



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 19, Number 2

Summer 2004

Vietnam Monument Dedicated

First of two CGCVA-funded Memorials Unveiled at TraCen Cape May, N.J.

by CWO Ed Kruska, USCGR (Reservist Magazine)

A new monument honoring all Coast Guardsmen who served in Vietnam was unveiled at USCG Training Center Cape May, N.J., on July 16.

"This is an extraordinary event," said keynote speaker and retired Coast Guardsman CWO4 Paul C. Scotti, author of "Coast Guard Action in Vietnam." Scotti noted that the Coast Guard has a chip on its shoulder because the public rarely acknowledges its participation in combat operations such as those in Vietnam.

"The Coast Guard was in Vietnam and this monument will remind people of that," said Scotti. "What the Coast Guard did in Vietnam is something every American should be proud of."

The monument was sponsored by the Coast Guard Combat Veterans Association (CGCVA), with the generous support of numerous private donors. Many in the crowd of about 200 had served in Vietnam and traveled from across the nation to be at the dedication.

Following opening remarks by CAPT Curtis Odom, the training center commanding officer, a proclamation from New Jersey's Governor was read, and Cape May's Mayor declared it "USCG Service to Vietnam Day in Cape May."

The monument was unveiled by Vietnam veterans BMCM Tommy Bowden, USCG (Ret.), CGCVA National Vice President Gil "Frenchy" Benoit, and RADM Paul Blaney, Academy Class of 1965. Laying a wreath were Vietnam veterans EN2 Jerry Goff, USCG (Ret.) of Camden, S.C. and BMCM Marshall Smith, USCG (Ret.) of Texas.

The monument is located in front of the training center's galley on a landscaped area. A USCG World War II monument graces the other end of the area. The new monument is 5-feet high by 4-feet wide, made of granite from the Chicago area, while the plaque was cast in Ohio. It honors the seven Coast Guardsmen lost in Vietnam, Squadron One (82-foot patrol boats), Squadron Three (High Endurance Cutters), aviators and other support roles including explosive loading detachments, port security, ATON, and LORAN. Some 8,000 Coast Guardsmen and 56 different combatant vessels were assigned to duty in Vietnam.

CGCVA Trustee Robert MacLeod, an EN3 who served

aboard *CGC Point Grey* in Vietnam (1968-69), was event emcee and a driving force behind the creation of the new monument. The idea for the monument originated with Vietnam veterans years ago. However, it was CAPT Donald Taub, Academy Class of 1956, who approached MacLeod at an April 2002 CGCVA convention that really put the project in high gear. It's been an ongoing production ever since.

"Looking out at the gathering of Coasties from the past, and knowing that just up the road are hundreds of Coasties going to our future made me believe that what was accomplished with this monument at Cape May is a work directly from the heart," said MacLeod. "CAPT Donald Taub had the inspiration, I had the drive — mission accomplished. All of this would not be possible without fellow Coasties who served in Vietnam. This is for them. This is for our future, and this is for the education that it brings."

Another CGCVA-sponsored Vietnam monument will be unveiled at the Coast Guard Academy Oct. 23 during Homecoming Weekend there. For information, contact Robert MacLeod at (980) 253-0566, or E-mail: rgbysheast@aol.com.



BMCM Tommy Bowden, USCG (Ret.), CGCVA National Vice President Gil "Frenchy" Benoit, and RADM Paul Blaney, USCG (Ret.) unveil the Vietnam Memorial Monument July 16th.



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From the President

Vietnam Memorial Monuments

Shipmates: We all have reason to be very proud. The first of the two Vietnam Memorial Monuments that our Association raised funds for has been dedicated, and it looks absolutely gorgeous! Since I was not at the July 16th ceremony at Cape May, I'll let Vice President Gil Benoit and Trustee Robert MacLeod who were there provide you with all the details throughout this issue. Bravo Zulu to all who contributed to this most worthwhile project and especially to those who provided many, many long hours of work the past 18 months to make this a reality. And don't forget... a second Vietnam Memorial Monument will be dedicated at the USCG Academy on October 23rd during Homecoming Weekend. That will no doubt be another stellar day for the CGCVA.

Webmaster Needed

As most of you are aware, our CGCVA website was started up just over a year ago through a contracted webmaster **John Beck**. John did a tremendous getting us out of the starting blocks with a very professional site and I am most grateful for his help. John was unable to continue working on this page due to other work and family constraints and CGCVA member **Bill Wells** was kind enough to take over the responsibility of maintaining and upgrading www.coastguardcombatvets.com for the past few months. Bill has really made some significant positive changes to the site so if you haven't been there lately, I strongly suggest you do. However, despite Bill's incredible help, he can't continue longterm as the CGCVA webmaster and has asked that we search for a replacement. In that vein, I offer the position of CGCVA webmaster to any member who is knowledgeable on the subject of web management, has the time to dedicate to maintaining and upgrading the site, and is basically willing to do this important job on a volunteer basis. If interested, please let me know at swiftie1@msn.com. Thanks!

Quarterdeck Log

Like the CGCVA webmaster, the editors of the *QD Log* do this job on a volunteer basis. Speaking for myself, the demands of my fulltime job are such that I am having trouble finding enough available time to produce the magazine. I have served as *QD Log* editor for more than 10 years and as much as I hate to say this, I really appreciate it if someone else could take the reins. I usually put about 40-60 hours into each quarterly issue. Of course, I will continue if there are no takers, but if a CGCVA member with desktop publishing experience and the time to spare would like to jump into the fray, please let me know.

Lots of great stuff in this issue so hope you'll read it cover to cover. And, as always, my sincere thanks to all who submitted articles and photos. Semper Paratus!

Swiftly

Next QD Log deadline is Nov. 1, 2004

From the Vice President

Greetings All:

Thank you for electing me as your vice president. As a CGCVA founding member, I have devoted a lot of time and love to our organization and will, with the grace of God, try to do much more. As a member or life member of many organizations, my primary commitment is to the CGCVA, and I vow to be available to all members and associates.

Much of my time this term will be spent trying to get Coast Guard memorabilia and information into the Atlantic and Pacific Wings of the D-Day Museum in New Orleans. For those of us that have visited this wonderful museum, there is very little regarding the Coast Guard included in exhibits. If anyone has an "in" at that facility, please let me know. We really need to let the general public know what the Coast Guard did back then and does today.

I recently returned home from the USCG Training Center at Cape May, N.J., and the dedication ceremony for the Vietnam Memorial. Training Center commanding officer CAPT Curtis Odom, his lovely and spirited wife, and the entire command showered the many attending Vietnam veterans and myself with attention and the utmost kindness. It was almost to the point of embarrassment. It seemed that everyone on the entire base was at our disposal, and it seemed that they were disappointed if they could not do at least a little something for us.

Jerry Goff and I wanted to tour the base on Saturday. While coming out of the Base Exchange, Jerry and I were stopped by CAPT Odom and wife. Although they were in the middle of running errands, they stopped and talked to us for about 15 minutes, letting us know we had the run of the base. We spent a couple of hours visiting one of the new 87-footers, replacement craft for the 82-footers. The officer in charge (a BMCM) and a machinery technician (MK) showed us every aspect of the vessel and its capabilities. The MK took us through the engine room and I was impressed. I have seen some clean spaces but you really could eat from the ship's bilges. It was a real \$50 tour.

Bravo Zulu to CAPT Odom, his staff, and the entire training center for making a bunch of broke-down old Coasties feel so welcome. Special thanks go out to the Chief Petty Officer and Chief Warrant Officer Association Chapters at Cape May, whose members kept trying to give us keys to their private clubs, in case we needed an adult libation. Needless to say, since Jerry and I are not very adult, we did not take them up on their offers (Wanna buy some desert land?)

We also met several folks at the dedication ceremony who



Gil "Frenchy" Benoit and Paul Scotti relax at the Harborview Club following the Vietnam Monument Memorial Dedication Ceremony

are eligible for CGCVA membership and we gave them copies of the latest QD Log and application forms. Hopefully, we'll get some new members as a result and see them at our next reunion.

If you weren't able to attend the Vietnam Monument Dedication in Cape May, there will be another similar ceremony in October at the Coast Guard Academy. Details are in this *QD Log*. CGCVA Trustee Robert MacLeod put together a wonderful

ceremony in Cape May and I'm sure the event in New London will be spectacular as well. If you can get there, please do... it will surely be worth the trip.

I have found over the years that wearing the CGCVA ball cap or overseas cap at ceremonies, VFW and American Legion posts, etc., brings on quite a bit of attention and lots of questions. I find them both to be great recruiting tools for the Association. We are also considering making a sign-up card, similar to the ones used by the VFW and American Legion, so they can be carried easily in one's pocket and given to prospective members.

All for the moment. Here's wishing everyone good health and fair seas. And remember... as you slide down the banister of life, may the splinters point in the opposite direction.

Frenchy



The official party... Chaplain LCDR Atticus Taylor, CGCVA Vice President Gil Benoit, BMCM Tommy Bowden, USCG (Ret.), CWO4 Paul Scotti, USCG (Ret.), RADM Paul Blaney, USCG (Ret.), and CAPT Curtis Odom, Cape May TraCen CO.

From the Secretary-Treasurer

Vietnam Memorials

Trustee Robert MacLeod's hard work on the Cape May Vietnam Memorial Dedication saw about 300 members, families and friends on hand. CGCVA Historian Paul Scotti was brilliant, as usual, in his keynote address. Paul does know the facts. A year or so ago, retired Captain Don Taub approached CGCVA President Ed Swift with a recommendation for a Vietnam memorial. Captain Taub drew up great plans, which our Board of Trustees approved, and it became a matter of asking for donations and contracting for the memorial. Our Ways & Means Director Robert MacLeod went to work immediately and retired Commander Bill Hicks obtained a monument company, went over plans many times, and the rest is history. These two beautiful memorials could not have been established without the generosity of the CGCVA membership and friends. Thank you all so very much. Dedication of the second CGCVA Vietnam memorial will be October 23rd at the USCG Academy in New London, Ct., during Homecoming Weekend.

CGCVA 20-Year Anniversary Approaching

If in July 1985, at the Indian Lakes Resort in Bloomingdale (Chicago), Ill., someone would have said that we would have reunions from that time and even celebrate 20 years in 2005, I believe most of the 15 there would have said something like, "Yeah, right!" Well, our 2005 Convention & Reunion will get us to that 20-year mark so starting now, "Let's save up our pennies and save up our rocks so we'll have a little money in the old tobacco box." It will be a great time to meet and greet shipmates, and that's what our Association is mostly about.

Off to Cle Elum

Actually, Marylou and I are going to the beautiful Northwest to visit Marylou's sister and our brother-in-law (a former Coastie or we wouldn't go). They are both caught up in Coast Guard history and are especially fond of visiting Douglas Munro's gravesite. We don't even have to ask. While at the Munro grave, my thoughts go back to two young boys, Mike Cooley and Doug Munro, who took their wheelbarrows down to the train tracks and picked up loose coal lying around,

wheeling it into town and making a little pocket money on their sales. Two boys who roamed the woods, worked hard on their chores, but who also had many happy times. Then they grew older and in 1939, I believe, Doug joined the Coast Guard.

No boot camp but he was assigned to the *CGC Spencer* at Seattle, along with Ray Evans and perhaps one or two other boots. The *Spencer* CO, as told to me by Frank, asked Gunner Frank Prince to take charge of the young men and teach them seamanship, gunnery and so forth. Frank must have done a great job, and he had quite a bit of talent to work with because we know that Doug and Ray were very capable and dedicated Coast Guardsmen. Our members must be exceptionally thankful that Vince Stauffer, Pat Denney and Swede Johnson place a wreath on Doug

Munro's grave every year. The CGCVA pays the light bill there so that our country's flag can be flown 24 hours a day over this hero's grave. Thanks guys!

Serpens, Tampa & Rittichier

When in Washington, D.C., it is nice to pay respects in Arlington National Cemetery at any or all of the Coast Guard Memorials and/or gravesites there. As my favorite military poet, Rudyard Kipling, once wrote: "Lord God of Hosts, be with us yet, lest we forget — lest we forget!"

