



the Quarterdeck Log

Membership publication of the Coast Guard Combat Veterans Association. Published quarterly — Winter, Spring, Summer, Fall. Not sold on a subscription basis. The Coast Guard Combat Veterans Association is a Non-Profit Corporation of Active Duty Members, Retired 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 9

Spring

Number 2

From the President

There's a lot of good information included in this issue of *The Quarterdeck Log* so I'm going to try to keep my comments short.

Since the last issue, Evelyn and I visited San Diego to watch the Holiday Bowl and, while there, paid a visit to VADM Thomas Sargent, USCG (Ret.) and his wife. We had a great time and I hope to see Tom and Lucy in Norfolk. I also contacted one of our members, Bob Reichstetter, in El Cajon, Calif.

On February 17th, Coast Guard Commandant ADM J. William Kime came to Columbus, Ohio to address the Navy League Council there. He was well received by a large turnout, including many ex-Coast Guardsmen and he spoke on the Coast Guard's present day operations.

ADM J. William Kime is presented a certificate of appreciation by CGCVA president Dick Stent, Jr. (left) and secretary Ed Burke. The presentation was made in the commandant's office prior to his annual State of the Coast Guard Address. Both Dick and Ed attended the Washington Coast Guard Officers' Association luncheon at the Bolling AFB Officers' Club where the address was given. Dick also presented ADM Kime a certificate from the Commonwealth of Kentucky commissioning the commandant a "Kentucky Colonel." (photo by LT Ed Swift)

We're getting closer and closer to our big Reunion/Convention date but there's something happening before then that some of our members may be able to assist in. That event is the 50th anniversary of D-Day, on June 6th. I will be attending the dedication ceremony of the Coast Guard monument at Normandy on that day but there will also be a group of CGCVA WWII vets attending 50th anniversary events in Portsmouth and Poole, England. Anyway, here's the pitch:

The Coast Guard Public Affairs Office in Washington, D.C. is trying to locate as many CG veterans who participated in the Normandy landings as possible, especially those who are planning to attend commemorative events in Europe. If you are in those categories, please contact LTJG Chuck Diorio at (202) 267-0931 or write him at Commandant (G-CP-2A) USCG HQ, 2100 2nd Street, SW, Washington, D.C. 20593.

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The Administrative Offices are for contact with the Coast Guard Combat Veteran Association for all matters, i.e., change of address, membership, tax-deductible contributions, and articles and photos for *The Quarterdeck Log*

From the President

(continued)

The WWII 50th Anniversary Commemoration Committee is also interested in contacting Normandy veterans, but of course, from all five services. The Coast Guard's point man there is LCDR Jim Brewster who can be reached at 1213 Jefferson Davis Hwy. #702, Crystal City, VA 22202 or at (301) 274-9565.

This is an excellent opportunity for Coast Guard WWII veterans to get long overdue recognition for themselves and our Service. The Coast Guard really has a story to tell about its participation in the Normandy landings so, if you were part of that historic event, please take the time to pass along your story to these contacts. By the way, we'd also like to hear about your exploits for *The Quarterdeck Log*.

Well, by the time this newsletter reaches you it will probably be time to switch to daylight savings time. Let me take the opportunity to wish all our Christian members a happy Easter and to our Hebrew members, a meaningful Passover and a Happy New Year.

Finally, set your sails for Norfolk and remember, all ships rendezvous there on October 26th. See you there!

Dick Stent, Jr.

From the Editor

Hi everyone! Hope you've enjoyed the past two issues. I've tried hard to fit as much information into the pages as I can. One thing I can say is there's no lack of support from the members. You each have a story to tell and I appreciate your taking the time to send in articles and photos for the newsletter. Unfortunately I can't run everything and I do reserve the right to edit any material submitted. Also, I'm afraid I cannot guarantee return of photos used in an issue. Once I send the originals to Baker Herbert, they're gone. So, if you don't want to take the chance of losing an original, don't send it. Send a copy instead. It won't look nearly as good but the readership will still get the idea. Thanks again!

Swiftly

From the Secretary

1994 Reunion/Convention Update

By now I hope everyone knows about our '94 Reunion /Convention (26-30 October) and is planning to attend. But just in case you're part of the 10%, here's a quick recap:

It looks like the Howard Johnson Hotel Norfolk will be all ours throughout the Convention. An advance registration form is provided on the next page for your use but you can also phone in your reservations. The hotel will furnish our association with a room called the "French Quarter," which is where we will house our memorabilia displays and set up our registration desks. There will be television and a VCR showing a great video on the Coast Guard but don't forget to bring along any appropriate videos you have too. The "French Quarter" will also serve as our hospitality room where much of the comradery (sea stories) will take place.

We want you to come to Norfolk expecting to have a good time and we will do our part to make sure your expectations are fulfilled. The Quarterdeck Log has published lists of numerous Norfolk area activities in its past two issues but If you have more ideas, I'll be happy to review them and, if possible, implement them. However, to save time and postage, I won't promise to reply to suggestions. Things like your ideas on specific tours and the amount of money you're willing to pay out for them would be quite helpful.

We are still trying to set up a long (full day) tour and perhaps some shorter tours right in Norfolk. We feel pretty good about the possibility of having one of our own Coast Guard cutters come into town and take a large group on a cruise.

We will have an "Opening Ceremony" with a lot of distinguished guests the first day. The business luncheon will be conducted on Friday with sufficient time being allowed to conduct

Association business and hold elections. It will be a busy time but a fun time too. To wind things up, we will have an Awards Banquet on Saturday evening and the newly elected officers will be installed. Our '94 Reunion/Convention is shaping up to be a great one, so if it's at all possible for you to be there, don't let this one get away.

One piece of news that I know you will be interested in is the "Early Registration Drawing." If you register before 26 August 1994, your name will be put in a container for a drawing with five prizes, including:

- Grand Prize — 4 days free hotel**
- First Prize — 3 days free hotel**
- Second Prize — 2 days free hotel**
- Third Prize — 2 Banquet tickets**
- Fourth Prize — 1 day free hotel**
- Fifth Prize — 2 Luncheon tickets**

No officers or Members of the Board will be included in this drawing. The hotel will provide the list of names that are eligible.

We have an agreement with the hotel for cancellation with a minimum of 72 hours notice prior to check-in time. We are also trying to make it as easy as possible for you to register and get there and have a great time after you have arrived.

Howard Johnson Hotel Norfolk will provide free transportation to and from the airport and free shuttle service around town. There is plenty of free parking and there is room for RVs but no hookups. I have been told that it might be possible to run a wire from the RV into a room (that is of course if you get the approval of the folks in the room).

Thusfar we have been getting great cooperation from Patricia Philips and Holly Armstrong of the hotel and everything seems to be fitting into place nicely.

Howard Johnson Hotel Norfolk
700 Monticello Avenue, Norfolk, VA 23510
Tel: (804) 627-5555 Fax: (804) 533-9651

Please Reserve _____ Room(s) For _____ Person(s)

Name: _____

Address: _____ City: _____

State: _____ Zip Code: _____ Phone: (____) _____

For the: Coast Guard Combat Veterans Association Convention/Reunion, Oct. 26-30, 1994

*One night's room deposit must be forwarded with this reservation or with major credit card number and expiration date listed below. Check-in time is 3 p.m. Check-out time is 12 noon. Reservations received after Sep. 26, 1994 will be subject to space availability.

To qualify for "Early Registration Drawing" your reservation MUST be received prior to August 26, 1994.

<u>Type:</u> (Circle One)	<u>Single</u> One Person	<u>Double</u> Two Persons	<u>Twin</u> Two Persons/Two Double Beds	<u>Triple</u>	<u>Quad</u>
Will Arrive: _____ at _____ (date) (time)	*^ p.m. or earlier arrival _____		Guaranteed for Late Arrival _____		
Credit Card # _____	Exp. Date: _____				

Cancellations must be received a minimum of 72 hours before scheduled arrival.

We Need Volunteers For Norfolk

We could sure use some help with the various jobs around the hotel and during the Reunion/Convention. If you are willing to help out and have a specific talent, please let me know. For example, do you know how to make floral arrangements? We'd like to have an artificial arrangement(s) made up for the head table and used later as a door prize(s).

Get Involved...Run For Office

Our organization has two Director positions up for election at the upcoming meeting. I know there are a lot of you with innovative ideas and lots of interest, so why don't you put that positive energy to work by getting more involved with the CGCVA by running for office. The association is

now at 1500 members and we need new and fresh ideas so the group can continue long after we are gone. We continue to grow and we must get our younger members to contribute their energies to ensure that the CGCVA continues along the course that has been set. Also, to be able to alter course as necessary in the future to avoid any shoals or reefs.

So let your talents be known. And even if you don't care to be an elected officer, there are lots of things you can still get involved in. We have appointed positions that the president will be filling at the meeting also. Just think about it and if you see fit, let me know what you can and are willing to do. Honestly, every bit helps!

And, like Dick Stent, Jr. said, I hope to see you at the Reunion/Convention!

Ed Burke

From the Treasurer

As of 2/29/94 the CGCVA has \$11,899.14 in total funds on hand with \$1,423 remaining in the Normandy Fund and \$7,965 in the Life Membership Account. Available funds for the Quarterdeck Log, supplies, etc. totals \$2,501.14. We send our thanks to Mr. John R. James of Environmental Transport, Inc. of Seattle, for his recent contribution of \$100 to the Normandy Fund. By the way, the Normandy Plaque has been paid for along with the shipping expenses to France. By the way, Dick Stent, Jr. will be at Normandy for the official plaque presentation ceremony.

Since dues were first collected in 1987, 1,627 members have signed up. Unfortunately, some of our members have crossed the Bar and we have lost some on renewal.

Life Memberships CGCVA Life Memberships are on the increase and may be adjusted upward at the 1994 Reunion. Currently they are available at the following rates:

Through age 30	—	\$175
31 - 40	—	\$160
41 - 50	—	\$140
51 - 60	—	\$120
61 - 70	—	\$ 90
71 - 80	—	\$ 60
81 and over	—	\$ 50

Congratulations to our newest Life Members:

Alger F. Burgess	William O. Caverly
Dean W. Colbert	Francis J. Cook
Al Courter	Chester Csontos
Robert J. deCastro	Michael J. Glenn III
Leon Jacobs, Jr.	Wynn Kenton
Richard B. Kinder	Dallas Kobriger
Edmund C. McNulty	Horace Paul
Robert H. Phillips	Vernon F. Pierce
Romaine Saunders	George J. Seefchak
RADM Arnold Sobel	Joe W. Steed, Jr.
Robert E. Swaney	Edward H. Thompson
Michael R. Truex	Olaf O. Veath
Thomas C. Volke	Quentin R. Walsh
Lester C. Weinland	Orville E. Williams

CGCVA Items Now Available

Here's a list of CGCVA items now in stock, ready for sale and their prices. All items can be ordered by sending a check payable to CGCVA to Baker Herbert, P.O. Box 544, Westfield Center, OH 44251-0544. Prices include first class postage.

- CGCVA Baseball Cap, one size fits all, dark blue with gold lettering; Plain Visor (\$10); Senior Officer "Eggs" (\$12); Flag "Eggs" (13).
- CGCVA 4" Logo Decal for Window (\$2).
- CGCVA Logo Embroidered Patch (\$5).

