

APRIL-MAY-JUNE- 1992

## Coast Guard Combat Veterans Association



No. 2-92

### FROM THE PRESIDENT

It has been a very busy First Quarter for me and for the Association.

On February 14th & 15th, Baker, Herb Reith, Dick Ahrens, Vince Stauffer and myself met in Cleveland, Ohio to discuss our upcoming meeting in Reno, Nevada, October 4-8. It was an excellent meeting and everyone contributed their share and volunteered to do all they could do to make Reno a success, and we will.

It is with a heavy heart that I announce the resignation for personal reasons of Herb Reith as our Secretary.

We also have an opening in our Vice-President's chair and at this time I have appointed Pat Denney to that position. Please welcome Pat as our new Vice President. Pat can give us a hand in Reno, as well as help the Association in all of our activities.

In March, 1992, I had the great opportunity to go to Washington D.C., to hear the Commandant's State of The Coast Guard speech at a luncheon. This was all arranged by Captain Jon Uithol. At this time I was introduced to the Commandant, the Vice Commandant, the Chief of Staff and to Admiral Passmore, the Chief of Personnel.

While at Coast Guard Headquarters we discussed a monument for the Coast Guard at Normandy France, to be put in place by June 6, 1994, the Fiftieth Anniversary of the Invasion. The Coast Guard is the only branch of the Services that is not represented at Normandy and the Coast Guard feels that this was one of our finest hours. I know that most of you know this, but at Normandy ships manned by the Coast Guard were the following: APA's, AKA's, LST's, LCI's, 83 Footers, DE's and 327's such as the CAMPBELL, which were used as communications ships and carried some of the Admirals and Generals who were giving the orders to the troops and ships in the invasion. If I have left out any other type of ships that were involved it is purely an error on my part.

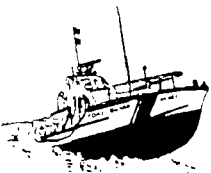
There is already an Artist who has been chosen to do this work free of charge, and the Association has committed \$750.00 to the cause and the CGCVA Auxillary has committed \$250.00 to the cause. It is estimated that the total cost is going to be around \$20,000, or less. They, those in Washington, figure the VFW will probably donate about \$2000.00, the Legion about \$1000.00, the Coast Guard Foundation could or might come up with about \$10,000.00 which leaves us with about \$7 to \$10 Thousand to raise. I forgot to mention, Headquarters would like the Coast Guard Combat Veterans Association to be the main force behind the raising of the money. I made no commitment to them other than the money we have already pledged, i. e. \$750.00 plus the \$250.00 from the Ladies Auxillary which we have in hand. We will have to discuss this in Reno and determine the feeling of our Association.

Our membership continues to grow, and I have been getting more and more calls each day about our Association. I look forward to attending several ships reunions this Spring and Summer so that we can generate more interest in our Association.

Until we meet again in another bulletin, I remain your friend and your Association President.

Semper Paratus,

DICK STENT, NATIONAL PRESIDENT, CGCVA



On February 21, 1991, CGCVA Director of Government Affairs, Jon Uithol, attended a Commandant's briefing on the '93 budget. The briefing was based on the CG publication, Budget in Brief, which includes the following:

#### THE NATIONAL TRANSPORTATION POLICY

The directions for national transportation policy are captured under six major themes:

- Maintain and expand the Nation's transportation system.
- Foster a sound financial base for transportation.
- Keep the transportation industry strong and competitive.
- Ensure that the transportation system supports public safety and national security.
- Protect the environment and the quality of life.
- Advance U.S. transportation technology and expertise.

#### THE COAST GUARD VISION STATEMENT

the United States Coast Guard is committed to continuous improvement of its performance as the world's leading maritime humanitarian and safety organization.

We strive to be the armed force offering the most challenging and rewarding career for the young men and women of our Nation while preserving and honoring those customs and traditions that have served the country so well in peace and war.

We are responsive to changing national priorities. We are willing to explore new areas of endeavor, and we seek a balance in response to our traditional missions in support of national security, law enforcement, maritime safety and environmental protection.

We are committed to providing for the welfare of our people and their families so that the Coast Guard can stand, always ready, to serve, protect and enhance our Nation's maritime interests.

