



the Quarterdeck Log

Membership publication of the Coast Guard Combat Veterans Association. Publishes quarterly — Spring, Summer, Fall and Winter. Not sold on a subscription basis. The Coast Guard Combat Veterans Association is a Non-Profit Corporation of Active-Duty, Retired, Reserve, 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 23, Number 3

Fall 2008

Coast Guard Honors Hero, Dedicates Mast

USCGC Spencer Mast Finds New Home at Coast Guard Recruit Training Center Cape May, NJ

Coast Guard Training Center Cape May honored Signalman First Class Douglas A. Munro and dedicated the *USCGC Spencer's* mast in a ceremony on the training center's parade field Sept. 27, 2008.

Munro, the only Coast Guard Medal of Honor recipient, served aboard the *Spencer*. He was killed in action while protecting U.S. Marines at Guadalcanal during World War II and Sept. 27, 2008 marked the 66th anniversary of his heroic actions.

The *Spencer (W-36)* was commissioned in 1937, and was used as a search and rescue platform primarily patrolling Alaskan waters. In WWII under the U.S. Navy, the *Spencer* saw significant combat action in both the Atlantic and Pacific theaters. In the Battle of the Atlantic, the cutter acted as a convey escort and hunted German submarines, sinking the *U-225* and the *U-175*. In late 1944, *Spencer* reported to the Navy's Seventh (Pacific) Fleet as a Communications Command Ship. There *Spencer* participated in numerous amphibious invasions including Luzon and Palawan in the Philippines. After the war, *Spencer* returned to Coast Guard operations serving as an Atlantic Ocean Station vessel.

In January 1969, *Spencer* returned to combat duty off the coast of Vietnam. In November 1969, *Spencer* returned to the U.S. to continue peacetime missions. *Spencer* served the nation for more than 37 years and when decommis-



sioned in 1974, the *Spencer* was the most decorated cutter in the Coast Guard's fleet.

After the *Spencer* was decommissioned the cutter's mast was displayed at the entrance of the Intrepid Museum in New York City. Years later, the Coast Guard regained ownership of the mast and transferred it to Coast Guard Facilities Bayonne. Now, the *Spencer* mast is permanently displayed on the Coast Guard Training Center Cape May's parade grounds.

CWO Veronica Bandrowsky

The mast of the Coast Guard Cutter Spencer (W-36), dedicated in honor of Signalman 1st Class Douglas Munro, is now located on the parade grounds of USCG Training Center Cape May, N.J. (photo by CWO Veronica Bandrowsky)

In This Issue

From the President	Page 2 and 27
Coast Guard In The News	Page 3
From the Secretary	Page 4
Notices & Association News	Page 5 -14
2009 Convention Info & Forms	Page 15-18
Feature Stories	Page 19-27
From the Service Officers	Page 28-29
Ship's Store	Page 30
CGCVA Membership Form	Page 31



Coast Guard Combat Veterans Association

OFFICERS

Paul C. Scotti, LM, National President
Terry O'Connell, LM, National Vice President
Baker W. Herbert, LM, National Secretary
Bill Ross, LM, National Treasurer

BOARD OF TRUSTEES

Chairman
PNP Gil "Frenchy" Benoit, LM
Two-Term
E.P. "Ed" Burke, LM
Ernest "Swede: Johnson, LM
One-Term
PNP Robert J. Maxwell, LM
Michael Placentia, LM

ADMINISTRATIVE OFFICE*

National Secretary
P.O. Box 544 6629 Oakleaf Drive
Westfield Center, OH 44251
Phone: (330) 887-5539
E-mail: USCGW64@neo.rr.com
Website: www.coastguardcombatvets.com
*use the Administrative Office for contact with the CGCVA on all matters

AUXILIARY OFFICERS

Shirley Ramsey, National President
Rene O'Connell, National Vice President
Jane Maxwell, National Secretary-Treasurer

APPOINTED OFFICERS

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

From the President

Scholarship Program

The Association has an on-going scholarship program that is replenished solely with donations. You may send your contribution of any amount to go into the general scholarship fund or designate a scholarship in the name of a Coast Guard member such as Kristin does in memory of her father in our CGCVA-Phillips Van Campen Taylor Scholarship. The minimum contribution for a designated scholarship is five hundred dollars. This program brings attention to the achievements and sacrifices of Coast Guard men and women and aids students in becoming productive members of society. I encourage participation in the Scholarship program. Send donations to our Secretary, Baker Herbert, or contact him for further information.



Paul C. Scotti

Nominations

By the time you read this the country's election for President will be over. But it is not too late for you to become president, vice president, secretary, treasurer, or trustee (sorry, there is no dog-catcher position) in the Association. Through elected office you may shape the future of the Coast Guard Combat Veterans Association and continue its traditions of fellowship and publicizing the sacrifices of Coast Guardsmen. To be considered for office you must be present at the Reunion/Convention in Reno. You may inform the chairman of the nominating committee then what office you seek or you may be nominated from the floor during the business meeting. Think it over.

Song Lyrics

Everyone likes songs. We sing snatches of words with frequency. Apart from the music I have always been impressed with lyrics. Songwriters have a unique creative gift; their words lift a piece of music from good to

(continued on page 27)

Next *QD Log* deadline is February 1, 2009.
Please email articles and photos to the editor
at: swiftie1@verizon.net

Sept. 13, 2008 — A U.S. Coast Guard law enforcement detachment embarked aboard the *USS McInerney*, seized a stateless, self-propelled, semi-submersible vessel with seven tons of cocaine aboard about 350 miles west of Guatemala in the waters of the Eastern Pacific Ocean.

The 59-foot, steel and fiberglass, self-propelled, semi-submersible (SPSS) craft was detected by a U.S. Navy aircraft. The aircraft vectored the *USS McInerney* to a position near the SPSS whereupon two small boats were launched from the *McInerney*. Coast Guard law enforcement detachment 404, under the cover of darkness, boarded the SPSS from the *McInerney's* small boats, surprising the smugglers. When the smugglers realized the Coast Guard was on the deck of the SPSS, they reversed the engines at a high speed in an attempt to throw the boarding team into the sea. The smugglers also attempted to scuttle the SPSS but complied with orders from the boarding team to close the valves that were flooding the SPSS.



Members of Coast Guard law enforcement detachment 404 peer inside the compartment containing seven tons of cocaine on a stateless, self-propelled, semi-submersible vessel seized in the Eastern Pacific Sept. 13th.

Sept. 17, 2008 — The *USCGC Midgett* and a U.S. Navy maritime patrol aircraft teamed up to interdict a stateless, self-propelled, semi-submersible vessel with seven tons of cocaine aboard approximately 400 miles south of the Mexico-Guatemala border.

The 60-foot, self-propelled, semi-submersible (SPSS) craft was detected by a U.S. Navy aircraft. The aircraft vectored *Midgett* to the location of the SPSS whereupon the Coast Guard quickly commenced a boarding of the stateless SPSS. The Coast Guard boarding team located 295 bales of cocaine, valued at more than \$196 million, in a huge forward compartment. The SPSS became unstable and began to sink during the transfer of the bales of cocaine from the SPSS to *Midgett*. The condition of the vessel made it unsafe to tow and *Midgett's* crew sank the vessel as a hazard to navigation.

Sept. 29, 2008 — Coast Guard Commandant ADM Thad W. Allen announced the award of an \$88 million contract to Bollinger Shipyards, Inc., for the design and construction of the Fast Response Cutter, Sentinel-Class patrol boat at Bollinger's shipyard in Lockport, LA.

To meet specific U.S. Coast Guard mission requirements, a stern launch capability and increased speed were incorporated into the winning design. The Sentinel Class patrol boats will be 153-feet long, capable of speeds exceeding 28 knots, and armed with one stabilized, remotely-operated 25mm chain gun and four crew-served .50-cal. machine guns. It will be able to operate independently for five days at sea and be underway for 2,500 hours per year. The FRC will accommodate 22 crew members. A state-of-the-market command, control, communications, computer, intelligence, surveillance and reconnaissance 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 first Sentinel-class patrol boat will be delivered to Coast Guard District Seven, based in Miami, in the fall of 2010. It will complete a comprehensive operational test and evaluation period, and then enter operational service in the Caribbean area of responsibility.

Think Reunion

You will need a current CGCVA membership card to enter our Business Meeting in Reno and the MAA will be checking this closely. Let me know early on if you have any questions about this or if you need a replacement membership card. Sending out early holiday greetings and remember to save your Christmas money for Reno because we are planning a "Slots Tournament."

Association Secretary

My tour as Association Secretary is now in the twilight stage. There have been many people who have helped me through the past 23 years with my various CGCVA jobs, but I must name a few. Certainly Marylou would have to be at the top of that list... sewing, answering the many phone calls, putting address labels on *Quarterdeck Logs*, and so much more. Ed Burke saved me from disaster in Baltimore in 1990. A new member then, he and Nancy worked very hard then and never stopped helping the Association. PNP Bob Maxwell and Jane have set up so many reunions. Our CGCVA logo designer, the late Jack Carnila, did such a great job. A new member, Sean Lawler, redesigned our membership certificate and it is outstanding. PNP Jack Campbell started the Cape May Recruit Company wrist watch program and he's still doing it. Going back to the days when it was up to me to put out a newsletter (and it was horrible), I was very happy to see Josh Sparrow for a short period and then came along Swiftly. PNP Ed Swift has made our *Quarterdeck Log* a class veterans publication and there just isn't any way to adequately indicate my appreciation. Of course, "Commodore" Hoover and Paul C. Scotti got us started following our first Chicago reunion.

I must tell you an inside story — I pegged Bill

Crossed The Bar

Anthony N. Adamik, LM
Joined: 7-4-2000 CTB: 7-12-2008

James E. Bell
Joined: 8-25-2000 CTB: 7-2007

Robert P. Burns
Joined: 8-3-2006 CTB: 6-2008

Garth J. Callahan
Joined: 3-23-1998 CTB: 9-15-2008

Gerald J. Fallon, LM
Joined: 5-25-2000 CTB: 3-27-2008

Dennis C. Foust
Joined: 2-21-1988 CTB: unknown

Charlie R. Johnson, LM
Joined: 4-12-2001 CTB: unknown

Francis W. Kerr
Joined: 4-25-1998 CTB: 8-16-2008

Charles M. Montanese, Jr.
Joined: 8-17-1997 CTB: 8-15-2008

Donald J. Thurow, LM
Joined: 5-29-1992 CTB: 10-15-2008

Hoover with "Commodore" and when we made an appointment in 1989 with the USCG Commandant to request that the cutter *Eagle* come to Baltimore for our reunion there, a few folks in CGHQ got out their Officer Registers to find out the status of this "commodore." In aviation this would be called JATO (Jet Assisted Take-Off).