Besides the CGCVA items available through the Association, here are some general Coast Guard items available through CGCVA:

CGCVA member GMCM William R. Wells III, USCG (Ret.) just sent our organization his book, "Shots That Hit," a study of Coast Guard marksmanship from 1790 — 1985. This book was published by the USCG Historian's Office in 1993 and makes for excellent reading. Bill relates the importance placed on small arms by Alexander Hamilton and the Revenue Marine right up through Coast Guard programs in 1985. In addition, there are many photographs and information regarding former CG members in the book. CGCVA members may request the book from me (on a loan basis) or may write directly to Bill Wells at 258 Meadowlake Drive, Martinez, GA 30907 for information on ordering a copy.

CGCVA History Book Update

A few years back, Herb Reith introduced a fantastic suggestion...a Coast Guard Combat Veterans Association History Book, which would contain CG information and biographies of those members who wished to include that type of personal information. The book would be similar to the Destroyers Escort Sailor's Association books — a yearbook type without advertising.

What the publisher required was 300 book orders. Many letters were sent out by the publisher.
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From the Treasurer

(cont.)

CGCVA History Book (continued)

er to our membership and *The Quarterdeck Log* also contained information on the "book." The DESA books were also displayed at the Reno Reunion.

Thanks to those who ordered the book and other sources, we will get our CGCVA History Book. The books will be mailed out sometime in May and they will take about 2-4 weeks to arrive due to their book mailing postage class.

So that those of you who ordered the book get the straight skinny, Dick Stent and I reviewed the book set-up at the publisher's offices in Paducah, KY on March 15th. We made final edits and corrections, and must now wait about a month for the final proofs. When we return them, the book will be printed, bound, then mailed out in May. The book is truly a knock-out and well worth the wait. Many personal stories that would not otherwise have been told are recorded for history and more importantly, for our families.

I personally appreciate your patience. I regret that we didn't have the money to throw into this project earlier but we were thinking more of the memorials and just keeping our heads above water to operate. Some habits are hard to change and we did the best we could with what we had.

This book is going to mean so much to me because it will contain something about a good many of you and the Service I love so much. It will always remind me that because of a wonderful 14 others who travelled to Illinois in 1985, and especially COMO Bill Hoover, CWO4 Paul Scotti, CAPT Don Kneip, and my all-time hero, VADM Tom Sargent, that I was able to meet so many of our members and share a friendship that is only created by combat conditions. Thanks again for your support and patience in this important project!

Baker Herbert

Association News

Quarterdeck Log Deadlines

Our Summer 1994 issue has a deadline of 10 June. That issue should have feature material regarding the Normandy Landings and the 50th anniversary ceremonies in England and France. For the Fall 1994 issue, deadline is 10 September. That issue will be giving final information regarding our Reunion/Convention.

Normandy Plaque Update

Our Normandy Plaque plans are moving ahead and thanks go out to all who have gotten involved in this historic project, especially those who made specific donations toward this project.

Our last newsletter provided a pretty accurate view of what the final plaque would look like and the proposed wording. Things have now met with approval and the actual plaque is being produced. CGCVA President Dick Stent, Jr. has been assured that the plaque will be in Normandy in plenty of time for the commemoration ceremonies. He will be attending the ceremony so hopefully one of our next two *Quarterdeck Log's* will have photos of the actual plaque and ceremony.

WW II Ceremony At Coast Guard Yard

The Coast Guard Yard in Baltimore, MD will hold a national World War II commemoration April 25th from 2-4 p.m. This special event celebrates the theme, "The Home Front and Industrial Production," a first-of-its-kind Coast Guard commemoration. This event also recognizes the 95th birthday of the Coast Guard Yard and the 50th anniversary of the launching of two cutters.

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Association News (cont.)

WW II Ceremony At Coast Guard Yard (cont.)

The *CGC Mendota* was launched in February, 1944 while the *CGC Pontchartrain* was launched in April the same year. These were the largest ships produced at the shipyard during World War II.

A formal program will focus on the contributions of the Coast Guard Yard's civilian men and women home front workers who constructed these and other cutters. Honors are planned for local WWII Coast Guard veterans and original crewmembers of both the *Mendota* and *Pontchartrain*. Members of the WWII Patrol Frigate Association will unveil a monument dedicated to the memory of the WWII patrol frigate's Coast Guard crews.

The Coast Guard's Ceremonial Honor Guard will open the ceremonies wearing original Coast Guard WWII uniforms. There will be performances by the Coast Guard Academy Glee Club, the First U.S. Army Band's Jazz Ensemble playing "Big Band" selections, and the Coast Guard's Precision Drill Team. Guests can also enjoy Coast Guard Yard WWII photographic displays, original WWII Coast Guard art, WWII exhibits, and Coast Guard WWII films in the Columbus Recreation Center at the Yard. There will also be an open house on the historic WWII Coast Guard Cutter *Taney*.

This Coast Guard Yard celebration is NOT open to the general public and reservations are necessary. For more information and to make reservations, call the Coast Guard Yard's Public Affairs Office at (410) 636-7238. The Yard is located off Exit 1 of the Baltimore Beltway, I-695..

Ms. Dottie Mitchell, PAO, CG Yard

CGC Taney Historic Photo Available

Black-and-white picture prints (8" x 22") of *CGC Taney's* officers and crew, dated August 4, 1937 at Pier 5A, Honolulu, Hawaii, are available

for \$35 each. This is the pier where the *Taney* was moored on December 7, 1941 and a famous painting in the Coast Guard Art program depicts the cutter's anti-aircraft efforts during the attack on Pearl Harbor.

This is the same print that our Association framed and presented to the Baltimore Maritime Museum during Coast Guard Day festivities onboard the *Taney* this past August 4th.

The prints cost \$29 to produce, so, even with the mailing costs, the association doesn't make much. But every bit counts and it really is a lovely keepsake.

If you're interested, send checks to the administrative office at Ashton, Md. Make checks payable to CGCVA and the photographs will be in your hands within 2-3 weeks.

Commandant's Bulletin Subscriptions

Back in June 1992, *Commandant's Bulletin*, the flagship magazine of the U.S. Coast Guard, became available to the general public through a paid subscription program at \$21 a year (\$26.25 foreign). This program has provided more awareness of our Service to a much larger audience and has thusfar been one of the most successful government-produced publications using a paid subscription, with more than 1,000 subscribers.

Commandant's Bulletin is a monthly publication, produced on recycled paper in full color throughout, and is recyclable itself. Often, there are historical inserts included with the *Bulletin*. For example, the January '94 issue included a 20-page insert on The U.S. Coast Guard at Normandy, written by the Coast Guard's Assistant Historian Scott Price.

For more information on the *Commandant's Bulletin* paid subscription program, contact LT Ed Swift at (202) 267-0929. A subscription form is included in this issue of *The Quarterdeck Log*.

LT Ed Swift, Comdt (G-CP-1)

Association News (cont.)

Cesar Romero Passes Away

To the general public, America recently lost one of its most popular and well-known, long-time stars of the stage, screen and television with the passing of Cesar Romero (Feb. 15, 1907 — Jan. 1, 1994). Older Americans knew him from the '30s movies such as "The Thin Man," "Diamond Jim," "The Return of the Cisco Kid," "Frontier Marshal" and others. Those of present day will recall him from the '60s movies, "The Midas Touch," "The Strongest Man in the World," and "Batman" plus the TV series, "Batman" and "Falcon Crest."

Little is known, nor has mention been made, of his service during World War II. In 1944 he enlisted in the Coast Guard in Long Beach, CA. He did not take a cushy job or attempt to evade combat duty. He



was assigned to the *USS Cavalier* (APA-37), serving initially as a Seaman, in the capacity of winch operator. He was aboard during the ship's participation in the invasions of Saipan, Tinian, Leyte, Luzon, and Subic Bay in 1944-45. He was also aboard the *Cavalier* when the ship was hit by a Japanese torpedo in January, 1945 off Subic Bay. Upon his return to the U.S., he made promotional tours on behalf of War Bonds drives. He was discharged as a Chief Boatswain's Mate in 1946 and returned to work in the entertainment industry.



strengthened by the reality that they had experienced the "real world of combat together" and not that of make-believe on which his profession thrived.

The Coast Guard Combat Veterans Association bids our departed member, Cesar Romero, "fair winds and following seas."

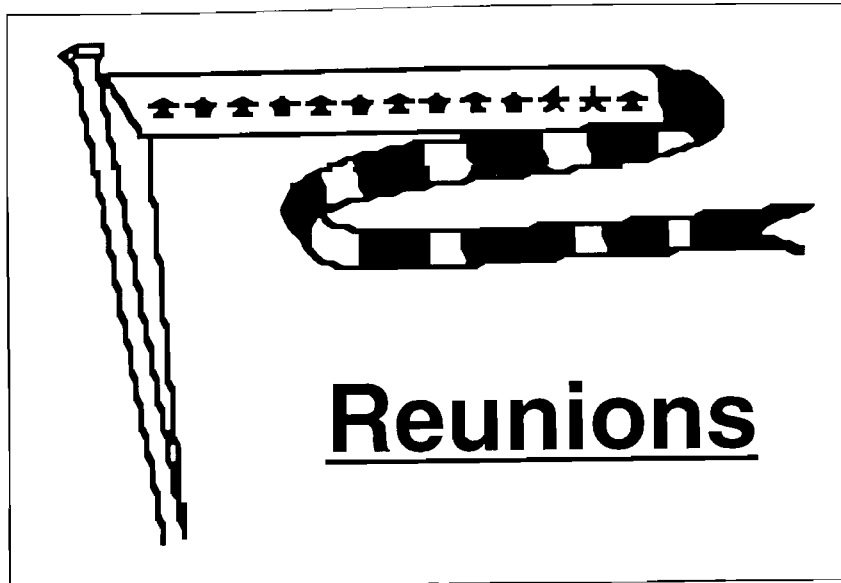
James Bunch

OVER THE BAR

The following CGCVA shipmates and/or ex-Coasties have recently departed our mortal company:

**LAWRENCE R. ALREAD
JOHN OSTENSEN
WILLIAM (BUD) OTT
CAPT. JOHN NATWIG
WILLIAM C. NELSON
CLARENCE WRIGHT
CESAR ROMERO
MARTY HAKER
CHARLES SLAVIN**

AP Transport Association Annual Reunion, June 12 -16, 1994 in Omaha, Neb. AP Transports *USS Generals William Mitchell (AP-114)*; *George M. Randall (AP-115)*; *W. H. Gordon (AP-117)*; *W. P. Richardson (AP-118)*; *William Weigel (AP-119)*; *J. C. Breckenridge (AP-176)*; and *Admiral W. L. Capps (AP-121)*. **Contact:** Chuck Ulrich, 35 Oak Lane, New Hyde Park, NY 11040-2339. Phone: (516) 747-7426.



Reunions

U.S. Coast Guard Rescue Flotilla #1 veterans and their traveling companions: Be part of the Normandy 50th anniversary celebration in England, June 1994. Travel packages from stateside to Poole, England in time for the Normandy celebration. **Contact:** Jack Campbell, 6 Poplar Avenue, West Long Branch, NJ 07764. Phone: (908) 229-2413 or fax (908) 988-5436.