Ed Burke

Although leaving the 'loop,' Ed will be hanging in there helping our Association in many ways. There has been no harder worker in our 19-year history than Ed Burke. Swiftly is moving up to that position but Ed really did come along at the right time (Baltimore 1990) and grabbed onto the Secretary position. Later he served as Secretary-Treasurer and finally as Vice President. He has also worked very hard, and continues to serve, as one of our convention planners. This guy worked late into the nights frequently, learned about computers, and really put our Association on the right course. And of course, Nancy was always there as a tremendous help. Thanks Ed and Nancy for all your tremendous service to the CGCVA!

All for now. Semper Paratus!

Baker Herbert

Bibb Shipmates Association

The *USCGC Bibb* (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 Ingham

A reunion of the *USCGC Ingham* (WHEC-35) will be held Sept 30 - Oct. 2, 2004, in Charleston, S.C. If you are interested in attending this reunion, or have information on the whereabouts of *Ingham* shipmates, contact: **Jack L. Elam** at 1659 W. Jenny St., Lecanto, Fla., 34461. Ph: (352) 746-0079. E-mail: jlecpe@atlantic.net.

USCGC Duane

The USCGC Duane Association will hold its 12th Reunion in Cape May, N.J., from Sept. 29 - Oct. 2, 2004. Contact **Stan Barnes**, Duane Assn. President at (603) 286-7720, E-mail: sbarnes@worldpath.net or Assn. Secretary **Jay Schmidt** at (508) 285-9765, E-mail: jaysch@aol.com.

USCGC Coos Bay

The *USCGC Coos Bay* reunion will be held in Chicago, Sept. 15-19, 2004. For details, contact: **Bill Hardy** at 7036 Valley St., West Olive, Mich. 49460. Ph: (616) 738-0765. E-mail: hardyb643@sbcglobal.net.

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.

USS Centaurus

Crewmembers from the CG-manned *USS Centaurus* (AKA-17) will hold a reunion October 7-10, 2004 in St. Louis, Mo. Contact: **Kent Price** at 314-822-4637. E-mail: kentp@sbcglobal.net.

USS Cavalier (APA-37) WWII Association

The *USS Cavalier* (APA-37) WWII Association will hold its 16th Reunion October 21-24, 2004 at the Holiday Inn

CROSSED THE BAR

Roland R. Brookins

Joined: 02-05-01 CTB: 05-07-04

Bunch, RADM Peter A.

Joined: 11-01-95 CTB: 05-12-04

George Frank

Joined: 2003 CTB: 03-24-04

Arthur J. Gross

Joined: 04-21-96 CTB: 2003

Thomas J. Lane

Joined: 02-23-02 CTB: 06-17-04

Charles S. Marple

Joined: 06-10-00 CTB: 07-01-04

Joseph P. McGuire

Joined: 06-27-96 CTB: 2004

Russell J. Meshurel

Joined: 05-20-91 CTB: 2004

Louis E. Schindel

Joined: 08-01-03 CTB: 05-02-04

Roger Seccombe

Joined: 05-16-94 CTB: 01-28-04

John S. Stamford

Joined: 09-15-89 CTB: 07-22-04

Sarasota-Lido Beach, Sarasota, Fla. Contact: **John Giles**, Association President, at P.O. Box 325, Pacific City, Ore. 97135-0325. Phone: (503) 965-6732, E-mail: jegiles39@earthlink.net.

USS LST-787

The USS LST-787 Association will hold a reunion Oct. 1-5, 2004 at the Howard Johnson Inn, 2100 Rte. 30 East, Lancaster, Pa. Hotel POC is **Cheryl Geoff** at (717) 397-7781, ext. 303. For information, contact: **Janice Pace** at (804) 733-6183.

Did You Buy A Ticket?

At the April CGCVA Convention in Kentucky, **Tommy Bowden** was selling tickets for the 2nd Annual Fund-Raising Raffle sponsored by the USCG Chief Petty Officers Association (Elizabeth City, N.C. Chapter). Unfortunately, the ticket stubs that Tommy had, along with the collected money, were stolen from his vehicle while he was in Cape May, N.J., for the CGCVA Vietnam Monument dedication.

As a result, Tommy asks that anyone who purchased raffle tickets from him send him the ticket and let him know if they want a new ticket or a refund. The tickets were \$20 each and 1st prize is a 2005 Harley Davidson Ultra Classic or \$18,000 in cash.

Send tickets to Tommy Bowden at P.O. Box 11, Corolla, NC.C. 27927.

Hell hath no fury like a woman scorned!

She spent the first day packing her belongings into boxes, crates and suitcases.

On the second day, she had the movers come and collect her things.

On the third day, she sat down for the last time at their beautiful dining room table by candlelight, put on some soft background music, and feasted on a pound of shrimp, a jar of caviar, and a bottle of Chardonnay.

When she had finished, she went into each and every room and deposited a few half-eaten shrimp shells, dipped in caviar, into the hollow of the curtain rods. She then cleaned up the kitchen and left.

When the husband returned with his new girlfriend, all was bliss for the first few days. Then slowly, the house began to smell. They tried everything; cleaning and mopping and airing the place out. Vents were checked for dead rodents, and carpets were steam cleaned. Air fresheners were hung everywhere. Exterminators were brought in to set off gas canisters, during which they had to move out for a few days, and in the end they even paid to replace the expensive wool carpeting.

Nothing worked. People stopped coming over to visit... Repairmen refused to work in the house... The maid quit... Finally, they could not take the stench any longer and decided to move.

A month later, even though they had cut their price in half, they could not find a buyer for their stinky house. Word got out, and eventually, even the local Realtors refused to return their calls.

Finally, they had to borrow a huge sum of money from the bank to purchase a new place.

The ex-wife called the man, and asked how things were going. He told her the saga of the rotting house. She listened politely, and said that she missed her old home terribly, and would be willing to reduce her divorce settlement in exchange for getting the house back...

Knowing his ex-wife had no idea how bad the smell was, he agreed on a price that was about 1/10th of what the house had been worth... But only if she were to sign the papers that very day. She agreed, and within the hour, his lawyers delivered the paperwork.

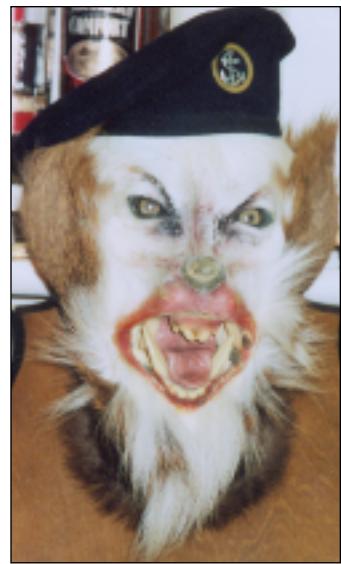
A week later, the man and his new girlfriend stood smirking as they watched the moving company pack everything to take to their new home...

...including the curtain rods.

Fajitas Wildus Meanus

Origin – Unknown

Background – Wild fajitas were brought to Southeast Louisiana between the late 1800s and early 1900s by James Autobon and kept in captivity at a refuge on Avery Island, La., the home of Tobasco Sauce. Along with the fajitas, nutria and other non-indigenous animals were kept in natural settings. Before hurricanes were named, they were simply called the Big Storms (of a certain year) and it was the Big Storm of 1905 that totally destroyed the Avery Island Refuge animal compound and all of the creatures escaped. Some, like the nutria and fajita, interbred, hence the “wild fajita.” Because of the rancid smell, the fur is not used for clothing. The meat, however, is ooh-lala delicious and has been used as a staple at Mexican restaurants for many years. The males are primarily meat-eaters so the dark meat from the boar is rather coarse, hence “beef fajitas.” The smaller, fish- and plant-eating females’ meat is off-white with a smoother texture, hence “chicken fajitas.” Bon appetit!



Korean Revisit Program

This past June, CGCVA member **Robert Clink**, who served on ELMO-4 in Pusan, Korea and aboard *USCGC Forster (WDE-434)*, represented the Coast Guard at the 54th Anniversary of the invasion of South Korea, in Seoul.

A remembrance program, held in the Jangchung gymnasium, was witnessed by thousands. It was hosted by the Korean Veterans Association and the Korean Government. According to Clink, there were tours of several memorials, battlefields and war museums, and he took part in two wreath-laying ceremonies, one at the National Cemetery and National Sanctuary and another at the U.S. Monument in Imjingak.

A reception was held at the Shilla Hotel with more than 300 United Nations veterans in attendance. His Excellency



CGCVA member Robert Clink (seated), along with other Korean War veterans, display the medals awarded them by the Korean Government in ceremonies in Seoul in June.

Notices & Association News

President Roh Moo Hyun and his wife attended for a short while, before being whisked away under tight security. A medal awarding ceremony included introducing each attending veteran, then having a Korean government official placing a medal around each veteran's neck, shaking their hand, and thanking them. Attending veterans had served as U.N. troops from Ethiopia, South Africa, Thailand, Turkey and the United States.

The Korean Revisit Program was established in appreciation of the South Korean people being set free from the aggressors from the north, allowing them to rebuild their country.

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 Steven T. Shelley (Charlie-168) of Jacksonville, Fla., reports to USCG Honor Guard, Alexandria, Va.

SA Matthew W. Jones (Delta-168) of Richmond, Va., reports to *USCGC Legare*, Portsmouth, Va.

SA Jordan Noe (Echo-168) of Baltimore, Md., reports to *USCGC Tahoma*, Portsmouth, Va.

SA Josh T. McNeill (Foxtrot-168) of Nashville, Tenn., reports to *USCGC Joshua Appleby*, St. Petersburg, Fla.

SN Bryson O. Oliveira (Golf-168) of Honolulu, Hi., reports to *USCGC Munro*, Alameda, Calif.

SA Curtis L. Merritt (Hotel-168) of Dover, Del., reports to USCG Station Eastern Shore, Va.

SN Jacob E. Burnett (India-168) of Kansas City, Mo., reports to *USCGC Dependable*, Cape May, N.J.

SA Sarah D. Nunery (Juliett-168) of Indianapolis, Ind., reports to USCG Group Philadelphia, Pa.

SN Sergio Savain (Kilo-168) of Panama City, Fla., reports to *USCGC Bear*, Portsmouth, Va.

FN Ilima K. Maiava (Lima-168) of Honolulu, Hi., reports to *USCGC Storis*, Kodiak, Ak.

SN Brandon M. Maddox (Mike-168) of Baltimore, Md., reports to BM "A" School, Yorktown, Va.

SN Nathaniel P. Hoo-Mook (November 168) of Orlando, Fla., reports to USCG Station Ponce Inlet, New Smyrna, Fla.

SA Jayson S. Rivera (Oscar 168) of Albany, N.Y., reports to USCG Integrated Support Command, Boston, Mass.

SN Ronney C. Wright (Quebec-168) of Dallas, Tex., reports to USCG Recruiting Office, Dallas, Tex.

SN Brant A. Whisler (Sierra-168) of Philadelphia, Pa., reports to USCG Station Atlantic City, N.J.

SA Megan N. Easley (Tango-168) of New Orleans, La., reports to Marine Safety Office New Orleans, La.

SN James Reynolds (Uniform-168) of San Diego, Calif., reports to *USCGC Kukui*, Honolulu, Hi.

FA Ryan M. Swasey (Victor-168) of Cerritos, Calif., reports to *USCGC Hamilton*, San Diego, Calif.

Typical Sailor

The aircraft carrier *USS Abraham Lincoln* was finally inching up to the pier at homeport when the Captain of the ship noticed a sailor on the flight deck gesturing wildly with semaphore flags. He then noticed an attractive young woman standing on top of a station wagon, also waving semaphore flags. Always concerned about security and never having seen something like this, the Captain barked at his Bridge Signalman, "What message are those two people sending?"

The Signalman concentrated intently and soon reported, "Sir, he is sending FOXTROT-FOXTROT and she is sending ECHO-FOXTROT."

Not having any clue as to what these messages could mean, the Captain dispatched an armed Marine to escort the sailor back to the Bridge. The sailor arrived, out of breath from running up the many ladders to the bridge, and saluted smartly. "Seaman Endicott reporting as ordered, sir!"

"Seaman", shouted the Captain, "Who is that woman on the pier and why are you exchanging signals FF and EF?"

Sir. That is my wife, Sir. She wants to eat first."

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*):

APRIL 2004

John P. Gallagher (*M. Kristula*); Patrick G. O'Donnell (*Pat Ramsey*); Wellington E. Cudlipp (*Jack Campbell*); Clarence J. Fostin (*Pat Ramsey*); LM Herman Schmidt (*Pat Ramsey*); John H. Vincent (*Pat Ramsey*); Earl H. Winter (*Pat Ramsey*); and Dennis W. Kurtz (*Pat Ramsey*).

