



ASSOCIATION

# the Quarterdeck Log

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

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## Mini-Reunion In The Works

### *Cape May, NJ selected as site for September 21st Get-Together*

Through the efforts of CGCVA President Jack Campbell, the wishes of many Association members will come to fruition this September. That's when an informal CGCVA reunion will be held in Cape May, NJ, site of the Coast Guard's only boot camp. The actual date of planned activities is Friday, Sept. 21, 2001, in conjunction with the weekly recruit graduation exercises.

Jack and his sidekick, Terry Lee, conducted exhausting research in the area, getting information from the Chamber of Commerce and checking rates and availabilities at many of Cape May's hotels and motels. They also visited with the training center commanding officer, RADM (Sel) Sally Brice-O'Hara, arranging for a meal at the training center galley and a VIP tour for the mini-reunion participants.

With graduation exercises scheduled that morning, it will be a great opportunity for members and guests who have never seen a recruit graduation or even been to Cape May. The CGCVA presents a certificate and watch to the recruit finishing tops in Physical Fitness in the graduating company, a project started years ago by Jack Campbell. It appears that our Association will be honored at the recruit graduation so wear your CGCVA hats, ballcaps, shirts, pins or whatever and be recognized.

Since this is an informal get-together, a single hotel or motel is not being arranged. Instead, it will be the responsibility of each participant to make their own plans. You may want to arrive a couple days ahead of time or stay a few days beyond Sept. 21st — it's up to you. Only the activities on Friday are being coordinated by the CGCVA officers through the staff at USCG TraGen Cape May.

Several members have already indicated a desire to attend this mini-reunion. In order to obtain an approximate head count for the dining hall, please notify Nat'l Sec'y-Treasurer Terry Graviss at the Administrative Office that you will attend and how many guests you will have.

Additional information on the Cape May area, including a list of places to stay in the area is included on page 21. Hope to see you there!

Editor



*At boot camp the drilling never stops, even up to graduation day. CGCVA members attending the Mini-Reunion at Cape May, NJ on Sept. 21, 2001 will get to see many aspects of recruit life as well as a graduation ceremony.*



**Coast Guard Combat Veterans  
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**From the President**

Dear Shipmates:

I have returned  
from my usual winter  
get-away to Florida  
and have resumed  
my weekly treks to  
Cape May to present  
a CGCVA certificate  
and watch to the boot  
camp graduate earn-  
ing the Physical  
Fitness Award. My  
sincere thanks to



**JACK CAMPBELL**

other CGCVA members who participated in the  
graduation ceremonies there and made the pre-  
sentations while I was away.

Trustee Herb Weinstein, who resides in Florida,  
put together an informal luncheon of CGCVA  
members in the area that was quite successful. I  
heard nothing but great things about this activity  
so I'd like to suggest that other CGCVA members  
take the lead and organize some form of activity  
for the members near them. If you don't know  
who they may be, try contacting our Secretary-  
Treasurer Terry Graviss. He can probably pro-  
vide you a listing of CGCVA members in your  
state, then it's up to you to contact them and set  
something up. According to Herb, it really wasn't  
too difficult to do and the members who partici-  
pated really enjoyed getting together. Way to go  
Herb!

Speaking of informal get-togethers, I'm really  
looking forward to our mini-Reunion in Cape May,  
NJ. See information on the front page of this  
issue and the list of hotels & motels inside to  
learn more about this exciting opportunity for  
camaraderie and fun. If this Mini-Reunion is  
something you want to attend (and I hope you  
do!), I need to get a headcount as soon as possi-  
ble so please notify the National Secretary-  
Treasurer if you will be there and how many  
guests you'll have. We'll then send you all the  
details. Semper Paratus!

**Jack**

**Next Quarterdeck Log  
deadline is August 1, 2001**

## From the Vice President

Ahoy Shipmates:

Well, winter finally appears to be over and the weather is getting nice. Time to start planning a mini-Reunion in the Cape May area. Time to find some new members. Time to seek new ways to get our fine association more involved in Coast Guard-related activities.

On the first item, CGCVA President Jack Campbell, assisted by Terry Lee, made a scouting mission to the Cape May, NJ area to obtain information on hotels, motels, and bed & breakfast accommodations for a mini-Reunion. They also lined up arrangements for our group to be honored at the Recruit Graduation Review and for a meal at the Training Center. This should be a great opportunity for many CGCVA members to get together on the East Coast and to see the Coast Guard's only boot camp.

In terms of membership, we now have a toll-free number that persons interested in obtaining information can call. The number is 866-242-8277. My thanks to National Secretary-Treasurer Terry Graviss for making this happen so quickly. Also on this subject, our National Membership Chairman, Pat Ramsey, continues to seek volunteers from around the country who can assist him. This is a most important area so please give Pat a call to volunteer. You can reach him at [reliancecepi@aol.com](mailto:reliancecepi@aol.com). To assist our recruiting efforts, we are producing bumper stickers that will be available to all members. They will include our new CGCVA toll-free phone number.

On the third item, we continue to involve the CGCVA in more CG-related projects. Our participation not only gets us more widely recognized as an association but also has potential to attract

new members. Most recently, our Auxiliary Vice President, Mare Swift, and I attended the 75th anniversary luncheon for the Coast Guard Spouses Club. The CGCVA was recognized at the event and we were able to provide information on our association to high-ranking retired officers and their spouses.

We continue to honor a Coast Guard Person of the Year and arrangements have been made for



**ED SWIFT**

a presentation ceremony with ADM Loy in early October. We will soon start the process of selecting the winner.

We recently sent letters of congratulations to two USCG groups and a Coastie. These included Reserve Unit Owensboro and the USCGC Campbell Assn for their reunions and Chief Commissaryman Eracleo Alimpalo on the occasion of his 103rd birthday.

I was recently notified that Robert MacCloud had to step down as our Ways & Means Chairman due to ill health. We all wish him a speedy recovery. If any CGCVA member wishes to step to the plate and serve as the chair for this important committee, please notify Jack Campbell, Terry Graviss or myself. We will be happy to explain the duties and responsibilities. The only non-negotiable part is the salary — it's the same as the other CGCVA officers and trustees — zip! It's a position that requires some business savvy and ideas regarding making money. Any takers? Just let us know. **Swift**



*(Left to right) Ed Swift, Ed Burke and Pat Ramsey were among several CGCVA members in attendance at the Commandant's annual State of the Coast Guard Address & Luncheon, held March 22nd at the Andrews AFB Officers Club.*

## From the Secretary-Treasurer

### Hello To All

The good news is that our Association continues to grow. Our membership increases each week as you can see by the list of new members on this page. Please take a moment and see if you know any of these new members and, if you do, take the time to call or write them and welcome them aboard. Make all of our members feel welcome... especially the new ones.

The bad news is I feel like I'm up to my a\_\_ in alligators. I still recall Ed Burke telling me, "New members only take an hour or so a week... trust me!" All I can say is: Would you buy a used car from a BM? Seriously, with my travel schedule, please don't get upset if you cannot reach me or if I take a while to respond to you. I will get back to you. I check and answer e-mail nearly every day and that's really the best way to reach me since I'm never very far from a computer at any given time. Put [cgcva@hotmail.com](mailto:cgcva@hotmail.com) in your address book,

### Welcome New Members

A hearty "welcome aboard" to the following new CGCVA and Auxiliary members. New Member names are boldfaced and sponsors are in parentheses:

#### FEBRUARY 2001

**James C. Bunch** (Baker Herbert); **Charles J. Robinson** (Melvin Sellers); **Harold F. Maybeck** (Joe Kleinpeter); **13th District Commander** (Association); **Michael J. Shapiro** (Joe Kleinpeter); **Roland R. Brookins** (Dan Whitaker); **Annie M. Stalony** (John Stalony); **Karl E. Kenyon** (Joe Kleinpeter); **Joseph E. Farrell, Jr.** (Joe Kleinpeter); **Stanley A. Vilitski** (Joe Kleinpeter); **Gerald J. Herrald** (Ed Swift); and **Thomas J. Lane** (Joe Kleinpeter).

#### MARCH 2001

**Betty Sanders** (Alexander Sanders); **Edward B. Mattes, Jr.** (Association); **Edward J. Tonguis** (Joe Kleinpeter); **Jennie K. Iles** (Robert Iles); and **Robert N. Zimmer** (Joe Kleinpeter).

#### APRIL 2001

**Martha Rudolph** (Richard Rudolph); **Leroy J. Snider** (Bill Wells); **Merwyn L. Cook** (Joe Kleinpeter); **Daniel West** (Joe Kleinpeter); **Eric D. Partee** (Association); **John Pero** (Joe Hamhan); **Victor S. Hemphill** (Bill Wells); **Charles S. Corte** (Harold Routzong); **Hans A. Slade** (Association); **Donald Wicks** (Joe Kleinpeter); **Tim A. Brown** (Joe Kleinpeter); **Charlie R. Johnson** (Joe Kleinpeter); and **Dean B. Rademaker** (Harold Robinson).



**TERRY GRAVISS**

### How to Reach the Secretary/Treasurer

Speaking of giving me a call, the new phone number for the Association is **(850) 651-3664** and the new Administrative Office address is: 295 Shalimar Drive, Shalimar, FL 32579-1242. My e-mail address is: [cgcva@hotmail.com](mailto:cgcva@hotmail.com).