Still, it is the reunions, meeting members face-to-face, and the many, many phone calls and letters that have made this tour of duty so very wonderful. Thanks to each and every one of you. Certainly, you know I love you. The Coast Guard gave me my first start at age 15 (the Navy sure missed a good thing when they tossed me out at 14) and certainly the name CGCVA (VADM Sargent's suggestion in 1984) as a reunion of Southeast Asia Coasties.

Fraternally and Semper Paratus, **Baker**



CGCVA member Armand Petri and his wife, Josie (left) and Norman and Phyllis Jones meet with CAPT Patrick H. Stodt, commanding officer of USCGC Bertholf (WMSL-750) at USCG Base Alameda. Jones served on USCGC Comanche in WWII; Petri served at Loran Station ELMO4 in Korea during the Korean War.

[Looking For Information I](#)

Dr. William H. Thiesen, the Atlantic Area Historian, is looking for information on Fireman Heriberto Hernandez who was killed in action in 1968 during smallboat operations on the Ca Mau Peninsula. Hernandez was stationed on *CGC Point Cypress* and posthumously received the Purple Heart. Contact Dr. Thiesen at (757) 398-6643 or email: William.H.Thiesen@uscg.mil.

[Looking For Information II](#)

I am the associate producer for a PBS/Nova documentary regarding the U.S. Pacific Fleet during WWII and I'm looking for veterans from that time & place to interview in the film. If any CGCVA veterans who served in the Pacific during WWII would like to relate their experiences to me for this documentary, please contact me at (207) 799-9500 or email: Sally@lonewolfdbg.com. Thanking you in advance. **Sally Levi, Lone Wolf Documentary Group**

[God Bless America](#)

The song "God Bless America" was composed by Irving Berlin (1888-1989), an immigrant who left his home in Siberia for America when he was five years old.

The original version of "God Bless America" was written by Berlin during the summer of 1918 for his Ziegfeld-style revue, "Yip, Yip, Yaphank." The original lyric declared, "Make her victorious on land and foam, God Bless America."

However, Berlin eventually decided that the solemn tone of "God Bless America" didn't fit with the more comedic elements of the show so the song was shelved.

In the fall of 1938, as war was again threatening Europe, Berlin decided to write a "peace" song. Then he recalled his "God Bless America." He made some alterations to reflect the different state of the world, changed a few lines, and the current version of the song was born.

Singer Kate Smith introduced the revised "God Bless America" during her radio broadcast on Armistice Day in 1938.

The song was an immediate sensation, and its sheet music was in great demand. As a result, Berlin soon established the God Bless America Fund, dedicating

the royalties to the Boy and Girl Scouts of America.

[GOD BLESS AMERICA](#)

*God Bless America, land that I love,
Stand beside her, and guide her
Through the night with a light from above.*

*From the mountains, to the prairies,
To the oceans white with foam,
God Bless America, my home sweet home.
God Bless America, my home sweet home.*

[USCG Duty in Adak in 1953](#)

An article on page 9 of the *QD Log* Winter 2007 issue mentioned Adak (Alaska) and how it may take on more importance as we develop new shipping lanes across the Arctic. This brought back some fond memories of when the *CGC Iroquois (WPG-43)* visited there in March 1953.

We were an ocean station vessel based at Pier 4 in

[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):

[AUGUST 2008](#)

Marvin J. Blattel, LM (Gary Sherman); **Jordan H. McInnis, Jr., LM** (Alfred Riedinger, III); **Bill Travis** (Butch Hampton); **George E. Watson** (Pat Ramsey); **John H. Cragin, II, LM** (Harry Imoto); **Sean P. Lawler** (Pat Ramsey); **Fleet Reserve Association** (Armand Petri); **David E. Peverly** (Ed Swift); **Kenneth F. Borchers** (Tom Huckelberry); **Warren P. Weinstock** (Arthur Wells); **Edward R. Michaels** (George P. Alton); and **David S. Marsh** (Joe Kleinpeter).

[SEPTEMBER 2008](#)

Robert A. Buotte, Sr. (Mark McKenney) and **Joseph N. Repici, Jr.** (Butch Hampton).

[OCTOBER 2008](#)

John J. Brown, LM (Ed Swift); **Jack L. Boyington** (Pat Ramsey); **Michael L. Roberts** (Butch Hampton); and **James H. Bell** (Butch Hampton).

Honolulu when it was decided we needed a search and rescue station at Adak because of the heavy plane traffic between Alaska and South Korea and Japan. So, as it turned out, we were the first cutter ordered there.

Now Adak was a very remote, desolate, forbidding and cold uninhabited island in the Aleutian chain with a naval air station rumored to be manned by people who were misfits for one reason or another and couldn't stay out of trouble.

When we arrived in the harbor on a dark and dreary day, there was no one to greet us except a large bald eagle sitting on the outer piling, carefully observing our every move. Now our crew, many whom were Hawaiian, were well aware that the bald eagle was our national emblem (since some wore one on their sleeves) but this was the first time they had ever seen one for real. As a result, they promptly forgot their duties in order to get a better look at the bird. The eagle obliged by standing up and stretching its wings to the cheers of the line handlers. Luckily, we finally restored order and docked safely.

Our next event of interest was a visit to the "Adak National Forest", a neatly fenced-in area with one fir tree planted in the center. An elaborate sign greeted us with the words, "Adak National Forest — No Smoking". The rest of the island was nothing but tundra.

Our next adventure was our first search and rescue mission. It seems a Navy PBV Catalina had developed



USCGC Iroquois

engine trouble and was down on an uninhabited island in need of spare parts. After sending the required departure message, we proceeded towards the island with the parts. Upon our return, our captain was reamed out by the base commander. It seems the PBV was on an unauthorized deer hunting expedition and the base commander got caught due to our departure messages to the Alaskan Sea Frontier, USCG district office, etc.

On the way to the PBV, I was a watch officer and had the con. There were practically no aids to navigation so you piloted the vessel by taking bearings on the edges or top of the islands. The islands were appearing and disappearing due to thick cloud cover and the first thing you know I couldn't get a fix. I tried the magnetic compass and neither it nor the gyro compass seemed to be working properly. To be safe, I slowed the ship to a crawl and sent the messenger below for the captain.

When he arrived on the bridge I said the most embarrassing thing I'd ever had to say to a CO, "Captain, I'm lost. I don't know where we are and I can't get a fix." He looked at me with a look of disgust and said, "Get the navigator up here."

Now the navigator was an Academy grad while I was a "120-day wonder" ensign. So, when the navigator put his superior knowledge and expertise to work he soon came up with the same conclusion, saying, "Captain, I'm lost too." As I breathed a sigh of relief, the captain ordered me to take the ship between



Adak Harbor

into open water and the safety of the Bering Sea

until we figured out what was wrong.

After a few hours, the electricians repaired the gyro while the magnetic compass fixed itself. Our conclusion was that we were sailing over a large iron deposit when things began acting up. **W.E. "Ted" Fort, LM**

Point Lomas Mascot Recalled

While going through some old photos, I found one of our mascot on the CGC Point Lomas in Vietnam. Our seaman picked up the small dog while on his way back to the boat one day. We decided to keep the dog and even made a life jacket for it. Unfortunately, I don't recall the dog's name.

One night, while at the base in Vun Tau, the dog went crazy and one of the guards shot him. Mr. Loy contacted the rabies control board and they advised us all to get rabies shots. We spent the next two weeks on the barge getting one shot each day, that is everyone except our EN2.



The control board folks told us that if the dog had rabies and he had licked a small cut or opening on our hands, we could have gotten the disease. Mr. Loy left it up to each

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:

Larry Dixon	John Milovancevic	Neil Murphy	Herbert Swaney
Joyce Kaut	William Bradley	Wayne Wilkerson	Ernest Braun
Leslie Burkins	David Murray	Frank D. Seigel	Bernard C. Webber
MaryLou Herbert	Emmett Knapton, Jr.	Larry Jones	Fleet Reserve Association
Bruce Nance	Clifton Bennett	Walter Terry	Bernard Czymbor
H. Don Smith	Dee Bryant	William McLeod	Gene Radin
Benjamin Shuman	Baker Herbert	Michael Hare	John Pero

Helene Rosenblatt in honor of her father, Stanley (Coxswain, LST-787)

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.

one of us to decide if we wanted to get the shots or not.

BMC Marshall W. Smith, USCG (Ret.)

Interesting WWII Story

Starting in 1941, an increasing number of British airmen found themselves as the involuntary guests of the Third Reich, and the crown was casting-about for ways and means to facilitate their escape.

Now obviously, one of the most helpful aids to that end is a useful and accurate map, one showing not only where stuff was, but also showing the locations of “safe houses”, where a POW on-the-lam could go for food and shelter. Paper maps had some real drawbacks: They make a lot of noise when you open and fold them, they wear out rapidly, and if they get wet, they turn into mush.

Someone in MI-5 (similar to America’s OSS) got the idea of printing escape maps on silk. It’s durable, can be scrunched-up into tiny wads, and unfolded as many times as needed, and makes no noise what-so-ever.

At that time, there was only one manufacturer in Great Britain that had perfected the technology of printing on silk, and that was John Waddington, Ltd.

When approached by the government, the firm was only too happy to do its bit for the war effort. By pure coincidence, Waddington was also the U. K. Licensee for the popular American board game, Monopoly. And, as it happened, ‘games and pastimes’ was a category of item qualified for insertion into ‘CARE packages’, dispatched by the International Red Cross, to prisoners of war.

Under the strictest of secrecy, in a securely guarded and inaccessible old workshop on the grounds of Waddington’s, a group of sworn-to-secrecy employees began mass-producing escape maps, keyed to each region of Germany or Italy where Allied POW camps were located and Red Cross packages were delivered to prisoners in accordance with that same regional system). When processed, these maps could be folded into such tiny dots that they would actually fit inside a Monopoly playing piece.

As long as they were at it, the clever workmen at Waddington's also managed to add a playing token containing a small magnetic compass, a two-part

metal file that could easily be screwed together, and useful amounts of genuine high-denomination German, Italian, and French currency, hidden within the piles of Monopoly money!

British and American air-crews were advised, before taking off on their first mission, how to identify a ‘rigged’ Monopoly set — by means of a tiny red dot, one cleverly rigged to look like an ordinary printing glitch, located in the corner of the Free Parking square! Of the estimated 35,000 Allied POWS who successfully escaped, an

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.

Santa's Big Bowling Bash XI

Fellow CGCVA Members:

On December 24, 2008, I will again be coordinating a humanitarian activity for disadvantaged children in the North Londonberry Township, PA area. The eleventh annual Santa's Big Bowling Bash will be held at the Palmyra Bowling Alley and I anticipate a large turnout.



A young girl with her present... a new bike.

I realize this is not a CGCVA event but having served in a humanitarian service, it feels good to continue that kind of work beyond the Coast Guard. Last year we hosted 365 children and their parents and received sponsorships from more than 100 businesses and organizations.

This year, with the anticipation of 350+ children, we could use some additional support. We're looking for food items to serve the children and their parents while they are bowling, discount coupons, new toys or gift certificates, and cash donations which would be used to purchase toys.

