



# 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 27, Number 1

Spring 2012

## Petty Officer Nathan Bruckenthal Remembered

*Ceremony at Station Eatons Neck, N.Y., Recalls 8th Anniversary of Coast Guardsman's Death*



*Capt. James McPherson, First Coast Guard District Chief of Staff, presides over a ceremony for the late Petty Officer 3rd Class Nathan Bruckenthal, at Coast Guard Station Eatons Neck, N.Y., April 27, 2012. The annual ceremony at the station celebrates the life and service of Bruckenthal, who was killed in action while on patrol at the Khawr Al Amay Oil Terminal off the coast of Iraq on April 22, 2004.  
Photo by Petty Officer 2nd Class Jetta H. Disco.*

Each year, when April 22nd rolls around, I can't help but recall that was the day the Coast Guard lost one of its own in combat for the first time since Vietnam. That was the day in

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\*use the Administrative Office for contact with the CGCVA on all matters.

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## From the President

### Greetings Shipmates

Having completed my first year of a two-year stint as your president, I owe the membership a status report on the association.



*Ed Swift*

**Membership** — In 2011, we signed up 99 new members and, officially, we lost only 20 who CTB. Unfortunately, our CTB numbers are under-reported since our Secretary/Treasurer is not always notified of members' passing or, if notified, the member may have passed years earlier. Still, we definitely had growth in membership for the Association in 2011

Much of this effort was largely attributable to our Membership Chairman Joe Kleinpeter. Joe has been very proactive, contacting active duty Coast Guard units who are either being deployed or who have been deployed to Southwest Asia. This has brought in almost half of our new members in 2011. Thank you, Joe! Hard work pays off!

The recruitment efforts of all of our CGCVA members is greatly appreciated and very effective. Remember, many Coast Guard veterans don't even know we exist! Call your Shipmates and let them know about the CGCVA.

**Finances** — As of December 31, 2011, the Association's cash balance was \$74,399.53. This figure shows Fixed Assets of \$1,872.42 and Total Assets of \$76,271.95.

Our Current Liabilities are \$2,000 in Scholarships Payable, leaving a Net Association Equity of \$74,271.95.

Our Quarterdeck Log Booster Income was \$3,548.00

Our Reunion Income was \$3,057.96, which helped turn a loss into the Net Income.

Our Small Stores experienced a \$742.09 Net Income for 2011 (Great job by Small Stores guru Baker Herbert!)

Our Association had a \$791.26 Net Income for 2011.

With the increase in Membership Dues, from \$30 to \$40 bi-annually, which was approved by the Board of Trustees and membership, in mid-2011, we have received a boost in income, but the full effect of the dues increase won't hit until later in 2012.

Hopefully, that increase will keep us in the black, on the "non-Reunion" years.

Next QD Log deadline is August 1, 2012.  
Please email articles and photos to the editor at: [swiftie1@verizon.net](mailto:swiftie1@verizon.net)



## From the President (cont.)

The *Quarterdeck Log* continues to be our most expensive single line item, costing the Association around \$2.50 per issue, per member, which is still a bargain, considering it is our “ambassador” and best sales tool. And having served as your *QD Log* editor for more than 19 years now, I have attended many convention business meetings and heard many suggestions regarding saving money for the Association. The *QD Log* always get mentioned but even after all these years it remains, even upgraded without cost increases. Helping to cut some of the magazine’s costs since our convention in Tampa Bay, Fla., has been the QD Log Boosters Club. Costing \$2.50 per issue, per member equates to \$10 per year, per member and, if every member made an annual \$10 donation to the QD Log Booster Club, there would effectively be no cost to the Association. My grateful thanks to all who have opted to donate to the Boosters.

So, in a nutshell, we’re pretty healthy. Just wish I could say the same for myself. Unfortunately, I am in the “end stage” of idiopathic pulmonary fibrosis disease and require home oxygen 24/7. As a result, I don’t get to do much traveling, although I do try to attend as many Coast Guard events as possible. I have recently become listed on the national lung transplant registry so hopefully I will soon have a new lung and eventually be able to do many of the things I used to. I appreciate all the kind thoughts and prayers that have been extended to Mare and myself during this very challenging period of our lives.

It’s interesting how dealing with an incurable disease has made me feel these last few years since it was diagnosed. Physically, I have difficulties just walking up one flight of stairs without becoming totally out of breath, quite the opposite from a year ago when I walked all through Arlington National Cemetery with many of you attending our convention in Herndon, Va. (instead of riding the tram) and carried my portable oxygen tank but never used it. But, like Dirty Harry said, “A man’s gotta know his limitations.”

Well I’ve adapted to what I can and can’t do physically but mentally I’m still very much in the game. I’ve always had a very positive attitude, and why not — I’ve got a wonderful wife (who is now my full-time caregiver), two great sons, and more true friends than most

people can claim. In so many ways I am truly blessed!

One thing that has helped me keep my head screwed on straight has been the dozens of trips I’ve made to Walter Reed Military Medical Center the past few years, especially during those visits when I was really feeling kind of bad for myself. It seems I would always meet and chat with some of the “Wounded Warriors,” troops who were injured in Iraq or Afghanistan. Many were single or multiple amputees and all were so very young. Yet, despite their horrific injuries, they all maintained incredibly positive and robust outlooks; some actually looking forward to getting artificial limbs and returning to their brothers and sisters in arms in theater. Talking with them always made me forget about my own problems, or at least put them in perspective. I am always blown away by their attitudes and I’ve often wished that every American would spend a day there talking with these troops. They would certainly get a firsthand look at our country’s service personnel that they seldom get from reports by the media.

**Swift**

### *New CGCVA Honorary Life Member*

On May 18th, I was honored to present Vice Adm. Sally Brice-O’Hara with an Honorary CGCVA Life Membership. This was long overdue since she has championed our Association for many years, especially when serving as Training Center Cape May commanding officer. She retired as the 27th Coast Guard Vice Commandant and we wish her and husband Bob the very best.



*CGCVA President Ed Swift officially welcomes Vice Adm. Sally Brice-O’Hara to the Association’s membership.*

## From the Secretary/Treasurer

### **Back to Boot Camp Event**

Mark your calendars for October 11-13, 2012. That's the day we have arranged a "Back to Boot Camp" Event at Cape May Training Center, N.J.

We have been invited by CGCVA member and Tracen Cape May Commanding Officer Capt. William Kelly and we're holding it with the following tentative schedule:

Thursday, Oct. 11th — Evening gathering (location to be determined)

Friday, Oct. 12th — Attending recruit graduation, tour of training center, access to base exchange, and evening banquet at TraCen.

Saturday, October 13th — Farewell Breakfast at TraCen.

It should be a great time for those who live in the area and can attend this event. Capt. Kelly has graciously extended an invitation to all CGCVA members and it should be a terrific event.

If you plan to attend (whether or not you need overnight accommodations), please e-mail me at [cgcva@comcast.net](mailto:cgcva@comcast.net) because a correct head count is needed for the TraCen. Once we get a head count we will also be negotiating with local hotels for a group rate. If you have any special needs, please contact **Terry Lee**, who is coordinating the event, at 908-319-3477.

### **2013 CGCVA Reunion/Convention**

The CGCVA Reunion Committee has selected the Silver Legacy Resort and Hotel in Reno, Nev., as the site of our

2013 Reunion/Convention. Dates of the event will be held April 30-May 3, 2013 and will include an Opening Ceremony, Business Meeting/Luncheon, Auxiliary Luncheon, and Awards Banquet. We're still negotiating the room rate but we hope to see you there.

The Silver Legacy is a 1,700 room resort in downtown Reno. It is connected to three other resort hotels, providing more than 25 restaurant choices within easy walking distance. Downtown Reno has been renovated and is the place to be. We'll be near the city's River Walk and within two blocks of the new home of the Arizona Diamondback's Triple-A farm team while baseball season is in full swing.

We hope you will put these dates on your calendar and plan to be in Reno for the 2013 convention! More details plus registration forms will be included in the next *QD Logs*.



**Gary Sherman**

'OLD' IS WHEN...

Your sweetie says, "Let's go upstairs and make love," and you answer, "Pick one; I can't do both!"

### **Welcome New Members**

#### New Member

Charles W. Henckler

Alfred C. Jurison, III

April N. Reed

Michael P. Trebilcock

William G. Verge

Jim M. Hall

James O. Johnsrud

Wayne G. Miesen

John L. Seubert

Douglas W. Williams

#### Sponsor

The Association

Joe Kleinpeter

Joe Kleinpeter

The Association

Joe Kleinpeter

Joe Kleinpeter

The Association

Joe Kleinpeter

Terry Lee

Joe Kleinpeter

#### New Member

Seth J. Hudak

Thomas G. O'Brien

James B. Suffern

Nicolai A. Tykalsky

Michael P. Cleary

Robert T. Holm

Nicholas G. McGowen

Anton W. Mohammed

Jessica L. Snyder

#### Sponsor

The Association

Robert Ziehm

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## From the Vice President

Greetings shipmates. Here's hoping everyone is doing well as Spring has sprung, flowers are blooming and dammit... the grass needs cutting!

It seems the *QD Logs* are getting closer together in edition time and I have a hard time figuring out things to bore you with.

Let us remember that there are many things going on up on the Hill that can and will have an effect on us if we don't stay on top of them. Things such as TRICARE increases, VA benefits, COLA increases, Social Security benefits, etc. I could go on but I think you understand where I'm going with this.

It is up to us to keep our elected officials' feet to the fire about benefits and those who are following behind us.

In just a few short months it will be election time and things are starting to roll. Voting, or the freedom to vote is

one of the rights that we have fought for over the years and it is our right. Please keep that in mind and vote.

Let us also keep in mind that without new members, our association will not continue to grow. So, if you run into any qualified candidates, don't be shy... let them know that they can join and close the deal.

Finally, let us remember our Coasties serving overseas in harms way and those out there everyday doing their duty. God Bless them, our troops, their families, our veterans and God Bless America. **Butch**



*Floyd "Butch" Hampton*

## Auxiliary News

This is the time of year when memories for us abound. We've just celebrated 45 years of marriage and on May 1st it was 45 years since Paul landed in Viet Nam; 44 years since he arrived back.

As I write this Paul is attending a Coast Guard History Conference at the Academy in New London, CT. I'm sure it's like a mini reunion. Paul was looking forward to seeing the Coast Guard museum especially.

We've added Harbor Light Lighthouses to our collection of "stuff". So many are special to us from our times of travel.

I wish each of you a happy summer. It's time to start planning for the reunion in 2013. I look forward to seeing you then.