CGC Minnetonka (WHEC-67). Summer of 1994. **Contact:** Jon R. Peltier, P.O. Box 7812, Bend, OR 97708-7812.

Looking for CGC Sassafras crewmembers. Would like to hear ideas for a 50th anniversary celebration of cutter's commissioning and reunion in May, 1994. **Contact:** James F. Lucke, 223 West Washington Street, Apt. 10, Medina, OH 44256.

Looking for USS Belle Grove LSD-2 crewmembers for 50th anniversary reunion of all former crewmembers and marines in transit. Would like to hold reunion in July, 1994 in Des Moines, Idaho (flooded out in 1993). **Contact:** Del Catron, 14732 Van Buren Street, Midway City, CA 92655. Phone: (714) 897-1787.

USS General Hugh L. Scott (AP-136) Reunion, May 15 - 18, 1994, at the Sands Regency Hotel, Reno, Nev. **Contact:** Don Larson, 8701 Nantucket Way, Garden Grove, CA 92641. Phone: (714) 539-8874.

The 9th annual reunion of CGC Campbell will be held in May, 1994, in Charleston, S.C. This reunion is for all former and present Coast Guardsmen who served in *CGC Campbell (W-32)* during the 45 years from commissioning until 1982 plus present active duty crewmembers and former members of new *CGC Campbell (WMEC-909)*. For more details, **contact:** David A. Blum, president, *USCGC Campbell Association*, 8341 Sands Point Blvd., Tamarac, FL 33321. Phone: (305) 722-8161.

Looking for officers and crewmen who served aboard the CGC Casco (WAVP-370 or WHEC-370) from 1947 to 1969. Please send your name, address and phone number to: Gordon C. Kelley at Box 141, Lyons, WI 53148. Please include your dates of service, time aboard the *Casco*, rank and rate. A roster is being compiled for our October 1994 Reunion. Your present wife's first name is also requested. An updated roster will be sent to you about every 3 months.

LST 202. 3rd Reunion to be held 25-26 September at Monarch Motor Hotel, 12566 SE 93rd Ave., Clackamas, OR 97015. Reservations made by calling 1-800-492-8700 or (503) 652-1515. **Contact:** Willis Gholston, P.O. Box 287, Mosier, OR 97040. Ph: (503) 478-3453.

LST 886. Reunion in Norfolk 26-30 October in conjunction with CGCVA Convention.

Reunions

continued

Fredericksburg Rd., Kerrville,
TX 78028. Ph: (210) 257-8875.

The 50th anniversary of the Liberation of the Philippines and the sea battles which made it possible will be commemorated Oct. 19 - 26, 1994 by the cities of Virginia Beach and Norfolk, Va. Men and women of all Services who are veterans of the campaign to liberate the Philippines are invited, as are persons interested in learning more about this important time in our nation's history. Many plans are being developed for this week-long commemoration, including a 3-day symposium on strategy and tactics used in the liberation. For more information on this event, **contact:** Military Circle Limited Partnership, 880 N. Military Hwy., Suite 35, Norfolk, VA 23502. Phone: 1-800-231-0715.

LST 764 will hold its 6th reunion along with the National LST Association Convention in Las Vegas, NV Sept. 11-15. This is the 50th anniversary of *LST 764* and we're hoping for a great turnout of the crew and their ladies. **Contact:** Rod Whalen, 317 Grand Central Ave., Amityville, NY 11701. Ph: (516) 691-4229.

34th Reunion of the *USS Allentown (PF 52)* will be held Sept. 8-11 in St. Louis. **Contact:** Jim Mitulski, 24 Country Life Dr., O'Fallon, MO 63366. Ph: (314) 272-3032, or Bill Ryder, Groton, MA 01450-0307. Ph: (508) 448-6774.

Fifth Reunion of the *USS Arthus Middleton (APA-25)* will be held Sept. 29 - Oct. 1 at the Holiday Inn Charleston/Mt. Pleasant in Mt. Pleasant, SC. **Contact:** Al DaCosta, 3701

Bi-Reunion of all who served on the *USCGC Ingham (W-35)* will be held Aug. 3-7 in Grand Haven, MI. **Contact:** Neale O. Westfall, 4412 Seagrove Rd., Portsmouth, VA 23703. Ph: (804) 484-6193.

USS Poole (DE-151) and *USS Gandy (DE-764)* Reunion Sept. 12-14 in Las Vegas, NV. **Contact:** Donald Macchia, 256 Spruce St., Bloomfield, NJ 07003. Ph: (201) 748-0731.

USCGC Tampa Reunion will be held Oct. 12-14 at the Clarion Hotel in Mobile, AL. Call Mr. Shannon Harris at the hotel at (205) 476-6400 for information. **Contact:** Joe Steed, 8125 Rivertown Rd., Fairburn, GA 30213. Ph: (404) 964-4414.

Reunion of *USCGC Cyane* and *LST 767* will be held in conjunction with CGCVA Reunion/Convention in Norfolk in October. **Contact:** Jess Cunningham, 1743 Glen Ridge Rd., Baltimore, MD 21234. Ph: (410) 661-4306.

Patrol Frigate Reunion Association is getting together Sept. 29 - Oct. 2 in Minneapolis, MN. This organization is well organized and quite literally represents the 15,000 Coast Guardsmen who manned 75 frigates during World War II. **Contact:** Mrs. Roberta Shotwell, Patrol Frigate Reunion Association, 622 Southgate Ave., Daly City, CA 94015.

USS Wakefield (AP-21) Reunion will be held June 24-27 in Catskill, NY. **Contact:** Carmine Ciampa, 6 Brassie Way, No. Reading, MA 01864. Ph: (508) 664-0075.

Sept. '93 Reunion of *USCGC Cobb* in Des Moines, IO. Attendees included (seated l to r) Albert Turskek, Walter Goodenough, Sven Johnson, William Emhoff, and Wayne Evans. (Standing l to r) are Herbert Baker, William Joseph, James Watkins, LT Hurlburt Tomlin, William Hurst, John Shar, Louis Lampkin, George Dixon, and William Baker. The 1994 Reunion of *CGC Cobb* will be Sept. 16-17 in Pittsburgh. **Contact:** John Shar, 922 Burning Tree Dr., McKeesport, PA 15135. Ph: (412) 751-8541.



Classified Ads

Advertising in The Quarterdeck Log

The CGCVA offers advertising space in its quarterly newsletter. Issues of *The Quarterdeck Log* are published and distributed in January, April, July, and October. The below standard advertising rates apply:

Full Page (8-1/2" x 11")	—	\$300
Half Page (8-1/2" x 5-1/2")	—	\$175
Half Page (4-1/4" x 11")	—	\$175
Qtr Page (4-1/4" x 5-1/2")	—	\$100
Qtr Page (2-3/4" x 8-1/2")	—	\$100
8th Page (2-3/4" x 4-1/2")	—	\$ 60
8th Page (2-1/8" x 5-1/2")	—	\$ 60
Business Card (2" x 3-1/4" max)		\$ 35

The above rates are for a single insertion only. Deduct 10% for two or three consecutive insertions and 15% for four consecutive insertions (yearly contract). Please provide camera-ready copy if possible. If this is not possible, we will type set and provide at no cost. Please provide a rough draft of contents you desire in your ad. We will submit a copy for your approval. Deadline is the 1st of the month prior to publication for receipt

of rough draft copy and the 15th for camera-ready copy. Clip and use the below Advertising Contract.

M/V Spirit of Norfolk Harbor Cruise

Tour Waterside with an evening dinner cruise aboard the *M/V Spirit of Norfolk*. Enjoy a pre-boarding experience at the new Waterside Complex, then come aboard the *Spirit* for a narrated tour of Hampton Roads, dinner, and dancing to a live band with a festive show.

A special cruise has been arranged for Friday, October 28th, 1994 from 5:30 to 10:30 p.m. This is limited to the first 180 persons, so it's "first come, first served." Price is \$39 per person and is inclusive of tax, tips and transportation to/from the Howard Johnson Hotel.

If you're interested in including this enjoyable harbor cruise as part of your overall CGCVA Reunion/Convention experience, contact **Marjorie Phillips** of Military Reunion Tours & Services, 1411 Monterey Ave., Norfolk, VA 23508. Ph: (804) 440-0333.

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Mail Buoy

The following section is for letters, notes, photographs and other materials submitted by you, our readership. Here's your chance to "Sound Off." We would appreciate if your items be typed or printed legibly. No guarantees that it will be printed but give it a shot anyway.

The Quarterdeck Log doesn't have a staff of writers, that is unless you count the entire membership of the CGCVA. In that case, we have plenty. How about trying your hand at a story. I'm sure the readership would enjoy it!

Dear Editor:

I am writing to you at the suggestion of Ms. Marcy Meyer of the Friends of the Vietnam Veterans Memorial.

I wrote to that organization seeking information about my late husband, Robert J. Jackson, who served in the Coast Guard 1964-66. Perhaps even the possibility of contacting someone who served with him. Robert died in 1990 in an accident. I met and married him long after his days in the Coast Guard and he didn't talk about that period, particularly his time in Vietnam. I found the whole issue very difficult and would like to learn more. Additionally, my son, Cliver, is nearly 8 years old and he needs to know more about the Daddy he lost so early in life.

I would be grateful to anyone who could tell my son and I more about Robert. Please write to Mrs. Alys Swan-Jackson at 39 Park Dwellings, Garnett Rd., London NWR 2XP, UK. Thank you!

Mail Buoy (continued)

This Ain't No "Lie"

Dr. Robert Browning, the Coast Guard Historian, is gathering service-related anecdotes, sea stories and tall tales for the historical files. These files will be used to inform and entertain future generations about how the Coast Guard saved the world from giant killer sea-monsters — or maybe it was a small eel.

Knowing the extensive experience that abounds within the membership of the CGCVA, Dr. Browning has made his request to our organization and I'm sure we'll give him more than he can use.

If you have one of those, "This ain't no "lie" stories, or a lot of them, pass them along to the CG Historian. Write him at Comdt (G-CP-4), USCG Headquarters, Attn: Sea Stories, 2100 2nd Street SW, Washington, D.C. 20593-0001.

Ed Burke, Secretary

World War II Brainteaser

Okay, what two WWII ships were joined together as one? Here's a hint...they were both "DE" types.

Give up? They were the CG-manned and commanded *USS Menges (DE 320)* and the *USS Holder (DE 401)*. About 95 feet of the *Holder's* stern was welded to what was left of the *Menges* and the "two" ships sailed to fight again as the *USS Menges*. Note: The *Holder* was hit by an aerial torpedo while the *Menges* was torpedoed by a submarine. There were many lives lost.

Any survivor of either ship is invited to help me complete the account of this amazing story for a future issue of *The Quarterdeck Log*.

Al Courter

CGC *Sassafras* 50th Anniversary

Dear Mr. Lucke:

You are the first member of the original crew I have heard from. As coordinator of the ship's 50th Anniversary celebration, let me provide you some details.