If you have any questions, please don't hesitate to contact me at (717) 838-8088. Thanks in advance shipmates!

Wally Cudlipp



CGCVA member Wally Cudlipp with a young man at last year's Santa's Big Bowling Bash.

estimated one-third were aided in their flight by the rigged Monopoly sets. Everyone who did so was sworn to secrecy indefinitely, since the British Government might want to use this highly successful ruse in still another, future war.

The story wasn't de-classified until 2007, when the surviving craftsmen from Waddington's, as well as the firm itself, were finally honored in a public ceremony.

Anyway, it certainly gives more meaning to Monopoly's 'Get Out of Jail Free' card.

The "Guardian Ethos"

ALCOAST 366/08 formally introduced the "Guardian Ethos." As the Coast Guard modernizes, the "Guardian Ethos" will assist the service in tying its military, multi-mission character to a more tangible identity; and identity that will resonate with its people, its external partners and customers alike.

Coast Guard Commandant ADM Thad Allen said, "We have an incredibly rich heritage and I believe it is time to define our "ethos."

About a year ago, USCG Training Center Cape May

was charged with refining their curriculum to support the development of a more physically fit apprentice who had internalized the Coast Guard's culture character and core values. During this process the "Guardian Ethos" was created, which is:

***I am America's Maritime Guardian
I serve the citizens of the United States.
I will protect them.
I will defend them.
I will save them.
I am their shield.
For them I am Semper Paratus.
I live the Coast Guard core values.
I am a Guardian.
We are the United States Coast Guard.***

The "Guardian Ethos" is not intended to replace the Coast Guard Creed. The ethos is different — it defines the essence of the Coast Guard and could be viewed as the contract the Coast Guard and its members make with the Nation and its citizens.

Notices & Association News

The Coast Guard has served the American public for over 200 years. The surge capabilities inherent in a military organization combined with multiple authorities/competencies due to our multi-mission nature make us unique in gov-

ernment and of great value to our Nation. However, because we are so multi-faceted, from time to time we are not well understood.

The "Guardian Ethos" is the essence of the Coast Guard

CGCVA Awards Presented During Parent's Weekend at CG Academy

On September 20th, I had the opportunity to present two CGCVA awards during the Parent's Weekend Fall Awards Ceremony at the Coast Guard Academy. It was an honor to represent our fine Association and my wife Rose and I enjoyed the schedule that LT Allison Dussault and LTJG Aaron Parker had put together for those who were presenting awards.

The CGCVA awards are mens and ladies wrist watches and are presented to the male and female 4/c cadet who excel in Obstacle Course and Physical Fitness.

This year's recipients were Claire Miller and Brett Morris. Cadet 4/c Brandon McCambell stood in for Brett Morris as Morris was participating in an away CGA rugby game.

There was a pleasant reception for presenters and recipients that was held in the Hamilton Hall building. The building's Henriques Room contains a number of murals depicting moments in Coast Guard history. It was a great opportunity to meet these young people and see their enthusiasm for their studies at the Academy and how they look forward



CGCVA Treasurer Bill Ross meets with 4/c cadets Claire Miller and Brandon McCambell prior to the awards ceremony.



CGCVA Treasurer Bill Ross presents Association watches to honor the male and female 4/c cadets who excelled in Obstacle Course and Physical Fitness.

to their future assignments.

Later, at the museum, we saw a picture of the *Point Welcome*. There is also a .50 caliber shell casing there from the *Point Orient* that was the first Coast Guard shot fired in the Vietnam War.

Bill Ross
CGCVA Treasurer



Vietnam War Coast Guard memorabilia at the Academy's Museum.

— it is who it is. Dating back to the days of the Steamboat Inspection Service, the Revenue Cutter Service, the U.S. Life Saving Service, and the U.S. Lighthouse Service, the Coast Guard has a proud history of serving the citizens of the United States in the maritime domain, providing safety, security and stewardship as America's maritime guardians.

The adoption of the "Guardian Ethos" provides the Coast Guard with a consistent service-wide term for its people. Guardians honor the past but must continually look to the future and adapt. To protect, defend and save today and tomorrow, the Coast Guard must understand that change and modernization are consistent with its "Guardian Ethos."

Veterans' Saluting Update

President Bush has signed the National Defense Authorization Act of Fiscal Year 2009, which includes a provision to allow veterans and military members out of uniform to salute the flag during the National Anthem. The amendment ensures that veterans and all members of the Armed Forces be given the right to render a military salute

to the United States flag. The National Defense Authorization Act of Fiscal Year 2009 was approved by unanimous consent in the Senate September 27th.

The salute is a form of honor and respect, representing pride in one's military service. Veterans and service members continue representing the military services even when not in uniform.

The Defense Authorization Act for Fiscal Year 2008 modified Title 4 of the U.S. Code to allow veterans and military service members not in uniform to render the military salute during hoisting, lowering, or passing of the flag, but it did not allow them to salute the flag during the National Anthem. The U.S. Code is now consistent for veterans and all service members in regards to the symbolic gesture of the military salute.

41-Footer Replacement Accepted

The U.S. Coast Guard formally accepted and introduced its new Response Boat (Medium) and Rescue 21 advanced communications system at USCG Sector Key West, FL.

The Response Boat (Medium) is a new small-boat

WWII Veteran "Finally" Honored

Nov. 11, 2008 — On Veterans' Day, America pays tribute to those who served, including some whose achievements went unrecognized for far too long. Such was the case when VADM Robert J. Papp Jr., commander of the Coast Guard Atlantic Area, presented the Coast Guard Commendation Medal to Seymour Wittek "for outstanding achievement" performed 65 years earlier. The ceremony was held on Pier 86 in Manhattan, where the freshly repaired aircraft carrier *Intrepid* is berthed.

During World War II, the Brooklyn-born Mr. Wittek, now 87, was Seaman Second Class Wittek of the United States Coast Guard, assigned to a munitions detail in Jersey City. He and his mates loaded bombs and ammunition destined for American troops fighting in Europe. One ship that they filled with explosives was *El Estero*, a freighter of Panamanian registry docked at a New Jersey pier.

On April 24, 1943, the *Estero* caught fire below deck. It is impossible to overstate how serious this was — roughly 5,000 tons of bombs, depth charges and small-arms ammunition were stored on the *Estero* and nearby ships and railroad cars. If the *Estero* exploded — and the possibility was fierce — a chain reaction could have engulfed all that ammunition and spread to fuel storage tanks in Bayonne, N.J., and on Staten Island. The blast would have been enormous. Later estimates of the potential death toll on both sides of the Hudson reached into the thousands, even the tens of thousands.

Without blinking, Seaman Wittek and dozens of his fellow seamen volunteered to board the burning ship and try to put out the fire, which was later found to have been accidentally caused. On the deck, he recalled, the heat from below was so intense that he could feel it through the soles of his shoes.

The fire was out of control. Soon, an order came to scuttle the ship. In a race against time, it was towed to deep waters in Upper New York Bay, where fireboats pumped water into the cargo holds. The water won. Nearly four hours after it caught fire, the freighter sank into the bay. Not a single death resulted from the operation.

Clyde Haberman

platform that offers increased speed and maneuverability over the service's aging 41-foot response boats, which it will eventually replace. Enhanced maritime capabilities and technological advances such as water-jet propulsion, arm-rest integrated steering and trim controls, self-righting capability and improved crew accommodations all represent significant upgrades over the 41-footers. The first two Response Boats (Medium) were delivered to Coast Guard Stations Little Creek, VA, and Cape Disappointment, WA, earlier this year.

Rescue 21 is an advanced command, control and communications system that provides new, improved technology to mariners nationwide. It is the backbone of the National Maritime Distress and Response System. As the marine version of 9-1-1, it facilitates better communication and interoperability in emergency situations. With its advanced direction finding capabilities and increased range, Rescue 21 helps the Coast Guard 'hear the call' and quickly respond to boaters in distress, as well as identify hoax distress calls made from land that can unnecessarily occupy Coast Guard assets and manpower.

Self-Propelled Semi-Submersibles

To the Men and Women of the United States Coast Guard:

...Congratulations to LEDET 404 and *Midgett* for making recent seizures, and to the Pacific Area and Eleventh District staffs for coordinating the interagency law enforcement process. Their courage, dedication and professional expertise prevented dangerous drugs from

reaching American cities. The interoperability between Coast Guard and Navy assets has never been more effective. Our DOD and interagency partners are a critical force multiplier making such interddictions possible. We will continue to enhance those relationships. As satisfying as it is to tell you about these seizures, we need to understand that SPSS vessels represent a much larger threat.

The SPSS seized on 13 September was the most sophisticated one we have ever detected. Its propulsion, steering, and exhaust systems were much more advanced than earlier versions and its electronic suite rivaled those found on professionally constructed commercial vessels. SPSS vessels are built solely for illicit purposes and it's obvious that transnational criminal networks are investing heavily in this technology.

To date, SPSS vessels have been used to smuggle cocaine from South America to the United States but they could be converted to smuggle terrorists or weapons of mass destruction. Through current legislation pending in the Congress, we are trying to criminalize the operation of stateless SPSS vessels on international voyages. This will allow us to prosecute SPSS operators, deter the use of these vessels for other illicit purposes and increase the safety of Coast Guard boarding teams.

This vessel is just one of the many global maritime threats we deal with on a daily basis. We will continue to work across the federal government and through the international community to develop solutions to new challenges that demand our ingenuity, dedication and commitment. It's an exciting time to be in the Coast Guard. Every

USCG Recruits "Get Physical"

Nov. 3, 2008 — The Coast Guard is taking a cue from the popular 1990s game show "American Gladiators" by incorporating pugil sticks into its new recruit training curriculum. But instead of battling gladiators in jousting matches, the Guardsmen-in-training will fight each other as company commanders monitor the competition.

The pugil - pronounced "PEW-guhl" - stick course, introduced in recruit company Juliett 180, which graduated Oct. 24, is designed to help prepare new Coasties for post-9/11 law enforcement missions, said CAPT Cari Thomas, commanding officer of Coast Guard Training Center Cape May, NJ. It is one of many changes occurring as the training center joins Commandant ADM Thad Allen's efforts to revamp the Coast Guard.

Wearing football helmets and padded camouflage vests, recruits battle each other in one- to two-minute bouts.

"Sometimes we get into scary places in the Coast Guard. We are stopping bad guys out at sea, and you don't always know how you are going to overcome that.," Thomas said, adding that the pugil sticks also teach recruits balance. "Being on a small boat requires understanding of how your body reacts in certain conditions. Sea conditions can be super, super demanding on your body, so you need to know how to recover when a wave hits you really quick. The idea is the same."