### New CGCVA Toll-Free Phone Number

At the request of the Association officers, I arranged for a toll-free phone number for the CGCVA. It rings at my residence and is for the primary purpose of providing potential members and other persons seeking information on the CGCVA to contact us at no expense to themselves. It is not to be used by the membership for regular association business — please use the Administration Office phone number for that purpose. The toll-free number is **866-242-8277** which is **866-CGCVA-SP** (Semper Paratus). I understand the new number will be included in bumper stickers which will soon be available through the ShipsStore and provided in quantity to CGCVA officers, trustees and members of the membership committee.

Not one shred of evidence supports the notion that life is serious!

### CGC's Absecon & Chincoteague

A reunion is being planned for *USCGC's Absecon (WAVP-374)* and *Chincoteague (WAVP-375)* to be held in the Norfolk, VA area in October 2001. Contacts: **John R. Peters** at (757) 479-0000. E-mail: odupeters@aol.com or **Harry Huggins** E-mail: muzz4poppi@cs.com. Ph: (757) 484-3700.

### CGC Spencer

The *USS/CGC Spencer (W-36)* Association and the *USCGC Spencer (WMEC-905)* will hold their annual reunion Oct. 11-15, 2001, in Williamsburg, VA. Anyone who served aboard either the "327" or "270" is welcome. Contact: **Jack Shampine** at Rte. #31, Cicero, NY 13039. Ph: (315) 699-3127 or **Hank Rogers** at 32 Freedom Ct., Baltimore, MD 21220. Ph: (410) 335-6826.

### CGC Winona

The 3rd reunion of *CGC Winona (WPG-65, WHEC-65)* will be held 7-9 Sept. 2001 at the Elks Naval Lodge in Port Angeles, WA. Contact **Cliff Rocheleau** at 215 Applegate Lane, Sequim, WA 98382. Ph: (360) 582-0925. E-mail: roch@olypen.com.

### Coast Guard CW Operators

The 3rd reunion of the Coast Guard CW Operators Association will be held 17-20 October 2001 at the Holiday Inn Riverview (code \*\*\*CWO\*\*\*), 301 Savannah Hwy., Charleston, SC. Contact: **RMCS Jim Huffman, USCG (Ret.)** at P.O. Box 55388, North Pole, AK 99705-5388. Ph: (907) 488-6528. E-mail: bird63@alaska.net.

### LORAN Reunion

The 24th annual reunion of *USCG LORAN Construction and Operations Personnel* in the Pacific (1944-46) will be held 13-16 Sept. 2001 at

the Wingate Inn, Grand Blanc, MI. Contact: **Ron Fraleigh** at P.O. Box 985, Fenton, MI 48430. Ph: (888) 750-7908. E-mail: CLHOffice@aol.com.

### National Sonar Association

The next reunion of the Nat'l Sonar Association will be held 19-23 Sept. 2001 at the President Casino Broadwater Resort, 2110 Beach Blvd., Biloxi, MS 39531. Contact **H.J. Love III** at 2084 Hollywood Drive, Bay St. Louis, MS 39520. Ph: (228) 467-8538.

### USS Callaway

The 35th reunion of the *USS Callaway (APA-35)* will be held 17-20 Sept 2001 in St. Louis, MO. Contact **Wallace Shipp** at 5319 Manning Place, NW, Washington, DC 20016. Ph: (202) 363-3663.

### USS Wm. F. Seiverling

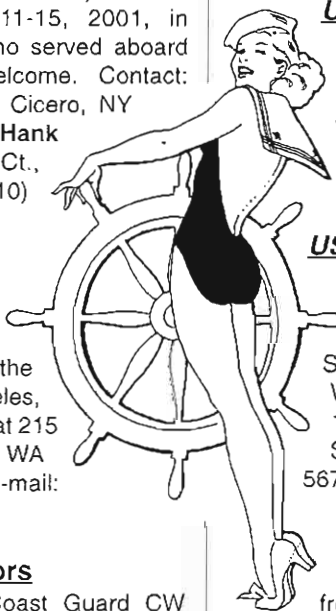
The 37th reunion of the *USS William F. Seiverling (DE-441)* Assn. will be held 3-7 Oct. 2001 at the Hawthorn Suites, 6329 S. 212th St., Seattle/Kent, WA 98032. Contact **Tony Mola** at 12608 East Marginal Way South, Seattle, WA 98168. Ph: (206) 246-5674.

### USS Hurst (DE-250)

A reunion of eighteen shipmates from the WWII CG-manned destroyer escort *USS Hurst*, along with wives, companions and guests, was recently held in Baton Rouge, LA as part of the 17th gathering of the Hurst Family. The next Hurst reunion will be 10-13 Oct 2001 in Pittsburgh, PA. All former crew members are cordially invited.

### Cort. Div. 22 TG 21.5

A reunion of Coast Guard personnel who served aboard *USS Poole (DE-151)*, *USS Peterson (DE-152)* and *USS Gandy (DE-764)*



## Reunions — Notices

will be held 3-7 October 2001 in Myrtle Beach, SC. Contact: **Ed Synos** at 751 Spring Crest Court, Fenton, MO 63026. Ph: (636) 343-1013.

### LST-202

The 9th reunion of *LST 202* will be held Sept. 13-15, 2001 in Port Angeles, WA. Contact: **Fred Cooper** at 246 Kirkley Circle, Forest, VA 24551.



*The Coast Guard crew of LST 202 in 1943. On July 15, 1942, the keel of LST 202 was laid down at the Chicago Bridge & Iron Company in Seneca, IL. Eight months later, the ship was launched. After a shakedown cruise in St. Andrews Bay, LST 202 left for the Naval Supply Depot in New Orleans, then joined a 24-ship convoy for Guantanamo Bay, Cuba. Following three years duty in the South Pacific, LST 202 returned to the U.S. on Jan. 9, 1946 and was decommissioned April 11th.*

### E-Mail Addresses

To assist our Association members in contacting each other, here is an alphabetized list of member names and their e-mail addresses. This list will be published as they are received.

Previously listed e-mail addresses will be listed regular-face, new and changed addresses will be listed in **bold**.

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### Words to Live By

— If you're open-minded, your brains will fall out.  
— Age is a high price to pay for maturity.  
— Before you criticize someone, walk a mile in his shoes. That way, if he gets angry, he'll be a mile away... and barefoot.



*The CGCVA Auxiliary officers at the annual State of the Coast Guard address & luncheon at Andrews AFB on March 22nd. (Left to right) Nat'l Secretary-Treasurer Jennifer Graviss, Nat'l President Shirley Ramsey, and Nat'l Vice President Mare Swift.*

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 Warner, William A. billruthw@aol.com  
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 Wheeler, Paul E. PEWheels@aol.com  
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 Wynens, James C. n4yctw@juno.com  
 Young, Rodney royoung@bright.net  
 Zeller, Don zeeco@airmail.net

### Saluting Top Recruits

Any CGCVA member who happens to be at Cape May Training Center for the weekly Friday graduations is welcome to present the CGCVA-sponsored Physical Fitness Award to the winning recruit — a certificate and CGCVA watch. This is a great way to get new Coasties familiar with the our Service's distinguished combat history and also with our Association.

Since the last *QD Log* issue, the following recruits have received the CGCVA-sponsored Physical Fitness Award:

**SA Rachael Bruni** (Charlie 158) of Buffalo, NY to MST "A" School in Yorktown, VA

**SA Brandon Duncan** (Delta 158) of Birmingham, AL to USCG Group Ohio Valley, Mobile, AL.

**SN Scott Lapinski** (Sierra 158) of New York, NY to QM "A" School, Yorktown, VA.

**SA Mark Graham, Jr.** (Zulu 158) of Norfolk, VA to *CGC Legare*, Portsmouth, VA.

**SA Justin Jemison** (Alfa 159) of San Diego, CA to CG Station Ponce de Leon Inlet, New Smyrna Beach, FL.

**SA David Hollister** (Bravo 159) of Salisbury, MD to *CGC Rush*, Honolulu, HI.

**SA Juan Cortes** (Charlie 159) of Aguadilla, PR to Aviation Training Center Mobile, AL.

**SA Ryan Rinowsky** (Delta 159) to *CGC Acushnet*, Ketchikan, AK.

**SA Jay Shiever** (Echo 159) of Cleveland, OH

to *CGC Bramble*, Port Huron, MI.

**SA Joseph Kulp** (Foxtrot 159) of Harrisburg, PA to CG Training Center Cape May, NJ.

**SA Lucas Fogerty** (Hotel 159) to *CGC Sweetbriar*, Cordova, AK.

**SA Douglas Gray** (India 159) to CG Station Burlington, VT.

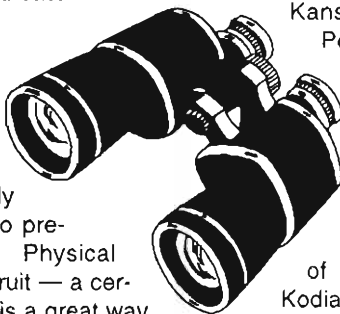
**SN Christopher Melleby** (Juliet 159) of Kansas City, MO to TC "A" School, Petaluma, CA.

**SA Jesse R. Valle** (Kilo 159) of Fresno, CA to *CGC Alex Haley*, Kodiak, AK.

**SA Jonathan McMurry** (Lima 159) of Jackson, MS to *CGC Chase*, San Diego, CA.

**SA Timothy Davenport** (Mike 159) of Salt Lake City, UT to *CGC Storis*, Kodiak, AK.

**SA William M. Smaidris** (November 159) of Cincinnati, OH to *CGC Gallatin*, Charleston, SC.



### CG Museum of the Northeast

It didn't take long for Gene Davis to set up the Coast Guard Museum of the Northwest 25 years ago. According to the retired Coast Guard captain, "Retired Coast Guardsmen have a lot of stories to tell and they share them here by giving back with priceless artifacts and pictures. Every week it's like Christmas around here."

