



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 4

Winter 2003

AVT3 William J. Nolte Honored

Petty Officer Named CGCVA "USCG Person Of The Year" For 2002

On Monday, January 5, 2004, Avionics Technician Third Class William J. Nolte of USCG Air Station Houston, Texas was honored as the CGCVA's "Coast Guard Person of the Year" for 2002. He was presented a plaque, CGCVA ball cap and an Honorary CGCVA Life Membership during ceremonies at USCG Headquarters in Washington, D.C. Coast Guard Commandant ADM Thomas Collins and CGCVA National President Ed Swift made the presentations to Nolte, who had previously earned the Coast Guard Medal for heroism on the morning of November 10, 2002 while extinguishing a gasoline fire at the Chevron facility in Columbus, Texas.

Nolte and his wife, Brittany, were flown from Houston, where they were guests of the Association during their 3-day stay in the Nation's Capitol.

Nolte's Coast Guard medal citation reads: "Returning to Coast Guard Air Station Houston from weekend liberty, Petty Officer Nolte stopped to refuel his vehicle at Chevron's Columbus location. While inside paying the attendant, a distraught man entered the building yelling for someone to call 911. Petty Officer Nolte approached the man, asked what the problem was, and offered to help. The man frantically shouted that his fuel tanker truck was on fire. Instantly recognizing the potential for a devastating explosion and observing the lack of positive action by the fuel truck driver, Petty Officer Nolte took immediate control of the situation.

He quickly located a fire extinguisher inside the station and ran outside. While all the people inside and around the gas station ran away from the tanker truck, Petty Officer Nolte ran toward the fire, with the fuel truck driver following.

Upon arriving at the inferno, he saw six-foot flames shooting upward from an underground fuel storage drop where the 18-wheeled tanker truck was parked. He also noticed that the fuel hose was blistering from the intense heat and laid down extinguishing agent until the fire was out. At the same time, he demonstrated extremely clear



AVT3 William Nolte (center) is presented the CGCVA "Coast Guard Person of the Year" award for 2002 by ADM Thomas Collins and CGCVA National President Ed Swift.

thinking by directing the fuel truck driver to secure the fuel pump, thereby eliminating the fire's fuel source.

After securing the area, he assisted the truck driver with the dangerous task of draining and removing the damaged refueling hoses. The Columbus Volunteer Fire Department arrived a few minutes later and found that Petty Officer Nolte had the entire situation under control.

Had the 9,000-gallon fuel truck and underground storage tank ignited, the ensuing explosion could have easily destroyed an entire city block. His quick actions saved the lives of at least 20 people, and prevented extensive damage to all surrounding property.

Petty Officer Nolte demonstrated remarkable initiative, exceptional fortitude and daring in spite of imminent and significant personal danger

by extinguishing an extremely hazardous gasoline fire. His courage and devotion to duty are in keeping with the highest traditions of the United States Coast Guard."

**Don't forget to register for the upcoming
CGCVA CONVENTION &
REUNION
in Ft. Mitchell, Kentucky April 22-26, 2004
(see pull-out center section)**



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From the President

Kentucky Convention Notes:

This is the last *QD Log* issue that will include convention information and registration forms. The Fort Mitchell, Ky. convention & reunion (April 22-26) is just around the corner so if you haven't already made plans and registered, please do so quickly. The convention is the only opportunity for us to officially gather together as an Association and this is bound to be our best convention ever! We will be voting on proposed By-Laws changes and electing officers and trustees. Remember, you can only vote or run for elected positions if you are at the Business Meeting.

Attention Trustees, Directors and Chairpersons: It is imperative that you attend the Pre-Convention Meeting on Wednesday, April 21st at 1600 so please plan your travel schedules so as to arrive in time for this critical meeting.

I am very pleased to announce that the keynote speaker at the Convention Awards Banquet will be CGCVA member **VADM James D. Hull**, Commander, Atlantic Area. VADM Hull will also assist with the presentation of the 2003 CGCVA "Coast Guard Person of the Year" award.

New Look to Quarterdeck Log and Website

The last issue of the *QD Log* contained several photographs which, unfortunately, were not reproduced well by our contracted printer. This was especially disappointing for me (as editor) because many of the photos reflected activities associated with the **LT Jack Rittichier** memorial ceremonies in which the CGCVA played a significant role. The new printer will be able to print our quarterly magazine in full-color so this issue should look a bit different than before. I hope you like it.

And speaking of our quarterly magazine, my continued thanks to all the members who have submitted articles, notices and photos. It is most appreciated and certainly makes the job easier. For those who wish to submit material for consideration in the *QD Log*, please refer to the information regarding submissions on page 30. Thanks again!

Improvements have also been made to the CGCVA website: www.coastguardcombatvets.com so please add this site to your "favorites". Well-deserved kudos to webmaster **John Beck** and our Ways & Means Director **Robert MacLeod** for their creativity and persistence in keeping this an active, informative and entertaining site.

CGCVA 2002 Coast Guard Person of the Year

Congratulations are extended to **AVT3 William J. Nolte** of USCG Air Station Houston, TX who was selected as the CGCVA Coast Guard Person of the Year for 2002. I was privileged to present Petty Officer Nolte a plaque, personalized CGCVA ballcap, portfolio, paperweight and Honorary Life Membership on January 5th at USCG Headquarters.

(continued on page 30)

Next QD Log deadline is May 1, 2004

Convention Update

Shortly after receiving this issue of the *QD Log*, we will be meeting, greeting and getting re-acquainted in Fort Mitchell. It will be good to see you again and renew old friendships. We are set up for another good time in Kentucky. We have one slight change and that being the Lexington trip. I am not sure how it happened only that when we called to confirm our reservations, we were informed that they were booked up and had no more room. A lot of discussion followed to no avail. However, Bob found another race-track that could handle us and furnish the same deal. So, we will be going to the River Downs Racetrack for our Day at the Races. Same fine food in the clubhouse with transportation, and track ticket. One advantage is the bus trip will not take as long; you will still have the same amount of time at the track along with everything else.

Just to clear up one point, the Gambling ship is still there that a lot of you went to during our last convention there. We decided that any of you that wanted to go and gamble, we would set up transportation for you but we would not get involved with any tours to the ship this time out. If you have your own transportation, we will get you instructions how to get there. As you may remember, it is not a complicated trip.

I hope that the members will attend the Business Meeting on Saturday, April 24th at 1130. This is really one of the important functions of our association. This is where you vote on changes that have been proposed to our Constitution and By-Laws, elect your officers for the upcoming years and let your feelings be known whether or not you are satisfied with the way the association is being governed.

We are looking for new and younger members to take positions of leadership of the association, so if you are interested in getting involved, be sure to let us know. You must realize that the same people cannot keep running the show forever and we are getting up in the years and need some young blood to take over. We need new ideas and ways of doing things, so do not be bashful, step-up and throw your hat in the ring. What we

are calling 'Young Blood' you probably think we are looking for 30- and 40-year olds. You are wrong! 50- and 60-year olds are what we need. It is also realized that some of you are still working and do not have a lot of time to devote to the association. Stop and think, we meet every 18 months; these meetings are being set-up by the committee for site selection. If you assume a position in the association you will only be required to do the job you have accepted. The more people we get involved the easier it is for everyone. So please give it some serious thought and do what you can.

Of course, I am still looking forward to having a drink or two with you. **Ed**



Veterans of Underage Military Service

I'm not sure how many CGCVA members, besides myself, are eligible for or are already members of the Veterans of Underage Military Service (VUMS) but here's some information of this organization.

VUMS is a veterans organization, formed in 1991, for those who entered the military while younger than the minimum age for enlistment. WUMS has over 1,500 members and it is estimated that 3-5% of World War II and Korean War veterans were underage when they enlisted. Most WUMS members joined the service between the ages of 13 and 16 but they also have six members who joined at the age of 12.

The main purposes of WUMS is to establish and maintain contact with those who served in the armed

forces while underage; assure all underage veterans that there will be no retribution from the government because of their fraudulent enlistment; enjoy friendship of comrades through meetings and the WUMS newsletter "Young Warriors;" and to record for history the unique experience of underage veterans.

Remember the words of ADM Jeremy Boorda, USN, himself an underage veteran, "You don't have to be very old to grow up fast."

For more information on WUMS, call tollfree 1-888-653-8867 or visit their website: www.oldvums.com.



USCG Commandant ADM Thomas Collins with 2002 CGCVA "Coast Guard Person of the Year" AVT3 William Nolte and his wife Brittany.

[Vietnam Monuments](#)

We're receiving great contributions from many CGCVA members, Cutter Associations, Veterans Associations and even several companies & corporations. To date we have collected \$12,800 and spent \$8,000 for contractor costs. The total of the two monuments (at Cape May and the CG Academy), will cost about \$16,000 so we are still a few bucks shy. Any amount will help. Think about it — if we can't remember the seven Coasties who died, the many who were wounded, and the men, ships and units that served in Vietnam, believe me, no one else will. Please try to help. Make checks payable to: CGCVA and mail to: Baker Herbert, P.O. Box 544, Westfield Center, OH 44251. All contributions will be greatly appreciated. These monuments will be around at least a few hundred years.

[Communicating With the Sec'y-Treasurer](#)

Marylou and I are generally around from 8 a.m until 8 p.m. (EST) to answer the phone at (330) 887-5539. You may prefer to FAX me anytime at (330) 887-5639 or e-mail me at USCGW64@worldnet.att.net. When leaving a phone message, please spell your name and give me your phone number very slowly... I will get back to you. In an independent survey it was found that we get back to the caller 100% of the time when the phone number left on the answering machine is clear. Since I gave up drinking in 1985, the phone answering machine is no longer a major challenge.

[Membership Report](#)

The CGCVA currently has 931 Regular Members, 654 life members, plus eight officers who are Life Members, 16 Honorary Members and 11 Friends. Thirty-two of our ship-mates crossed the bar in 2003, that we received notices on.

[VetsRollCall](#)

There is now a website designed exclusively for all who served in the U.S. military: www.vetsrollcall.com. It's a site where old Coasties can be found in a logical and effective way. It also includes a slide show of WWII, Korea, Vietnam, Desert Storm and Iraqi freedom. Give it a spin.

[Financial Report](#)

CGCVA funds as of 12/31/03: We have a total of \$72,570.83 in cash, certificates of deposit and money market assets, the following of which are in Life Member Funds, and our By-Laws only allow us to spend the interest (and there hasn't been much of that as of late) of \$33, 803.30. Complete financial records will be available at the Convention in Kentucky and will be audited by the Board of Trustees in accordance with our By-laws. The trustees should report their findings to the Membership at the Business meeting.

[CGCVA Life Membership Rates](#)

If you haven't already done so, please consider becoming a Life Member. Current rates are: Age 30 and under (\$200); 31-40 (\$185); 41-50 (\$165); 51-60 (\$145); 61-70 (\$115); (71-80 (\$85); 81-90 (\$50); and 90 and up (No cost).

[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*):

NOVEMBER 2003

Donald J. Peterson (*Chris Wille*); Daniel P. Stokes (*Harvey Gjesdal*); Chris N. Herrera (*Bill Wells*); and Richard J. Widmann (*Paul Scotti*).

DECEMBER 2003

James D. Hurley (*Terry Lee*) and Charlotte Bart (*Jack Campbell*).