Amy McCullough, Navy Times

A Little-Known Heroine



Filipino-American women worked with the underground resistance movement to help American forces in the Philippines throughout the three-year period of Japanese occupation during World War II. These courageous individuals smuggled food and medicine to American prisoners of war (POWs) and carried information on Japanese deployments to Filipino and American forces working to sabotage the Japanese Army.

Florence (Ebersole) Smith Finch, the daughter of an American soldier and a Filipino mother, was working for the US Army when the Japanese occupied Manila, the Philippines. Claiming Filipino citizenship, she avoided being imprisoned with other enemy nationals at Santo Tomas Internment Camp in Manila. Finch joined the underground resistance movement and smuggled food, medicine and other supplies to American captives. Eventually, she was arrested by the Japanese, tortured, and sentenced to three years imprisonment. Finch was liberated by American forces after serving five months of her sentence. Returning to the United States aboard a Coast Guard transport, she headed for Buffalo, New York, her father's hometown. She then enlisted in the Coast Guard to "avenge the death of her late husband," a Navy PT boat crewman killed at Corregidor. Seaman First Class Finch was the first Coast Guard SPAR to receive the Asian/Pacific Campaign ribbon in recognition of her service in the Philippines. At the end of the war, she was awarded the civilian US Medal of Freedom.

Active Duty member, Reservist, Civilian or Auxiliarist, whether stationed at an operational unit or directly supporting one, plays a critical role in protecting, saving and defending the American public. Thank you for being a Guardian.

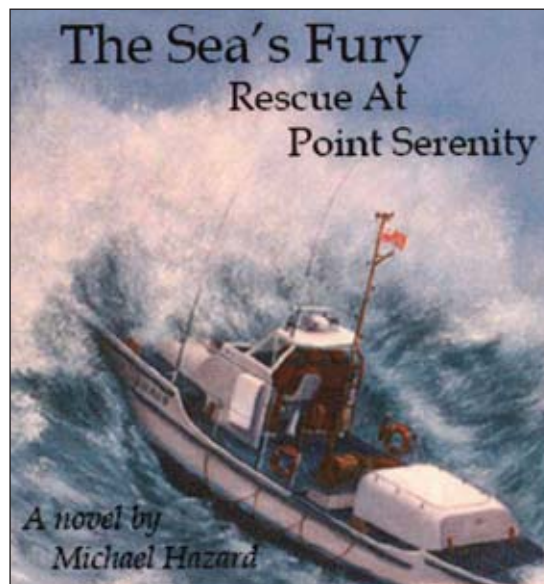
ADM Thad Allen
Commandant, U.S. Coast Guard

New USCG Book

I am a former Coast Guard MK2, serving from 1970-76. I worked in small boats, doing search and rescue at Neah bay, WA and also served at LORSTA Biorka Island, AK, near Sitka.

Whether you save someone's life from a rescue vessel or after dropping out of a helicopter into the water, it's something that sticks with you and you never forget the satisfaction of giving someone else that second chance in life. That's why I decided to write the book, "The Sea's Fury: Rescue at Point Serenity".

If any CGCVA members are interested in this book, please browse my web site at: www.spinnakerpress.com or write me at 2908 Broken Willow Circle in Las Vegas, NV 89117. **Mike Hazard**



The cover of Mike Hazard's new book

Spencer Mast Work Lauded

I am impressed by all the work done by so many shipmates to bring the mast of *CGC Spencer* to Cape May where it can remain a symbol of all that is great in our Coast Guard and Nation.

Douglas Munro and I, as signalmen, spent many hours on that mast and the best view of New York from Pier 18, Staten Island was standing on one foot on top of the mast-

head light to rig a new halyard through the block. For neophyte young sailors the *Spencer*, in 1939, with her Alaskan toughened crew was the best training station Doug and I could have had. It taught us the creed of the Coast Guard: Honor, Respect and Devotion to Duty. Now that is being brought to new shipmates at Cape May with the excellent training you give them and the lesson and example at the front door with the Munro display.

Although I cannot attend in person you will feel my presence at your mast dedication ceremony. God bless the Coast Guard, Cape May Training

Center and the United States of America.

CDR Ray Evans, USCG (Ret.)

2007 CGCVA Person of the Year

On Monday, Sept. 22nd, CWO4 John J. (Jack) Brown, USCGR, was presented the 2007 CGCVA Coast Guard Person of the Year Award in a ceremony in the Coast Guard Commandant's Suite at USCG Headquarters. PNP Ed Swift and ADM Thad Allen made the presentation. Other CGCVA/Auxiliary members in attendance were PNVP Ed and Nancy Burke and Mary Swift. Following the presentation, Jack and his wife, Donna, were taken to lunch in downtown Washington, DC.

CWO Brown received the Bronze Star Medal for meritorious achievement in connection with combat operations involving conflict with an opposing foreign force as the Special Assistant to the Dept. of Homeland Security Attache in Iraq in support of Operation Iraqi freedom from 27 March to 14 September 2007.

In an extremely difficult environment aggravated by an increasing security threat from insurgents, and over 60 rocket and mortar attacks involving over 200 explosive devices, CWO Brown was instrumental in the DHS efforts to improve the overall security conditions in Iraq. In one rocket attack, Brown selflessly left a protected position to retrieve an exposed coworker.

Despite receiving two shrapnel wounds during this courageous action under enemy fire, he quickly returned to duty.

During another rocket attack one month later, CWO Brown instinctively, and without regard for his personal safety, shielded the Iraqi Director of Customs Police with his body until they could reach a fortified bunker. CWO Brown also led the response to a burning quad-size trailer, heroically entering the structure to evacuate the occupants through a rear exit, and after ensuring their safety, secured electrical power and aided another colleague in extinguishing the fire.



PNP Ed Swift congratulates CWO4 Jack Brown on his selection as the Association's 2007 Coast Guard Person of the Year.



PNP Ed Swift describes the work of the CGCVA prior to he and ADM Thad Allen making the 2007 POY award to CWO4 Jack Brown.

In his civilian career, Jack Brown is the Acting Director of the Arlington County Office of Emergency Management.

Jack Brown's public safety career includes 29 years with the Fairfax County, VA Fire & Rescue Dept., where he retired as Asst. Fire Chief of Operations and served as a Planning Section Chief and Task Force Leader for the Fairfax County Urban Search and Rescue Task Force. He deployed to Nairobi, Kenya as Plans Chief in response to the 1998 embassy bombing and led the task force on a deployment to Taiwan in response to an earthquake in 1999.

Upon his retirement from Fairfax County in 2000, he became the Asst. Chief for the Loudon County Dept. of Fire, Rescue and Emergency Management, where he led a team of firefighters to the Pentagon on 9/11 and assisted the Arlington County Fire Department as the initial Planning Section Chief for the incident.

Jack and his wife Donna have been married since 1975 and have two grown children, Nicholas and Jessica.

COAST GUARD COMBAT VETERANS ASSOCIATION
**REUNION/CONVENTION
REGISTRATION FORM**

26-31 April 2009
Atlantis Casino Resort Spa-Reno
3800 Virginia Street
Reno, Nevada 89502
(800) 723-6500

Room Rates: Single or double occupancy \$89.00 plus 12% tax (current). An energy surcharge will be in effect during periods of dramatically increased costs of energy. A surcharge of \$3.00 per room, per night will be charged to all hotel guests. Suites must be arranged through Bob Maxwell at (530) 335-3876.

**PLEASE BOOK YOUR ROOM
DIRECTLY WITH THE HOTEL**

(Be sure to let them know you are with CGCVA)

There are NO early or late rates, only the days of the convention. Cut-off date for getting the CGCVA rate is March 26, 2009.

Fees to register, tours, luncheons and banquet are shown on the following page. After selection of the activities you indicate you wish to attend, fill in the corresponding amounts and total them. Send this page and the page with your Tour/Meal selections along with your check to:

E. P. BURKE
17728 Striley Drive
Ashton, MD 20861-9763

(Please type or print clearly)



Name:

Address:

City/State/Zip Code:

Phone:

Arrival Date/Time:

Name of Guest/Spouse:

Name(s) to appear on Badge(s):

Registration/Tour/Lunch/Banquet Reservation Form

CGCVA REGISTRATION

EARLY: Received by 26 March 2009
\$20.00 per person or \$32.50 Couple

LATE: Received after 26 March 2009
\$25.00 per person or \$37.50 Couple

Registration Fee : Single: _____ Couple: _____ Total: _____

TOURS/LUNCH/BANQUET	COST	HOW MANY
---------------------	------	----------

<u>Tuesday, April 28th</u> Bus trip to Virginia City departing hotel at 9 a.m. and returning by 2 p.m.	\$25.00 ea.	X _____ = _____	
--	--------------------	-----------------	--

<u>Wednesday, April 29th 11:30 a.m.</u> CGCVA Business Meeting/Lunch (Add \$5.00 after 26 March 2009)	\$22.50 ea.	X _____ = _____	
--	--------------------	-----------------	--

<u>Wednesday, April 29th 11:30 a.m.</u> CGCVA Auxiliary Friendship Lunch (Add \$5.00 after 26 March 2009)	\$22.50 ea.	X _____ = _____	
--	--------------------	-----------------	--

<u>Thursday, April 30th</u> Cocktail Hour 6-7 p.m. (Cash Bar) Awards Banquet 7 p.m. (Add \$10.00 after 26 March 2009)	\$40.00 ea.	X _____ = _____	
--	--------------------	-----------------	--

POULTRY: _____ **BEEF:** _____ *(Note: If you have dietary requirements, advise Bob Maxwell upon arrival)*

82-Footer Raffle Tickets (see details below and on page 3)
 \$5.00 ea. or 6 for \$20.00 **NO. OF TICKETS:** _____ **TOTAL COST:** _____

TOTAL AMOUNT ENCLOSED FOR ABOVE ITEMS: _____



(PLEASE MAKE ALL CHECKS PAYABLE TO: CG-COMVETS)

A 1/32 scale 82'er model (30" long, 16" tall with a beam of 5.25", constructed of hard wood with brass, zinc or poly resin parts will be raffled off at the Thursday evening Awards Banquet. Advance tickets may be ordered now so, if interested, please indicate number of tickets desired and total cost above.