MAY 2004

LM Lewis C. Bethards (*George P. Alton*); Jerome W. Nelinson (*Pat Ramsey*); Philip M. McNish (*Pat Ramsey*); Joseph T. Ruggiero (*Gil Benoit*); Grove G. Gipple (*Bill Wells*); Kenneth F. Kobylanski (*Pat Ramsey*); Thomas R. Williamson (*Pat Ramsey*); LM Floyd C. Hampton (*Pat Ramsey*); John D. Hughes (*Pat Ramsey*); Richard J. Zettle (*Pat Ramsey*); LM Thomas J. Barrett (*Ed Swift*); Benjamin D. Eill (*Pat Ramsey*); William C. Smith (*Pat Ramsey*); and Jesus J. Vazquez (*Terry Lee*).

JUNE 2004

Norman E. Lemoine (*Pat Ramsey*); Hillard Gabrilove (*Pat Ramsey*); Loren Meadowcraft (*Pat Ramsey*); Benford Hughey (*Joe Kleinpeter*); Jessie C. Maddox (*Joe Kleinpeter*); Brance L. McCune (*Pat Ramsey*); Jerry Ard (*Stan Sinclair*); and Stephen J. McCleary (*Pat Ramsey*).

JULY 2004

Ronald D. Ricker; Don C. Fedrigon (*Robert Coleman*); LM Gary A. Fortner (*Pat Ramsey*); Michael L. Hastings (*Chris Wood*); LM William J. Nolte (*Ed Swift*); and LM Jacob Carawan (*Ed Swift*).

E-Mail Addresses

To assist our Association members in contacting each other, the *QD Log* used to include a complete e-mail list of participating members. Due to magazine space constraints, the complete list will instead be provided on the CGCVA website: www.coastguardcombatvets.com. The *QD Log* will run e-mail address additions and changes only in each issue. Below are the additions and changes received since the last issue. Additions, deletions and changes should be sent to: USCGW64@neo.rr.com.

Brookins, Ralph W. bbylake@juno.com

Burke, E.P. "Ed". EdBurkeashton@aol.com

Chandler, Robert K. arkchan@centurytel.net

Dreeke, Robert W. rtdreeke@optonline.net

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Naval Sea Cadets

On behalf of the CGCVA, I recently presented a Cadet Achievement and Merit Recognition Plaque and a quarterdeck signal bell to Mr. Kenneth Blow, commanding officer of the newly formed Michigan Sea Tigers Division (Winter 2003-2004) of the U.S. Naval Sea Cadets in Sault Ste. Marie, Mich. Currently, the Sea Tiger Division is training at the Sault Ste. Marie USCG Group Office facility, which exposes the Cadets to Coast Guard life and operations at the co-located commands of the Small Boat Station, *CGC Katmai Bay*, *CGC Buckthorn* and Marine Safety Office.

The U.S. Naval Sea Cadets is a nationwide organization dedicated to helping American youth realize personal success and achievement through

a nautically-oriented training program. Membership in the Sea Cadets allows young people ages 11-17 the opportunity to sample maritime military life without the obligation to join any of the armed forces. Various maritime training experiences exist for the Cadets including two-week abbreviated boot camps, rate advancement, exchange programs with Cadet counterparts in foreign countries, and 'on-the-job' participation with Navy and Coast Guard operational units.

SCPO Roger Putman, USCG (Ret.)

Greetings from the Great Pacific Northwest

I just wanted to provide a quick report of the events of the day at Cle Elum, Wash., this past Memorial Day. We had a pretty good day, as far as the weather goes for that area. It had stopped raining and we had sunshine with scattered clouds and the ever-present wind. It would have been a great day except for the wind, which kept us cool. The wreaths arrived around 0900 so we had plenty of time to place them on the grave before the program started at 1000. The affair was well attended by about 200 people. The turnout of USCG personnel was great. There was a detachment of about 25 crewmembers from the *CGC Munro*,



CGCVA wreath at Douglas A. Munro gravesite in Cle Elum, Wash.

all in uniform. The guest speaker for the day was **MCPO Charley Craig, USCG (Ret.)**, who did a great job. Also in attendance was a Marine Corps private right out of boot camp. **Ray Killian**, the VFW Post Commander in Cle Elum, served as the oldest veteran in attendance and passed the colors to the Marine as the youngest military man in attendance. The

Master of Ceremonies was a retired Navy commander, who did a great job. He added a little extra after his speech to take the media to task for the shabby way they are treating the troops now serving around the world. There were three sisters that sang the "Star Spangled Banner" and later "America the Beautiful." They did a great job of it. The whole



Trustee "Swede" Johnson, Pat Denney and Vince Stauffer at Memorial Day ceremony at Cle Elum, Wash.

program took a little over an hour and was most impressive. **Pat Denney, Swede Johnson** and I represented the Association by wearing our CGCVA hats.

I hope you all had a good and safe Memorial Day. Semper Paratus!

Vince Stauffer



New CGCVA member BM1 Jesus Vasquez aboard the USCGC Bainbridge Island during the cutter's dependents cruise in mid-May. Vasquez served aboard the Bainbridge Island during the cutter's overseas deployment in support of Operation Enduring Freedom. CGCVA member Terry Lee made the dependent's cruise and recruited Vasquez into the Association.

Team Coast Guard Racing

Congratulations to **Justin Labonte** and all the members of Busch Series Racing Team Coast Guard for their impressive victory in the Tropicana Twister 300 July 10th at Chicagoland Speedway. Making his move in the final lap, Justin captured his first Busch Series victory in the "Shield of Freedom" #44 Dodge. Pulling off the major shock was one thing but the way he celebrated his first win of the season might have been just as surprising.

"I was going to do a burnout," said Labonte, driver of the "Shield of Freedom" Coast Guard No. 44 Dodge. "But I can remember my dad saying nobody should do a burnout." Terry Labonte has always been understated in his victory celebrations, holding the checkered flag out the window as he takes his victory lap. There's also is the matter of the engine: Justin is running part time in the Busch series this year, and he knew he couldn't afford to blow out his best engine. So while the rest of the field left the track, Justin drove to the flag stand and asked for the checkered flag. It dropped on the roof and lay there for several seconds before he climbed halfway out of the car and grabbed it. The decision caught the attention of Coast Guard Commandant ADM Thomas Collins.

"When the Coast Guard signed on to sponsor Justin, we did it knowing that he comes from a winning racing tradition, and Justin's actions on and off the racetrack — from the classy way he celebrated after winning to his efforts as our national safe-boating spokesman — clearly reflect that this young man is the right partner for the Coast Guard," Collins said.

The growing focus on and public interest in Homeland Security continues to provide unprecedented opportunities for raising the visibility of the Coast Guard in news, sports and entertainment. The Coast Guard's NASCAR sponsorship is providing an excellent venue for showcasing the Coast Guard and building awareness among the 78-million NASCAR fans of the values our Service brings to the American taxpayer.

Visit www.coastguardracing.com for regular updates, infor-

mation, and photos of the racing team in action. To order Team Coast Guard racing merchandise, go to E_merchandise@coastguardracing.com.

Justin Labonte and Team Coast Guard overcame a lot of adversity at New Hampshire and posted a Top Twenty finish of 19th after starting 42nd in the 200-lap race July 19th.

Prior to going to New Hampshire Justin visited the Coast Guard Academy in New London, Conn. His visit was well received and a two-hour autograph session in the Academy's Exchange saw a steady stream of excited Coast Guard people buying a large amount of Coast Guard racing die cast cars, racing T-shirts and the race team hats. After a tour of the Academy he was able to go on board the Coast Guard's Barque *Eagle*, the largest tall ship flying the Stars and Stripes and the only square-rigger in U.S. government service. To maneuver *Eagle* under sail, the crew must handle

more than 22,000 square feet of sail and five miles of rigging. The ship is so impressive it is beyond description until you see it. Justin was able to pose for pictures at the helm where President's back to Harry Truman have stood before cameras. Some of the video from *Eagle* was shown on Justin's appearance on the Trackside television show broadcast live nationally on Speed Channel from the race track July 19th.

Justin had run at New Hampshire in 2000 but since then they have made major changes to the track. Due to this it was like going to a new track for him. In the only practice Friday morning before qualifying the team only worked on qualifying set ups, planning to spend the hour practice after qualifying on adjusting the race set up. During Justin's qualifying lap the right front sway bar broke loose causing him to have to abort his run. Fortunately he was able to feel the problem quick enough to keep from wrecking the car and compounding the problem. Due to the win at Chicago the team had enough NASCAR Owner's Points to get a provisional starting spot. Then storms came in causing the final practice to be cancelled so he was left to start the race in 42nd with no time on the track with a race set up. The crew had to guess on what might be best and go from there.

Korean Defense Service Medal

The Korean Defense Service Medal (KDSM) is now authorized. It gives special recognition for the sacrifices and contributions made by members of the U.S. Armed Forces who have served or are serving in the Republic of Korea. Public Law

107-314 legislated the creation of a new medal to recognize military service in the Republic of Korea and the surrounding waters.

Members of the armed forces authorized the KDSM must have served in support of the defense of the Republic of Korea. The area encompasses all land area of the Republic of Korea, and the contiguous water out to 12 nautical miles, and all air spaces above the land and water areas. The KDSM period of eligibility is July 28, 1954 to a future date to be determined by the secretary of defense.

Service members must have been assigned, attached, or mobilized to units operating in the area of eligibility (AOE) and have been physically deployed in the area of eligibility for 30 consecutive or 60 non-consecutive days or meet one of the following criteria:

-- Be engaged in actual combat during an armed engagement, regardless of the time in the AOE.

-- Is wounded or injured in the line of duty and requires medical evacuation from the AOE.

-- While participating as a regularly assigned air crewmember flying sorties into, out of, within, or over the AOE in support of military operations. Each day that one or more sorties are flown in accordance with these criteria shall count as one day toward the 30- or 60-day requirement.

-- Personnel who serve in operations and exercises conducted in the AOE are considered eligible for the award as long as the basic time criteria is met.

Due to the extensive time period for KDSM eligibility, the non-consecutive service period for eligibility remains cumulative throughout the entire period. The KDSM may be awarded posthumously, and only one award of the KDSM is authorized for any individual.

Requests for award of the KDSM to veterans, retirees, or their next of kin shall be submitted to the National Personnel Records Center (NPRC) at 9700 Page Avenue, St. Louis, MO

63132-5100. Requests should include a copy of the DD-214 form and any supporting documentation to substantiate service as outlined above. For more information, go to: www.archives.gov.



CGCVA member Glen Eppens and his wife Genevieve at the Coast Guard Memorial in the Veterans Memorial Garden in Lincoln, Neb. Besides memorials for each branch of the service, there are memorials for WWI, WWII, Korea, Vietnam, and Desert Storm. Each of the latter memorials include bricks engraved with the names of local service members who served in that campaign, along with their respective branch of service. Glen's name is on a brick at the WWII Memorial and indicates he served in the Coast Guard. Glen served on the USS Hermes (WPG-109) and USS General Mitchell (AP-114) as a quartermaster in the South Pacific

Diversity Outreach

The Coast Guard's COMPASS Diversity Outreach Program needs you to help increase awareness of the opportunities in, and missions of the U.S. Coast Guard in minority communities. COMPASS is a volunteer program that leverages the strength of our entire workforce by utilizing retired, active duty, reserve, civilian, and auxiliarist Coast Guard men and women. COMPASS members perform outreach activities in a variety of venues, such as high school and collegiate career fairs, national conferences of ethnic affiliation groups, and community festivals. For further information, contact **LCDR Necia Chambliss** at nchambliss@comdt.uscg.mil or (202) 267-6237. Or try the website: www.uscg.mil/diversity/COMPASS. Outreach opportunities happen every day!

Patrol Boat Restoration Project

One of the legendary USCG patrol boats that was built and served during WWII is being restored to operating condition for use as a floating historical exhibit and education classroom.

More than 40 years after it was decommissioned, plans call for the 83-foot CG-83527 to be renovated and returned to its original active duty area in the Pacific Northwest and Puget Sound. Built on the Atlantic Coast in 1944, the example of the last type of wooden Coast Guard patrol boat in service was sent to the Pacific and served in Tacoma, Wash., for 17 years (1945-1962).

