension of what we were involved in as I stood watch at my gun. I had a magnificent view of the armada of ships which was the largest collection of ships, up to that time, that had ever sailed against an enemy. They extended from horizon to horizon — a truly impressive sight.

After an uneventful crossing, the convoy, or part of it, slipped into the Bay of Fedala around midnight on Nov. 7,



USS Joseph T. Dickman (APA-13) during WWII.

1942, and all engines were stopped. The next day, Operation Torch was really underway. My assignment was as pointer or trainer for the starboard side aft 3-inch gun. My friend, Donald LaRue, was assigned to one of the landing craft which took troops of the 3rd Division ashore. As I watched the activity ashore through the telescopic lens of the 3-incher, I remember thinking that it didn't appear that much was happening. How wrong I was!

The landing party from the *Dickman*, designated to help unload the boats and assist the troops, really met with fierce resistance. The French Foreign Legion put up a stiff resistance, as many of the French officers weren't sure which side they should support. I wasn't fully aware that there was such a division but I knew the Vichy French were following orders from the German-controlled French government. And so the battle raged, and later some horror stories came from the landing party. I recall a bi-plane with French markings flying over the low lying hills strafing our troops and then winging over the ships dropping small bombs (which always missed their targets). Upon receiving fire from the ships, the plane would duck behind the low hills only to reappear an hour or so

later. Then the whole process would be repeated. At the time I thought the whole action was rather ludicrous — if this was war, it wasn't so bad.

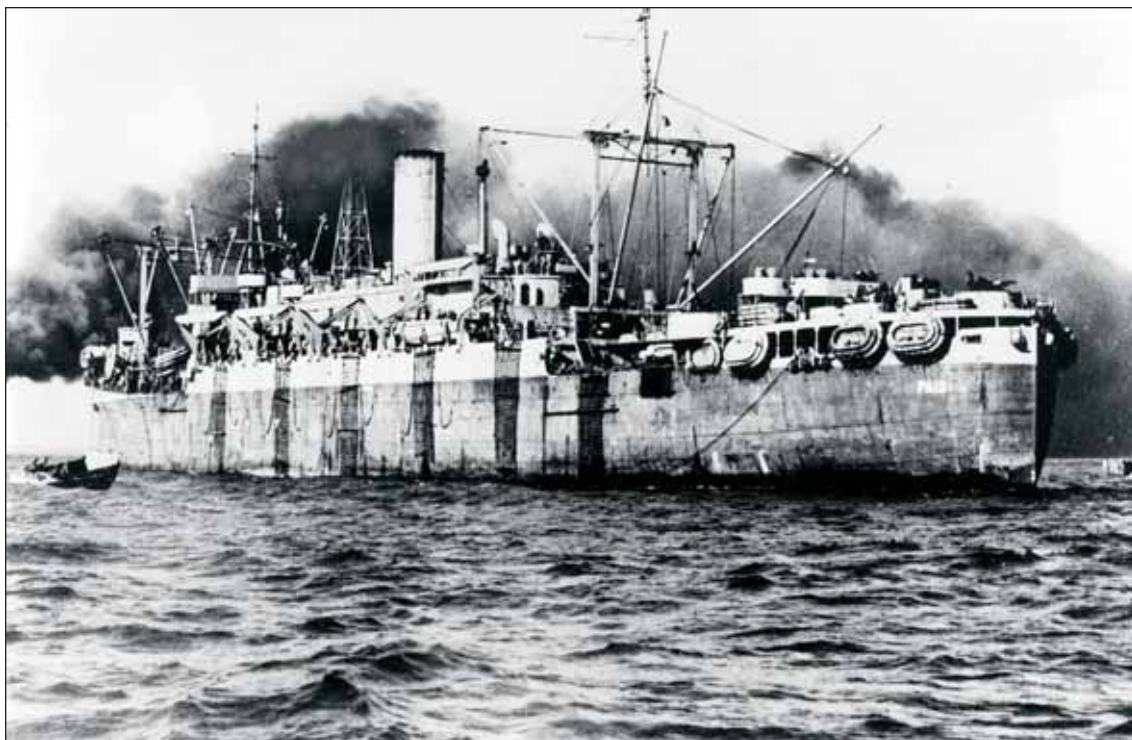
Then the boats began returning from the beach and I heard that my friend Donald had been seriously wounded by machine gun fire. Donald died soon after, or perhaps he was already dead when lifted aboard, from loss of blood. After being relieved from my post, I laid below to my bunk and it was then that the full impact of things hit me. I thought of my dead friend Donald and realized that it could have been me. The chief of our division just assigned us hit or miss to the gun or the boat. Donald's bunk was directly over mine and his pillow cover with his name stenciled on the edge was hanging over the side of the bunk. When I saw that I broke down and cried — the first time since I was a little boy. I later learned that another shipmate, Anthony Sacco, was also killed in the Fedala invasion.

