



the Quarterdeck Log

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

Volume 18, Number 3

Fall 2003

Cape May Mini-Reunion A Hit

More Than 100 CGCVA Members & Guests Enjoy Graduation & Tours

A gorgeous sunny day and a “Welcome Coast Guard Combat Veterans” sign greeted the more than 100 CGCVA members and guests as they drove onto Coast Guard Recruit Training Center Cape May, New Jersey the morning of Friday, Sept. 26, 2003. An air of anticipation grew for many of the visitors, some who had never been to the site of the Coast Guard’s only boot camp, and for those who had not been there in decades.

Coast Guard personnel distinguished between the CGCVA visitors and arriving parents and friends of the graduating recruit companies, directing each to specific parking locations. From there it was on to the Harborview Lounge for registration, refreshments and introductions.

Mini-Reunion coordinators PNP Jack Campbell, Trustee Herb Weinstein and Terry Lee welcomed everyone and directed them to the Registration Desk, ably “manned” by Nancy Burke, Shirley Ramsey, ‘Bubs’ Tipling and Mare Swift. Upon signing in, name badges and ‘goodie bags’ were issued to all, money for noon chow was collected, and an overview of the day’s planned activities explained.

Next, it was a short hike to one of the large recruit classrooms for a video presentation, then on to the parade field for graduation exercises. A large section of grandstands was reserved for the CGCVA group and folks quickly took their seats.

During much of the year, there is one graduating recruit company each week but this day was different. There were two recruit companies graduating PLUS two other companies of prior-service members and Reservists. Needless to say, folks were getting a bit sweaty by the time it was over.

Despite the heat and lengthy graduation, the group was pleased to have been part of the event and many stuck around to chat with some of the graduates and their families. Of course, the CGCVA certificates and watches were present-



Some of the more than 100 CGCVA members and guests fill the grandstands to watch recruit graduation exercises at USCG Training Center Cape May, NJ on Sept. 26, 2003.

ed to the graduates earning the Physical Fitness Award in each company and CGCVA President Ed Swift made those presentations.

Back at the Harborview Lounge lunch was being arranged and everyone headed there for chow and refreshments. Training Center Commanding Officer CAPT Curtis Odom welcomed everyone and provided information on the base. He introduced CAPT Robert Durfey, commanding officer of USCG Group/Air Station Atlantic City, who had arrived earlier by helicopter. CAPT Durfey gave a highly entertaining speech and thanked all the veterans for their contributions to the Coast Guard and the Country.

With lunch over, CWO4 Bill Carson, the Training Center’s Public Affairs Officer, described the various tour venues available, all within a short walking distance from the lounge. Some folks opted to see the Atlantic City helicopter on static display and talk with the flight crew; some went aboard the 210-foot

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CGCVA wreath at Douglas A. Munro Monument at TraCen Cape May.



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From the President

Dear Shipmates:

Since the last *QD Log*, our fine Association has had the opportunity to be "front and center" in several high visibility settings and, in each situation, we have left a professional impression, thanks primarily to our participating members and those who led the charge.

I won't dwell on any particular event since the assigned project officers from the Association will tell you themselves within the



ED SWIFT

pages of this issue. Still, I can't help but salute the tremendous efforts made by the following folks:

PNP Jack Campbell, Trustee Herb Weinstein and member Terry Lee were instrumental in setting up and coordinating all the logistics for our Mini-Reunion at USCG Training Center Cape May, NJ on Sept. 26, 2003.

Ways & Means Director Robert MacLeod organized an Honor Platoon of 14 CGCVA members to participate in all the ceremonies surrounding the return of MIA (now KIA) LT Jack Rittichier as his remains were flown to Washington, DC for interment at Arlington National Ceremony. This was a monumental event and effectively ends the Vietnam chapter of USCG history. I have opted to include many photos of the various Rittichier events in this issue. Robert is also serving as the CGCVA "lead dog" to collect contributions for the two Vietnam Veterans Monuments the CGCVA plans to erect at Cape May and the Coast Guard Academy.

Our humble yet incredibly talented Secretary-Treasurer Baker Herbert continues to support my seemingly endless requests for CGCVA hats, pins, certificates, etc., all the while professionally handling the myriad responsibilities he has to keep our Association running smoothly. His eagerness to personally handle requests for information and correspond on behalf of the CGCVA certainly saves me considerable time and his work is most appreciated.

Mary Lou Herbert has also been keeping busy on the sidelines. An accomplished seamstress, she has been embroidering names on the backs of our CGCVA baseball caps when requested by members (see Ships Store for details). This extra service, while subtle, puts a very special, personalized feel to each cap, especially those I have presented to VIP's and Honorary members. Thanks so much Mary Lou!

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Next QD Log deadline is Feb. 1, 2004

From the Vice President

Hello Shipmates:

A lot has happened since the last *Quarterdeck Log* was sent out. We have honored our MIA LT Jack Rittichier, USCG who was returned after 35 years and interred in Arlington National Cemetery. We had a great day at CG Training Center Cape May N.J. and honored Douglas Munro. They really rolled out the "Red Carpet" for us. We have selected the "Person of the Year" for 2002 and will have the presentation shortly at CG Headquarters.

I announced during the Mini Reunion at Cape May that there is now a Museum at Scofield Barracks in Hawaii. I am pleased to announce that this museum covers the Army, Air Force, Coast Guard, Marines and Navy. This was accomplished without having to remind the people in charge that there is a Coast Guard. Upon initial contact, they had nothing from the Coast Guard in the space assigned. We quickly gathered some items and sent to them. We now have the opportunity to have more

items installed in our area. If you have any items that you want to share for this type of display, you can send them to: National Korean War Memorial, 235 Kellog Street, Wahiawa, HI 96786 Att: Kyle Kopitke and or you can go online at: www.NKWM.org and get more information.

We are only about five months away from the Reunion/Convention in Fort Mitchell, KY at the Drawbridge Village Inn. Again you will find the Registration and information sheets at the center of this issue. Please do not wait until the last minute to sign up as it puts a lot of work on me and makes it difficult to arrange for the buses that are necessary to take you on the various tours. It is important that all members attend the Business Meeting on Saturday 4/24/04. This is for By-Law Changes, Elections and other items of business that are important to the members. Swifty, Baker and I are working on the Agenda and trying to make it interesting so no one will want to sleep during this meeting.

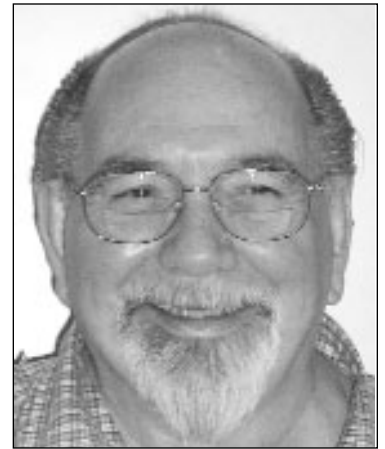
Also, there is going to be some kind of prize for early

registration. Please do not get left out. I understand that we still have several months but, as you know "Time Flies".

I look forward to seeing you again and having a drink or two with you. **Ed**

Welcome New Members

A hearty "Welcome Aboard!" to the following new CGCVA and Auxiliary members. New member names are followed by sponsors names italicized in parentheses:



ED BURKE

JULY 2003

Thomas F. Frischmann; Gary R. Sherman; James A. Ramph (James W. Ashe); Alfred C. Battista (Herb Weinstein); and Lance R. Jones (Howie Block).

AUGUST 2003

Robert J. Barker; William C. Reim (William G. Hicks); Robert Viera (H. Don Smith); Leon D. Bibb (Ed Swift); and Gerald K. Hill (Chris Wood).

SEPTEMBER 2003

Mike Lovernich (John Armitage); Paul D. Dowling (Les Zabel); CAPT Joseph P. Cooley (Bill Wells); and CDR Donald F. Karol (Larry Bull).

OCTOBER 2003

Stanley J. Beras (Ken Corbin); Ray Copin; Roy C. Roadman (Ken Corbin); Charles S. Greer (Baker Herbert); Bill Carson (Ed Swift); James A. White (Bill Wells); CDR John S. Davis; and Leo Libera (Ken Corbin).



The flag-draped casket containing the remains of LT Jack Rittichier is carried from a C-130 by members of the Coast Guard Ceremonial Honor Guard at Andrews AFB.

"A slipping gear could let your M203 grenade launcher fire when you least expect it. That would make you quite unpopular in what's left of your unit"

-- Army's Magazine of Preventive Maintenance

Jack Columbus Rittichier

He gave full meaning to "Semper Paratus". God Bless you Jack! It was an honor to attend his interment at Arlington National Cemetery on Oct. 6, 2003 with fellow CGCVA members, the Rittichier family, the Coast Guard Family and representatives from all branches of the U.S. Armed Forces. I knew Jack for a short time but it didn't take long to realize that this man was special. My hat is off to Robert MacLeod, who led our group both at Andrews AFB and at the Memorial Service in Arlington, where he read a family poem with great poise.

Cape May Graduation

What a pleasure to see the 'boots' graduate on Sept. 26, 2003. Serious-minded and determined young men and women. Remember when? Cape May is truly a beautiful and well-run Coast Guard command. The CGCVA owes quite a bit to Past National President Jack Campbell, Trustee Herb Weinstein and Member Terry Lee. These gentlemen travel from Northern Jersey on almost a weekly basis to present a graduate with a CGCVA wrist watch and certificate. Awesome!

Going East, South, North or West?