The celebration will take place on May 11, 1994 in Honolulu. We were unable to schedule the ceremony for our actual commissioning date

since we will be in drydock at that time. Besides a formal ceremony, we will hold an open house, a reception on the pier, and display photos of the ship over the years and its aids to navigation mission today.

I am inviting all past crewmembers but could use some help from you if you have a listing of the original crew. Another request I have regards photographs of the *Sassafras*. I'm looking for photos of the ship's commissioning and some older ones to go with the recent photos I already have. These will be compiled in a 50th Anniversary history book.

I hope you will be able to join us for the May 11th celebration as an honored guest. It would be great to have a *Sassafras* plank owner meet the golden plank owners. If you are unable to attend, however, I will send you a copy of the official program, the *Sassafras* history book, a photo of the ship as it looks today and anything else I can think of.

If you have any information to pass along, please write me at Commanding Officer, *USCGC Sassafras (WLB 401)*, FPO AP 96678-3922. Hope to see you and other plank owners there!

LTJG Andy Clyburn, USCG

Editor's Note: Mr. James F. Lucke, 223 W. Washington St., Apt. 10, Medina, OH 44256 has been trying to locate other *Sassafras* plank owners in order to organize a reunion. He indicates he's not having too much luck but it has enjoyable talking and writing to the "boys." While his 50th reunion plans may not materialize, James hopes to participate in the ceremonies in Hawaii.

Attention "AOG" Crewmen

I am a writer and am planning to write a "History of the AOG Fleet" of World War II. Since the Coast Guard manned 18 of these Navy Oilers (gas) during WWII, any former crewmembers are requested to forward any information, data, details, or history of their service to me at 401 Sycamore Mills Rd., Media, PA 19063. Ph: (215) 565-4999. Your support is appreciated.

Lawrence J. Sullivan

Mail Buoy (continued)

Looking For Shipmates

I'm trying to locate either **Charles W. Brooke** or **Wayland C. Brooke**. Served on *CGC's Tahoma, Ingham, and General Greene*; at Sheboygan and the Washington Radio Station at Alexandria, VA as either radioman or radarman. Please contact **Al Couter** at (813) 856-7387.

Attention LST Veterans

We're looking for over 200,000 men, maybe even more to join the **United States LST Association**. These persons have already qualified by having served in the Navy or Coast Guard in WWII. But besides that, they served in the Navy Amphibious forces on landing ships, from the largest LST to the smallest LCM, or on many of the support ships. The **National LST Association** holds reunions each year and our next is this Sept. in Las Vegas, NV. To learn more about us and/or join, please contact our association offices at P.O. Box 167438, Oregon, OH 43616-7438. Ph: (800) 228-5870. Or, call **Bob Garner**, LST 461, HC 52, Box 362, Hemphill, TX 75948. Ph: (409) 579-3732.

Can You Help Our Cause?

We are actively soliciting financial support for the **Patrol Craft Sailors Association Library & Museum Fund**. Our goal is \$50,000 to implement and support this historical project and thusfar we have only raised \$5,000. The PCSA Library and Museum is vital to preserving the history of our patrol vessels and to gain recognition for all the sailors that served on these small ships. If you can help, please send donations to **Patrol Craft Sailors Association, PCSA Library & Museum Fund**, 9200 Littleton Rd., NW # 132, North Fort Myers, FL 33903. Checks should be made payable to the PCSA Library & Museum Fund. Include your name and ship name. Thank you!

Historical Help Wanted

The **USCGC Ingham (WAGC 35) Association** is looking for servicemembers who, although may have never served in that unit, may

have first person accounts of operations which included the *Ingham* in one way or another between 1936 and 1980, or whom may have related material of historical importance. Our organization is setting up a *CGC Ingham* historical archive and your assistance in the perpetuation of the ship's history is appreciated. Besides first person accounts, we are interested in obtaining any newspaper or magazine articles relating to the *Ingham*. Please contact **Douglas B. Thurnher**, Historian, *USCGC Ingham* Association, 4501 Duke Dr., Portsmouth, VA 23703. Ph: (804) 483-3992.

Looking For Shipmates

Looking for shipmates who served aboard the *CGC Point White (WPB 82308)* in Vietnam during 1966. The cutter was attached to Squadron One, Division 13, located at Cat Lo, Vietnam. Contact **Jerry Sampont**, 11211 NE 100th St., Kirkland, WA 98033-5116. Ph: (206) 827-4480. Fax: (206) 827-0979.

VFW Post 4751

In the last issue of *The Quarterdeck Log*, I read about the dedication ceremonies at the Vietnam Women's Memorial and the CGCVA participation. Just thought your members would like to know that in 1987-88, the Veterans of Foreign Wars granted us a charter to name our post in memory of Captain Mary T. Klinker. We have a wealth of information relating to this brave officer who paid the supreme sacrifice for her country. Will see you all at Norfolk. **Russell W. Brewer**, Adjutant, Captain Mary T. Klinker Post 4751 VFW, Westville Associates, Lot 3, Westville, IN 46391. Ph: (219) 785-2020.

Information On New CGCVA Members

I have received more than one request to include more information on new CGCVA members than simply their names and sponsor. Ed Burke provides me that data but I chose not to include it to save space. I will include the "ships served on" in all future lists. I heard ya!

Editor

Mail Buoy (continued)

From The Green Dragon

Serving as "aft watch" on the Green Dragon, *CGC LST 170*, BMC Leon Jacobs, Jr., USCG (Ret.) has a great offer. Does the Association have any need for some 50 year old photos or propaganda leaflets? I sent some to Baker Herbert last year but I'll be happy to have more (exact) copies made if the CGCVA can use them.

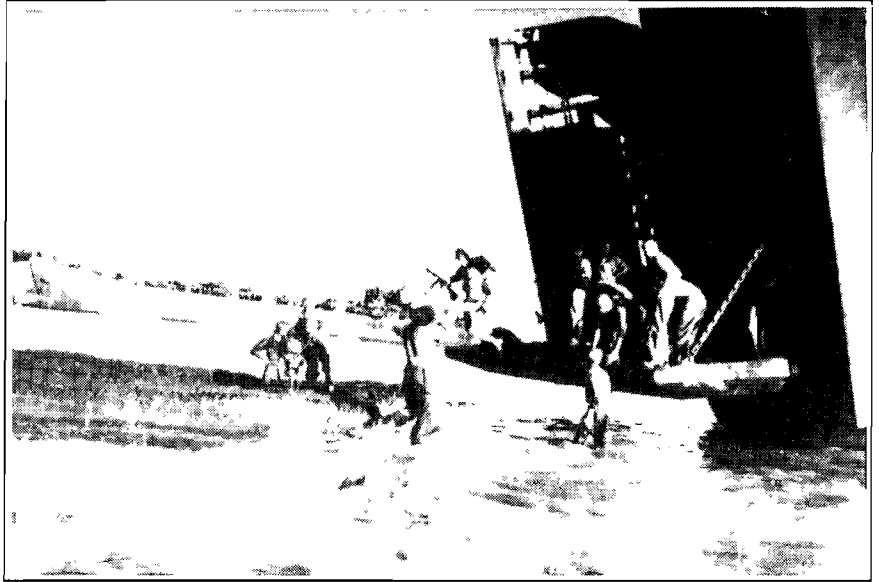
By the way, the photo on the right of an LST is just a sample of the momentos I have to share. I got a call from a former Marine who was trying to locate someone from my old LST. We corresponded and he send me a nice "thank you" card to the Coast Guard LST crews for landing them (the Marines) dry on the various beaches in the Pacific invasions. One never realizes what it must feel like to add the discomfort of landing wet, on a sand or muddy beach, to do battle.

(Hey Leon - I'll be happy to take any photos or leaflets you can spare. If possible though, include some cutline information with the photos! Editor)

Almost A Shipmate

The Coast Guard was well represented when the *USS Monsoon (PC-4)* was commissioned January 22nd at the Broadway Pier in San Diego, CA. The next pier was taken up by two Coast Guard ships, a black-hulled buoy tender and a white-hulled cutter. I met a lot of PC sailors and two wives who are members of the Patrol Craft Sailors Association at the commissioning and reception.

Didn't meet any shipmates but Carter Barber was there from San Pedro and he was almost a shipmate. Carter was on his way to replace someone on my ship (*PC 545*) in Sicily when the ship he was traveling on (*PC-496*) was sunk off Tunisia, North Africa on June 4, 1943. Carter was returned to the states and served aboard an 83-ft mini-cutter in a Coast Guard Rescue Flotilla and earned the Navy and Marine



Corps Medal and Bronze Star for action on D-Day off Omaha Beach. Well, smooth sailing everyone!

Walter Kerrigan

Remembering the Wakefield

With all the interesting information I've read in *The Quarterdeck Log*, I have yet to see any mention of my ship, *USS Wakefield (AP-21)*. This was a great ship so I'd like to provide some information on it.

I served onboard the *Wakefield* from May 1942 until Feb. 1945 and was one of 16 enlisted men who stayed with the ship during its famous fire on Sept. 3, 1943.

The *Wakefield* (originally designed as a passenger liner and named the *Manhattan*) was built by New York Shipbuilding in Camden, NJ, and launched Dec. 5, 1931. It was later converted to a troop transport and on June 15, 1941, the *Wakefield* was commissioned with CDR W.N. Derby, USCG, in command.

While disembarking British troops in Singapore, the *Wakefield* was struck by a Japanese bomb. It effected temporary repairs in Bombay, India, then sailed home to New York City. The ship transported more than 5,000 soldiers, sailors and marines to the South Pacific, then returned to New York to participate in a troop transport convoy to Great Britain.

(continued next page)

Mail Buoy (continued)

Remembering the Wakefield (cont.)

This mission accomplished, the *Wakefield* departed the River Clyde but on the evening of Sept. 3, 1942, fire broke out deep within the bowels of the ship and spread rapidly. Ammo was thrown overboard and code room publications secured. Most of the crew were transferred to the Brokklyn alongside. Two days later, towing ops commenced and the big transport nosed aground at McNab's Cove near Halifax, fires still burning in three holds. It was another four days before the fires were extinguished.

By Sept. 14th, the *Wakefield* was refloated but problems had just begun. A torrential rainstorm threatened to fill the ship and capsize it. Salvagers cut holes above the waterline and made extensive repairs so the ship could be towed to the Boston Navy Yard for complete rebuilding.

Repairs and alterations began in Fall 1942 and continued through Feb. 1944 when the *Wakefield* was recommissioned. It departed Boston in April for the first of 23 round-trip in the Atlantic theater and three in the Pacific. During this period, the *Wakefield* transported a total of 217,237 passengers, then moored at New York on May 27, 1946. The ship was decommissioned five years to the day after first entering service. It was struck from the Navy list in 1959 and scrapped in 1964.

Jerome E. Slattery

Looking For CGC SPAR Memorabilia

The *USCGC Spar (WLB 403)* will be holding a ceremony honoring the 50th anniversary of its commissioning on June 25th in Portland, ME. All former officers and crewmembers of the *Spar* are cordially invited to attend, as well as all former SPAR's of the Coast Guard Womens' Reserve.

In addition, any and all contributions to the anniversary celebration from past officers and crewmembers in the form of memorabilia, anecdotes and other items of historical interest are also welcome.