The following day while on watch on the starboard aft gun, I was scanning the waters of Fedala Bay when I noticed what I thought was a school of fish crossing our bow way forward. To my horror, I discovered that it was a torpedo track and then a torpedo slammed into the *USS Scott*. Abandon Ship could be heard all over the bay. The ship exploding in fiery balls of flame, men leaping over the side, life rafts being released from the ship and crashing down on the heads of the men in the water, oil every-

where, some of it in flames, and boats from other ships picking up the oil-soaked and water-logged men were terrible sights to behold, but there they were.

Then I noticed another track closer to our bow. That torpedo found the *USS Rutledge* and the whole scene was played out again, only worse. Finally, a third track appeared even closer to the *Dickman* and blew up the *USS Bliss*. Men were dying out in the bay and boats were criss-crossing the water unknowingly running over some of them. I understand that other ships were also torpedoed but these were the ones I actually saw. I remember one man climbing up our landing net leaving portions of his burned hands and feet on the net. Others came aboard with serious burns and almost all were vomiting from swallowing the oil in the water. It truly reminded me of a scene from Dante's *Inferno*.

The next day we discovered that the *USS Hambleton*, a destroyer escort which was on our starboard beam, had been hit and a hole was blown right through its amidships, killing all the enginemen and firemen. She probably saved us since the submarine, which had drifted in with the flood tide, just laid on the bottom beneath a French commercial vessel. The French vessel had kept its lights on all night which gave the submarine skipper lots of time to compute his targets. Later in the war, that submarine was sunk and we got the story from crew members who were rescued.



USS Joseph T. Dickman (APA-13) with its WWII paint scheme.

After getting up steam, the *Dickman*, along with the rest of the task force, left Fedala Bay bound for Casablanca. On the way out we threw hundreds of sleeping bags over the side, ones the army could have used. After we reached the open sea, a burial at sea was conducted for the two shipmates we lost and I was chosen to serve on the firing squad as we committed their bodies to the deep.

When we reached Casablanca, we saw the French battleship *Jean Bart* which was resting on the bottom, partially submerged. It had earlier

fought against our battleships and the *Jean Bart* was ultimately scuttled. The *Dickman* came under sniper fire while tying up so there was danger just going topside, especially during daylight hours.

Our return to Norfolk was uneventful and our part in Operation Torch was over. I reflected upon the luck of the *Dickman* during the Fedala invasion but also felt the sorrow of having lost two shipmates, Donald LaRue and Anthony Sacco. May they, and all who paid the ultimate sacrifice during the war, rest in peace.

CDR Edward S. Wheeler, Jr.
USCGR (Ret.)



LST-831 beached. Note unauthorized "USCG" above ramp door.

Duty Aboard LST-831

We had loaded *LST-831* with 2nd Division Marines and their equipment at Saipan; our intended destination was Okinawa. We were traveling in convoy with many ships. The Marines, approximately 125 strong, were having a merry time aboard ship, together with all of my shipmates. They were mostly playing hearts, although some seemed to get their kicks from loading the butt cans with powder from emptied grenades.

There was one Marine that I recall vividly. He was well over six feet tall, broad-shouldered, with narrow hips

and size 12 or 13 shoes. He was a dead ringer for L'il Abner, one that no Daisy Mae would by pass. When he spoke he was noticeably different from the other Marines. He was a mountain preacher from the hills of West Virginia. He could recite Bible verses from memory and he was simply full of "old time religion". And, as you might expect, he was busy giving forth with his subject to anyone who would listen — and there were quite a few who did.