Now owned by Combatant Craft of America (CCoA), a nonprofit military heritage group, once renovated the CG-83527 will be crewed by trained volunteers. On an unofficial support basis, it will be used throughout the region to help increase public awareness of the Coast Guard's more than 200-year-old history of providing homeland security, search and rescue and marine safety services during times of both peace and war. Education programs conducted aboard the vessel will also provide sea-going learning opportunities for youth groups, families and other interested individuals.

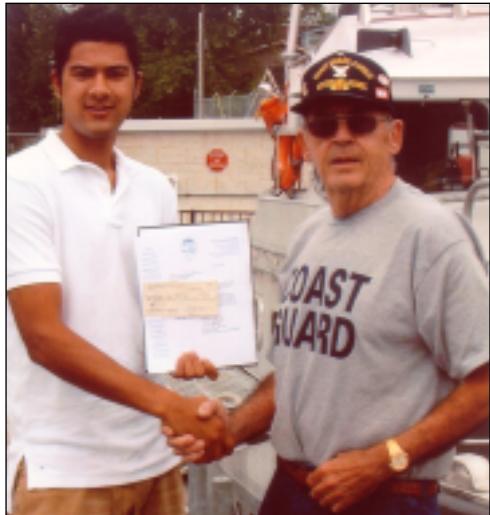
Volunteers, especially those Coast Guard veterans and

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retirees who served aboard patrol boats, are invited to join the CG-83527 restoration and exhibit project. To sign aboard as a member, contact CCoA at www.warboats.org and click on the World War II or CG-83527 project sections. For more information and to make financial, in-kind service and equipment and other donations to the project, see the website or write the CCoA at 1400 East Ludlow Ridge Road, Port Ludlow, WA 98365. Phone is (360) 437-0125.

CGCVA Scholarship Winner

On July 5th, CGCVA member **CWO4 Donald R. Clapp, USCG (Ret.)** presented our Association's Scholarship (a \$500.00 check) to his grandson, **Jeff Shahidullah**, at USCG



CGCVA member CWO4 Donald R. Clapp, USCG (Ret.) presents a letter of congratulations and check for \$500 to his grandson, Jeff Shahidullah July 5th at USCG Station St. Joseph, Mich.

Jeff was the recipient of the 2004 CGCVA Scholarship and he will be attending Baylor University in the Fall. Congrats Jeff!

attending the annual Coast Guard Day Festival in Grand Haven, Mich. Our congratulations go out to Jeff and we wish him the best of luck as he begins college this Fall.

A very nice letter was recently received from Jeff, which reads, "I am very pleased and honored to be the recipient of the Coast Guard Combat Veterans Association Scholarship. I plan on using this scholarship money for my books at Baylor University. Thank you very much." It was our pleasure Jeff.

An Interesting Tidbit

One of our WWII members (I believe from the "Lucky" Chase) told me about being on a transport and dropping off many troops in Liverpool, England.

The Coasties on the transport wondered why the English girls wouldn't even look their way. Finally, a bartender spilled the beans and told the Coasties that some U.S. Navy guys had been in the bar earlier and told the girls that all of the sailors with the shield on their right arm had VD.

Thanks!

On behalf of the entire Association, thanks go out to CGCVA life member **Wesley Borchert** for donating his complete set of Dress Blues, including neckerchief, flat hat and peacoat, that were issued to him at USCG Training Center Manhattan Beach, N.Y., in 1943. Wesley was stationed onboard *Patrol Frigate #49* from the time it was commissioned until it was given to Russia in August 1945 under FDR's lend-lease program. His Coast Guard travels included Australia, New Guinea and the Philippines on sub patrol and convoy duty. Hopefully, there will be a CGCVA Museum one of these days to properly exhibit such items.

National D-Day Memorial

Editor's Note: In keeping with the recent commemoration ceremonies for the 60th Anniversary of the Normandy landings, I felt it appropriate to include information on a ceremony held just three years ago. Below are the remarks made by His Excellency Francois Bujon de l'Estang, Ambassador of France to the United States, at the Inauguration of the National D-Day Memorial in Bedford, Virginia, June 6, 2001:

Mr. President, distinguished guests, ladies and gentlemen, in the spring of 1940, in the wake of months of fierce fighting, France was invaded and humiliated. In the space of just four weeks its army--ill-prepared for the war but facing the enemy courageously--had lost 120,000 soldiers who had sacrificed



While there was tremendous attention given to the 60th anniversary of the Normandy Landings at the actual beaches in France and in Washington, D.C., many WWII veterans flocked to the National D-Day Memorial in Bedford, Va.

their lives in vain to save their country. France's population was fleeing before the aggressor. The government had collapsed. Those were the grimmest of days. Days of darkness and despair. Under the brute strength of tyranny, an entire people found itself suddenly deprived of liberty and freedom. The future looked bleak and there seemed to be no reasons for hope.

In the midst of total disaster however, one man stood tall, surrounded by just a few. General Charles de Gaulle went to London and, on June 18, 1940, speaking through a microphone of the British Broadcasting Corporation, called for the French to join him, refuse to lay down their weapons, and resist. Resist and fight!

With an astonishing premonition of what would happen four years later, on the longest day following the longest winter, General de Gaulle rekindled hope in the hearts of the French people by saying: "France does not stand alone! She is not isolated. Behind her is a vast empire, and she can make common cause with the British Empire, which commands the seas and is continuing the struggle. Like England, she can draw unreservedly on the immense industrial resources of the United States."

On June 6, 1944, General de Gaulle's vision became a reality. Under the command of General Eisenhower, 70,000 Americans, together with British, Canadian, French and other allied companions-in-arms, set foot on the beaches of Normandy. Our American allies were following the path of Pershing's army during World War I and answering the call of Lafayette during the War of Independence. Like the men of Rochambeau in Yorktown, they had crossed the sea in the service of liberty: they were soldiers of free nations up in arms against oppression.

In the cold mist of that gray morning, the powerful armada of Operation Overlord brought the liberators to the soil of France where they broke through the wall of fire set off by the enemy. Omaha, Utah, Juno, Gold, Sword... the code names given to the beaches resonate today as many synonyms of freedom. A freedom paid dearly by those who fell in the sand never to rise again. The soldiers who made the ultimate sacrifice--among them the twenty-one brave boys from Bedford--were young men in the prime of their lives. They served their country and its core values in the world's most powerful and well trained army. But they were also good sons, nephews, boyfriends who had left behind the warmth of their homes tucked away in a generous country. Their future was stolen

from them by a faraway war. Yet what they fought for were universal values. And in defending a battered Europe under the Nazi yoke, they defended the very foundations of their nation and their country's collective past and future.

They joined forces with The French Resistance--the underground Organization of 500,000 men and women--who had secretly paved the way for their D-Day landing. Their conjunction would in a few weeks liberate Paris, and in a few months all of France, opening up the path to the final Victory.

Mr. President, ladies and gentlemen, France does not forget! The Memorial we are inaugurating today is a well-deserved tribute to the young men and women who fought in Normandy. Thanks to them, the ideals upon which our two nations have been founded remain the solid bases of our societies. They also remain the fundamental inspiration of the extraordinary French-American friendship and alliance

that transcends the centuries. On behalf of the French people, allow me to say, once again, thank you America!

God bless the United States ! Vive la France !

The Fifth Armed Service: USCG In WWII

Of the 22 Attack Transports in the Guadalcanal invasion on Aug. 7, 1942, 18 were manned by members of the U.S. Coast Guard. Their hundreds of 40-foot LCVP landing craft carried the bulk of the Marines brought to the bloody beaches in the first waves.

The Coast Guard sailors of WWII were known as the "Hooligan Navy." Some called them "Shallow Water Sailors"



Swimming through a rough surf swept by machinegun and mortar fire, USCG Coxswain Gene Oxley wrapped a line around himself and served as a "human anchor" to assist with the beach assault at Normandy. His efforts helped stabilize the CG-manned LCI whose ramp had been shot away.



CGC Spencer



Ready for the next invasion call, CAPT Miles H. Imlay, USCG, commander of the USCG LCI (L) Flotilla, leaves his HQ. He took part in the invasions of Sicily and Italy.

but the 171,168 men of this all-volunteer branch of service saw combat in every theatre of war. From 1941 to the end of the war in 1945, Coast Guard sailors manned 802 vessels of their own,

351 Navy and 288 Army ships.

In addition to the Attack Transports, they served on Destroyer Escorts, Patrol Frigates, Anti-Submarine Escort Cutters and dozens of Landing Ship Tanks (LSTs). Some of the earliest LSTs commissioned were crewed by Coast Guard personnel. Their ships saw action in the South and Central Pacific and the European Theatre. North Africa, France, Italy, and the Aleutians. Sicily, Anzio, Normandy, Attu, Tarawa, Luzon, Iwo Jima and Okinawa were among the landings supported by Coast Guard-manned ships. Some of these "Hooligans" served as beach masters directing troop, tank-laden and supply landing craft onto invasion beaches.

Coast Guard tenders and tugs salvaged ships that had been torpedoed and escorted them to safety. Other vessels performed search and rescue duties, saving scores of airmen and seamen from downed aircraft and sunken ships, and evacuating wounded Army and Marine personnel from invasion beaches. A flotilla of sixty 83-foot cutters rescued 1,438 men from the Normandy beaches.

Coast Guard patrol bombers from bases in Greenland



Off the bullet-swept beaches of France, wounded American fighters are taken out of the invasion fight aboard Coast Guard landing barges. These sea "ambulances" ran the wounded out into the English Channel where the men were transferred to Coast Guard assault transports for the voyage to England.

searched for German submarines. Isolated LORAN navigation and weather stations were among the varied duties performed by this branch of military service. C G - m a n n e d "hunter-killer" anti-submarine escort vessels were credited with sinking 11 Nazi submarines

and the capture of two surface vessels in the Atlantic.

The wartime contribution of the Coast Guard in WWII, Korea, Vietnam and the Persian Gulf is often overlooked in articles and memorials to these conflicts. These sailors fought and died alongside those of the other branches. Their contributions deserve recognition.

Phil Schneiderman



83-foot cutter USCG-1 off the Omaha assault area on D-Day. It was one of 60 cutters that sailed as part of "Rescue Flotilla One," escorting the first waves of landing craft.

Editor's Note: At age 15, the author, S1/c Phil Schneiderman, served aboard the LST-20 in the Pacific Theatre during WWII.

Remembering D-Day

As a postscript to the recent 60th anniversary of D-Day activities, let us not forget the Coast Guard heroes that were involved and were decorated for valor under fire during the Normandy Invasion. These men were instrumental in the successful invasion of Normandy and in turning the tide of WWII. They were:

Navy Cross
LCDR Quentin R. Walsh

British Distinguished Service Cross
LT George C. Clark

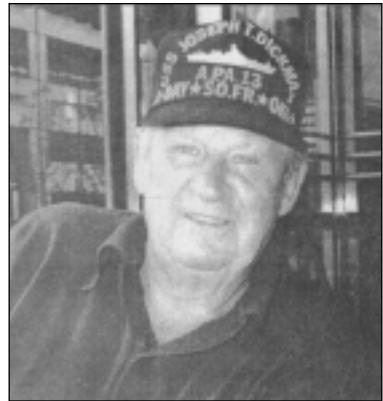
Silver Star
CAPT Miles H. Imlay
CDR Aden C. Unger
LT Samuel W. Allison
LT Gene R. Gislason
LT Robert M. Salmon
LTJG Coit Hendley
LTJG George F. Hutchinson
LTJG Arend Vyn
MM1 William F. Trump
SN Gene E. Oxley
SN Robert G. Ward

Memorial Day 2004

CGCVA member **Raymond Pasek** took part in the annual Memorial Day services in his hometown of Holyoke, Mass. He wasn't sure if he would march in the parade, since a bad back makes long walks difficult, but at the very least he would be

cheering from the sidewalk, waving an American Flag and wearing his *USS Dickman* cap.

Sixty years before, aboard the Coast Guard-manned *Dickman* (APA-13), a LCVP landing craft, SN1/c Pasek was part of a 30-boat attack transport carrying 2,000 combat soldiers, navy and crewmen to Utah Beach as part of the Normandy D-Day Landings. For two days, the *Dickman* ferried across the English Channel, bringing in fresh



CGCVA member Raymond Pasek wearing his *USS Dickman* baseball cap.

would happen."