Our cutter has a rich history and almost immediately after being commissioned was made

part of the war effort, participating in convoy duty in support of anti-submarine warfare off the coast of Brazil.

Inquiries regarding the *Spar's* 50th anniversary or providing items for the celebration should be directed to: Commanding Officer, *USCGC SPAR (WLB 403)*, Coast Guard Base, 259 High St., So. Portland, ME 04106-0007, **Attn: LTJG Eisenbeiser** or by calling (207) 767-4845.

A Message To Vietnam Veterans

I received the below letter some months ago and felt it should be shared with other members of the CGCVA. Undoubtedly other members have received a similar letter, but it is a rare tribute to Vietnam veterans and all should be aware of it.

Kennard M. Palfrey

Dear Kennard,

I am sorry it has taken so long to get this letter to you. I am an unimportant individual that you don't know, but I have something to say to you. That is "Thank you!" Thank you for a job well done in Vietnam. Thank you for fighting and keeping me free and most of all, America. I know this is a long overdue letter so please accept my apology.

My husband, son & brother were in *Operation Desert Storm* and they received a tremendous welcome home parade. I thought in my heart, how wrong, because I was here when the guys came home from Vietnam, and there were no thank you's or well deserved parades. I made comments about this but no one really paid any attention to me. I meant exactly what I said, so I started thanking the Vietnam veterans by writing each of them a letter. It was the least I could do.

I have written to all the guys listed in the *1992 Vietnam Veterans of America Membership Directory* and some of them have sent me names of friends they know served in Vietnam. I never expected to receive a response from anyone that I

(continued next page)

Mail Buoy (continued)

A Message To Vietnam Veterans (cont.)

thanked, but I started receiving letters, patches, photos, and all kinds of things in the mail. I couldn't believe the veterans would take the time to answer and tell me their stories about Vietnam. Now this has become my lifetime project.

You see, I have multiple sclerosis but I am in great shape compared to some others who have it. I made a promise to God that if my health stayed about the same, I would dedicate the rest of my life to helping others. This is the greatest project I have ever undertaken and I feel great inside.

When I receive a letter from a Vietnam veteran, I feel like a kid with a new toy. I have so many friends now, it's unbelievable. I would love to hear your story but, if it's too painful I will understand. Again, thank you for my freedom. If it not been for you, I wouldn't be a free person today. No war will ever compare to Vietnam. America can't forget this war. I won't let it!

Take care and God bless you and yours. A friend who cares! **Sandra Kay Boozer**, 60116 Seminole Rd., Smithville, MS 38870.

From The Scuttlebutt

The January 1994 issue of *The Scuttlebutt*, the newsletter of the AGC Flagship Alliance, ran a lengthy article regarding the development of AGC's and WAGC's. I have condensed this article somewhat to highlight the role played by the Coast Guard vessels.

Early in WWII, it became apparent that a special type of ship was needed to provide communications and command capabilities to direct and control amphibious operations. Several Merchant Marine hulls, primarily C-2 types, were converted by the Navy into Amphibious Force Flagships. Eighteen AGC's were commissioned between 1942 and 1946, designated as AGC 1 through 18, and operated by the Navy.

In addition, there were five AGC's operated by the Coast Guard, which were converted "Treasury" class cutters. Their superstructure was extended aft and their armament changed to two 5-inch guns, one fore and one aft, and six 40mm

anti-aircraft guns, virtually the same as the Navy operated AGC's. The *CGC Duane* (WPG-33) was the first to be converted and became AGC-6. Others converted included: *CGC Bibb* (WAGC-31) to WPG-31; *CGC Campbell* (WAGC-32) to WPG-32; *CGC Ingham* (WAGC-35) to WPG-35; *CGC Spencer* (WAGC-36) to WPG-36; and *CGC Taney* (WAGC-37) to WPG-37. The *CGC Hamilton* was scheduled for conversion but was sunk before that could take place.



WORLD WAR II

The converted Coast Guard cutters participated in the Pacific and European Theaters, performing the same functions as the Navy AGC's. The *Duane* led a task force in the invasion of South France. Other WAGC's participated in amphibious assault operations in Subic Bay and Nasugba, Luzon; Mariveles, Bataan; Corregidor; Panay/Guimaras Island; Negros Island; Puerto Princesa, Palawan; Talisay, Cebu; Davao, Macajalar Bay, Malabang, Parang and Sarangani Bay, Minanao; Balikpapan, Borneo; Brunei, Malaysia; Balut Island; and Tigbauan, Panay. The *Spencer* rammed and sank a German submarine in the Atlantic, then rescued the U-boat's survivors. The *Spencer* was later credited with sinking another U-boat, as was the *Hamilton* before it was sunk.

Following WWII, the WAGC's were converted back to Coast Guard cutters and eventually all were decommissioned. Only the *Ingham* (at Patriot's Point, SC) and the *Taney* (in Baltimore's Inner Harbor) remain intact today.

W. Ted Branthoover

Auxiliary

To all Auxiliary members:

Well, we're off to a fast start in '94 and I'm looking forward to our Reunion in Norfolk. Hope to see many of you there! 1993 sure went by fast and was a year I won't forget. I kept busy with my husband and his Greenland Patrol Reunion plans. I got to go with him at many CGCVA activities and I like it because I don't just sit there...I become part of the event, helping to set things up and meeting with other Auxiliary members.

Anyway, we have a lot of things planned for the October Reunion in Norfolk. We have ordered the new CGCVA Auxiliary pins and they will be given out at the Reunion. Jane Maxwell has sent for them so they'll be ready in plenty of time. There are also plans for a nighttime cruise on The Spirit of Norfolk, complete with food and entertainment. The guys will provide the details but we'll have to plan our own luncheon menu.

Now for a little change of pace. I got permission to run poems written by Mildred Rania

in The Quarterdeck Log. She also penned "Songs of a Coast Guard Wife" in 1957. I hope you enjoy!

APRIL

April is a lovely girl,
With tresses long and brown,
And on her head of somber hue
Is set an emerald crown.
She wears a silver mantle,
And 'neath its glittering sheen,
Some tiny, soft, green buds
May now and then be seen.
They seem to be a promise
Of blossoms yet to come,
That will burst forth in their beauty
When kissed by a warmer sun.

Edith M. Courter, President
14334 Thornwood Tr.
Hudson, FL 34669

Coast Guard Combat Veterans Association
Membership Application
Coast Guard Combat Veterans Auxiliary

Name: _____ Spouse: _____
Last First Init. First

Address: _____
Street or Box Number City State Zipcode

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

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

Make Checks Payable To: CGCVA AUX
Jane Maxwell, Secretary/Treasurer
PO Drawer 2790
Burney, CA 96013

CGCVA Form#3A(Rev 7/93)

Potpourri - a collection of short stories, news clippings and "things" scattered about in no particular order (primarily because the editor didn't want to re-keystroke or re-create everything. Neat stuff though!

An Old Warhorse Returns

During Oct. 12-14, 1993, the Mexican Naval Vessel *Comodoro Manuel Azueta* visited the port of Tampa, Florida. Generally, such a port call is not of interest to members of the CGCVA or even old Coasties, but this time it was special. The *Azueta* is the former

USS Hurst (DE-250), one of 30 DE's manned by the Coast Guard during World War II. The Coast Guard crewed the *Hurst* from August 1943 to May 1946. Today, there are less than a dozen former WWII DE's still operating in the various navies of the world.

The above news clipping concerning the ship's port call was taken from *The Tampa Tribune* of Oct. 13, 1993.

"Just Pass It On"

Like many of you, after my tour of duty (1940-43) onboard the *CGC Northland (WPG-49)* in Greenland, I found myself going on another trip, this time to the South Pacific. I found myself aboard the *FS-258*, headed for San Pedro, CA.

Ex-World War II sailors celebrate golden jubilee

By IVAN J. HATHAWAY
Tribune Staff Writer

TAMPA — Once proudly bearing five battle stars, one for every enemy submarine it sent to a watery grave, the World War II-era USS Huse eventually went the way of many a fine ship.

Its destiny was to be decommissioned — turned into razor blades, as old sailors say.

But as more than 100 members of the USS Huse DE-145 Association poured into town Tuesday for their golden jubilee reunion, those who served aboard the destroyer escort between 1943 and 1965 got the next best thing to having the ship back.

While former sailors registered at the Airport Hilton, the Huse's sister ship, USS Hurst DE-250 — now flying the Mexican flag and bearing the name *Comodoro Manuel Azueta* — steamed into Tampa's port and docked in Garrison Channel on a courtesy call for the reunion.

"We were all just thrilled to hear we could go down and board her. There was a massive traffic jam right here in the lobby," said 70-year-old Glenn Malone of Largo, president of the association and an original Huse crewman in 1943-44.

Stepping aboard turned back the pages of time for Malone. Both ships were built in 1943, side by side in Orange, Texas, and seeing one was like seeing the other, he said.

Both ships were decommissioned in 1965, but while the Huse headed for the scrap pile, the Mexican gov-

ernment welcomed the Hurst into its navy, where it remains in service.

"The torpedo tubes were missing, and the 3-inch guns up front were missing," Malone noted. "But the superstructure, the bridge, the galley, the chief's quarters ... they were pretty much the same.

"It's the first time I've been on a destroyer escort since World War II."

U.S. Navy Capt. Phil Norris, commander of Tampa's Naval Reserve Center, said Malone's group managed to get approval for the ship's visit by working through the U.S. State Department and Mexican government.

Norris also took the opportunity to tour the ship Tuesday.

"It didn't look bad at all. It runs just like a World War II ship," he said with a hint of laughter. "It doesn't look like it has been modified in 50 years."

The ship is due to leave Thursday, according to Tampa Port Authority officials, but Malone said all former destroyer escort sailors in the area are welcome to come down today to see it.

As president and founder of the Huse Association, Malone continues to seek out those among the 2,200 who served aboard the ship during its 22 years of service.

"I've found 800 of them so far, with 500 of them dead," Malone said. "I've found 10 this year. Each reunion has new people coming to it. And as the old stories come out, new ones are added to them."

Determined to spend as much time together as was possible with my wife, Edith, and our daughter, Judy, I arranged for them to meet me on the West Coast. This is where the three of us learned a lesson in life we have never forgotten, that being, "just pass it on!"

My pay record didn't catch up with me for over two months and we were in a strange place without any money or even a temporary place to stay. The USO sent us to see some very nice people in Hollywood called Mama and Papa Nichcolas. They took us in, gave us two rooms and shared their food with us. Mama was a great cook, and we had plenty of everything we needed. When my pay finally caught up to me, we tried to

(continued next page)

Potpourri (continued)

"Just Pass It On" (cont.)

pay the Nichcolas' for all they had done for us. They refused any payment and said, "Just pass it on!"

As I said, this was something we'll always remember and I guess I've told it to a lot of people over the years. I must have because my garndaughter Tammie wrote and submitted the below article for the Asbury Park Press 3/21/91.

Remember the times you've been helped out and "just pass it on!"

Al Courter

In good times and bad, we must help

It's ironic how in times of war and recessions there seems to be a reunion of the family unit. It's during times of prosperity that we forget our fellow man. If we dig deep in our past, I'm sure that many would be surprised to find that this is not what our nation was built on. Truly united we stand, united we prosper. Divided we fall, alone and without self-respect.