It came to pass that *LST-831* got permission to drop from the convoy and they brought the ship to a stand still.

The bow doors were opened and the ramp let down somewhere in the China Sea. Then this big Marine led about 30 other Marines out onto the ramp and baptised them. This is a simple story but believe me, it was a big occasion. Most of the sailors, including myself and most of the Marines, watched in awe.

In due course we rejoined the convoy and proceeded to the off side of Okinawa where we went through the simulations of a true landing. On the second day, which happened to be Easter morning, 1944, we were attacked by kamikazes at about 5 a.m. One went for *LST-769* on our port side, another for the LST on our port quarter. The one on our port side was able to shoot the plane that was heading toward it just as it reached the side of the ship. I was the captain's talker and a voice came over the phone, "Tell the forward and aft damage control crew to be on the look out, tracers have set



The USCG-manned LST-831 approaching beachhead at Okinawa on D-Day, April 1, 1945.

LST-769 on fire.” Then another voice said, “Tracers hell, those were airplanes.” In fact, the plane had gone into the engine room of *LST 769* and set the ship on fire. Then there was the plane that was supposed to hit us but it hit the water about 50 feet behind the ship. Another went over to the troop transport area and went into the engine room of one of those ships.

As daylight arrived we were busy picking up Marines from the troop transport that had been hit and abandoned ship. We gather up more than 100, then sailed about trying to avoid the area of naval engagement. In the meantime, we learned that Marines had landed on the other side of the island so we sailed to the other side and unloaded our cargo.

I have often wondered what happened to that big Marine. I never learned his name but I’ll bet God looked after him.

Now for the beginning of the story... While we were loading at Saipan, Tokyo Rose came on the radio and reported that the 2nd Marine Division were loading up to go somewhere, that they would be hit, and that you’d be able to bring all of them home in a jeep. Well, her story wasn’t quite as accurate as it might have been but all three LST’s and the troop transport I was with were loaded with 2nd Division Marines.

Benjamin J. Shuman

SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE



Soldiers, Sailors and Airmen of the Allied Expeditionary Force!

You are about to embark upon the Great Crusade, toward which we have striven these many months. The eyes of the world are upon you. The hopes and prayers of liberty-loving people everywhere march with you. In company with our brave Allies and brothers-in-arms on other Fronts, you will bring about the destruction of the German war machine, the elimination of Nazi tyranny over the oppressed peoples of Europe, and security for ourselves in a free world.

Your task will not be an easy one. Your enemy is well trained, well equipped and battle-hardened. He will fight savagely.

But this is the year 1944! Much has happened since the Nazi triumphs of 1940-41. The United Nations have inflicted upon the Germans great defeats, in open battle, man-to-man. Our air offensive has seriously reduced their strength in the air and their capacity to wage war on the ground. Our Home Fronts have given us an overwhelming superiority in weapons and munitions of war, and placed at our disposal great reserves of trained fighting men. The tide has turned! The free men of the world are marching together to Victory!

I have full confidence in your courage, devotion to duty and skill in battle. We will accept nothing less than full Victory!

Good Luck! And let us all beseech the blessing of Almighty God upon this great and noble undertaking.

Dwight D. Eisenhower

(Above) A momento that many World War II veterans may have.

(continued from page 2)

take place in April 2009 at the Reunion/Convention, in Reno. Search your heart to decide if this is a contribution you want to make to the Association. Contact Baker Herbert for information on what being the National Secretary includes.

The Beginning

As I was culling paper I came upon a slightly yellowed photocopy page from the "Reunions" section of the The Retired Officer magazine of April 1985. Under the heading "Coast Guard" was this notice: Southeast Asia (1965-1973) July 28-30, Chicago, Ill. Contact: B. Herbert, 6858 Lafayette Rd., Medina, OH 44256.