JANUARY 2004

Richard C. Picard (*John Anderson*); Donald F. Bergman (*James Logan Graham*); Merrill C. Storey (*Kenneth C. Corbin*); Edward D. Swanson (*Richard Dechant*); Lowell W. Wapelhorst (*John Freie*); Michael Enright (*Pat Ramsey*); Jim Dorholt; Charles Engleman (*Ed Swift*); David S. Christensen (*Pat Ramsey*); and Frank Perrone (*Pat Ramsey*).

[Ten Percent Never Get The Word](#)

Remember that phrase from World war II? It was as common as "Murphy's Law" is today. "CHIT" was in vogue, as were "SNAFU" and "GIZMO." When you change your address, if even temporarily, please let me know. Otherwise, you won't receive your *Quarterdeck Log* issue and the Association gets charged for the non-delivery, which is a "Lose-Lose" situation. Also, remember that the *QD Log* is sent out near, or after the Season so this issue (Winter 2003) goes out at about the time Winter is over, usually sometime in march. Most of us north of the 35th parallel are certainly looking forward to Spring. Do we have any "weatherbirds" in our Association who can tell us what happened to "Global Warming?" Brrrrrrr! Semper Paratus! **Baker**

CGCVA members Retired Master Chief Donald Thinnes (left) and Taylor Lapham take a break during the Mini-Reunion at USCG Training Center Cape May, NJ.



[Bibb Shipmates Association](#)

The *USCGC Bill (WHEC-31)* will hold its 11th reunion in Charleston, S.C., from Oct. 14-16, 2004 at the Holiday Inn Mount Pleasant. If any Bibb Shipmates Association member hasn't received their latest "Scuttlebutt" newsletter, or **Mike Johnson's** personal 'reunion letter', please contact Mike at 277 Brandon Lane, Newnan, Ga., 30265-1499. E-mail: oldhippie1249@aol.com. Ph: (770) 251-6680.

[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, N.J., 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.

[USS William F. Seiverling \(DE-441\)](#)

The 40th reunion of the USS William D. Seiverling Association will be held Sept. 22-26, 2004 at the Quality Inn, 3 Watervliet Extension, Albany, N.Y., 12206. Hotel Information: **Ann Clouteier** at (800) 424-6423 or (518) 438-8431. E-mail: qihotel@aol.com. Fax: (518) 438-8356. Reunion Co-Hosts: **Earl Gillette** at P.O. Box 2, Woodbury, Ct., 06798. E-mail: egsph@sbcglobal.net. Ph: (203) 263-2201. **Patrick Cancilla** at 10 Carondelet Dr., Apt. #116, Watervliet, N.Y., 12189. Ph: (518) 782-7741.

[Gamewardens of Vietnam](#)

A reunion will be held Aug. 4-8, 2004 at the Menger Hotel, San Antonio, Texas, for the Gamewardens of Vietnam. Reunion leader is **Glen Fry** at normlguy@aol.com. To make

hotel reservations, call the Menger Hotel at (800) 345-9285. A block of rooms is being held there until July 4th. For registration forms or more information, contact Gamewardens of Vietnam at 230 P.R. 182 West, Helotes, Texas, 78023. Registrations and payments are due June 15, 2004.

[Rolling Thunder](#)

The Rolling Thunder XVII Ride For Freedom will be held May 30, 2004 in Washington, D.C. Assembly area is the North Pentagon Parking Lot at 0800. Nikes will leave there at noon



(Left to Right) CGCVA member George Alton, RADM Jody Breckenridge, and CGCVA member Jim Sandberg at Coast Guard Island, Alameda, CA for the 62nd Anniversary of the Pearl Harbor attack.

for a ride through Washington, D.C., to the Vietnam Memorial. For additional information and registration forms, contact Rolling Thunder, Inc. national at P.O. Box 216, Neshanic Station, N.J., 08853. Ph: (908) 369-5439. Fax: (908) 369-2072.

[Pearl Harbor Remembrance](#)

On Dec. 10, 2003, CGCVA members Jim Sandberg and George P. Alton attended the 62nd anniversary of the Pearl Harbor attack. The event was sponsored by the Bay Area Pearl Harbor Survivors Association, and was held on Coast Guard Island, Alameda, Ca. Both men are members of VFW Post 819, San Leandro, Ca. They underwent recruit training at Alameda. Keynote speaker was RADM Jody Breckenridge. In addition to representing the CGCVA and VFW, George Alton represented his son's father-in-law, a survivor of the battleship West Virginia, who was unable to attend due to medical reasons. George reports that the Coast Guard members who attended the ceremony gave him and Jim a most cordial welcome.

[Parade Salute to WWII Veterans](#)

On May 31, 2004, a 2-1/2 hour "Parade Salute to World War II Veterans" will be held in Washington, D.C. The parade, sponsored by the World War II Veterans Parade Task Force, will honor and pay tribute to all WWII veterans for their dedication and service to the Nation. Stepping off at 3rd and Constitution Avenues, the parade will proceed down Constitution to 14th Street, where it will conclude. More than 20,000 participants are expected to take part, including marching bands and veterans from all 50 states. Go to www.worldwar2parade.com for more information.

(Editor's Note: The Coast Guard Combat Veterans Association is officially registered for this event as a marching unit so any interested members should contact the Parade Task Force directly through the website to sign up.)

[USS Serpens Day](#)

On January 29, 2004, several Coast Guard personnel gathered at the USS Serpens Memorial at Arlington National Cemetery for the 3rd Annual Wreathlaying Ceremony. The event was sponsored by the Washington, DC CPOA and CWOA Chapters and USCG Flags Across America. The date marked the 59th



CGCVA President Ed Swift and Coast Guard SPAR Lorraine Dieterle place a wreath at the USS Serpens Monument at snow-covered Arlington National Cemetery on Jan. 29, 2004.



Trustee Herb Weinstein and PNP Jack Cambell meet with Coast Guard Academy Commandant of Cadets CAPT Doug Wisnewski Oct. 25th. The CGCVA presented watches and certificates to outstanding cadets.

anniversary of the explosion and destruction of the *USS Serpens (AK-97)*, which subsequently claimed the lives of 250 American servicemen, the majority who were Coast Guardsmen. It was the largest single disaster suffered by the Coast Guard in World War II.

The *Serpens*, a CG-manned ammunition ship, had supplied American forces in the New Zealand, New Caledonia and Guadalcanal areas between August 1943 and December 1944. During the night of January 29, 1945, *Serpens* was loading depth charges as it lay anchored off the coast of Lunga Beach, Guadalcanal in the Solomon Islands. Suddenly, and without warning, the 14,250-ton *Serpens* exploded, causing complete destruction of itself and damaging several nearby vessels. *Serpens* commanding officer LCDR Perry L. Stinson, one other officer, and six crewmen were ashore on administrative business when the explosion occurred, and thus survived. Onboard, there were only two survivors, Coast Guardsmen SN/1c Kelsie K. Kemp of

Barron Springs, Va., and SN/1c George S. Kennedy of San Marcos, Tex. Both were awarded the Purple Heart by then Assistant Commandant RADM L. T. Chalker.

Aside from the ten survivors, the devastation to the *Serpens* was so great, and the destruction so immediate, that nothing could be done to save the remaining 250 American servicemen on board. Of the 250, 193 were Coast Guardsmen, 56 were Army personnel, and one was a U.S. Public Health Service doctor. Remains of the deceased were buried at the Army, Navy and Marine Cemetery at Guadalcanal and later repatriated. An elaborate reinterment ceremony was held June 15, 1949 at Arlington.

The extraordinary nature of the catastrophe that claimed their lives made identification of the individuals aboard the *Serpens* impossible. Therefore, their remains were placed in 52 caskets and buried in 28 gravesites. Other gravesites in the middle of the group were set aside for a monument and, on Nov. 16, 1950, the USS Serpens Monument was dedicated with 300 people attending.

USCG Commandant VADM Merlin O'Neill remarked at the dedication address that "we cannot undo the past... but we can ensure... that these men shall be respected and honored forever."

Editor's Note: *I had the distinct pleasure and honor to represent the CGCVA at this year's USS Serpens Day. Perhaps we will have more members at next year's ceremony which will mark the 60th anniversary of the disaster.*

[WWII Memorial & Registry](#)

President Clinton signed Public law 103-32 on May 25, 1993, authorizing the American Battle Monuments Commission (ABMC) to establish a World War II Memorial in Washington, D.C. It will be the first national memorial dedicated to all who served during WWII and acknowledging the commitment and achievement of the entire nation.

There is a registry website online for the WWII memorial currently being constructed at the mall (between the Washington Monument and the Lincoln Memorial). The memory of America's WWII generation will be preserved within the physical memorial and through the World War II Registry of Remembrances, an individual listing of Americans who contributed to the war effort.

The memorial committee is looking for the names of all veterans and/or civilians that served here or abroad. They must be registered by a friend or family member at website: www.wwiimemorial.com.

Any U.S. citizen who helped win the war, whether a veteran or someone on the homefront, is eligible for the Registry. Names in the Registry will be forever linked to the memorial's bronze and granite representations of their sacrifice and achievement.

The Registry combines four distinct databases that can be searched for names of those whose service and sacrifice helped win WWII. The Registry includes the names of Americans who are:

- Buried in American Battle Monuments Commission overseas military cemeteries.
- Memorialized on ABMC overseas Tablets of the Missing.
- Listed on official War and Navy Department Killed in Service rosters now held by the National Archives and Records Administration (NARA).
- Honored by public enrollment in the Registry of Remembrances.

[Do You Have A Story To Tell?](#)

Author/Researcher **Mike Walling** is seeking to contact USCG World War II veterans who were involved in amphibious landings. Contact him at 99 Fort Meadow Dr., Hudson, Mass., 01749-3138. Ph: (978) 562-9872.

Researcher **Frank Nappi** is seeking to contact World War II veterans who served in the Pacific Theater. Contact him at 2 Massachusetts Ave., Massapequa, N.Y., 11758-3845. E-mail: fnap33@aol.com. Ph: (516) 541-1787.

Author **Lisa Daniels** desires stories, etc. from African-American veterans of all wars, and their families for a book. Contact her at 3516 43rd St., Sacramento, Ca., 95817-3732. E-mail: sweetiepiepress1@yahoo.com. Ph: (916) 455-5816.

[Coast Guard Partners With NASCAR](#)

The Coast Guard has finalized a partnership with Labonte Motorsports and driver Justin Labonte for a 15-race schedule in the 2004 NASCAR Busch Series. Justin's father, two-time Nextel Series champion Terry Labonte and his uncle Bobby Labonte, winner of the 2000 Nextel championship and 1991 NASCAR Busch series championship, will participate in the program which is aimed at enhancing the Coast Guard's recruiting and outreach missions.



Justin Labonte

Justin, 22, recently won the 2003 late model Stock Championship at Caraway Speedway in Asheboro, N.C., duplicating the feat accomplished by Bobby Labonte in 1987. Justin posted impressive statistics in his title run with seven wins in 24 starts, to go with 19 top-five and 21 top-ten finishes.

"This partnership offers a unique opportunity to showcase the Coast Guard and tell our story to an unprecedented audience of potential recruits and those that influence them," said ADM Thomas Collins, commandant of the Coast Guard. "We are delighted to welcome the Labontes to our Coast Guard Family."