It's that time of the year when some members travel to their winter homes. If you're among them, please let me know of any change of address as it will speed up delivery of your *Quarterdeck Log*. Members have been doing quite well in this regard and I really appreciate it. By the way, it saves the Association some money in postage too!

Dues and Life Memberships

Please read the label on your *Quarterdeck Log* and the expiration will tell you when your dues are up. Send in \$25.00 for two more years or become a life member (and never have to pay dues again) at the following rates: Under age 30 (\$200.00); 31-40 (\$185.00); 41-50 (\$165.00); 51-60 (\$145.00); 61-70 (\$115.00); 71-80 (\$85.00); 81-89 (\$50.00); and 90 and older (No Cost).

Vietnam Memorials

The contract has been let for two Vietnam Memorials, one at USCG Recruit Training Center Cape May, NJ and the other at the USCG Academy in New London, CT. All donations for these monuments are tax deductible. We need some more bucks, team members, so send me a

nice donation, checks payable to: CGCVA. We can't let our future Coast Guard people ever forget that more than 8,000 of us served in Vietnam and seven were KIA. Back in 1984, VADM Thomas R. Sargent III and I were talking about having a reunion for Southeast Asia Coast Guard personnel and their families. I placed some notices in the VFW and American Legion magazines. Well, 15 members showed up along with one Coast Guard WWII veteran at the Indian Lakes Lodge near Chicago in July of 1985. Past Secretary Paul Scotti and Past President Bill Hoover were so enthused with this idea that they set up a follow-up meeting in Reno in 1986. We adopted the name of Coast Guard Combat Veterans Association and the rest is history.



BAKER HERBERT

Have a beautiful Christmas and a great "Ought Four".
Semper Paratus!

Baker



Terry Lee and other CGCVA members meet with the Rittichier Family at conclusion of LT Jack Rittichier's funeral at Arlington Cemetery.

USCGC Campbell

The 19th Annual Reunion of the USCGC Campbell (W-32 - WHEC-909) Association will be held May 20-24, 2004 at the Sheraton Park Ridge Hotel, Valley Forge, 480 North Gulph Road, King of Prussia, PA 19406.

All hands who served on the *USCGC Campbell* (W-32) during the 46 years she served her country, as well as all current active duty and former members of the *USCGC Campbell* (WHEC-909) are welcomed and urged to attend.

For details contact **Gordon Bell**, Campbell Assn. Vice President, at 75 Hillcrest Avenue, Chalfont, PA 18914. Phone: (215) 822-2426. E-mail: CaptBell@comcast.net. Or contact **Jim Kelly**, Assn. Secretary-Treasurer, at 40 Lisa Lane, Uncasville, CT 06382. Phone: (860) 848-1160. E-mail: jkelly3@earthlink.net.

USCGC Duane

The USCGC Duane Association will hold its 12th Reunion in Cape May, NJ from Sept. 29 - Oct. 3, 2004. Contact **Stan Barnes**, Duane Assn. President at (603) 286-7720, E-mail: sbarnes@worldpath.net or Assn. Secretary **Jay Schmidt** at (508) 285-9765, E-mail: jaysch@aol.com.

USCGC Point White Crew Honored

13th District Commander, RADM Jeffrey Garrett, awarded eight of the 14 original members of the CGC *Point White* ribbons and medals at Group/Air Station Port Angeles recently for their service in Vietnam.

The eight surviving members received the Combat Action Ribbon, Navy Unit Commendation, National Defense Service Medal, Vietnam Service Medal, Coast Guard Sea Service Ribbon, Vietnam Gallantry Cross

Unit Citation, Vietnam Civil Actions Unit Citation and the Republic of Vietnam Campaign Medal.

Most of the award recipients had family and friends come from as far away as Maryland's eastern shore to watch the awardees receive their long-overdue recognition.

In the 30-minute ceremony, retired RADM John Lockwood, a lieutenant in 1966, brought back vivid memories as he described what his crew went through in Vietnam; boredom, heat and humidity, very tight quarters, and long hours of patrolling the muddy Soi Rap River.

Retired LCDR Gerald Sampont described the *Point White's* ordeal with the Viet Cong on the evening of March 9, 1966. He said a Viet Cong junk opened fire and the *Point White* returned fire and rammed the junk to stop the heavy gunfire they were under. By the end of the battle, eight Viet Cong were killed and four were captured. More importantly, he recalled, not one Coast Guardsman targeted by the Viet Cong was killed or injured.

When it was time for Garrett to present the awards, all the recipients called up their family members in the audience to stand next to them as they accepted their awards.

Before the ceremony ended, the 13th District Chaplain, Lt. Cmdr. Edwin Carroll, asked the attendees for a moment of silence for the other five *Point White* crewmembers, who had passed away but were remembered for honorably serving with the 1966 crew.

The *Point White's* crew left the pier with a history that the Coast Guard finally recognized after 37 years.

A Challenge

I recently received *QD Log* Volume 18, Number 1. The photo on the cover immediately caught my attention because I couldn't remember what letter the monument signalman was trying to portray. Can anyone tell me?

Also, I challenge all CGCVA members, especially E-7 through E-10, to match or beat my contribution of \$25 toward the CGCVA.

The best to all from Dixie and myself. Unfortunately, it looks like my poor health will again preclude our presence at the 2004 convention in Kentucky. Take care all!

Jack Kerwin

Editor's Note: *The message that Douglas Munro appears to be sending in semaphore is "ANNUL", although it could also be the letter "S" (Sierra). But then, I'm no skivvy-waver.*



Former crew members of the USCGC Point White stand during a ceremony recognizing their efforts in fighting the Viet Cong during the Vietnam War.

Looking For Shipmates

I'm hoping to reach shipmates who served with me at any of the following units: Manhattan Beach Boot Camp (October 1942), Cohasset Massachusetts Pharmacist's Mate School in Brownsville, Texas (1943), *USS Cavalier* or *USS Cambria*. Please contact: **Leonard Fuchs** at 3453 Jog Park Drive, Greenacres, FL 33467.

Whatever Happened To...?

I served aboard an 83-foot subchaser for about six months during WWII and I'd like to know what happened to it after I left. It was CGC-83409 and I know it was involved in anti-sub patrols and convoy escort duty in the North Atlantic while I served aboard from April to October 1943. Hope you can help.
Peter F. Martens, Jr.

Editor's Note: Following Mr. Martens' tour on 83409, the vessel was reassigned to COM12THFLEET in Poole, England. In June 1944, it was assigned to RESFLONO.1 and served in the invasion of Normandy as USCG-24. In June 1945, it was assigned to EASTSEAFRON and in August that year shipped to the Canal Zone. It was turned over to the Panamanian Navy in August 1945.

TSA Chief Named Deputy At DHS

By Sara Kehaulani Goo
Washington Post Staff Writer

On October 23, 2003, the White House promoted the head of the Transportation Security Administration to second-in-command at the Department of Homeland Security, just days after a high-profile breach in which box cutters and other dangerous items were discovered aboard commercial aircraft.

James M. Loy, the TSA administrator, was selected over other higher-ranking officials in the Cabinet department, including Undersecretary for Border and Transportation Security Asa Hutchinson, for the position of deputy secretary under Secretary Tom Ridge. Until confirmed by Congress, Loy will remain in his current job at the TSA, a Homeland Security spokesman said.

"Loy has experience in homeland security issues that are almost unmatched in government today," said department spokesman Gordon Johndroe, citing Loy's former role as commandant of the U.S. Coast Guard before joining the TSA. "With his vast experience and organizational skills, he will bring a lot to the department in this new role."

Loy's promotion was largely seen as recognition for his role in supervising the overhaul of the nation's avia-



Rittichier brothers Henry (left) and David see and touch brother Jack's name on the Vietnam Veterans' Memorial. They visited "The Wall" a few days before Jack's funeral at Arlington National Cemetery.

tion security system as it hired tens of thousands of federal airport screeners and installed thousands of machines that scan luggage for explosives.

"He's turning out to be the administration's Mr. Fix-It," said Rep. John L. Mica (R-Fla.), chairman of the aviation subcommittee of the House Transportation and Infrastructure. "He inherited a mess at TSA, and there's a big void at DHS. Given the respect everyone has for his ability, he can help both homeland security and also TSA."

Aviation industry and government leaders said the appointment raised questions about the future of the TSA, which was created after the terrorist attacks on Sept. 11, 2001, to improve security of airlines and other modes of transportation.

Aviation leaders said they believe Loy's appointment will mean parts of the TSA will be folded into the department more quickly.

Some TSA functions are already scheduled to be transferred to other divisions within the Department of Homeland Security. The department announced last month that the Federal Air Marshal Service and the TSA's explosives unit will leave the TSA. The agency would be left mostly as the employer of more than 48,000 airport screeners. The nation's airports will be eligible to switch from federal screeners to ones employed by private firms by November 2004.

While an administration official said no immediate changes are planned, "it's very fair to say there will be additional changes in the months ahead" at the TSA.

Liked for his frank manner and eager-to-please personality, Loy was praised yesterday for his accomplish-

ments at the TSA by members of Congress in both parties and by officials of airlines, airports and other groups in the aviation industry.

Loy was widely respected for his work at the TSA, even with recent security lapses, such as the discovery last week that dangerous items had been stashed on two Southwest Airlines flights, and other setbacks, such as the hiring of several dozen convicted felons as airport screeners.

“He’s had a very tough job,” said Carter Morris, vice president of transportation security policy at American Association of Airport Executives. “He handled it extraordinarily. He’s moved mountains in establishing standards and training and professional curriculum to achieve a monumental task.”

Even the aviation industry — still suffering from a slump in travel — gave Loy high praise for striking a balance between customer service and security, a distinction that set him apart from his predecessor, John W. Magaw.

