



the Quarterdeck Log

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Volume 26, Number 1

Spring 2011

2011 Biennial CGCVA Convention/Reunion

Some Observations From Presiding National President Paul C. Scotti and New President Ed Swift



The Crowne Plaza Hotel, Dulles, in Herndon, Virginia, was the site of the 15th reunion since the organization was founded in 1985; and has to be ranked as one of the most enjoyed and trouble-free of them all. Those who attended were treated to extraordinary hotel courtesy, entertaining programs, and unparalleled congeniality. Representative of this superlative gathering was the fact that two active duty Coast Guard admirals attended simply because they wanted to be with such a distinct group of Coast Guard veterans.

The attendance of 130 people would have been greater but for early May competing family commitments including various end-of-the-school year events. Then, there was the most precious of all days on May 8th — Mother's Day. This said, in previous reunions the attendees were almost exclusively war veterans and spouses. But at this reunion an unusually large number of sons, daughters, grandchildren, nephews, and nieces were present.

continued on page 10

Convention photos courtesy of Sue Bartruff, Paul Scotti, Liz Scotti, and Ed Swift

In This Issue

2011 Convention/Reunion	Page 1, 10-20
From the President	Page 2-3
From the Vice President	Page 3
Auxiliary News	Page 3
From the Secretary	Page 4
Notices & Association News	Page 5 -9
Feature Stories	Page 21-29
Ship's Store	Page 30
CGCVA Membership Form	Page 31



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THE QUARTERDECK LOG

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National Secretary/Treasurer — Mimi Placencia

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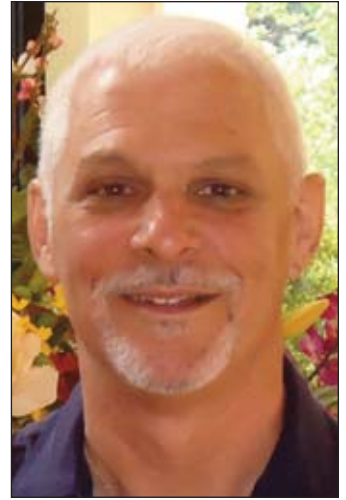
By-Laws — Thomas W. Hart, LM; **Convention Planners** — Floyd Hampton, LM; Steve Petersen, LM; Bob Hellers, LM; and Mike Placencia, LM; **Membership** — PNP Joe Kleinpeter, LM; **Parliamentarian** — Mike Placencia, LM; **Historian** — PNP Paul C. Scotti, LM; **Service Officers** — Thomas Huckelberry, LM and Floyd Hampton, LM; **Budget Director** — Gary Sherman, LM; **Chaplain** — Vince Patton, LM; **Master at Arms** — Ed Floyd, LM; **Webmaster** — Bill Wells, LM; **Nominating Chairman** — Bill Figone, LM; **Cape May Liaison** — Terry Lee, LM

From the President

Back in the Saddle

My sincerest thanks to everyone who voted me back into the office of Association president. It is an honor to again take on these duties and I will do all I can to keep our Association on the scope of Coast Guard leadership.

My very best wishes are extended to outgoing president Paul C. Scotti and outgoing VP Terry O'Connell who did a remarkable job during their



Ed Swift

four years in office together. I know that "Butch" Hampton and I will also make for a very dynamic and successful team for our fine Association. We will rely heavily on our Board of Trustees, Appointed Officers, and our superb Auxiliary to continue the fine work of the CGCVA and I extend thanks to all those who agreed to take on these important duties.

2011 Convention

A large portion of this *QD Log* issue is being dedicated to providing a recap of our recent Convention in Herndon, Virginia and I hope it will serve as a springboard to those who were unable to attend to put our 2013 Convention into their long-range calendars. The dates and site have yet to be determined but our new Convention Planners are getting right on it.

Speaking of Convention Planners, my personal thanks are extended to Ed (and Nancy) Burke and Baker (and Marylou) Herbert for their incredible work, not only for the 2011 Convention, but for many, many others. We have been most fortunate to have such dedicated individuals in this critical role and they always selected and negotiated reasonably priced and extremely comfortable hotels wherever our conventions were held. Thanks folks but don't get too comfortable... we'll probably be asking you all lots of questions as we plan the 2013 Convention.

Of course a major reason why the 2011 Convention went so well was due to the exceptional work done in the background by our members themselves. Those who

Next QD Log deadline is August 1, 2011.
Please email articles and photos to the editor at: swiftie1@verizon.net

From the President

volunteered at the registration desk, the Ship's Store. Those who tended bar in the Hospitality Suite and sold raffle tickets. Those who set up and took down Association flags and other materials for the Opening Ceremony, Business Meeting, Hospitality Suite and Banquet. Those who brought photo albums and other memories to share. Those who took pictures to capture memories for the future. And to all who simply looked after their shipmates throughout the four days. My personal thanks to Tom Hart who carted around my oxygen tank as we walked through Arlington Cemetery... thanks Mate!

Our Cape May Connection

As I was working on this *QD Log* issue, I was called by Terry Lee who was at Cape May Training Center. It was only minutes from the weekly recruit company graduation ceremonies and he informed me that our former Cape May Liaison, Bill Donohue, had crossed the bar the day before, succumbing to cancer. Bill took great delight in attending the recruit graduations and presenting the CGCVA watches and certificates. and he will be sorely missed. My personal thanks are extended to Terry Lee who will continue the tradition started by PNP Jack Campbell, and of course to the Donohue Family.

Our Next Two Years

Unfortunately we are losing "The Greatest Generation" at an alarming rate and nearly half of the CGCVA membership is comprised of WWII veterans. We must all reach out to our brothers and sisters who served in the Coast Guard in Korea, Vietnam, Desert Storm, Iraq and Afghanistan and recruit them. Take opportunities to let folks know about the CGCVA and encourage those eligible to join our ranks. Membership is our association's life blood so I ask every member to try to recruit at least one new member. Let's have an even larger turnout at our 2013 Convention.

Thank you again for allowing me to serve as your president for another "hitch". Semper Paratus! **Swifty**

From the Vice President

Shipmates,

We have had our change of command and our new officers have been sworn in. As the new Association vice president I thank you for your trust. I will serve in this position with pride and will represent you to the best of my

ability. Thank you all for your service. We must not forget our "Auxiliary" for their support and dedication because they had to take care of the home front in our absence... they truly are warriors as well. Thank you all and God Bless. Semper Paratus!
Butch

Auxiliary News

We have arrived home from our eleven-day trip to Virginia and Maryland for the CGCVA Reunion and family time. The people time at the reunion was extra special. We renewed friendships from previous reunions and met many new people who have become instant friends. Many of us had family members attend some of the reunion activities and that was extra neat.

We've gone through the photographs taken from our three cameras. You will find many of our photos from the reunion in this copy of the *Quarterdeck Log*. You can see that everyone had a great time.

I continue on as the Auxiliary President. Bev Johnson has been elected Vice President and Mimi Placencia is the Secretary/Treasurer.

Liz Scotti
(321) 474-0007

*Mary Swift renews
her Auxiliary
membership for
Auxiliary president
Liz Scotti.*



Bev Johnson, Liz Scotti and Mimi Placencia are sworn in respectively, vice president, president, secretary-treasurer by former Auxiliary President Mary Lou Herbert.

Another Tour, and Then Some

I've just finished my second year as your National Secretary and I was reelected for another hitch, as well as taking on the duties of Association Treasurer. Thank you for your confidence in me... I will try very hard to do as good a job as those who have held these positions before me.

I really enjoy my job(s). I get to talk to CGCVA members from all over the country and explain to them why Storekeeper is the most important rate in the Coast Guard. The only part of my job that is difficult and time-consuming is having to stuff, stamp, label and mail late-notices to members who show up on our late pay list. Most of those members forget about looking at the mailing label on the *Quarterdeck Log* to see when their CGCVA membership expires.

However, thanks to our new Association technology, if I have your email address, in seconds I can send you an email reminder and that saves me time and the Association at least 50 cents in postage and envelopes for every person on that list... that's at least a \$35 savings per month. If you've ever received a late notice or you just need a reminder that your membership is expiring, please forward your email address to cgcva@comcast.net. Your email will be recorded on your Association record and used for Association purposes only.

Don't have an email address? Your kids or grandkids probably do. Give me a contact email address and I'll send a simple note that "your CGCVA dues are now due". Let me know if the email address you provide is a relative and I'll make note of it. We have the technology and I learned how to type in Storekeeper school so let's work together.

Computer Upgrade

When I took over as National Secretary in 2009, our computer was running Windows 98. We upgraded to Windows XP on a 2002 donated computer. Between viruses and other problems, that computer was running slowly and an appeal was sent out to the officers, trustees and appointees to fund a new computer system and I

Crossed The Bar

LM Bill Boonstra
Dee C. Bryant
LM Peter F. Canzano
William E. Chalfant
William B. Donohue
Billy F. Ingle
Eugene E. O'Donnell
LM Frank A. Tucker
LM CAPT Thomas G. Volkle
LM John J. Wallis, Jr.

received an overwhelming response. We are now running on a 2011 IBM computer with Windows 7, Microsoft Office 2010, and a new Seagate external hard drive. We are able to back up our records and process business at lightning speed. What cost the Association \$2,000 in technology in 2000 cost us about \$500 today. And thanks to the response of our officers, trustees and appointees, "no Association assets were harmed in the purchase of this technology". A

big thanks to all who made a very generous donation.