In 1985, I was assigned to the Public Affairs Division at Coast Guard Headquarters. While waiting to see the assistant division officer I picked up that issue from the coffee table to pass time. That was how I learned of the first meeting that led to the creation of the Coast Guard Combat Veterans Association. My wife and I arrived at Indian Lakes Resort, outside of Chicago, in July. Scanning the lobby I saw several guys that had that "Coast Guard" look. I went over and confirmed that they were Coast Guard Vietnam Veterans. I had not known them before but since that day we became "shipmates." Later, another veteran arrived that I did not recognize but he knew me and had photographs to prove it. Back in 1967 he was a 19-year old electronics technician on the support barge in Division Twelve, Danang, who made patrols on the 82-footers as circumstances necessitated.

Fifteen combat veterans and five wives came to that first gathering. Many more had wanted to come but could not make it. Consequently, we planned to meet again in a year in Reno, Nevada. In the interim, by-laws were drafted and the 1986 reunion resulted in the Association we know today.

Since its beginning this organization has raised armed forces and public awareness of Coast Guardsmen patriotism and sacrifice; and, helped bring fellow combat veterans from out of the shadows of self-absorbing combat memories into the sunlight of fellowship and self-worth. The Association has initiated plaques, monuments, and memorials throughout the country and aboard. The sizable recent gathering of Coast Guard combat veterans in Washington, D.C. for the 25th Anniversary of the Vietnam Wall would not have happened without the impetus of our Association members. Every one of you comprises the

soul of the Coast Guard Combat Veterans Association. Semper Paratus.

Chesterton

Many people, when asked what one book would they choose to have with them if stranded on a deserted island answer, "The Bible." G.K. Chesterton, (1874-1936), journalist, author, poet, essayist, literary critic, philosopher, debater, and much more when asked the question answered with this pragmatic reply, "Why, a Practical Guide to Shipbuilding."

Chesterton's observations in today's vernacular would be described as "looking outside the box." Author Dale Ahlquist says of Chesterton, "He was the best writer of the twentieth century. He said something about everything, and he said it better than anybody else."

I first read G.K. Chesterton in high school. I don't know if he is still taught in school but he should be. One of his observations that I read and have never forgotten goes something like this: an inconvenience is an adventure considered wrongly, an adventure is an inconvenience considered rightly.

His recall was "prodigious." He remembered the plots of the 10,000 novels he had read and reviewed. His sense of humor will brighten your day. He was a big man with a weight that shifted in the range between 300 and 400 pounds. Obviously, this condition disqualified him from military service. He was confronted one day by a perturbed elderly lady who demanded, "Why aren't you out at the front? He calmly answered, "My dear, if you will step around this way a little, you will see that I am."

Winter is a season where we are forced to stay indoors more and therefore tend to read more. Do yourself a favor go to the library and take out some G.K. Chesterton books. His writings will uplift your spirits. What you will discover is a man who writes common sense. He will have you saying over and over, "Now, why didn't I think of that?"

Enjoy life; it's an adventure!

Paul C. Scotti

THE FOUR STAGES OF LIFE:

- 1) You believe in Santa Claus.**
- 2) You don't believe in Santa Claus.**
- 3) You are Santa Claus.**
- 4) You look like Santa Claus.**

Parasite Warning

I am writing to inform all Vietnam veterans about a potential health risk that they may have been exposed to while serving in Vietnam: the little-known danger from parasites.

My husband, who was otherwise healthy, passed away on January 20, 2006, from cholangiocarcinoma, cancer of the bile duct of the liver. It is very rare in the United States, but very prevalent in Vietnam and surrounding countries. There are two known causes of this type of cancer: from contracting hepatitis C and from ingesting a parasite from the water supply in Vietnam. My husband did not have hepatitis C; therefore, it was determined that his cancer derived from a parasite. I have received official notification from the VA that his death was service related, which is not something the VA determines without an overwhelming amount of evidence.

This cancer does not manifest itself until later in life, when you are between 60 and 70 years old. Once the symptoms occur, which usually include jaundice, it is very difficult to treat or beat. My husband was 58 years old when he passed away. If he had been informed that there was a possibility that he could have ingested a parasite while serving in Vietnam, he would have taken precautions to have his bile ducts examined, possibly extending his life. The parasite is long gone, but it left behind damaged cells, which developed into cancerous tumors in the bile ducts.

If you spent time in Southeast Asia and are having gastrointestinal issues for no apparent reason, please have your physician check for damage within the bile ducts. It may save your life.