COAST GUARD COMBAT VETERANS ASSOCIATION

REUNION/CONVENTION ITINERARY

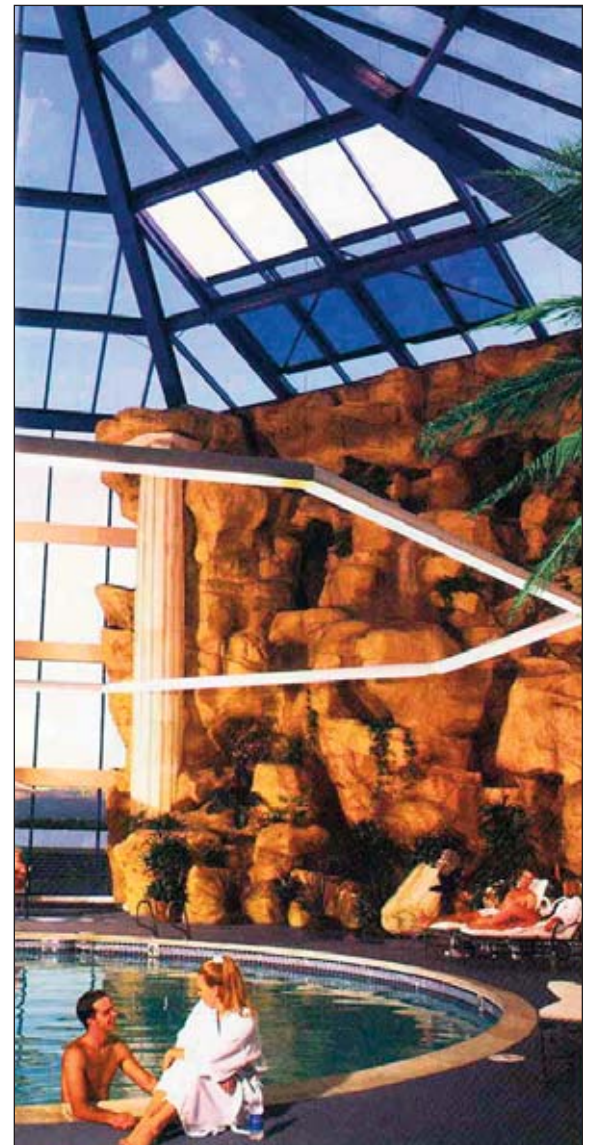
26-31 April 2009

Atlantis Casino Resort Spa-Reno
Reno, Nevada 89502



- Sun., 26 April** **4 p.m.** — Board Meeting of CGCVA Officers, Trustees and Appointed Officers, followed by dinner.
- Mon., 27 April** **9:30 a.m.** — Hospitality Room & Registration/Information Desk open until 2:45 p.m.
3 p.m. — Opening Ceremony. Hospitality Room reopens following Opening Ceremony.
- Tues., 28 April** **8:45 - 9 a.m.** — Load bus for Wild West Tour in Virginia City, NV. Bus departs hotel at 9 a.m. and returns by 2 p.m. (DO NOT FORGET YOUR TOUR TICKETS)
- Wed., 29 April** **9:30 a.m.** — Hospitality Room & Registration/Information Desk Open until 11 a.m.
11:30 a.m. — CGCVA Business Meeting & Luncheon and CGCVA Auxiliary Friendship Luncheon. (BE SURE TO BRING YOUR LUNCH TICKETS).
Guests of CGCVA are invited to the Auxiliary Friendship Luncheon unless a separate meeting luncheon has been arranged for their group. The Hospitality Room will reopen at the conclusion of the CGCVA Business Meeting.
- Thurs., 30 April** **9:30 a.m.** — Hospitality Room & Info Desk open until 6 p.m.
9-11 a.m. — Slots Tournament (sign up at Reunion. Cost and site TBA).
6 p.m. — Cocktail Hour (Cash Bar)
7 p.m. — Awards Banquet. Hospitality Room will reopen after Banquet.
- Fri., 1 May** Departure

(Note: Upon your arrival at the Atlantis Casino Resort, be sure to check the times of the events and tours as they are subject to change)



General Information for Members and Visiting Associations

Please **wear your name tag at all times while in the Hospitality Room.** You will not be served without it. There are special discounts when your name tag is worn around the hotel. If you registered early, and indicated such, your ship/station/group name will be included on your name tag. This will make it easier to be recognized and attract others to speak up and get acquainted.

If you want a separate meeting room and luncheon for your group, contact Bob Maxwell at (530) 335-3876 or his fax number at (530) 335-3304. **Please accomplish this prior to your arrival at the Atlantis to give Bob time to accomplish your request.**

All attendees that require Handicapped Accommodations must notify the hotel when registering. R/V parking is available for self-contained units at a nominal fee. Check with the hotel about this because you must register with them.

Remember, guests are encouraged to attend the CGCVA Auxiliary Friendship Luncheon. We have tried to set up everything to make you comfortable and welcome to this reunion and CGCVA Convention. If we have overlooked anything, please let us know what it is. At this reunion, **there are no rates for early arrivals or late departures.**

Refund Policy: Requests for refunds of all payments will be honored for compelling reasons if they are received by **26 March 2009.** Refund requests after that date will be honored after the convention, subject to the availability of funds, after all convention expenses are paid. **Registration fees are not refundable** due to the fact that the monies have already been spent for necessary convention items. **All other refund requests are subject to a \$25.00 administrative fee. Please be advised that when we pay the bills based on the registrations received, we cannot refund the monies as they have already been spent whether or not you show up.**

VIRGINIA CITY TOUR

“Relive the Old West... Be a Pioneer for a Day!” Ascending from the Truckee Meadows, your Reno Ambassador will set the mood for the day by sharing the history of the Great Bonanza Trail and the gold seekers who blazed the first trails for the white man into the area.

Virginia City, once the richest place on earth! Guests will hear the many “rags to riches” and “riches to rags” tales that surround Virginia City. The silver and gold discoveries had tremendous impact on the entire country as evidenced by Nevada being made a state because the Union needed Virginia City’s riches to finance their Civil War effort.

After arriving, you’ll be escorted through the town — see historic mines, the old red light district and the mansions built by the mine owners and supervisors. Browse the old-time shops and see such things as the Suicide Table at the Delta Saloon or just stroll the boardwalk imagining what it was like back in the Old West.

While you and other guests may not write a book about the region, everyone will certainly bring back memories to last a lifetime. The Reno Ambassador will be with the group throughout the tour, not only to share their knowledge of the area, but to ensure that all the activities run smoothly and that we have someone along to answer questions and make sure that a “good time is had by all.”

An Amazing Rescue at Sea

Introduction

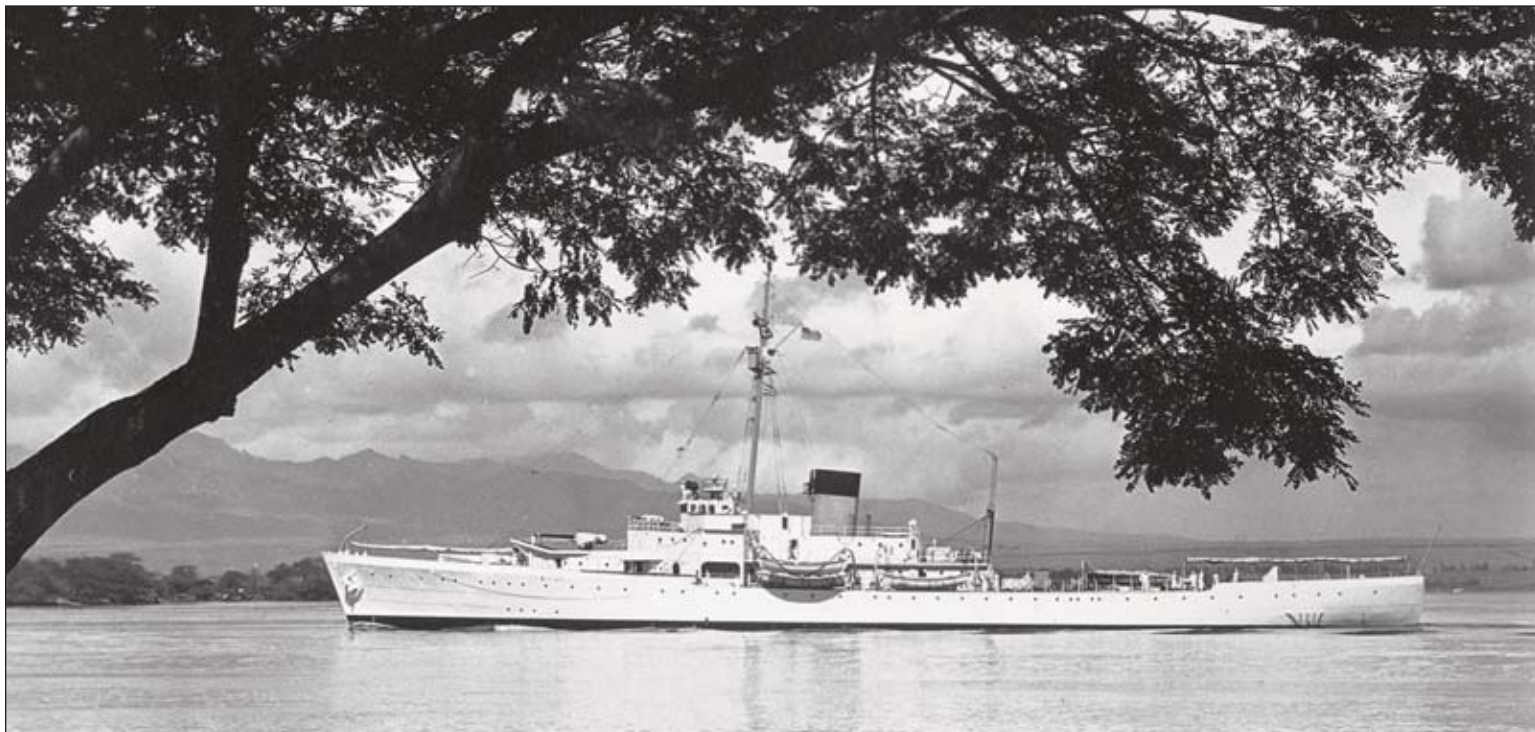
I learned of this great tale through correspondence resulting from a 2007 article in Evening Colors, a Coast Guard Retiree Newsletter. A few details will inform readers how we came to know of this sea story. My Evening Colors article described a unique rescue by Coast Guard helicopters of survivors of a horrific 1946 crash of a Sabena Air Liner in Newfoundland. Mrs. Alola Morrison of Orrington, Maine, upon seeing the article, contacted me because her late father, CAPT Alvin Giffin, USCGR, had been directly involved in that rescue operation, and she had images of the rescue to share. Her information, sharing and cooperation led to our recovery of historically important video and still imagery about that historically important rescue. In addition, Mrs. Morrison related that her family's stories included this WWII rescue at sea in which her uncle, the late CAPT Albert Martinson, played a huge role and which has been reduced to writing here by CAPT Martinson's grandson, David Davies, III. CAPT Martinson had graduated from the Coast Guard Academy in 1922, and the father of David Davies, III served during WWII as a Coast Guard Aviator. Truly a Coast Guard family. It should also be noted that the late RADM Robert Goehring was a graduate of the Coast Guard Academy with the class of 1939.

CAPT Ray J. Copin, USCG (Ret.)

When you're a kid, you listen to family stories with, at best, one ear. At Thanksgiving dinners adults basically reminisced with adults, so it wasn't as if they were actually talking to you anyway. It had to be a pretty good story to distract you from damming up the gravy in the mashed potatoes. There were a few such stories in our family, but, as always happens, when you finally want all the details and have the right questions, the principals are long since dead & buried.