Vietnam War 50th Anniversary

A commemoration site for 50th anniversary information on the Vietnam War is www.vietnamwar50th.com.

Welcome New Members

<u>New Member</u>	<u>Sponsor</u>
Craig Cruz	Joe Kleinpeter
James R. Hotchkiss	Joe Kleinpeter
Leroy E. Anderson	The Association
Bruce R. Bradley	IMO Jack Campbell
Richard T. Mackinnon	Joe Kleinpeter
Roy C. Martinsen	Peter Mason
Raymond G. Pullen	The Association
John L. Sprague	Joe Kleinpeter
Bernard L. Scoville	Dwight E. Smith
Richard L. Eubank	Baker Herbert
Kenneth W. Miller	2010 POTY
Joel E. Aills	The Association
Howard A. Blair	The Association
Maurice J. Donovan	Jack W. Read
LM John F. Ebersole	The Association
David H. Hendrickson	The Association
Frederick M. Hurst	The Association

CGC Eagle 75th Anniversary Cruise

The Coast Guard Barque *Eagle* departed New London, CT, May 4th on its 75th Anniversary cruise to Europe. *Eagle* is scheduled to arrive in Waterford, Ireland on May 27th., the first of eight ports of call, as it returns to the shipyard where it was built in 1936.

After stopping in Ireland, the *Eagle* will make its way to Hamburg, Germany, where it was built at the Blohm and Voss Shipyard and commissioned the *Horst Wessel*. It is scheduled to be there June 3. The remaining port calls will be: June 10 (London, England); June 24 (Reykjavik, Iceland); July 15 (Halifax, Nova Scotia); July 22 (Boston, MA); July 29 (New Bedford, MA); and Aug. 5 (New York, NY).

The ship was recommissioned *U.S. Coast Guard Cutter Eagle* as a war reparation at the end of World War II, brought to this country and homeported in New London. Each year, *Eagle* travels about 13,000 miles and trains more than 600 Coast Guard cadets and officer candidates. It averages between six and eight port calls each year.

Bernard C. Webber Launched

On April 29th, the first USCG “Sentinel” Fast Response Cutter (FRC), the *Bernard C. Webber*, was launched from the Bollinger Lockport Shipyard Lockport, LA facility. This is the first of a new generation of multi-mission patrol boats for the United States Coast Guard, which will vastly improve their ability to perform their duties.

The “Sentinel” class cutter is 154 feet long and is capable of speeds in excess of 28 knots. The vessels will be armed with one stabilized remotely-operated 25mm chain gun and four crew-served .50-caliber machine guns.

The cutters will be able to operate independently for five days at sea, accommodating a crew of 23 members. A state-of-the-market command, control, communications, computer, intelligence, surveillance, and reconnaissance (C4ISR) system will be fully interoperable with other Coast Guard assets as well as those of the Department of Defense and the Department of Homeland Security.

The cutters will also have a 40-knot rigid inflatable boat, RIB, which can be rapidly deployed using an innovative stern-launching system similar to those aboard the 87-foot Marine Protector Class cutters.

The “Sentinel” class will be able to conduct missions, such as ports, waterways and coastal security, fishery patrols, drug and illegal migrant law enforcement, search

and rescue, and national-defense operations.

The *Bernard C. Webber* will be homeported in Miami, FL, supporting vital law enforcement and national security missions throughout the Caribbean and Gulf of Mexico.

Bernard C. Webber, coxswain of motor lifeboat CG-36500, from Station Chatham, Massachusetts, and his crew of three rescued the crew of the stricken tanker *Pendleton*, which had broken in half during a horrific storm on 18 February 1952 off the coast of Massachusetts. Webber maneuvered the 36-footer under the *Pendleton*'s stern with expert skill as the tanker's crew, trapped in the stern section, abandoned the wreck of their ship on a Jacobs ladder into the Coast Guard lifeboat.

Webber and his crew of three, EN3 Andrew Fitzgerald; SN Richard Livesey; and SN Irving Maske, saved 33 of the 34 *Pendleton*'s crew. All four Coast Guardsmen were awarded the Gold Lifesaving Medal for their heroic actions. Their successful rescue operation has been noted as one of the greatest in the history of the U.S. Coast Guard.

Webber joined the Coast Guard in 1946 and rose to the rank of Chief Warrant Officer during a distinguished 20 year military career that included a tour in Vietnam. He was also a veteran of the Merchant Marine during World War II. He crossed the bar in 2009.



PNP Ed Swift presents Coast Guard Commandant ADM Robert Papp an Honorary Coast Guard Combat Veterans Association Membership Certificate.

Sitka, Alaska Becomes 12th Coast Guard City

On April 30th, Sitka was officially named a “Coast Guard City”, a designation that belongs to only 12 other communities in the country and is awarded by the Coast Guard to signify a close bond between the military branch and the communities in which it serves.

Last July a Coast Guard helicopter carrying four people from Air Station Sitka crashed in Washington state. Three on board died and a fourth crew member was injured. In Sitka, candlelight vigils were held and memorial signs went up in storefront windows. And hundreds of Sitkans attended the public memorial held a few days later.

CG17th District Chief of Staff CAPT Captain Norman Custard said the response to the crash demonstrated the love Sitka has for the Coast Guard, but the process of designating Sitka a “Coast Guard City” began long before the tragedy.

The proclamation designating Sitka a Coast Guard City came from Coast Guard Commandant ADM Robert Papp, and was presented by Cong. Don Young.

“I’m especially fond of the Coast Guard. I’ve dealt with you for the last 55 years since I’ve been in Alaska. As a captain of a boat, sometimes you’ve made me very angry,” he said, to laughter from the Coast Guard personnel. “Sometimes I’ve thanked you. All the time, I have supported you.”

All kidding aside, Young said the Coast Guard does important work that’s essential to life in Alaska.

“Each day we have someone who goes to sea. Someone is lost. Someone has a perilous position as far as high seas. Somebody’s moving into our water that shouldn’t be: You’re there,” Young said.

“You’re constantly on alert, and you’re doing the job for this great state and this great nation, and for that, I thank you.”

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.

Physical Fitness Award Winners

Below are the recipients of the CGCVA's PN Jack Campbell Award for Physical Fitness, presented since the last *QD Log* listing. Named for Jack Campbell, the award is presented to a member of every graduating boot camp company:

SN Rosemarie K. Spargur (L-184) of Raleigh, NC, reports to *CGC Tahoma*, Portsmouth, NH.

SN Melanie G. Carter (M-184) of Hartford, CT, reports to USCG Station Rockland, ME.

SN Daniel A. Wilson (N-184) of Charlotte, NC, reports to USCG Ceremonial Honor Guard, Alexandria, VA.

SN Jordan M. Gilbert (O-184) of Bpise, ID, reports to *CGC Steadfast*, Warrenton, OR.

SN Mitchell S. Piontek (P-184) of Washington, DC, reports to FS "A" School, Petaluma, CA.

SN Justin D. Davern (Q-184) of Los Angeles, CA, reports to USCG Station Ponce de Leon Inlet, New Smyrna Beach, FL.

FA Travis D. Adams (R-184) of Fresno, CA, reports to National Motor Lifeboat School, Ilwaco, WA.

FN Michael J. Kornowski (S-184) of Harrisburg, PA, reports to *CGC Campbell*, Portsmouth, NH.

SN Lukas Gonzales Arenas (T-184) of Atlanta, GA, reports to *CGC Gallatin*, Charleston, SC.

SN John A. Cox (U-184) of Cincinnati, OH, reports to USCG Aids to Navigation Team, Georgetown, SC.

SA Douglas J. Dedischew (V-184) of Alameda, CA, reports to *CGC Osage*, Sewickley, PA.

SN Wade C. Porter (W-184) of Columbia, SC, reports to *CGC Gallatin*, Charleston, SC.



The CGC Onondaga during World War II.

sold in December 1954 to Foss Launch and Tug Company. It was later sold to a private owner and was abandoned and late sank.

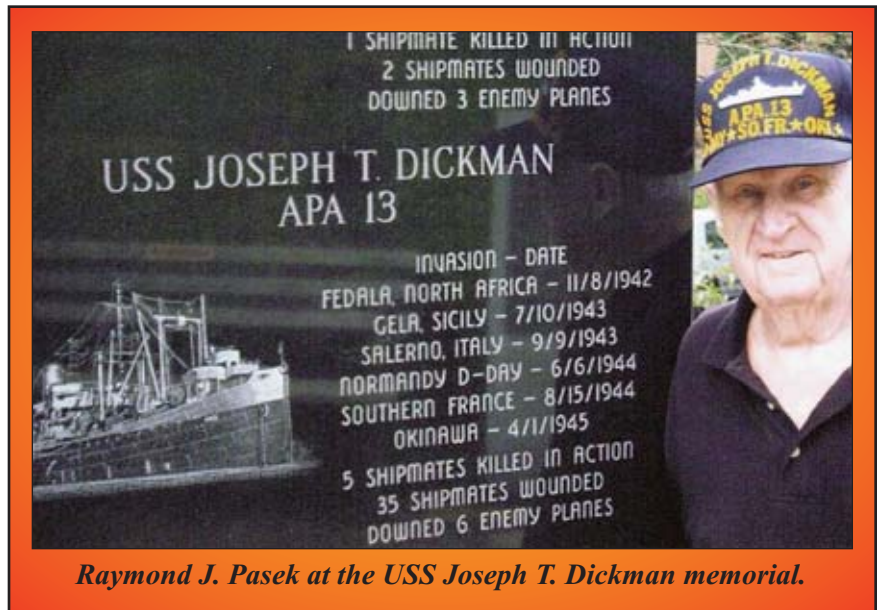
The 165-foot cutter was stationed in Astoria, OR from 1934-41 before being sent to Alaskan waters during WWII. She was in Dutch Harbor during the June 1942 Japanese air attacks on the U.S. military base there but suffered no casualties. Following the war, *Onondaga* provided assistance to vessels in distress and protected pelagic fur seals on their annual migration to the Pribilof Islands in the Bering Sea.