Editor’s Note: ADM Loy has since been confirmed by the White House for the position as DHS Undersecretary. Congrats!

CG Uniform Donated

In the last *QD Log* issue, it was noted that Terry Carnila, widow of late CGCVA member Jack Carnila, donated Jack’s Korean War uniform and other items to the Association. To make the most use of these historical items, our Secretary-Treasurer recently sent the items to the National Korean War Memorial in Wahiawa, Hawaii. Nice going Baker and thanks again Terry!

Attention: Stamp Collectors

The U.S. Postal service has recently published a colorful booklet that will be of interest to all stamp collectors, especially those who concentrate on ‘veterans and military’.

Check at your local Post Office and request a copy of Publication 528 - “Veterans and the Military on Stamps”.

The booklet is free. Stamps issued from 1919 through 2003 are featured, covering all branches of the armed forces, noted military leaders, various aircraft and ships, and depictions of famous battles. The Coast Guard is explicitly featured on two stamps, and associated with many others.

James Bunch

Kamikaze Club

A retired NYPD Transit Bureau Police Lieutenant (and WWII Navy veteran) recently wrote the CGCVA, asking if we had heard about a Kamikaze Club having been formed. His ship, *USS New York*, was subjected to kamikaze attacks during the invasions of Iwo Jima and Okinawa. We had no information regarding such a club. If any CGCVA member has heard of the Kamikaze Club, please contact **Salvatore Russo** at 735 Pelham Parkway North, Bronx, NY 10467 or call (718) 654-0775.

Remembering Saipan

The article “Remembering Saipan” in the *QD Log* Summer 2003 issue brought back many memories. I was on one of the LCVF boats left behind for nine days in Saipan from the *USS Cavalier (APA-37)*. We spent those days unloading supplies from the few ships that were allowed to return to supply the troops. They also supplied us with food (C & K Rations). The nights were spent anchored offshore, where we slept.

One night a voice sounded, “Small boat, identify yourself!” It came from a patrol craft (PC). Our information was to use our lantern as a signal and to swing it horizontally on even-numbered days, or in an up and down motion on odd-numbered days. Since we were not prepared to be challenged, we took some time finding the lantern.

Suddenly the PC took a few shots at us and we quick-



New CGCVA member Harry Taylor bows his head in prayer during passing of LT Jack Rittichier’s casket at Andrews AFB. He was part of a 14-person CGCVA Honor Platoon.

“If the enemy is in range, so are you”
Infantry Journal

“It is generally inadvisable to eject directly over the area you just bombed”
USAF Manual

ly found the lantern. We moved it up and down, sideways, every which way. The PC crew was not amused and said when we ask for identification, we mean it. They explained that enemy swimmers from Tinian (which was still in enemy hands), were a short distance away. They were trying to take over the small boats by killing the crews, then moving next to the large ships for sabotage. Needless to say, it was a most welcome sight for us when the *Cavalier* finally returned and picked us up.

Herb Cohen

Tamaroa Maritime Foundation

Anyone who watched the movie "The Perfect Storm" will recall the heroic work done by the *USCGC Tamaroa*, saving three crewmembers of the *S/V Satori* in spite of huge waves and 80 mph winds about 75 miles south of Nantucket Island. Following that, *Tamaroa* responded to rescue the crew of an Air National Guard H-60 helicopter that ran out of fuel south of Long Island. In that incident, four of the copters five crew were saved.

These were only two of numerous heroic rescues conducted by *Tamaroa* during its long Coast Guard career. The ship, however, already had a distinguished career as the *USS Zuni (ATF-95)* starting in 1943. The *Zuni* served proudly during WWII, participating in the invasion of Tinian and the occupation of Saipan.

Today, the *Zuni/Tamaroa* is being preserved and restored by the Tamaroa Maritime Foundation, Inc., a tax-exempt organization. The foundation's mission is to provide a historical educational platform for generations of Americans. The foundation has contacted 99 of *Tamaroa's* former crewmembers soliciting financial help but with minimal response.

You can get additional info

through www.tamaroa.org or by contacting **Harry A. Jaeger**, Director of Operations, Tamaroa Maritime Foundation, Inc. at P.O. Box 28042, Richmond, VA 23228. Phone (804) 273-0247.

New Book: "The Press of Battle"

A new book, "The Press of Battle: The GI Reporter and the American People" is now available through Ivy House Publishing Group. Written by Dr. Jack E. Pulwers, it contains over 300 photographs and 360 interviews with combat correspondents, photographers and artists. These were the newsmen and women from the commercial and military press who covered the Army, Air Forces, Navy, Marine Corps and Coast Guard, some who made the supreme sacrifice.

The hardcover book has 846 pages and will be available in December from Ivy House Publishing Group, 5122 Bur Oak Circle, Raleigh, NC 27612 at a cost of \$42.95. To order, call 1-800-948-2786.

Editor's Note: Several CGCVA members were interviewed by Dr. Pulwers' during the research phase of this book. Were you one of them?

Saluting Top Recruits

Each week at graduation ceremonies at Coast Guard Training Center Cape May, New Jersey, the CGCVA sponsors the Physical Fitness Award to a graduating recruit. A CGCVA watch and certificate are presented, often by an attending CGCVA member. Since the last *QD Log* issue, the following recruits have received the CGCVA-sponsored Physical Fitness Award:

SA Matthew J. Jordan, Sierra-165, of Butte, MT, reports to *USCGC Aspen*, San Francisco, CA.

SA Andrew S. Potter, Tango-165, of Buffalo, NY, who reports to MK "A" School, Yorktown, VA.

SA Joseph C. D'Amico,

QUOTES FROM THE 50'S

"I'll tell you one thing, if things keep going the way they are, it's going to be impossible to buy a weeks groceries for \$20."

"Have you seen the new cars coming out next year? It won't be long when \$5000 will only buy a used one."

"If cigarettes keep going up in price, I'm going to quit. A quarter a pack is ridiculous."

"Did you hear the post office is thinking about charging a dime just to mail a letter?"

"If they raise the minimum wage to \$1, nobody will be able to hire outside help at the store."

"When I first started driving, who would have thought gas would someday cost 40 cents a gallon. Guess we'd be better off leaving the car in the garage."

"Did you see where some baseball player just signed a contract for \$75,000 a year just to play ball? It wouldn't surprise me if someday they'll be making more than the president."

"Do you suppose television will ever reach our part of the country?"

"I never thought I'd see the day all our kitchen appliances would be electric. They are even making electric typewriters now."

"It's too bad things are so tough nowadays. I see where some married women are having to work to make ends meet."

Uniform-165, of Cleveland, OH, reports to *USCGC Bear*, Portsmouth, VA.

SN David B. Lindley, Victor-165, of Riverside, CA, reports to *USCGC Alex Haley*, Kodiak, AK.

SA Jonathan M. Rice, Whiskey-165, of Spokane, WA, reports to CG Station Georgetown, SC.

SA Jeffrey Svoboda, Yankee-165, of Northfield, NJ, reports to CG Station Atlantic City, NJ.

SN Ryan J. Theobald, Zulu-165, of Detroit, MI, reports to CG Aids to Navigation Team, Buffalo, NY.

FA Ricky J. D. Byars, Alpha-166, of Oklahoma City, OK, reports to EM "A" School, Yorktown, VA.

SN Milligan D. Jones, Bravo-166, of Mobile, AL, reports to CG Station Panama City, FL.

SN Pierre W. Boucher, Charlie-166, of Greensboro, NC, reports to *USCGC Mallet*, Corpus Christi, TX.

SA Robert L. Pitts, Delta-166, of Mobile, AL, reports to *USCGC Active*, Port Angeles, WA.

SA Kathleen A. Daniels, Echo-166, of Detroit, MI, reports to *USCGC Yellowfin*, Charleston, SC.

SA Ryan T. Charcholla, Golf-166, of Syracuse, NY, reports to *USCGC Finback*, Cape May, NJ.

SA April M. Hambley, Juliett-166, of Eureka, CA, reports to *USCGC Mellon*, Seattle, WA.

FA Travis M. Beaumont, Kilo-166, of Ventura, CA, reports to *USCGC Confidence*, Cape Canaveral, FL.

Century of Flight Monument

A group of Coast Guard retirees are ensuring the Coast Guard is recognized for its part in the historic flight of the Wright Brothers December 17, 1903, "The Birth of



CGCVA members Terry Lee and Harry Taylor honor a fallen comrade as the casket of LT Jack Rittichier is carried past.



David Rittichier prays at the gravesite of his brother Jack, who was killed 35 years earlier in Vietnam during an attempted rescue of a downed Marine Corps pilot.

Flight". They are erecting a monument in Kitty Hawk, NC which will pay tribute to significant events and subsequent milestones in the evolution of aviation in the U.S. The Coast Guard's unique participation in that history will be prominently showcased in the monument honoring the men and women of the past as well as those who serve today.

The Foundation for Coast Guard History (FCGH) is coordinating contributions toward the Monument to a Century of Flight (MCOF). Make checks payable to: FCGH/MCOF. Mail to: FCGH, c/o CG Museum NW, 1519 Alaska Way, Seattle, WA 98134. For more information, contact **RADM Bob Johanson, USCG (Ret.)** at 616 Lakeland Road South, Severna Park, MD 21146. Ph: (410) 647-5272. E-mail: robtjohanson@aol.com.

New Reserve Force Master Chief

PSCM Jeffrey D. Smith will take over the reins as Coast Guard Reserve Force Master Chief on December 4, 2004, relieving CGCVA member MCPO George P. Ingraham, who will retire. MCPO Smith is currently serving as the Port Security Rating Force Master Chief and LANTAREA Reserve Command Master Chief.