The 2004 Team Coast Guard Racing/Labonte Motorsports #44 Dodge will be driven by Justin in 15 races during the 2004 Busch Racing Season. These include:

- April 3 — O'Reilly 300 (Texas Motor Speedway)
- May — 1-800-PIT-SHOP.com 300 (California Speedway)
- June 5 — MBNA America 200 (Dover Int'l Speedway)
- June 19 — Meijer 300 (Kentucky Speedway)
- July 2 — Winn-Dixie 250 (Daytona Int'l Speedway)
- July 10 — Twister 300 (Chicagoland Speedway)
- July 24 — New England 200 (New Hampshire Int'l Speedway)
- Aug. 21 — Cabela's 250 (Michigan Int'l Speedway)
- Sept. 4 — CaliforniaSpeedway.com 300
- Sept. 10 — Funai 250 (Richmond Int'l Speedway)
- Sept. 25 — Stacker 200 (Dover Int'l Speedway)
- Oct. 30 — Aaron's 312 (Atlanta Motor Speedway)
- Nov. 6 — Basha's Supermarkets 200 (Phoenix Int'l Speedway)
- Nov. 20 — Ford 300 (Homestead-Miami Speedway)

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:

SN Jason R. Casares (India-166) of Corpus Christi, Tex., reports to *USCGC Muskingum*, Sallisaw, Okla.

SA Tony L. Robb (Lima-166) of Chicago, Ill., reports to *USCGC Katmai Bay*, Sault Ste. Marie, Mich.

SA Jordan L. Coulter (Mike-166) of Sacramento, Ca., reports to *USCGC Kukui*, Honolulu, Hi.

SA Eric W. Bossardt (November 166) of Tampa, Fla., reports to *USCGC Valiant*, Miami Beach, Fla.

SN James P. Hockenberry (Oscar 166) of Houston, Tex., reports to *USCGC Greenbrier*, Natchez, Miss.

SN Clyde M. McCully (Quebes 166) of Houston, Tex., reports to *USCGC Munro*, Alameda, Ca.

SN Brady A. Osborne (Sierra 166) of Jacksonville, Fla., reports to MK "A" School, Yorktown, Va.

SN Al C. Tools, Jr. (Tango 166) of San Diego, Ca., reports to *USCGC Escanaba*, Boston, Mass.

SN Mark T. Hendricks (Uniform 166) of San Diego, Ca., reports to *USCGC Boutwell*, Alameda, Ca.

SA Clifton T. Wolfe (Bravo 167) of Detroit, Mich., reports to *USCGC Morganthau*, Alameda, Ca.

FA John T. Scrivener (Charlie 167) of Honolulu, Hi., reports to *USCGC Kittiwake*, Lihue, Hi.

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. The list is tested periodically and those addresses returned as "prohibited by administrator," "mailbox unavailable," "user unknown," "no such host," or "not a valid user," etc., are removed from the listing. Previously listed e-mail addresses will be shown regular-face; new and changed addresses will be **bold-faced in blue**:

Adams, Arnie. rennug@earthlink.net
 Adams, Reed. radamstuba@aol.com
 Adams, Victor. victoradams@msn.com
 Ahlin, John. jahlin@maine.edu
 Albright, Leo. usshowze@aol.com
 Alger, Ray. ralger1@tampabay.rr.com
 Altoff, Gerald T. galtoff@yahoo.com
 Ames, Richard M. richard.m.ames@verizon.net
 Anderson, John. jaga2869@worldnet.att.net

Anderson, Jeff L. toot23@peoplepc.com
 Austin, CAPT John M. jaustin@sault.com
Averill, Jack. javerill1@comcast.net
Baer, Fred. frethelbaer@aol.com
 Bailey, CAPT C. William. eastwind68@aol.com
 Barnes, Thomas. WWW.LaPrivateEye.com
 Baxter, Gordon L. BaxterGrdy@aol.com
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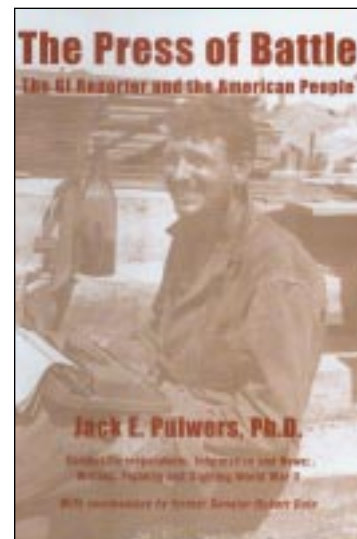
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The Valiant Press: War Through The Lens

by Jack E. Pulwers, Ph.D.

Editor's Note: *With the author's permission, a snippet of his recent book, "The Press of Battle: The GI Reporter and the American People," is provided here. This portion comes from Chapter Eight (The Valiant Press: Coast Guard). Photos selected were not from the book but do represent some of the thousands of WWII combat photos shot by Coast Guard photographers. These photos were obtained through the Coast Guard Historian's Office, Washington, D.C.*

The Coast Guard Photography Section was not without its supporters. In June 1942 the *Lansing Journal* hailed the work of the Coast Guard journalist-photographer: "This unannounced and unheralded fighting outfit, long the silent partner behind many of our country's greatest feats, boasts a reputation of achievement unrivaled for daring and general accomplishment." It boasted that the branch was the "nation's oldest fighting naval service," and that because of the work of its information people "gradually America is becoming aware of this plucky serv-



ice and the invaluable work it is doing.” It paid tribute to the photographers and men who covered the action in every corner of the world.

In May, 1942, Aubrey Graves, managing editor of the *Washington Daily News*, said, “Some of the most spectacular photos of the war have come to us from your branch of the service, and we have made good use of them.” Much work had been done by few people. The *Advertiser* of Montgomery, Ala., wrote, “There aren’t many public relations officers on



their crew rosters or war correspondents on their passenger lists.” Victor Johnson of the rotogravure section of the *Boston Sunday Herald* wrote on June 4, 1943, praising the photo service as among the finest in the nation, and Ulrich Calvosa, associate editor of *Colliers*, wrote

on the same day a tribute to “the break the Coast Guard got on the submarine series. These are by far the best pictures of the exploits in the submarine campaign.”

But snapping pictures was only one part of the job done by the combat photographers of the Coast Guard. Transposition of combat art into photographs was an art in itself. The feature editor of the *Seattle News* praised this effort. “Please accept our thanks for the set of excellent sketches of the Tarawa battle by Ken Riley...” The editor devoted several pages to Riley’s art.

The news photographers cast into the tide of combat learned the twin objectives quickly — personal survival and getting the picture. They used mainly the speed graphic. Under certain conditions lighting was bad and position was worse. When waves of troops hit the beaches a new scene developed every second. Mortal combat — the beachhead — was difficult to photograph. Dust, water,



sand, smoke, trees, and haze were almost always the enemy of the cameraman who struggled on the quick jump and run.

His eyes were everywhere looking for photo opportunities, grasping for the slice of action most susceptible to the ready-snap. It was all done in seconds. If he tripped along the way he had to check his equipment again. Load and unload tasks were constant obstructions. It took time while flashes of life and death flickered about. It was a fight for the instant snap and ground cover which could not blot out the exquisite moment of photo contact. Rocks and shells were forever cut-



ting at the knees and elbows, and these men suffered in order to gain the instant shot, or the possibility of the moment and a face for history. It was an art developed for the express purpose of being, of freezing the awful character of suspense of dying or not. It was this precise feeling that blended into the film, and a new art was born in its immediacy.

Mud, heat, and water all submerged with the photographer’s greatest efforts, and they were always there. They overtook his camera, spilled over his film, and blotted out some of his best “takes.” Softening film would often tear along the trace as a roll

would be wasted. A bag of the precious load could be dropped in a mud-rut in the near dark, and three hours of work could be lost.

These were the common problems faced by Scott Wigle, formerly of the *Detroit Times*, and Ray Platnick, who brought his *PM* newspaper experience with him to the Coast Guard. In the Pacific, Arthur Green, a recent *Acme* man, almost drowned in coverage of a rescue mission at sea. There were others: Jack January of the *St. Louis Post-Dispatch* and AP's William Forsythe covered virtually every theater of war. So enthusiastic were their fellow photographers back home about the news business that they staged an exhibit of the works of these seagoing cameramen at the National Press Club in Washington.

Coast Guard Combat cameraman Jack January never shot a gun in the war, but aboard the *USS Spencer* at the time a German submarine was spotted far out in the Atlantic, the Chief Boatswain's mate shot pictures instead.

Three of my cameras were lying on deck, for I hoped to get some shots if any Nazis stuck their noses out. Frankly I had been pretty skeptical about ever seeing a sub. Then it happened. Charlie had just finished saying something or other about how war can be pretty dull when he began tugging at my arm. "Jack!" he blurted out, "Jack! Isn't that a submarine coming up out there?" I jerked around to see Charlie pointing at a spot about a mile off our port quarters. a long, dark object seemed to be squeezing itself out of the water.

While I grabbed for my camera, our skipper, CDR Harold S. Bedine, turned to a gunner's mate on the wing of the bridge



Natives of Okinawa are "taxied" in a Marine amphibious invasion craft to a refugee camp away from the gunfire on the Ryukyu stronghold.

and said quietly, "Well son, here's what you've been waiting for. Give 'em hell." The gunner's cannon began throwing shells and I began "shooting" film from every angle I could think of. Our crew was yelling like a college cheering section. I

closed my eyes once and thought I was back in St. Louis covering a Cardinals-Dodgers baseball game. Suddenly, Nazi heads began to appear at the conning tower of the sub and the first men out began swarming toward the U-boat's three deck guns. By that time our machine guns and cannons were on the beam, and they knocked off Germans like clay pigeons. We kept pouring shells and slugs into the long iron fish, while the *Spencer* charged in, preparing to ram the huge submarine. Germans began jumping overboard, throwing up their hands and shouting "Halp! Halp!" As a result, the submarine was not rammed.



Coast Guardsmen assist a battle-blackened Marine Marine up over the side of a CG-manned assault transport after two days of intensive fighting had wiped the enemy from Eniwetok Atoll in the Marshalls.

As survivors were picked up, Jack snapped away. His pictures of this action became the talk of the war.

Combat photographer H. Scott Wigle made his historic "first" when he went into Normandy on D-Day and sent a steady stream of "pix" to London. Two files of the LCIs, each with a barrage balloon, were shot as they moved across the channel and as the landing craft poked onto the French beaches, some on fire, some sink-



Emulating the famous flag-raising on Iwo Jima's Mount Suribachi, Marines and Coast Guardsmen bend their backs to plant the first Stars and Stripes to wave over Okinawa with a flag from a CG-manned LST.



(Left) Coast Guardsmen talk to injured paratroopers aboard a CG-manned transport.

(Right) Three begrinned Marines are snapped by a Coast guard Combat Photographer as they uncover a "tin lizzie" from the wreckage of a garage on the previously Japanese-held island of Saipan.



ing. Wigle captured through his lens the fatal passage. Wigle shot the first American-made photo of the invasion to be sent by radio-telephone from London. So immensely popular was his photography that Wigle's photo-art sold for \$3,000 in a radio bond auction campaign.

"No matter who won the war," proclaimed the *Detroit News Pictorial* for March 18, 1945, "the infantry, the Air Force, etc., a great many competent judges have already made up their minds that the photographic laurels go to the Coast Guard." Coast Guard photographers took hundreds of shots of the Army Transportation Corps. People back home saw a photo of a red-headed man grinning from ear to ear from Summit, N.J., aboard a transport on the way to Normandy. This picture made history. The Coast Guard-manned *USS Wakefield* transported six thousand soldiers to Normandy, and the men of the Boston Naval District Coast Guard on the way to the French shore saw pictures of themselves in their own newspapers before they reached shore.