New TRICARE Resource

TRICARE beneficiaries who want to learn more about their health care plan and how it works can get short, relevant tips once a month with the launch of TRICARE TV. The videos are short and easy to follow, ranging in

Former CGC Onondaga

Divers with the Environmental Protection Agency conducted an underwater survey in late April of the former *CGC Onondaga* which sank in Seattle's Lake Washington ship channel sometime in the mid-1980s. Portions of the ship remain partially visible as it rests in about 25 feet of water. EPA divers inspected the vessel for potentially hazardous materials such as leaking oil or batteries and took water and sediment samples to document whether dangerous materials were on board. The cutter was decommissioned in July 1947 and was



Raymond J. Pasek at the USS Joseph T. Dickman memorial.

length from two-to-four minutes. To view TRICARE TV, beneficiaries can visit TRICARE's YouTube channel or www.tricare.mil/mediacenter. Subscribe to get e-alerts when a new episode is posted by going to www.tricare.mil/subscriptions or through the e-mail link at the TRICARE media center.

Military.com surveys have found that most servicemembers and their families are confused by TRICARE.

Retiree COLA Increase Looks Likely

According to the Bureau of Labor Statistics, the Consumer Price Index for April is up 0.8 percent over the March CPI. This is important for military retirees, and those drawing VA benefits, because the CPI is used to determine the annual cost-of-living-adjustment (COLA) and rate adjustments to VA Disability and Compensation, Vets Pension, and other VA rates for the following year. The April 2011 CPI is up 2.9% from the 2008 CPI, which means retirees may see a COLA increase in 2012, the first since 2008.

As we Silver Surfers know, sometimes we have trouble with our computers. I had a problem yesterday, so I called Eric, the 11-year-old next door, whose bedroom looks like Mission Control and asked him to come over. Eric clicked a couple of buttons and solved the problem. As he was walking away, I called after him, "So, what was wrong?"

He replied, "It was an ID ten T error."

I didn't want to appear stupid, but nonetheless inquired, "An, ID ten T error? What's that? In case I need to fix it again."

Eric grinned and said, "Haven't you ever heard of an ID ten T error before?"

"No," I replied.

"Write it down," he said, "and I think you'll figure it out." So I wrote down: ID10T

I used to like Eric, the little bastard



PNP Ed Swift presents an Honorary Coast Guard Combat Veterans Association Membership Certificate to Master Chief of the Coast Guard Michael P. Leavitt.

Honoring FN Eddie Hernandez

To the representative of the Coast Guard Combat Veterans Association who will speak at the memorial to Eddie Hernandez:

Your remarks to honor the memory of Eddie Hernandez, Fireman, US Coast Guard, will, of course, include mention of his bravery under fire while serving in Viet Nam. May I add a few thoughts?

I had the honor to serve with Eddie aboard the 82-footer, *Point Cypress* in Division 11 of Squadron One. Eddie was hard working, smart and strong. He was just the sort we all would want in our crew. He stood his watches and never, and I don't exaggerate, never complained. He stood watch in the un-air-conditioned engine room, day after day, and always came to the bridge or the mess deck with a smile, or at least ready to laugh.

He was good company. It was his idea, for example, to very quietly run a water hose up the back of the pilot house and out onto the roof. When the water was turned on, the windshield in front of the helm would blur with water. The helmsman, thinking we had run into a squall, would have to get up out of his chair, reach forward and turn on the wipers. Eddie would then, secretly, turn the water off. The helmsman would then get up and turn off the wipers. And the process was repeated again and again until one of the three on the bridge would figure

Notices & Association News

out the trick. When it's 105 degrees with 100 per cent humidity, there is no wind, and nothing to break the monotony, THAT is what you want to lessen the agony.

When it came time to launch the 14-foot Boston Whaler for a patrol in a narrow canal, Eddie wanted to go. He would arm himself with a machine gun. He was the only crewmember who could lift, aim and fire this cumbersome weapon. He wore two belts of ammunition wrapped across his chest, looking just like Emiliano Zapata, of the Mexican Revolution. In the bow, he was on the job.

Those who will serve aboard the new Coast Guard vessel named in his honor will find easy inspiration in the story of Eddie Hernandez. He was always ready.

LT Gordon M. Gillies, USCG (Ret.)

***Editor's Note:** Mr. Giles served as executive officer on board Point Cypress and survived the small boat operation that took the life of FN Heriberto Hernandez in Vietnam. Each Memorial Day, the Vietnam Unit Memorial Monument (VUMM) conducts a 21 Veteran Salute to honor Vietnam Era US Navy and Coast Guard Sailors representing the various communities on our Memorial Wall in Coronado, California... across the bay from San Diego.*

CGC Chase Roster Missing

Rick Poole from the CGC Chase Association asks that if you inadvertently took his ship roster from the Hospitality Suite at the CGCVA Convention to please contact him at rip-cgnam@comcast.net. It is a one of a kind item.

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 contributed \$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 contributed 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:

Lee White	Richard T. Mackinnon	Raymond Pullen	Wallace Nopson
John M. Austin	Joe Kleinpeter	William Held, Jr.	Robert Kanning
Claire Siegel	Loren Meadowcraft	James D. Wood	Charles Rummel
Tommy Spradlin	Robert Heater	Samuel Walker	David Peverly
John Wallace			

Jack & Dianne Barker in memory of QMC Bob Barker

Baker & Matylou Herbert in memory of VADM Tom Sargent, Betty Stauffer and Jack Campbell

Roy Spencer in memory of Munitions Detail Shipmates at Jersey City during SS El Estero Incident

Patrick Denney in memory of Betty Stauffer

Gary E. Hodge in memory of CAPT B. Foster Thompson, III

Ladaun Ingle in memory of Bill Ingle

Delores Johnsrud in memory of Herbert E. Johnsrud of the USS Gen. Hugh L. Scott

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

continued from page 1

83-Footer Replica

Inspired by a photograph in *The Quarterdeck Log* showing national president Paul C. Scotti proudly holding a 30-inch model of the 82-foot patrol boat he served on in the Vietnam War, World War II veteran Jack Read began looking for a builder to construct an accurate model of the 83-foot cutter he served aboard during D-Day at Normandy.



Jack Read and model-builder Bill Waldorf

overhead light fixture inside the bridge that nobody would see, Bill finished the project after more than 500 hours of effort. With appropriate fanfare the cloth-draped glass case with model inside was brought into the Hospitality Room and unveiled. It is a fitting tribute to the valor of the Coast Guardsmen that manned sixty of these cutters during the Normandy Invasion rescuing hundreds of men while taking enemy fire.

Opening Ceremony

The Opening Ceremony marked the official commencement of the reunion. A detachment of the U.S. Coast Guard Ceremonial Honor Guard from Alexandria,



CGCVA President Paul Scotti presents VFW Commander-in-Chief Richard Eubank an Honorary CGCVA certificate.



Jack Read who served aboard CG-83464 at the D-Day, Normandy invasion during World War II shows off the model after it was unveiled.



Jack Read commissioned Bill Waldorf to build a model of CG-83464, the cutter he served on in World War II. Overseeing every detail, Jack wanted it to be an accurate replica. The inside of the bridge is furnished as it was in the war, even the overhead light is in place.



2011 Convention/Reunion

Virginia, posted the colors. Our thanks to SN Danny Hicks, SN Richard Ferguson, SN Zachary Phelps, and SN Patrick McHugh for their exceptional work. Despite the brutal speaking schedule that the commander-in-chief of the Veterans of Foreign Wars has, Richard L. Eubank, a retired Marine and Vietnam War veteran, and supporter of the Coast Guard Combat Veterans Association, made a hole in his itinerary to speak at the Opening Ceremony. His rousing call for all veterans encouraging their membership in numerous military organizations to unite in a different kind of battle — the one against serious cuts in earned military benefits — brought a standing ovation. Afterward, President Paul C. Scotti welcomed



Bill Ross (l), Rose Ross (c) and Francine LaChance open the Ship's Store for business.



Mary Lou Herbert (c) rolls the dice to try to "shut the box." Rene O'Connell (l) and Floyd Hampton are her competitors. The game brought in monetary donations to the association's general fund.



The hub of socializing took place in the Hospitality Suite where memorabilia and raffle prizes were on display. Members checked in, played games, watched historical videos, sipped beverages, and swapped sea stories. Here Mary Swift, Terry Lee, and Ed Swift catch up on old times.