More than 10,000 visitors flock to the museum, located on the Coast Guard pier on Elliott Bay in Seattle, each year. Founded in 1976 when the property changed hands from the Army Corps of Engineers to the Coast Guard, it is one of two museums dedicated to the USCG. The other is the Coast Guard Museum at New London, CT, home of the USCG Academy.

Items displayed include model cutters and related marine-theme artifacts, buoy lenses, flags and ships' wheels. The museum also features extensive research facilities and a library with more than 15,000 photos dating back to the 1800s.



## Notices — Association News

The Coast Guard Museum of the Northwest is located at Pier 36, 1519 Alaskan Way S. Hours are 9 a.m. to 3 p.m. Monday, Wednesday and Friday and 1 to 5 p.m. weekends. Admission is free. For more information, call 206-217-6993.

Submitted by Newton B. Anthony

### Who Owns Ellis Island?

Over the past few years, the *QD Log* has carried numerous accounts of Coast Guardsmen who went through boot camp on Ellis Island. The island itself has been the subject of a lengthy feud between New York and New Jersey as to which state owns the property. Recently, in a Solomon-like judgement, a decision was reached and the property was given to both states.

The state of New York ended up with the nice, fully restored immigration building while New Jersey got the decrepit buildings where I and oth-

ers went to boot camp and where thousands of Coast Guardsmen were processed on their way to new assignments. New Jersey also got the crumbling USPHS Hospital used by Coast Guardsmen and sick immigrants.

New Jersey Governor Whitman appointed a 20-member board to look into stabilization with a view toward eventual restoration. A 12-member Advisory Committee was also appointed but, unfortunately, no Coast Guard representation is on either.

I have written the president of Save Ellis Island, Inc. regarding this oversight but it doesn't appear that our service will get representation. I'll keep trying, just wanted to give the membership an update on this situation.

Joe Hannan

### Kukui Mascots

I enjoyed learning of the various mascots who

## Let Your Name Live On

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

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

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

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

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

## Association News

"served" on the patrol frigates during WWII in the previous *QD Log*. I served on the *CGC Kukui* (1952-54) and we had two mascots — a black & white dog named Clair and a monkey named Joe. I would appreciate hearing from anyone who served on *Kukui*. Please contact **James "Logan" Graham** at P.O. Box 430 Nevada, TX 75173. Ph: 972-843-2644.

### WWII Certificates From France

It appears that France is going to issue and present WWII certificates to those who served between 6/6/44 and 7/1/45. Requests must go through either French Consulates or veterans organizations. For complete information and copies of applications, go to [www.info-france-usa.org](http://www.info-france-usa.org). **Jack W. Read**

### Tampa Plaque Missing?

I read with great interest about the ceremony held at Arlington National Cemetery. I really didn't know about the Tampa (Coast Guard) Memorial. Two of my 3-1/2 years in the Coast Guard were spent on *CGC Tampa (W-48)* during WWII. On board we had a bronze plaque in memory of the WWI *Tampa* with the names of all who lost their lives when she was sunk. Does anyone know what happened to that plaque when she was decommissioned? I spent all of 1944-45 on the *Tampa* and would enjoy hearing from any of my old shipmates. Please contact me at P.O. Box 749, Parksley, VA 23421. Ph: (804) 665-5627. **John H. Barker**

### Anti-Submarine Duty

Some time ago I replied to **Mike McLaughlin** who had posted a notice in the *QD Log* requesting to hear from Coast Guardsmen who had served on anti-submarine duty during WWII. My e-mail reply to Mike never got through so here is what I sent him. Hope he's reading this issue.

In September 1942 I boarded the *USS General*

*Greene* at the Charleston Navy Yard in Boston as a Seaman deuce, fresh out of boot camp at Algiers, New Orleans.

In November or December 1943, the *Greene* was on a planned sub search with other ships including the Navy destroyer *Champlain*, following a torpedoing of an oil tanker loaded with airplanes on top. By then I was a SOM2/c and made a sonar contact. The commander of the Task Force ordered the *Greene* to make a depth charge run on the contact and we dropped two rows of depth charges off our fantail racks. Nothing surfaced except a lot of oil.

We were ordered to stand by while the *Champlain* fired off several depth charges from "K" guns they carried.

We remained on station looking for a submarine to surface for 48 hours. A Navy ship arrived and collected oil samples from the slick supposedly to determine what type of oil the Germans were using. Never heard anything more about the incident.

I was transferred from the *General Greene* to the *USS Harriet Lane* in January 1944, serving there until the war with Germany was over. Does anyone know if the submarine was sunk or not?

Hope that helps Mike. Still hope to hear from you. Contact me at 8423 Plum Valley Drive, Sellersburg, IN 47172. Ph: (812) 246-0840. E-mail: [Stew927@aol.com](mailto:Stew927@aol.com). **Floyd Stewart**

### USCG Festival Volunteers Wanted

As many of you know, Grand Haven, MI has the official title of "Coast Guard City, USA" and each year we have a Coast Guard festival and parade.

The theme of this year's festival is: "U.S. Coast Guard Reserve — Sixty Years of Service to America." The Festival Committee is soliciting volunteers from the Reserve community to represent each decade of the Reserve's 60 years, beginning with the 1940s up through the present.



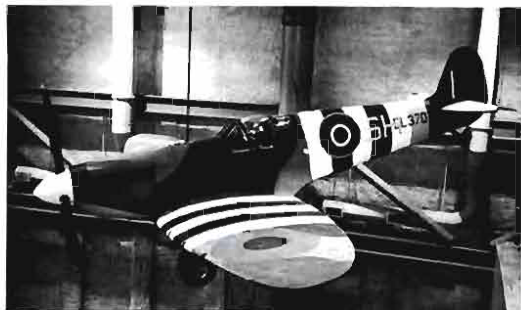
## Association News

Volunteers would march and ride in the parade.

Whether you're an active reservist or retired, male or female, young or old, come be a part of this unique and historic event.

The event is set for Saturday, Aug. 4, 2001 at noon in Grand Haven. Interested parties should contact **Jerry Smith**, Festival Executive Director, U.S. Coast Guard Festival, P.O. Box 694, Grand Haven, MI 49417. Ph: (616) 846-5511. E-mail: [cgfestival@chartemi.net](mailto:cgfestival@chartemi.net).

For information on area accommodations, call 1-800-303-4097 or visit: [www.grandhavenchamber.org](http://www.grandhavenchamber.org).  
PAC Ed Kruska, USCGR



(Above) British fighter, one of several WWII vintage aircraft on display in the spacious Louisiana Memorial Pavilion at the National D-Day Museum.

(Below) Replica of a 36-foot Higgins Landing Craft, Vehicle, Personnel (LCVP)

### New Book by CGCVA Member

CGCVA member **Roland J. Bishop** recently published his second book, "Code Name: Fire Ant," an FBI espionage suspense novel.

The startling discovery of hardened underground bunkers, impervious to groundburst nuclear warheads, secretly constructed over a 40-year period by the former USSR at the close of WWII provided the impetus for the novel. Defense Dept. labs' successful development of a new generation, hyper-velocity, burrowing warhead with delayed detonation (Code Name: Fire Ant) could bring closure to preemptive first-strike options providing the technology remains free from Russian compromise.

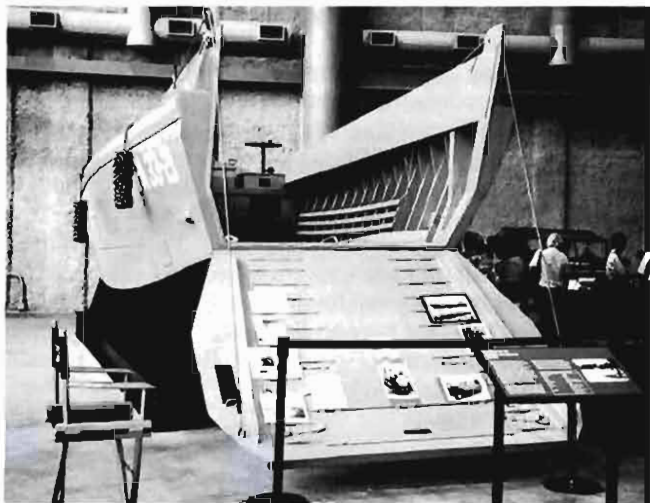
The Pentagon turns to the FBI to protect the secret and high-tech, micro-chip espionage takes on a new dimension in this fast-paced, exciting story.

To get a copy of "Code Name: Fire Ant," visit [www.bn.com](http://www.bn.com); [www.amazon.com](http://www.amazon.com); or other internet book websites.

Editor

### D-Day Museum Pacific Wing

During the period Dec. 4-9, 2001, the National D-Day Museum in New Orleans will hold grand opening ceremonies for its new Pacific Wing.



The actual dedication ceremony will be held Dec. 7th at 9 a.m., followed by a Pacific Victory Parade and Aerial Review. Navy, Coast Guard and MARAD vessels will be in port throughout the period to provide open house to the public. The 378-foot high-endurance cutter *Munro* (WHEC-724) will serve as the Coast Guard's primary open house vessel.