**Liz Scotti Auxiliary President**  
(321) 474-0007

### COAST GUARD COMBAT VETERANS AUXILIARY ASSOCIATION

Membership Information: NEW \_\_\_\_\_ RENEWAL \_\_\_\_\_ RETURNING \_\_\_\_\_ (Please print clearly)

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Phone Number: \_\_\_\_\_ Cell: \_\_\_\_\_

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

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail address: \_\_\_\_\_

Member name & relationship: \_\_\_\_\_

MAY 2011 renewal — \$15 for two year membership to expire in May 2013. In order to increase auxiliary membership, we would like to make this offer to new as well as elapsed members. Qualifications: Members limited to spouses of members in good standing of the Coast Guard Combat Veterans Association. For additional information please contact: **Liz Scotti** (President) at [els699@aol.com](mailto:els699@aol.com) or (321) 474-0007. Or **Mimi Placencia** (Secretary/Treasurer) at (661) 444-0186 or [mimiplacencia@hotmail.com](mailto:mimiplacencia@hotmail.com). Mail completed application and check (payable to CGCVA Auxiliary Assn) to Mimi Placencia at 9804 Iroquois Lane, Bakersfield, CA 93312.



### **Flat Top Veterans**

The USS American Carrier Veteran's Association will hold its Reunion Sept. 11-15, 2012 in Baton Rouge, La., at Holiday Inn South, 9940 Airline Highway. The highlight of this reunion will be a trip to Pascagoula, Miss., for a tour of the *LHA6 America*. POC: **Harry Rodriquez**, Director of Reunions at 845-661-1284. Email: [Hatron10@aol.com](mailto:Hatron10@aol.com).

### **CGC Sherman Reunion**

The *CGC Sherman (WHEC-720)* has planned a reunion for Sep 1-4, 2012 in San Diego, Calif., (specific site to be determined based on head count). POC: **Richard Ames** at [uscgshermanassociation.com](http://uscgshermanassociation.com). Ph: 410-760-6123. This reunion is a work in progress. If you are interested in attending, please register at our USCGC Sherman Association web site above.

### **CGC Bibb (WHEC-31)**

The Bibb Shipmates Association will hold its 16th Reunion in Portland, Me., at the Holiday Inn By the Bay, Sept 19-22, 2012. For more details, contact **Jimmy Tweed** (1970s) at [jtweed94@comcast.net](mailto:jtweed94@comcast.net), **John Peterson** (1980s) at [J.W.PetersonElectric@comcast.net](mailto:J.W.PetersonElectric@comcast.net) or **Mike Johnson** (1968-69) at [oldhippie1249@numail.org](mailto:oldhippie1249@numail.org).



### **CG Enlisted Memorial Update**

The last *QD Log* issue provided basic information regarding the Coast Guard Enlisted Memorial planned for the grounds of Training Center Cape May, N.J., the current birthplace of the U.S. Coast Guard's enlisted corps. Here's some additional notes regarding the project:

The site will be centered around three granite walls which identify by name the 1,400 Coast Guardsmen who have perished in the performance of duty. Names are included from 1915, the year the Revenue Cutter Service and U.S. Life Saving Service were merged and Congress

formalized the existence of the U.S. Coast Guard. Marble benches provided for mourning and reflection will face these walls. Also central to the site is a flagpole surrounded by plaques emblazoned with the emblems of those services which acted as precursors to the modern Coast Guard. A brass ship's bell held in a marble enclosure will be located at the front of the site for use during ceremonies. Sponsor plaques listing those who provided substantial donations and support will be also included and positioned along the perimeter of the site. The entire memorial will be illuminated by in-ground lights.

For more information go to: [www.cgemf.org](http://www.cgemf.org)

### **Ex-CGC Chase Still Making News**

The Nigerian Navy vessel, *NNS Thunder*, collided with another vessel on March 20th approximately five miles up river from Bonny in Nigeria. The other vessel capsized and one man, a member of the Nigerian Navy, was reported missing in this incident. Search aircraft and other support vessels were immediately dispatched. Sources close to the emergency response teams reported that the Navy appears to have been at fault and were responsible for the impact, which left the struck vessel on its side. Divers cut a hole in the hull freeing one crewmember trapped onboard.

*Editor's Note: The NNS Thunder is the former USCGC Chase, and was christened NNS Thunder F90 by the Nigerian Navy at a colorful ceremony held last May at Coast Guard Island in Alameda, Calif. Nigeria spent about \$8-million to refurbish the sensitive equipment and entire control system. It arrived in Nigeria for full active duty in January 2012.*



### WWII Veterans Paris Trip

In September 2012, any World War II veteran plus their spouse, relative or friend are invited on a round-trip, all-expense paid excursion from Charlotte, N.C. to Paris, France as a thank you to those who served the nation in the Second World War. All airfare, lodging, meals and other transportation are provided without cost. Neither the veteran's duty assignment (stateside or overseas), nor the length of service matters in his or her eligibility to participate. Courtesy of a federal grant written by a Charlotte Veterans Service Officer, the trip will last approximately one week, touring the capital city and the French countryside. The traveler(s) must be physically able to make the journey; however, a medical team will accompany the

group for the entirety of the trip. More details will be available as the date approaches. For further information contact: **Mike Scott**, Surry County Veterans Service Officer, at (336) 783-8820.

### New 'Coast Guard' Series

The Weather Channel has ordered 13 episodes of a new docuseries "Coast Guard Florida." The hourlong series, which follows the success of the cabler's "Coast Guard Alaska," will premiere in October and is produced by Al Roker Entertainment.

Premise of "Coast Guard Florida" will be a look at the members of the 7th Coast Guard District, who are in charge of keeping the local ports and waterways safe. "The United

### 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:

Clarence Croxall	Iver Anderson	Sidney Tartarkin	Edward Withrow
Colin Woodbury	Milton Croall	Ronald W. Branch	Michael Kristula
John Rosemergy	Robert Urban	William Griswold	David Hendrickson
Ron Gillette, LM	William Bailey	William Bradley, Jr.	Robert E. Swaney
Charles G. Howard	Harry S. Huggins	Robert Holmes, Jr.	Fredrick Dailey

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.

Eugene Dugan IMO fellow Sandpounder Jack Cullen  
Christopher Wood IMO USCGC Chase (WHEC-718) and all her crews  
Stephen Petersen IMO PNCS Leonard Intrieri, USN (Ret.)  
Baker & Marylou Herbert IMO Vice Adm. Thomas Sargent and PNP Jack Campbell  
Gary Hodge IMO CWO John Terrell and Lt.Cdr. Jerald Rainey  
E.R. "Dick" Frohnert, Jr. IMO WWII shipmates on USS Covington (PF-56)



States Coast Guard is an awe-inspiring group of men and women, and we feel privileged to give viewers an inside look at the courageous acts they embark on every day in serving our country,” said Roker. The Weather Channel is owned by a consortium made up of NBC/Universal and the private equity firms of Blackstone Group and Bain Capital.

### *War of 1812: Service Expands Missions*

Two hundred years ago, the United States, independent for less than 30 years, went to war with Great Britain to preserve its economy, its way of life and its independence. Beginning in 2012 and continuing through 2015, the U.S. Navy, U.S. Marine Corps and U.S. Coast Guard will commemorate the bicentennial of the War of 1812 and historic moments that occurred throughout the war, including the birth of “The Star Spangled Banner”.

Many of the legacy skills of the modern-day Coast Guard can be traced to the War of 1812. During this time, a marked expansion of responsibility set in motion an important legacy of service to America, further distinguishing the Coast Guard as a multi-mission, maritime, military service.

Some historians dispute the timing of the war; others postulate that Britain’s complex and time-consuming entanglement with Napoleon may have provided an ideal time and impetus to declare war. Yet when President James Madison declared war Jun. 18, 1812, U.S. Treasury



*Revenue Cutter Ensign circa 1812*

Secretary Albert Gallatin sent a circular to customs collectors containing only one sentence, “Sir, I hasten to inform you that War was this day declared against Great Britain.”

That important news was disseminated to U.S. naval vessels by revenue cutters stationed at Savannah, Ga., Norfolk, Va., Charleston, S.C., New York City, Portsmouth, N.H.; and Wilmington, Del. This move underscores one of the earlier roles played by the Revenue Cutter Service. Other missions expanded after war broke out included:

- Escort and protection — defending merchant vessels and convoys along the Atlantic coast to ensure safety and the flow of commerce.

- Intelligence and news gathering — cutters provided customs, military personnel, elected officials and the media, with vital news of enemy and privateer movements. They also supplied accurate details about American naval and merchant vessel movements.

- Port and coastal security — revenue cutters shouldered responsibility within the shallow waters to catch smugglers, seize and detain cargoes, expertly understand





required paperwork and customs law and diplomatically search vessels entering or leaving port.

- Transport and communications — during wartime, the cutter fleet delivered messages to U.S. naval units while also transporting naval personnel and diplomats.

The War of 1812 helped prove the value of the nation's oldest, continuous, seagoing service as they protected American commerce and economic interests. The dramatic mission expansion that occurred during the War of 1812 proved so vitally important to our nation, they have endured to this day. **Petty Officer 1st Class Judy L. Silverstein**

### *Chieu Hoi Update*

Good day shipmates!

It has been some time since Gary and I became the “Foster Parents” for Chieu Hoi. I have to say, he is quite a conversation starter. Not that either one of us has ever had any difficulty thinking of something to say... Anyway, I don't want to ruin all the fun for where Chieu Hoi has been in the last year, but let me just say he has earned some frequent flyer miles. My position in Headquarters has given me a chance to use my passport, and there have been times that your spirit of enthusiasm went along with me. The Vice Commandant asked me to stay in Washington for a third year, and I'm happy to have Chieu to keep everyone talking and asking questions about the CGCVA.

The photo below is from a Change of Command of the cutter *Ridley*, an 87-foot patrol boat homeported in Montauk, New York. The proud new Officer in Charge is



*Senior Chief Boatswain's Mate Andrea Martynowski and her brother with Chieu Hoi and Rear Adm. Cari Thomas aboard CGC Ridley in Montauk, NY.*

Senior Chief Boatswain's Mate Andrea Martynowski shown with her brother, a Chief Warrant Officer in the Army who came back from Afghanistan just to see the ceremony. Senior Chief and I were stationed together in Cape May training recruits. As you can see, Chieu Hoi earned his sea pay for the day. Any day onboard a ship is a good day!

Well, that's all for now. I hope to tell you more about Chieu Hoi in a future edition. **Rear Adm. Cari Thomas**

### *CGC Point Clear Remembered*

On a recent appointment I had at the VA, I was proudly attired in my Coast Guard sweatshirt and my CGCVA ballcap. Sometimes these appointments can be stressful. Many veterans can be found joking, talking, letting off steam in a room full of photos of days and wars gone by hung from the walls. “The Hootch,” as this room is called, has chairs, a TV, soda machines and coffee.

Upon entering “The Hootch” in my Coast Guard attire this day I was suddenly startled by another vet who jumped up and hugged and kissed me. I had no idea who he was. I personally prefer one of the women vets do that to me but at my age I guess I have to be tolerant.

This vet told me if not for the Coast Guard in Vietnam, he and three of his buddies would not be alive.

As a U.S. Army grunt, Richard Beattie had been attached to an Army M.P. Unit near Qui Nhon. It seems he and his buddies had some downtime and decided to head for the beach. As they swam and splashed the heat off their

muddy bodies, undressed and unarmed, they began to take fire from a treeline near the water. They hit the beach crawling while taking fire. Luckily, one of the M.P.'s had brought his radio with him. Grabbing the radio the Army M.P. just screamed in a panic for help into the radio, shouting his position. Within moments the Army grunts heard the soaring sounds of motors speeding in their direction from the water.