After Normandy, Pasek participated in the invasion of Southern France and later Okinawa aboard the *Dickman*.

Air Attack in the Mediterranean

On April 23, 1944, the *Campbell* (W-32) departed Norfolk as flagship with a convoy headed for the Mediterranean with CAPT Samuel Gray in command. The convoy was scheduled to proceed into the Mediterranean and drop off ships at Gibraltar, Oran, Algiers, and Bizerte. The *Campbell* would be flagship for the third United States escort group into the area, the first having been badly damaged by German aircraft from Southern France. When the *Campbell* group left Norfolk, the second U.S. escort group was about to enter the Mediterranean.

COMO Jesse Sowell, USN, the Escort Commander on *Campbell*, was familiar with several foul-ups in Pacific naval warfare which occurred because the flagship never located the enemy. Confusion resulted from numerous U.S. warships reporting "bogies" or "targets" in many directions which could not be correlated and a coordinated attack or resistance organized by the flagship. COMO Sowell was determined to estab-



The CG-manned combat transport *USS Joseph T. Dickman* carried fighting men and vital war materials to the Normandy shores during the D-Day invasion.

men while returning with injured and dead soldiers. According to Pasek, the waves were about five feet high and many soldiers were swamped when the ship's bay door opened, drowning them in deep water. He recalls watching as a friend was cut in half by an incoming German .88 artillery shell. "It was awful," he remembered, "but I was too young to be scared. I didn't know what

off the ocean. *Campbell*'s Mediterranean-bound convoy had a hunter-killer group. Periodically, COMO Sowell would order the jeep carrier to send its planes out and run mock attacks on the convoy. By the time the convoy reached the Straits of Gibraltar on May 9, 1944, the escort vessels were well-trained in picking up attacking aircraft on radar and disciplined in reporting incoming bogies.

Two British naval intelligence officers came aboard *Campbell* while she was passing through the Straits of Gibraltar and the convoy was joined by two British AA cruisers which had all guns removed except for 20- and 40-millimeters. The British naval intelligence officers told us that the second U.S. Task Force which had entered the Mediterranean a few days ahead of *Campbell*'s convoy had also been beaten up by German planes coming from Southern France. The attack pattern by the Germans on the first and second escort groups was exactly the same. First day in the Mediterranean, the Germans sent out scout planes to take photographs. The scout planes flew so high it was not worth shooting at them. The second or third day in the Mediterranean, attacks on the convoys occurred at dusk.

The convoys were always close to the African coast (the Mediterranean seemed a very small body of water with the Germans occupying Southern France and most of Italy) in order to have air cover which rarely materialized. The Germans had many sympathizers in North Africa who would light bonfires on the hillside near the beach bracketing the convoy. Inshore of the hills there were also bonfires lined up so that the German planes could fly down the valley until they reached the bonfires and then jump over the hill onto the convoy. Both the first and second U.S. escort groups into the Mediterranean had the flagship knocked out early in the attack.

The German attack modus operandi seemed simple enough. First day in, the pattern unfolded perfectly. There was a German scout plane obviously so high that *Campbell* could not reach it with the 3-inch AA guns. The plane was circling and probably taking pictures. There was one twist or unscheduled

performance and that is COMO Sowell ordered a series of flag hoist signals so there could be no mistake where the flagship was stationed. By this time we knew COMO Sowell was not all that dumb and must have had a plan in ordering the flag signals. The scout plane apparently completed its mission and went away. When it became time to go to dusk general quarters on May 10th, COMO Sowell ordered a blinker signal to *USS Underwood* which was on the outboard or port flank of the convoy to exchange places with the *Campbell*. The *Underwood* must have known what was up because when we passed fairly close aboard she looked about as sad-sack as any ship could be. Nothing happened the evening of May 10 or the morning of May 11.

At dusk general quarters on May 11, the convoy was about fifteen miles beyond Algiers and about five miles offshore. The *Underwood* was again ordered to trade places with *Campbell* and *Campbell* took up position near a British AA cruiser far on the port or offshore flank of the convoy. Dusk began to settle in. Suddenly, there were two bonfires on the hill inshore of the convoy bracketing the convoy. COMO Sowell called the escorts' attention to the bonfires and placed everyone on alert. Not another radio transmission was heard as was the discipline.

At about 2103, the surface search radar operator reported that he had strange flickerings on his scope at 012 degrees true, range seventeen miles. The bearing was toward France and almost on the port beam of the convoy.

Campbell's radar operator reported the flickerings were becoming steady and seemed to be a large number of targets. The range was rapidly decreasing and it was pretty obvious that the targets were airplanes. When the targets were at twelve

miles, COMO Sowell advised the escorts by TBS radio that he had bogies at nine o'clock, range ten miles, coming in fast and added a few choice words as a reminder to anyone who might be inclined to report the bogies. The escorts on the inshore or starboard flank of the convoy were ordered to keep a sharp watch for airplanes coming over the hills, as that would be the normal direction of the attack. COMO Sowell called out the range periodically and when it was 6,000 yards, ordered the escorts to set fuses at 2,500 yards, train to the north and stand by for "commence firing." A lot of ammo went out, a flight of 15-20 planes came into view through the dusk and suddenly there were tremendous explosions directly in front of the planes. The British AA cruisers were sending out 20- and 40-millimeter shells with tracers. It looked like 1,000 garden hoses were waving streams of brightly illuminated water in the air. The planes appeared to fly directly into the exploding shells and the 20- and 40-millimeter shells and suddenly scatter like a covey of birds flying into a barrage of shotgun shells. The planes were now flying in all directions. *Campbell* shot down one plane for sure and probably a second. A JU-88 came in on *Campbell's* port bow and dropped a torpedo which appeared to be headed directly for the ship. *Campbell* went full left and paralleled the torpedo which went down her port side. The attack lasted over thirty minutes and it was dark when the firing was done.

There is one postscript. On the way out of the Mediterranean, *Campbell* passed the next incoming convoy headed by *USS Moffat*. *Moffat* apparently had heard about *Campbell's* successful defense and peeled off to come alongside a short distance off *Campbell*. It sounded as if the commodore on *Moffat* was a classmate or at least a good friend of



CGC Campbell in World War II

COMO Sowell's. *Moffat*'s commodore asked COMO Sowell how he had done it. The reply was "a damn good radar operator on *Campbell* and perfect TBS control." No one had uttered a word on TBS other than *Campbell* during the entire air attack.

At dusk, *Moffat* and her group were about 100 miles astern of *Campbell* and out of customary TBS range. However, the Mediterranean did not have customary TBS or radar ranges because the dry air coming off the Sahara tended to turn the radio and radar beams down. We could hear *Moffat* and her group on TBS and we were of course listening. Suddenly, all hell broke loose with the *Moffat* group. Apparently, everyone but *Moffat* picked up bogies and were reporting attacking airplanes coming in from many directions. To put it mildly, it sounded as if confusion was reining while the convoy was under heavy air attack.

we later learned that the convoy had been pretty badly beaten up but *Moffat* not hit. Subsequently, *Moffat* gained great fame, at least with *Campbell*, when she found the ship's beloved mascot, Sinbad, at Palermo and returned him to *Campbell* at the Boston Navy yard where *Campbell* was being converted to an AGC.

Editor's Note: Previous issues of the QD Log have included feature articles regarding the USCGC *Campbell*'s WWII ramming and sinking of the Nazi submarine U-606. The following article, submitted by new CGCVA member H. A. "Bud" Hoover, is relatively unknown. It is another wartime encounter by *Campbell*, one that took place in May, 1944. The personal account was written by LT Bradley, *Campbell*'s gunnery officer.

VADM Hull Retires

by Patricia Kime, Navy Times staff writer

A portrait of VADM James Hull soon will hang in a hallway of the Coast Guard's Atlantic Area command alongside those of his predecessors. Yet even among this distinguished group, Hull will forever stand out. He's the only one wearing camouflage utilities for his official portrait. It's an appropriate uniform for a man known as a bona fide "operator."

Hull retired from the Coast guard on July 16th after 39 years, one of the service's last two remaining admirals with Vietnam combat experience. VADM Thomas Barrett, vice commandant, retired July 23rd.

An officer whose career and leadership style were shaped by combat tours in Vietnam. Hull will be remembered for embracing the Coast Guard's military role in America's arsenal. Admirers also tout his concern for his charges, and for meeting myriad assignments, from search-and-rescue and homeland security to oil spill cleaning duty.

"He's a model officer, an operator," said CAPT Kurt Carlson, Hull's chief of staff at the 9th District. "He was the captain of ships, he did search-and-rescue. But he also had the ability to



CGCVA member James D. Ward III now resides at the old Tillamook Bay Motor Lifeboat Station (pictured above) in Garibaldi, Oregon. He is restoring the site and hopes to make a portion of the building a USCG historical site. A Vietnam veteran, he's also interested in starting up a Squadron One Association so any interested Squadron One veterans are encouraged to contact him at 1092 Bay Lane, P.O. Box 722, Garibaldi, Ore. 97118. According to Ward, there are stories of ghosts at the old station but so far he hasn't seen any. The present day CG station is located adjacent to site and is barely visible through the pilings.

take care of his people, to work on housing or personnel issues."

As a senior officer, Hull worked tirelessly to improve relationships with the other armed services, especially the Navy. He set out to prove that the Coast Guard — a military service with law enforcement capability — is better suited for some maritime missions than the larger sister service, especially in humanitarian-tinged cases as Haiti, Africa, and post-war Iraq. "We speak Defense Department and civilian," he said.

A native of North Ridgeville, Ohio, Hull was commissioned in 1969 after graduating from the Coast Guard Academy. He deployed to Vietnam on the high-endurance cutter *Rush*, which sank two enemy trawlers and prevented a U.S. Army unit from being overrun in combat. During his Vietnam experience, he learned much about military command and control and "a heck of a lot about people," he said during an interview with Navy Times on July 12th..

"When you are involved in a conflict like Vietnam or Iraq, you really realize that lives are on the line. You have to pay attention, you have to look out for your shipmates and you have to make sure other people did their job," he said. "Plus, I like that adrenaline rush."

Across the service, Hull is known for his boundless energy. He jokes that he's "naturally caffeinated," Retired ADM James Low, a friend and deputy secretary of homeland security, has another nickname for him: "the Energizer Bunny of the flag corps."

WWII Veterans Outreach

This year marks not only the 214th anniversary of the Coast Guard's founding, but also the official observance of the 60th anniversary of World War II. The Coast Guard's role in WWII began in 1939 enforcing the Nation's neutrality. Ultimately, 241,000 men and women of the "Greatest Generation" served in the Coast Guard during that war.

On August 4th, the Coast Guard began a year-long campaign to record the oral histories of our WWII veterans with the Library of Congress' Veterans Oral History Project. Veterans and their families are encouraged to enter their stories via internet at www.loc.gov/folklife/vets. Additionally, Coast Guard Auxiliary Public Affairs Officers nationwide have volunteered to capture the reminiscences of those veterans who do not have access to the internet.

World Leaders, Servicemen

Remember June 6, 1944

Knight Ridder

Omaha Beach, France — On the 60th anniversary of history's greatest seaborne invasion, the presidents of the United States and France joined throngs of veterans in a solemn ceremony atop a bluff where 9,387 Americans lay beneath white marble crosses and Stars of David.

President Bush and French President Jacques Chirac have been at odds over the invasion of Iraq, but they had no trouble agreeing on the historic importance of D-day, June 6, 1944, which began an 11-month Allied campaign to reclaim Western Europe and defeat Adolf Hitler.

Chirac, in French fashion, talked in grand, eloquent terms, saying, "I speak for every French man and woman in expressing our nation's eternal gratitude and unpayable debt... France knows full well just how

People over 35 should be dead. Here's why...