It is hoped that the D-Day Museum will include an exhibit regarding our sole Medal of Honor recipient, Douglas Munro, in their new Pacific Wing. Both CGCVA President Jack Campbell

## Association News

and I have visited the museum and can report that there is minimal recognition of the Coast Guard, despite our service's considerable roles during the D-Day invasion. RADM Kevin J. Eldridge, the Coast Guard's current Public Affairs chief and previous 8th District Chief of Staff in New Orleans agreed that the Coast Guard is inadequately represented at the museum. RADM Eldridge urges Coast Guard WWII vets to voice their opinion directly to the museum and perhaps the many contributions by Coast Guardsmen during WWII will eventually be included in the museum. Interested parties should address correspondence to The National D-Day Museum, 945 Magazine Street, New Orleans, LA 70130, Attn: Michael Humm, Military Affairs Coordinator.

Still, the D-Day Museum provides a myriad of professionally-produced exhibits that are interesting, educational and highly informative. If you happen to be in the New Orleans area, a trip to the D-Day Museum is highly recommended.

Editor

### Micro-Reunion

Personally, I for can't wait for the Mini-Reunion that's planned for Cape May on Sept. 21, 2001 or our biennial Convention-Reunion in Reno in October 2002. Guess I'm not the only one that feels that way because CGCVA Trustee Herb Weinstein set up one recently in South Florida, with the blessing of President Jack Campbell and myself.

Hopefully, a new trend for the CGCVA began with that successful event. The CGCVA mini... no, make that micro-reunion took place... not once but twice! The first was for lunch

and an informal meeting in West Palm Beach. The second was at USCG Station Miami where the group had lunch and got a Bisquayne Bay tour aboard a 41-foot utility boat. The CGCVA gathering also enjoyed guided tours of the 210-foot medium endurance cutter, *CGC Valiant*, and



*CGCVA members from the South Florida area aboard a 41-foot utility boat at USCG Station Miami. The group had lunch at the unit, made a Bisquayne Bay cruise and toured two Coast Guard cutters during their micro-reunion.*

one of the new 110-foot patrol boats.

To get the initial micro-reunion going, Herb made about 40 phone calls to CGCVA members residing in South Florida and Florida's West Coast. Twelve members attended, meeting for lunch at an Olive Garden Restaurant, then holding a brief business meeting afterwards. Jack Campbell was among those attending and presided at the meeting. Also attending were: Robert Nugent, David Blum, Edward Withrow,

Gene Dugan, Stan and Ruth Haraburda, Jim Haddican, Joel Jayson, Jed Elwell, Bronislaus Korony, Len Fuchs, and organizer Herb Weinstein. The final bit of business was to agree to a future get-together at Station Miami.

The second micro-reunion was arranged for April 2nd and once again, Herb made several phone calls to



*Some of the gang that attended the March 3rd micro-reunion at the West Palm Beach, FL Olive Garden Restaurant. A brief business meeting was held and another micro-reunion arranged.*

members. This time, a total of 22 members, spouses and friends attended and were treated to an array of boat rides and tours at Station Miami. Joining the group was CAPT Peterman, Group Miami commander and a past CO of the current *CGC Campbell*. CGCVA member David Blum (also of the USCGC Campbell Assn) presented CAPT Peterman with a framed photo of the *Campbell*. It was an incredible day and the CGCVA members really enjoyed the chance to get together again.

I was delighted to hear of the successful micro-reunions from Herb and urge other members throughout the country to consider doing likewise. It simply takes one person to get things going. Contact Sec'y-Treasurer Terry Graviss at the Administrative Office to get information on the CGCVA members in your area then let your fingers do the dialing. CGCVA micro-reunions may make a huge difference and even result in more attendance at our larger reunions. **Editor**

### CGCVA Scholarship Update

It is with great pride that I write this letter. On May 15, 2001, our daughter Lucinda and son Nicholas both graduated from Tiffin University with Bachelor of Business Administration degrees.

Lucinda, as you recall, was the recipient of the first CGCVA Scholarship, and our family recalls with fond memories the day that Baker Herbert and Joc Rosado met with us in Willard, Ohio to make the presentation.

At present, Lucinda is working at Tiffin Mercy Hospital but she has submitted several applications

in a variety of locations. She plans on working for awhile to gain job experience and then move on to graduate studies.

The entire Young family wants to thank the Coast Guard Combat Veterans Association, its officers and trustees, for being a part of our, and especially Lucinda's special day. Your fellowship, generosity and support is fondly remembered and greatly appreciated. *Semper Paratus!*

**Rodney Young**

### War Is Hell... Sometimes!

I always enjoy the anecdotes in the *QD Log* and would like to add one that took place aboard my vessel, *LST-760*, just after we loaded several hundred Army troops and all their equipment in preparation for the invasion of Okinawa. The loading was done at Batangas Bay, a days run to Manila in the Philippines. There was some urgency to get everything loaded aboard because we would be part of a convoy that was getting underway shortly.

We retracted from our loading spot and headed out to sea. The soldiers had worked through the night with the LST crew and by 1300 everyone was hot, tired and soaked in sweat. Since our water tanks could not hold enough for fresh water showers we became accustomed to salt water washdowns and the stickiness left by them.

About two hours out from the beach, I was on the bridge and spotted three showers up ahead, not too far off our course. On a spur of the moment decision, and without consulting the colonel in charge of the troops, I ordered a change in course toward the largest of



*Tiffin University graduation on May 5, 2001 saw the entire Young family gathered, including (left to right) Melinda, CGCVA Scholarship recipient Lucinda, Nicholas, and Rodney. Both Lucinda and brother Nicholas graduated the same day.*

## Association News

the three. Just before entering the shower, I had the XO put over the PA system:

"Now hear this. All crew members not on watch and all troops who want a fresh water shower, lay topside with soap."

The engines were stopped as we entered the shower and in a matter of minutes there were 300 plus men (completely out of uniform) up on deck having a ball and scrubbing like mad. Five minutes later we were underway again. Morale was up and the colonel even came up to the bridge to thank me. It had meant a lot to his troops to get cleaned up with fresh water.

I guess we couldn't do such things nowadays with women on ships and a policy of "Don't ask, don't tell." Back then, however, it was a real lift.

CAPT R.T. Allen McKenzie, USCG (Ret.)

### 10 Year Anniversary of Coast Guard in the Persian Gulf

It has been more than 10 years since the Coast Guard was first called to duty in the Middle East yet much of the general public remains unaware of our Service's contributions and accomplishments during that time. For those who didn't know or those who had forgotten, here's a recap of some of the highlights:

**Aug 2, 1990** — Iraqi military forces invade Kuwait.

**Aug 6, 1990** — President George Bush orders the deployment of U.S. armed forces to defend Saudi Arabia — the start of "Operation Desert Shield."

**Aug 10, 1990** — USCG Marine Safety Offices (MSOs) around the country immediately become involved in the operation. MSO Hampton Roads conducts activation inspections of 22 of 78 Ready Reserve Fleet (RRF) vessels. Similar inspections by MSOs throughout the U.S. ensure that RRF vessels are fully capable of safely meeting their vital support mission. Additionally, a flexible Merchant Marine manning and licens-

ing program is established to facilitate movement of RRF vessels. USCG Reservists are activated and organized to oversee shoreside and water-side security at facilities plus the supervision of hazardous materials and explosives loading aboard Military Sealift Command vessels bound for the Kuwaiti theater of operations.

**Aug. 16, 1990** — At the request of the Joint Chiefs of Staff, the Sec'y of Transportation and USCG Commandant commit USCG law enforcement boarding teams (LEDETs) to Operation Desert Shield. A total of 10 four-person teams begin enforcement of UN sanctions by the Maritime Interdiction Forces in theater. Nearly 60 percent of the 600 boardings carried out by U.S. forces are led or supported by USCG LEDETs. A 7-man liaison staff is set up as Operational Commander for USCG forces in theater.



**Aug. 22, 1990** — President Bush authorizes the call up of members of the selected reserve to active duty in support of Operation Desert Shield. Three Port Security Units (PSUs), consisting of 550 USCG reservists, are ordered to the Persian Gulf. This was the first involuntary overseas mobilization in USCGR history. A total of 950 USCG reservists are called to active duty.

**Sept. 4, 1990** — The *USS Goldsborough*

## Association News

(DDG-20) stops and challenges the Iraqi cargo vessel *Zanoobia*. The ship is loaded with tea, a cargo prohibited under UN resolutions. The USCG officer in charge of the boarding party orders the master to sail his vessel to a non-Iraqi or Kuwaiti port. The master refuses so the USCG boarding team takes control of the vessel and sails it to Muscat, Oman.



**Sept. 15, 1990** — The first-ever deployment of a reserve port security unit overseas is authorized. PSU 303 (Milwaukee, WI) is deployed and stationed in Dammam, Saudi Arabia.

**Sept. 22, 1990** — The second port security unit, PSU 301 (Buffalo, NY) is deployed to al-Jubayl, Saudi Arabia.

**Nov. 1990** — A third port security unit, PSU 302 (Cleveland, OH) arrives in the Persian Gulf and is stationed in Bahrain.

**Jan. 16, 1991** — The White House announces the commencement of "Operation Desert Storm," an offensive action against Iraqi forces. USCG MSOs increase both shoreside and waterside security patrols in U.S. ports using regular and reserve augmentation forces. Waterside security zones are established and enforced around

key facilities.

**Jan. 17, 1991** — The air offensive against Iraqi forces begins.

**Jan. 18, 1991** — CG LEDET personnel on board *USS Nicholas (FFG-11)* assist when the frigate clears 11 Iraqi oil platforms and takes 23 prisoners.