I will never forget the story my grandfather told me of how a family selflessly helped my grandparents during World War II, when they had no food or money and were stationed away from their home. These strangers fed them and gave them shelter. Upon my grandfather's departure from their hospitality, he offered payment for their assistance, which these strangers refused to accept. But the strangers said good-bye with a few important words that my grandparents will never forget. The strangers said, "Just pass it on."

TAMMIE HIERS,
Ocean Township

Remembering Manhattan Beach (and more)

How many of you Coast Guardsmen remember going to boot camp in Brooklyn, NY? Does the name Dick Stabile and his orchestra ring a bell? What about LTJG Brouse who ran the morning parades on Saturdays before weekend liberty? And how about Company 12 in January, 1943? I forget his name but we had a BM1/C turn us out in the morning wearing undressed navy blues. We were all bundled up in our heavy gear and it was really cold. Remember the dances? The girls would come in by bus and once they were in the dancehall, you couldn't take them

outside. We were well chaperoned while the girls were on the base. Someone clipped my wallet my first day at boot camp. I got smart right away. We had two recruits that were always in trouble and they were finally sent to the base psychiatrist for evaluation. When they came back to the barracks, they told us the doctor was "nuts." What memories!

Did any of you go through the receiving base at Berkeley, VA? While some of us were there, we worked on one of the railroads. It was a few bucks in our pockets. I worked in the engine repair shop for awhile and remember a warrant officer there. He was a tough old bird.

When we'd hear that troop transports were arriving Norfolk, we'd disappear because those ships were always making crew changes and most of us didn't want transport duty.

Were any of you assigned to the Morehead City, NC Navy base? I was stationed on a "six-bitter" there, the 74304 and Mickey Thompson was the skipper. One night on patrol we got rammed by an 83-footer. It put a hole in our side and we ended up getting towed back to port. There was hell to pay for that but at least no one got hurt. We pumped out water all night long, then got patched up in a local shipyard and went back on patrol.

My next stop was motormack school in Groton, CT and then it was off to the receiving base at Whaleshead, Currituck, NC, a hunting lodge taken over by the Coast Guard. I actually got back to Whaleshead a few years ago with a shipmate, Ralph McKernon, and the buildings were still there. It sure gives you a funny feeling to return to a place after so many years.

Getting back to my old ship, I sent a photo of LST 886 to the Navy Memorial in Wash., DC and made certain they knew about the Coast Guard. We'll be having our mini-reunion in the Spring and Vince Futia will keep you posted. It looks like some of our shipmates took off for Florida for the winter and I guess I can't blame you.

Sorry to hear about Cesar Romero passing away, I really enjoyed watching him on TV and in the movies. Guess I've gone on long enough. Keep in touch and I'll see you in Norfolk!

Joe McAuley, LST 886



Four Chaplains Observance

On Feb. 5, 1994, a dedication service, patriots parade and memorial service were held in the city of Zapata, TX. These ceremonies honored the "four chaplains" who gave up their lives after their ship, the *S.S. Dorchester* was torpedoed and sunk in the icy Atlantic waters 51 years before.

The Four Chaplains Observance ceremonies were sponsored by members of the Greenland Patrol and spearheaded by Fred (Chips) McLendon.

The Dedication Service was held at the future site of a Four Chaplains Memorial at the Zapata County Courthouse. The Patriots Parade included parade marshall Lois Bouton (The Coast Guard Lady), members of the *USS Tampa* Association, Greenland Patrol and Coast Guard Combat Veterans.

The Memorial Service included flying the Coast Guard flag (loaned by LCDR Jim Brewster).

To assist with expenses for printing programs and invitations, Fred McLendon donated \$70 and a lot of time and hard work. Congratulations to Fred and the members of the Greenland Patrol for their efforts in staging a successful event and gaining some exposure for the CGCVA and The Greenland Patrol.

Editor

Converting From FP to FS

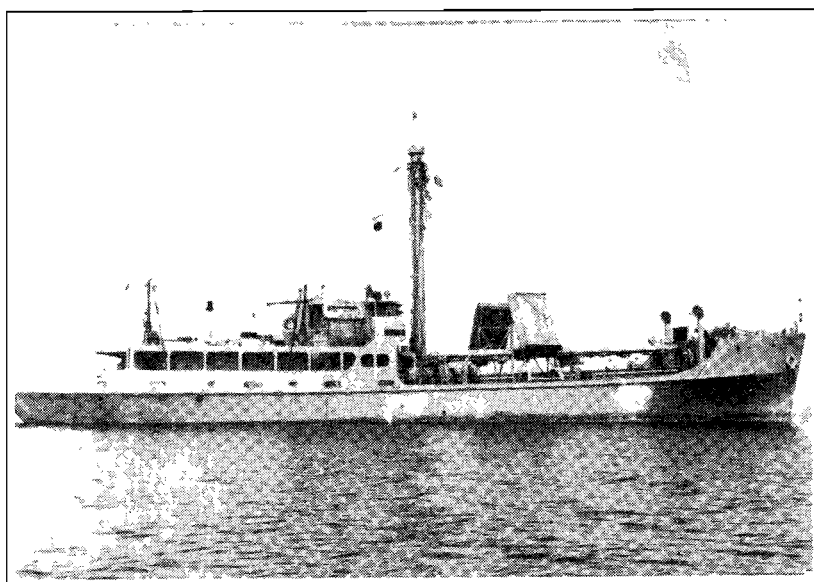
In the Spring of 1944, I was assigned to the CG Detachment, U.S. Army Transportation Corps, Camp Gordon Johnston, FL. I was a member of *FP-139* and my duties there included teaching Army personnel (during a 3-week cruise) how to properly run a ship. Rumor was that Army personnel would be manning these FP vessels, although many thought they were destined for infantry duty. The Coast Guard, of course, later manned the FS type ships.

The Army crews lived in the hold of the ship and, in times of hot weather when the hatch covers were off, an occasional flying fish would end up in someone's bunk. As the Coasties went, we were all rated men, except for the cooks, radioman and three Army engineering officers.

On one cruise we took an all-Army officer group to sea and prior to sailing they all lined up on one side of the ship with us on the other. The next thing we knew a general came aboard and let the Army brass know that they were there to learn and that they would do so and that rank was to be forgotten. One or two though rebelled at this and after we had gotten underway, they were given the dirtiest jobs that had been saved just for this cruise.

This duty came to an abrupt halt in early 1945 and we were all sent to other duties. I don't know what happened to the ship and since it's not listed in Dr. Robt. Scheina's, "USCG Cutters and

(continued next page)



Army Freight/Personnel Ship FP-139 in 1944.

Potpourri (continued)

Converting From FP to FS (cont.)

Craft of World War II," it probably was retained by the Army.

About 12 years after the war, I received a letter from one of the crewmembers suggesting a reunion, but neither he nor I did anything at the time. He sent me a list of names of the crew also and most were regulars in the Coast Guard. Some of the old-timers, both from ship or shore, would recognize some of them.

Just looking at the specific ratings and the end result of the undertaking tells you that whoever planned this was way off base. Still it was good (but boring) duty while it lasted.

If anyone knows the whereabouts of any of these men, I'd appreciate hearing from you. Please write me at 339 Pennbrook Ave., Lansdale, PA 19446-3212. Thanks and Semper Paratus!

LT William Ehrman
LT George Pruitt
CBM Melvin Cramer
CBM Palmer Guarante
CBM Stephen Zelma
CMM Forrest Thomas
CMM William Talley
CMoMM Walter Brower

CMoMM Thomas Goden
BM1 Peter Hutchinski
BM1 Joseph Patterson
BM1 Thomas Sanders
MoMM1 Raymond Alrey
MoMM1 Arnold Simonsen
MoMM1 Harvey Stolworthy
BM2 Boxwell
BM2 Don Kimmel
BM2 David Kropp
BM2 Larry Taylor
BM2 Chris Thompson
MoMM2 Winston Piggott
EM2 Robert Sullivan
Coxswain Jones.

Bob Iles, QM2/c, 1942 - 1946

New CG Commandant Selected

Coast Guard Chief of Staff VADM Robert E. Kramek, was nominated by President Clinton to be the service's 20th commandant. In his present position, he is commanding officer of CG Headquarters, responsible for the management, administration and financial resources of the Coast Guard. VADM Kramek will take over the reins of the service from ADM J. William Kime in a formal change of command ceremony in Washington, D.C. on June 1st. RADM Arthur E. Henn will become the next Vice Commandant, relieving VADM Robert T. Nelson.



BASE BALL!

U. S. Revenue Cutter School of Instruction

vs.

GETTYSEURG

¹⁹⁰⁸
NIXON FIELD, WEDNESDAY, MAY 20TH

GAME CALLED AT 1.00 P. M. ADMISSION 25 CTS.

1908 baseball team from the U.S. Revenue Cutter School of Instruction, YARD. The YARD was home for the first Coast Guard Academy from 1900 to 1910 when it moved to its present location of New London, CT. (submitted by E.S. (Doc) Kenton)

Potpourri (continued)

Old Friends Meet After 50 Years

Old friends are to be reunited after half a century — thanks to Echo readers.

An American D-Day veteran appealed to the paper to help find his long-lost friend Susie, who he last saw in Poole in 1944 when she was just 10 years old.

"Cookie", who was based in the town with the U.S. Coast Guard, was hoping to meet up with Susie when he returns for the 50th anniversary of D-Day in June 1994.



Susie in 1944

"It was quite a surprise. I could remember him, but I hadn't thought about him for quite a while," she said.

"It's nice to think that someone has kept my photo all these years."

Susie was one of a group of pals who lived by the Quay and made friends with the visiting Americans.

"I'm not quite sure why he remembered me in particular. There was a whole crowd of us who used to go down there. For a 10-year-old, those times were very exciting," remembered Susie, whose surname then was Dyett.

Now plans are afoot for Susie and Cookie



Susie Readwin now

to meet again in June, when he visits Poole as part of a shipful of US veterans returning to the sites of the glory days.

Andrew Woodcock, Echo staff

To Smoke Or Not To Smoke

During WWII, my ship, *PF-39*, saw a lot of duty near New Guinea, Leyte, the Philippines and the New Admiralties escorting convoys. Near the Philippines one time our convoy came under constant Japanese aircraft attacks.

One afternoon I was working the engine room switchboard and we were making standard speed. Then came the anti-sub signal and we increased speed. We were only 30 minutes off Mindanao, an island held by 125,000 Japanese with an airfield. We hoped to pass by undetected at night but I helped change all that.

The phone from the bridge buzzed and the orders I received from the QM was, "Make black smoke!" This seemed to make good sense at the time. I figured we were running a smoke screen around the convoy so I called #1 Fire Room and told them to take the steam load. Then I called #2 Fire Room and directed them to put in the smoke burners full capacity.

Well, in about five minutes all hell broke loose. The bridge called and said to stop the smoke now and clear the stacks.

Then our engineer officer came down the ladder in his shorts, wanting to know what in the world was going on down there. The flagship signaled us to drop from the convoy and clear the smoke. What could I say in defense? I was guilty on all counts and expected to be put in irons or worse.