One old tale concerned a LTJG Robert Goehring, USCG, and the seamanship involved in his rescue after a giant wave swept him off a cutter in the North Atlantic early in WWII. This was one of those stories that interrupted the gravy lava flow experiment I was conducting. I tuned in one ear. Giant waves, helpless sailors, heroic grandfather. But that was it. There were never any details. Talk turned to disappointing cousins or sick aunts, and I was left with just hints of something worth listening to. If there were to be details, it looked like I would have to provide my own. Decades later, I did. This was when the power of the Internet started to really shine. Over the course of a few months, I was able to track down former sailors who were there, officers who knew others who had first hand knowledge, and documents that pulled everything together.

I started with dinner table tidbits. During the war on the cutter *Duane* commanded by my grandfather, Albert



USCGC Duane

Martinson, somewhere in the North Atlantic, a giant wave washed an officer named Goehring overboard. My grandfather had one chance to rescue the man and timed the approach so another wave brought him alongside and within reach of the crewmen, arranged along the main deck with cargo nets run out over the side. The men were able to grab him at the peak of a wave and haul him aboard, very cold and thankful. Okay, that was pretty good, but surely there was more to it.

Ripley's Believe It Or Not used the story and changed it to a "miracle at sea", i.e. a giant wave washed him overboard and another giant wave put him back on the deck. Ripley's did not bother to provide a date. My mother and uncle had repeatedly warned me that Ripley's got it all wrong. The Gillette Company reportedly used the story in a "close shaves" advertising campaign. I think I leafed through every *Life* magazine from 1941 to 1950 looking at shaving ads to no avail.

The logical thing to do was to find the ship's log and see the entries for that day. But what day, or year for that matter? Among my grandfather's personal papers were carbon copies of various Coast Guard orders, requests, and requisitions some of which helped pinpoint the date when CDR Martinson left the *Duane* and assumed command of another ship. The Goehring incident must have been in late 1941 or early 1942.

At this point, I surfed the Internet, where I soon found an association for *Duane* shipmates. A request for information, after many suggestions and anecdotes, eventually led me to Al Phaneuf who was a Machinist Mate below decks on the *Duane* when LTJG Goehring went overboard. He couldn't remember the exact date, but he certainly remembered the event, as everyone aboard shared his version of what happened. He contributed what he knew, carefully qualifying the sources and their reliability.

One recommended contact was Paul Lutz, who served aboard the *Duane* after the incident, and we were soon talking on the telephone. He served as Chief of Staff to RADM Goehring, many years after the incident. When



USCGC Duane

Goehring retired, CAPT Lutz arranged the farewell party. The various officers involved thought it would be appropriate to re-tell the Admiral's overboard tale, and CAPT Lutz had a session with Goehring to review the essential facts. These often varied with those related by others who witnessed or heard of the rescue.

CAPT Lutz was also able to provide me with a date, February 22, 1942. Armed with that, I contacted the U. S. Archives, and within a week or two, a large envelope arrived with relevant pages from the *Duane's* log. With these, I could piece together a decent story about eight minutes in the North Atlantic.

The wind steadily intensified through the morning of February 22nd. The *Duane*, one of the newer 327-foot Secretary class cutters, zigzagged due west and due south in force 6 and 7 winds all morning. Bad weather did not prevent U-boat attacks. Guns and depth charges were manned and ready.

Visibility was good, six to seven miles, but wave height was growing. The *Duane* was making about 18 knots through seas with a surface temperature of 41°F. But then, conditions got worse. They were located at about 52°-17' N 46°-48' W, a point between Greenland and Newfoundland, where your exact location doesn't really matter. It's pretty miserable regardless. After 1400, the winds increased

to force 10 on the Beaufort Scale, or 50-63 miles per hour. These winds result in seas 25 to 30 feet high, and it's hard to see very much or very far because the wind turns wave tops into clouds of fine spray.

By way of comparison, when the *Andrea Gail* of The "Perfect Storm" last reported in, she was locked in a storm of this magnitude, and moviegoers can speculate how a man overboard might have fared in those conditions. The high winds and sea swells were out of the east-northeast, which meant that with the ship now on a course of 214°, heading southwest, the force of the storm was aimed at the *Duane's* stem. That is where LTJG Robert W. Goehring, the ship's gunnery officer, headed to inspect the depth charge tracks, concerned that the heavy seas might have dislodged something. The young officer was within the rear gun splinter shield on the quarterdeck, when an exceptionally large wave broke over the stem and swept Goehring away.

Al Phaneuf and his shipmates Ed Grant and Jim Entwistle compared notes and wrote me that, "The sea was very rough with large waves. Occasionally one would slap the side of the ship and cover the quarterdeck. Located in that area was a five inch gun which was surrounded by a heavy duty splinter shield. The shield was about four feet in height and had only a narrow opening for gun crew access. When the large wave slapped the side of the ship, it filled that shield with water making it resemble an above ground backyard swimming pool. LTJG Goehring was doing an inspection when one of those waves hit the ship, came over the side at the same time that the bow rose on another wave, further depressing the stem. Later, LTJG Goehring described his experience

by saying, "One minute I was on a wet pitching deck, the next I was under water swimming as hard as I could for the surface." Thinking he was still on the ship, he was shocked on breaking above water and seeing the ship about a hundred feet from him and heading away. He yelled but wasn't heard because of the strong wind."

As the ship's log relates, fortunately for the lieutenant, a lookout, Raymond Gajewski, was nearby staring aft at that moment, saw Goehring disappearing behind heaving seas, and sounded the 'Man Overboard' alarm. This was at 1410.



USCGC Duane

Goehring's situation was perilous, to say the least. Even if the ship could get back to him, hypothermia is almost immediate in water temperatures of 41°F. Rescuing a strong responsive swimmer in mountainous seas is one thing; doing the same for a numb floating object quite another. The first involuntary reaction of people unexpectedly thrown into cold water is to gasp. When you gasp underwater, you breathe in very cold water instead of relatively warm air, chilling the body further.

On the plus side, Goehring was warmly dressed and had on a life jacket, plus heavy rubber galoshes called "arctics". Attempting to swim or even tread water lowers the body's core temperature faster, so the safest thing to do is to wrap one's arms around your

body, keep your legs together, and wait.

This is easier said than done, of course, in breaking 30-foot seas with the wind howling at 50 miles per hour every time you rise out of a trough. In the best conditions, an average person in 40° water will quickly lose strength and judgment and unconsciousness will set in after 30 minutes. In one to two hours, that person will be dead.

Feature Articles

In conditions that make retaining body heat problematic, like struggling to keep one's head above water, those survival minutes dramatically drop. In a full-blown storm at sea, it would be a major achievement or amazing luck just to find a man lost overboard. To find him still alive and conscious in 40° water required speed. The lookout's alertness and quick action were the first critical factors that gave Goehring a chance.

The general alarm resulted in immediate orders of stop all engines and hard right rudder. I do not know if CDR Martinson was on the bridge when the alarm was sounded, but he was giving orders seconds later. When he told the story to his son and daughter he said that he was certain he had only one chance to save the man in the water, given the conditions.

One of his chief worries was that the ship itself would kill Goehring, as seas could batter him against or drag him under the hull. A large number of seamen were quickly organized on the main deck to be ready to grab the man given any opportunity. Cargo nets were thrown over the side to provide something to hold onto (although one of the first effects of hypothermia is the loss of muscle control and strength).

The ship quickly came about directly into the 50 mph winds and huge waves and bore down on the small target being swept towards them. Witnesses recall the quarter-master crying out, "Mr. Goehring dead ahead!" Goehring

remembered thinking that his ship was going to run him down as it came straight at him. On the bridge, the captain, navigator, and officer of the deck aimed at timing the approach of the vessel with the peak of a wave.

The ship grazed past Goehring who, as the bow passed, was in a trough well below the water line. As the next large wave lifted him up, he scraped up the hull to the arms of the rescue party just aft of the "air castle", a covered walkway under the bridge. SN1/c Roy Hamby and SN2/c Donald Layman each seized a leg and tried to pull him on board. They had a problem, however, in each had a leg on either side of a safety-line stanchion with Mr. Goehring suspended upside down over the heaving seas. It took a minute or so to straighten this out and finally get him safely aboard. The log notes, "1418 Secured from man overboard alarm." Eight minutes had elapsed from the man overboard alarm to his rescue.

The ship's log notes that LTJG Goehring was treated for exposure, but didn't speak of the bleeding wounds on his body as a result of scraping against the shellfish attached to the bottom of the ship. Those wounds gave bloody testimony to the extent of his ride in those harrowing moments as the ship came alongside him.

My grandfather was involved in many live saving operations in these years, particularly on convoy escort when as many men as possible were pulled from the sea while merchantmen around were still under torpedo attack.



USCGC Duane

Sometimes this involved saving boats and rafts full of sailors under extremely risky conditions. We knew from my mother that it tore him up remembering the cries of men who couldn't reach or hold onto the nets dragged in the water, as the convoy was under orders to keep moving. Some operations that involved bold command decisions were unknown to us until well after CAPT Martinson's death, when happenstance brought men who served with him into contact with members of the family. Like most veterans, grandpa did not talk about the war, and certainly not to his grandchildren. If you want war stories, you'll have to dig them up yourselves. But when LTJG Goehring's rescue came up, it was clear that this incident fell into a different category. He could talk about this with a kind of quiet satisfaction.

As noted previously, Robert Goehring went on to complete a distinguished career in the service, but his experience gave him some perspective. Paul Lutz, then an academy cadet sometime after the rescue had occurred, was assisting the priest as an alter server at the Coast Guard Academy's regular Sunday Mass. Before services began, Lutz noted an officer seated alone in the large room being used to accommodate the large number of Catholic cadets. After services concluded, that same officer remained seated long after everyone else had left, lost in his own thoughts or prayers.

Lutz later met and served under this officer, who of course was Robert Goehring. Now, not a February goes by, that, on the coldest, windiest day, I don't think of getting tossed into the ocean off Greenland. It always makes me feel warmer. And what will I do with all these hard-own story details? I'll bide my time. Someday, around some dinner table or campfire, some little kid or worldly-wise adolescent, temporarily separated from video games or DVD's, will ask some innocent question about their great grandfather or about WWII. I'll be ready. They'll never know what hit them. They'll be swept away. That'll teach'm.

David Davies, III

Weather Station Duty

After World War II, the passenger aircraft replaced the

passenger liner for travel across the Atlantic and Pacific Oceans. With the advent of this service, good weather forecasting became necessary. Actual weather observations taken on a regular basis had to be performed from various areas of these two oceans in order to develop forecasts. The world's major political powers came together on this idea in London England and as a result, Ocean Weather stations were created in 1946. Canada was placed in a position of assisting the United States in manning one of these stations exclusively.