**Feb. 13, 1991** — In response to Iraq's firing of oil wells and pumping stations, resulting in oil spills in the Gulf, two *HU-25A Falcon* jets from USCG Air Station Cape Cod deploy to the Gulf. The jets, able to locate and record oil as it floats on water, map over 40,000 square miles of water and produce daily projections of the spills' locations, conditions and drift projections. The jets are deployed for 84 days, flying 427 flight hours.

**Feb. 24, 1991** — Coalition forces begin a ground offensive to liberate Kuwait.

**Feb. 28, 1991** — By presidential order all Coalition offensive operations are ceased at 0800 local time.

**April 11, 1991** — The UN Security Council declares a formal

ceasefire, ending the Gulf War.

**April 21, 1991** — A tactical port security boat from PSU 301 is the first boat in the newly reopened harbor, Mina Ash Shuwaikh in Kuwait City, Kuwait. The USCG boat then leads a procession of multinational vessels into the harbor.

Courtesy of USCG Retiree Newsletter



### CROSSED THE BAR



**Victor Sakowski**

Joined: 12-6-99 CTB: 11-8-00

**Richard Rudolph**

Joined: 10-8-89 CTB: 3-5-01

# Destination: China and Japan

by John M. "Jack" Shea

**Editor's Note:** Duty in the Pacific didn't end for the crew of *The Impatient Lady* with the Japanese surrender in Tokyo Bay on Sept. 2, 1945. In this final installment, we learn it would be another three months before the crew would end their mission and make their way back home.

By October 1945, World War II had been over but a few weeks. On the island of Tinian, LCDR Louis O'Neill, lead pilot of *The Impatient Lady*, a Coast Guard PB4Y-1, swapped out their tired plane for a replacement — a slightly used Navy PB4Y-2 Privateer #59598, to be marked as #598 and with no "nose art."

The new aircraft was bigger and more powerful than the Liberator. The fuselage forward of the wing has been lengthened by seven feet and had more than its share of turrets for making aerial observations and mapping. This was to be their next assignment over Formosa, as the crew was to help search for a possible LORAN site on Formosa and/or the Yaeyama Islands.

Within hours of taking possession of the plane, the crew was off on a new mission — to take the joint Coast Guard/Navy LORAN Site Survey Team to China. LT Frank Cankar, aboard to record this event, kept a record of the flight. With the survey team aboard, they left Guam in their "new" plane on Oct. 21st. First stop was Okinawa before continuing on to Formosa (now called Taiwan) and China.

First they conducted a five-hour survey flight over the northern tip of Formosa and the Yaeyama Islands. The team, by aerial observation and photography, decided on a possible LORAN site. Formosa was at this time under the

control of China so it was necessary to obtain permission from Chinese authorities for any LORAN station on Formosa or surrounding islands. To obtain the necessary permission regarding Formosa, the Privateer departed on Oct. 23rd with LCDR Richard Baxter and his site survey team. According to LT Cankar, the Privateer flew over 500 miles to the Chinese coast. There they flew over the Saddle Islands,



*Consolidated PB4Y-2 "Privateer" in flight. (SDAM Photo courtesy of International PB4Y Association.)*

a chain of former mountain tops which dot the muddy waters 75-miles southeast of the Yangtze River and into the heart of Shanghai.

LCDR O'Neill, in preparing for this China flight, was told he would have to carry enough fuel for his return flight, as he would be unable to obtain fuel in Shanghai. With 11 passengers bound for China, he wasn't taking any chances. However, he was about to face the different methods of a foreign country as he prepared to land in what he thought was Shanghai, China.

Having approached what he believed was an ideal airfield for his plane, O'Neill requested per-



## Feature Story

mission to land but was directed by the tower operator to a second field. He made his approach at the second field and again requested permission to land. Incredibly, his request was denied and he was directed to the first airport. After much haggling (hopefully not in Chinese), the tower operator finally gave O'Neill instructions to proceed to the Kiangwen Airport, located 10 miles northeast of Shanghai. Learning the different customs of China was not over for O'Neill. As he approached the assigned runway for his landing, he was amazed to find it filled with nonchalant Chinese strollers. This required him to make a number of approaches to the runway, all the while keeping an eye on the fuel gauges. Once on the ground, the Chinese told O'Neill that fuel wasn't in short supply after all. The crew took two days off from official duties to do some quick sightseeing. Then it was time to return to Okinawa where bad weather

forced them to remain for six days before returning to Guam. Upon their return to Guam, the crew learned of plans to build the O Shima LORAN station from LCDR Kenneth W. Donnell, the unit's commanding officer.

The coming of November marked the start of a busy phase for the Privateer and its crew. Adverse weather continues and the flight log starts with the symbol "C" training and instruction of qualified pilots, in this case LCDR Warner and ENS Hofmeister. This flight training took place in and out of Japan with adverse weather conditions causing instrument flying. This included running accuracy signal tests during flights over Hiroshima and Nagasaki, the cities attacked by atomic weapons on Aug. 6 and 9 respectively. It's hard to imagine what must have gone through their minds as they flew over the devastated cities below and parked at airfields destroyed by the bomb blasts.



*PB4Y-2 #598 at Kiangwen Airport, 10 miles northeast of Shanghai, China. The aircraft landed there during its mission to determine an appropriate LORAN site on Formosa or the Yaeyama Islands. Coast Guard pilot LCDR O'Neill had to make several approaches prior to landing because crowds of Chinese were strolling on the runway.*

## Feature Story

Finally, the word they'd been waiting for came down — they were to return to Air Station San Francisco and home. It had been almost a year since they began their mission in January 1945. Much had happened to this Coast Guard aircrew and their aircraft. In completing their mission, they found themselves using three different aircraft, ending up with 745.6 total flight hours over the Pacific, into and out of a variety of islands and/or atolls, as well as Australia, China and Japan plus the experience of finding themselves in a typhoon.

Moving into the month of November, O'Neill and his crew were about to add another first to their busy schedule — night flights to run accuracy signal tests in the vicinity of Guam. Four to six passengers — technical assistants for the tests — accompanied these flights. On Nov. 25th came a flight to Iwo Jima and on to Kisartazu, Japan. Overnight, then back to Iwo Jima. Another stop, then on to Yonabara Air Field, Okinawa. Next they picked up eight passengers for a flight back to the Tinian Naval Air Base to drop off for embarkation.

Before their departure for home came one more task. The O Shima station was due to go on the air Dec. 1st, to be linked with Okinawa and the Iwo Jima station. This would complete what became known as the Southwest LORAN Chain. Dec. 3rd found the Privateer and its crew pointed toward Atsugi, Japan with 11 passengers, likely because the O Shima station went on the air Dec. 1st. Thus, O'Neill and his crew ran the

accuracy signal tests for this on-line station. The site was located on the southern tip of the island, placing it 60 miles south of Tokyo. Orders were to proceed with the construction of the station.



*Pictured in Shanghai, China during the Coast Guard PB4Y-2 Privateer's visit are (back row left to right) ARM1/c Russ Reese, USCG, LT Frank Cankar, USCGR, of the LORAN Site Survey Team, and AMM2/c Raymond Blydenburgh. Front row are Chinese guards from the Kiangwen Airport.*

Finally, it was time for the weary crew to head home. However, there was one more recheck to make regarding an old problem so it was back out to Parce Vella in the Philippine Sea to see that everything worked properly. The crew rechecked the line to ensure everything was running smoothly before they departed this

part of the world.

The original problem was established during the pairing of Okinawa and the Iwo Jima LORAN station. O'Neill and his crew, then flying *The Impatient Lady*, had worked the south leg of the Southwest LORAN chain near New Guinea and the Dutch East Indies when, in June, they were called to help track down the problem near Parce Vella. Returning to Guam, the aircrew and their PB4Y-1 went in search of the problem confronting the LORAN stations on Guam with three technicians aboard. After more checking, they finally tracked down the source of the error. Now a recheck was necessary, a 6.6-hour flight on Dec. 15th which included the time from Guam out to Parce Vella, then run a check on the crossing angles, then over to Iwo Jima for the night.

There would be three more days of signal checks before they would be ready for their ferry flight to Honolulu and home. The Privateer left Guam with nine passengers, made a brief stop at Johnston for 10 more passengers, then flew on

## Feature Story

to Honolulu before a short hop to Kaneohe NAS to leave the PB4Y-2 for another Coast Guard crew who used the plane for four more years.

The Pacific/Asia crew didn't make it home for Christmas but they did spend seven days of R&R in Honolulu before departing for the mainland on a Navy R5D Skymaster on Dec. 30th.

Between Jan. 6 and Dec. 30, 1945, O'Neill's crew flew a total of 745.6 hours. They'd accomplished much during their tenure in the western Pacific including having participated in the build-

Francisco to Australia, south to the Dutch East Indies and north to the Marianas Islands and on to Japan with a flight to Shanghai, China and everything, it seemed, in between.

LCDR O'Neill's citation read:

*"For meritorious achievement in aerial flight which expedited the completion of the LORAN stations in the Pacific and contributed to the establishment and installations of the most important navigational aid for the bombing operations and the subsequent success of aerial warfare against Iwo Jima and the Japanese Empire, in the highest traditions of the United States Naval Services."*

All the members of O'Neill's Pacific/Asia flight and ground crew each shared in this achievement



*PB4Y-2 Privateer #59598 at Naval Air Station Kaneohe, HI in June 1949 being dismantled for scrap after serving as a LORAN support aircraft for five years with the Coast Guard Detachment.*

ing of the Southwest LORAN chain from Morotai Island on the southern leg of the chain to Mapia on St. David's Island, Pulo Anna, Suluan, Philippines, Nesebus on Peleliu, Angora Island, Potangeras, Ulithi Island, Cocus and Ritidan Point on Guam, Saipan, Iwo Jima, Okinawa and O Shima, Japan.