Richard into the Association as an Honorary Member.

Following the Opening Ceremony all converged on the Hospitality Room where the Auxiliary had provided food and snacks personally prepared by Ann Scotti (daughter of the Auxiliary and National President) and her friend retired Navy chef George Guinn.

Hospitality Room

The action center of the reunion was the Hospitality Room. Here, attendees picked up their registration packets; renewed memberships; and purchased ship store items and raffle tickets.

Here they played games such as Shut-The-Box and Cribbage. Here they watched video documentaries on the Coast Guard in war. Here they looked through memorabilia. Here they sipped bar beverages and exchanged sea stories. Here was a milieu of Coast Guard members going as far back as the early days



Terry O'Connell (r) trying to convince Swede Johnson that he needs to buy a "fathom" of tickets for 50-50 and raffle drawings.



Paul C. Scotti inscribes a copy of his book, Coast Guard Action in Vietnam, for Mike Placencia.

2011 Convention/Reunion

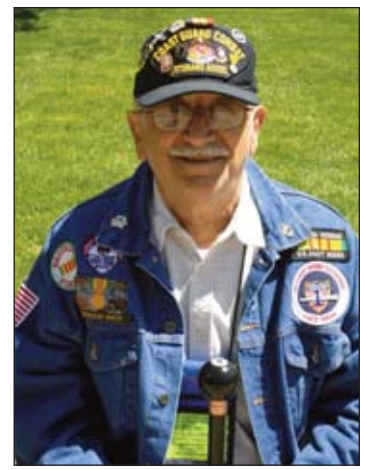


(Left and Above) CGCVA members and guests get a special viewing area at the Tomb of the Unknowns.



The 'walking group' at the Memorial Amphitheater,

of World War II. Where else could you chat with a Coast Guard SPAR who served in World War II or Coast Guardsmen who manned U.S. Navy attack transports landing troops on Pacific Ocean islands? Where else could you talk to a Coast Guardsman awarded a Silver Star in Vietnam or overhear veterans who served in Vietnam together recount their shared experiences? Where else could you be among living Coast Guard history spanning seven decades?



A few of the gang taking a break following considerable walking at Arlington National Cemetery.



Tour of Memorials

Thursday morning began for most of the gang with breakfast at Houligan's and possibly followed by a Bloody Mary in the Hospitality Suite.

The group going on the all-day tour of Washington, D.C monuments and memorials was eager to get started but had to wait an additional half hour for the buses to arrive, which had gone to a different Crowne Plaza Hotel. Still, once the buses were there, the group split into two sections, one for each bus, and away we went. Throughout the day, both on the buses and at the stops, professional tour guides offered insights of the city, its history and some interesting trivia.

The first stop was Arlington National Cemetery where the two groups temporarily merged, then split again into one group opting to walk; the other opting to ride the trolley through the cemetery. During this tour, the groups visited President Kennedy's gravesite with its eternal flame along with those of his brothers' Robert and Ted before watching the changing of the guard at the Tomb of the Unknowns. Our group of combat veterans arrived at the Tomb to find it completely jam packed with school groups and others so a guard opened an "off-limits" area specifically for us. The vantage point provided a very close look at the changing of the guard and was also in the shade, not a bad thing considering the sun was already hot.

Leaving the Tomb of the Unknowns, the groups saw the grave of WWII hero Audie Murphy and memorials for the U.S.S. Maine, the crews of the space shuttles Challenger and Columbia, and those killed in the Iran Rescue Mission. Ultimately everyone rejoined near the Visitors Center and reboarded their respective buses en route to the next stop — the Iwo Jima Memorial.

The memorial, modeled from the famous Rosenthal photo of the Marines raising the American Flag at the summit of Mt. Suribachi on Iwo Jima was awe-inspiring and everyone walked completely around it, taking it in from every angle.

From there it was chow time and the buses pulled in to Phillip's Flagship Seafood Restaurant for an all-you-can-eat buffet. There were dozens of entrees, salads, sides and desserts so everyone could select what they wanted, and keep going back for more. Before long it was time to waddle back to the buses for a short ride to the Vietnam Memorial, adjacent to the Lincoln Memorial. This stop was perhaps the hardest for some of the group since many were veterans of Vietnam and for some it was the first time to visit "The Wall".



Back to the buses once more for a brief ride to the World War II Memorial, saluting “The Greatest Generation”. Here, folks broke into much smaller groups to see areas of specific interest — and there are many to see, such as the fifty-six pillars, each inscribed with the name of one of the U.S. states, territories, and District of Columbia that united in a common

cause during WWII. Or Freedom Wall’s 4,000 gold stars, commemorating the more than 400,000 Americans who gave their lives in the war. Or the twin Atlantic and Pacific Pavilions, symbolizing a war fought across two oceans.

Unfortunately there wasn’t enough time to also visit the Korean War Memorial so everyone reboarded their buses and headed back to the Crowne Plaza, exhausted from the full day of walking but not too tired for a little liquid refreshment in the Hospitality Suite.



President of the Auxiliary Liz Scotti presides over the Auxiliary Luncheon.

Auxiliary Luncheon

The well-attended Auxiliary Luncheon on Friday featured a special guest speaker, CSC George W. Guinn, U.S. Navy (Ret.). Guinn served as executive chef in Buchanan House at the U.S. Naval Academy. The stately 34-room building completed in the early 1900s is the residence of the Superintendent of the Naval Academy. It is said that



Auxiliary Luncheon guest speaker, George Guinn, retired U.S. Navy chef, talks about his tour of duty at the White House during the presidency of George W. Bush.



2011 Convention/Reunion



only the White House hosts more official visits and receptions than Buchanan House. Guinn also served as a chef on the White House staff while George W. Bush was president. Affectionately, Guinn refers to President Bush as — the other George W.

Guinn entertained his audience with anecdotes during his time at the White House and Buchanan House. He prepared a quartet of his favorite recipes for each member of the audience to take home.

At the luncheon new Auxiliary officers were elected. Liz Scotti was reelected as president. Bev Johnson is the vice president and Mimi Placencia is the secretary-treasurer.

Business Luncheon

At the Business Luncheon held on Friday, National President Paul C. Scotti mentioned that the Association has had nine presidents. Three of them have crossed-the-bar: Dick Stent, Jack Campbell and Al Grantham. Three of them could not attend because of troublesome health: Bill Hoover, Bob Maxwell and Gil Benoit. The other three were present, including Joe Kleinpeter and Ed Swift.

Scotti praised the members for their initiative and recounted some of the activities the Association has been involved in since the 2009 reunion-convention. Among them:

--At each recruit company graduation at Cape May Training Center the Association awards the Jack Campbell Physical Fitness Award to the top recruit.

--The Association submitted the names of two deceased members (Richard H. Patterson and Art Green) to the naming board of the Coast Guard's new Sentinel Class cutters. Fourteen of the cutters have had names selected. There are plans to build anywhere from 34 to 58 of these



Master at Arms Bill Figone checks CGCVA membership cards as members enter the Business Meeting.



2011 Convention/Reunion

patrol boats.

--Member Bill Wells represented the Coast Guard at a Vietnam War exhibit dedication and symposium at the Southern Museum of Flight in Birmingham, Alabama. Several hundred people attended what Wells called a "class act." He mentioned that the promoters were "thrilled" to have someone from the Coast Guard there.

Two major issues were brought up by the president. The first being an annual operating budget that is running a deficit, largely because of member loss due to death and to poor interest return on certificates of deposit and the like. The president had already appointed a budget committee under budget director Gary Sherman to review expenditures for the past five years to get a handle on recurring operating costs and to propose recommendations to erase deficits in the budgets for the next few years. In 2010, the deficit was nearly 2,500 dollars.

It is prudent to keep separate annual operating expenditure, the cost of doing business, from extraordinary expenditures—those pesky surprises. The former covers items such as insurance, publishing the quarterly magazine, supplies, postage, and support of Munro gravesite. These are predictable recurring expenses. The income for them comes from membership dues and variable amounts from small store sales and donations.

To be prepared for extraordinary expenditures, such as the recent replacement of an antiquated computer system, any windfall received such as the late Jack Campbell willing the Association five thousand dollars is set aside for use to cover unpredictable costs. The generosity over the years by members donating unsolicited funds to assist in publishing The Quarterdeck Log or boosting the general fund shows the strong feelings to keep the Coast Guard Combat Veterans Association going. It is the only organization in



The Dave Humphrey family at their first reunion-convention.



Tommy Bowden with his daughter, nephew and niece.



Former members of the 378-foot cutter Chase attended the reunion twenty-two strong. The Chase was recently decommissioned and turned over to the Nigerian navy.



(Left) Shirley and Patrick Ramsey.

(Right) Jerry and Cindy Goff. Jerry is one of twelve Coast Guardsmen in the Vietnam War to be awarded the Silver Star.



2011 Convention/Reunion



Paul and Bev Little.



World War II veteran Claud W. Ashcraft traveled across the country from Seattle, Washington to be at the reunion.



Bob and Betty Hellers.



Ed Burke, who was instrumental for planning the 2011 reunion-convention and his wife Nancy.



Herb and Lois Weinstein.



The renowned editor of The Quarterdeck Log, Ed Swift and his wife Mary.



Richard J. Parker.