On behalf of the entire CGCVA membership, congratulations MCPO Smith and "Fair Winds and Following Seas" to you George. Thanks for the tremendous support to our Association all these years! *Semper Paratus!*

Medal Upgrade Support

Many of you have read the book "Band of Brothers" by the late Dr. Stephen Ambrose or seen the 10-part HBO miniseries by the same name. They chronicle the story of

the men of Easy Co., 2nd Bn., 506th Parachute Infantry Regiment of the 101st Airborne Division from the company's creation in 1942 to their jump into Normandy as part of the Allied invasion of France on June 6, 1944. The story continues with Easy's rigorous combat experiences in an attempt to retake Holland (Operation Market-Garden, the "bridge too far") and their historic defense of a small town in Belgium named Bastogne. Ultimately, Easy would go on to capture Hitler's "Eagle's Nest" toward the end of the war.

One of the principal officers who emerges as an outstanding combat leader was Richard D. Winters. On June 6, Winters led a small band of men to silence several German artillery pieces harassing the landings on Utah Beach. His party successfully accomplished the mission. His regimental commander put Winters in for the Medal of Honor but the 101st Airborne Division was to receive only one Medal of Honor for the Normandy campaign and Winters received the lesser but still honorable Distinguished Service Cross.

Now members of Winters' outfit are working to getting him awarded the Medal of Honor for his actions to capture the artillery pieces that night. A petition to upgrade the medal is now at the Dept. of the Army for review.

If you'd like to help Easy Co., write your Senator to recommend that he or she support the Medal of Honor case for Richard Winters. You can find their addresses at: www.senate.gov. Also try www.majordickwinters.com to learn more about the events of June 6, 1944 and Richard Winters' role in the invasion of Normandy. Or better yet, read the book. You'll be glad you did.

David Teska

"Band of Brothers" - Pacific Version

Moviemakers Steven Spielberg, Tom Hanks, and Gary Goetzman, the Emmy-winning team that turned Stephen Ambrose's 1992 book "Band of Brothers" into a 10-hour miniseries, are now creating a new WWII miniseries focusing on the Pacific Theater.

The film is expected to require a budget similar to that

of 2001's "Band of Brothers" or more than \$100-million. The project will not be based, as the earlier miniseries was, on an existing book or other source material, but likely will follow a single small group of soldiers or Marines through the island campaigns.

I suggest the Association and interested members write Spielberg & Hanks at Dreamworks to let them know about USCG participation.

PNP Joe Kleinpeter

Editor's Note: Great idea Joe and thanks for the advance intel. The Coast Guard does indeed have many great stories to tell about its participation in the Pacific Theater during WWII. According to the USCG Hollywood Liaison Office, they have not yet been contacted about this project.



Coast Guard Commandant ADM Thomas Collins presents the American Flag to David Rittichier, brother of LT Jack Rittichier following graveside ceremonies at Arlington National Cemetery.

60th Anniversary of D-Day

PNP Jack Campbell, a veteran of the Rescue Flotilla that left Poole, England in 1944 for the Normandy Invasion, is organizing a 60th anniversary trip to England and possible France. The excursion would coincide with the invasion's 60th anniversary of June 6, 2004 and be about a week in length. Plans tentatively include visiting Poole (home base for the 83-footer fleet, the Cambridge American Cemetery in England and possibly the American Cemetery in Coleville, France (Omaha Beach). All persons interested in participating are urged to contact Jack as soon as possible so that arrangements can be made. Call Jack at (732) 229-2413.

60th Anniversary of Iwo Jima

February 19, 2005 will be the 60th anniversary of the bloodiest battle in U.S. Marine Corps history, the invasion of the island of Iwo Jima. At the 50th anniversary in Washington, D.C., the Coast Guard was well represented with at least 100 shipmates that participated in this invasion. I am not sure if the Marines or the Coast Guard are formulating any plans for the 60th anniversary but if they are, rest assured representatives from the CGCVA should and will be there. William P. Broderick, LST-795

From The President (continued from p.2)

Our Vice President Ed Burke has jumped into the fray several times, providing key logistical support to make each event totally professional. Most recently, his arranging for wreaths resulted in more professional

CGCVA participation in ceremonies honoring Douglas Munro and LT Jack Rittichier.

Our hard-working Membership Chairman Pat Ramsey continues to beat the drum to promote our Association and attract new members. Hopefully, with the return of several USCG units from theater, we will have about 1,300 potential new members. Now it's simply a matter of getting information on the CGCVA to them. Pat will be getting some help from LT Patrick Culver who you may remember from our Reno Convention. Then a CWO, Pat accompanied our Person of the Year, SN Gavino Ortiz, to the reunion and became a member at that event. So thanks to both the Pats'.



Several members of the Rittichier family meet with Coast Guard Commandant ADM Thomas Collins (left) and Dept. of Homeland Security Secretary Tom Ridge (right) in Sec. Ridge's office.

On a more personal basis, Mare and I have been fortunate enough to be able to attend all of the recent activities and we feel honored to represent the CGCVA. In addition to the previously mentioned activities, we again participated in the Coast Guard Veterans' Day commemoration at Arlington Cemetery. We had the pleasure of meeting Dept. of Homeland Security Secretary Tom Ridge and arranging to make him an Honorary Member of the CGCVA. Prior to that event, Mare and I attended the Coast Guard Ball on Oct. 4, 2003. The Ball was to honor Jack Rittichier and several Rittichier Family members were in attendance. I'm proud to say that the CGCVA sponsored the Rittichier Family table at that event so Mare and I were able to meet Jack's brothers and widow prior to the Oct. 6th activities. We also decided to make Jack a CGCVA member, although he had been killed prior to the CGCVA being formed.

I'll wrap up my column by reminding everyone of the Kentucky Convention in April 2004. Please try to attend and, if you're planning to, submit your registration form early. In addition to tons of fun, a lot of important Association business will be done at the reunion so a good turn-out is most desirable. We're looking for members who want to become more involved by holding office but to get elected, you have to attend. There will be openings for trustees and vice president so if you're

interested, please let it be known.

Thanks again to all who have been so supportive to me and the Association in general. It is most appreciated! Semper Paratus!

Swifty

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 is published as they are received. Previously listed e-mail addresses will be shown regular-face; new and changed addresses will be shown in bold-face:

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QUOTES TO SHARE

"He has all the virtues I dislike and all the vices I admire."
Winston Churchill

"I've never killed a man, but I have read many obituaries with great pleasure."
Clarence Darrow

"He can compress the most words into the smallest idea of any man I know."
Abraham Lincoln

"I didn't attend the funeral, but I sent a nice letter saying I approved of it."
Mark Twain

"He has no enemies, but is intensely disliked by his friends."
Oscar Wilde

"I've just learned about his illness. Let's hope it's nothing trivial."
Irvin S. Cobb

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QUOTES TO SHARE

"I feel so miserable without you. It's almost like having you here."

Stephen Bishop

"He is a self-made man and worships his creator."

John Bright

"A modest little person, with much to be modest about."

Winston Churchill

"Thank you for sending me a copy of your book: I'll waste no time reading it."

Moses Hadas

"His mother should have thrown him away and kept the stork."

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MUCS Carroll Potts of the Coast Guard Band plays "Taps" near the gravesite of LT Jack Rittichier at Arlington National Cemetery on Oct. 6, 2003.

Cape May Mini-Reunion (cont. from page 1)

medium endurance cutter *USCGC Vigorous*, while others strolled down the small boat docks to view and board the 87-foot patrol boats, 47-foot motor life boats, and 41-foot utility boats. It was a casual and enjoyable two hours to see today's hi-tech Coast Guard vessels and aircraft and talk with the men and women who operate them. In every case, the crews were eager to talk about their unit and the cases they've been on. Surprisingly, one of the most asked questions was why weren't the small boats hulls painted white like the cutters. It was explained that it was primarily a maintenance and performance decision. Some of the CGCVA vets remarked about the 'bare' aluminum look and that painting was one of the (not so enjoyable) tasks that took up a lot of time (in the Old Guard).

At about 3 p.m., the sounds of the 41-footer's engine and the helicopter's rotors could be heard, signalling it was time for the air-sea rescue demonstration. Many of the vets and guests walked to the end of the docks to observe a variety of rescue procedures, performed by the two units. First, the 'victim' in the water was picked up by sling, then put back in the water and picked up by basket. Finally, the 'victim' popped a red smoke flare to signal the helo and a rescue swimmer jumped from the aircraft. Swimming to the victim, the air crewman signalled for the rescue basket and again, the victim was safely hoisted aboard. The different types of approaches and rescues are dictated by the surf and weather conditions and the ability of the victim. Often, as demonstrated in the final example, a rescue swimmer must leave the aircraft and swim to a helpless victim, get them ready for hoisting, then assist getting them into the basket. All in all, it was a very impressive demonstration and everyone applauded in appreciation.



(Above) CGCVA members and guests aboard the 87-foot patrol boat *USCGC Ibis*.



(Left) A couple observe a rescue swimmer jumping from a USCG helo, part of the air-sea rescue demonstration at Cape May.

Back at the Harborview Lounge, folks unwound with some refreshments and talked about the day's events and old times. One thing was quite clear... the mini-reunion at TraCen Cape May had been a big hit and everyone hoped that we could do it again.

Editor's Note: The commands at both TraCen Cape May and AirSta Atlantic City have been most gracious and accommodating during both Cape May mini-reunions and want the CGCVA to come back again and again.