- According to today's regulators and bureaucrats, those of us who were kids in the 40's, 50's, 60's, or even maybe the early 70's probably shouldn't have survived.
- Our baby cribs were covered with bright colored lead-based paint.
- We had no childproof lids on medicine bottles, doors or cabinets, ... and when we rode our bikes, we had no helmets. (Not to mention the risks we took hitchhiking.)
- As children, we would ride in cars with no seatbelts or air bags.
- Riding in the back of a pickup truck on a warm day was always a special treat.
- We drank water from the garden hose and not from a bottle... Horrors!
- We ate cupcakes, bread and butter, and drank soda pop with sugar in it, but we were never overweight because we were always outside playing.
- We shared one soft drink with four friends, from one bottle, and no one actually died from this.
- We would spend hours building our go-carts out of scraps and then rode down the hill, only to find out we forgot the brakes.
- After running into the bushes a few times, we learned to solve the problem.
- We would leave home in the morning and play all day, as long as we were back when the street lights came on.
- No one was able to reach us all day... No cell phones! Unthinkable!
- We did not have Playstations, Nintendo 64, X-Boxes, no video games at all, no 99 channels on cable, video tape movies, surround sound, personal cell phones, personal computers, or Internet chat rooms... We had friends! And we went outside and found them.
- We played dodge ball, and sometimes, the ball would really hurt.
- We fell out of trees, got cut and broke bones and teeth, and there were no lawsuits from these accidents... They were accidents. No one was to blame but us. Remember accidents?
- We had fights and punched each other and got black and blue and learned to get over it.
- We made up games with sticks and tennis balls and ate worms, and although we were told it would happen, we did not put out very many eyes, nor did the worms live inside us forever.
- We rode bikes or walked to a friend's home and knocked on the door, or rang the bell or just walked in and talked to them.
- Little League had tryouts and not everyone made the team. Those who didn't had to learn to deal with disappointment.
- Some students weren't as smart as others, so they failed a grade and were held back to repeat the same grade. Horrors!
- Tests were not adjusted for any reason.
- Our actions were our own. Consequences were expected.
- The idea of a parent bailing us out if we broke a law was unheard of. They actually sided with the law. Imagine that!
- This generation has produced some of the best risk-takers and problem solvers and inventors, ever. The past 50 years have been an explosion of innovation and new ideas.
- We had freedom, failure, success and responsibility, and we learned how to deal with it all. And you're one of them! Congratulations!

much it owes to the United States of America. America is an eternal ally."

Bush, in American fashion, was plainer, blunter. He quoted from the Bible, "Greater love hath no man than this: that he lay down his life for his friends." He mentioned the common items — socks, shoes, helmets — that dead men had left on Omaha Beach.

He added, "America honors all the liberators who fought here in the noblest of causes. And America would do it again for our friends."

Following the American cemetery ceremony, Bush and Chirac joined 22 world leaders representing 16 nations in an elaborate ceremony at Arromanches. Britain's Queen Elizabeth II and Prime Minister Tony Blair, Russian President Vladimir Putin, and Australian Prime Minister John Howard were among the heads of state who watched more than 1,300 sharply dressed soldiers march in review.

German Chancellor Gerhard Schroeder attended the event, marking the first time Germany had participated in D-Day ceremonies.

For veterans, the ceremonies capped a period of national, even international, acclamation that began May 29th with the dedication of the National World War II Memorial in Washington, D.C. There was a sense with the veterans, mostly in their 80s, that time is running out to honor the 3.8 million who remain from among 16.1 million who served.

Vets Reflect on Trip to Normandy, France

by Carol Gorga Williams, Asbury Park Press

West Long Branch, N.J. — For one member of the armed forces, horrific D-day memories are beginning to fade; for another, they are being brought to the surface, owing to events observing the 60th anniversary of the pivotal WWII battle.

John "Jack" Campbell, 80, and Peter F. Rubino, 82, were among 100 American WWII veterans who went to France in June to accept medals from the French government.

Although only several blocks separate their homes, on June 6, 1944, they were literally worlds apart, with 18-year-old Army Pvt. Rubino stepping off a landing craft ramp at the landing zone code-named Omaha Beach. A soldier with the 29th Army Division, Rubino was part of the sixth wave of Americans to storm the beach on D-Day.

D-Day for Campbell was spent on the water. His boat was part of a group of 60 cutters that formed Coast Guard Rescue Flotilla One, a fleet of 83-foot



Jack Campbell and "Bubs" Tipling at one of several D-Day 60th anniversary ceremonies in France.

people don't know the Coast Guard participated in the war effort. In fact, the ships that dropped the soldiers off at Normandy were piloted by Coast Guardsmen.

"I went in in '42 and did four years — in the Coast Guard," said Campbell, who serves as a past national president of the Coast Guard Combat Veterans Association. "They get very little credit... that's all I want to get across — that the Coast Guard was there."

The tiny vessels went up to the shoreline on Gold, Juno, Utah, Sword and Omaha beaches with the first waves and continued to rescue soldiers for 12 straight hours.

"When you're 18 years old, it is a lot different," Campbell said. He said the memory of what he saw is dimming with age and the passage of time. "You can remember the good things, and the bad ones you try not to remember."

wooden boats , each carrying 2,000 gallons of gasoline. Their job was to pick up the wounded from the waters near the coast of Normandy, and they are credited with saving the lives of 1,437 men and one woman.

"Boats sunk? Man overboard? Whatever happened, we were there," said Campbell, who enlisted as a third class gunner's mate. "We weren't there to kill people. We were there to save their lives."

Campbell, a West Long Branch resident for 35 years, insists the Coast Guard seldom receives much needed attention, because many people



Jack Campbell and the Hon. Anthony Principi, Secretary of Veterans Affairs.



Coast Guardsman rescues a soldier off Omaha Beach.

During the observance of D-Day he met President Bush. Back in the states, he continues to be active, traveling every other week to the Coast Guard Recruit Training Center in Cape May, N.J., to present awards from the Coast Guard Combat Veterans Association to graduating recruits.

"Why go? Because I love it," says

Campbell. "I love to see the young kids. It helps my country. It's the smallest outfit. Probably there are more policemen in New York City than in the Coast Guard."

France Says Thank You To America

On June 3, 2004, 100 American D-Day veterans were honored at the French Embassy in Washington, D.C. Among the honorees were two Coast Guardsmen, both life members of the Coast Guard Combat Veterans Association. Past National CGCVA President Jack Campbell and Marvin Parrett represented the Coast Guard that day. Thus began a whirlwind adventure, including a roundtrip to France where the 100 veterans attended a myriad of ceremonies honoring their service 60 years earlier.

Each of the 100 veterans received personal congratulatory letters from Ambassador Jean-David Levitte and a general letter regarding the upcoming events. The latter read as follows:

"Dear Veterans,

It is a great honor to welcome you today to the French Embassy to commemorate the 60th anniversary of D-Day. Sixty years ago, you gave your blood and your youth to France and to the French people. Many did not return. They will stay forever in Normandy. They will stay forever in our hearts.

On June 6th, fifteen Heads of State will be in Normandy, thousands of men and women — most of whom were not even born that day — will be gathered there, and millions of people will follow these ceremonies throughout the world.

All will pay tribute to the soldiers and officers who sacrificed their young lives in France and Europe and to those who, like you, are fortunately still among us to remember.

Twice last century, in 1917 and 1944, American soldiers restored freedom to my country, to my continent. We will never forget. France will never forget. Europe will never forget.



The French Legion of Honor Medal

I want you to know that for all of us, for all the French people, you are heroes. Heroes because we know how much courage, how much bravery it took to land on those hostile beaches, to drop from those planes, to fight a ferocious and merciless enemy.



Jack Campbell and French President Jacques Chirac.

You were so young. Yet you were ready to sacrifice your young lives for our freedom. For a country that was not even yours. Now it is. The images of that day are part of our collective memory. Gratitude and remembrance are forever embedded in our souls. Every French person has a special place in his heart for you.

To show our gratitude, the President of the French Republic has decided to award you with the Legion of Honor. It is the highest that France can bestow upon those who have achieved remarkable deeds for France.

You wanted France to be free and you fought to liberate France. What higher deed than yours?

A special Air France flight will soon take you to France so that you may receive this award and attend the D-day commemoration.

Today, it is a privilege as well as a real pleasure to have you here just before your departure. Today, the "Maison Francaise" is yours. It is your home."

VISITING FRANCE

The elderly American gentleman arrived in Paris by plane. At French Customs, he fumbled for his passport.

"You 'ave been to France before, monsieur?" the customs officer asked sarcastically. The old gent admitted that he had been to France previously.

"Zen you should know enough to 'ave your passport ready for inspection."

The American said, "The last time I was here, I didn't have to show it."

"Impossible. You Americans alwayz 'ave to show your passports on arrival in France."

The American senior gave the Frenchman a long, hard look. Then he quietly explained. "Well, when I came ashore at Omaha Beach on D-Day in '44, I couldn't find any Frenchmen to show it to."

Coast Guard's Vietnam Veterans Honored With Memorial Monument

by Richard Degener, Atlantic City Press

Cape May, N.J. - It was more than 35 years ago, but **Marie Gipple** remembers it like it was yesterday. Her boss didn't believe her boyfriend was telling the truth about serving in Vietnam with the U.S. Coast Guard.

"He said he was lying because they only guarded the coast," Gipple recalled on Friday at Coast Guard Training Center Cape May.

The reaction is still common today. Few know that 8,000 Coast Guard sailors served in Vietnam between 1965 and 1973, and seven of them paid the ultimate price. Few know the Coast Guard has been involved in just about every war America has fought since 1790.

Gipple, by the way, didn't listen to her boss. She married **Grove Gipple**, and the couple came here Friday from their home in Gloucester County to help dedicate a new monument recognizing the Coast Guard's role in Southeast Asia. Grove Gipple said it's about time somebody did this.

"Not many people knew we were there. To this day, I tell people I was in Vietnam and they say, 'What were you doing there?'" Grove Gipple said.

What was the Coast Guard doing there? Retired Chief Warrant Officer **Paul C. Scotti**, who served in Vietnam and has written a book about it, "Coast Guard Action In Vietnam," said the Guardsmen did just about everything.

The guest speaker at the ceremony, Scotti talked about gun battles on jungle rivers, intercepting gunrunners posing as fishermen, tending aids to navigation, port security duties and moving explosives and other equipment. Scotti, who served on an 82-foot patrol boat from May 1967 to April 1968, also has a shorter answer.

"We were fighting and saving lives," Scotti said.

The Coast Guard did more than 4,000 missions in Vietnam, patrolling 4 million miles of water and boarding more than 230,000 vessels. Scotti, who was aboard the *Point Grey*, said that on a typical six-day patrol, they would board about 300 vessels, never sure if they were friend or enemy. He recounted some of the times a boarding resulted in machine gun to machine gun combat against the North Vietnamese and the Viet Cong.

"So you see, Coast Guardsmen in Vietnam served with valor. They got the job done. This monument will remind peo-

ple of what we did," Scotti said.

The granite monument features a bronze plaque listing squadrons, vessels, activities and other details of Coast Guard service. It also lists the names of seven who did not make it home, including the Coast Guard's sole MIA, Lt. Jack Rittichier, whose remains were found and returned in November 2003. Rittichier was laid to rest at Arlington National Cemetery.

"We honor seven who made the ultimate sacrifice. They put their nation and their shipmates before their own lives," said

Capt. Curtis B. Odom, the commander of Training Center Cape May.

The Coast Guard Combat Veterans Association, a group of 1,700 veterans from World War II to Iraq, took the initiative to create a monument and place it at our Service's only recruit training center. A second monument will be placed at the Coast Guard Academy in Connecticut on Oct. 23rd.

Mayor Jerry Inderwies was on hand to declare July 16th as U.S. Coast Guard Service in Vietnam Day in Cape May.

Scotti appreciates such publicity. He said the Coast Guard is still trying to convince some people that the Coast Guard is not a civilian organization, does indeed leave the U.S. coast when called and is not just a rescue operation.

"Nothing inflames us more than when people don't know we fought for our country. We fought in wars since the beginning," Scotti said.

The U.S. Navy, Army and Air Force all called on the Coast Guard during Vietnam to conduct important missions. The shallow patrol boats filled roles the Navy was not prepared for. More recently, USCG cutters were sent to Iraq.



CGCVA member Chris Wood, a Vietnam veteran, places LT Jack Rittichier POW-MIA bracelet at monument.

Robert MacLeod, a Vietnam veteran and trustee with the Coast Guard Combat Veterans Association, read the list of the seven who died as bagpipers played to family members of the deceased. A ship bell was rung after each name was read. A wreath was laid to honor the dead.

"I think this is the greatest thing that has ever happened," said **Joel Jarvi**, a Coast Guard Vietnam veteran who came from Michigan for the ceremony.

The U. S. Coast Guard in Vietnam

by CWO4 Paul C. Scotti USCG (Ret)

A woman once asked: – Why do Coast Guardsmen carry a chip on their shoulder? Now, I don't know how she came to that conclusion, but it has merit.