The *Army and Navy Bulletin* of March 2, 1945, was elated that "in any final evolution of the wartime achievements of the Division of Public relations, the work of two units — Coast Guard combat photographers and Marine Corps Combat Correspondents — must be rated as outstanding."

In the Atlantic hurricane at Cape Hatteras of Sept. 14, 1944, the survivors who drifted in boats for fifty-eight hours in shark-infested waters were photographed as they were

A Coast Guard-manned LCI hits the beach at Tarawa.



American soldiers, landed by Coast Guardsmen on Aka Shima find the civilians stunned by the mighty strike to the very doorstep of Japan.

being transferred from planes to boats out at sea. Photographer's Mate First

Class Robert P. Magine's "Hymns Before Battle" immortalized the Negro's role from an LST as black troops knelt in prayer just before a landing, their heads bent and singing and a black chaplain shouted to the skies in song; he was holding a psalm

book in his hand. Only the lifeboat partially blocked the view of the threatening waters surrounding the ships.

The harvest of death shots of Photographer's Mate First Class James F. Perine had become famous overnight as they scored the reality of battle through the eye of the camera. One such photo was of a Japanese soldier burned beyond recognition, the lower part of his body shafted in the sand as the skeletal face stared outward. The soldier's gun was still in his right hand and the burned helmet was still on the gruesome head, a grim reminder of the work of the

flame-thrower.

These were versatile photographers. Robert M. Warren,



Photographer's Mate Third Class of Adel, Iowa, shot a striking picture of a wounded Marine being transferred by Coast Guardsmen off the flaming Iwo Jima beachhead, and he also wrote up his account of the action in Coast Guard papers. Charles W. Bossert, Photographer's Mate Second Class of Long Beach, Ca., lost his camera and movie equipment at Iwo Jima. It was a disquiting experience, "then all hell broke loose, and for two hours the Japs seemed to be throwing everything they had our way." Mortars threw a large, high slow-moving shell, which when landing exploded with a terrible force. One slammed into Bossert's shell hole, and more were on the way at the rate of one every thirty seconds. "We hugged the ground trying to make ourselves as small as possible. Then it hit — about five or ten yards ahead of us and a little to the right. The shock felt like some huge force. It was minutes before any of us could move. When I finally looked up, my movie camera was lying right beside my head with a large jagged hole directly through the center and the film was all full of holes, but I am intact." But Bossert found his pencil anyway, and he wrote out what he could not photograph. The story made the Coast Guard newspapers and the civilian dailies as well.

Coast Guard photo specialists were with the first ships that stabbed into the Keramas six days before the major storming of Okinawa. Guard shots were wire-photoed from Guam after the beachheads were secured. On Okinawa, Leo Lonergan, Chief Photographer's Mate, did outstanding work in shooting the action. Still photography came to life with Bossett, Vernon Brown, Seth Shepherd, and Gilbert J. de Stefano leading the way. In the Ryukus, it was said that the photography men outdid themselves in combined valor and art as they filmed slit trench warfare and covered everything from stolen horses to Japanese suicides. Lacking much action after a quick conquest, some of the reporters there managed to film mini-anthropological photo treatises.

The Navy Institute of Photography would not let the nation forget the part Coast Guard photographers played. They exhibited stills of these men as among "the best 100 of the war." Memories of Jack January were fixed in "Torpedo Junction" about three British sailors marooned on a raft, mid-ocean (picture #1532); January's "The Spencer

Time Gets Better With Age

I've learned that I love my teacher because she cries when we sing "Silent Night." — Age 5

I've learned that when I wave to people, they stop what they're doing and wave back. — Age 9

I've learned that just when I get my room the way I like it, Mom makes me clean it up again. — Age 12

I've learned that if you want to cheer yourself up, you should try cheering up someone else. — Age 14

I've learned that wherever I go, the world's worst drivers have followed me there. — Age 29

I've learned that if someone says something unkind about me, I must live so that no one will believe it. — Age 30

I've learned that children and grandparents are natural allies. — Age 47

I've learned that motel mattresses are better on the side away from the phone. — Age 50

I've learned that regardless of your relationship with your parents, you miss them terribly when they die. — Age 53

I've learned that making a living is not the same as making a life. — Age 58

I've learned that if you want to do something positive for your children, work to improve your marriage. — Age 61

I've learned that whenever I decide to do something with kindness, I usually make the right decision. — Age 66

I've learned that everyone can use a prayer. — Age 72

I've learned that wherever I have pains, I don't have to be one. — Age 82

I've learned that I still have a lot to learn. — Age 92

Sinking a Nazi Sub," showing a cutter's deck propped foreground (#1417); William J. Forsythe, Warrant Photographer from Washington, a flaming rainbow of fire at the cone of an ammunition ship blowing up near Sicily (#1917); Raphael Platnik's photo piece made the New Yorker; Platnick squeezed the trigger for a shot of a Coast Guardsman's hand reaching down to pull aboard the marine coming back from Eniwetok (#3368); Robert Sargent of Summit, N.J., at Selerno (#2000); Art Green, dramatic hardy shots of the "But You Don't Have to

Come Back" young face aboard the *Menges* (#2330); and the likeness of an oil-coated, wounded survivor, frozen in time in a picture close-up as he writhed in pain aboard the *Lansdale* (#2140).

Through the photo combat correspondents, the men and women of the Coast Guard saw these pictures and learned about their companions in the press of battle.

And so did the rest of the American people.

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22 April**

9:30 a.m. Hospitality Room Open until 3:45 p.m.
Registration/Info Desk open same as Hospitality Room.
4:00 p.m. Opening Ceremony. Immediately after opening ceremony, the Hospitality Room will be open until closing.

**Friday,
23 April**

9:30 a.m. Hospitality Room Open. Registration/Info.
10:45 a.m. Load onto buses for “Day at the Races” at River Downs. Departs at 11:00 a.m. Includes Bus Transportation, Race Track Ticket, and Buffet Luncheon.

**Saturday,
24 April**

9:30 a.m. Hospitality Room Open until 11:00 a.m..
Registration/Info Desk open same as Hospitality Room.
11:30 a.m. CGCVA Business Meeting/Luncheon and the CGCVA Auxiliary Meeting/Luncheon. Be sure to bring your lunch ticket. Guests of CGCVA are invited to the Auxiliary Friendship Luncheon unless there has been a meeting luncheon set up for their group. After the meeting is over the Hospitality Room will reopen.
6:15 p.m. Load onto buses for “Admiral” dinner cruise. Depart at 6:30 p.m.

**Sunday,
25 April**

9:30 a.m. Hospitality Room Open. Registration/Info.
11:15 a.m. Load bus for Brunch Cruise. Depart at 11:30 a.m. Includes Bus Transportation, Cruise Ticket, and Buffet.
6:00 p.m. Cash Bar
7:00 p.m. Awards Banquet. Hospitality Room will reopen at the end of the Awards Banquet.

**Monday,
26 April**

8:00 a.m. Meeting of Officers and Trustee’s. Departure of attendees as scheduled.

Upon your arrival at the Drawbridge Inn, be sure to check the times of the tours as they are subject to change.

General Information for Members & Visiting Associations

Please **wear your nametag at all times while in the Hospitality Room.** You will not be served without it.

If you registered early, your ship/station/Group will be entered on your nametag. This should make it easier to be recognized and attract others to speak up and get acquainted.

If you want a separate meeting room and luncheon for your group, contact Bob Maxwell. His telephone number is: (530) 335-3876 & the Fax number is: (530) 335-3304. **Please, accomplish this prior to arrival at the Drawbridge Inn. Give Bob time to accomplish your request.**

All attendee's that require Handicap Accommodations must notify hotel when registering. R/V parking is available for self-contained units at a nominal fee. (Check w/hotel, you must register). Remember, guests and visitors are entitled to participate in all activities with one exception and that is, you cannot attend the CGCVA Business Meeting. The By-Laws state that only members can attend.

All guests are encouraged to lunch with the Auxiliary luncheon. We have tried to set up everything to make you comfortable and welcome to this reunion & CGCVA Convention. If we have overlooked something, please let us know what it is.

The rates for anyone wishing to arrive early and/or depart late are the same for three days before and three days after the convention. **Make these arrangements with the hotel when registering.**

Our **Policy for Refunds** is basically the same. Requests for refunds of all payments will be honored for compelling reasons if they are received by **March 22, 2004.** Refund requests after that date will be honored after the convention subject to availability of funds after all convention expenses are paid. **Registration fees are non-refundable** due to the fact that the money has been spent for necessary convention items. **All other refund requests, with the exception of those made because of a death in the family, are subject to a \$15.00 administrative fee.**

The Tale of the “Lucky Chase”

By QM2/c Leon “Hank” Greenberg, USCG

Editor's Note: This is the second of a two-part story on the exploits of the officers and men of the USS Samuel Chase and its role in the invasion of North Africa in November 1942, code-named Torch. Americans, under the command of a General Dwight Eisenhower, would face the German Wermacht for the first time. Where they up to the task? How would the French react to the invasion?

Part 2

Wearing my foul-weather gear and my lifejacket slung over one arm I surveyed this gigantic convoy. This had to be something big. The gray of America's transports division contrasted sharply with the black of the British vessels flanking our beam as this great convoy formed up and took departure.

The whole week before the Algiers landing had been devoted to intense study of plans for individual phases of the attack - maps, models, aerial photographs, and intelligence reports. Aboard the *Chase*, we made final preparations to land. Every man studied printed pamphlets, telling how to safeguard his health in Africa and listing various do's and don't's in connection with Arabic customs. Everywhere one turned men were loading gun belts and Tommy gun clips. Rifles were oiled to perfection, and trench knives were whetted to a razor edge. Jeep batteries were charged and all vehicles gassed up. Troops were split up into landing teams and each man of each group was familiarized with his boat and net station. A disembarkation drill was held every afternoon and the Army went to the nets in preparation for the landing that was approaching closer every day. All Troops Officers scanned maps and planned attacks on their assigned objectives.

Coxswains of landing boats received detailed instructions as to courses and speeds to be used in approaching the beach. Gunnery officers studied ranges and objectives on the beach, the principal target being the fort on Cape Matifou. Doctors made ready operating rooms and emergency dressing stations. Disembarkation nets were slung over the sides as we passed the Straits of Gibraltar and entered the Mediterranean.

On November 4, 1942 while south bound the Convoy Commodore opened his orders and told his officers where they were going and, briefly, what was expected of them. We in turn informed our men that, on the morning of November 8, our transport division was going to force a landing at Algiers.

The week that followed brought to light the most intricate large scale planning in military and naval history for an amphibious attack. Army and Coast Guard officers held sepa-

rate conferences mulling over the particular problems allotted to each group; then combined conferences and discussions smoothed off the rough edges.

Each officer mastered the operations as a whole and then studied his own special job until he was entirely familiar with every detail. There were hundreds of aerial photographs, clay mosaics of beaches and interior terrain (showing the location of every tree, vineyard, and house) as well as notebooks chock full of intelligence reports covering every conceivable detail of our operation. Even special American dollars - invasion money - was supplied for our use ashore.

As the days passed, the scuttle-butt ran wild - the troops had begun to have new ideas about our destination, each day it became warmer, and soon chilly winds gave place to light breezes.