The same positive interaction and liaison between CGCVA members and nearby USCG units can occur. So, if you'd like to set up a mini-reunion in your area, contact PNP Jack Campbell or Trustee Herb Weinstein for ideas and guidance.

CGCVA member Eric Newpher with CAPT Durfey (center) and crew of the Atlantic City helo.



CROSSED THE BAR

Alfred B. Berger
Joined: 10-1-93 CTB: 9-21-03

William Hutton
Joined: 8-13-95 CTB: 3-2-03

Charles L. Latham
Joined: 9-27-95 CTB: 1-13-02

Richard C. Lundin
Joined: 6-13-01 CTB: 8-6-03

Philip J.P. McGovern
Joined: 8-12-94 CTB: 2-13-03

Anything But Ordinary

The crew of the CGC Spencer chronicles their 90-day deployment to the Mediterranean Sea as part of Operation Iraqi Freedom

Spain, Greece, Turkey and the Ukraine are not places you normally associate with a Coast Guard patrol. On May 2, just a couple of weeks shy of beginning a 1st District fisheries patrol, the crew of the CGC Spencer shifted gears, received their anthrax shots, and began preparing for a 90-day deployment to the Mediterranean Sea in support of Operation Iraqi Freedom.



Immediately upon the change of schedule, assistance was offered to the Spencer from throughout the Coast Guard. Fellow Coasties from Boston's Integrated Support Command, Engineering Support Unit, Maintenance Augmentation Team, Weapons Augmentation Team, and Atlantic Area Cutter Forces joined ranks to help Spencer's crew prepare for its deployment. With the help of many Coast Guard units, the Spencer was ready to sail in less than two weeks; an act that allowed for the timely relief of the CGC Dallas and five 110-foot patrol boats returning from the Persian Gulf.

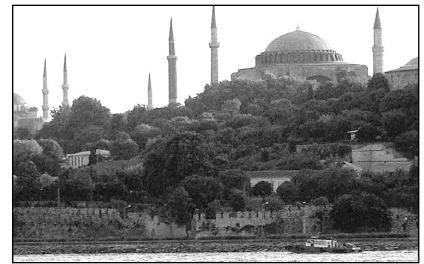
The Spencer's first port call came in Rota, Spain, after an 11-day Atlantic transit. Here, the crew learned that its primary mission for the patrol would be to conduct Maritime Interdiction Operations in support of "Operation Iraqi Freedom." It would be Spencer's job to search for smuggled weapons, terrorists, and to serve as a platform for the Navy SEALs if a non-compliant boarding needed to be executed. Following

its four-day port call in Rota, the Spencer steamed through the Straits of Gibraltar and into the Mediterranean Sea.

Spencer's destination was an area 50 miles off the coast of Naples, Italy, and its mission was to prepare for its role in the Joint Civilian Orientation Conference. JCOC is a three-day program designed to introduce civilian dignitaries to the missions of the U.S. Armed Forces. During this exercise, the Spencer's crew participated in tactical maneuvering drills with the USS LaSalle, USS Anzio, USS Providence, and USNS Patuxent. Additionally, a boarding team consisting of Spencer crewmembers and LEDET members from TACLET North conducted a series of mock compliant boardings on the LaSalle. These boardings proved to be an excellent opportunity for the boarding team to interact with members of the Navy and civilian VIPs and to demonstrate the Coast Guard's role in the global war on terrorism.

After participating in JCOC and receiving praise from the commodore of the exercise for superb ship handling and boarding expertise, the Spencer set off toward its next port of call in Odessa, Ukraine. Sailing toward the Eastern Mediterranean, the Spencer made an eight-hour stop in Souda Bay, Crete, before continuing its journey through the Greek islands. At this point, the Spencer was now the only U.S. surface combatant in the Mediterranean Sea.

In order to get to the Black Sea and Odessa, vessels must navigate a difficult and congested waterway consisting of the Dardanelle Straits followed by the Sea of Marmara and the Bosphorus Straits. The Bosphorus,



Photogenic Patrol -- Some of the sights the Spencer's crew saw as they transited the Mediterranean Sea in support of Operation Iraqi Freedom. All three above photos are of historical sights near the Turkish city of Istanbul.

which is only a couple hundred yards wide in some places, flows directly through the ancient city of Istanbul and is one of the most dangerous waterways in the world.

Reaching the city at sunset, the *Spencer* was greeted by the sight of numerous small boats cruising through the harbor, ferryboats crisscrossing the straits, and oil tankers lumbering around its winding turns. Rising from the banks of the Bosphorus, the city was a cascade of colors amid a forest of minarets. Gliding past ornate houses and elaborate mosques, the *Spencer* exited the straits under the watchful eye of the ancient fortress still guarding the northern approaches to the city.

Exiting the Bosphorus, the *Spencer* entered the confines of the Black Sea and began its transit to Odessa. At the end of



(Above) The USCGC Spencer (WMEC-905). (Below) Splish Splash -- Spencer crewmembers enjoy a swim call in the Mediterranean Sea.



Gearing Up -- Spencer crewmembers practice donning chemical, biological and radiological gear.

France, the *Spencer* began the work-up phase for “Operation Cooperative Partner.” Held every year in the Black Sea, Cooperative Partner is a multi-national exercise focused on non-combatant evacuation operations.

Bringing Coast Guard expertise to the table in the areas of maritime law enforcement, migrant interdiction operations, search and rescue, underway rescue and assistance, and towing, *Spencer’s* crewmembers helped teach and prepare NATO allies for the underway

June, 25 days after departing Rota, Spain, the *Spencer* put over its mooring lines in the former home of the Soviet Fleet.

Intermingling with vessels and crews from Turkey, Greece, Great Britain, Germany, the Netherlands, Spain, Italy, and

exercises planned for the following week.

Unfortunately, almost a week into its participation in Cooperative Partner, the *Spencer* suffered a major engine casualty. In order to receive parts and supplies, the *Spencer* retraced its route and began an immediate dockside repair in Souda Bay, Crete. After three weeks, the ship was finally ready to sail again.

On July 25, the *Spencer* began to patrol the Eastern Mediterranean in support of “Operation Iraqi Freedom.” However, just as the *Spencer* reached the Eastern



Mediterranean, fate decided to intervene again. This time, however, the news was good. After nearly 90 days away from their families, the *Spencer* received clearance from the Navy to return to Boston. Turning toward the west, the cutter began its nearly 4,000-mile transit home.

In many respects, this patrol was different than anything the *Spencer* had done in the past. There were no migrants to rescue, no vessels to be towed, no search



A Boatload -- A boarding team from the CGC Spencer returns to the cutter via a Navy SEAL small boat.

and rescue. However, the crew remained flexible and upbeat in times of adversity, they interacted with people of different cultures, and proudly represented the United States halfway around the world.

The *Spencer* met the challenge of working with the Navy in conducting maritime and leadership interdiction operations and in carrying out multi-national exercises in the Mediterranean and Black Seas. The ship's missions changed, equipment broke, schedules were altered, and the *Spencer* was there to meet those challenges.

ENS Anne O'Connell, CGC Spencer

More Than A PSU

Port Security Unit 311 Distributes Humanitarian Assistance to People of Iraq

Sitting in a classroom surrounded by excited Iraqi school children was probably not the first thought that went through BM1 Tracy Randall's mind when she found out she was deploying to Iraq with the Coast Guard. But, in rundown classrooms and overcrowded hospital hallways, members of Port Security Unit 311 discovered how much their hard work and sacrifice has meant to the people of Iraq.

Port Security Unit 311, of San Pedro Calif., patrolled the waters of Umm Qasr, Iraq's only deep-water port, for three months starting at the end of March. Their mission was to provide waterside security to the humanitarian aid ships and military assets in and around the port.



PS2 Pat Hassell, of Los Angeles, talks with some Iraqi children.

While their mission to secure the port was critical, members were interested in getting involved with the local people. "Only days after the start of the war, we convoyed up to Iraq and through the town of Umm Qasr. Seeing the children standing on the side of the road in torn and dirty clothes, begging for food and water, was heart wrenching. We all wanted to help," said Lt. j.g. Susan Diekman. A few



LTJG Susan Diekman stops for a picture with a local Iraqi woman who grasped her hand just before the picture was taken.

weeks later, when hostilities subsided, the men and women of Port Security Unit 311 sprung into action. Utilizing supplies from the U.S. Navy's "Project Handclasp," the unit selected several schools and a local hospital to deliver much-needed supplies.

By American standards, the Umm Qasr Hospital would be considered little more than an outpatient clinic. But in Umm Qasr, this small, dilapidated clinic would see more than 2000 patients a day; a huge increase from the 200 patients they used to see under the rule of Saddam Hussein. Men and women from PSU 311 delivered a truckload of basic medical supplies including bandages, Tylenol and disinfectants. Dr. Saad, the hospital's director of pharmacy, said the supplies would be put to immediate use adding he was "very grateful."

"I was shocked by the level of poverty," noted PS2 Pat Hassell, of Los Angeles, and a member of the Los Angeles Police Department. "35 years ago this was one of the wealthiest countries in the world, now it's worse here than any part of Los Angeles."

While the donations were being made, other members walked the halls of the hospital and were able to meet some of the people they were helping. BM3 A.J. White, of Redondo Beach, soon found himself surrounded by kids. "How can you not be jazzed about all the smiles on the kids faces? Suddenly you're not a guy in uniform, you're just a guy hanging out with kids."