Chairman of the Convention Planning Committee Baker Herbert and his wife Mary Lou.

existence that reminds all veterans and the general public of the sacrifices made by Coast Guard war veterans. It should be noted that the recent purchase of a new computer system was totally funded by donations made by the officers and trustees.

What is the solution? The members present offered suggestions that included suspending life memberships... dues increase... reduce number of magazine issues a year from four to three... asking members for donations... increasing life membership dues...

The budget director will consider all suggestions and will be submitting budget proposals to the Board of Trustees that will keep the Association operating in

Ed Floyd (l) came to his first reunion-convention in 2007 and vowed never to miss one. Kay and Steve Petersen may be seen at these reunions as regularly as the sun rises.





Association chaplain Vince Patton giving the invocation at the awards banquet.



Bill Figone tolls the bell after each name is read.



A memorial table is set aside to honor the memory of fallen shipmates.

the black. It is the Trustees that approve the budget and set the dues. It will be up to the Trustees to sort it all out.

The second major item was the appointment of a new convention planning committee. Baker Herbert and Ed Burke have done outstanding work in this area over the years. They deserve a welcomed respite from this burden. The matter was presented to the members in attendance that if they want a reunion-convention in 2013 others need to step forward. As always, Coast Guardsmen come through in a the storm. The new convention planning committee volunteers are: Floyd Hampton, chairman, Bob Hellers, and Steve Petersen. They will be evaluating venues for the next biennial gathering.

Awards Banquet

The Awards Banquet on Saturday night was the grand finale to a successful reunion-convention. Following the entrance of the members of the head table Association chaplain Vince Patton delivered the invocation. This was followed by the presentation of colors, the playing of the National Anthem and recital of the Pledge of Allegiance. This was followed by a solemn duration when Vice President Terry O'Connell read the names of members who have crossed-the-bar since the last reunion-convention in 2009—the list was fifty-five names long. After each name Bill Figone, master at arms, rang the bell.

Following dinner president Paul C. Scotti acknowledged notable attendees: Charlotte Bart, a Coast Guard SPAR in World War II; Deneen A. Day, from Coast Guard Headquarter Medals and Awards branch who has helped members update their DD-214s; 22-former members of the cutter Chase; and Rear Admiral Cari B. Thomas, the director of response policy at Headquarters, a good friend of the Association.

In his opening remarks the national president remarked that being a veteran is more than having served one's country—it is life-long attachments with other

(Left) The association showed its appreciation to Rose Ross for her valuable assistance in setting up the association's computer system and thus saving the expense of many dollars that would have gone to contracting commercial computer services. Rose was presented a watch by national secretary Gary Sherman.



Bill Waldorf (l) presented Jack Read a plaque commemorating the CG-83464 cutter he built for Jack and to Jack "to honor your service to our country and to preserve the memories of these boats and their gallant crews."





A surprised Joe Kleinpeter is the first recipient of the newly inaugurated Don Kneip Distinguished Effort Award. The late Don Kneip was one of the founders of the Coast Guard Combat Veterans Association. Kleinpeter on his own initiative and expense traveled to American overseas battlefield cemeteries placing medallions at the grave markers of each Coast Guardsmen. He met with the cemetery administrators giving them a plaque memorializing Coast Guardsmen killed in action. He gave them books about the U.S. Coast Guard to go in their library. And upon leaving he said, "Take care of my guys."



Rear Admiral Cari B. Thomas, director of response policy at Coast Guard Headquarters with members of the color guard. Before making admiral she was commanding officer of Cape May Training Center from where exceptional recruit graduates are assigned to the U.S. Coast Guard Ceremonial Honor Guard.

veterans. He went on to recount a recent occasion where he was reunited for the first time since 1967 with his first 82-footer skipper in Vietnam and shared in celebrating his skipper's 70th birthday. Scotti said, "It is these poignant occasions that make

being a veteran worthwhile."

Scotti introduced the other president Scotti, Liz. The Auxiliary president said that she was happy and surprised to see so many family members present at the reunion and asked sons, daughters, grandchildren, nephews and nieces to stand and receive applause.

The national president then introduced Rear Admiral Cari B. Thomas. Admiral Thomas expressed emphatically, "I am a friend of the Coast Guard Combat Veterans Association" and went on to say that the senior leadership at Coast Guard Headquarters firmly supports the Association's contribution in promoting Coast Guard history and making known the Coast Guard's military valor. She concluded with a stirring tribute to the high character and accomplishments of current Coast Guard men and women. When she finished Scotti said, "Where do we sign up, admiral?"

The keynote address was given by Rear Admiral James A. Watson, deputy commander, Atlanta Area. Admiral Watson delivered a good overview of the present Coast Guard, including the modernization of the cutter fleet. Eight new national security cutters are replacing the twelve aging 378-foot cutters. Eight of these cutters will be able to carry on the duties of twelve cutters because of their greater capabilities. He also talked about the Coast Guard's role in the on-going military conflicts and the presence of Coast Guardsmen and cutters in the Southwest Asia Theater. Finally, he expressed the importance of documenting Coast Guard history and he was pleased to be in the presence those who are the history of the Coast Guard.

In special recognition, an appreciation gift was given to Rose Ross, wife of national treasurer, Bill Ross, who on her own time gave the national secretary, Gary Sherman, guidance on transferring files and programs to a different computer and setting up an efficient system to process memberships and information, thus, saving the Association large sums of money that would otherwise have gone to pay for computer technical support. Gary Sherman presented Ross with a



Rear Admiral James A. Watson presents the 2010 Person of the Year Award to Lieutenant K. Wayne Miller, USCGR. Miller pulled out a motorist locked in a car engulfed in flames. The Association has been honoring such heroics since 1991. Miller is the 20th Person of the Year. Each one has shown to be a person of honorable and unselfish character.

2011 Convention/Reunion

watch.

The national president then inaugurated a new award, the Don Kneip Distinguished Effort Award, named after the late co-founder and trustee of the Association. The surprised, first recipient of the award was Joseph L. Kleinpeter for “showing exceptional initiative in raising public awareness of the sacrifice made by U.S. Coast Guard combat veterans...” At his own expense and initiative he visited overseas battlefield monument cemeteries where Coast Guardsmen are buried. At the grave marker of each one he placed a specially minted medallion. To the cemetery administrators he presented a plaque memorializing Coast Guardsmen killed in action. He also donated books on Coast Guard history for their libraries that will help educate visitors about the Coast Guard. At the Vietnam Memorial Wall in Washington, D.C. he placed an encased replica of a Coast Guard 82-footer that served in that war. Along with the 30-inch model were two history books on the Coast Guard in the Vietnam War and several patches from Coast Guard units in Vietnam. Kleinpeter also enrolled dozens of current active duty Coast Guard combat veterans into the Association, paying their dues. Kleinpeter unquestioningly deserves recognition for his “distinguished effort.”

The climax of the awards ceremony came when Rear Admiral Watson presented the 2010 Person of the Year award to Lieutenant Kenneth “Wayne” Miller, USCGR. When a car travelling ahead of him careened off the road on fire Miller stepped among the bystanders and took charge of rescuing the man. Finding the car locked, he was eventually able to break the windows but found the interior and the unconscious driver’s body too hot to touch. Locating a pair of gloves and a strap he extricated the motorist moments before the car was fully engulfed in flames. Medical help arrived and took the man to the hospital. Since 1991 the Association has been recognizing Coast Guard heroics. Miller is the 20th person to receive the Person of the Year Award.

Miller’s wife, JaVaughn, who sat with him at the head table was not overlooked. The retired U.S. Navy chief petty officer was presented with a gift: the game Shut The Box that she had taken a liking to during time in the Hospitality Room. Installation of the Auxiliary Officers followed and then came the installation of Association Officers, Trustees and Appointees. The new national president is past national president Ed Swift. Floyd Hampton is vice president. Gary Sherman is secretary-treasurer. Ed Burke and Swede Johnson are the new four-year trustees.



Merriment followed with the auctioning of Chieu Hoi, the lovable, if ugly, Association mascot. Whoever gets custody of our un-adorable Sabine River Fajita has two years of making personal appearances with him, sort of like what Miss America does during her reign. The bidding opened at one hundred dollars. When it was over, for two hundred and fifty dollars Chieu Hoi’s new companion was Rear Admiral Cari B. Thomas. Hmm. Coast Guard Headquarters may never be the same again.

JaVaughn Miller takes the deer’s end for her raffle prize. She planned to put it in her carry-on luggage on the airplane flight home.

The raffle came next and the banquet closed with Vince Patton giving a safe journey home benediction. The reunion was over — almost. People drifted back to the Hospitality Room for final farewells that lasted until 0300.



Same Coast Guard, but different eras, stand side by side. Rear Admiral Thomas represents the U.S. Coast Guard of today. Charlotte Bart, a U.S. Coast Guard SPAR in World War II, represents the U.S. Coast Guard of sixty-seven years ago.



Rear Admiral Cari Thomas gets custody of the association mascot, Chieu Hoi, for two years until the next reunion-convention. The admiral outbid everyone else during the auctioning.

CDR Juan del Castillo: Officer, Humanitarian and Self-Made Scientist

by William H. Thiesen, PhD, USCG Atlantic Area Historian

The Coast Guard is a sea service with a variety of unique missions that attracts personnel with unique interests and experiences. A few examples of these individuals include Alex Haley, a journalist in the service whom later became a famous writer after leaving the service; and Dr. Olivia Hooker, the first African American women admitted to the service as a SPAR in 1945, who went on to have a distinguished career as a psychology professor at Fordham University.