It was the *USCGC Point Clear (WPB-82315)*. Immediately sizing up the situation, the *Point Clear* crew opened up with a deafening blast of their .50's and .81 mm., silencing the enemy's fire. They then secured the

area, saving the lives of the Army, M.P.'s.

My new Army acquaintance embraced me again, saluted me and shouted, "Semper Paratus"!

Do any of you *Point Clear* crewmembers from Vietnam remember that incident by Qui Nhon? I know an Army vet who will never forget it. Asst. Editor Frank Bari

### *CGC Dallas Decommissioning*

On March 30, 2012, several former Vietnam-era crew members of *CGC Dallas* gathered in Charleston, S.C., to attend the cutter's decommissioning ceremony. Among them were WESTPAC crew members Tim Goldsmith, Dave Shields, Bob Kelly, Mike Sykes, Terry Lee, Charlie Ruston, Chris Farina, and Will Tripp.

Originally commissioned in 1967, *Dallas* was the sixth cutter to bear the name of Alexander J. Dallas, Secretary of the Treasury under President James Madison. *Dallas* was initially homeported at Governors Island, N.Y., and relocated to Charleston in 1996.

During seven combat patrols off the coast of Vietnam, *Dallas* compiled an impressive list of accomplishments, including 161 naval gunfire support missions involving 7,665 rounds of 5-inch ammunition. This resulted in 58 enemy sampans and 29 supply routes, bases, camps, or rest areas damaged or destroyed.

In 1980, *Dallas* was the command ship for the historic Mariel Boatlift, during which 125,000 Cuban refugees set



*CGCVA LM Terry Lee with Ms. Dallas Pell, great-great-great granddaughter of Secretary of the Treasury Alexander J. Dallas. Ms. Pell was the Dallas' sponsor and present at the 1967 commissioning ceremony.*

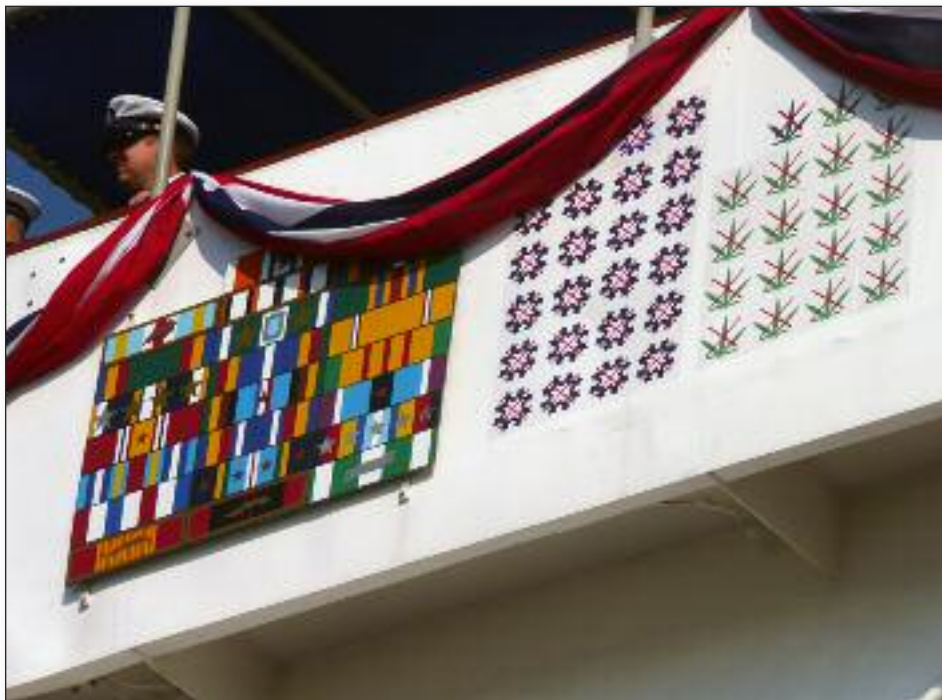
sail for the shores of Florida. At the time, it was the largest humanitarian operation ever undertaken by the Coast Guard.

In 1986, *Dallas* served as the on-scene commander for the search and rescue operation following the tragic Space Shuttle Challenger disaster.

In 1991-92, *Dallas* served as flagship of a flotilla of 27 Coast Guard cutters that rescued over 35,000 Haitian migrants, and, in 1993, assumed command of the joint operations flotilla in *Operation Able Manner* in response to renewed threats of a mass exodus from Haiti. In 1994, after representing the Coast Guard at the 50th anniversary anniversary of the D-Day invasion, *Dallas* served as flagship for *Operation Able Vigil* in response to another mass exodus from Cuba.

In 1995, *Dallas* was selected to operate with the U.S. Sixth Fleet in the Mediterranean Sea in support of *Operations Deny Flight, Maritime Monitor, and Sharp Guard*, conducting nation-building, training, and professional exchange with navies, coast guards and maritime agencies of several Mediterranean countries.

During 1997-98, *Dallas* served as flagship for *Operations Frontier Shield* and



*CGC Dallas ribbons and drug bust decals.*



*Frontier Lance*, the most effective ever interagency counter-drug operations in the Caribbean.

In the summer of 2008, *Dallas* deployed again with the U.S. Sixth Fleet, this time in West Africa in support of the Africa Partnership Station, strengthening international

relationships within that new important maritime theater. During the same time period, *Dallas* participated in *Operation Assured Delivery*, providing much needed humanitarian supplies to the people of the Republic of Georgia during a conflict with a neighboring nation.

### *Remembering the crew of CG-6535*

On March 8th, the Coast Guard bid farewell to four of its own. In a memorial service held in Hangar 2 at Coast Guard Aviation Training Center Mobile, Ala., the service paid tribute to the crew of Coast Guard helicopter 6535 — Lt. Cmdr. Dale Taylor, Lt. (j.g.) Thomas Cameron, Chief Petty Officer Fernando Jorge and Petty Officer 3rd Class Andrew Knight.

“Dale, Tom, Nando and Drew answered the call,” said Coast Guard Commandant Adm. Bob Papp. “They stepped forward and dedicated their lives to helping others — the only thing stronger than their desire to fly, was their desire to serve. And, they did serve — they served all of us.”

On Feb. 28, 2012, Coast Guard helicopter, designation 6535, went down in Mobile Bay, Ala., during a training flight. The bodies of Taylor, Cameron and Jorge were recovered from the crash site. Knight’s body was found days later.

“This has been a long, tasking week for all involved as we pushed forward and put in countless hours to find our fallen Guardians and bring them back home,” said Capt. Kenneth Ivery, deputy commander of Coast Guard Sector Mobile. “The Coast Guard thanks all the responders including local, state and federal agencies, Army Corps of Engineers, U.S. Navy Supervisor of Salvage and volunteers. We are also very appreciative of the great city of Mobile and state of Alabama for the support demonstrated during this tragedy.”



*Coast Guard Commandant Adm. Bob Papp addresses those gathered to pay their respects to the crew of Coast Guard helicopter 6535. Photo by Petty Officer 2nd Class Patrick Kelley.*



*Petty Officer 3rd Class Andrew Knight was honored in a memorial service for the crew of Coast Guard helicopter 6535. Photo by Petty Officer 2nd Class Patrick Kelley.*



*A member of the U.S. Coast Guard Band plays “Taps” outside of Hangar 2 at Coast Guard Aviation Training Center Mobile, Ala., during the memorial service for the crew of Coast Guard helicopter 6535. Photo by Petty Officer 2nd Class Patrick Kelley.*



At the beginning of WWII, the Canadian Government gave the U.S. Navy several Corvettes to use in the North and South Atlantic for anti-submarine warfare and convoy escort duty. These Coast Guard-manned ships were small but seaworthy and played a big part in our defense. I was a crew member on the *USS Alacrity (PG-87)* shown above. At the time I was a 17-year-old fireman apprentice and am now an 86-year-old retired CWO4. If there are any former crew members who served on one of these corvettes and would like to share experiences, please contact me at [muzz4poppi@cs.com](mailto:muzz4poppi@cs.com). Semper Paratus! **Harry Huggins** at 5411 Greenfield Drive, S., Portsmouth, VA 23703.

### **Improved Coast Guard Museum to Reopen at Academy**

The U.S. Coast Guard Museum soon will reopen with a new look and rare artifacts that will be on display for the first time. Housed at the Coast Guard Academy, the museum has been closed for nearly a year while asbestos was removed from the ceiling and the 4,000-square-foot space was reconfigured.

Curator Jen Gaudio said the changes do not negate the need for a much larger National Coast Guard Museum. The Coast Guard had the opportunity to rework the space at the academy because the ceiling had to be taken down anyway, she said.

“It’s really difficult to tell the history of over 200 years and at least 11 different missions over time in 4,000 square feet,”



Gaudio said. “This was not designed to replace the national museum.”

The Coast Guard has yet to settle on a site for the national museum but has agreed to work with the city to find a location within city limits.

When asked about the status of the national museum, Rear Adm. Karl Schultz, director of government and public affairs, said in a statement that the National Coast Guard Museum Association is still “assessing site options, conceptual designs and other conditions that would allow the museum project to move forward successfully.”

“The Coast Guard remains very interested in establishing a National Coast Guard Museum in the area,” he said.

The museum at the academy is currently the only space the service has to tell its story, Gaudio said. It reopened to the public with an open house on May 12th.

Offering a sneak peak, Gaudio showcased the museum’s improved design and layout in Waesche Hall. The displays are now ordered more chronologically so visitors may trace the Coast Guard’s history from its early roots to the present day.

Artifacts that had to be kept in storage before because of space constraints, as well as recently donated items are now on display, including a rare parade banner for the U.S. Life-Saving Service, which merged with the Revenue Cutter Service in 1915 to become the Coast Guard, and a prototype for a solid wood life preserver from the 1870s.

The life preserver was never used since it could sever the head of a person who jumped from a boat while using it.

The museum’s new exhibit on Hurricane Katrina features a boat used during the rescues in New Orleans, along with the uniform retired Adm. Thad Allen wore when



he oversaw the operation and an axe that rescue swimmers used to chop through rooftops.

The Coast Guard spent close to \$300,000 on the design, construction and installation of the renovated museum. The contractor was Malone Design/Fabrication of Georgia. It cost roughly \$150,000 to move the collection and store it off site while the work was performed.

The academy's Class of 1950 paid about \$25,000 for the original figurehead from the Coast Guard's training ship barque *Eagle* to be repaired while it was off site, in honor of the ship's 75th anniversary last year. Cracks on the figurehead were evaluated and patched and dry rot was removed.

The displays could be disassembled and moved when the national museum is established, Gaudio said. In the meantime, she said, this museum will be better able to protect its artifacts, attract more people and look more professional.

"We're doing what we can with what we have," she said.