The scene was similar just down the road at the

Jerusalem Primary School, a rundown building serving 400 students. BM1 Tracy Randall, of San Pedro, was shocked at the conditions she found. "What we call a shack, they call a school." The school yard was little more than a walled off patch of desert, littered with Iraqi military helmets and garbage that including the portraits of Saddam Hussein that had been ripped out of the text books and torn to shreds.

Books, paper and pens as well as physical education equipment were delivered to the school. The school principal, Usamma Mustafa, said that the school had suf-



BM2 Roger Wilson plays with the Iraqi children.

fered from years of neglect and the supplies would be put to use quickly. Inside the classroom, the girls in their school uniforms sat patiently as the men and women passed out treats. "They were very polite and waited to open their candy," said Randall. As she was saying goodbye, Randall walked back into the room and sat down at one of the desks and was immediately surrounded by excited children. "It's a beginning to years of making it better," said Randall. "I want to give more."

And they did. PSU 311 Coast Guardsmen gathered excess food and sundries from the packages they received from home. Volunteers gave up the very limited free time they had to pack boxes of goodies and make trips into town. Almost everybody in the unit gave something. There were as many reasons for giving, as there were people volunteering to go out into town. "A lot of people have children and they missed the interaction with their kids," said Diekman.

Outside the school a woman who wanted water stopped her. Explaining that she had none, the woman insisted on having her picture taken with Diekman. As the picture was being taken she reached out and held Diekman's hand. "It touched my heart."

"The Coast Guard is in the business of defense, but we also render aid in all situations," Hassell said, "I wanted to give something back to the Iraqi people." For Randall, her experience in the town of Umm Qasr gave her insight into the value of her service and personal sacrifice. "It made everything worth it."

MK3 Stephen Rowe, Coast Guard Port Security Unit 311

The Tale of the "Lucky Chase"

by QM2/c Leon "Hank" Greenberg, USCG

Editor's Note: A lot has been written about "Operation Overlord" – the Allied invasion of Northern France on June 6, 1944. But the skills, equipment, and organizational know how the Allies required to make such a large and intricate operation succeed required experience. Operation Torch, the invasion of North Africa in November 1942 gave the Allies that experience. It marked the first time the Americans would face the German Wehrmacht. And the Coast Guard-crewed USS Salmon P. Chase (APS 26) was there. This is the first of a two-part series on the exploits of the officers and men of the USS Samuel Chase.

Part 1

Sept. 24, 1942 found the *USS Samuel Chase* (APS 26) moored at the port of embarkation on Staten Island, New York. We had carefully stowed a steady stream of stores, guns, tanks, ammunition, vehicles, and then we started to embark troops. Finally the Rangers came on board, dressed in coveralls and helmets with heavy packs and Tommy guns slung over their shoulders. As they marched up the gangway in perfect cadence, highly trained in amphibious warfare, I stood my watch at the gangway quarter. I was impressed - really impressed.

We got underway on Sept. 26 at 0547 we got underway. It was a foggy morning as we slipped our moorings and stood out to sea. We headed the convoy column, flying the pennant of Commodore C. D. Edgar, Captain, U.S.N., Commander, Transport Division Eleven. The *Chase* was part of Task Force 38 (TF 38). Escorting it was the *U.S.S. Arkansas* and nine destroyers.

We did not know where we were going; all we knew was that the army men aboard were in our charge for safe transportation and were to be landed on a foreign shore. The captain paced the bridge, the officer of the deck with the navigator were checking the charts. The quartermaster was a young man by the name of "Hank" Greenberg. My job was to relay steering orders to the helmsmen with the destroyers sweeping and zigzagging around the ship. Our orders were to proceed by pre-

scribed routing from New York to Halifax, Nova Scotia, and thence to the United Kingdom.

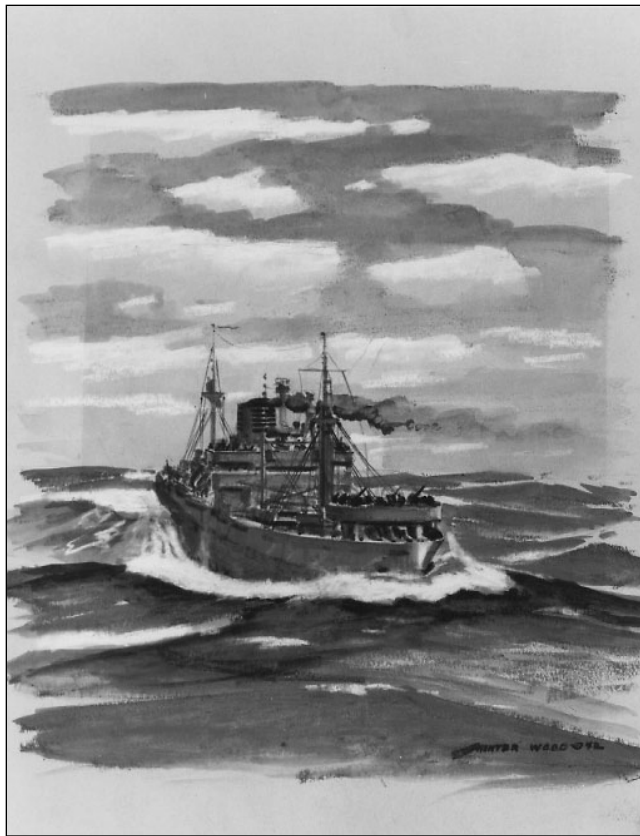
After being relieved of my watch, I went to the port side of the bridge, I could see the skyline of New York. I couldn't help wondering what the future held in store for me, the *Chase*, and her crew. I had requested sea duty. I felt that I had a special reason. I had informed the commanding officer. "Why?" "He asked me." I told him, "Sir, my name is Green-berg, not Lindbergh, Sir."

I remember the last leave I had. As I left for the railway station to return to the *Chase*, one of my brothers would say to bring along the towels for when my father would say "good bye." No words - just hugs and tears. My brothers would lead him away as the train pulled out. As to my dear mother, she would say her goodbyes at home.

We began zigzagging on Sept. 27 as we headed north to Halifax. During the early morning the *M. V. Dempo* dropped behind convoy due to engine trouble. We also began having general quarters at sunrise and sunset.

In the still cold waters of Halifax Harbor, a host of merchant's ships lay silently at anchor boldly displaying their names on large boards placed on either side of the bridge. The massed scene was like a prelude to some regatta waiting to be played out.

Onboard the *Chase*, all the quartermasters were called to the chart room on the bridge - to make plans for



Coast Guard artist rendering of the wartime "Lucky" *Chase*

the crossing. The Chief - "Fergie" assigned me to the 4 - 8 watch, meaning 4 on - 8 off. As I stood on the wing of the bridge, surveying the harbor - a mass of ships just lying there, just swinging with the tide, loaded to rail with troops. What strange and beautiful sounding names the British have for their ships - *L. de Empire Byron*, *Empire Brigade*, *Ayrshire Lock Lomond*, *Bolton Castle Dianella*, and *Lord Austin*?

We weighed anchor in the morning of Sept. 29, picking up our pilot. We headed up the column of Yankee battleship gray across the broad Atlantic. As we passed through the nets, we passed the badly burned *USS Wakefield* docked - a footnote in the history of the Coast Guard.

The Coast Guard Transport *USS Wakefield* arrived in January 1942, in Singapore to

evacuate 700 women and children from the city. During its 24-hour stay, the *Wakefield* was constantly under Japanese air attack, but managed to slip away with its precious cargo east toward Batavia, to Ceylon, thence to Capetown, South Africa.

The *Wakefield* limped, miraculously escaping attack after attack, from the sea and air. Eventually the ship reached New York.

Ships in line were: *USS Arkansas*, *USS Samuel Chase*, *USS Thomas Stone*, *USS Leedstown*, *USS Almaak*, *HMT Strathallen*, *HMT Orontes McMarnih Van*



Features & Association News

St. Aldegonde, McDempo, SS Ehceller, SS Stirling Castle, SS Athlone Castle, SS Pasteur, and SS Awater.

We began forming columns for convoy formation. The signal bridge, fast and efficient they were, began relaying signals on the navigation bridge, regarding our position in the convoy. The ships in column four are the *USS Samuel Chase*, *SS Athlone Castle*, and *SS. Stirling Castle*.

On starboard beam is the *USS Leedstown* while the

sunset. The ship's Damage Control party would also drill and we tested the 5" gun and 20 MM guns. Construction and repair parties continue drills while on the bridge we continued the zigzag plan with convoy.

In addition to the cold weather, it started to rain and hail early in the morning of Sept. 30. The destroyers on the port side dropped seven depth charges; we knew the U-boats were around and the fact that it was a beautiful night moon shining. Every ship in the convoy stuck out

like a sore thumb. We continued zigzagging according to plan. Drills continued - abandon ship drill was held for both troops and ship's company gun drill and damage control and repair party instructions were carried on.

One of my duties as quartermaster was to advance the ship's clocks as we moved across the Atlantic from time zone to time zone. The best part of this was when I went to sick bay to change their clocks - the pharmacists on watch, in exchange for latest scuttlebutt from the bridge; I can get real, fresh coffee - Maxwell House. I always had "stories" to pass on.

On Oct. 6 we sighted the northern coast of Ireland then overhead a squadron of Royal Air Force (RAF) fighter planes was sighted and covered our convoy.



USS Arkansas is on the port beam.

The crew of the *Chase* was totally unfamiliar with northern waters with its cold and winds. Many of them came from the South but they also came from every state. It was their first long voyage; for some it was their time at sea. It was cold - and that North Atlantic Ocean sent chills up and down. We had not received our foul weather gear.