The track from the United Kingdom was at first northwesterly, then due south, and finally east to confuse the German U-boats and scouting aircraft. Then the long columns of ships turned eastward. The assembly of the convoy took place west of Gibraltar. It was a sight one would never forget - a vast fleet of more than 400 ships.

The greatest Allied troop convoy ever to set sail was only a few hours steaming from Algiers before the Axis discovered it.

We ran through the Strait of Gibraltar at night - narrowly missing a few small boats fishing with lights. There were no blackouts in Africa and the sea fronts all along the Moroccan coast were a blaze of light.

Then as daylight came, the might of the Allied force was fully revealed. The convoy took a northerly course, skirting the southern Spanish coast; this was a deliberate feint toward Malta. The mass of ships maneuvered, breaking up into smaller convoys. The Algiers armada of war ships, troop ships, and cargo ships swung majestically southward as the sun fell over the western horizon on the Mediterranean.

It was Nov. 7 as the ships swayed laboriously in the motionless and calm sea as they maneuvered the turn that was to be largely responsible for deceiving the German and Italian air forces. We saw a great orange splash of flame. Night fell and we could see only gun flashes and searchlights. The *Chase* plowed on through the calm seas. The wind from Africa blew strongly as though in welcome.

FIRST BLOW - FIRST HOSTILE ACTION

Saturday, Nov. 7 I made my way up to the bridge, preparing to go on the four to eight watch first stepping into the radio shack to check on the Army--Notre Dame football game. With our battle escort ahead, we were racing eastwards. Twenty-four hours to go and still the enemy had done nothing to stop us.

Dawn was but a gray cloud to the east of the darkness on that last morning when suddenly the whole convoy was shaken

by a violent explosion. A German plane glided in from the port quarter of the *USS Thomas Stone*, dropping an aerial torpedo, which hit her aft. Another aerial torpedo missed the *U.S.S. Samuel Chase* by 50 yards.

The German plane was showing a red light. The *Stone* immediately began to emit heavy black smoke. She fired a white rocket and pulled out of line. A destroyer escort was left to screen the crippled ship while on the *Chase*, GQ was sounded and at the same time over the ship P.A. – “Now hear this: All hands to their battle station, all hands to their battle station.”

I was standing near the P.A. box and remember when the commodore came on the navigation bridge saying, “That God damn Nazy pilot earned his pay.” Since then it stuck and I have always pronounced it - Nazzzy, not Nazi.

From the *Stone* we received message said they'd been hit in steering room and believed that the rudder and propeller were gone, the steering compartment and after magazine flooded. Bulkheads were holding and she requested tow. When we received the message the captain proposed to take the *Stone* in tow but Capt. Edgar thought otherwise. Cmdr. Heimer then proposed as an alternative: to take off the troops, but this suggestion was likewise rejected. The operation order was clear: vessels damaged in convoy must be left behind. We continued easterly while zigzagging the rest of the way.

The ancient Moslem city of Algiers was the most important objective of the entire North African campaign. Few citizens were stirring and rumors of war had filled the capitol of Algeria. Only a few people in this port city founded by the Moors in the 10th century actually knew of the momentous event unfolding along the thousand-mile stretch of coastline. A powerful Allied naval force was lying off shore as the city of 300,000 slept.

The city of Algiers lies white and sprawling on hillsides that run down to Half Moon Harbor and the bay that arches from Pointe Pescade on the west to Cape Manitou on the east. Slowly we edged in shore; we stopped just outside the range of the powerful Cape Sid. Ferruche, a favorite bathing beach for Algerians and a smooth invasion shore. To the east they will land on beaches around the tip of Cape Manitou.

We began approaching the transport area at 1815 when the *Chase*, *Leedstown*, *Almaak*, *Exceller*, and *M.V. Dempo* broke off from the other ships of the convoy. We reduced speed to five knots. Again, I was on watch as we maneuvered our speeds and as Cdr. Heimer on the bridge issued orders as to speeds and course. Ashore, I could see the lights of the city of Algiers.

Ens. L. M. McLin and Ens. G. D. Banks were in-charge so they mustered their men. They received photographs, profiles of sketches and charts, descriptions of the terrain to be expected. They studied it so that they could visualize the profile of

the beaches. They went over the side at 2200 on Nov. 7.

We sighted Cape Maxine light one point forward of the starboard beam at 2055 on Nov. 7. Once we reached the transport area, the *Chase* went into Condition Four, a status when all members of the crew took their positions - in the boats, at the winches, manning the guns, the signal and navigation bridge, and the engine room with Captain Heimer issuing orders. We were in readiness for lowering boats. A signal light, believed from a submarine, was sighted.

At 2155 we swing our boats over the side and began lowering them at 2201. All our boats were over the side at 2256. We then started our debarkation at 2242. Other ships present included *Leedstown*, *Almaak*, *Macharda*, *M.V. Dempo*, *Maron*, and the *Exceller*.

At 0105 on Nov. 8, all boats were loaded. We received word on the bridge at 0133, that the first wave had reached the beach. The second wave came at 0120, and the third wave at 0200.

The fort at Algiers turned on huge searchlights. We could see gun flares as our loaded landing craft nuzzled against the side of the *Chase* preparing to start for Red Beach 1.

Enemy planes were active over the landing area. At 0225, a low-flying plane was overhead. The *Chase* opened fire and the plane was driven off. At 0349, gunfire was observed on the beach and at Cape Manitou. At 1520 the British cruiser *HMS Bermuda* shelled the fort on Cape Manitou and planes dive-bombed - quite a sight. Less than two hours later at about 1700, German bombers and torpedo planes carried out a concerted bombing attack.

The formation of planes that came over the transport anchorage was Heinkel bombers and torpedo-carrying JU-88s. The first blow of this attack was a stick of three bombs, which missed the *Chase* us on the starboard bow by about 50 yards. The ship rolled on the swells created.

At dusk, 1800, another stick of bombs missed the stern by about 100 yards. A low-flying bomber was soon to come over the lodge of rocks. Two torpedoes, released simultaneously, were headed for The *Chase* in an inverted “V”. Their wakes were discernable in the fluorescent water.

I stood with dozens of shipmates on the portside of the bridge when the anchor detail raised the cry of torpedo wake. After what seemed like interminable waiting, one passed within three feet of the bow; the second torpedo passed along the starboard side of the *Chase*, and through changing courses slightly, missed us by twenty yards. In this attack, the *USS Leedstown* was damaged in the stern by an aerial torpedo. The damages included a probable bent shaft and rudderpost, which immobilized the ship.

HMS Cowbrey, which I observed darting in and firing, then with siren on, darting out of range of the fort, was bombed and strafed by a dive bomber, sustaining several casualties. The *Leedstown*, whose steering compartment was damaged, was

left with a destroyer escort while the rest of us proceeded to the open roadstead out of Cape Manitou.

At 0321 on the morning of Nov. 9, enemy planes dropped parachute flares almost overhead. We sounded general alarm, and the plane dropped flares. We got underway at 0507. A plane was sighted at 0559 and it dropped bombs near the *Exceller* that were intended for the *Chase*.

The *Chase* anchored in the open roadstead south of Cape Manitou. We established a beach and began unloading troops and their equipment. We spotted bombers and our 20mm guns opened fire. At 1531 we sounded alarm at the sighting of bombers. Bombs fell between the *Exceller* and the *Chase*. One bomb, a near miss, buckled the *Exceller's* plates. A RAF Spitfire shot down one of the enemy planes.

The *Chase* sighted a bomber flight and called condition Four B - a modified battle condition where every man not in the boat or in the beach party being assigned a battle station. A heavy attack on the ships presently ensued in the roadstead in the harbor and outside the harbor. During the attack three German planes were shot down nearby, two of which crashed in flames on the beach.

The *Chase* was underway and maneuvering at various speeds and courses, with rudder from full left to full right. These gyrations for the purpose of evading any set attack. While we were under attack and maneuvering and at full speed, two torpedo planes released their loads. Both torpedoes missed "The Lucky Chase" by about 100 yards. We anchored in the evening of Nov. 9 and took aboard the survivors of the *HMS Cawdrey* and 29 U.S. Coast Guardsmen from the *Exceller*.

Either because the *Chase* had the appearance of a larger vessel with greater firepower, or because she was known to be the flagship of the division, she was the objective of most of the bombing and submarine attacks. The communication officer of *HMS Beloho* informed us that the *Chase* had been officially credited with shooting down three enemy planes.

The German attack against the *Leedstown* was well planned and successful. The formation of planes that came over the transport anchorage was a flight of torpedo-carrying JU-88s, a German twin-engine fighter-bomber. One JU-88 came over from the *Leedstown's* starboard quarter to port flying 50 feet high. While a Spitfire shot down this plane, another came over at low altitude directly astern and launched two torpedoes.

One struck the *Leedstown* in the steering engine room, flooding number 6 hold. Unloading continued uninterrupted. At 1115, two torpedoes smashed with terrific force into the *Leedstown* amidships and she began to settle by the bow with a sharp starboard list. It was then that her captain - Lt. Cmdr. Duncan Cook - gave the order to abandon ship: The *HMS Samphire* stood by to take off casualties, while the rest of crew

launched rafts over the side.

Chief Hunter Wood was Bosun of the *Chase* beach party and was on the beach, as was Seaman James Carrie and the following is what he saw and did:

At 1500 we looked up and saw a JU 88 come out and make a long shallow bank to the starboard and came out in a level dive toward the *Leedstown*. She dropped three bombs; they were a near miss, landing on her portside. Then there was a terrific explosion in her starboard side amidships. She rolled over, and after settling, she commenced to settle down to starboard, listing quite heavily to starboard.

The crew of the *Leedstown* was seen to abandon ship and launching rafts. I would say about 28 drifted down to the beach where the beach party was located. The sea by this time was very heavy and a very, very strong undertow ran from the beach.

The men in the rafts were lucky on two counts: First that the wind was blowing from the *Leedstown* straight to the beach that led up to Aintaya.

It seemed fate that there was a sandy stretch of beach as there was also a rocky section of beach and the wind was blowing the rafts toward the beach, and good luck that brought the sailors from the *Leedstown*. The wind blew them directly on a straight line from the stern of the *Leedstown* to the town of Ayantayo. As they came in on these rafts, the sailors were singing and trying to keep up their morale, not realizing the treacherousness of the surf.

As they came in, we took off our clothes, took small lines of the bowline, and went out into the surf as far as we dared to. We sang out to these sailors to get out of their rafts and hang on to the sides, some of them heard, some didn't. The rafts, however, came in, and capsized right in the surf. There was a terrific look of shock and strain on the faces of the sailors as they came in from that abuse, after having been bombed and torpedoed.

They were floating around there in the Kapoks, faces down, rendered more or less unconscious, the rafts having come down on top of them after they had been capsized. Some rafts that had already been emptied were swept back by the undertow and banged right into them. All hands worked until they were nearly exhausted. The people from the town of Aayantayo came down to the beach afterwards and they also went into the water to snake these sailors out. The Army also gave us a hand there. The beach was quite a scene of activity there, for I should say 2-1/2 to 3 hours.

The sailors from the *Leedstown* were taken up into a theater, an old theater there in the town of Ayantayo, where straw had been strewn all over the deck, and the sailors were made as comfortable as possible. They were shivering, of course, as it was quite chilly at the time there. They were given alcoholic beverages to straighten them out a little. The French people, I

might say, were very fine towards the sailors, very friendly towards them, gave them shoes and clothing in a great many cases.