**New London Day**

### *Alameda to Honor Vietnam Veterans*

Coast Guard Island Alameda, CA is honoring Coast Guard Vietnam Veterans. All CG Vietnam and Vietnam Era veterans and their spouses are invited to a luncheon and recognition event on November 8, 2012 from 11 a.m. to 1:30 p.m. in Bldg 4, Gresham Hall. Gov't rates are available at the nearby Executive Inn & Suites. Make reservations on line at [www.executiveinnoakland.com](http://www.executiveinnoakland.com) or call toll free (800) 346-6331 or direct at (510) 536-6633. No charge for the luncheon for our honored guests. Bring your memorabilia to display. RSVP to Audra Jacques at (510) 437-5371 or [audra.f.jacques@uscg.mil](mailto:audra.f.jacques@uscg.mil). The hall holds about 182 people — don't wait to RSVP!

### *"Bottoms Up!"*

Anyone who was "fortunate" enough to travel aboard one of Uncle Sam's assault troop transports as an enlisted man during WWII is only too familiar with the toilet facilities.

How could one ever forget those long metal troughs running along the entire side of the compartment? The narrow wooden slats atop the trough that made a sort of seat? The gurgling, splashing sea



### 'OLD' IS WHEN...

An 'all-nighter' means not getting up to use the bathroom.

water that was continuously pumped at more-than-medium force from a pipe at one end, and which swept all before it as it sped down the trough, then out the open drain at the other end? The bleary-eyed, unshaven men perched uncomfortably on the wooden slats, trying to maintain their balance as the ship pitched and rolled? The bare light bulbs creating their half-enough glow over the scene?

In such a setting, day after day, you just knew that we old Salts in the ship's crew would, sooner or later, come up with some idea to break the monotony. After all, as hosts, we had to keep each new group of Marines or Army troops that came aboard our "home" alert and entertained, didn't we?

As I recall it, a quiet, studious Radioman 2/c, Nick Bogatkos, was the man who invented the idea, and who first tried it. He held the record for a week, then others using his idea, surpassed him — only, in turn, to be far outstripped by Radarman 1/c Jimmie Redmund. To my knowledge, his record has never been exceeded, although many a man tried.

Nick's idea was simple:

- (1) Enter the Head;
- (2) Saunter over and seat oneself on the trough, selecting the very end section where the flushing water enters;
- (3) Take a maximum of 25 sheets of toilet paper (unused of course) and fold, roll or crumple in any manner desired;
- (4) Casually, so that none of the bleary-eyed trough sitters would notice, strike a match and set fire to your wad of paper, then gently drop it into the water; and
- (5) Wait for the often spectacular results.

Imagine how a man reacted! There he sat, glumly wrapped in his own private thoughts when suddenly, the "warm breath" of a paper fireboat passes under his bare bottom. Believe me when I say that reveries invariably came to an abrupt end! Some of the leaps that resulted may have been world records in olympic competition — both in high and broad jump categories. And the language that exploded would never, never, under any circumstances be acceptable in mixed company. In fact, it

wasn't often acceptable in unmixed company.

Cruel, you say? Dangerous, you cry? Not really. The calculating mind of the originator had it all figured out. With no more than 25 sheets of that soft, utilitarian paper, the flames would not be high enough to damage any bottoms. Being so highly absorbent, the paper would sink

beneath the surface of the rushing wates to a certain degree, depending upon the way you had folded, rolled, or crumpled your wad. The part left burning above the surface would create just enough "warmth" to startle the unsuspecting.

But what kind of record could be set with such an idea

### ***CPO Gets Special Ops Award***

A Coast Guard chief petty officer was honored Feb. 7th for his superior service while deployed in support of overseas combat operations.

Chief Petty Officer Lee Conroy, a maritime enforcement specialist, assigned to Maritime Safety and Security Team San Diego, was presented the 2011 National Defense Industrial Association Special Operations/Low Intensity Conflict Award for his actions in support of the counter-piracy mission in the Gulf of Aden. This award honors one member from each of the five armed services who has distinguished him or herself while supporting special operations, low-intensity conflicts or irregular warfare.

"I am honored to be recognized alongside our DOD brethren," said Chief Conroy. "But the true recognition belongs to my shipmates at MSST San Diego. Without their dedication and sacrifice I wouldn't be receiving this award."

Chief Conroy was cited for his leadership, superior judgment and operational knowledge. He successfully led an eight-person advanced interdiction team during a 120-day overseas deployment to Central Command for *Operations Enduring Freedom* and *Riptide*. As part of the anti-piracy Task Force 151, Chief Conroy instructed training sessions with 80 Navy Vessel Board, Search and Seizure team members in Close Quarters Combat and mission planning in anticipation of joint boardings. Chief Conroy's professionalism and leadership resulted in the removal of 18 pirates from the Gulf of Aden during four joint Coast Guard and Navy counter-piracy boardings.

"We are extremely proud of Chief Conroy," said Coast Guard Capt. Jeffrey Novotny, Deputy Commander of the Coast Guard's Deployable Operations Group. "His accomplishments epitomize the capability and adaptability our deployable specialized forces bring to operational commanders at home and abroad."

Conroy and his fellow honorees were presented the award before a crowd of nearly 600 special operations soldiers, sailors, airmen, Marines and their families. The banquet featured a number of distinguished guests, including Adm. James A. Winnefeld, Jr., USN, Vice Chairman, Joint Chiefs of Staff, who delivered the keynote address.



***Chief Petty Officer Lee Conroy (center), a maritime enforcement specialist, assigned to Maritime Safety and Security Team San Diego, was presented the 2011 National Defense Industrial Association Special Operations/Low Intensity Conflict Award for his actions in support of the counter-piracy mission in the Gulf of Aden Feb. 7, 2012. Conroy was presented his award by Gen. James E. "Hoss" Cartwright (center), USMC (Ret), former Vice Chairman, Joint Chiefs of Staff, and Ms. Irene H. Sanders, Chair, NDIA SO/LIC Division (right). Photo courtesy Scott Rekdal of NDIA.***



you may wonder. The idea was to create ways of folding, rolling, or crumpling your allotted sheets of paper so that they would burn, yet float, the longest and furthest distance. Jimmie Redmund's long-standing record was set the day he floated a fireboat the entire length of the trough, causing 26 men to "rise to the occasion". **Ed Withrow**

### *PSU 309: Deeds Not Words*

Ready to deploy anywhere around the world within 96 hours are the men and women of Port Security Unit 309. Commissioned in 1995, they are one of the Coast Guard's deployable specialized force units and live by their motto: *Facta Non Verba* — Deeds Not Words.

Port Security Unit 309 has a proud operational heritage — including missions in support of *Operation's Enduring Freedom, Iraqi Freedom, Desert Storm, Noble Eagle* and *Uphold Democracy* — and recently partnered with the U.S. Navy to put deeds before words once again.

The Ohio-based unit teamed up with the Navy in preparation for deployment to the U.S. Central Command area of operations later this year. They partnered with Navy Maritime Expeditionary Security Squadron 3 at Naval Amphibious Base Coronado, Calif., to train for their missions of providing security and protecting personnel and facilities from terrorism, sabotage, espionage, subversion and attack.

"The benefit of conducting joint operations is it prepares us to work together in theater. It's an opportunity to train to a level of familiarity that will allow us to safely and successfully accomplish assigned tasking," said Cmdr. Gerald A. Nauert, Port Security Unit 309's commanding officer.

The port security unit's boat crews took every opportunity to become proficient in security operations for their upcoming deployment. All together the boat crews conducted 150 missions, accumu-

lated more than 3,500 hours underway and expended more than 20,000 rounds of ammo.

With operations and tactics similar to one another, it was an effortless transition for both the Navy and Coast Guard to assimilate.

"It's a similar culture. We're both seagoing services. We share the same mission, so it's a perfect fit," said Lt. Cmdr. Karl Hansen, the port security unit's operations officer.

Amid the joint security operations during the training, port security unit boat crews were able to showcase the Coast Guard's multi-mission abilities to their Navy brethren when a call for help came in from four mariners in distress.

While underway in San Diego Bay, a port security boat crew observed a distress signal from three passengers aboard a nearby vessel. Their powerless vessel was caught in the current and was being pushed toward the shore. The Coast Guard crew pulled alongside to provide assistance and towed the civilian crew and their vessel safely to homeport.

Later that same afternoon, another port security unit boat crew was underway when a kayaker had washed onto rocks near the mouth of San Diego Bay. The crew made contact with the elderly male, brought him aboard and provided first aid before transferring him to a San Diego Harbor Police to receive further emergency medical care.

"These rescues are an example of the multi-mission capabilities of the port security units," said Nauert. "Our primary mission is to provide security to sensitive ports and vessels, but our training also enables us to provide humanitarian assistance to the public. It's a perfect example of our members living up to our unit motto, *Facta Non Verba* — Deeds Not Words."



### *CGC Ingham Reunion*

Former crew members of *USCGC Ingham (WHEC-35)* will hold a reunion in Key West, Fla., Oct. 4-6, 2012. Those interested in attending or have info on the whereabouts of *Ingham* shipmates should contact **Charles A. "Tony" Weidman** at 2432 Weidman Road in Birmingham, Ala. Ph: (205) 995-0628.

### 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. The below listed Cape May graduates have been awarded the PNP Jack Campbell — CGCVA Physical Fitness Award since the last *QD Log* issue:

**SN Christopher J. Schmitt** (Alfa-186) of Miami, Fla., reports to USCG Ceremonial Honor Guard, Alexandria, Va.

**SN James P. Houlberg** (Bravo-186) of Oxnard, Calif., reports to *CGC Venturous*, St. Petersburg, Fla.

**SN Nicholas L. Vogle** (Charlie-186) of Cincinnati, Ohio, reports to CG Air Station Sitka, Alaska.

**FN Cory N. Arsenault** (Delta-186) of Providence, R.I., reports to *CGC Yellowfin*, Charleston, S.C.

**SA Madison C. Hart** (Echo-186) of Greensboro, N.C., reports to CG Station Grand Isle, La.

**FA Brandon T. Kramer** (Foxtrot-186) of Harrisburg, Pa., reports to *CGC Gallatin*, Charleston, S.C.

**FA Jordan M. Pressley** (Golf-186) of Memphis, Tenn., reports to *CGC Healy*, Seattle, Wash.

**FN Kimberly N. Davis** (Hotel-186) of Orlando, Fla., reports to *CGC Boutwell*, San Diego, Calif.

**SN Angel M. Quintana** (India-186) of Las Vegas, Nev., reports to CG Base Seattle, Wash.

**SN Whitney L. Dancaster** (Juliect-186) of Tampa Bay, Fla., reports to CG Sector St. Petersburg, Fla.

**FN Miguel Linares-Posadas** (Kilo-186) of Lakewood, Calif., reports to CAMSPAC, Point Reyes Station, Calif.

**SN Jenna L. Evans** (Lima-186) of Wilmington, N.C., reports to CG Station Portage, Dollar Bay, Mich.

**SA Bethany A. Kimsey** (Mike-186) of Atlanta, Ga., reports to CG Air Station Clearwater, Fla.

### WWII Attu Memorial Petition

After four long years the U.S. Fish and Wildlife Service in Anchorage, Alaska has finally agreed to place an appropriate American Memorial on the island of Attu to recognize the American troops killed there during the Battle of Attu in WWII. They intend to do this next summer. Memorial location, design and costs are still being discussed.