Tuesday, 29 September 1942

The ship's routine was not boring - quarters held at 1315, sounded alarm for General Quarters (GQ) at 1835, secured from G.Q. at 1940. From now on, GQ was sounded one hour before sunrise and one hour before

At 1223 convoy AT23 split up with *U.S.S. Samuel Chase*, becoming convoy guide to *U.S.S. Almaak*, *U.S.S. Thomas Stone*, *SS Exceller*, *SS Athlone Castle*, *SS Stirling Castle*, *U.S.S. Leeds*, and *McDempo*.

At 1300 changed to Zone-1 time or 1400. Dropped anchor in Belfast Lough at 1807, near Bangour.

Wednesday, 7 October 1942

With pilot A. Trace aboard, we weighed anchor and entered Victoria Channel. We lowered all 27 landing boats - we were leading ship in convoy - with ensigns flying on each landing boat. We sailed up to Belfast. What a sight! As we passed, the shipyard workers met us with rousing cheers.

I took my station on the wing of the bridge - the cheers grew louder - then the workers took their welders' helmets off and long locks of hair dropped down to their shoulders - revealing females! The cheers grew louder and louder. When the crew realized that the workers were females, the women cheered them on! Later, we learned that we were the first Coast Guard forces to land in Belfast in World War II.

With tugs alongside moored starboard side Dufferin Dock Berth #2 Belfast, North Ireland. The troops disembarked and went to camps for training with British troops with the exception of a group for unloading troop equipment. The entire cargo was unloaded. All the Army equipment has to be waterproofed and jeeps exhaust ignitions charged up. The same went for the tanks and trucks. We had to reload it properly, in the exact order it was to be unloaded off the *Chase* in the early hours of invasion.

I was on duty the first day in port. All quartermasters had orders to keep a tight security watch at the gangway and to check all those coming aboard and leaving the ship. We were allies with the English in this war and there had always been bitter memories between the Irish and the English.

On my first liberty into Belfast I saw cobbled streets, gaslights, and cramped housing where large families were raised in grim conditions. I was inexpressibly shocked at bombed out buildings and houses and at the sight of people walking the streets, their clothes tattered and using rope tied around their waists for belts.

In my travels around Belfast stopping at the "G-C" as the Grand Central Hotel was called. There I met a young lady and it was during my conversation with her that Luftwaffe struck. The suddenness and violence of the attack devastated Belfast leaving over 1,000. The raid stunned the people of Belfast, and our sense of confusion, disbelief, and shock was heightened by the fact that we received no preliminary warning. It was a savage air attack that ignited a large number of fires and caused heavy casualties. My lady friend remarked that Belfast was an easy target that was not prepared. I was, too, was in shock over the event.

As I was returned to the

Chase I found myself thinking of the longshoremen who were working on the ship - wretched men working in the cold winds, their gloves with the finger-tips cutout.

On Oct. 14 the troops returned aboard from their training camps and we continued loading. Two days later we made cable fast to buoy at Inverary in the Firth of Fyne, Scotland. The troops and the ship's crew conducted exercises.

On Oct. 23 the *Chase* weighted anchor with the *USS Thomas Stone*, *USS Leedstown*, *USS Almaak*, and *SS Exceller*. We proceeded to the tail of the Clyde where we anchored off Greenock, Scotland.

What a difference between Scotland and Belfast; Scotland a land of lovely grandeur, lush green drapes the hills, sheep grazing along the hills. Here treeless heather-clad hills rise 2,000. On a bright morning with an unveiled sun warming one saw the new lambs, bouncing limber legged on the tawny hill-side. I really was struck with the whitewashed cottages and gentler rolling land, lush gar-dens with singing names, each a story in itself. Also, it has not failed to rain a single day. Our stay in Scotland was a beautiful living experience.

We remained in the tail of The Clyde for three days. While there we ran Liberty boats every hour and it took about one hour to ride to Glasgow. The midnight train was the last one to catch to return on time. The locals watched us race down the platform - grabbing a cup of tea from the Red Cross worker. And the doors to the compartment were held open so that their buddies could pull aboard the racing sailors before they ran out of con-



Coast Guard-Manned Assault Transport USS Samuel Chase (APA-26), circa 1945.

crete. This sight was the best show in town for the locals.

The second “best show in town” was played before a much smaller audience as the last Liberty boat returned “loaded” and its “passengers” not in the best of shape. I reported to the OD for my mid (6 a.m.) watches. I turned to the messenger and instructed him to break out the Bos'n of the Watch to prepare to receive the last Liberty boat, and it went like this: The Bos'n would swing out the boom over the aft side of the gangway with a cargo net lowered into the Higgins boat. Those who we felt could make it up the gangway without falling in the drink did so. We would spread out the cargo net and roll them in the net and hoist our human cargo abroad - then swing or threw them over the aft deck, lowering them gently on the deck. Balance of watch - the messenger would assist them down to their sacks as they came to.

Soon it was apparent to use on the bridge that something big was up. At 1125 hours, Rear Adm. Harold Burroughs, RN, British Maj. Gen. Eve Leigh, and Major Gen. C.W. Ryder and Capt. Prout, both of the U.S. Army came aboard for an official visit and inspection. We were then addressed over the ship's public address system as follows: “Now hear this - now hear this - this is Capt. Roger Heimer speaking.” Then he introduced Major Gen. Ryder. He in turn introduced Rear Adm. Burroughs. One of Britain's great admirals, Admiral Burroughs, who had made the Murmansk run many times and led convoys to Malta, now addressed us.

He closed with this motto – “Everything depends on me.” He wants every man to feel the same. Then he signed off – “Good luck. I'll meet you ashore.”

Storm demons were loose over southwestern Scotland on the early morning of Monday, October 26, 1942. It was cold and miserable as sheets of rain pelted the broad expanse of the Clyde River on the Atlantic Ocean near Glasgow. Transport Division 11 was under way with Convoy K.G.1.4. With Rear Admiral Burroughs on board the Bulolo in tactical command as 46 allied vessels and 8 escorts slipped out and set a southward course. Astern of our convoy was another flotilla of 39 ships, cargo and transport.

Operation Torch – the invasion of North Africa – had been launched. It would be the mightiest amphibious assault seen so far in the war and was America's first major offensive since World War I.

To Be Continued...

USS Manhasset Monument

The crew of the *USS Manhasset (WAG-276)* were honored at the dedication of the Manhasset VFW Memorial Park in the town of Manhasset, NY. “This park



The stone monument at Manhasset VFW Memorial Park, Mahasset, New York.

not only honors the Manhasset crew but also the men and women of this town, living and deceased, who served the U.S. during times of war,” said retired Coast Guardsman Charles Derderian, co-chairman of the VFW memorial committee.

The *USS Manhasset* served on weather patrol in the North Atlantic in 1942, gathering vital weather information used in compiling forecasts for Allied European operations against the Axis. The vessel also acted as an escort for allied convoys, patrolling for German

submarines.

The memorial park project includes six sets of park benches, a flagpole and a stone memorial.

Charles G. Derderian, LST-759

Peace Monument Repaired

In a cooperative effort, the Coast Guard and Japanese metal technicians recently repaired the Peace Monument on Attu Island, which was damaged during a 2002 storm.

Japanese forces took Attu Island during the summer of 1942, occupying it with 2,300 men. American forces undertook a 19-day campaign to retake the island on May 11, 1943, landing at opposite ends of the island and meeting in the middle. Of the 2,300 Japanese, all but 528 were killed in battle and 500 committed suicide. The 28 who survived were taken prisoner. The Battle of Attu was the first to be fought on American soil since the War of 1812.

In 1987, the Japanese government, with the permission of the U.S., placed the 18-foot Peace Monument on Attu, just four miles from the Coast Guard Loran-C Station. Following the 2002 storm, LORSTA personnel noticed the damage and disassembled the monument. It was transported to Sumitomo, Japan where metal technicians made modifications to the monument to strengthen it against future storms.

A group of six Japanese technicians, four of whom erected the monument in 1987, returned with the repaired monument and, with the support of USCG personnel, reassembled it on Engineer Hill -- the site of the Japanese Army's last stand.

Hello Everyone:

I apologize for not having anything in the last *QD Log* and for not getting some of these things in earlier. Lightning ran in on my computer and ruined the modem, shutting down my operation. Finally, the problem has been corrected.

In May, Gil (Frenchy) and Linda Benoit (CGCVA Auxiliary VP) attended a Memorial Day ceremony in Allen, Texas where there is a Vietnam Memorial Touring Wall. While there, they were entertained by a musical exhibit presented by several Native American Indians.

Gil, Linda and their oldest grandson, Mason, presented a wreath on behalf of our Association. Linda writes that it was a very moving experience. They also took a trip to the Cle Elum, Washington burial place of Medal of Honor recipient SM1/c Douglas Munro. They took lots of pictures, which will be available for our April 2004 Reunion in Kentucky.

In September, we had a mini-reunion in Cape May with over 100 people attending the beautiful, hot sunny day event. After lunch we were treated to a simulated air-sea rescue, which is an amazing sight. While watching this feat, I could only imagine how someone in trouble or injured would feel to look up and see the big orange Coast Guard helicopter hovering overhead, letting the basket down to pick them up and carry them to safety.

We were back on the road headed north in October. Pat and I stop by Ed & Mare Swift's to ride with them every chance we get because Swifty can drive just like those wild people in the D.C. area. Seriously, thanks Ed for getting us there and back safely! We joined several other CGCVA members in Arlington, Virginia for LT Jack Rittichier's funeral. As you have probably read by now, Jack was the Coast Guard's only MIA from Vietnam. His remains were discovered earlier this year in Laos, identified and sent back to the U.S. for a proper burial.