Juan del Castillo is ranked among the many Coast Guard personnel who distinguished themselves within the service and later in civilian life.

Born in New York in 1921, he attended La Salle Military Academy in Oakdale, New York, and graduated from Manhattan College in 1942. In June 1942, he began what became a forty-year career with the Coast Guard Reserve. After first enlisting in the service, he quickly earned an appointment to Reserve Officer Training at the Coast Guard Academy. He



(Left) LT Juan del Castillo stands watch on USS Albuquerque. (photo courtesy of Coast Guard Combat Veterans Association)

completed Reserve Officer Training in December 1942 becoming the first Coast Guardsmen of Hispanic heritage to receive a commission.

It was in the Coast Guard that del Castillo honed his leadership ability. During World War II, he served on *PC 469*, a heavily armed patrol craft responsible for escorting convoys in the Caribbean at a time when u-boat attacks there were a common

occurrence. He was also selected for Naval Communications School at Harvard University and served the latter part of World War II in the treacherous North Pacific on board the Coast Guard-manned patrol frigate, *USS Albuquerque*.



LTJG Juan del Castillo sitting for formal service photograph. (photo courtesy of the del Castillo family)

After the war, del Castillo left active duty, but continued to serve as a reservist, and took a job with the family import business, Rafael del Castillo & Company. During this period in his career, he became interested in famine



(Left) The Coast Guard-manned USS Albuquerque (PF-7), patrol frigate responsible for patrolling Alaskan waters in World War II. (U.S. Navy photo)

relief in the developing world. Armed with his bachelor's degree in political science and his Coast Guard training, del Castillo became a self-taught authority on food science, famine relief and large-scale food aid distribution.

Over the following years, while serving in his role as a Coast Guard Reserve officer, del Castillo worked in executive positions with the Department of Agriculture (USDA) and the U.S. Agency for International Development (USAID). During this time, he invented the formula for Corn Soy Milk (CSM), considered one of the most important high protein foods ever developed. Next, he invented a rice substitute out of sorghum for international food programs. Unlike large commercial food producers, del Castillo developed these highly nutritional food substitutes without a staff or a laboratory. Over four million men, women and children worldwide consume these food products and avoid malnutrition or starvation daily.

As if his important advances in food science were not enough, del Castillo also held positions at USDA responsible for the distribution of foods for the national school lunch program, elderly and family feeding programs and supplying food to Indian reservations. He also served as first director of the food stamp and Women, Infants, and Children (WIC) Program. After his retirement from the Coast Guard Reserves in 1981, del Castillo continued his work on nutritious food for feeding the needy and starving and he took a leading role in the cause of improved survivor annuities for military widows.



Officers of the USS Albuquerque. LT Juan del Castillo stands second from the left (photo courtesy of David Hendrickson)

Juan del Castillo, the Coast Guard Officer, war hero, self-taught scientist and humanitarian passed away in 2009. Before he passed, del Castillo was recognized for his important contributions to humanitarian food aid programs with the USAID Lifetime Achievement Award. Commander del Castillo left behind a wife of fifty-seven years, six children and nineteen grandchildren.

Carrying on the family tradition, one of his grandchildren began training as a cadet at the Coast Guard Academy in August 2010, nearly seventy years after del Castillo did as a Reserve Officer Trainee. del Castillo serves as yet another example of the talented individuals who have served in the Coast Guard and embody the service's core values of honor, respect and devotion to duty.

Farewell USCGC Chase

Story and Photographs by A. Collin MacDonald, RM2, Chase Association

After 44 years of meritorious fleet service, the *USCGC Chase (WHEC-718)* was decommissioned March 29, 2011. In an impressive ceremony held at its home port in San Diego, CA, the *Chase* was the second of the 378-foot high endurance cutters to be decommissioned, following the *USCGC Hamilton (WHEC-715)* a day earlier.

Chase's service began Oct. 26, 1966 at Avondale Ship-

yards, New Orleans, LA. when the keel was laid. It was launched May 20, 1967, and commissioned March 11, 1968. *Chase* served the United States in time of war, peace, and recently in the fight against global terrorism. *Chase* served during Vietnam under "Operation Market Time" as part of Task Force 115, participating in 24 naval gunfire support missions resulting with the award of the Navy

Meritorious Unit Commendation and Vietnam Service Medal. It continued its service over the years, eventually leaving Boston, for new homeports on the West Coast. It continued to serve on Alaskan Fish Patrols, world cruises, and was called to support conflicts in the Middle East, only to return to the West Coast to continue its Coast Guard duties. But most important, after each mission, she brought her crew home safely to their home port.

On the morning of March 29th eleven members of *Chase's* "old crew" slowly approached the the cutter at its moorings. *Chase* was decked out in full dress flags, a bright freshly-painted hull, and patriotic bunting running the rails from forward to aft. We gathered to bid *Chase* farewell, all of us appreciative of the years we served on board. After forty-plus years, we made our way down the pier to board her once again, stopping occasionally to admire her, explain an import fact from past memory to a family member, or take a treasured photograph.

Most of us served on *Chase* during the Vietnam Tour, but we all served between 1968 through 1971. Organized through the Chase Association, we decided to gather once again, each of us dressed in "Chase" ball caps and specially made navy blue polo shirts, embroidered with the Chase Association Crest, and our respective names, rates, and years served on *Chase*. We stepped up the gangway, individually turning aft to salute the ensign, then toward the quarterdeck saluting the Officer of the Day. Each salute was performed with pride and devotion.

We enjoyed a brief visit on board, meeting and talking to the current crew before guests and officials started to gather on the pier under a large tent set up for the ceremony. Our old crew was ushered to sit up front toward the right of the stage...a place of honor.

The *Chase's* Executive Officer, CDR Bion Stewart welcomed officials and



guests, then introduced VADM Manson K. Brown, Commander, Coast Guard Pacific Area. As if on cue, the sun broke through the morning's overcast, illuminating the white hull and decks of *Chase* like Neptune spotlighting the ship as the admiral began his address. He spoke of the person the ship was named after, the history of

previous cutters that carried the name *Chase*, and about "our" *Chase*, telling its history, assignments, accomplishments, awards, and honors. He specifically focused upon the many generations of crews who manned the *Chase* over the years, especially those of us in attendance.

Next, CAPT Gregory J. Sanial, *Chase's* commanding officer, spoke about the honor to have been the last Captain of the cutter and his experiences on board. He thanked his crew for their hard work in preparing the decommissioning ceremony and then he recognized each member of the "Old Crew" by name and rate, asking each of to stand as our names were read.



VADM Manson K. Brown, Pacific Area Commander, was the keynote speaker at the CGC Chase decommissioning ceremony.

As my name was read aloud, I stood with a swell of pride and became very moved, as I could not help noticing my fellow shipmates emulating the same pride and taking in the moment. This moment will be remembered the rest of our lives. Each member stood tall and proud while being recognized for our past contributions and service many years ago when we served onboard the *Chase*. From seaman to the first executive officer, each of us received warm enthusiastic appreciation from everyone present that day.

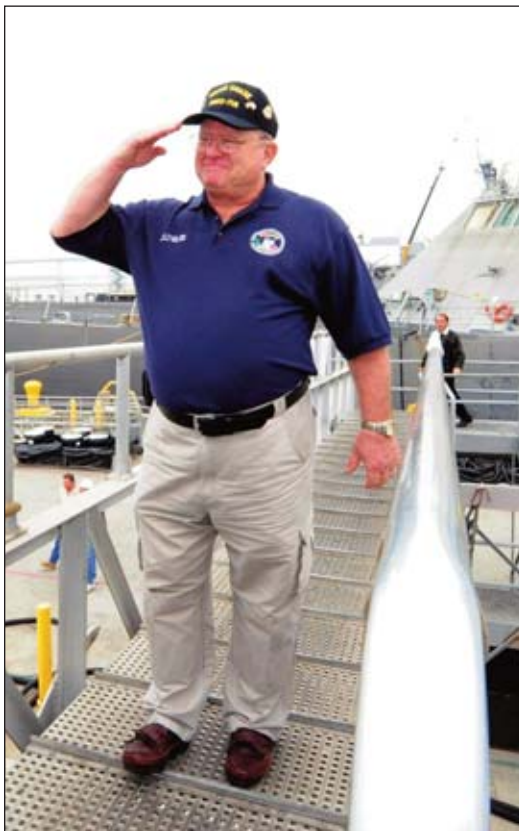
Chase was presented a Coast Guard Unit Commendation Ribbon and then reality took hold. The captain commanded the crew to disembark *Chase*, and, as the Navy band played

“Semper Paratus,” the crew crossed the gangplank, making a department formation on the pier at full attention. Once in formation, the captain commanded to strike colors, and a solitary bugle echoed “Taps” across the pier. This in turn prompted a slow descent of the Union Jack and U.S. Coast Guard Ensign and slightly lagging was the U.S. Ensign on the rear staff... the last to be struck. It was during this part of the ceremony most felt the emotional end of an era.

Another chapter in Coast Guard history has been brought to an end. I looked across and could see tears coming from many of my shipmates and even from some of the current crew standing at rigid attention. We all knew that *Chase* was now retired from Coast Guard service.