These stations were designated at various positions throughout both oceans and the positions chosen so as to fill the gaps where there were no shipping lanes and from where no weather reports came. Each position was assigned



HMCS St. Stephen as a weather ship. The Royal Canadian Navy had to supply a ship for weather station 4YB so they assigned the River Class Frigate HMCS St. Stephen. She carried out these duties on a rotational basis with an American ship from 1947 to 1950. Since the weather branch of the Canadian government was a part of the Air Section of the Department of Transport (DOT), HMCS St. Stephen carried a few weather observers from this organization along with her Navy crew. (Image courtesy Frigates of the RCN 1943-1974)

a letter for identification purposes. The first half of the alphabet became the Atlantic areas and the second half, Pacific areas. Canada and the United States were to share station 'B'. Since this undertaking became the responsibility of the International Civil Aviation Organization (ICAO) the International Telecommunication Union (ITU) assigned a block of call signs for their use. This block spanned from 4YA to 4YZ. The ships were not only to provide surface weather observations but also of the upper air pressure, temperature, humidity, wind direction and speed. They

Feature Articles

were also equipped for search and rescue operations for both ships and aircraft.

After one of the ICAO meetings, Canada was given the job of maintaining station 'P' in the North Pacific and relinquished her half share in station 'B' mentioned above. Three of these River Class Frigates were taken over by the Department of Transport and extensively modified for complete D.O.T. crews. One Frigate was the *HMCS St. Stephen*, a three-year veteran of station 'B'. Naturally, all three were assigned D.O.T. call signs.

CGGP STONE TOWN
CGGQ ST. CATHARINES
CGGR ST. STEPHEN

St. Catharines was the first to take up station in December 1950. She and *Stone Town* provided this service for sixteen years. Although *St. Stephen* had been converted she was never required. The other two provided the service alone leaving *St. Stephen* as an emergency backup but she was never needed.

By 1970, the World Meteorological Organization (WMO) was assigned an additional block of calls C7A to C7Z. The only C call sign ever heard was C7H. Station 4YH was using C7H for some unknown reason and it is not clear as to why the WMO needed an additional block of call signs. Each station was identified with a letter and this letter was the suffix of the call sign. There were seventeen stations only so one would assume the 4YA to 4YZ calls would have been sufficient. The station assignments are summarized in the following tables:

PACIFIC STATIONS

STATION	POSITION	OBSERVER
4YN	32.3N 135W	USA
44YP	50N 145W	Canada
4YQ	43N 167W	USA
4YS	48N 162E	USA
4YU	27.4N 145W	USA
4YV	31N 164E	USA
4YX	39N 153E	Japan

The United States built 98 ships from the plans of the River Class Frigates and called them the Tacoma Class Patrol Frigates. They were naval ships as in USS but they had U.S. Coast Guard crews. As a

matter of fact the first two, *PF1 Asheville* and *PF2 Natchez* were built in Canada. Some of these Patrol Frigates were used as weather vessels during the war. Many vessels assigned these ocean stations after the war were these former Patrol Frigates.

Barry Hastings was one of the Radio Officers in the three

former Frigates assigned to station P. He describes the radar fit. "The radar equipment aboard the River Class frigates *St. Catharines* and *Stone Town*, which manned 4YP for many years, was the British designed type 277Q [1]. With all the right adjustments one could track an aircraft but this was really tricky. We used to do aircraft plots on these rigs while on station 4YP and we got pretty good at it. Propeller aircraft were typically tracked up to 80 miles and on occasion 95 miles but all we could get on him was a quick bearing, distance and that was all."

When on station, a ship had to stay within a ten-square mile area of the assigned position. Once in position, a beacon was turned on which keyed the 4YP call sign in Morse code mainly for the use of aircraft flying across the Pacific. Once the ship was outside the boundaries of the station area, the beacon would be shut off. Occasionally an aircraft would call the ship and request that the beacon be



277 radar with covers off the transmitter. (Photo courtesy HMS Collingwood Museum)

ATLANTIC STATIONS

STATION	POSITION	OBSERVER
4YA	62N 33W	USA & Netherlands
4YB	56.3N 51W	USA & Canada until 1950
4YC	52.45N 35.3W	USA
4YD	44N 41W	USA
4YE	35N 48W	USA
4YH	36.4N 69.35W	USA
4YI	59N 19W	Great Britain
4YJ	52.3N 20W	Great Britain & Netherlands
4YK	45N 16W	France & Netherlands
4YM	66N 2E	Norway

turned on and have the ship tell the pilot which map grid square they were currently sailing in.

Those who communicated with these River Class Frigates will remember them best by the call sign 4YP, which was used only while on station. Weather ships also provided a radio beacon for navigation for other ships and aircraft in addition to their weather observing duties plus communications for ships and aircraft acting as a rescue vessel if necessary. Since two ships managed to carry out their duties without ever having to use the reserve ship, it has to say something for the rugged construction of these Frigates. Two newer ships, especially built for the task, replaced these old frigates in 1967. These two lasted until 1981 when ocean station 'P' was terminated. Modern technology rendered the weather ship obsolete.



CGC Minnetonka receiving 5"/38 projectiles from the USS Taluga near Con Son Island.

Bob Marzen

***Note:** Bob, thought I would add a bit to your Weatherships article. It must be remembered that the Coast Guard ran weather ship patrols before WWII also. Spencer and Campbell for instance ran patrols off Newfoundland that were also called Neutrality Patrols and Spencer made at least two weather patrols on a station 750 miles NW of the Azores. Can't remember letter designation but remember contacting PanAm flights when they were 100 miles away using 24" Arc Searchlight.*

After the war we manned station Victor halfway between Midway and Japan on Double Victor patrols where we were on station 30 days then into Yokosuka, Japan for 10 days and back on station 30 more then return to West Coast. I did this as executive officer on Chautauqua once.

CDR Ray Evans, USCG (Ret.)

The "Barker Chronicles"

I am very excited that the CGCVA is considering helping to use the remains of

the *USCGC Minnetonka* for part of a monument.

The "Barker Chronicles" are excerpts from letters that I wrote my late wife during my tour on the "Minnie" in Vietnam. The following entry on March 4, 1968 describes our encounter with a North Vietnamese trawler.

Monday, March 4

"Sorry that I haven't written you sooner, but a lot has happened here in the last few days. You might have read in the paper about an infiltration attempt by the North Vietnamese and its subsequent failure. Well, we had a part in it. On the 29th of February, we received a report of four unidentified trawlers heading toward the coast from seaward. We were ordered out to investigate one of these, which was heading for our area. We picked him up on radar about 25 miles from the coast and commenced surveillance on him — he was changing course and speeds very strangely. Meanwhile, the other three trawlers made a run for the beach (they were nowhere close to us). The *CGC Winona* (a 255' like us) took one of them under fire and destroyed it. A second one was taken under fire by the *CGC Androscoggin* (another 255') and was destroyed. The third was taken under fire by two 82' Coast Guard patrol boats and some Navy swift boats and



USCGC Minnetonka

Feature Articles



Firing the 5"/38 during a NGFS mission near Qui Nhon.

was destroyed. Apparently, the one we were tracking heard this and immediately headed for sea. We were ordered to turn the trawler back to shore by any means short of taking it under direct fire. So, we closed in on the trawler. At 0210 we went to General Quarters. About 0230 we were 2,000 yards from him (he had no lights showing) and started to flash him by light but nothing happened. So we fired an 81mm illumination shell at him and really lit him up. Immediately, he put on his running lights but did not answer our call by light. We kept on illuminating him and the Captain told me to shoot across his bow. We shot one 5" round which exploded right in front of him. Nothing happened, so we fired another, and another, and another, but still nothing. We then got our South Vietnamese interpreter to call him in Vietnamese and tell him to stop, yet he kept on going. So we kept on illuminating him. We cut across his bow, shined the 24" searchlight on him and still, he kept on going. We fired .50 cal bursts across his bow and two more 5" rounds but he still kept on heading for sea. At about 0545 we secured from General Quarters, but kept on tracking him. At about 0645 we went to General Quarters again and shot another round of 5" and crossed his bow at about 50 yards with the ship. He still kept on going to seaward. We then received orders to fall back out of visual range and track him by radar, so we fell back.

About this time, we got a message from Commander, Naval Forces Viet Nam, saying that the events of the night 29 Feb-1 March were considered the greatest naval victory of the Vietnam War —

three enemy trawlers destroyed, one turned back (by us) and three sampans captured with arms and ammu-

headed for sea. We were ordered to turn the trawler back to shore by any means short of taking it under direct fire. So, we closed in on

three enemy trawlers destroyed, one turned back (by us) and three sampans captured with arms and ammu-



The Minnetonka's "Iron Hoss" with 51 projectiles representing our 51 NGFS missions where a total of 4,684 5"/38 rounds were fired.

(Boy, do I feel like a hero). Anyway, we were to track the trawler to its homeport. So we followed him for two days — out to the Parcel Islands and then north. We followed him for about 250-300 miles. Finally, we were called off the search when we were 100 miles from Red China, where we think he was going. We are now heading back to our patrol area. It was sort of exciting, but I don't particularly want to get that close to China again (except Hong Kong).

Would you give Steve Plusch a call and read the first part of the letter to him. I am sure he would like to hear about it. Tell him we fired a total of nineteen 81mm illumination, seven 5" rounds, and twenty-five .50 cal rounds.

Well, we feel that we are really doing a job out here now and feel that we may have now contributed to the war effort. We may even get a medal out of this mess, but I doubt it. Apparently, after the Tet Offensive, the Viet Cong used all of their hidden away guns and ammunition, and were



USCGC Point Banks and two Navy Swift boats alongside the Minnetonka for R&R and ice cream.

Feature Articles

very desperate, so they tried the trawlers. I hope they realize that it is rather a fruitless venture.”

Editor's Note: Keith Barker provided me the entire “Barker Chronicles”, several photos and a Power Point presentation. He and GMCM Jack Hunter also put together a DVD of the Minnetonka's deployment which

they produced for the 1997 Weather Ships reunion. It is a compilation of Super 8 films, taken by Duane Fuhrer and Keith Barker, showing the cutter's departure from Long Beach to its return 10 months later. If any CGCVA member wishes to obtain copies of these historic items, contact Keith at 916 Essex Street in Glendora, CA 91740-6712 or call (626) 963-5813.

From the President

(continued from page 2)

compelling. Song lyrics kindle our emotions. They make us reflective, make us melancholy, make us laugh, and even teach us something. You have your favorites. Here are some of mine.

Here is a sample of creative writing from a torch song: “Your smile is just a careless yawn.” In the love song What Are You Doing The Rest Of Your Life there is this, “I have only one request of your life, that you spend it all with me.”

Here is a lament from a woman to her seafaring man, “I can't turn the tide when it's going out on me. I can't keep you here if you want to leave. A sailor's at the mercy of the sea.”

For a philosophical view for those soon to die Anthony Newley sang these words. “When you gotta go, you gotta

go. And so although you like to stay a little while you gotta show a little style and exit smiling.”