Shortly after returning home, LCDR O'Neill received the Distinguished Flying Cross for his proficiency and courage in carrying out his Pacific Mission in 1945. He and his crew and their three aircraft roamed the Pacific from San

and received the Air Medal.

**Epilogue:** LCDR O'Neill went on to conduct flight tests at the Navy's Air Test Center at Pautuxent, MD. A prototype Douglas SBD he was testing crashed and burned but luckily, O'Neill was pulled from the wreckage. An injury to his hand in this crash however, ended his flying career. Louis T. O'Neill died of cancer in 1977.

For more information on the PB4Y-1 and PB4Y-2, visit the International PB4Y Association at [www.pb4y.com](http://www.pb4y.com).

## Features & Association News

### **2002 CGCVA Convention & Reunion**

We are trying to give you plenty of notice for the CGCVA Convention/Reunion in Reno, NV October 22-26, 2002. This way you can make your plans and save your money. Initial information on the 2002 Reno Reunion, including the incredibly low room rates, was published in the previous *QD Log*. This time, we'd like to concentrate on the planned tours.

**Dixie II Cruise** — We are planning several interesting side trips while in Reno, including one on a riverboat. Nancy and I have sailed on the *Dixie II* on Lake Tahoe and can vouch it is a great cruise! I had been to Tahoe many times and gone all around the lake but never before on it.

The cruise is approximately two hours long with food and drink available. The plan right now is to leave Reno on as many busses as necessary to carry everyone that signs up for the tour. Busses will drive to Tahoe and offload at the *Dixie II* for the cruise. Upon return, the busses

will proceed around the lake, making stops at various points of interest. You will return to Reno about 6-7 hours later and the trip is only \$40.00 per person (including the *Dixie II* cruise!). This should be a highlight of the reunion but wait... there's more!

**Virginia City Tour** — If you have visited Reno before, you have probably visited Virginia City. Whether or not you've been there before, you will certainly enjoy this tour. The people in Virginia City are friendly and there is a lot to do. For instance, the Bucket of Blood Saloon serves the best Bloody Mary's you've ever had. Virginia City is also where the Comstock Mines of the old west were located and used up all of the trees (Ponderosa Pine) for miles around.

We will work the registration the same as in the past. Hotel arrangements will be made directly with the Peppermill Hotel Casino. Be sure you reference the Coast Guard Combat Veterans Association to get our very special rates. I will furnish a complete listing of the tours with prices and you can make your reservations through me. Please check with the hotel when you make your reservations for their regulations on refunds, should they become necessary. Our policy will not change and we will allow refunds up to 48 hours prior to the tour. The only catch is that if we have paid out the money for any portion of the tour, which cannot be refunded unless we are able to find someone to take your place. There

is no reason to make reservations this early but we want you to know early on what plans are being made.

We will have the best Hospitality Room we have ever had. You will definitely enjoy the rooms and views of the snow-capped mountains that surround the city of Reno. Take care and we look forward to seeing many of you in Reno.

The Reunion Committee



Examples of a Peppermill bedroom (top left) and suite (above) that will be available for the Reno Convention.

## Features & Association News

### CGCVA Mini-Reunion in Cape May

Here's information on accommodations in the Cape May area. Remember, this isn't a CGCVA-sponsored get-together although the Association is setting up the events for Sept. 21st at USCG Training Center Cape May, so you'll have to make your own hotel/motel plans.

#### INNS & GUEST HOUSES

Parris Inn.....	609-884-8015
Dorothy May Guest Suites....	609-884-8382
Puffin Inn.....	609-884-2664
Goodman House.....	866-884-6371

#### HOTELS & MOTELS

Virginia Hotel.....	800-732-4236
Atlas Inn.....	888-285-2746
Cape Winds.....	609-884-4884
Driftwood Motor Inn.....	609-884-3348
* Lido Motel.....	609-884-4098
Montreal Inn.....	800-525-7011
Rhythm of the Sea.....	609-884-7788
West Cape Motel.....	609-884-4280
Chalfonte Hotel.....	609-884-8409
Palace Suites of Cape May...	888-784-8372
Sea Crest Motor Inn.....	609-884-4561
Buckingham.....	609-884-4073
Coachman's Motor Inn.....	800-357-5828
Mariner Motel.....	609-552-1849
Periwinkle Inn.....	609-884-9200
Summer Station.....	800-248-8801
Cape Harbor Motor Inn.....	609-884-0018
Days Inn Suites.....	609-522-0331
Marquis de Lafayette.....	609-884-3500
Surf Motel.....	609-884-4132
Madison Motel.....	609-884-4838
Blue Amber Motel.....	609-884-8266
* Sea Breeze Motel.....	609-884-3352
* La Mer Motor Inn.....	800-644-5004
Grand Hotel.....	800-257-8550
Jetty Motel.....	609-884-4640
* Cape Harbor.....	609-884-0018

\* located within 1/4-mile from the entrance to USCG Training Center Cape May.

#### BED & BREAKFASTS

Victoria Lace Inn.....	609-884-1772
John F. Craig House.....	877-544-0314
White Dove Cottage.....	800-321-3683
Luther Ogden Inn.....	609-898-1338
Leith Hall.....	609-884-1934
Inn at 22 Jackson.....	800-452-8177
Bayberry Inn.....	877-923-9232
Canterbury Cottage.....	609-884-1724
Jeremiah Hand House.....	609-884-1135
Woodleigh House.....	800-399-7123
Summer Cottage Inn.....	609-884-4948
Kings Cottage.....	877-258-1876
Bedford Inn.....	609-884-4158
Cliveden Inn.....	800-884-2420
Abbey.....	609-884-4506
Henry Sawyer Inn.....	800-449-5667
Abigail Adams.....	888-827-4354
Linda Lee.....	609-884-1420
Duke of Windsor.....	800-826-8973
Primrose Inn.....	800-606-8288
Wooden Rabbit.....	609-884-7293
Gingerbread House.....	609-884-0211
Beauclaires.....	609-898-1222
Captain Mey's.....	800-981-3702
Wilbraham Mansion.....	609-884-2046
Velia's Seaside Inn.....	609-884-7004
Pharo's.....	609-884-9380
Inn at Journey's End.....	609-884-9899
Fairthorne.....	800-438-8742
Alexander's Inn.....	609-884-2555
Twin Gables.....	800-966-7332
Barnard Good House.....	609-884-5381

That should be enough to pick from to find a place that fits your needs and your wallet.

Regardless of when you arrive Cape May or when you plan to depart, the scheduled CGCVA activities are all on Friday, Sept. 21st. Please try to wear something on Friday that has Coast Guard on it or identifies you as CGCVA. Since recruit graduation exercises will be the first thing on the agenda, you should plan on arriving at the Training Center no later than 9:30 a.m. and park at the lot near the Chapel. Hopefully, it will be a

## Features & Association News

nice day and graduation will be held outside. Grandstands for the graduation are located about one quarter mile from the parking lot.

Additional details will be provided to everyone who calls the Secretary-Treasurer to say they will be attending this mini-reunion. We have already started a list of interested attendees so, if you haven't already notified us of your intent to participate, please do as soon as possible. An approximate head count will be needed to arrange the noon meal and the tour of the training center facilities.

We hope this mini-reunion will enable many CGCVA members to get together who, for whatever reasons, are unable to attend our biennial Convention/Reunion in Reno in October 2002. We look forward to seeing many of you at Cape May in September! Jack Campbell & Ed Swift

your area (private and/or military cemeteries), some fundraising to buy the flags, and most importantly some enthusiastic volunteers.



*Volunteers who placed USCG flags at graves of USCG personnel buried at Arlington National Cemetery on Memorial Day 2000. The project was organized by the Washington DC Chapter of the USCG Chief Petty Officers Assn.*

### **USCG Flag Volunteers Wanted**

In 1996, a group of Coast Guardsmen attending Memorial Day ceremonies at Arlington National Cemetery noticed that all the graves were adorned with small American flags. They learned that the Army does that every Memorial Day and it prompted an idea — On Memorial Day, why not put small USCG flags on the graves of Coast Guardsmen buried at Arlington? Maybe on Coast Guard Day too!

The idea finally came to life for Veterans Day 1999 and again in 2000 when the Washington D.C. Chapter of the USCG Chief Petty Officers Association sponsored the placing of 200 USCG flags in Arlington Cemetery and another seven at the Vietnam Veterans Memorial Wall.

Now, with two successful Veterans Day events under its belt, the chiefs invite the rest of the Coast Guard Family across the nation to join them. All it takes is some research to find out where Coast Guard personnel are buried in

If you'd like to learn more about becoming a USCG Flag Volunteer or organizing your own flag project, contact MCPO Bill Michael at 202-267-2479 or e-mail: [wmichael@comdt.uscg.mil](mailto:wmichael@comdt.uscg.mil).

### **'Point Class' Cutters All But Gone**

They were there, searching and hoping, when John F. Kennedy Jr.'s Piper Saratoga smashed into the Atlantic in July 1999. Three years earlier, almost to the day, they were on the scene after TWA Flight 800 exploded off Long Island, searching and retrieving.

They were there to intercept illegal aliens, rescuing 296 Chinese off a stranded freighter in 1993 and facing off a machete-wielding Cuban in 1999.