**Mrs. Edward S. (Pete) Harrison
Horseheads, New York**

Sending Packages Overseas to Servicemembers

Planning to send a care package to a U.S. military service member serving abroad? Send it after March 3 to take advantage of a new flat-rate box from the U.S. Postal Service that is 50 percent larger and delivered for \$10.95 to an APO/FPO address — \$2 less than for domestic destinations.

“This is the first time the Postal Service has offered a special price for our armed forces serving overseas,” said Postmaster General John Potter. “We’re proud that family and friends will be able to use this new larger-sized box to send much appreciated packages from home to our dedicated troops overseas.”

The new Priority Mail Large Flat-Rate Box (12" x 12"

x 5 1/2") will be available in Post Offices nationwide beginning March 3, but customers can begin ordering them Feb. 20 at usps.com/supplies or by calling 800-610-8734. Some of the new boxes are co-branded with the logo of “America Supports You”, which is a Department of Defense program that connects citizens offering support to the military and their families.

The \$2 discount is applied when the Priority Mail Large Flat-Rate Boxes are shipped to an APO/FPO destination. The two existing flat-rate boxes (11" x 3" x 13" and 11" x 8 1/2" x 5 1/2"), which currently retail for \$8.95 for U.S. addresses, are not available for the military discount. All flat-rate boxes can be used for international shipping.

The new flat-rate boxes will be available in Post Offices starting March 3. The “America Supports You” branded box will be available online, at select Post Offices near military bases, or by calling 800-610-8734.

VA Travel Reimbursement Increased

Over a million eligible veterans will now see their mileage reimbursement more than double for travel to Dept. of Veterans Affairs (VA) medical facilities. The 2008 appropriations act provided funding for VA to increase the travel reimbursement rate from 11 cents per mile to 28.5 cents per mile. The increase went into effect Feb. 1st, the first such increase in 30 years. VA also increased the deductible amounts applied to certain mileage reimbursements. The new deductibles are \$7.77 for a one-way trip, \$15.54 for a round trip, with a maximum of \$46.62 per calendar month. These deductibles however, can be waived if they cause a financial hardship to the veteran.

SUCCESS:

- At age 4, success is not peeing in your pants.*
- At age 12, success is having friends.*
- At age 17, success is having a driver’s license.*
- At age 35, success is having money.*
- At age 50, success is having money.*
- At age 70, success is having a driver’s license.*
- At age 75, success is having friends.*
- At age 80, success is not peeing in your pants.*

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. 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 \$12.00 With senior officer scrambled eggs on visor. \$16.00. 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; 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. \$8.00 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

BOOKS

"Coast Guard Navy of WWII" by William Knight. \$21.00. "Coast Guard Action in Vietnam" by CGCVA member Paul Scotti \$21.00. "Coast Guard In World War One" by CGCVA member CAPT Alex Larzelere \$32.00. Coast Guard Combat Veterans, Turner Publishing \$36.00. "Always Ready - Today's U.S. Coast Guard" by Bonner and Bonner \$16.00. "The Coast Guard At War, Vietnam 1965-1975" by CAPT Alex Larzelere \$42.00. "A WWII Sailor's Journey" by T.J. Piemonte \$12.00.

ZIPPER PULL

USCG Emblem, Dept of Homeland Security Emblem and U.S. Flag Emblem. \$2.50 each.

PEWTER ITEMS

All with CGCVA logo. Key Chain: \$7.00. Notepad Holder: \$23.00. Calling Card Holder: \$10.00. Calling Card Case: \$7.00. Desk Clock: \$25.00.

PATCHES (some shown here)

CGCVA, ROONE, CON-SON, ELD-Eagle, Sattahip, Market Time, Squadron Three, and CG-TAC. Each one is \$5.00. Tonkin Gulf Yacht Club \$6.00. Small CGCVA \$3.00.



Hello Everyone,

Sure hope everyone is staying warm and cozy during this time of year. I know some of you are enduring some frightful weather. Rene, our vice president, lives in St. Louis, MO and she said they are experiencing a snow storm (6-8 inches) with another storm predicted to follow. Here in NC we've had a few cold days, a very light snow that was gone before the day was over and we're still in a drought condition, so all is not well here.