A nice reception followed the official ceremony and we had time to again meet with crewmembers and talk about our adventures on *Chase*. Too soon it seemed we had to say our good-byes and we once again approached the gangway to depart, knowing this time there would be no flag to salute... our departure would be our last. We walked slowly back down the pier, occasionally stopping to take that final photograph.

Ex-HM2 Robert Fuchs renders a salute to his old ship.



At the end of the pier I had to turn around for one more glance and realized why it had been so important for all of us to come back after so many years have passed. The *Chase* was more than a ship we served on... it was our guardian, our protector, our Saint Christopher of the high seas. She sheltered us, safeguarded us from danger, and returned us each time safely to our homeport and our loved ones. It was almost like the *Chase* knew that one day we

would return to honor her, celebrating her service to us, and bid her farewell. Good-bye old girl. Thank you for looking after us and giving us such fond memories of our service on board you. This is why we who served on the *Chase* say, “Once a Chaser, always a Chaser.”

Editor’s Note: On May 13, 2011, the former CGC *Chase* was given to Nigeria. The Deputy Defense Adviser at the Nigeria Embassy in Washington D.C., Navy CAPT Adefemi Kayode, said the ship would sail to Nigeria in July and its Nigerian crew would undergo further training starting May 16th. In 2003, the Nigerian Navy received four vessels from the U.S. Coast Guard which are used for patrol duties in the Niger Delta region.

Charles Eliot Winslow and His Heroic Rescues in Command of the Coast Guard Cutter *Argo*

by William H. Thiesen, PhD, USCG Atlantic Area Historian

When terrorists attacked the World Trade Center on September 11, 2001, New York’s Motor Vessel *Sightseer XII* came to the rescue. The tour boat helped ferry thousands of evacuees from lower Manhattan across the Hudson River to New Jersey. Due in part to *Sightseer XII* and the selfless efforts of her captain and crew, the U.S. Coast Guard recognized the vessel’s owner, Circle Line Sightseeing Tours, with the 9/11 Medal. However, 9/11 was not the first time this sturdy vessel had rescued those in peril. As the Coast Guard cutter *Argo*, *Sightseer XII* performed a number of heroic rescues during the dark days

of World War II.

In 1933, *Argo* (WPC-100) became the first in her class of 165-foot Coast Guard cutters put into service for Prohibition enforcement. During the war, the service conscripted her and her sisterships to escort commercial vessels along the East Coast. The cutter carried a crew of seventy-five men and provided a solid platform for radar and sonar equipment; an armament of twenty millimeter and three-inch guns; as well as depth charges and anti-submarine weapons. As convoy escorts, *Argo* and her sisterships typically took up station on northbound and

southbound convoys, tracked underwater contacts, and attacked anything that resembled the sonar signature of a U-boat.

During the last three years of the war, *Argo's* fate would be closely linked to that of Charles Eliot Winslow, a successful paint salesman in Boston. Winslow held a deep sense of duty and, with war clouds forming on the horizon in 1940, he chose to enlist in the U.S. Navy. In 1941, at the age of thirty-one, Winslow found himself called to active duty with the rate of seaman second-class. In his first assignment, he served out of Boston on board *USS Puffin (AMc-29)*, a fishing boat converted into a minesweeper. In November 1941, he decided to take a competitive examination for an officer's commission in the Coast Guard Reserve. He passed and by December he had resigned from the navy to accept an ensign's commission in the U.S. Coast Guard.

In late 1942, after serving as executive officer on the weather ship *Menemsha (AG-39)*, Winslow received appointment to the anti-submarine warfare school in Miami, Florida. After graduation, the Coast Guard promoted Winslow to lieutenant junior grade and assigned him to the *Argo*. Beginning in February 1943, Winslow served as senior watch officer and navigation officer on board the cutter, but he rose rapidly through the ship's officer ranks. In April, the Coast Guard promoted him to executive officer of *Argo* while he served concurrently as gunnery officer. After only two months as the cutter's



LTJG Charles Eliot Winslow in his dress blues sitting for a formal portrait. (Courtesy of the Winslow Family)

executive officer, the Coast Guard promoted Winslow to commanding officer of *Argo*, a position he would hold for the remainder of the war.

On the morning of January 6, 1944, convoy NK-588 steamed south out of New York harbor into a gale with nearly forty mile-per-hour winds and wave heights of nearly twenty feet. The convoy consisted of a tanker; the navy patrol gunboat *USS St. Augustine (PG-54)*, a converted 300-foot yacht that served as the convoy's escort command vessel; and the Coast Guard sisterships *Argo* and *Thetis (WPC-115)*. That night at 10:00pm, the *St. Augustine* encountered a strange vessel sixty miles southeast of Cape May. Unknown to the warship's crew, the unidentified vessel was the American tanker *Camas*

Meadows, steaming unescorted out of Delaware Bay under blackout conditions. The master of the tanker had taken ill to his cabin leaving the third mate to serve as officer on deck (OOD). The ship had a green crew and no one on the bridge knew how to send or receive blinker signals.

Farther back in the convoy, *Argo* had also made radar contact with the darkened tanker and the cutter's OOD reported the contact to LTJG Winslow in the captain's cabin. Winslow ordered the contact's position transmitted to the *St. Augustine* by the coded talk-between-ship (TBS) system. The cutter's radioman sent the message and received acknowledgment from the lead escort. Meanwhile, *Argo's* lookouts made visual contact with the ship and noted that the *St. Augustine* had left her convoy station, steamed



Argo anchored in Love's Cove, near Boothbay, Maine, at the Atlantic war's end in May of 1945. The 165-foot steel cutter was built by John H. Mathis Company at Camden, New Jersey, in 1933. Argo could attain speeds of sixteen knots and was powered by two Winton Model 158 six-cylinder diesel engines, which delivered 1,340 horsepower. (Courtesy of the Winslow Family)

toward the mystery vessel and challenged the ship by blinker and by flashing running lights. *Argo's* OOD altered course so the cutter would swing wide around the stern of the ship crossing ahead and he presumed that *St. Augustine* had executed a similar course change.

The dark silhouettes of the *St. Augustine* and the tanker appeared to meet miles in the distance; but unknown to *Argo's* bridge watch, the *St. Augustine* had actually altered course in front of the tanker, setting the two vessels on a collision course. Within a few short minutes, *Argo's* OOD observed the bow of the 300-foot *St. Augustine* rise out of the water at an odd angle, fall back into the water, and disappear. Given the state of the stormy seas, he and the others on the bridge thought the escort had ridden up a large wave and dropped back into the accompanying trough. However, the men on *Argo's* bridge had actually witnessed the demise of the patrol gunboat as the tanker rammed into *St. Augustine* amidships, cut deeply into the escort's hull, and pushed the mortally wounded gunboat briefly before separating with her. The *St. Augustine* flooded and slipped below the waves, vanishing in less than five minutes.

Still miles away from the scene of the disaster, *Argo's* OOD asked his radarman if he still had *St. Augustine* on the screen. The radarman indicated that he no longer had a contact for the patrol gunboat. *Thetis* tried to raise the *St. Augustine* by voice radio with no success, so *Argo's* OOD tried to contact the vessel by TBS. The darkened tanker came to a stop and turned on all of her running lights, an act prohibited during wartime in waters known to harbor U-boats. By this time, *Argo's* OOD feared the worst, called LTJG Winslow for assistance and ordered *Argo's* crew to general quarters.

Winslow swung into action as soon as he stepped on the bridge. He ordered a course change straight for the uniden-

tified vessel brightly illuminated in the heavy seas dead ahead. He also ordered the signalman to communicate with the vessel by blinker to find out what had happened. After repeated queries, the tanker blinked back "survivors to the left of you." After several more unanswered signals, the tanker responded that it had rammed the escort and was taking on water.

After pounding through heavy seas for nearly twenty minutes, *Argo* arrived at the scene of the disaster. The cutter's crew began sighting groups of survivors on life rafts and individuals floating in the frigid water waving the red lights attached to their life jackets. Winslow ordered all of *Argo's* searchlights activated and began navigating through the wreckage to collect survivors. Winslow focused initial efforts on saving those in life rafts and grouped together in the water before the storm could scatter them across the wind-swept seas. Later, *Argo* located individual survivors and, after that, threw lines over bodies to see if they showed signs of life. If the bodies failed to react, *Argo* moved on to search for survivors still riding the heavy seas.

Argo remained on scene during the early morning hours of January 7 and through the rest of the day as Winslow and the crew searched for more survivors. The *Camas Meadows* also remained on scene during the early morning hours of January 7, before steaming back to Cape May to survey the damage to her hull. Meanwhile, the navy and Coast Guard launched a massive search and rescue operation, involving ships, planes and blimps, in an effort to locate more survivors. *Argo* had rescued twenty-three of *St. Augustine's* survivors, while *Thetis* accounted for another seven. In addition, the search and rescue effort located sixty-seven bodies out of the patrol gunboat's total losses of 106 crewmembers.