Anti-drug operations. Inspections. Aids to navigation. Name the Coast Guard mission, and Coasties aboard 82-foot patrol boats have probably seen it — including combat in Vietnam.

Come December, a 30-year era will end, as the last of the Coast Guard's 82-foot "Point Class" cutters are decommissioned and replaced with new

## Features & Association News

87-foot vessels. For the past decade, veterans have shed a few tears as these venerable workhorses have been decommissioned and many transferred to friendly foreign countries.

The 53 boats, built from 1960 to 1970, were designed for search and rescue missions close to shore. They have a maximum speed of 22 knots and a range of almost 1,500 nautical miles. Their ability to manage rough seas — even though they were intended for a maximum wave height of six feet — made them useful for a variety of operations. And with a crew size of 10-11, they gave new commanders a place to learn the fine points of leadership.

Like most anything that's 30 or more years old, the 82-footers have their problems. Technology aboard the craft is vintage 1950s. Maintenance is high. The design, especially in rough weather, can be unwieldy. The relatively small cutters roll in high seas and they recover from rolls quickly — but often violently.

But the 82-footers ability to bounce back was among the reasons the Navy wanted them for patrol operations in Vietnam. Navy patrol craft weren't particularly suited for search and rescue work in bad weather and something was needed that could patrol as well as save downed pilots or stranded sailors.

In June 1965, 17 "Point Class" cutters were sent to Vietnam for "Operation Market Time", the effort to intercept North Vietnamese smugglers moving arms and supplies along Vietnam's coast and waterways. Within weeks of arriving, the 82-foot *Point Orient* became the first CG cutter to take fire. After that, the cutters traded in their traditional white hulls for gray or dark green in an attempt to be less conspicuous.



*The 82-foot cutter Point League stands off watching the burning 100-foot steel Viet Cong trawler that the cutter forced aground near the village of Ba Dong, South Vietnam, following several hours of gunfire to keep the enemy from entering Co Chien River on June 20, 1966. About 250 tons of arms and supplies were removed from the vessel.*

In the late 1960s, nine more 82-footers were sent to Vietnam. USCG Commandant ADM James Loy, skipper of the *Point Lomas* in Vietnam, remembered an August 1966 incident involving the *Point Welcome* that "served as a wake-up call" for the dangers of a combat zone.

Patrolling off the Vietnamese coast, the *Point Welcome* was attacked by the U.S. Air Force in a friendly fire incident. Its commander, LTJG Dave Brostrom and Petty Officer Jerry Phillips were killed, and several others seriously injured. Loy visited the wounded executive officer in the hospital shortly after his arrival in Vietnam, and he recalled the memory during a speech in 1999.

"In Da Nang, I stepped aboard the *Point Welcome* and saw that the pilothouse was shattered and the deck was full of 20mm holes," Loy said. "The combination of that badly damaged patrol boat and the still-fresh memory of the executive officer's grievous wounds drove home the reality that Coast Guard people perform dangerous work in a hostile environment. I thought I had learned that lesson during storms in the North Atlantic, but I really didn't understand it until that morning in Da Nang."

In 1969, the U.S. began transferring the 26 82-footers to South Vietnam. Those that were still in

## Features & Association News

service in the spring of 1975 were captured by North Vietnam when the South surrendered.

Back home, 35 "Points" continued their rescue and patrol work. By the 1990s, they began to be replaced. Many were transferred to foreign countries, including Trinidad and Tobago, Panama, Columbia and Jamaica.



The venerable 82-footers were used for nearly all Coast Guard missions for more than 30 years. Here an 82-footer is used as a platform for the testing of a floating barrier designed to keep oil pollution from spreading.

Many current 82-footer crews are being transferred en masse to the replacement 87-foot cutters, which have a number of improvements over their predecessors. The 87's offer a more stable ride, a larger berthing area that allows for a mixed-gender crew, a bigger pilothouse equipped with electronic charting and other technological improvements, and a stern-mounted launch-and-recovery system that includes an aluminum-hulled inboard with an inboard motor.

More than likely, it's not the boats that will be missed but the bonds that form when 10-11 people are stationed together, spending their workdays alternating between handling dangerous rescues and fighting the boredom of daily maintenance.

The schedule for recent and future decommis-

sioning the remaining 82-footers is as follows:

Jan 11, 2001 — *Point Hannon* (WPB-82350) transferred to Panama.

Feb. 8, 2001 — *Point Estero* (WPB-82344) transferred to Columbia.

March 22, 2001 — *Point Doran* (WPB-82375) transferred to Columbia.

April 9, 2001 — *Point Glass* (WPB-82336) transferred to the National Oceanic Atmospheric Administration (NOAA).

May 29, 2001 — *Point Sal* (WPB-82352) transferred to Columbia.

June 24, 2001 — *Point Chico* (WPB-82339) to be transferred to Costa Rica.

Aug. 21, 2001 — *Point Monroe* (WPB-82353) to be transferred to NOAA.

Sept. 19, 2001 — *Point Bridge* (WPB-82338) to be transferred to a foreign country.

Sept. 30, 2001 — *Point Highland* (WPB-82333) to be transferred to Trinidad and Tobago.

Patricia Kime  
(Reprinted courtesy of Navy Times Magazine)

### Jack Campbell Honored

Shortly after his election as CGCVA national president, Jack Campbell was honored by the State of New Jersey through a Joint Legislative Resolution sponsored by Senator Palaia and Assemblymen Corodemus and T. Smith.

Jack was cited for his service to the country in the Coast Guard from 1942 until the end of WWII. The New Jersey Legislature satuted and congratulated Jack, paying tribute to "his meritorious record of service, leadership and commitment, and extends sincere best wishes for a happy and successful term as President of the Coast Guard Combat Veterans Association."

Congratulations Jack... you deserve it! Editor



## Features & Association News

### USS LST 22

The 7th annual reunion of *USS LST 22* will be held Sept. 6-9, 2001 in Bloomington, MN. Contact: **Marilyn Masterman** at 132 Demont Ave. E., Apt. 340, St. Paul, MN 55117. Ph: (651) 482-1269.

### USCG Aviation 85th Anniversary

2001 marks the 85th anniversary of Coast Guard aviation. It was August 1916 when President Woodrow Wilson signed a law establishing an "Aerial Coast Patrol."

Beginning with CDR Elmer Stone, the Service's



*A Douglas Dolphin used by the Coast Guard during the 1930s and early 1940s.*

first aviator, Coast Guardsmen pioneered offshore patrols with seaplanes including the *F-Boat* designed by Glenn L. Curtiss. Stone flew the first trans-Atlantic flight aboard a Navy *NC-4 Curtiss* seaplane in 1919.

During Prohibition, when the Coast Guard was charged with stopping the flow of contraband liquor, LCDR C.G. von Paulsen borrowed a *Vought UO-1* seaplane from the Navy to demonstrate the potential of aviation. Operating from Squantum, MA, von Paulsen's daily flights substantially curtailed smuggling in his area.

Toward the end of

Prohibition, Coast Guard aviation changed its emphasis from law enforcement to search and rescue. In 1928, a "flying lifeboat" was envisioned, resulting in the *Douglas RD-2 Dolphin* and the *General Aviation Flying Life Boat PJ-1*.

During the 1930s, some aircraft were deployed on cutters. Each 327-foot "Secretary-class" cutter embarked a *Grumman JF-2* amphibian to assist with smuggling patrols off the west coast, fisheries patrols in Alaskan waters, and search and rescue missions.

In WWII, the Coast Guard's only Navy-style squadron, Patrol Squadron Six, operated from Argentia, Newfoundland and Reykjavik, Iceland in *PBY-5A Catalina* patrol planes that searched for German U-boats.

The Coast Guard was well ahead of the other services in helicopter development. In 1944, *Sikorski HOS-1G Hoverflys* made the first American shipboard landings of helicopters aboard the cutter *Cobb*. In the mid 1940s, a persistent effort credited to CDR Frank Erickson, led to the helicopter's use in air-sea rescue.

In 1945, the Coast Guard had nine air stations and 165 aircraft. Beginning in 1946, USCG aircraft flew the International Ice Patrol to warn of

conditions throughout the iceberg season. Since 1983, these flights have used the *HC-130H Hercules* aircraft.

A myriad of aircraft have been used by the Coast Guard over the past 85 years, performing a variety of wartime and peacetime missions. Today, the *HH-60J Jayhawk* and *HH-65 Dolphin* helicopters conduct much of the Coast Guard's search and rescue role.

**Robert F. Dorr**  
(Reprinted courtesy of Navy Times Magazine)



*A Sikorski turbine-powered HH-52A rescues survivor of Hurricane Betsy in September 1965.*

# Veterans Affairs Information

## Dept. of Veterans Affairs

There are a variety of federal benefits available to veterans and their dependents. The laws administered by the Dept. of Veterans Affairs include compensation for disability or death; pension for no-service connected disability or death; dependency or indemnity compensation; vocational rehabilitation; education and training; dependents educational assistance; guaranty or insurance of home loans; United States Government and National Service Life Insurance; Service-men's Group Life Insurance; Veterans Group Life Insurance; hospitalization; domiciliary care; nursing home care; outpatient medical and dental care; prosthetic appliances; special housing — wheel chair homes, automobiles or other conveyances for certain disabled veterans; a fiduciary program to protect incompetent and minor beneficiaries; burial allowance; flags to drape the caskets of deceased veterans; headstones and markers.

Eligibility for these and other federal benefits depends upon individual circumstances. VA counselors can answer questions about benefit eligibility and application procedures. To reach your local VA benefits office, call 1-800-827-1000 or 1-888-GI-BILL-1 (educational benefits only). You can also access their web site [www.va.gov](http://www.va.gov).