The *Leedstown*, however, didn't sink exactly that night. She kept. She just lay there and listed, and I went into the little villa that we had on the beach that night. I took a last look at her at dusk and saw she was all right. She still listed though. At 12 o'clock that night there was an explosion and the *Leedstown* sank. I don't know the exact cause of that explosion. The next morning at dawn when we looked over there all that could be seen was the truck of her mast in the water.

At 0200 on the morning of Nov. 10, there was a calm that was immediately taken advantage of by beginning the unloading of equipment. Only two enemy bombers appeared overhead that morning, the *Chase* being underway and maneuvering again. Likewise, at dusk, expecting the usual evening attack, the *Chase* was maneuvering at various speeds and at varying degrees of rudder. Enemy planes were in the distance but none appeared overhead.

The ship began heaving around at 0515 and proceeded across the roadstead to moor within the breakwater at Vieux Port Algiers. One 50-foot tank lighter was received from the *Exceller*. It was half full of water with the engine compartment completely flooded, but after extensive repairs, it was used in the unloading. All vehicles were unloaded by tank lighter on the beach. Unloading continued on Nov. 12 and completed in the early afternoon.

We left the breakwater in the evening of Nov. 18 and joined *HMS Avenger*, the *USS Almaak*, and *M.V. Dempo* in a convoy. Zigzagging during the night at 15 knots, rendezvousing with *HMS Sheffield* and *Bita* in the morning of Nov. 13. Zigzagging during the day and making good course, the *Chase* arrived in Gibraltar Harbor on the morning of Nov. 14.

That evening, after transferring 24 British sailors to the *Almaak*, the *Chase* left Gibraltar Harbor and began taking our position as Convoy Command: other ships being *Ettrick* as vice-commodore, *HMS Argus*, *Leticia*, *USS Almaak*, and the *Marcheda*. Again, we resumed our zigzagging course.

Editor's note: Operation Torch was a success. The Allies had

accomplished the goal of establishing a second front against the Germans. Casualties, when compared to later campaigns, were light: 556 Americans, 300 British, and 700 French soldiers were killed. The U.S. also sustained 837 casualties. But victory was a long way off for the new Anglo-American alliance. Places like Kasserine Pass, Anzio, Monte Cassino, Normandy, and Bastogne still between them and victory over the Axis Powers.

Coast Guard Twins – Ships That Pass in the Night

By C. Bruce Palmer

My brother Bill (Williston Clark Palmer) and I (Cameron Bruce Palmer) are identical twins, dressed alike and were inseparable and still are. During World War II we continued to dress alike. At the time the war broke out December 7, 1941 we were seniors in High School and 17 years old. The following year we graduated and were 18.

In the fall of the year (1942) four of us Lyon Park boys decided to join the Coast Guard (Lyon Park is in Arlington County Virginia, across the Potomac River from our Nations Capital). The four were Earl Leister, Alfred Reynolds, Bill and I. We signed up in November of '42 at the U.S. Coast Guard Headquarters in D.C.

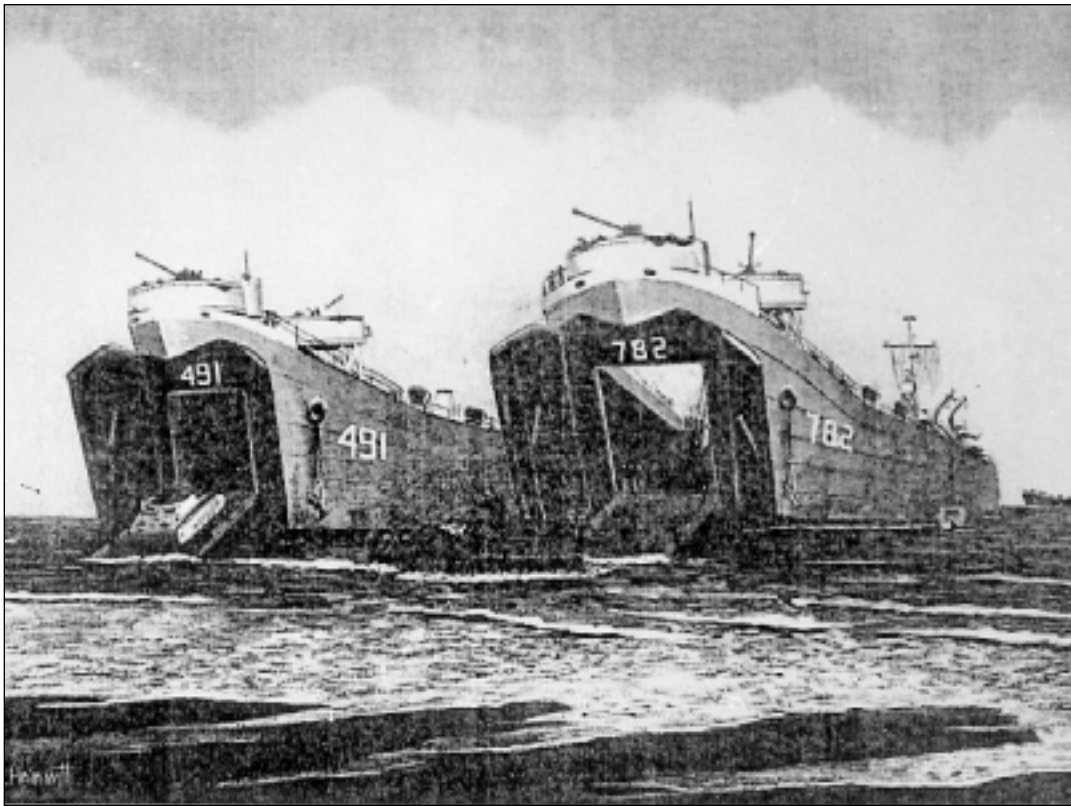
Bill had dental work to be completed so Alfred and I went ahead to be inducted. Earl waited for Bill and the those two were inducted a week later. Al and I went to Manhattan Beach in Brooklyn for boot training. Bill and Earl expected to be assigned to Manhattan Beach but instead were assigned to Curtis Bay in Baltimore, Maryland. In a very short time the four of us went in four separate ways.

Alfred Reynolds, after boot, went on an 83 footer and subsequently was assigned to a D.E. (Destroyer Escort). Earl Leister did shore duty in North Carolina for a short time and later transferred to *LST 793*.

Bill Palmer, also, did shore duty for a short time on the beaches of southeast Virginia.

The Coast Guard Palmer Brothers, Willistin Clark (left) and Cameron Bruce.





LST-782 at Iwo Jima

He was then transferred to a Coast Guard manned troop transport – the *U.S. Samuel Chase* (APA 26), in time for the invasion of Sicily, Italy, Normandy, and Southern France.

After boot camp I was assigned to the 261 foot long *U.S. Menemsha* (WAG-274) with its home port of Boston, Mass. The *Menemsha* cruised the entire North Atlantic, entirely alone, in search of German submarines but primarily to chart the weather. We made six trips of nearly a month each while I was on board.

In the summer of 1944 I was reassigned to LST (Landing Ship Tank) training at Camp Bradford Virginia, thence to Pittsburgh to pick up the new *LST 782*. The *782* then sailed the Ohio and Mississippi Rivers, through the Panama Canal and to the Pacific.

Some where along the line our stepmother, unknown by either of us, wrote a letter to President Roosevelt asking that the twins be assigned (re-assigned) together. She had been the secretary to Interior's Harold Ickes. She thought that she might have a bit of influence. The White House (and the Coast Guard) responded with, "we will get the brothers together when it is practicable."

After the invasion of Iwo Jima, on February 19, 1945, in which *LST 782* was involved, we gathered in Leyte Gulf along with several hundred ships for the next invasion. Bill did not know what part of the Pacific I was in. I did not know where Bill was – I assumed he was still in the European theater.

A DAY TO REMEMBER – MARCH 24, 1945

On March 24 one of my shipmates reported to me that he had seen my brother's ship. With a relatively small compliment of men on *LST 782* everyone knows everyone's business. Concerning the *Samuel Chase*, that ship had five unique horizontal slits on its stack, which made it easy to identify. I rushed to the bridge and asked the Officer of the Deck if I could visit my brother's ship. He told me that in a short while he was going to run errands with the small boat (LCVP) and that he would drop me off at the *Chase* and pick me up later in the day.

I asked the Signaller on duty to send a message, by blinker, to the bridge of the *Chase* and say, in effect, "Bill Palmer, I will see you within the hour and spend some

time with you, signed Bee." A message came back to us in minutes and said, in effect, "Bruce Palmer, I will be waiting for you, signed Bee."

I quote from brother Bill's personal history, page 166, called *A Sentimental Journey*, "One day I just happened to be up on the flying bridge visiting a couple of old friends when a message was flashed to the *Chase* by signal light from an LST anchored afar off. There were ships as far as the eye could see.

"I surely thought my friends were pulling my leg when they announced that the message was for me. But it would be difficult to explain how pleased I was when I noticed the message was signed 'Bee'. I knew that these two were sincere since they weren't familiar with which Bruce and I addressed one another."

I arrived at the *Chase* as I had promised. Bee had gathered a few shipmates to welcome me, including two of our old high school friends. After welcomes and hugs and a tour of the ship, we ventured up to the Captain's quarters to determine the status of our getting together.

The Captain opened a drawer of his desk and pulled out the letter our stepmother had written to the President, along with its reply. He responded, "return to your ship, gather up your gear, return to the *Chase*, and you are transferred." The story does not end here!

There was no need to say our good byes. I returned to my LST with a copy of the orders and headed to my Captain's

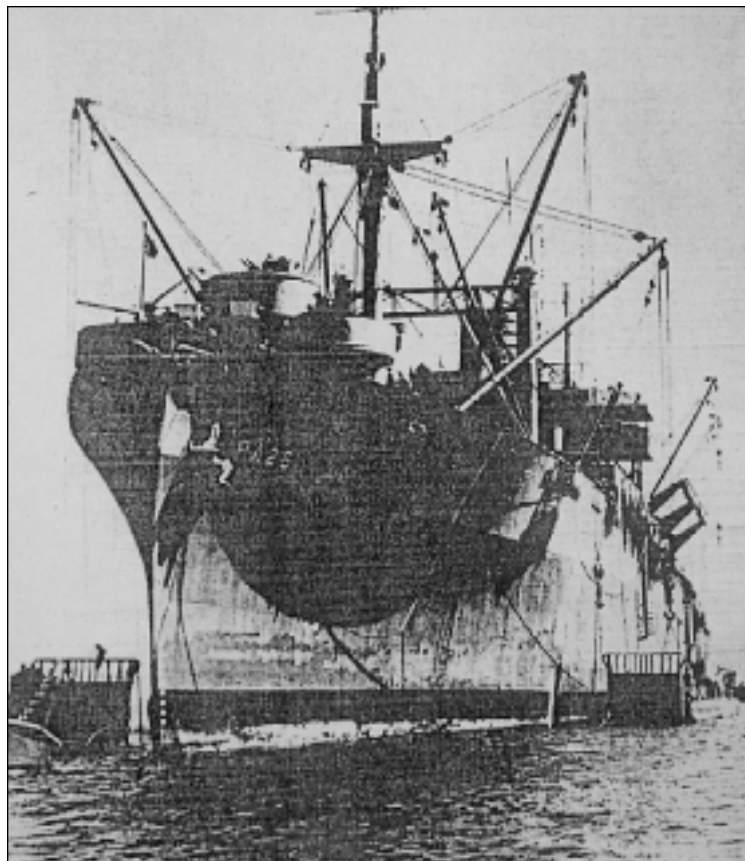
cabin. He said to me, "I'm sorry, but I can't afford to let you go. We are leaving tomorrow for an engagement and you are needed at your fire control station, but you must realize that later on you must transferred off the ship." My station was on the bow, fire controlling the forward twin 40's. He may, or may not, have know our destination was Okinawa, I sure did not know.