A peripheral concern is the Japanese memorial that is located there. I have created a Facebook “Group” page that

‘OLD’ IS WHEN...

Your friends compliment you  
on your new alligator shoes  
and you’re barefoot.

includes information on the memorial and provides an opportunity for interested persons to provide their electronic signature to a petition to relocate the Japanese memorial from the middle of a major battlefield of WWII.

It can be accessed at:

<https://www.facebook.com/groups/attumemorial/>

Research has shown that there is a very distinct possibility that the Japanese monument sits on the very spot where one or more of our soldiers had laid mortally wounded in the Battle of Attu, 11-29 May 1943. This is “Hallowed Ground” as any veteran will tell you — and out of respect to our war dead, should never be desecrated in any way. To remove this memorial completely from American soil would be to ignore history. We only want it relocated elsewhere on the island to a place not having any battlefield significance what-so-ever. There it may stand forever as a tribute to the Japanese who lost their lives in a cause they believed in.

What I ask is that in order to be successful, please pass this information along to your friends and associates and ask them to please do the same and so on and so forth. Our goal is to get at least 10,000 petition signers. If we get this many or more signatures, the U.S. Fish and Wildlife Service will have to meet our demands! **Jack Jonas**

### Crossed The Bar

**Robert K. Chandler, LM**

**F. Blake Cloonen, LM**

**Walter Kruse**

**James Holmes, LM**

**Hezekiah Johnson, LM**

**Oscar Nietzel**

**Billy G. Parker, LM**

**BMCM Leslie Parritt**

**Thor B. Pearson, LM**

**John Wilson, LM**



## Cover Story

continued from page 1

2004 that Petty Officer 3rd Class Nathan Bruckenthal was killed at the Khawr Al Amay Oil Terminal off the coast of Iran.

I was also serving as the CGCVA president then and we were holding our convention in Lexington, Ky., at the time. I had heard bits and pieces on the news but no real details so, as I drove to the airport to pick up the guest speaker for our Awards Banquet that evening, Atlantic Area Commander Vice Adm. James Hull, I figured I'd get the scoop from him. That didn't happen — at least not on the ride back to the hotel — but he did summon me to his room about 20 minutes before the start of the banquet and briefed me then. He said that he had to make sure that all the notifications to family had been made first and, being an old public affairs guy, I completely understood. So now, being armed with all the details, I knew there was only certain things I could say to the members



### *Petty Officer Bruckenthal aboard a cutter.*

and guests gathered for dinner.

As anyone in attendance would tell you, I had an incredibly difficult time trying to get through the various required presidential duties that start the banquet and I often had to simply stop to wipe my eyes. Making it even more difficult was looking at the table directly in front of me where several Vietnam veterans, including my good friend Gil “Frenchy” Benoit, were sitting. They too, knew that we had lost a shipmate that day in combat and were also losing the battle to hold back tears.

Somehow I stumbled through and we all settled down to eat. Vice Adm. Hull informed me during dinner that all the notifications had been made and it

was now okay to provide the details, including Nathan's identification and the circumstances surrounding his death. As you might expect, it put a damper on the evening in one respect but, at the same time, deepened the tremendous pride we all have for our Coast Guard men and women serving stateside and abroad. Vice Adm. Hull's remarks reminded us all of our respective combat service and the Coast Guard's role in helping safeguard America and our allies.

Please keep all of our fine servicemen and women in your prayers.

Semper Paratus! **Swiftly**

Petty Officer Bruckenthal, a damage controlman, was on a security mission in the Persian Gulf on April 24, 2004, when suicide bombers initiated a waterborne assault on the Khawr Al Amaya oil terminal. Bruckenthal was severely wounded while defending the Iraqi terminal, and later died from his injuries. He was serving aboard the USS Firebolt on his second tour of duty in support of Operation Iraqi Freedom. Bruckenthal was the first Coast Guardsman killed in combat since the Vietnam War. For his actions, he was posthumously awarded the Bronze Star Medal, the Purple Heart, and the Global War on Terrorism Expeditionary Medal in April 2004.

*Gravemarker at Arlington National Cemetery.*



# Captain Henry G. Hemingway: Guardian, Cutterman and Leader of Men

by William H. Thiesen, Ph.D., Atlantic Area Historian

Henry George Hemingway (class of 1911) served one of the most interesting and distinguished careers of any officer of his era. In January of 1911, this native son of Washington, D.C., graduated from the old U.S. Revenue Cutter School located at Fort Trumbull in New London. Hemingway saw service as a line officer on several revenue cutters, including the *Rush* of Bering Sea Patrol fame; and the *McCullough*, which distinguished itself in the Battle of Manila Bay in 1898.

Hemingway witnessed some of the service's earliest organizational changes, including the 1915 consolidation of his own U.S. Revenue Cutter Service with the U.S. Life Saving Service to form the modern U.S. Coast Guard. He was serving on board the cutter *Morrill* on April 6, 1917, when the U.S. Navy broadcast, "Plan One, acknowledge," thereby transferring all Coast Guard units and personnel to a war footing under the navy.

On that same day that Hemingway began serving under the navy, Canada suffered the worst disaster in its history, when the fully-loaded munitions ship *Mont Blanc* exploded in Halifax, killing 1,600 people and wounding many more. Third Lieutenant Hemingway led the *Morrill's* rescue party on shore to render emergency assistance. His party proved to be one of the first responders to the disaster and for his efforts he received a

*Hemingway in Whites*



*Cadet Hemingway*



commendation for meritorious service from then Secretary of the Navy Josephus Daniels.

Not long after his rescue work in Nova Scotia, Hemingway served in the New York Division under Captain Godfrey Carden, the famous captain of the port for New York during World War I. Despite their difference in rank, it was not long before these two strong-minded officers clashed over Hemingway's work habits and behavior. Their dispute required the intercession of Captain Commandant Ellsworth Bertholf and likely resulted in Hemingway's early transfer to a new assignment.

In May 1918, Hemingway received orders to serve as a gunnery officer on board the armored cruiser *USS San Diego*, then escorting convoys up the East Coast. On

July 19, 1918, the German submarine *U-156* sank the *San Diego* off of Long Island resulting in the loss of the largest U.S. warship during World War I. Hemingway survived the sinking and served the rest of the war as executive officer of the cutter *Tuscarora*, homeported in Key West. He was awarded the World War I Victory Medal for his war service, but a medal he received years later would distinguish him from his peers.

In early 1922, after a tour of three years on board *Tuscarora*, Lieutenant Hemingway packed his belongings and headed west for a new assignment in Port Angeles, Washington. Hemingway took command of the cutter *Snohomish* and quickly developed a reputation as a skilled captain and leader. Hemingway would see only a year's service on board the cutter, but he experienced more action than many officers do in an entire career. During his brief tenure commanding *Snohomish*, the cutter rescued the crew and passengers of five shipwrecks in the Strait of San Juan de Fuca without the loss of a single life.

His greatest challenge came on the evening of



## Feature Articles

February 14, 1923, during a fierce storm including fog, rain, snow, heavy seas and hurricane force winds. At about 6:00 pm, Hemingway steered the *Snohomish* out of Port Angeles to assist the steamer *Coolcha*, which had stranded near Vancouver Island. Meanwhile, the lumber steamer *Nika* transmitted an SOS after its rudder broke and disabled the freighter. While another vessel went to the aid of *Coolcha*, Hemingway altered course for the *Nika* and steamed through the storm to reach the 2,500-ton vessel early in the morning of February 15. After arriving on scene, he found *Nika* out of control in the gale force winds. To make matters worse, the vessel



*Captain Hemingway*

caught fire not long after the cutter's arrival and desperate crewmembers launched a lifeboat to save themselves. Hemingway assessed the situation, maneuvered the *Snohomish* close enough to pass a three-inch line to the vessel and evacuated the remaining fourteen crewmen by way of a ring buoy passed along the line stretched between the vessels. After saving the crew on board *Nika*, *Snohomish* located the drifting lifeboat and rescued the rest of the vessel's thirty-three-man crew.

The *Nika* case demonstrated Hemingway's skill as a mariner, captain and leader of men. After assessing *Nika's* chaotic rescue environment, Hemingway prioritized his operational goals and set his shipmates to carrying



*USCGC Snohomish*

them out. The engineering crew responded immediately to all signals from the bridge and the deck gang improvised the effective ring buoy system under very dangerous conditions. After returning safely to Port Angeles, *Nika's* captain told reporters that he had never seen a ship handled as well as *Snohomish*, nor had he seen a crew work as a team as efficiently as the cutter's. After the *Nika* rescue, Hemingway received a great deal of praise from the local community and in 1928 he received the Gold Lifesaving

Medal, a distinction rarely enjoyed by cutter captains.

Hemingway served twenty more years after his time in Port Angeles and retired as a captain in 1944. During his thirty-three-year career, Hemingway had served in both World War I and World War II, overseeing the Potomac River Naval Command in the latter; and he had commanded ships in the Pacific and Atlantic oceans. Through it all, he distinguished himself as a great leader and skilled cutter captain.

## LCDR Edward “Iceberg” Smith and the 1931 Arctic Expedition of the German Airship Graf Zeppelin

by William H. Thiesen, Ph.D., Atlantic Area Historian

It was a magical journey, this Arctic cruise of 8,000 miles in 136 hours! In the kaleidoscope of swiftly moving scenes the highlights of our voyage seemed like flashes upon the screen, so quickly was one impression replaced by the next.

In the above quote, Coast Guard officer Lt.Cmdr. Edward “Iceberg” Smith recorded in a journal article his enthusiasm for an important Arctic expedition in the German airship *Graf Zeppelin*. Of the approximately forty crewmembers on board the zeppelin, Smith was one of only two American participants and the only member of a U.S. military service involved in the venture.

Edward H. Smith graduated from the Revenue Cutter Service Academy in 1913. He was born and raised on Martha's Vineyard and descended from a family long associated with whaling and the sea. Like many 1913 graduates, such as Elmer F. Stone, Fletcher W. Brown and Carl Christian von Paulsen, Smith enjoyed a distinguished and interesting career in the Coast Guard.

Early in his career, Smith served on board several cutters, including the *Manning*, which performed convoy duty in World War I. It was in 1920, when he received



*LCDR Edward “Iceberg” Smith*

assignment to the cutter *Seneca* and the International Ice Patrol, that Smith developed a life-long interest in oceanography and the Arctic, and became known as “Iceberg” Smith. For the next decade, Smith engaged in the scientific study of iceberg formation at Harvard University and on board cutters, such as the *Marion*, on which he performed a 1928 survey of the most important iceberg-producing regions in West Greenland. In recognition of his scientific studies, Harvard awarded him a master's degree in 1924 and a Ph.D. in geologic and oceanographic physics in 1930. He was the first Coast Guardsman to receive a doctoral degree and became recognized as an international authority on Arctic ice.