We do get a bit testy over the public's misconception and misinformation of our Coast Guard.

I once attended a seminar that brought in 30 public affairs professionals from throughout the country. At my request, the instructor asked: Who believes that the Coast Guard is a civilian organization. More than 20 people raised their hand.

In my travels, I tell people about the Coast Guard in Vietnam. Not only are they surprised to hear that we were there, but some even tell me that they didn't know we went beyond 40 miles from our own coast.

When some people hear that we are doing other things besides search and rescue, their nose gets out of joint because we are just supposed to be a rescue service.

However, nothing inflames us more, especially Coast Guard combat veterans, as when the public doesn't even know we fight for this country—and have been doing so in parts or all of four centuries.

The most blatant example of this is when a song tribute is played to our Armed Forces—and the Coast Guard song is left out.

When this happens you don't want be around my wife, for one.

--she has upbraided radio disc jockeys;

--chewed the ears off convention program organizers; and

--confronted musical performers.

In the case of the latter when they plead ignorance she shoves them the words and music to Semper Paratus.

Well, there was a lengthy war in Vietnam and Coast Guardsmen were there. This monument we dedicate will remind people of that.

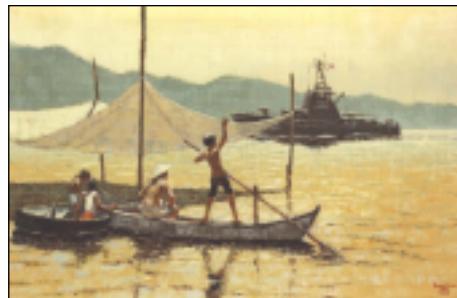
But the question remains in people's mind: What the heck was the Coast Guard doing in Vietnam?

The answer—simply put:

--To fight

--To save lives

--To make the war effort more efficient



87572 on patrol in Vietnam. Painting is part of the Daggett Vietnam art collection.



(Above) USCGC Point banks conducting riverine patrol.

(Right) USCGC Point Comfort on patrol. Both paintings are part of the Daggett Vietnam art collection.

NAVY

Unlike World War II when the Coast Guard was transferred to the Navy Department, in Vietnam, we were professionals-for-hire. We could have had business cards made up that read: AM COAST GUARD—WILL TRAVEL.

The Navy had responsibility to stop enemy personnel and supplies from reaching South Vietnam by water. It had ships patrolling offshore but lacked shallow draft boats to get inshore where most of the sneaking around took place. So the Navy picked up the telephone and called the Coast Guard. We send over twenty-six 82-foot patrol boats with crews. This became Squadron One.

Later, when the Navy ran short of deepwater ships to cover the offshore sectors it again called the Coast Guard. We sent over five High Endurance Cutters on a ten-month deployment. We replaced these five with five more and so on—until 30 of our big cutters had served with Squadron Three.

A war cannot be fought without supplies. Ninety-eight percent of all materials sent to

Vietnam arrived by ship, either in Department of Defense or merchant marine vessels. It was important that supplies flow uninterrupted by crew troubles or other mishaps. There was a clamor by the Navy and maritime industry for the Coast Guard to send over men to deal with mutiny,



murder, and other mayhem. We did. This became the Coast Guard Merchant Marine Detail.

ARMY

The Army needed us too. It was responsible for security and safety in Vietnam ports. A major concern was the safe offloading of ammunition and the warehousing of other haz-

ardous cargos. Realizing it did not have the expertise for this the Army sensibly called the Coast Guard. We sent over Explosive Loading Detachments and a Port Security & Waterways Detail to advise on protecting ports from sabotage and attack.

It wasn't long before the Army was telephoning the Coast Guard again for help. With the war buildup dozens of new ports came into being and old ones enlarged. A reliable aids-to-navigation system was needed. South Vietnam couldn't keep its own small inventory of navigational aids working. It had only one buoy tender, a converted Army coastal freighter that was broken-down most of the time. At the Army's urging the Coast Guard supplied an in-country Aids to Navigation Detail and deployed Buoy Tenders to Vietnam.

AIR FORCE

Oh yeah, the Air Force needed us too. It turned out that it did not have an all-weather reliable and accurate guidance system for its warplanes to hit targets in Southeast Asia. What the Air Force needed was a cluster of Loran-C stations. Who does this? Why the Coast Guard does. Call 'em up went out the order.

It takes about a year for the Coast Guard to put together a Loran network in the United States. Now it was called upon to find suitable places for the stations, brings in materials, and build them half way around the world--a formidable task. But you know we did it—and in only nine months.

However, the Air Force wasn't finished asking the Coast



CGCVA Historian and Vietnam veteran Paul Scotti at the Vietnam Monument. Scotti served as keynote speaker for the monument dedication ceremony July 16th.

Guard for help. It was responsible for rescuing downed aviators and trapped soldiers. This required lots of helicopter pilots, which it did not have. To get them they began converting bomber, transport, and fighter pilots into helicopter ones. That helped, but still left them short of experienced rescue pilots both for rotary and fixed wing aircraft. As a result, the Air Force entered into an exchange program with the Coast Guard. We sent them pilots for the war and they sent Air Force pilots to stateside Coast Guard air stations.

All right, this answers the question of what the Coast Guard was doing in Vietnam, but it doesn't share with you the experience of being there:

- the hollow thump of an 81mm mortar round clearing the muzzle... or
- the typewriter clatter of .50 caliber machine guns...

SQUADRON ONE

So imagine that you could stand in front of this monument and touch a finger to the raised letters that read Squadron One ...instantly, you're on the fantail of an 82-footer pulling in lines. You hear the throaty growl of the twin diesel engines. The dock shrinks away. On clearing the harbor to the open sea the deck under your feet rises and falls in the long swells. For the next six days, along with war operations and vessel upkeep, you will be on watch four hours and off watch eight hours. But that's all right; it's good to be underway again.

You steam eight hours to reach your patrol area and rendezvous with the cutter you are relieving to pick up news on enemy activity. Much of your days are spent boarding fishing



Panaramic view of the site of the CGCVA Vietnam Memorial Monument at USCG Training Center Cape May, N.J.

junks searching for contraband and the enemy. In six days you may stop and search 300 of them.

A junk bumps the hull, while others stand off to await boarding. Armed with a rifle you watch the proceedings. This junk has a half dozen leather-skinned fishermen. They hand up their identification papers and they lift up the wood deck plates for inspection. It's a tough living for these people and the business of war only makes their existence harsher.

The image dissolves. You're back in Cape May.

POINT GREY

Now move your finger and touch the name *Point Grey*. It's night east of the Ca Mau Peninsula; you're on the bridge of the *Point Grey*. You and your shipmates are unhappy because you're stuck in an area infrequently patrolled. Nothing ever happens here. There aren't even any fishing junks to board. Worse, this location seems to catch poor weather regardless of which monsoon season is in progress. On top of this, two more days have been added to the patrol.

But, what's this on radar? It's a steel hull contact moving toward shore. You intercept it but whoever is aboard the trawler ignores your hails. It's too rough to board so you doze your lights and drop back into the night to track the mystery vessel. A couple hours later, the trawler dashes for a river entrance. You give chase and run it aground. There is nothing to do until daylight. The *Point Grey* is so isolated that the nearest combat vessels will not reach the scene until noon.

Come daylight, the trawler has drifted almost up against the shore and looks abandoned. The cutter moves in...battle stations manned. You're crouched on deck with others in the boarding party. But before you reach the vessel, the Viet Cong on shore that have been waiting for its load of guns and ammo open fire. Two men on the bow go down with wounds---the fight is on.

For the rest of the morning it's a standoff with each side keeping the other from getting to the trawler. When other Coast Guard and Navy vessels finally reach the scene, the conclusion is inevitable. This is one gunrunner that doesn't get through — thanks to a lone Coast Guard patrol boat.

EXPLOSIVE LOADING DETACHMENT

Now move your fingers down to the Explosive Loading units. Now you're on an ammunition ship at anchor. At one a.m., explosions erupt around the vessel. You run to the rail and see the barge alongside is on fire and it's three-quarters full of 81mm mortar rounds. If it blows up it will destroy the

ship and others in the anchorage as well.

You snatch up a charged fire hose and pour water into the barge. But you can't reach many of the pockets of fire. You drag the heavy hose down to the barge but still can't get to all the fires. You yell up for a bucket. In the meantime, you hop among the ruptured shells picking up burning fragments and smoldering 60-pound boxes and toss them overboard

Someone drops you a pail, which you fill with water pouring from the ship's main engine cooling discharge and run to throw it on the flames. You're oblivious that the Viet Cong are still firing on the barge and ship. The attack goes on an hour. You don't know how many buckets you have filled and emptied, but finally the fire is out, the attack over. You look up at the ship and see her blackened and holed from wheelhouse to waterline...a deep sigh escapes from your lips.

AVIATORS

One more time move your finger. This time let it rest on the Air Units. You are piloting an Air Force Jolly Green Giant rescue helicopter. You approach a narrow slot up a cliff where an American and South Vietnamese reconnaissance patrol has been ambushed. The plateau is not much wider than the length of the helicopter. You fly to the rock wall at the back and begin swinging 180 degrees to face the way out. The rotor wash flattens the tall grass below. As the helicopter swings, you catch a glimpse of several armed men rising up from the ground. Someone yells, "Gunfire!" Your copilot grabs a rifle and returns fire while you throw the helicopter off the mountain.

The forty-five minute flight back to Danang is tense. Broken fuel lines leave several inches of volatile aviation fuel sloshing about the crew's ankles. Working any switch or using



Jerry Goff (Pt. Banks), Harry Taylor (Pt. Grey), Michael Kilbain (Pt. Grey), and Taylor Lapham (Pt. Grey) with flag from USCGC Point Grey.



CGCVA Trustee Herb Weinstein, a WWII veteran, stands to be recognized during the dedication ceremony. Behind Herb is CGCVA member Terry Graviss, a Vietnam veteran.



(Above) BMCM Tommy Bowden, USCG (Ret.), CGCVA Vice President Gil Benoit, and RADM Paul Blaney, USCG (Ret.) unveil the Vietnam Monument.

(Right) Vice President Benoit inspects the monument's plaque.

the radio is avoided for fear of a static electrical spark igniting the fumes. When you touch down at Danang, the crew runs as fast as they can from the bleeding bird. While you were away, another rescue helicopter attempting the pickup is shot down adding its survivors to the trapped patrol. The Air Force rewards you and your crew for getting back safely with a fresh helicopter—and sends you back to the scene.

CLOSING

So you see, Coast Guardsmen in Vietnam served with distinguished valor. They endured hardship and danger. They got the job done.

There is a motto in the British Foreign Service that goes: Never excuse. Never explain. Never complain.

That motto characterizes the Coast Guardsmen in Vietnam. They let their actions and deeds speak for themselves.

While this granite and bronze monument we dedicate will remind all who come after us that the Coast Guard served in the war, let me say in closing: What Coast Guardsmen accomplished in Vietnam is something in which every American should be proud. Thank you.

Welcome Home Troops!

After months of extending our stay in Iraq, our unit was finally going home. The year had felt long enough. We had missed birthdays, births, anniversaries, Thanksgiving and Christmas, and when our final plane was hit by a de-icing truck in Germany, we were left feeling as though we'd never get back to our families.



We were ordered to deplane in order to wait for the next flight. Sitting in the airport throughout the night, we called our families with the bad news. We waited for what seemed like an eternity before finally catching another plane.

Thirty-six hours after our scheduled arrival, we landed in Bangor, Maine. It was 3 a.m. We were tired, hungry, and, as desperate as we were to get to Colorado, our excitement was tainted with bitterness. While we were originally told our National Guard deployment would be mere months, here we were - 369 days later - frustrated and angry.

As I walked off the plane, I was taken aback: in the small, dimly-lit airport, a group of

elderly veterans lined up to shake our hands. Some were standing, some confined to wheelchairs, all wore their uniform hats. Their now-feeble right hands and arms stiffened in salutes, their left hands holding coffee, snacks and cell phones for us.

As I made my way through the line, each man thanking me for my service, I choked back tears. Here we were, returning from one year in Iraq where we had portable DVD players, three square meals and phones, being honored by men who had crawled through mud for years with little more than the occasional letter from home.

These soldiers - many of whom who had lost limbs and comrades - shook our hands proudly, as if our service could somehow rival their own.

We soon learned that this VFW group had not only waited for more than a day in the airport for our arrival, but that they were doing so for all the returning soldiers.