It was a big to-do with the Coast Guard and the CGCVA working side-by-side to make this spectacular event a welcome home celebration. The ceremony began on the tarmac at Andrews AFB where LT Rittichier's remains were carried in a flag-draped casket

past an Honor Platoon of CGCVA members to the awaiting hearse. It was a brief but very somber ceremony.

We drove from Andrews to an American Legion post in Arlington where we were joined by PNP Joe Kleinpeter. Next, we drove to the Chapel at Ft. Myer for the funeral services. The Coast Guard Band played outside the chapel as people entered. The CGCVA members were ushered to front row seats, sitting next to Dept. of Homeland Security Secretary Tom Ridge, Coast Guard Commandant ADM Thomas Collins and previous commandant ADM James Loy. During the ceremony, CGCVA Ways & Means Director Robert MacLeod read a poem selected by the Rittichier Family. At the conclusion, the casket was placed on a horse-drawn caisson and everyone followed it to the grave site.

The ceremony at the grave was similarly impressive. Four Coast Guard helicopters flew in formation over the site, followed by a 21-gun salute and "Taps". A group of "Rolling Thunder" motorcyclists placed medals and ribbons on the casket and our CGCVA Honor Platoon again stood tall and proud. I'm glad I wasn't the only one crying when "Taps" was



The flag-draped casket containing the remains of LT Jack Rittichier is taken by horse-drawn caisson to the burial site at Arlington National Cemetery

played.

Despite a seemingly endless bus ride to the reception site (due to the driver getting lost in the expansive Arlington Cemetery and falling behind two other slow-moving caisson funerals), we finally arrived and spent some time with the 40 or so members of the Rittichier Family. They were all very kind and gracious, and certainly appreciated the involvement by our Association.

Many thanks to all the CGCVA folks who were able to attend this incredible event. I only wish more could have been there to experience it. If you couldn't, please remember to pray for all the servicemen and women who are still fighting for us, as well as the families of the ones who have and others who give their lives for us. Don't forget them like the Vietnam vets were forgotten... this war is not over!

Changing the mood a little, here's hoping you all have a wonderful Christmas and Happy New Year. I look forward to seeing you in April.

Shirley

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@worldnet.att.net. Please make checks payable to CGCVA. Prices shown include first-class mailing with the exception of Christmas Tree Ornaments, and books which require special packaging.

BASEBALL CAP: blue/black, gold lettered CGCVA with logo, full back, plain visor. White baseball cap also available. One size fits all. **\$11.00** With senior officer scrambled eggs on visor. **\$15.00**. Add \$3.00 and up to six gold letters will be sewn on the back of your cap. Example: "SWIFTY"

CHRISTMAS TREE ORNAMENTS: 255' Owasco Class; 378' Hamilton Class; 270' Class; 210' Class; and USCGC Mackinaw. Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. **\$12.50** each (shipped in display box).

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

CGCVA BUMPER STICKER: Great membership tool... put one on your car! **\$2.00** each or 4 for **\$5.00**

BOOKS: "Coast Guard Navy of WWII" by William Knight. Special reduced price **\$19.95** "Coast Guard Action in Vietnam" by Paul Scotti **\$20.00** "Coast Guard In World War One" by CGCVA member CAPT Alex Larzelere **\$30.00**. "Rescue At Sea" by Clayton Evans **\$40.00** (List price is \$49.95 plus S&H).

From the Service Officers

Concurrent Receipt Deal Finally Made

After almost two decades of hard work and repeated disappointments, NCOA stood shoulder to shoulder with House Republicans at a Capitol Hill press conference on October 16, 2003 to announce that the most substantial concurrent receipt deal in the issue's history has finally been reached. With the pressure on, House and Senate Republicans worked with the White House to include a \$22 billion provision concerning concurrent receipt in the Fiscal Year 2004 National Defense Authorization bill. The politics leading up to this compromise have been ugly and highly partisan for the first time since H.R. 303 was first introduced, but the outcome is one that both sides of the aisle can undoubtedly agree will substantially benefit the brave men and women of the Armed Forces who have suffered injuries as a result of their selfless service to their country.

Effective January 1, 2004, a 10-year phase-in of full concurrent receipt for all disabled retirees (20 or more years of service) with a VA disability rating of 50 percent or more will begin. Disabled veterans from 50 to 100 percent will begin receiving substantial amounts of the offset as soon as the program begins, with a gradual decline in the offset between 2005 and 2013. The offset will be reduced each year between 2005 and 2013 by the difference between the amount of retired pay received the previous year and full concurrent receipt.

In 2014, all disabled retirees with 50 percent or higher

ratings will receive their entire retired pay and VA disability compensation. Those disabled retirees eligible for payments under the Combat Related Special Compensation (CRSC) program and concurrent receipt would be given the option to choose the program that provides the greatest benefits.

This deal also expands the current CRSC program, which only allows those with 60 percent or higher VA disability ratings to apply, to all disabled retirees including reservists who were previously excluded due to a DoD interpretation. When the DoD implemented CRSC, reservists were required to have 7200 points to be eligible, which excluded many reservists from applying for benefits under the new program. This provision fixes that by extending coverage to reservists with 20 or more years of service.

In an effort to not close the door on the remaining disabled retirees with 10 to 40 percent VA disability ratings that are not determined to be combat-related, the provision establishes a bipartisan commission of 13 members to study disability and death benefits by the end of 15 months after being empanelled. The "Blue Ribbon Commission" will evaluate the appropriateness of the type of benefits, the level of benefits, and the standards under which they are awarded. Congress also expects the commission to report on whether or not the remaining percentages should be covered under concurrent receipt. The commission will be composed of two members cho-

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sen by the Speaker of the House, two by the minority leader of the House, two by the majority leader of the Senate, two by the minority leader of the Senate, and five chosen by the President. Of the members chosen by the House and Senate leadership, at least one of the two appointments in each case shall be a veteran who received the Silver Star or a higher combat decoration for gallantry. Of the President's appointments, three of the five must be veterans meeting this criterion.

D-DAY Anniversary Tour

On June 6, 1944, Allied soldiers changed the course of WWII and world history when 135,000 men and 20,000 vehicles were brought onto the shores of Normandy via five landing beaches. The 60th anniversary year of this event will be in 2004. Plans for this milestone anniversary began over a year ago, when a special committee was established to coordinate and promote the events commemorating the Normandy Landings, the Battle of Normandy and the action of the Resistance. At www.nor-

mandiememoire.com can be found specific information on the Battle of Normandy and scheduled events. Interactive maps make it easier to understand the events of June 6, 1944. You can follow the advance of Allied divisions as they worked their way inland. Sections devoted to the Atlantic Wall, Allied preparations, studies of the beaches, major battle phases, and a detailed chronology have all been designed to help visitors learn more about the Battle of Normandy. You can also access a calendar of 2004 ceremonies and commemorations via a search engine that is updated regularly.

If you are considering visiting this historic area, make sure your plans include a visit to the Caen Memorial and guided tours of the D-Day Landing Beaches. A one-day pass allows you to experience both the Memorial and the Landing Beaches with the added benefit of a knowledgeable guide to bring the story of D-Day to life at each point along the way. Reduced fare passes are available for WWII veterans.

Gil (Frenchy) Benoit & Tom (Huck) Huckelberry

From The Ways & Means Director

Welcome Home Jack Rittichier!

Shipmates:

The Coast Guard really stepped up to the plate on Oct. 6, 2003 with the ceremony for LT Jack Rittichier. Jack's family was really impressed with all that was done, the outpouring of emotions was high, and the family grateful that he has been put to rest.

The Coast Guard Combat Veterans Association should also stand proud, from the president to our newest member, Mr. Harry Taylor who, on very short notice, drove to Washington, D.C. from Florida to attend, and was asked to present the CGCVA Flag at the Andrews AFB arrival ceremony.

With members coming in from across the country, hats are off to Bill Figone for traveling from California.

MCPO Tommy Bowden, USCG (Ret.) served as our Honor Platoon OinC, holding our squad in order near the tail of the Coast Guard C-130 as the casket was removed. I don't think we had a dry eye in our formation and I know I had an apple in my throat as the casket was carried past us. I never felt so proud to be part of something so special.

Once we arrived at the Ft. Myer Chapel for the service, the CGCVA members were seated in a most prominent section... in the front pews along with Secretary Tom Ridge, the Commandant and other dignitaries.

When I received the e-mail from Ed Swift, telling me I had volunteered to read some poetry at the memorial service, I swore I would never buy him another beer. In

reality, I was honored to have the opportunity to recite a favorite poem of Carol Wypick's (Jack's widow). As I told others, I'm glad I removed the small change from my pockets beforehand because my right leg shook so bad, you would have heard the jingle.

Carol Wypick was ever so happy we were there for her and her family and she couldn't thank us enough.

Through her tears, she expressed to me several times how thoughtful she was we were included in the activities, I simply told her that this is a brotherhood of the Coast Guard and we always remain a family.

Jack's brothers and their families joined us several times in the lounge at the hotel we all stayed at and listened to our stories. They told some great stories too, of Jack when he was a youngster. Of course, the tears flowed some more but the laughter was there too.

There are photos of the Rittichier activities on the Coast Guard website: www.uscg.mil. To view, enter "USCG" as the password and sign-on name.

On a separate note, I am officially throwing my name into the hat for the position of CGCVA National Vice President so I hope I can count on your support during elections at the Kentucky Convention. Thanks! **Mac**



Robert MacLeod



Coast Guard Combat Veterans Association members participating in ceremonies at Andrews AFB for arrival of LT Jack Rittichier.