For Smith, the *Graf Zeppelin* Expedition proved a combination of Arctic exploration and Indiana Jones-style adventure. On one hand, the zeppelin served as a platform to support Germany's state-of-the-art scientific equipment, including a geomagnetic laboratory, a nine-lens panoramic mapping camera, and a small hot-air balloon weather-sensing probe. On the other hand, members of the German Foreign Office saw the expedition as a way to strengthen German-Soviet ties and to claim previously uncharted lands to show the world that Germany had not



renounced its extra-territorial aspirations.

Smith must have marveled at the airship's technology and appointments. It boasted a navigation station equal to any contemporary sea-going vessel, meteorological equipment for predicting local pressure systems at least three times a day as well as smokeless cigarettes and frost proof fountain pens. During the expedition, Smith would be passing over some of the most forbidding lands on the planet from the comfort of an electrically heated cabin with picture windows to view the frigid landscape below. Smith enjoyed the relative silence and comfort unknown in his sea-going expeditions or the frozen struggles carried out by early ice-bound explorers.

As dawn broke on Friday, 24 July 1931, Iceberg Smith and his airshipmates embarked the zeppelin in its hangar at Friedrichshafen, Germany, and its 300-man ground crew walked the airship to its take-off point. By 8:35 a.m., the zeppelin was on its way to Berlin, where it arrived at 6:00 p.m., circled the city several times for the benefit of local spectators and set down at Templehof Field for the night.

The next morning, *Graf Zeppelin* began the first leg of its journey with a flight to Leningrad by way of Helsinki, Finland. Soviet fighter aircraft met the airship at the Russian-Finnish border to escort the zeppelin around sensitive coastal defense installations and on to Leningrad. After *Graf Zeppelin* landed at Leningrad's Commandant Aerodrome, Smith and the rest of the crew received an official welcome by local Soviet leaders and enjoyed a lavish banquet. That evening, fuel, stores and hydrogen gas were topped off and the Soviet members of the



*Graf Zeppelin over water.*

expedition stowed their equipment on board.

In the morning of Sunday, 26 July, Smith and the airship's complement of scientists and airship crew were ready to begin their 8,000-mile aeroarctic journey. The *Graf Zeppelin* proceeded from Leningrad over the port city of Archangel and the White Sea, at altitudes between 500 and 1,500 feet, before heading due north through the Arctic Circle and over the open water of the Barents Sea. As the airship flew farther north, the temperature dropped from sixty degrees to fifty to nearly freezing. And the open water began to exhibit ice patches, then floes of ice and finally a solid sheet of ice.

*Graf Zeppelin* spent Sunday evening and most of the next day crossing the Barents Sea and by 4:30 p.m., on Monday, 27 July, Smith and the crew first sighted islands of the Franz Josef Land group. The airship made landfall at the glacier covered headlands of Cape Flora, however, *Graf Zeppelin*



*Ellsworth, Smith and Graf Zeppelin*



*Graf Zeppelin in Germany*

continued on to nearby Hooker Island, site of the most northerly meteorological observatory, and rendezvous point with the Soviet icebreaker *Malygin*. At 5:00 p.m., the airship descended to the water's surface and *Malygin* sent out a boat with naval officers and meteorologists. The boat and zeppelin exchanged post bags full of mail with unique German North Pole stamps cancelled using an exotic postmark on board the airship. The postmarked mail was returned to the U.S.S.R., where it was sent back to philatelists in Germany. The meeting between zeppelin and boat proved brief as ice floes drew dangerously close to *Graf Zeppelin's* low-hanging gondola.

After the meeting with the *Malygin*, *Graf Zeppelin* continued to the northeast to photomap the rest of Franz Josef Land. The survey of this island group revealed several features not seen

looking northward towards the midnight sun, then just below the horizon. All objects appeared to be bathed in the soft and mellow light except where a golden reflection shone brightly along a glittering, icy path between us and the pole."



from ground level, including new islands and peninsulas previously believed to be islands. A Russian scientist on board the zeppelin estimated that three hours of aerial mapping represented about four summers of land survey work by a ground party.

At midnight on Tuesday, 28 July, *Graf Zeppelin* attained its highest latitude of the trip at 81° 50' N, 490 nautical miles south of the North Pole. German insurance firms would not cover accidents or mishaps north of latitude 82° N due to the treacherous conditions and odds against rescue between that latitude and the pole. From the expedition's most northerly point, Smith noted: "Here was one of the most beautiful scenes of the trip,

From Franz Josef Land, *Graf Zeppelin* proceeded to the island of Severnaya Zemlya, located three hundred miles to the east. During the flight, Lt. Cmdr. Smith witnessed unusual formations in the sea ice, including smoothly polished ice disks one to two miles in diameter, and patches of brown, green and yellow color caused by algae in pools of melt water. As the airship approached the island, Smith found that the sea ice formed a continuous run from glaciers flowing down from Severnaya Zemlya's northern headlands.

After arriving at the island, *Graf Zeppelin* assumed an altitude of 4,000 feet to begin its photographic survey. While the island's shoreline had been charted from a Russian (left) *Expedition Research Balloon*



icebreaker in 1914, most of the land mass had never been seen by man. The survey of the large island revealed that it was actually two islands separated in the center by a wide channel and Smith noticed little vegetation and no evidence of animal life.

From Severnaya Zemlya, *Graf Zeppelin* crossed the Vilkitski Strait to the Taimyr Peninsula. The white ice and snow of the island group gave way to the dark earth colors of tundra, and the crew discovered a new uncharted mountain range. Smith saw the trip's first animal life, including large water fowl as well as herds of reindeer, which scattered in every direction as the airship drew near. The zeppelin took two hours to reach Lake Taimyr, a distance that took the most recent land-bound expedition a month to cover on foot. *Graf Zeppelin's* scientists then conducted a complete camera survey of the lake, mapping many features never known or charted before.

From the Taimyr Peninsula, the zeppelin expedition crossed the Kara Sea on its way to the massive island of Novaya Zemlya. *Graf Zeppelin* passed over pack ice most of the flight over the Kara Sea until open water appeared for a few miles around the island. The zeppelin arrived at the northern tip of the island and ascended to about 4,000 feet to begin the photographic survey along its length. Smith witnessed the island's mountainous landscape, covered by snow and ice and

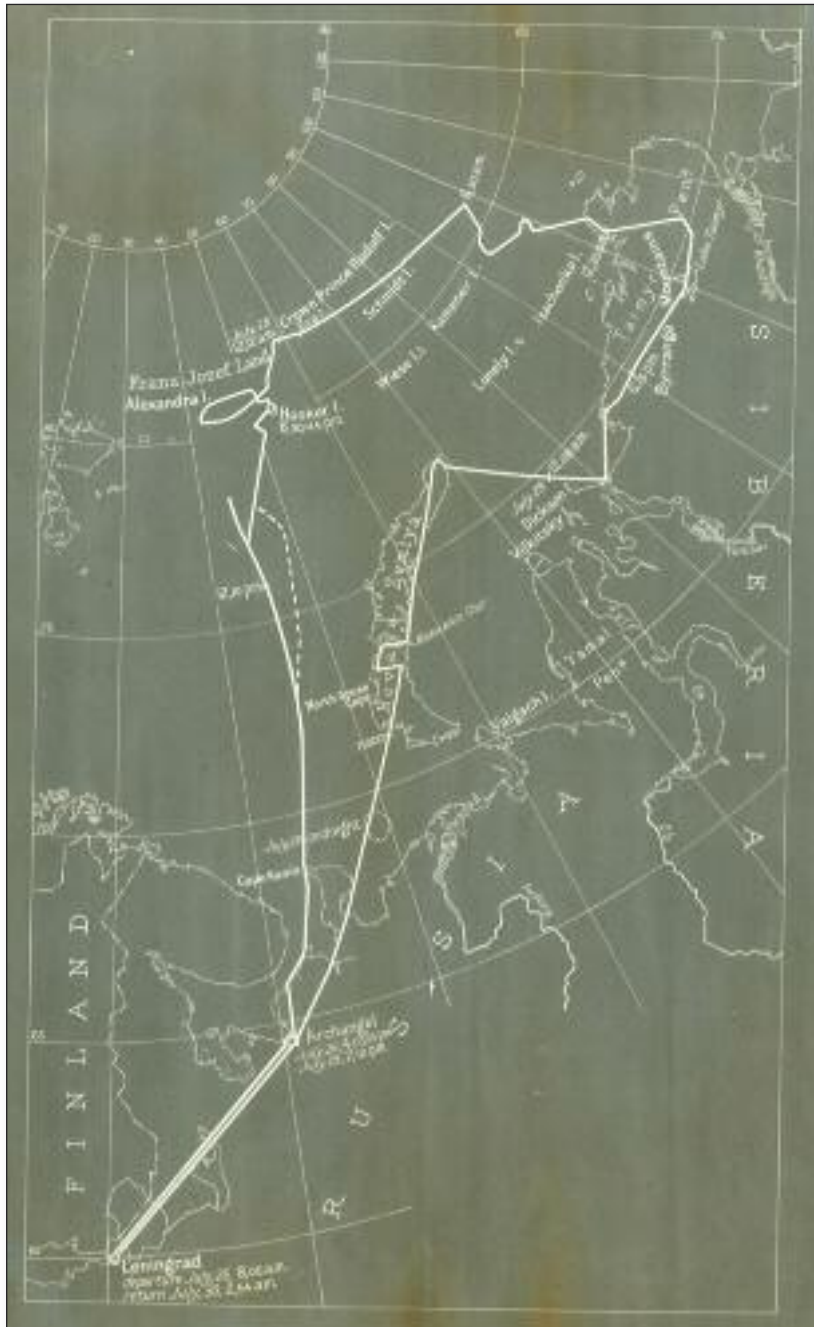
punctuated by glaciers calving hundreds of icebergs into the coastal waters.

From Novaya Zemlya, *Graf Zeppelin* flew straight over Archangel and continued on to Germany. The zeppelin had been scheduled to stop in Leningrad, but those plans were altered at the last minute to proceed directly to Berlin. The

airship stopped for half-an-hour in Berlin then left for its home base at Friedrichshafen. After only 136 hours in flight, with no mishaps or problems, *Graf Zeppelin* returned to Friedrichshafen at 5:00 a.m. on Friday, 31 July 1931.

Despite the inability to fly north of latitude 82° N, the expedition proved an unqualified success. *Graf Zeppelin* had passed over vast regions never seen by the human eye and discovered new land forms, such as islands, mountain ranges and coastal features. It also photographically surveyed large parts of the Russian arctic that had never before been properly mapped. In presaging the use of aviation in the modern International Ice Patrol, Smith ended his article by concluding that aviation would prove very useful in the Coast Guard's role of monitoring iceberg production in west Greenland waters.