When the time came to fly home to Colorado, we were asked by our commander if we would like to join the VFW. Every hand in the unit went up eagerly - including my own.

Looking back on my year in Iraq, I can honestly say that my perception of the experience was changed; not so much by the soldiers with whom I served - though I consider them my saving grace - but by the soldiers who welcomed us home. For it is those men who reminded me what serving my country is really about. **Sgt. Michael Thomas, 220th Military Police Co.**

Editor's Note: The above was an unedited manuscript submitted to "Operation Homecoming: Writing the Wartime Experience." It certainly makes one think.

Editor's Note: Congratulations go out to our dedicated Service Officer, Tom Huckelberry, who was presented with the 'Unsung Hero Award' from the American Legion in Orlando, Fla., at their Florida State Conference. This is the highest award a Service Officer can receive from the American Legion. Way to go Huck!

Outreach Programs

by MCPO Alex Keenan, USCG (Ret.)

As a veteran, you might be entitled to disability compensation if you were injured or fell ill in service to your country.

Military occupations lack conventional workers' compensation coverage. The Dept. of Veterans Affairs is obligated to help those who gave up their right to decline dangerous assignments. With improved benefits information and outreach programs, veterans today are filing claims for more conditions than ever before.

Administered through a network of 58 VA regional offices, disability compensation benefits cover chronic illnesses or injuries incurred during or worsened by military service.

There are more than five dozen steps in evaluating a veteran's initial disability compensation claim, and the VA itself may wait two or three months to receive information requested of other federal agencies and private sources with medical records.

One step that often contributes significantly to processing time is the search for military records. As a veteran, documenting the medical condition when it occurs and when you seek treatment will be important in determining an official connection with the claim and shortening processing time.

Of the estimated 25.5 million veterans alive, more than 14 percent have had an illness or injury officially declared "service connected," and 9 percent of all veterans receive monthly payments from the VA. About 70 percent of initial claims from veterans are approved in whole or in part, but the approval process takes about 205 days, or nearly seven months.

The VA launched a Web-based system enabling veterans to fill out their disability compensation, pension and rehabilitation benefits claims forms online. The average processing time for original compensation claims under this program is about a month. The program ensures discharge exams are consistent with the VA's standards for rating disabilities while referring new veterans to other VA services.

It establishes a complete service medical record so no matter how far in the future a veteran decides to file a claim, the VA will not need to request military medical records from outside sources.

The VA is introducing a system to give each veteran the name and phone number of a case manager handling the claim to improve communication, speed service and resolve misunderstandings.



One of several tables at the 2004 Hampton Roads Coast Guard Gala, held in May. The CGCVA provided funds to help offset costs, enabling several junior enlisted members and their spouses to attend the formal evening dinner dance. Fifth District Commander RADM Sally Brice-O'Hara sent the Association a "Thank You" note indicating that those benefiting from the donation had a wonderful time and left with a renewed sense of pride. She sends her best to all Association members. Thanks Admiral and the best to you as well!

The new "veterans service representative" combines the traditional job of "benefits counselor," the person who initially accepts the veteran's application and gathers information, with that of "claims examiner," the person who decides a medical problem's official connection with service as well as the nature and severity of the disability and its financial compensation.

To use the VA's online application system, go to www.vabenefits.vba.va.gov or call (800) 827-1000.

Tips To Support Our Troops

So as to not flood the military mail system with letters, cards and gifts due to security concerns and transportation constraints, here are several other ways to show your support for our troops:

First, be supportive of our men and women serving overseas by flying your American Flag with pride.

Sign a virtual thank you card at the Defense America website at: www.defendamerica.mil.

Send a greeting card via e-mail at: www.anyservicemember.org. or www.OperationDearAbby.net.

Donate a simple gift of \$25 to "Operation USO Care Package" at www.usocares.org.

You can go online to send Get Well wishes to wounded service members through www.fisherhouse.org and click on "Message to Our Wounded Heroes." Anyone can send a note of encouragement and gratitude that can be read by a service member who has been wounded or injured in "Operation Iraqi Freedom" or "Enduring Freedom."

You can also donate a calling card to help keep service members in touch with their families at Operation Uplink, www.operationuplink.org.



Mare & Ed Swift with CGCVA life member VADM Thomas Barrett and wife Sheila at the vice commandant's retirement in Washington, D.C. on July 23rd.

ENVIRONMENTALLY-FRIENDLY

While driving through Pennsylvania, a family caught up to an Amish carriage,

The owner of the carriage obviously had a sense of humor, because attached to the back of the carriage was a hand-painted sign...

“Energy efficient vehicle: Runs on oats and grass.
Caution: Do not step in exhaust.”

(Above Left) CGCVA member and D-Day veteran John Carney walks through Coleville American Cemetery in Normandy, France.

(Above Right) John Carney at the Coleville Cemetery Memorial Garden.

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

Auxiliary Members:

Greetings from Alaska where Pat and I are still having a great time.

My usual position is in the passenger seat with several books on my lap or nearby, so El Capitan can ask any questions and I can locate the answer fairly quickly.

When we first arrived, the RV parks weren't open since some lakes were still frozen so we were the only campers, and sometimes the only people for many miles. We have caught, ate, canned, pickled, frozen and shipped salmon and halibut.

Many thanks to John Ferie for loaning us his campsite in Sterling and providing us with electricity when we visited him.

I would advise anyone to make this trip if possible. You can't imagine the breath-taking beauty and exploring the awesome sights that you would miss if you only fly in for a short time.

The presidential elections will soon be upon us so please

examine the candidates, listen to what they say (although that may be a struggle at times) and make an intelligent decision when you vote. The real message here is make sure you do vote. As you know, it's your right and it's also your civic duty.

Also, please keep our troops and our country in your prayers.

Shirley



(Above) CGCVA Auxiliary member Liz Scotti folds programs prior to the Vietnam Memorial Monument dedication ceremony at Cape May.

(Left) CGCVA Auxiliary members Jessica and Ginnie Taylor sing the National Anthem at the Vietnam Monument Dedication.



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@neo.rr.com. Please make checks payable to CGCVA. Prices shown include first-class or "Book Rate" postage.

BASEBALL CAP: blue/black, or white, gold lettered CGCVA with logo, full back. One size fits all. Plain visor \$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. \$10.00 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. \$20.00. "Coast Guard Action in Vietnam" by CGCVA member 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. Coast Guard Combat Veterans, Turner Publishing \$35.00. "Always Ready - Today's U.S. Coast Guard" by Bonner and Bonner \$15.00. "The Coast Guard At War, Vietnam 1965-1975" by CAPT Alex Larzelere \$30.00.

SHIRT: (New Item!) Short sleeve, polyester/cotton, CGCVA logo on right side with name over left pocket. Available in white, red or blue in sizes S, M, L, XL. \$35.00. Must state name for pocket. Size XXL, add \$2.00. Size XXXL, add \$3.00.

BOLO TIE: (New Item!) USCG Emblem with gold lace. Beautiful! \$20.00. Only 20 in stock.

SQUADRON ONE LAPEL/HAT PIN: (New Item!) This item was designed and produced by CGCVA webmaster Bill Wells and part of the proceeds go to the Association. For details, go to http://home.earthlink.net/~luceguy/ronone_pin/ronone_pin.html.

A Memory From The Past

Motor Madness

A Columbia Picture (1937)

Synopsis: Joe Dunn (Allen Brook), a young speedboat driver in love with Peggy McNeil (Rosiland Keith), a daughter of Cap McNeil (J. M. Kerrigan), builder of racing boats, beats, in the qualifying trials, the time of the "Viking," a boat entered in an impending all-important race by a large manufacturing company. He is invited to a gambling ship and offered money by "Lucky" Raymond (Arthur Loft), gambler and secret representative of the rival company, if he will refuse to pilot Mcneil's boat, the "Peggy." Joe hotly tells Raymond where to get off. The ensuing fight ends in a riot, and Joe is arrested when the Coast Guard arrives. Steve Dolan (Joseph Sawyer), a Coast Guard officer, who is also in love with Peggy, laughs at Joe when the latter requests that he bail him out so that he can enter the race. As a result, Peggy pilots the boat herself, crashes into a buoy, and is seriously injured. Cap McNeil is unable to raise the money needed for Peggy's operation and Joe, upon being released from jail, goes to Raymond for the

money. Of course, he just gets into more trouble with the law as a result but ultimately clears his name, catches the bad guys, wins the big race, and marries Peggy. Another happy ending.



From The Ways & Means Director

Vietnam Monument Dedication

As I sit here washing the stain of being kissed by a Chief, I know I can look at the date of July 16 with great pride, because "WE GOT IT DONE!"

The faces from the past, the faces of the future, all melded into one, for we are "Coasties" who gathered to bring alive our past, and relive that part of us that shared hardships, and heart-breaks.

The USCGCV day at Cape May was an event that marks history in a way that none will forget, it was Tears and Laughter, Sorrow and Pride.

To all those that made it an easy day for me, a big Thank You is in order, for you made it smooth, and seamless.

The CPOA and the CWOA did a yeoman's job in getting the day organized. With their great help and LT Matt Manofsky's strong leadership, the entire event was a tremendous success.

As most of you know, these kind of events take sorely needed capital, and the CGCVA tapped into its funding well past what was on hand. So now I ask once again, "Hey Sailor, can you spare a dime?" Folks, we need more help. We have gone over our projected budget and really need to gather about \$3000 before the second unveiling at the Academy in October.

From you WWII folks, to the Vietnam folks, to our newewr members, please raid your six pack monies, and send us a lit-



CGCVA Trustee Robert MacLeod at the granite monument that lists USCG units and the USCG members that were killed in action during the Vietnam War. The monument was paid for by donations from CGCVA members and outside sources such as Wal-Mart, which donated \$1000. MacLeod spearheaded an 18-month fund drive, which continues today to fund a similar monument at the USCG Academy in New London, Ct.



LT Steve Young of the Coast Guard Pipe Band plays the bagpipes during the monument dedication ceremony. The group is comprised of several Coast Guardsmen who share a love and talent of the bagpipes.

tle to help defray our expenses, As the Corpsman always say "It will only hurt a little"

As you're reaching in to your pockets, I will be asking others for help, and together we can get this done.

Once again, thank all of you for a great day at Cape May. It will forever live in my mind.

Robert MacLeod



Tommy Bowden, Jerry Goff, RADM Paul Blaney and Taylor Lapham place a wreath at the Vietnam Memorial Monument following the monument's unveiling at USCG Training Center Cape May, N.J., on July 16, 2004.



The USCG Training Center Recruit band provided music for the July 16th dedication ceremony.



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

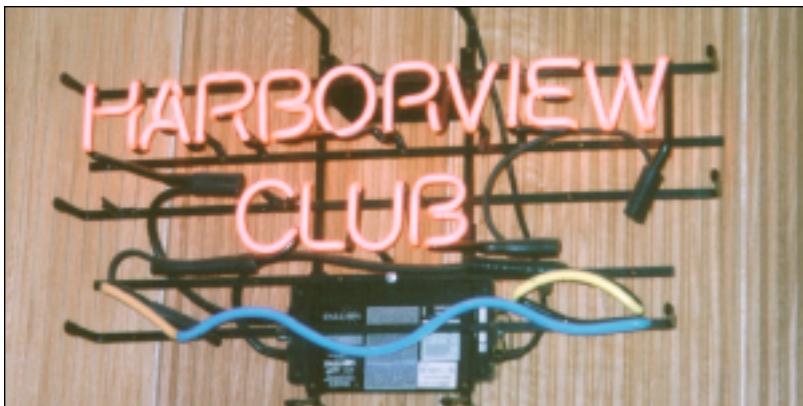
Branch of Service: _____ Service Number: _____ From: _____ To: _____

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.



USCG Training Center Cape May's Harborview Club was the site of a reception following the Vietnam Monument dedication. The local CPOA and CWOA Chapters hosted the many attendees.



(Above) CGCVA Trustee Robert MacLeod at the new Vietnam Memorial Monument. MacLeod coordinated fund-raising efforts for the monument and served as emcee at the dedication.

(Left) Justin Labonte wheels his Coast Guard Racing Team #44 Dodge into the Winner's Circle following his victory at the Tropicana Twister 300 at Chicagoland Speedway July 10th.



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

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VETERANS ASSOCIATION
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WESTFIELD CENTER, OH 44251

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