A board of inquiry, convened to determine the cause of



The ill-fated patrol gunboat USS St. Augustine (PG-54) was a converted yacht. (U.S. Navy photo)

the accident, found greatest fault in the fatal maneuver that put *USS St. Augustine* in the path of the *Camas Meadows*. The board also found the tanker's crew too inexperienced, with several having no previous sea time. In addition, the board determined that the tanker's radioman had little knowledge of emergency procedures; and that the only crewmembers qualified in signaling had taken to their bunks, preventing the tanker from communicating with the *St. Augustine*.

For his role in the *St. Augustine* episode, LTJG Winslow received a commendation from Navy Secretary James Forrestal for "outstanding service." According to the citation, Winslow maneuvered "his ship through heavy winds and debris-littered seas" with "outstanding tactical skill." Coast Guard Commandant Russell Waesche also commended Winslow, writing, "I am pleased to commend you and the members of your crew for initiative and resourcefulness manifested throughout the task, which was made more hazardous and difficult by strong winter winds and prevailing high seas."

Winslow demonstrated his skill and ship handling ability a second time at the end of the 1944 hurricane season. A powerful storm whirled up from the Equator in October and churned off the Georgia coast by October 19. It caught the Mexican tanker *Juan Casiano* ninety miles due east of Savannah, severing the vessel into two parts and sending them both to the bottom. Only twenty-one of the ship's fifty crewmembers found their way to a battered lifeboat. They did their best to cling to the boat as physical exhaustion and the storm's fury peeled the men away one-by-one.

Argo arrived on scene a day after the sinking and, at approximately 8:00pm that evening, the cutter's crew sighted flares illuminating the darkness over the swamped lifeboat. While the cutter was located some distance from the lifeboat, LTJG Winslow skillfully maneuvered the 165-foot cutter through the heavy seas to the lifeboat. *Argo* took

on board eleven men suffering from shock and exposure. The rest of the original twenty-one survivors had perished in the hurricane over the course of the previous day. Winslow commenced a box search in the heavy seas to check for the others but had no luck. In the commendation

for the *Juan Casiano* rescue, Commandant Waesche cited Winslow for his "outstanding ability and devotion to duty." Between the *St. Augustine* and *Juan Casiano* rescues, Winslow, his crew and *Argo* had saved thirty-four desperate mariners and given them a second chance at life.

LTJG Winslow had found within himself a natural, almost instinctive, pre-disposition for command at sea. In June 1944, the senior member of a navy inspection team reported on Winslow's skills: "The [Argo's] Commanding Officer is an able and competent officer, forceful, decisive,

military in conduct and bearing, maintaining discipline with a firm yet tactful hand, with the result that the vessel under his command is a smart, taut ship. He handles ship exceptionally well and is in every respect qualified for his command and administrative responsibilities." Yet, after the war ended, Winslow was ready to go home. In a letter to his command, he wrote, "If the *Argo*... is scheduled to fight the wintry blasts alone all winter, my answer is 'Get me off.' One winter upside down was enough for me. It took me three weeks to regain the full use of my feet!"

Winslow and *Argo* went their separate ways. The Coast Guard experienced a dramatic decrease in personnel levels, forcing the service to retire cutters such as *Argo*. At first, the service mothballed the cutter at the Cape May Coast Guard station; however, by 1948, the service had decommissioned the cutter and sold her in 1955. By 1959, New York City's Circle Line Sightseeing Tours purchased *Argo* and she began a second fruitful career as *M/V Sightseer XII*.



LTJG Charles Eliot Winslow at sea on board Cutter Argo. Notice the forward 20mm cannon barrel located under his arm. (Courtesy of the Winslow Family)

During wartime, many are called to serve in harm's way. Many fail to meet the challenge while others rise to the occasion. Some of those called to naval duty discover an affinity for the sea that they would never have known if not for the demands of war. Charles Eliot Winslow had just such an experience. Having served the entire war on the high seas, Winslow left Boston for good and moved near the family home in Southport, Maine. There he established a successful tugboat business and summer cruise line in the Boothbay area of Maine.

M/V Sightseer XII, formerly the Cutter Argo and now a Circle Line Cruises sightseeing vessel, ferried stranded New Yorkers from Manhattan across the Hudson after the terrorist attacks on the World Trade Center on September 11th, 2001. (Courtesy of Circle Line Tours of New York City)



As We Matured — Woody's Story (continued)

by Frank Bari, QD Log Assistant Editor

The times they have changed. We who served in any branch of the military, change. Whether it's that first haircut at boot camp or participating in combat, we become more thoughtful, more insightful to ourselves, to others and the world. For those who serve in the military in any capacity, things are never quite the same.

Christopher Wood (Woody) was no different and we all can relate to his stories, disappointments, and happy times.

The *CGC Chase* made a brief stop in Guam on its way to Vietnam. But, like many sailors, Woody's favorite memories or at least some happy ones involved arriving in the Philippines at Subic Bay, home to the Navy's 7th Fleet. Everything a sailor could want for some R&R is in a small town at Subic Bay called Alongapo City. There were bars, beautiful girls, restaurants, and did I mention beautiful girls.

It had a nightlife that put Times Square to shame. Woody would hear the native Philippine girls, "You take me back to the world, I love you long time, sailor." The rock music, dancing and falling in love with a long haired beauty for the night was like hundred year old brandy gently rocking



your nerves. Many a Coastie have fond memories of Alongapo, and in many ways these women were very patriotic, making so many sailors happy.

It was time for war. November 11, 1969, *Chase* headed to join U.S. Navy Task Force 115, U.S. Squadron 3, Operation Market Time. On November 13, 1969, *Chase* relieved the *CGC Taney*. The function of "Market Time" was to stop enemy infiltration from the North to the South. *Chase* and its crew curtailed infiltration by disrupting the enemy's supply lines. As always, the Coast Guard was multitasked. *Chase* also participated in Naval Gunfire Support (NGS) for our troops on the ground. They had different missions in which they used the 5-inch WWII weapon to fire different projectiles and Woody often participated in these missions. His primary job was hauling the correct projectile for

the mission. For example, if white phosphorus also known as "Willie Pete" was needed for illumination, Woody would be responsible to get the correct projectile to the 5-incher.

Chase also participated in Psy-ops, which would include bringing good will to the Viet-

About 20 Chase crewmen built a playground in a Vietnam village.

Feature Articles

namese people. Both cheer and medical supplies (MEDCAPS) were needed. There were also many down times where boredom could set in and an expression was used for that... The Market Time Stare. Yet, in a moment, General Quarters could sound and a mission was at hand. When firing the 5-incher, whether illumination rounds (Starfires), NGS for our troops and brothers on the 82-foot cutters, or our Navy brothers in their PBR's, we found ourselves many times in shallow water. *Chase* crew members had to be aware of potential enemy sappers and swimmers who could swim underwater and attach explosives to the cutter. Woody would sometimes stand by the 60-cal.

as other crew members aboard *Chase* would patrol the decks with M-16s, occasionally firing into the waters surrounding the ship to deter any such attacks from the enemy. There were many junks and sampans that *Chase's* boarding team would have to stop and search as well.

Psy-Ops, were a very important role for *Chase* as well as other Coast Guard cutters. The Coast Guard's humanitarian role was not one to be forgotten. It also at times could help gather good information on the enemy.

As Christmas time approached, feelings of the holidays would appear. There was a village where many Vietnamese refugees came to live called Song Ong Doc, a little town in the Mekong Delta with a population of close to 1200 refugees. This came to be known as *Chase's* Christmas story. *Chase* had received many gifts from the wives of the Coast Guard Academy club. The *Chase's* crew decided to give the Vietnamese refugees at Song Ong Doc these



Woody and his wife Shawnee finally got to Woodstock a few years ago.

Christmas presents and they also did a MEDCAP, treating close to 172 Vietnamese citizens.

There was a young girl that sticks out in Woody's mind quite vividly. She had been shot in her ankle. She was brought to *Chase* and given care and food with her father. As she left *Chase* she looked like a happy child. She had received gifts as did the others in Song Ong Doc. Slacks, panties, dresses as well as other gifts were given to the Vietnamese refugees there. It was a *Chase* Coast Guard Christmas for the people of the small village. Woody, often wonders if the little girl survived, as well as the others in such a hostile environment with no medical care. This was war.

There were good times with the Coast Guardmen of Squadron One on the 82-footers. *Chase* crew members would enjoy trading goods with their fellow Coasties. Ice cream, bread and Playboy Magazine might land you a North Vietnamese Flag. These were times Woody recalls with a smile in his memories.

Chase was relieved in Vietnam by *CGC Pontchartrain*, their tour of duty over. It was a job well done, an outstanding contribution by *Chase* on behalf of the United States Coast Guard's participation in the Vietnam war.

Yet Woody and his shipmates are not through and they strive to always preserve their outstanding service to the Coast Guard and our country. *Chase* now has an ongoing *Chase* Association in which Woody is very active. Through it, *Chase's* service in Vietnam will never be forgotten.

By the way, Woody eventually did get to Woodstock some years ago.



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.***

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BOOKS

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

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(Phone or email Baker about CGCVA embroidered white hooded shirts)





Coast Guard Combat Veterans Association

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Dues: \$30.00 for two (2) years. Amount of Membership Dues Enclosed: \$ _____ **Make checks or money orders payable to: CGCOMVETS** and mail to: Gary Sherman, LM, CGCVA National Secretary-Treasurer, 3245 Ridge Pike, Eagleville, PA 19403. Phone: (610) 539-1000. E-mail: cgcva@comcast.net

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