The 1931 Graf Zeppelin Expedition proved one of the most successful ventures in the history of German polar exploration, but it was never tried again. The poles had remained one of the final frontiers of human exploration prior to man's journey into



*Expedition Track Chart*

space and the *Graf Zeppelin* showed that polar exploration could be accomplished safely and comfortably with the aid of airship technology. However, after Adolph Hitler's National Socialist Party replaced Germany's Weimar Republic in the early 1930s, the zeppelins would no longer venture into the Polar Regions.

Iceberg Smith continued to work on ice-related missions after completing the *Graf Zeppelin* expedition. He went on to a distinguished Coast Guard career, commanding cutters in Alaska and assuming command of the International Ice Patrol. During World War II, he commanded the Greenland Patrol, the Coast Guard command responsible for the Greenland theater of operations. In 1950, Smith retired as a rear admiral and became the director of the Oceanographic Institution at Woods Hole, where he served for six



*Arctic ice as seen from Graf Zeppelin*

years before retiring for good. He passed away in 1961 and was buried near his childhood home at Martha's Vineyard.

## Wartime Voyage to Baker Island

by Paul Cora, Curator, Historic Ships in Baltimore

Baker Island, located just north of the Equator some 1,650 miles southwest of Hawaii, is today an uninhabited United States' territory under the jurisdiction of the U.S. Fish and Wildlife Service. In mid-1943, this tiny equatorial island became the focus of American military planners as a potential site for an airstrip to support planned amphibious campaigns. In July of that year, the *USCGC Taney* was dispatched from Hawaii with a party of naval officers tasked with evaluating Baker's suitability for the plan. In carrying out that mission, *Taney* made not one, but two trips to the island, the second after being attacked by a Japanese



*Surveyors at work on Baker Island, 25 July 1943. At center, carrying the level and tripod, is TANEY sailor Richard E. "Dick" Phillips of Los Angeles.*

"Mavis" flying boat. Ultimately, the success of the survey mission was the result of skills available within the ship's company and it helped pave the way for the liberation of the Gilbert Islands later in the war.

Baker Island is roughly circular and approximately one mile in diameter. Treeless and dotted with scrub vegetation, it is home to a wide variety of sea birds and aquatic life. The island was claimed by the United States in 1857, and during the 19th century was mostly used as a source of guano for fertilizer. Beginning in 1935, a small number of inhabitants arrived under a short-lived U.S. government "colonization" program instituted not only on Baker but on several other U.S. equatorial possessions in the vicinity. During this period a navigational day marker, resembling a small lighthouse tower, was built, along with a radio station and a number of dwellings and supporting structures. Shortly after the start of World War II, the settlement was evacuated after being bombarded by Japanese ships and aircraft.

The *Taney's* 1943 Baker Island survey was not the first time the ship had been dispatched to those waters — far from it — though *Taney's* wartime appearance and missions bore little resemblance to her earlier peacetime role. Throughout the late 1930s and early 1940s, *Taney* had made frequent voyages to the equatorial "Line Islands" (including Baker as well as Howland, Jarvis, Enderbury



## Feature Articles



*Original 1943 caption: 'Bomb splash – two sticks of 500# bombs.' Here Taney crewman search the sky for the Japanese "Mavis" bomber. Note the disturbed area of water in the background.*

and Canton islands) putting ashore surfboats loaded with supplies and transporting colonists and government officials to and from Hawaii. In July 1943, however, Baker had been abandoned for more than a year and it was uncertain if any Japanese military presence had been established there.

The Baker Island survey was spearheaded by a party of five Navy officers, led by Lt.Cmdr. Richard B. Black, USNR. Called to active duty in 1941, Black had had an interesting and varied pre-war career involving polar exploration and U.S. territorial administration. In 1935 and 1939, he had taken part in Antarctic expeditions led by Admiral Richard Byrd. In 1937, between trips to Antarctica, Black had been the field representative for the Interior Department at Howland Island during Amelia Earhart's attempted round-the-world flight. Interestingly, Black was

no stranger to *Taney* having received his "Pollywog Summons" aboard during a 1938 Line Islands cruise.

When *Taney* steamed for Baker Island in mid-July 1943, all hands were aware that encounters with Japanese warships and aircraft were possible. The crew was also aware



*Baker Is 1943066: Taney's aft 3"/50 caliber gun crews preparing to open fire off Baker Island. Note the unmanned 5"/51 caliber gun on the fantail. Dating from World War I, these guns, which were the ship's original main armament, were unusable against airborne targets.*

that their mission would be to put ashore an armed landing force that would first sweep the island in search of any traces of Japanese activity before the airstrip survey began. Once the landing party went to work on Baker, *Taney* would cruise offshore maintaining visual, radar and sonar watches.

*Taney* arrived off Baker on or about 21 July 1943 (subsequent research among deck longs should yield an exact date), however the first attempt at the survey was cut short. Just as the landing party prepared to be lowered in the ship's surfboats, an unidentified aircraft, closing on Baker Island, was picked up on radar. "The 5-inch gun



*USCGC Taney underway at the time of the Baker Island survey, July 1943. At this time of the war, her main armament consisted of two 5"/51 caliber guns, four 3"/50 caliber dual-purpose guns, seven 20mm AA guns, plus depth charge throwers and tracks.*

crew aft,” recalled Boatswain’s Mate Homer Compton, “Was to make up the landing party. Not knowing if the island was occupied by the Japanese, rifles and grenades were issued. The power launch would tow the landing boat to the surf and then wait for their return. My 5-inch gun crew forward would take charge of lowering the boats as they departed and arrived. We were soon spotted by a “Mavis” Japanese bomber. Needless to say, the landing was belayed.”

Used extensively for long range reconnaissance and patrol by the Japanese Navy, the Kawanishi H6K flying boat, codenamed “Mavis” by U.S. forces, was similar in overall capabilities to the American PBV “Catalina.” For its anti-ship mission it was equipped to carry torpedoes or up to 2,200 lbs of bombs. Once the radar contact appeared, *Taney* went to general quarters while the ship’s rangefinders and 3”/50 caliber gun crews trained on the approaching plane’s bearing and awaited the order to open fire.

“It was a flat, calm beautiful tropical day,” recalled Lt. (j.g.) Ward J. Davies (CGA Class of ’42) who was in charge of *Taney*’s fire control. “*Taney* had a range finder mount that had previously served in the cruiser *Chicago*. There was a 3-meter stereoscopic range finder and a shorter coincidence range finder. The data measured from these was the slant range and the position angle. They determined the altitude. There were about four men in the fire control party with a stopwatch and blueprints pasted to vertical panels for convenience. Data was passed from one person to another and the output was, for the particular ‘zone’ (i.e., fuse setting) that was to be used, a continuous flow of sight settings to be telephoned to the guns. In theory it looked very good and the result would be that every burst would be on the line of sight to the target. Each burst would be short of the plane, and the succeeding bursts would be

closer until the plane crossed the zone that was being fired. It was called a Line of Sight Barrage.”

“The Captain [Cmdr. Henry Perkins, USCG] positioned *Taney* so that all four [3”/50 caliber] guns could fire,” Davies recalled. “The bursts appeared as theory said and were above the line of sight and getting closer with each burst. The [Kawanishi] turned away and slowly climbed to 19,000 feet to make a second run. Now we had to preset the fuses to 21 seconds. The first bursts were about 20 mils to the left, and a spot to correct the deflection took too long to have effect. He was inside the highest barrage we could fire and continued his run. At just the right time the Captain swung *Taney* hard left and then right. Two pairs of bombs dropped where *Taney* should have been if not for the turn.”

Seaman Second Class Richard E. “Dick” Phillips had only reported aboard *Taney* in the weeks before the survey trip. He had been preparing to go ashore with the survey party when the general alarm sounded. When interviewed recently, he recalled standing near the ship’s starboard bow looking up at the approaching plane and wondering what would happen next when suddenly he saw vapor trails streaming downward from a

bomb release. He and the rest of the landing party took cover while the ship’s four 3”/50 caliber guns continued to fire at the “Mavis.” When the bombs missed, the Kawanishi turned to head for base, most likely in the Gilbert Islands, rather than coming down to strafe amid the ship’s gunfire.

One fact made clear during the first attempt to survey Baker was that the Japanese were actively patrolling the area. Captain Perkins decided to head for the nearest U.S. base, located on the Palmyra Atoll. To carry out the survey mission would require air cover to guard against the return of Japanese planes, or even warships.

After getting in some additional anti-aircraft practice



*Taney* sailors of the landing party, armed with BAR’s, standing by on Baker Island while the ship cruises just beyond the coral reef, 25 July 1943.





*Original 1943 caption 'Radar contact – 14 miles'. Here Taney's forward 3"/50 gun crews train on the bearing of a Japanese "Mavis" flying boat during the first attempt at the July 1943 survey of Baker Island.*

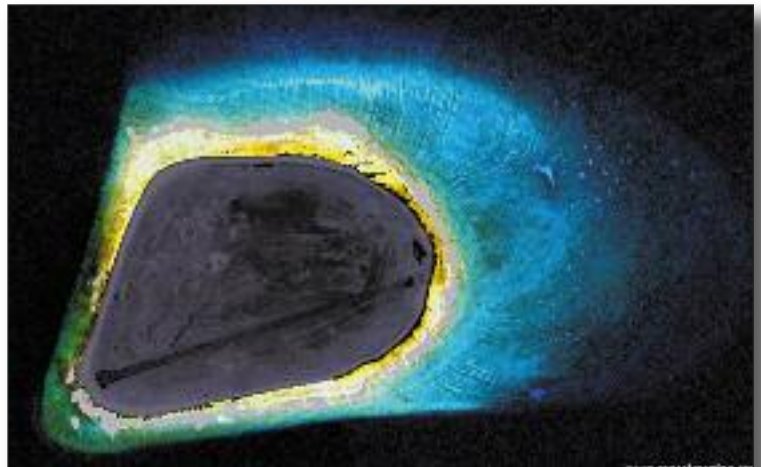
firing off Palmyra, *Taney* returned to Baker Island on 25 July 1943 accompanied by several Navy PV-1 "Ventura" patrol bombers. With the armed landing party going in first, the cutter's surfboats hit the beach on the western shore near the island's day marker, where charts showed that the coral reef was navigable. Once ashore, the Coast Guardsmen fanned out to search the island for any evidence of recent enemy activity. Soon they located the remains of the prewar settlement amid craters from Japanese bombs. Mixed with the debris was evidence that the former radio station and settlers' huts had been strafed by aircraft.

Satisfied that the island was deserted, the landing party set up a command post on the beach while the surveyors went to work. Lt.Cmdr. Black and his fellow Navy officers were apparently prepared to conduct the survey themselves, but they were pleased to find that *Taney* sailor "Dick" Phillips had some special skills to offer. Recalling the operation in a recent interview, Phillips related that when *Taney* departed Honolulu for Baker, the Navy officers

"were looking for anyone that had surveying experience. I was 20, and recently assigned to the *Taney*. Prior to joining the Coast Guard, I had taken several surveying classes at Los Angeles City College. During the preceding summer I had worked, a short time, for the Los Angeles County Highway Department on a survey crew. So I fit their needs. I was chief of party, note keeper and instrument man... Our purpose was to run a contour line from one shore line to the other across the island, on a pre-determined azimuth."