ADM J.W. Kime, USCG  
Commandant

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Each of the Coast Guard's seven Major Programs--Search and Rescue, Marine Environmental Protection, Enforcement of Laws and Treaties, Ice Operations, Aids to Navigation, Marine Safety, and Defense Readiness--is an integral part of at least one of the Secretary's six key themes and a

tangible reflection of the Commandant's Vision Statement. From saving lives to protecting our fragile environment, from keeping domestic waterways safely navigable to safeguarding the security of our Nation, the United States Coast Guard is truly. . . SEMPER PARATUS.

With this as a preface, the Commandant explained his '93 budget request. The total figure of \$3.8 billion is about five percent more than '92's approved budget of \$3.6 billion. But, discounting inflation, it represents real growth of only one percent.

From the personnel viewpoint, the Commandant has requested 497 additional military and 91 additional civilian positions. This represents a two percent growth.

At \$30.5 million, the new appropriation of environmental Compliance and Restoration represents 40 percent growth. Reserve training, on the other hand, is off four percent at \$74.5 million.

Of particular note is the fact that in this budget, for the first time, the President has put dollars in the Department of Defense budget earmarked for the Department of Transportation and the Coast Guard. These are \$142 million for Operating Expenses (OE), \$18 million for Acquisition, Construction, and Improvement (AC&I), and \$43 million for Reserve Training (RT). These are not extra dollars--they are required to hold our own. But they do remove the necessity of begging the Navy each year, and should do away with the gripes previously generated.

Three interesting items found in the '93 budget are:

a. Zebra mussels--There is an item in the budget for "Nonindigenous aquatic nuisance species...\$0.7 million". The Coast Guard will require vessels to purge fresh water ballast while at sea.

b. Brooklyn Supply Center will be relocated to the Coast Guard Yard at Curtis Bay.

c. The Central Pacific LORAN chain will be closed. There are no longer any commercial users, and DOD is using other means of navigation. These may be turned over to host nations in some cases.

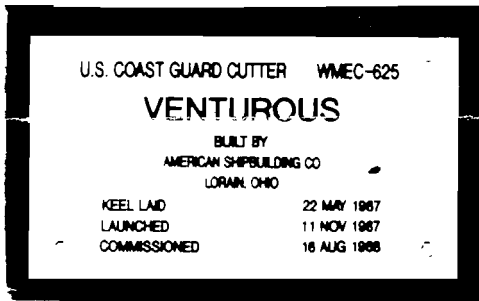
Readers of the NEWSLETTER will recall that the Commandant was concerned with the AC&I \$390 million level of funding in the approved '92 budget. The '93 budget adds \$24 million to this for a total of \$414. If approved by Congress, this '93 level will certainly be a step in the right direction.

Later, speaking at a meeting attended by Uithol and CGCV's President Dick Stent, the Commandant said that it is not his intention to create the second best navy in the U.S. Rather, his goal is to have the best Coast Guard in the world!

The '93 budget supports this goal and, overall, the Commandant is satisfied. He will be spending the next couple months defending the budget at hearings on the hill and the final outcome remains to be seen.



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**PRINT CLEARLY**

Name \_\_\_\_\_

Ship Name \_\_\_\_\_

Address \_\_\_\_\_

Classification \_\_\_\_\_ Hull No \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Zip \_\_\_\_\_ Phone ( ) \_\_\_\_\_

**SPRITE INDUSTRIES** CGCV  
2512-A East Fender Avenue  
Fullerton, California 92631  
1 (800) 327-9137 FAX (714) 992-2146



TENTATIVE REUNION SCHEDULE  
RENO - OCTOBER 4-8, 92

Sun. Oct 4th - Register with hotel first, then CGCVA from Noon to six PM\*  
Mon. Oct 5th - Register with hotel first, then CGCVA from Noon to six PM\*  
\*CGCVA sponsored cocktails during registration  
Tue. Oct 6th - 12:00 - Wives Luncheon  
                  12:00 - CGCVA Luncheon - Guest speaker, VA Rep.  
                  13:00 - CGCVA Business Meeting (paid up dues card required)  
Wed. Oct 7th - 7:00P - CGCVA Awards Banquet - Guest speaker,  
                          VADM Thomas R. Sargent III. USCG (Ret)  
                          Sea Stories - To be announced

Thur. Oct 8th - Check-out

Sands Regency Hotel, phone 1-800-648-3553 or 1-702-348-2242 - when making reservations be certain to tell them you are Coast Guard Combat Veterans Assoc. for \$48.00 single/double room rate. Triple add \$7.00 or \$7.00 for any additional person + 9% sales tax. As of April, credit cards accepted for reservations - VISA, Master Card, discover card, American Express or Diners Card.