I quote, again, from my brother's history, "His ship pulled up anchor, joined the other ships and sailed over the horizon – and I didn't see him for many months. When I think back on the war that reunion was a great highlight for me [and me too] in those trying days – and just think of what the odds must be when you consider of the thousands of ships, and just two happened to 'PASS IN THE NIGHT' way out there in the massive Pacific." To top it all, the *Chase* had run aground and was returning to the States for repairs.

After 16 days, and 58 general quarters, in the April 1, 1945 invasion of Okinawa (and the last battle of World War II) we cruised southeast to Ulithi, in the Caroline group, where I was transferred off *LST 782* – that was 28 April, 1945. The battle of Okinawa was still in full swing and lasted three months in all. I bounced around the Pacific from island to ship and finally arrived in Hawaii in June. They sent me to the Aiea Receiving Barracks to wait for my brother's ship to return from the West Coast and to continue the war.

About July 2, 1945 – Bee's and my 21st birthday – I went to sick bay with a fever and was placed on light duty. It was at that time, July 4th, that I received a letter from brother Bill in which he said, "Congratulate me, I have been transferred off the *Chase* to the Coast Guard Radio Station in Alexandria," a mere eight miles from our home in Arlington.

I high tailed it to the office to explain that I was to go on the *Chase* with my twin brother and that my brother was no longer on the *Chase*. The guy there looked over my papers and said, "there is no mention of a twin brother. You will go on the



Bee's Coast Guard Ship — USS Samuel Chase (APA-26)

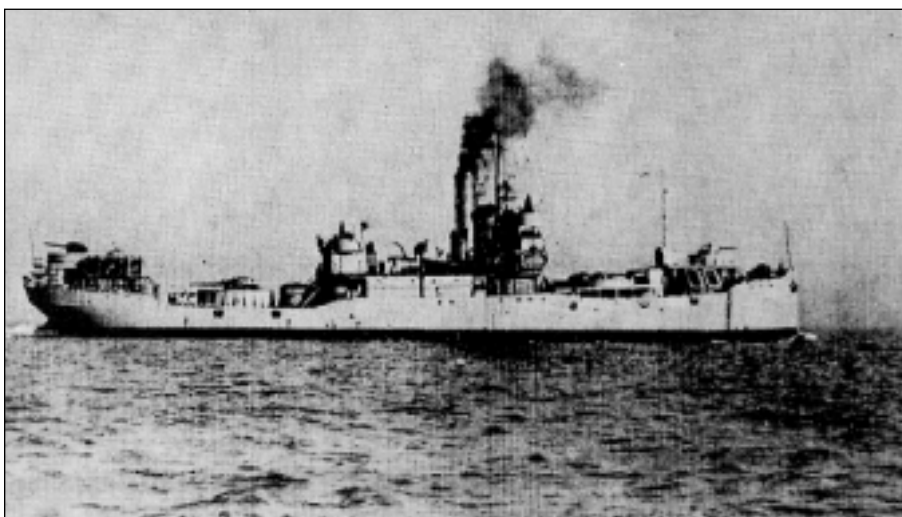
Samuel Chase as assigned, period."

That same day I wrote back to Bee pleading with him to do something – like going to Coast Guard Headquarters in nearby D.C. I mailed the letter and I barely made it to my bunk. They sent an ambulance for me and took me to U.S. Naval Hospital, Base # 128 at Aiea, further up the hill from Pearl Harbor – again, this was July 4, 1945.

The hospital was a series of Quonset huts with about 20 patients per hut. Each bed had a set of earphones where you could listen to Hawaiian music ninety percent of the time on the only two radio stations on Oahu, KGU and KGMB, with an occasional news broadcasts.

I turned into Base 128 with a toe tag that read D.U. (Diagnosis Unknown). It wasn't until my head swelled up, as if I had been beaten with a baseball bat, that the diagnosis became know - Sinusitis Ethmoidal.

A few days after I was admitted I received a return letter from brother Bill. He had gone to Coast Guard Headquarters where they agreed to bring me back home but it might take two months. (My stay in the hospital lasted exactly two months). My reaction was, yeh, sure, the govern-



USS Menemsha (WAG-274)

ment doesn't act that fast.

On August 6, 1945, during the night, some patient was listening to the radio, when he raised up and shouted, " We just dropped a huge bomb on Japan and wiped out an entire city – called Hiroshima." There were many doubting Thomases, at least until the second bomb was dropped on Nagasaki three days later.

On August 14, 1945 President Harry S. Truman announced on the radio that WORLD WAR II HAS ENDED – with the unconditional surrender of the Empire of Japan. Everybody went nuts. The compound went wild. Some of us who were not bedridden ran into the street to add to the confusion.

We looked down the hill to Pearl Harbor and the profusion of ships. They began lighting their pyrotechnics. In a moment it looked like the fourth of July at the grounds of the Washington Monument in D.C.

I was elated along with everyone else. But wait! Suddenly it hit me. The war was over but I still was slated to go the *Chase*, to go out into the Pacific for cleanup operations and my twin brother was no longer the *Chase*. My morale sunk to a low ebb.

On September 2nd I was dismissed from Hospital # 128 and transferred to the Coast Guard Receiving Station at Wailupe, which was six miles east of Waikiki. They put me on guard duty as I was still on light duty.

Again, as always, it didn't take long for everyone to know your business. My mates there started kidding me with, " I saw your brother's ship today." I didn't know what to believe.

I had been at Wailupe for only three days when the office called me, via the loud speaker while I was walking my rounds. They told me to report immediately.

At the office they informed me that I was being transferred and that a car was waiting for me. My heart sank to the lowest point that it had ever been. Of course I knew what the answer would be – to the *Chase*, but I asked anyway. Where was I being transferred to ? They answered, " TO THE COAST GUARD RADIO STATION IN ALEXANDRIA IN VIRGINIA." While I thanked Bee for his visit to USCG Headquarters I told them ' I will be ready in five minutes.'

On September 5, 1945 I was back at Aiea Receiving Barracks, which had changed complexion. It was over crowded with sailors waiting to go home. After a couple of false alarms my name was posted on the list to go on the heavy cruiser *Baltimore*.

The *U.S. Baltimore* was also crowded. As we approached San Francisco on September 21, there on the side of the hill was a several feet high (and tear soaked) sign which read ' WELCOME HOME.' As we cruised below the Golden Gate Bridge you could see people waving from car windows (there was no air conditioning in cars in those days). At pier #7 a large band was playing, " California Here I Come ", followed

by a few service numbers, including the Coast Guard song. I was glad to be home after three years.

After three days at Alameda I was on a train to the East Coast. Believe it or not I had my own compartment. My ticket read Alexandria but I got off at Union Station in D.C. and called my father to pick me up.

The twins were back together. We would remain at the Radio Station the last five months – a mere eight miles from our home in Arlington. From Bill's journal, page 178, "Just think, after all this time Bee and I finally were stationed together – and in our own back yard." As we left the Separation Center in Philadelphia, our thoughts went back to that great Union when two ships ' PASSED IN THE NIGHT'.

The twins are still inseparable. We keep in touch regularly, by phone rather than by e-mail. Bill lives alone in Waterloo, Iowa, having lost two wives. He has two children and seven grandchildren, five of whom are triplets and twins. Bruce lives in McLean, Va. Peggy and Bruce have been married 53 years, and have one child, Martha who has two of our grandchildren. Bill and Bruce will turn 80 on July 2, 2004, Bruce 15 minutes before Bill.

[Assuming The Watch](#)

On Dec. 4, 2003, MCPO Jeffrey D. Smith was sworn in as the fourth Reserve Force Master Chief at a change of watch and retirement ceremony at USCG Telecommunications and Information Systems Command, Alexandria, Va. Smith took the reins of the Coast Guard Reserve's top enlisted position from CGCVA member MCPO George P. Ingraham, who had served in that capacity since Sept. 4, 1998. The day also recognized Ingraham's retirement after 42 years service.

The Coast Guard Reserve Force Master Chief was originally established in June 1991 to serve as a USCG headquarters liaison for all USCG Reserve enlisted personnel. MCPO



Current and former MCPO-CGs pose with MCPO Ingraham at his Change of Watch and Retirement. From left to right are Ingraham, MCPO-CG Rick Trent, USCG (Ret.), current MCPO-CG Frank Welch, and MCPO-CG Vince Patton, USCG (Ret.).

Features & Association News

Forrest W. Croom was the first to hold the position, followed by MCPO William C. Phillips, then Ingraham.

"It is truly a service that is better now that MCPO Ingraham has served," said MCPO-CG Frank Welch during the opening remarks. "My sincere thanks to MCPO Ingraham and Smith. We have

"This job will be the highlight of your career. I look back and there is no way I could have predicted all of the events that occurred. So buckle up — you are in for one heck of a ride!"

—MCPO Ingraham, to incoming Reserve Force Master Chief, MCPO Jeffrey D. Smith.



CGCVA member MCPO George P. Ingraham at his retirement ceremony.

been and will remain in capable hands."

Vice Commandant VADM Thomas Barrett presented Ingraham with a Legion of Merit, and presidential and retirement certificates. Barrett was serving as Director of Reserve and Training in 1998 when MCPO Ingraham began serving as Reserve Force Master Chief, giving him a unique perspective on the ceremony.

"MCPO Ingraham, you were a superb representative for our service," said Barrett. "I am very, very proud to have served with you in the U. S. Coast Guard... MCPO Smith, you're the right person for the job. The country will prevail, and with your leadership, we'll be up to the challenge."

Editor's Note: Thanks to CWO Ed Kruska of the Reservist Magazine for this article (which I liberally edited). And, on behalf of the entire CGCVA membership, good luck George in all that you do. Thanks for all the support you provided our Association over the years. Please remain active as an CGCVA member! Also, best of luck in your new job MCPO Smith!

Let Your Name Live On

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

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

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

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

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

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 minimum 2.75 GPA), personal history (in own words), and statement from sponsor. Applicant must be a relative of the CGCVA sponsor (son, daughter, grandson or granddaughter). Sponsor must be a member in good standing. Applicant shall be a second year student of a junior college, a third year student of a four-year college, or a high school senior. Must show financial need.

STUDENT'S NAME:

Last	First	Middle Initial	Date of Birth		
Address	Apt#	City	State	Zip	Telephone No.
Social Security Number		Applicant's Signature*		Date	

*(This authorizes the CGCVA to verify records from the applicable institutions and/or all other sources deemed necessary by the CGCVA)

SPONSOR'S NAME:

Last	First	Middle Initial	CGCVA Exp. Date		
Address	Apt#	City	State	Zip	Telephone Number
Sponsor's Signature		Date			

Send completed Application w/attachments to: Ed Burke, 17728 Striley Drive, Ashton, Md., 20861.