Many hours later, as the sun was beginning to set, the survey party completed its work on Baker and returned in their surfboats to *Taney*, which had been steadily cruising off shore beyond the coral reef. As a result of the survey, the 7th Air Force's 804th Engineer Aviation Battalion arrived at the island on 21 September 1943 to undertake the construction of a 5500- foot steel-mat runway. When finished, the field at Baker could accommodate up to 50 fighters and bombers and between 15 November 1943 and 10 January 1944 some 600 USAAF aircraft made use of the field during combat operations in the Gilbert Islands. Later in 1944, the Coast Guard established a LORAN station on the island, though this was discontinued in 1946.

Today, Baker Island is a National Wildlife Refuge under the control of the Department of the Interior. An internet image search reveals that the old day marker still stands, though very little evidence of previous habitation exists beyond some traces of building foundations and a few lonely graves from the 19th Century. One remote-sensing image available on the web, however, shows the clear remains of the WWII runway eerily visible beneath Baker's scrub vegetation — lingering there as a sort of "calling card" resulting from *Taney's* survey visit nearly 70 years ago.



*Modern satellite image showing Baker Island which shows the remains of the WWII runway*

## Resuscitating Coast Guard History

by PNP Paul C. Scotti, CGCVA Historian

I just returned from taking part in a major conference to invigorate the stagnant Coast Guard History Program. The Service's historical program, always crippled by lack of funds and lack of staff, limps along performing a remarkable, yet hindered, effort. The fact of life is that there will never be enough money and people to carry out a definitive history agenda. So what is the answer? After all, everyone enjoys history. It tells us where we originated and what we have done. It gives us identity and purpose. Yet, the Coast Guard's effort to preserve its doings is haphazard. That may be about to change.

The commandant of the U.S. Coast Guard, Adm. Robert J. Papp, has as one of his top priorities the advancement of Coast Guard History. To his dismay, as he travels throughout the Coast Guard, he has witnessed a lack of knowledge among Coast Guard men and women about the service's rich history. He is mindful that history reflects individual and organizational values that spawn professionalism and pride.

Consequently, a History Conference was called on May 2nd and 3rd, at the Coast Guard Academy, that brought in people from throughout the country representing a smorgasbord of historical interests. From the Coast Guard: the Historian's Office, the Area Historian's, the Reserve Office, the Auxiliary History Program, and the Coast Guard Museum. From outside the Coast Guard: the Foundation for Coast Guard History; Coast Guard Aviation Assoc., the U.S. Life-Saving Service Heritage Assoc., the Combat Veterans Assoc., the Cutterman's Assoc., and numerous maritime scholars, writers and interested parties. From other agencies: the Navy's History and Heritage Command, the Submarine

Force Command Museum, and the National Archives.

Giving weight to the seriousness of this initiative, Rear Adm. Sandra L. Stosz, superintendent of the Coast Guard Academy, spoke to the group. She said that she fully supported energizing history education and that a Coast Guard history course at the academy was in the works. Rear Adm. K.L. Schultz, the head of Governmental and Public Affairs at Coast Guard Headquarters, who arranged and funded this conference, said that the matter of capturing and preserving what we do is an essential element not only for writers to tell our story but for having the material available for review of how past missions were carried out that relate to present tasks. These documents are also critical when seeking future funding and outside support.

Vice Adm. James D. Hull, USCG (Ret.) was the conference bullwhip who kept it moving and on subject. Problems were aired. Solutions offered.

Hull told the gathering from the beginning that we could not expect any significant increase in money and people dedicated to the history program. Of course, this is nothing new to Coast Guard veterans and those on active duty. Throughout more than two centuries of service to country the Coast Guard's maxim has been, We who have done so much with so little for so long will soon do everything with nothing forever.

Hull said that we were here to confide "where we are today and where do we want to be tomorrow." Understand-

*Association historian Paul Scotti (left) and webmaster Bill Wells were among a large group of people both from inside and outside the Coast Guard invited to take part in a groundbreaking History Conference to offer solutions on bettering the Service's history program. While at the conference the group was given a preview tour of the museum's major exhibit renovation.*





ably, the problems outdistanced the solutions. Mark Mollan from the National Archives said that thousands and thousands of boxes of Coast Guard records will be destroyed when their temporary retention date expires. The vague description written on the boxes do not reveal what is actually inside. If these boxes are not culled and the significant records moved to permanent status they are lost forever. The problem is lack of people to review these records. Here is where veterans with time on their hands and interest in Coast Guard history could volunteer to sift through records. Who knows, maybe some of those ship's logs from the 82-foot patrol boats in the Vietnam War and other war records that veterans have tried to locate for years are shoved inside these boxes.

Coast Guard artifacts are or will be homeless. The Coast Guard museum at the Academy is small and has no more room to store them. The random Coast Guard museums around the country are out of space. The independent maritime museums do not keep large amounts of Coast Guard artifacts. There is no national Coast Guard Museum, yet. And when one does come into being it may not have the room either. Significant service history has taken place the last sixty years of the last century and aging Coast Guard veterans cannot find places to donate their worthy keepsakes.

Maritime researchers and writers complain of running into walls at some Coast Guard units, either because records do not exist or just a lack of cooperation. Even some Freedom of Information Act submissions get sluggish or negative response.

History is not something that happened decades ago. What happened today is history tomorrow. This needs to be stressed at every unit. Klemens von Metternich, an Austrian diplomat, remarked, "The men who make history, have not time to write it." That is true to an extent. But those around them can scrupulously collect the records and write down impressions and observations.

For the commandant's vision of a vigorous Coast Guard history program to succeed a cultural mindset needs to dwell in everyone in the Coast Guard; whereby, that adjunct to operations, the historical record of those accomplishments need to be preserved. They represent invaluable resources to the historian in understanding the environment, the circumstances, the personalities, and the accomplishments, in which something took place. Then, they will put it in a history book and we may enjoy (or not) reading about it. But, if that material does not exist it will not be written

and the Coast Guard in that interval may just as well not have existed.

What I would like to have developed begins at every unit, regardless of size. This is, a running history of that unit that includes the names of anyone ever stationed there and the achievements of individuals that deserve emulation; that is anything that is worthy of praise and pride such as resourcefulness. Maybe, that rescue of the powerboat taking on water was routine on the face of it. But maybe it was made so because the quick-thinking of a Coast Guardsman kept it from becoming a disaster.

Every person reporting to a unit as part of in-processing would have to read the unit's history. The result is a winner all-around. Morale is raised. Efficiency is up. History is preserved. Coast Guard deeds become publicly known. Predictably, there will be those "operators" that Metternich referred to who will say they do not have time for such triviality. In doing so, they are belittling themselves and the Service they love. It has been my experience in thirty years of active duty that there is always time to do something you want to do and plenty of excuses not to do the things you do not want to do. This is where all Coast Guard members need to get an "attitude" for a passion for Coast Guard history — past, present and future.

From the fertile minds assembled at the conference, Vice Adm. Hull collected a doable list of initiatives that he will shape into a History Program Strategic Plan that can begin immediately upon approval. Shortly, Vice Adm. Hull will brief the commandant on this plan that will advance the entire History Program. Changes are coming.

### *A Historical Note*

The ex-*USS Mohawk (WPG-78)* departed Key West May 14th for a two-day, farewell journey to Lee County, Fla. Upon arrival at San Carlos Island, she will be cleaned and prepared for her final service as a veterans' memorial reef about 20 miles offshore in the Gulf of Mexico. Commissioned in 1935, *Mohawk* was assigned to the North Atlantic escort operations. She launched 14 attacks against submarine contacts between Aug. 27, 1942, and April 8, 1945. The *Mohawk* is the last remaining ship of the Battle of the Atlantic. One of her most famous deeds was being the last ship to radio Gen. Dwight D. Eisenhower that the weather was clearing for the D-Day invasion. The Miami Dade Historical Maritime Museum donated the cutter to Lee County.

# CGCVA Small Stores

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

## CGCVA BASEBALL CAP

Blue/black, gold lettered CGCVA with logo, full back, adjustable size. Plain visor \$13.00 With senior officer scrambled eggs on visor. \$17.00. Add \$3.00 and up to six gold letters of your choosing will be sewn on the back of your cap. Example: "TOMMY". Regular CG Baseball Caps, blue or pink \$16.00 Add name \$3.00.

## NEW ITEM — CGCVA BASEBALL CAP

Blue/black, gold-lettered CGCVA with embroidered logo, full back, one size fits all. No names on back. \$25.00.



## BOOKS

"Coast Guard Navy of WWII" by William Knight. \$22.00. "Coast Guard Action in Vietnam" by Paul Scotti \$22.00. A few copies of "The Coast Guard At War" by Alex Larzelere \$32.00. Coast Guard Combat Veterans, Turner Publishing \$37.00. "Always Ready — Today's U.S. Coast Guard" by Kit and Carolyn Bonner \$17.00. "A WWII Sailor's Journey" by T.J. Piemonte \$13.00. "Blood Stained Sea" by Michael Walling \$22.00. "Choke Point" by Michael Walling (Hero Coast Guard Centered) \$21.00. "Sinbad" by Michael Walling \$22.00. Toy Sinbad \$17.00. Walling books will be autographed to the individual, etc., if indicated in order. All books sent "Book Rate" and price includes S&H.

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255' Owasco Class; 378' Hamilton Class; 270'; and 210' Classes; and CG Mackinaw (W-83). Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. \$9.00 each (shipped in display box).

## CAP, CGCVA GARRISON

Fore'n aft cap with embroidered CGCVA color logo and "Coast Guard Combat Veterans Association" in white lettering. Must state size. \$26.00.

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Sizes M, L, XL and 2XL in colors white and navy blue, light to medium weight with embroidered CGCVA on upper left. CGCVA only makes about \$4.00 on each Hoodie sold. White Hoodie in sizes M, L, or XL \$34.00. Navy blue in sizes M, L, or XL \$34.00.



*White Hoodie*

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CGCVA (small) \$4.00. CGCVA (large) \$5.00. RONONE, CON-SON, ELD-Eagle, Market Time, and Squadron Three. \$5.00 each. Tonkin Gulf Yacht Club \$6.00.



*Navy Blue Hoodie*







# Coast Guard Combat Veterans Association

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**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: \$40.00 for two (2) years.** Amount of Membership Dues Enclosed: \$ \_\_\_\_\_ **Make checks or money orders payable to: CGCOMVETS** and mail to: Gary Sherman, LM, CGCVA National Secretary-Treasurer, 3245 Ridge Pike, Eagleville, PA 19403. Phone: (610) 476-8061. E-mail: [cgcva@comcast.net](mailto:cgcva@comcast.net)

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*Members of CGC Dallas' WESTPAC crew attended the cutter's decommissioning ceremony in Charleston, SC on March 30, 2012. They included (left to right) Tim Goldsmith, Dave Shields, Bob Kelly, Mike Sykes, Terry Lee, Charlie Ruston, Chris Farina, and Will Tripp.*