So here's the rest of the story. If you've ever used a marine telephone, you know that you must push the little button to talk and release it to listen. I'm sure now that the order was meant to clear the stacks, and "Stop making black smoke." But I'm sure the QM's finger must've slipped and what I heard was, "Make black smoke." Still, every sailor knows that we should repeat all orders, and any breach of orders.

Anyway, we recovered and received no attack of any kind. All had mercy on me. Still, from that time on, the crew called me "Smokey!"

R.E. Kreidler

Potpourri (continued)

The Saga of the USS General Howze

The *USS General Howze (AP-134)*, or the Bobby L, as we called it, was a beautiful ship. It was 522 feet long and well-armed with four 5-inch 38's, four twin-mounted forty's and 16 twin-mounted twenty's. The crew was all Coast Guard except for a Marine detachment and some Navy doctors to man the 100-bed sick bay. The Bobby L could carry 3,000 troops and a crew of over 300.

From 1943 through 1945 the *Howze* made 12 voyages to the South Pacific. In early 1946, it made two trips to Europe to bring back U.S. troops to New York. It was a busy ship, seldom in port for more time than needed to take on water, fuel, supplies and troops. The lone exception was a visit to drydock in Seattle for repairs and to rearm after the Japanese suicide attacks started. We doubled-up all the forty's and twenty's.

The *Howze* took troops to such infamous places in New Guinea as Milne Bay, Goodenough Island, Lae, Finschaven, Oro Bay and Hollandia. We also saw duty near Noumea, Guadalcanal, Manus, Eniwetok, Biak, Majuro, Ulithi, Leyte, Batangas, Manila, Liverpool and Le Harve.

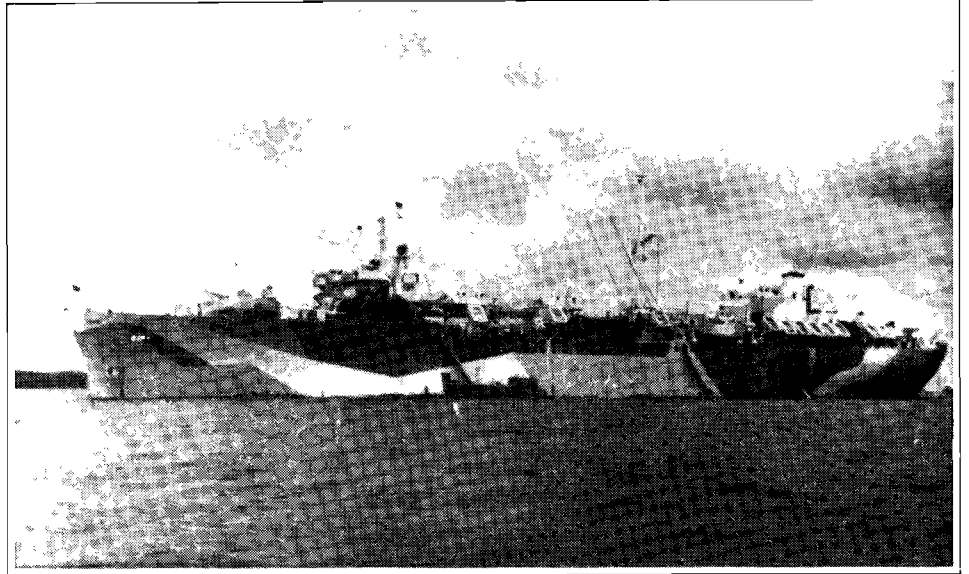
The *Howze* was in dangerous waters most of its time while in the Pacific, but came through unscathed. There were scary moments on a number of occasions but the ship was never hit. Several times our escorts chased off Japanese subs, and on at least one instance scored a kill.

Another time the *Howze* was in Humboldt Bay, Hollandia, New Guinea, when a Japanese sub fired four manned torpedos into the bay and missed. In a book written by the skipper of that Japanese sub, he said he saw flames and heard an explosion, but he was wrong. Then, in Leyte Gulf, the *Howze* and other ships were subjected to dawn and dusk air raids for seven days. But once again, we weren't hit.

The *Howze* was indeed a charmed ship.

While in the Leyte Gulf, LT Raleigh took a small boat to the beach on an important mission and when he and the crew returned the ship was gone. He couldn't find it because there were many other ships in the same area. Because of a bombing attack while they were gone, the *Howze* was moved to what was hoped to be a safer anchorage. LT Raleigh finally found the ship, but only after taking fire from the beach.

Later, when the cruiser *Indianapolis* was



The USS General R. L. Howze (AP-134) at Manus Island. The Coast Guard crew affectionately referred to the ship as the Bobby L.

sunk, the *Howze* came upon the scene and saw debris and bodies but no survivors. In a book written by the skipper of the sub that sank the *Indianapolis*, he said another large ship came along but he couldn't catch up to it. The *Howze* was doing top speed plus at the time, about 20-knots, so he would've had trouble catching us.

During its time in the Pacific Theater, the *Howze* was awarded two commendations, but for some reason they were never entered into the ship's log. I still have a copy of one Naval Dispatch from the commander, Naval Base at Manus Island to the *Howze* and five other ships. It reads, "From Commander Naval Base. Welcome to Manus after your heroic action against Jap forces. I express the admiration of the entire base for your wonderful fighting ability and spirit."

The Bobby L was a great ship with a fine crew and a credit to the Coast Guard.

MoMM2 Ray Sheffield, USCGR

Potpourri (continued)

New Members

The following are the newest members of the CGCVA, identified as follows: **New member Name**, *ships served on (up to three)*, and sponsor's name.

Irwin L. Abelson; *FS-203, CGC Ossipee, USS Murzim*; John S. Stamford.

Donald C. Acker; *LST-24, USS General Greely, USS Boregon*; Arnold Sobel.

Emil A. Alam; *USS Merrill, CGC Amaranth, LST-765*; Herb Reith.

Tom S. Anderson; Paul Prokop.

Richard G. Anthony; *LST-886*.

John M. Appicelli; Robbie Robertson.

Andrew A. Azzarello; *LST-886*; Jim Van Lieshout.

Arthur H. Baum; *CGC Tahoma, USS Bayfield*; Al Courter.

Alvin J. Beck; *USS Eberle, USA Y-5*; Jim Bunch.

Walter H. Becker; *CGC Onandaga, CGC Ingham*; Baker Herbert.

Cecil E. Bingham; *USS Eridanus*.

Richard J. Bisette; *USS Wakefield, USS Somerset, CGC Frederick Lee*; Al Courter.

C. Lee Boyle, Jr.; *CG-361, CG-93, CG-94*; Vince Stauffer.

Lee Bradford, Jr.; *CGC Arundel, CGC Cobb, CGC Casco*; Al Courter.

Percy R. Brown; *USS Merrill*; Herb Reith.

Irving M. Cumbie; *LST-886*.

David J. Daizell, Jr.; *USS General Weigel*; Baker Herbert.

Aquila W. Damrell; *USS H. L. Scott*; R. Gilbert.

James D. Doyle; *USS Merrill*; Herb Reith.

Joseph J. Fabina; *USS PG-96*; F. Henika.

Brian Fallon; Ed Swift.

George E. Feeney; *CGC Northland, CGC Storis*; Al Courter.

CAPT Carmond C. Fitzgerald; *CGC Taney*.

Preston L. Foskey; Jim Bunch.

William H. Fraser; *CGC Steadfast, USS Savage, CGC Eastwind*; H.R. Margrave.

Myles P. Gilliland; *USS Hugh L. Scott, USS H. F. Hodges*; Ralph Gilbert.

Edward F. Guse; *USS Hugh L. Scott*; Ralph Gilbert.

Vera F. (Lore) Hammell; Dick Stent.

(continued)

From The Cleveland Press Aug. 2, 1945



Steel Heroes Steam Home for Duty on the Home Front

Kicking up the surf off Cleveland Harbor today were two 83-foot Coast Guard cutters just back from patrol and rescue service in the Atlantic—the CG 83428 and the CG 83438. Brought here for removal of depth bomb racks and other anti-submarine equipment,

the boats will be used to keep unwary fishermen and yachtsmen out of the danger area off the Erie Proving Grounds, near Port Clinton. The CG 83428 took part in the Normandy invasion and is credited with the rescue of 129 men from a sunken mine

sweeper and a British hospital ship. The CG 83438 helped escort to American ports five German submarines after the Nazi capitulation. Lieut. Henry Tilton is in command of the "28," Lieut. Frank Auld in charge of the "38." The boats will be berthed at Toledo.

Potpourri (continued)

New Members (cont.)

John A. Hansbury; *USS Poole, CGC Mocomo, CGC Forester*, William L. Smith.

George F. Harris; *USS Hutchinson*; Richard R. Leonis.

Ward F. Hofler; *USS Merrill*; Herb Reith.

Richard B. Kinder; *LST 886*; Joseph McAuley.

Walter H. Kruse; *USS Merrill, CG-83370*; Herb Reith.

Gary C. Landry; Leo Tydings.

Joe Lyle, Jr.; *LST-886*.

Spencer T. Lynch; *USS Bayfield, USS Theenim, USS Cor Caroli*; Werner G. Schweikert.

Robert T. Mars; *LST 886, CGC Bowstring*; Baker Herbert.

Ralph McKernon; *LST 866*; Raymond Sorensen.

Robert E. Miller; Leo Tydings.

Nicholas L. Mlinscek; *USS Cambria*; Sam J. Belfiore.

Oscar A. Nietzel; *CGC Northland*; Al Courter.

John F. Nogafka; *FS 528*; Art Hanlon.

Thomas P. Noonan; *USS Cambria, CGC Orchid, USS Moberly*; Sam J. Belfiore.

Matthew W. O'Loughlin; *USS Alatok, LST-886*.

George J. Patterson; *USS Raritan, USS Centaurus*; John Stamford.

Michael T. Piechocki; *USS Gallup*; Baker Herbert.

CDR David L. Powell, USCGR; *CGC Ingham*; Michael Seward.

Armand B. Prue; *USS Manhasset, CGC Mojave*; John Stamford.

Robert C. Reinhagen, Sr.; *USS Ramsden*.

Thomas R. Richards; Leo Tydings.

Louis Rua; *USS LT-454 (Army)*; Hugh McGinniss.

Carl F. Sanders; *CGC Hyacinth, USS Hugh L. Scott, USS Lorain*; Harold Margrove.

Sebouh Shahlamian; *USS Moberly*; Steven Brinsko.

Ralph S. Sikora; *USS Merrill*; Herb Reith.

William L. Simmons; *CGC Ingham*; Jim Bunch.

William L. Singleton; *LST-886*; Baker Herbert.

Donald E. Sorg; *USS Lorain*; William J. Walsh.

Fernando Tagle; *USS Harveson, USS Merrill*; Jack Averill.

Henry H. Tomlin; Helmer Christensen.

Dale A. Traucht; *LST-71, CGC Cahoon*; Vince Stauffer.

Michael R. Tuccio.

CAPT Neale O. Westfall, USCG (Ret.); *USS Brunswick, LST-768, CGC Ingham*; Walter Becker.