Did I tell you we finally got another puppy? She's a red, miniatute long-haired dachshund we named Lucy and she's entirely different than our first dog (the long-haired Chihuahua we had for 14 years). Pat says the first one was Tweedle Dee and Lucy is Tweedle DUMB. Anyway, we love her and hope she will learn more as she gets older.

I spoke with Rene and she informed me that she and Terry are going to east Germany April 2-17. They will be visiting here brother, Waldemar, her uncle and some cousins. This will be her first time returning home in 49 years. Rene grew up in east Germany where she tended her sick mother until she passed away at the early age of 42. She never really knew her father who was starved to death as a POW during WWII (the war with France). Rene hasn't been back home since escaping in 1959. She said the Berlin Wall was erected in 1961 and of course we know it was torn down while Ronald Reagan was our president and Gorbachev was their premier. Rene is really excited to be going back after all this time but added that she and her brother don't necessarily see eye to eye. She says he is still communistic in his thoughts and ways while Rene is very proud of the fact that she has been Americanized and no longer lives under Communist rule. I've asked Rene to give a presentation about her life growing up in East Germany at our Friendship Luncheon at the next CGCVA Reunion. I'm sure you'll want to attend and hear her.

The Coast Guard Pipe Band is scheduled to perform in the New York City St. Patrick's Day Parade on Monday, March 17th. They are awesome. For more information, go to: www.uscgpipeband.org.

The 2008 Coast Guard Mutual Assistance Annual Campaign is scheduled for the month of April. Contributions may be made at any time though. For more information, go to: www.cgmahq.org or call toll-free 1-800-881-2462.

On Friday, July 25 through Sunday, August 3,

2008, the U.S. Coast Guard Festival will be held in Grand Haven, MI (Coast Guard City, USA). For information, contact the Grand Haven Coast Guard Festival, Inc. at 113 North 2nd Street in Grand Haven, MI 49417. Go to: www.coastguardfest.org or email: support@coastguardfest.org. You can also call toll-free 1-888-207-2434.

Don't forget to pray for our troops. God bless each and every one of one.

Until next time... Shirley

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.

**Coast Guard Combat Veterans Association
 Philips Van Campen Taylor and Raymond O'Malley
 2008 SCHOLARSHIP APPLICATION**

Please read before completing application: Limited to students 23 years of age or younger. This Application must be accompanied with the following: Minimum of two (2) reference letters (teacher, pastor, lawyer, etc.), copy of GPA (applicant must have a minimum 2.75 GPA), personal history (in own words), and statement from sponsor. Applicant must be a relative of the CGCVA sponsor (son, daughter, grandson or granddaughter). Sponsor must be a member in good standing. Applicant shall be a second year student of a junior college, a third year student of a four-year college, or a high school senior. Must show financial need. One \$1,000 scholarship will be presented.

STUDENT'S NAME:

Last	First	Middle Initial	Date of Birth		
Address	Apt#	City	State	Zip	Telephone No.
Social Security Number		Applicant's Signature*		Date	

*(This authorizes the CGCVA to verify records from the applicable institutions and/or all other sources deemed necessary by the CGCVA)

SPONSOR'S NAME:

Last	First	Middle Initial	CGCVA Exp. Date		
Address	Apt#	City	State	Zip	Telephone Number
Sponsor's Signature		Date			

Send completed Application with attachments to: Baker Herbert at P.O. Box 544, Westfield Center, OH 44251

Date received: _____ Complete: Yes _____ No _____

Received by: _____ Approved: Yes _____ No _____

Awarded: _____
Date

Presenter: _____
Name

Mailed: _____
Date

Deadline: Application with supporting papers must be received on or before June 1, 2008.





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.

(NOTE: DUES ARE FREE FOR ELIGIBLE ACTIVE DUTY MEMBERS FOR THEIR FIRST TWO YEARS)



Coast Guard Iraqi Freedom photos are just some of the dozens of outstanding color photos available from the CD "U.S. Coast Guard Photography: Roles & Mission". The CD was produced by U.S. Coast Guard Imagery, Room 3403, 2100 2nd Street, SW, Washington, DC 20593.

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

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