Tours are offered by Gray Line Motorcoach as follows:

Tour R1 - Virginia City - 5 hours - "Liveliest Ghost Town in the West"  
Price \$16.00 per adult; \$11.00 per child; AARP card holders receive a \$2.00 discount.

Tour R3 - Virginia City/Lake Tahoe - 8½ hours, pass through Carson City, lunch at Harveys Hotel and Casino. price includes lunch and is \$35.00 per adult; \$25.00 per child, AARP card holders receive a \$5.00 discount.

Groups of 15 or more receive a 10% discount and groups of 25 or more receive a 20% discount as well as own private motor coach - (discounts not combinable with AARP discounts).

Contact VIP Travel, Peg Fitz, 1-800-926-5554. Also contact VIP and Peg. for Golf - six 18 hole courses, all include cart availability and prices vary. LAKERIDGE, WILDCREEK, NORTHGATE, ROSEWOOD, WASHOE COUNTY and SIERRA SAGE. Call Peg 7 days prior for tee time.

AIR TRAVEL - V.I.P. 1-800-926-5554

The CGCVA would like you to use VIP Travel for air accomodations since we get a free ticket for every 40 tickets. Check with your travel agent and/or the airline and ascertain that you are getting the best or at least equal rate. Tell Peg Fitz if there are any problems.

The Sands Regency provides a complete casino, six restaurants and four cocktail lounges, two swimming pools and a penthouse health club that includes sauna, steam room, jacuzzi and cooling rubdown from a massage therapist.

It is difficult to quote meal prices this early but we think you will be pleased. We will be getting out a menu prior to the reunion and prices.

Remember, there are no reunion registration fees, no hidden costs. What you see is what you get. The main objective is to renew old friendships, meet new friends and have a really great time.

VINCE STAUFFER  
REUNION CHAIRMAN

## TREASURER'S REPORT

As of 4/1/92 the treasury balance is \$6,361.56. The Association did send \$322.00 to the Patroits Point Museum. Herb Reith made the presentation on behalf of the CGCVA. Many thanks to all hands and to Jim Bunon, who supplied the CG LCVF and ruptured duck stamps. Jim is sending in more stamps so we will continue to offer them at \$1.00 each, first come, first served.

We have plenty of blue baseball caps with "Coast Guard Combat Veterans Association" in gold. Plain caps are \$10.00, scrambled eggs are \$12.00 and flag eggs are \$13.00. Some small and medium "T" shirts and small, medium and large sweatshirts with the CGCVA logo are still left. The "T" shirts are \$7.50 and the sweatshirts are \$17.00. American made and we pay the postage. CGCVA Patches are \$5.00 and going fast.

### TO ORDER ITEMS OF CLOTHING

SEND CHECK OR MONEY ORDER MADE PAYABLE TO CGCVA TO:  
6858 Lafayette Road  
Medina, OH 44256

We should get our main supply of logo pins in May. Delays are blamed on the olympics. We will get pins out to those who have not as yet received same at the very earliest and sell pins for \$4.00 each, two for \$7.00.

Herb Reith has helped me for so long (and is still helping me) that I can hardly remember when he started. Herb has resigned as Secretary but continues to make labels for our mailings. Thanks, Herb. You've done so much for the CGCVA, besides being a personal friend.

I am recommending Al Courter for the position of Treasurer and will so nominate him in Reno.

### DUES

It is much easier for the Treasurer to collect dues prior to Reno or at any reunion. Please locate and look at your membership card and if your dues are close to being up it would be appreciated if you send them in to: CGCVA, 6858 Lafayette Road, Medina, OH 44256.

We have a new member named Chester G. Csontos. Chester makes Coast Guard open faced clocks, they run on a "AA" battery and have the Coast Guard emblem. Chester sells these for \$17.00, he pays the postage. If anyone is interested, write Chester at 5212 State Road, Wadsworth, OH 44281.