## Retirement Pay Restoration Act

The issue of full concurrent receipt remains a top priority of veterans and military service organizations. The objective: Get Congress to remove the prohibition on concurrent receipt of military longevity retired pay and veterans disability compensation.

In January, Sen. Harry Reid (D-NV) and Rep. Michael Bilirakis (R-FL) introduced legislation to

end the unfair practice of deducting disability compensation from a veteran's retirement pay. S.170 and HR.303 are aptly named "The Retirement Pay Restoration Act of 2001". These bills may already be impacting many CGCVA members. Success of the legislation depends largely on the strength of a grassroots lobby. If you feel strongly about this issue, consider writing, phoning or e-mailing your respective members of Congress, urging them to support S.170 and HR.303.

## Information for Purple Heart Recipients

On Nov. 30, 1999, the Veterans Millennium Health Care and Benefits Act was passed. This new law made important changes for veterans awarded the Purple Heart, including:

- Be placed in enrollment Priority Group 3 (unless currently enrolled in Priority Group 1 or 2).
- Be exempt from co-payments for hospital care and medical outpatient care. Note: This does NOT include pharmacy co-payments and there are no changes in beneficiary travel.

Once you provide documentation of having received the Purple Heart, the Dept. of Veterans Affairs will:

- Include your Purple Heart Award documentation in your VA records and update their computer database;
- Alert the Health Eligibility Center in Atlanta that you are a Purple Heart recipient; and
- Reimburse verified Purple Heart recipients for any medical care co-payments that were made on or after Nov. 30, 1999.

For additional information, contact the VA Health Benefits Service Center at 1-877-222-VETS or [www.va.gov/health/elig](http://www.va.gov/health/elig).

Frenchy  
CGCVA Veterans Service Officer



## 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 or call (330) 887-5539, fax (330) 887-5639. E-mail USCGW64@aol.com. Please make checks payable to: CGCVA. (Prices include first class mailing with the exception of the Christmas Tree Ornaments which require special packing)



CGCVA one size-fits all Baseball Caps

**BASEBALL CAP:** blue/black, gold-lettered "Coast Guard Combat Veterans Association," with CGCVA logo, one size fits all, plain visor ...\$11.00  
**Baseball Cap;** same as above but white ...\$11.00

**PATCH BOOKS:** Pick from Volume 1-A (White Cutters) ...\$13.50; Volume 1-B (Black Cutters) ...\$8.50; Volume 1-C (Red Cutters) ...\$6.50; Volume 2 (Aviation) ...\$10.50; and Volume 3 (Stations) ...\$14.50. These booklets are spiral-bound and will be shipped 4th class mail or bound printed matter.

**BUMPER STICKER;** CGCVA ...\$2.00 each or 3 for \$5.00

**BOOK:** "Coast Guard Navy of World War II" by William Knight. Coast Guard WWII history. \$25.00. (Limited supply)

**BOOK:** "Coast Guard Action In Vietnam" by Paul Scotti. ...\$20.00 (includes shipping).

**CG GARRISON CAP;** fore 'n aft, CGCVA Logo, white lettered "Coast Guard Combat Veterans Association." Sizes 7 and 7-1/8 only ...\$25.00



USCG Christmas Ornament

**CHRISTMAS TREE ORNAMENTS;** Pick from: 327' Secretary Class; 255' Owasco Class; 311' Casco Class; 378' Hamilton Class (each with ship imprinted on front and list of cutters in class with commissioning & decommissioning dates on back); CGC Eagle; CGC Mackinaw; 210; 270 ...\$12.50 each (shipped in display box)

**CGCVA EMBROIDERED LOGO;** 4-inch ...\$5.00 2-inch CGCVA logo ...\$4.00

**FLAGS;** U.S., USCG, and CGCVA, 10" with stand...\$10.00

**MODEL KIT:** 378' Hamilton Class; 47" in length, composite plastic. Kit includes decals and deck hardware. Suitable for radio control or static display (for the experienced model builder) ...\$200.00



CG Bell HTL-4 Helicopter model kit

**MODEL KIT:** CG Helicopter, MRC; Bell HTL...\$20.00. (Only two left... special reduced price).

**VIETNAM PATCHES:** pick from Squadron One; Squadron Three; Explosive Loading Detachment; USCG - ARVN - Explosive Loading Detachment; Market Time - Vietnam; LORSTA Con Son; and LORSTA Sattahip; or Tonkin Gulf Yacht Club...\$10.00 each

## CGCVA Small Stores

**WRIST WATCH:** Stainless steel with CGCVA logo and calendar, lifetime limited warranty, swiss movement. Comes in gift box. Mens style only. Only 15 left, compare at \$120.00. \$55.00.

**WRIST WATCH:** CGCVA logo. Stainless steel back. Water-resistant with leather band. Available for men and women. \$25.00.

**WRIST WATCH:** Men's with CGCVA logo. Gold color with leather band. \$20.00

**CGCVA T-SHIRT:** New item. CGCVA logo on T-shirt. Sizes large and XL \$7.00; size 2X \$8.00.

**PINS, CAP:** "Vietnam Veteran" or "Coast Guard Vietnam Veteran" with yellow/red campaign ribbon. ...\$8.00. "Cat Lo" or "Tan My." ...\$7.00

**BOOK:** "Coast Guard At War - Vietnam." Hard bound, written bu CGCVA member CAPT Alex Lazerlere. ...\$30.00 (includes shipping)

**BOOK:** "Axis Sub Successes of WWII." One only at \$35.00

**BOOK:** "German U-Boat Losses of WWII." One only at \$25.00

**BOOK:** "The Royal Navy in WWII." One only at \$25.00

**BOOK:** "The Official Chronology of the U.S. Navy in WWII." (Includes CG) One only at \$35.00

**ZIPPO LIGHTER:** Includes original Zippo Vietnam designs for Squadrons 1 and 3. Pick your design. \$45.00 each or all four for \$150.00.

**ZIPPO BELT BUCKLE:** Pick one of the Zippo Vietnam Squadron 1 or 3 designs. Fits standard issue web belt. \$33.00.



# CGCVA Auxiliary News

Greetings all:

It sure is fun being able to travel around the country and participate in Coast Guard events and I'm pleased to report that all the CGCVA Auxiliary officers were together at the annual State of the Coast Guard address & luncheon on March 22nd. We all had the pleasure of meeting the Commandant and other officials and to tell them about our association. Please make it an automatic thing to wear your CGCVA Auxiliary pin at all patriotic events.

I'd like to thank everyone who kept us in their prayers during my husband Patrick's recent illness. He's better now and we're back on the road again. We'll be making a lengthy trip from North Carolina to Alaska in our motor home soon and we hope to participate in several Coast Guard activities during the trip.

My thanks to both Mare Swift and Jennifer Graviss for representing us at various activities in the greater Washington DC area.

I look forward to increased Auxiliary membership and also to making preparations for the 2002 Reunion in Reno. I welcome all ideas and suggestions for that event and also hope that many of you will volunteer to help out while we're there. I hope to be at the Cape May mini-Reunion in September and look forward to seeing many of you there.

Best wishes to all!



Shirley Ramsey

Shirley



## Coast Guard Combat Veterans Auxiliary Membership Application

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

Address: \_\_\_\_\_  
Street or Box Number City State Zipcode

Eligibility: \_\_\_\_\_ Sponsors Name: \_\_\_\_\_  
Wife, Husband, Daughter, Son, Other-Explain

Amount of Membership Dues enclosed: \$ \_\_\_\_\_ Dues: \$10.00 Every 2 Years

Make Checks Payable to: CGCVA AUX

Jennifer Graviss, Secretary/Treasurer

295 Shalimar Dr.

Shalimar, FL 32579-1242

CGCVA Form SA (Rev. 12/98)

Coast Guard Combat Veterans Association  
**SCHOLARSHIP APPLICATION**

**Please read before completing application:** Limited to Students 23 years of age or younger. This Application must be accompanied with the following: Minimum of Two (2) Reference letters. (Teacher, Pastor, Lawyer, etc.) Copy of GPA, Applicant must have a 2.75 average, furnish personal history in own words, and statement from their sponsor. Must be a relative of the sponsor (Son; Daughter, Grandson or Grand daughter) of a member in good standing, and shall be a second year student of a junior college or a third year student of a four-year college. Must show financial need.

**STUDENT'S NAME:**

Last	First	Middle Initial	Date of Birth		
Address	Apt. #	City	State	Zip	Tel. #

Social Security # \_\_\_\_\_

This hereby authorizes the CGCVA to verify records from the applicable Institutions, and/or all other sources deemed necessary by the CGCVA.

**SPONSOR'S NAME:**

\_\_\_\_\_  
Applicants Signature & Date

Last	First	Middle Initial	CGCVA Exp. Date		
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**Bob Maxwell**  
**P.O. Box 2790**  
**Burney, CA 96013**

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Awarded: \_\_\_\_\_  
Date

Presenter: \_\_\_\_\_  
Name

Mailed: \_\_\_\_\_  
Date

cc: Nat'l. Secretary/Treasurer  
Nat'l. President



*(Above) Coast Guard aviator CAPT C.G. von Paulsen demonstrated the potential of aviation during Prohibition.*

*(Left) An HC-130B Hercules aircraft in the 1960s. The C-130 is only one of many aircraft that have served the Coast Guard over the years. See the article on page 25 highlighting the 85th anniversary of Coast Guard aviation.*

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**The Quarterdeck Log**

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