Date received: _____ Complete: Yes _____ No _____

Received by: _____ Approved: Yes _____ No _____

Awarded: _____
Date

Presenter: _____
Name

Mailed: _____
Date

Cc: CGCVA National Secretary/Treasurer
 CGCVA National President



CGCVA Auxiliary News

Hello Everyone:

Guess what? It's time to get excited... the Ft. Mitchell, Kentucky Reunion is just around the corner! So if you're not already registered, do it now! There will be lots of fun things to do, including our CGCVA Auxiliary Friendship Luncheon on Saturday, April 24th. Cost is only \$15 per person and we always have a surprise at this activity.

This year, Pat & I plan to travel to Alaska from Kentucky. We will be fishing and panning for gold in different places as we head westward. I think it would be a lot of fun if we could form a caravan going that way. Anyone with a motorhome care to travel along with us? Let me know. You can reach me at: ReliancePi@netzero.net. Please put CGCV in your e-mail subject line or I might not open it. Anyway, we plan to spend the entire summer there. Of course, if you have your own transportation, you can do as you please.

Pat and I plan to attend the annual "State of the Coast Guard" Luncheon on March 25th in Washington, D.C., an event we have participated in the past few years.

I recently received a call from Jane Maxwell, our Secretary-Treasurer, who informed me that she regrettably won't be at the reunion. A grandson is getting married that same week. She also said she is recuperating from foot surgery. I want to apologize to Jane for not having kept up with her during her operation and convalescent period. Jane, I am sorry and we will truly miss you in Kentucky. Get well soon!

Well, don't guess I'll be getting the "Miss Manners of the

Year" award this time, huh?!

Did you know that exercise of the brain is as important as exercise of the muscles? As we grow older, it's important that we stay mentally alert. The saying, "If you don't use it, you'll lose it" also applies to the brain. So, try the following test to determine if you're losing it or are still with it. Relax... clear your mind and begin:

(1) First, what do you put in a toaster?

Answer: "Bread." If you said "toast", then give up now before you hurt yourself. If you said "bread", move on to question 2.

(2) Next, say "silk" five times. Now spell "silk." What do cows drink?

Answer: "Water." If you said "milk", please don't attempt the next question. Your brain is obviously over-stressed and may even over-

(3) Finally, if a red house is made from red bricks, and a blue house from blue bricks, and a pink house from pink bricks, and a black house from black bricks, what is a green house made from?

Answer: "Glass." If you said "green bricks", what the devil are you still

I know everyone passed the test, so I look forward to seeing all you brains at the Reunion. Take care and don't forget our troops are still fighting and it's worse now than when the war was declared "over." So please don't forget them!

Shirley Ramsey



Coast Guard Combat Veterans Auxiliary Membership Application

Name: _____ Date: _____
Last First Init.

Address: _____
Street or Box Number City State Zip Code

Eligibility: _____ Sponsor's Name: _____
Wife, Husband, Son, Other

Amount of Membership Dues enclosed: \$ _____ Dues are \$10.00 every two years.
Make checks payable to: CGCVA AUX and mail to: Jane Maxwell, Secretary-Treasurer, P.O.
Box 2790, Burney, Ca., 96013.

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**

LAPEL PIN (New Item!): U.S. Flag above USCG logo. **\$4.00** each; two for **\$7.00**; and three for **\$10.00**.

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

[VA Disability Compensation 2004](#)

In addition to health care for veterans who have applied for and received a service connected disability rating they will receive a compensation check based on the amount of disability awarded. This amount will be subtracted from any retirement pay they are entitled to unless they qualify for CDP or CRSC. However, this amount is non-taxable which will reduce their tax liability. Additional amounts may be payable for a spouse, child, and/or dependent parent when a veteran is entitled to compensation based on disability(ies) evaluated as 30% or more disabling. Veterans who have received a service connected disability rating for 10 continuous years cannot have their benefits severed and veterans who have been continuously rated at or above a certain % rating for 20 years cannot have that rating lowered unless their was fraud involved in obtaining the benefit.

Basic Disability Compensation rates effective 1 DEC 2003 for the calendar year 2004 are: 10% = \$106 : 20% = \$205 : 30% = \$316 (\$354) : 40% = \$454 (\$504) : 50% = \$646 (\$709) : 60% = \$817 (\$893) : 70% = \$1029 (\$1117) : 80% = \$1195 (\$1296) : 90% = \$1344 (\$1498) : 100% = \$2355 (\$2366). Amounts shown within brackets are the rates if married. Certain disabilities have additional rates that are payable. Go to website: www.vba.va.gov/bln/21/Rates/comp01.htm for complete tables for all variables. All disability compensation payments cease

upon the veteran's death. Survivors can apply for Dependency and Indemnity Compensation (DIC) if the death can be attributed in any way to the veteran's disability. If not, low-income survivors can apply for a widow's pension. [Source: www.vba.va.gov JAN 04]

[WW II Memorial Dedication Celebration](#)

The World War II Veterans Memorial now rising at the foot of the Reflecting Pool opposite the Lincoln Memorial on the National Mall in Washington, D.C., will be dedicated on 29 May, 2004, the Saturday of the Memorial Day weekend.

The American Battlefield Monuments Commission (ABMC) is planning a four-day dedication celebration (May 27-30) that will feature a World War II Reunion on the Mall where members of the WWII generation will gather together, meet former comrades, record oral histories, and enjoy 1940's music and World War II military displays.

Most of the groundwork on the memorial is complete and granite installation on the perimeter is moving briskly. The first of 17,000 pieces of granite was installed in early February and most of the 56 pillars are up. Construction should be completed on schedule in March 2004 and the memorial may be open to the public in April.

The memory of America's World War II generation will be preserved by the memorial and through a related Web-based

From the Service Officers (cont.)

registry -- an individual listing of Americans who contributed to the war effort. Any U.S. citizen who helped win the war, whether a veteran or someone on the home front, is eligible for the registry. Names in the registry will be forever linked to the memorial's bronze and granite representations of their sacrifice and achievement. The database will be hosted on the Memorial Web site www.wwiimemorial.com. There are already 1.3 million records in the database, but 16 million served in uniform during the war so the surface has only been scratched. Registry enrollments can also be made by calling toll-free 1-800-639-4992 to request a register brochure. There is no charge to enroll a member of the World War II generation in the registry, although there is a \$5.00 processing fee for a certificate of the enrollment and a \$10.00 fee to add a photograph of the individ-

ual to the record. [Source: NCOA National Capitol Office Update 22 JAN 04]

I've been pretty busy this past year, serving as a Service Officer. During 2003, I traveled 6,000 miles, attended 11 funerals, assisted 111 veterans (nine cases from out of state), coordinated five award ceremonies, attended two Service Officer schools, put on "Know Your Benefits" classes. Currently, I'm working 70 VA open claims. It's impossible to accurately calculate the total number of hours that have been spent assisting our Brother and Sister Veterans, but I'd guess about 2,000. It's all worth it though because my success rate for all claims worked is 100%. Semper Paratus!

Tom Huckelberry

From The Ways & Means Director

[Vietnam Monument Update](#)

Shipmates:

The CGCVA Vietnam Memorial project tracking well with continued contributions of funds to build two Vietnam Memorial Monuments, one at USCG Recruit Training Center Cape May, N.J., and another at the USCG Academy, New London, Ct. We still need to raise about \$5,000.00 for this project so I'm hoping you can help. Please send whatever you can, whether it's \$5.00, \$10.00 or \$100.00. It will all go to building the monuments and their perpetual care. All donations are 501c3 tax deductible. Send donations to: Baker Herbert, CGCVA National Secretary-Treasurer, P.O. Box 544, Westfield Center, OH 44251.

The Coast Guard Command at Cape May, has also budgeted \$5000.00 towards the Monuments final landscaping, and

will be setting the footing for it to rest on.

These are Coast Guard memorials folks, and we're the last armed force to install monuments reflecting our Service's contributions during Vietnam. Let's do this right... with funding from our own, no outside sources. Please send what you can.

Invitations will be mailed in the very near future. Will you be there? If your summer plans include Cape May, I suggest that you secure rooms real fast. If you look in one of the last QD Logs, you can find Hotels and Motels that can put you up.

The search for all of the men who received the Purple Heart while in Vietnam, goes on. Do you know any one? It's time to notify our fellow Coasties from Vietnam and pass the word on what we are doing.

Thanks for all the support! I hope to see you in Kentucky!

Robert MacLeod

From The President (cont.)

Commandant, ADM Thomas Collins welcomed Nolte and wife Brittany and participated in the presentation ceremonies.

It is always a pleasure to recognize heroic performance on the part of Coast Guard men and women. Again, congratulations to Petty Officer Nolte! Remember, we will be presenting the 2003 CGCVA Coast Guard Person of the Year award at our Kentucky Convention so there's yet another good reason to attend. Hope to see you there!



CGCVA President Ed Swift addresses a group gathered in the Coast Guard Commandant's Office at CGHQ prior to making the 2002 CGCVA "Person of the Year" award to AVT3 William J. Nolte (right)

[CGCVA Member Honored](#)

Distinguished CGCVA member and Vietnam Silver Star recipient **Larry Villarreal**, will be honored April 6, 2004, when a building at U.S. Coast Guard Training Center Yorktown, Va., is named for him. Larry was a 'snipe' so chances are it will be an MK "A" School or engineering-related building. The CGCVA is hoping to have a good turnout for this event and provide an "honor platoon" similar to what we formed during the LT Jack Rittichier activities this past November. Congrats Larry!

Swift



Coast Guard Combat Veterans Association

MEMBERSHIP APPLICATION

(Please Print Clearly)

Personal Data

Name: _____ Date: _____
Last First Init.

Address: _____
Street

City/State/Zip Code: _____

Telephone: _____ E-Mail: _____ Date of Birth: _____

Do you have two (2) residences? Yes _____ No _____ (This is for Quarterdeck Log mailings)
If Yes, please furnish the below information:

Address: _____

City/State/Zip Code: _____

Telephone: _____ When There? From: _____ to _____

Sponsored By: _____

Military Data

Branch of Service: _____ Service Number: _____ From: _____ To: _____

Important: This Application MUST be accompanied by either a copy of your Discharge (both sides); or, a copy of a DD-214; or, a copy of a DD-215; or, a copy of NAV/CG-553; or, a copy of your letter of awards; or, a copy of some other "official" document that states your participation in or your direct support of a combat situation. You may further get a certified statement from a former shipmate who is a CGCVA member in "Good Standing," stating that you served with him on a particular ship/station during a particular period of time.

Rank/Rate: _____ Present _____ @Discharge _____ @Retirement _____

Signature: _____ Date: _____

Dues: \$25.00 for two (2) years. Amount of Membership Dues Enclosed: \$_____ **Make checks or money orders payable to: CGCOMVETS** and mail to: Baker Herbert, LM, CGCVA National Secretary-Treasurer, P.O. Box 544, Westfield Center, Oh., 44251. Phone: (330) 887-5539. Fax: (330) 887-5639.



THE SHIELD OF FREEDOM

(Above, left to right) Terry Labonte (Justin's father), Justin, and Bobby Labonte (Justin's uncle) pose with the 2004 Team Coast Guard Racing/Labonte Motorsports #44 Dodge during "Roll-Out" ceremonies at Daytona International Speedway prior to the Daytona 500. A partnership between the Coast Guard and Labonte Motorsports will see Justin and the 44 car compete in 15 NASCAR Busch Series races between April and November 2004.

(Upper Right) Justin Labonte and several Coast Guard personnel at the car's "roll-out" ceremony in Daytona.

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

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