Paul E. Wheeler; Vince Stauffer.

Orville E. Williams; *CGC Tupelo*; Bill, Bob and Ervin.

Robert L. Wines; *LST-887, FA-164*; Willard F. DeLue.

Alan C. Zack; reinstated.

Louis A. Zando; *CGC Comanche*; John Stamford.

LST SCUTTLEBUTT – JANUARY/FEBRUARY 1994 – PAGE THIRTY

TWO EX SPARKIES FROM THE 327 MEET IN SANTA MONICA, CA

by Edward Decker

In 1944, two very close shipmates aboard the 327, bade each a sad farewell. I was being rotated to the States after 18 months in Europe. Five campaigns and four invasions!

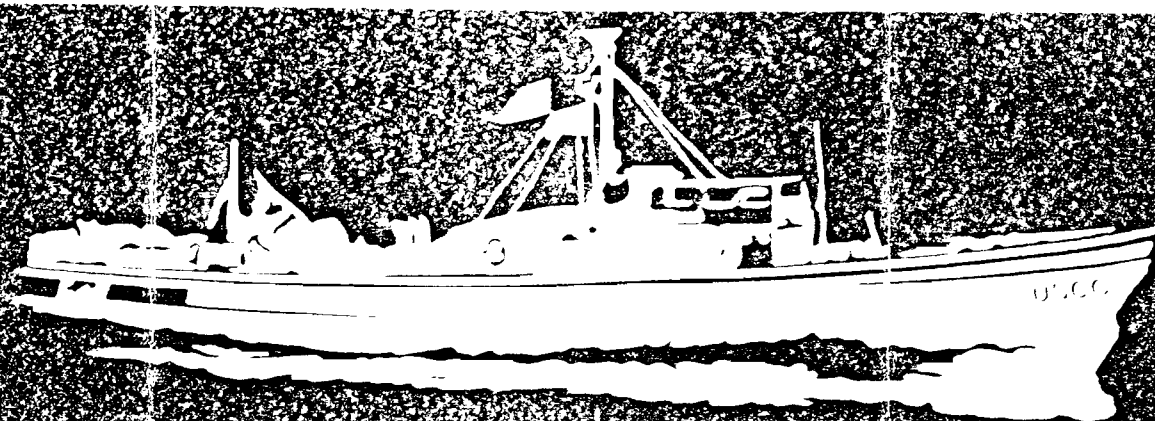
My buddy, Art Rosenstein RM1c, recalled that he broke down and cried. While I was transferred to cushy subsistence and quarters and NMY Coast Guard Radio Station on LI, NY, Art got lost in the shuffle and was remanded to an AKA headed for the Pacific. Poor Art told various and sundry that he did not belong on the ship. His disconsolate bitching reached the ears of the skipper, Capt. Rosenthal. The Captain opined that indeed Rosey did not belong on the ship. Words to the effect that a sailor who had sweated out five campaigns and four invasions belonged on shore. Thus Rosey was ushered down the gangway to a shore station.

NOW ALL THESE YEARS LATER...Carl Phamkuck, our chief radioman, located all four of our radiomen aboard the 327. Imagine! Three lived within lunch distance of each other in Florida.

UPDATE: Art and his wife Thelma flew into LAX to visit their son who is a location manager in films. We met in the lobby of their hotel and immediately recognized each other. My pate was bald, and his fraught with silver. I, skinnier than yesteryear, and he packing a few more pounds. I received a bear hug

and a kiss on my cheek. Both of us commenced to go teary-eyed.

FORTY-EIGHT YEARS AGO: I left the ship for the States, and ONE MONTH later the 327 struck an acoustic mine in the English Channel. FATE HAD A HAND HERE...As Arthur changed his bunk on the stern section for one in the so-called troop compartment. When the stern section blew up, Rosey (RM2c) hauled a...topside to the radio shack, and broadcast MAYDAY, MAYDAY, IN PLAIN LANGUAGE. Almost immediately a fellow LST hove to and took the dead-in-the-water 327 in tow. THE SAGA CONTINUES...I, who lived on LI, NY, visited one of my injured shipmates in St. Albans Naval Hospital. I saw Kenny McConney, who had been wounded and was having trouble breathing. Later, bidding him so-long til tomorrow, I headed for home. On the morrow, I again entered Kenny's hospital room only to find his bed empty. A corpsman consoled me saying, "He died last night!" As I left the hospital, I encountered Art Lambert, our pharmacist's mate 1c. His scalp had been laid open from stern to stempost resembling a halo. We embraced and wept. Poor doc suffered god-awful migraines and died in 1953. RETURNING TO MY MEETING WITH ROSEY: We met again this November and plan to attend the 1994 LST reunion at Las Vegas. This will be my first reunion.



From this Quay, 60 cutters of the United States Coast Guard Rescue Flotilla 1 departed for the Normandy Invasion 6 June 1944. These 83 foot boats, built entirely of wood, and the 840 crew members were credited with saving the lives of 1437 men and one woman. In remembrance of the service rendered by Rescue Flotilla 1, and with appreciation of the kindnesses of the people of Poole to the crews, this plaque is given by men and women of the United States Coast Guard.

**"Semper Paratus"
June 1994**

(Above) The design and lettering approved for the Rescue Flotilla 1 bronze plaque to be presented at Poole, UK. Credit for design and lettering goes to LCDR Jim Brewster, Jack Read and Jack Campbell. **(Below)** Commandant's Bulletin Paid Subscription Request Form. Coast Guard's monthly flagship publication is full-color, recyclable, and available for \$21 a year (\$26.25 foreign).

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5/92

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Coast Guard Combat Veterans Association
Membership Application
(Please Print)

Name: _____ Date: _____
Last First Middle Init.

Date Of Birth: _____

Address: _____

Telephone Number(s) _____

City: _____

State: _____ Zip Code: _____

Sponsored By: _____

Military Service

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

Medals/Campaign Ribbons

Type	Date(s)
_____	_____
_____	_____
_____	_____

(Continue awards on reverse if necessary)

**List Combat Units Served With, Their Location and Dates
On Reverse**
(As Required)

Rank/Rate at Present, at Retirement or Discharge: _____

Amount of Membership Dues enclosed: \$_____ **Dues: \$20.00 Every 2 years**

Make Checks Payable to: CGCOMVETS

Signature: _____ Date: _____

Important: Include a COPY of DD-214 or other Applicable Separation Document To:

E. P. "ED" Burke, Secretary

Coast Guard Combat Veterans Assoc. Tel: (301) 924-3727

17728 Striley Drive, Ashton, MD 20861-9763

APPLICATION FOR VETERANS IDENTIFICATION BADGE

1. NAME OF VETERAN (Living or Deceased) _____
YOUR NAME _____ RELATIONSHIP TO VETERAN _____
2. RANK OF VETERAN _____
(On 6 Jun 1944)
3. ADDRESS _____
4. AGE/SPECIAL CONSIDERATIONS _____
5. WILL YOU BE ACCOMPANIED? YES NO
(Please Circle One)
IF YES, HOW MANY PERSONS? _____
6. PLEASE PROVIDE YOUR PASSPORT NUMBER AND THE PASSPORT NUMBERS
FOR EACH PERSON ACCOMPANYING YOU _____

7. WILL YOU BE TRAVELING WITH A TOUR/TRAVEL GROUP? YES NO
IF SO, WHICH GROUP? _____
8. WAS THE VETERAN A D-DAY VETERAN? YES NO
BRANCH OF SERVICE _____
9. WHEN DID THE VETERAN LAND AT NORMANDY? DAY/HOUR _____
10. WAS THE VETERAN DECORATED FOR SERVICE DURING WWII?
Highest Award _____ Where _____ When _____
11. PLEASE CIRCLE THE EVENTS YOU PLAN TO ATTEND: (* Denotes US Events)
FRANCE: *(1) US Airborne Ceremony St Mere Eglise 1400-1700 Hrs 5 June 1994
***(2) Ranger Assault Pointe Du Hoc 0830 Hrs 6 June 1994**
***(3) Landing at Utah Beach 1000 Hrs 6 June 1994**
(4) Omaha Beach FR Intl Ceremony 1400 Hrs 6 June 1994
**** (5) Normandy US Cemetery Ceremony 1700 Hrs 6 June 1994**
**(Premier US Event of Commemoration Ceremonies)

The information on this form is FOR OFFICIAL USE ONLY. Information may be provided to US and French Government Agencies for identification purposes.

INSTRUCTIONS FOR COMPLETING THE APPLICATION FOR THE VETERANS IDENTIFICATION BADGE

1. NAME OF VETERAN. If the veteran is not the applicant, his or her name must appear in block 1. The name and relationship of the person applying in the veteran's behalf should be entered below the veteran's name on the next line.
2. RANK OF VETERAN. This is the rank that the veteran held on D-Day, June 6, 1944.
3. ADDRESS. The address to which the application and Veterans Identification Badge should be sent.
4. AGE/SPECIAL CONSIDERATIONS. The age of the veteran and any special assistance that may be required, i.e. the veteran is in a wheelchair or use a walker.
5. WILL YOU BE ACCOMPANIED. The number of persons that will be in the immediate party of the veteran.
6. PASSPORT NUMBERS. The French Government requires the veteran's passport number and the passport numbers of all persons in the immediate party of the veteran, on the Veterans Identification Badge.
7. TOUR/TRAVEL GROUP INFORMATION. The name of the tour/travel group that you will be traveling with. If you are not traveling with such a group, please enter NA.
8. WAS THE VETERAN A D-DAY VETERAN? YES NO. Please circle one. A D-Day Veteran is "one who was in the air, on the ground or immediately off shore in support of landings at Normandy up to 2400 hours on June 6, 1944." The D-Day Veteran will receive a Veterans Identification Badge marked "D-Day Veteran." Those veterans who landed after 2400 hours on 6 June 1944, will receive a badge marked "World War II Veteran."
BRANCH OF SERVICE. Army, Air Force, Marines, Navy, or Coast Guard.
9. WHEN DID THE VETERAN LAND AT NORMANDY? DAY/HOUR. Please refer to paragraph 8 above, and enter the day and hour that the veteran landed, dropped in, or flew over the invasion area of operations.
10. WAS THE VETERAN DECORATED FOR SERVICE DURING WWII? HIGHEST AWARD, WHERE, WHEN. Please enter the name of the award, where the action occurred, and the date/year of the action.
11. EVENTS THAT YOU PLAN TO ATTEND. Please circle only those events you plan to attend. The World War II Commemoration Committee is recommending that veterans plan to attend only one event on June 6, 1994, because of the limited transportation network.

PLEASE BE SURE TO ENCLOSE A COPY OF YOUR DISCHARGE OR OTHER DOCUMENTATION OF SERVICE

World War II Commemoration Committee
ATTN: Veterans Identification Program
5001 Eisenhower Avenue
Alexandria, Virginia 22333



Hope you enjoyed reading *The Quarterdeck Log*. Send in articles, photographs, sea stories, news clippings and whatever for consideration in the next issue. Don't forget the upcoming World War II 50th Anniversary commemorative events and our Reunion/Convention in October. Duplicate and use the CGCVA application form on the reverse to obtain new members for our organization.

THE QUARTERDECK LOG

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