In the movie “Rio Bravo” Dean Martin reflected on where he longed to be: “With my three good companions, just my rifle, pony and me.”

We know the good-guy cowboys in the white hats had no interest in woman and Gene Autry vocalized it like this: “There ain't no lady gonna break my heart as long as I got my horse.”

And finally from “Semper Paratus” these deep-felt words: Semper Paratus is our guide, our fame, our glory too, to fight, to save, or fight and die, aye, Coast Guard we're all for you.”

Enjoy life...it's an adventure!

Paul C. Scotti

CGCVA Boot Camp Awards

Congratulations Graduates

Each week at graduation ceremonies at USCG 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:

SA Haley A. Nix (Bravo-180) of Ventura, CA, reports to *USCGC Polar Sea*, Seattle, WA.

SA Aston L. Codling (Charlie-180) of Brooklyn, NY, reports to Electronic Systems Detachment Moriches, NY.

SN Katrina J. Fisher (Delta-180) of Boise, ID, reports to Station Cape Disappointment, Ilwaco, WA.

SN joaquin M. Mercado (Ech-180) of San Juan, PR, reports to Aids to Navigation Team St. Petersburg, FL.

SN Karl L. Harris (Foxtrot-180) of Albuquerque, NM, reports to *USCGC Vigilant*, Patrick AFB, FL.

SN Logan R. Huffman (Golf-180) of Mobile, AL, reports to Station San Francisco, CA.

SN Danielle L. Mauser (Hotel-180) of Miami, FL, reports to *USCGC Sea Horse*, Portsmouth, VA.

SN Justin E. Green (India-180) of San Jose, CA, reports to Station Cape Disappointment, Ilwaco, WA.

SA Joseph R. Gagnon (Juliect-180) of Portland, ME, reports to MK “A” School, USCG Training Center Yorktown, VA.

SA Robert A. Norris (Kilo-180) of Hampton Roads, VA, reports to *USCGC Gallatin*, Charleston, SC.

SA Savannah M. Radford (Lima-180) of San Diego, CA, reports to *USCGC Hawkbill*, Monterey, CA.

SN Iris V. Savatgy (Mike-180) of Las Vegas, NV, reports to Station Cape Disappointment, Ilwaco, WA.

COLA Increase of 5.8 Percent

The Dec. 1 cost-of-living adjustment for military and federal civilian retirees, disabled veterans and survivors will be 5.8 percent, with the increase first appearing in Jan. 1 checks. The same increase will go to Social Security recipients.

The 5.8 percent hike is the biggest increase since 1982 and is far bigger than the 3.9 percent military pay raise signed into law by President Bush. That is because the two increases are based on different concepts.

Retired pay automatically increases each year to keep pace with inflation, measured by the change in the cost of goods and services. Increases in military and federal civilian pay, which generally involve an act of Congress, are designed to match private-sector wage growth.

Retirement COLAs, which also apply to survivor benefits, take effect automatically. Recipients do not have to do anything to get the extra pay. Annual adjustments to veterans' disability pay, low-income pensions and dependency and indemnity compensation for survivors of deceased service members and veterans are not automatic, but Congress usually passes legislation guaranteeing veterans' benefits will increase by the same rate as Social Security.

Special Survivor Indemnity Allowance (SSIA)

Last year's defense bill authorized a monthly SSIA of \$50 (which will increase in annual increments to \$100 by 2013) to survivors who now have VA survivor benefits deducted from their SBP. All of those survivors — whether the military sponsor died on active duty or in retirement — will see the first SSIA payment in their November 2008 check. The payment will be automatically paid to all eligible survivors.

Paid-Up SBP

As of October 2008, Survivor Benefit Plan (SBP) payments ended for retirees who are at least age 70 and have paid 30 years (360 cumulative months) of SBP premiums. This affects 137,000 retirees, who will see their retired pay go up in November checks. The net increase in the check won't be quite as much as the premium because retired pay is taxable, whereas the SBP premiums were



CGCVA member William B. Bradley's son CPO William B. Bradley, III recently retired from the Coast Guard at USCG Air Station Mobile, AL.

deducted before taxes. In December, DFAS will display an "SBP Counter" on a retiree's Retiree Account Statement. It will show the total months of SBP premium paid to date, so individuals can better project when their premiums will end.

Individual Unemployability Payments

Last year's defense bill authorized full concurrent receipt, retroactive to January 1, 2005, for retirees designated as "unemployable" by the VA. But the effective date was delayed until October 2008 so affected retirees will see their first monthly payment increase in November, and some will be eligible for additional retroactive payments. DFAS is notifying all who are due retroactive payments and says those payments should be completed by the end of February 2009.

TRICARE Retired Dental Program

Delta Dental of California was awarded a new contract to administer the TRICARE Retiree Dental Program (TRDP) for an additional five years. This new TRDP contract began October 1, 2008. Basic TRDP benefits remain unchanged but there were upgrades in the Enhanced TRDP, including:

- An increase from \$1,200 to \$1,500 in the lifetime orthodontic maximum amount for each person enrolled.
- One- and two-surface posterior composite services, payable at 80% of the program allowed amount with no waiting period.
- Dental implant services, payable at 50% of the

program allowed amount after 12 consecutive months of enrollment.

— Extension of Enhanced TRDP coverage to all overseas locations for enrollees living outside the current TRDP service area.

Retirees desiring more information about enrolling in TRDP can go to: www.trdp.org or call (888) 838-8737 tollfree.

VA Travel Reimbursement Increases

The U.S. Department of Veterans Affairs (VA) announced that eligible veterans will see an increase in the mileage reimbursement they receive for travel to VA facilities for medical care.

Secretary of Veterans Affairs Dr. James B. Peake announced that he will use his authority to raise the mileage reimbursement from the 28.5 cents per mile to 41.5 cents per mile for all eligible veterans.

“We owe it to our veterans to give them the best care possible,” said Peake. “The increase will once again provide assistance to our veterans, especially in these difficult economic times, to help offset gasoline costs and to assist veterans with access to the VA’s world-class health system.”

Congress, which mandates such increases, recently provided funding to VA to increase the reimbursement rate, which went into effect on November 17, 2008. Service connected veterans, veterans receiving VA pensions, and veterans with low incomes are eligible for the reimbursement.

“As I have travelled the country and spoken with many of our veterans, they have expressed the need for such an increase,” added Peake. “We are pleased to be able to provide them with the increase needed and we will continue to work with our veterans to ensure they receive the quality care they need.”

While increasing the payment, the current deductible amounts applied to certain mileage reimbursements will remain frozen at \$7.77 for a one way trip, \$15.54 for a round trip, and capped at a maximum of \$46.62 per calendar month. On January 9, 2009, these deductibles will decrease to \$3 for a one way trip, \$6 for a round trip, with a maximum of \$16 per calendar month. Deductibles can be waived if they cause a financial hardship to the veteran.

VA Retro Payments

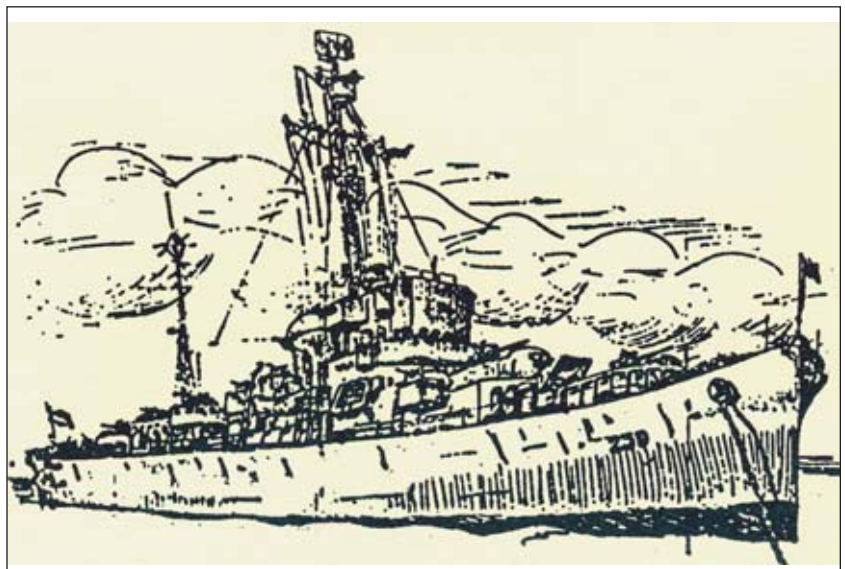
USCG Personnel Support Center (PSC) Topeka recently finished a major effort to make retroactive payments to all retirees rated 50% to 90% disabled and 100% unemployable. 55 payments totaling over \$12M were made on 3 Nov 08. The retirees affected will receive an RAS statement (Pay Slip) providing the amount due.

PSC is now applying a "full court press" to complete reviews and payment of retroactive CRDP to all other 50% to 90% disabled retirees. We have reviewed 31% of the over 3800 records potentially eligible for Concurrent Receipt of Disability Payments (CRDP). Of those reviewed to date, 10.5% are due payments from both the Coast Guard (CG) and Veteran's Administration (VA), 10.5% are due payments just from the VA, and 10% are not due additional funds.

We are transmitting test data to the VA on 18 November 2008 to finalize secure transmission protocol and procedures, and transmission of payment data to the VA will commence immediately after successful testing is complete. Recipients of VA payments will be provided notification once their data has been successfully transmitted to the VA. Recipients of CG payments will receive notification through a Retiree/Annuitant Statement.

We expect to review an average of 15-35% of the remaining 2600 records per month for the next several months depending on pay cycle workload and end of year requirements, with our completion date remaining 20 Feb 09.

Richard.A.Etheridge (PSC)



Drawing of USS Hurst (DE-250) done on watch in 1944 by CGCVA life member Clifton L. Bennett.

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. There are some slight price increases due to USPS rate increases. **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: "TOMMY"

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).

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.

CAP, CGCVA GARRISON

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

PATCHES (some shown here)

RONONE, CON-SON, ELD-Eagle, Market Time, and Squadron Three. Each one is \$5.00. Tonkin Gulf Yacht Club \$6.00.





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)



(Above) Members of the Spencer Association, including seven WWII veterans, pose for a picture Saturday, Sept. 27, 2008, in front of the mast from Coast Guard Cutter Spencer W-36 at Coast Guard Training Center Cape May, N.J. The Spencer Association formed after the final trip from New York to Baltimore when the cutter was decommissioned in January 1974. (photo by PA3 Ann Marie Gorden)

(Left) The mast of the Coast Guard cutter Spencer (W-36) dedicated in honor of Signalman 1st Class Douglas A. Munro. (photo by PA3 Ann Marie Gorden)

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

**COAST GUARD COMBAT
VETERANS ASSOCIATION
P. O. BOX 544
WESTFIELD CENTER, OH 44251**

Change Service Requested

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

NON-PROFIT ORGANIZATION

POSTMASTER: Dated Material, Please Do Not Delay