We have a great "T" shirt buy. These "T" shirts are LED, USCG, "We Lead The Way". Desert Storm and are available for \$10.00 from:

CAPT PAUL J. PROKOP, USCG  
7740 SW 175 Street  
Miami, FL 33157  
305-536-4343 (working hours)

Captain Prokop indicates that if there is any profit it will be donated to the CGCVA. I've seen the "T" shirt and it is a good buy and a collectors item.

Chief dog robber and bean counter, Baker Herbert. (Bob Newhart school of accounting - "If it's within five or ten bucks, it's close enough").

Dear Members C.G.C.V.A.:

I would like at this time to welcome all of our New Members since our last reunion in Baltimore. Since then much has gone on and we have grown again from 780 members to 1050 members.

As part of the Training Staff at Camp Blanding, Florida this past winter, Many of the people that were deployed from there are now members because I was wearing two hats. I have many representatives with other organizations, LST Assoc, 327, etc, that have been doing an outstanding job in recruiting new members. Now it is your assistance that I am looking for. In conjunction with Dick Stent, our President, I am announcing our "First Official Membership Drive". When I announced in Reno that my vision of **TRIPLING** membership by 300% by the Baltimore Reunion, Everyone thought I was having a pipedream. Well, that is what Dick and I would like to see at Reno this fall. An increase of 2,000 members and this can only be done with your assistance.

You say, "What can I do to find members?" Well, You can do alot! Contact your local veteran's organization and ask if they have any Coast Guard members. Many newspapers have reunion notices. Write a letter looking for any Coast Guard Combat Veterans. Contact people you might read about in your newspaper. I have found four or five new members this way including our oldest member, Ed Kincaide, WW1. If your ship or unit has never had a reunion that you know of, put an announcement in Veteran's magazines (DAV, VFW, American Legion, etc) and say it is in conjunction with our reunion in Reno.

Our career men have the easiest job of all. You can contact men you served with that you know stayed in the Coast Guard until retirement. Through Headquarters you can put a reunion or locator notice in the Retiree's Newsletter. This will reach all retirees that get this newsletter or someone will recognize a name and know where this person is. If this does not work, some people may not read the reunion/locator portion and you may want to correspond directly with them. Headquarters will not give out a retiree's address so you must send an unaddressed letter/or reply post card to Headquarters which they will address and forward. In this regard I have some "lessons learned" that may be helpful to you. The first is to make it very clear in the letter that it is being forwarded by Headquarters and the sender does not have the individual's address. If you don't do that, they will assume you have it. Second, the use of reply postcard is very effective because postage is paid both ways and it is easy to reply. I found the latter method to be the most effective, because it is simple.

The Address for Headquarters is:

Mr. Robert R. Harber  
Chief, Retired Military Affairs Branch  
Commandant (G-PS-1)  
U.S. Coast Guard  
Washington, D.C. 20593-0001

You all have application forms so you can make copies of these to pass out.

It would be ideal if each one of us recruited one new member. We would reach our goal easily. The person that recruits the most new members will be recognized in some appropriate way in Reno.

Dick and I Thank You for all the assistance you have given us in the past, and we look forward to meeting all of you in Reno.

**LET'S BREAK THE BANK IN ATTENDANCE!**

Thank You and Semper Paratus

Chuck Huyler



Former Secretary, CGCVA, Herb Reith presents Executive Director of Patriots Point Naval & Maritime Museum Charles Waldrop a CGCVA check for \$322.00.



## NEW MEMBERS

ANDERSON, Walter	83385 83424/FS269	Jim Euron
ANDREWS, James P.	CG-2000/FS279/JCYCE DE-317	
ASCOLILLO, Jos. W.	NORTHLAND	Al Courter
BARBER, Carter	CGC-83/PC496/83377 RESFLO	Jack Read
EARNELL, Joseph A.	NORTHLAND	Al Courter
BELL, Theodore M.	LST207 SANDUSKY	
BENEFICO, Frederick J.	LST795	David Hughes
BLACK, Charles A. Jr.	DESERT STORM/DESERT SHIELD	
BOOTH, John W.	WWII	Edgar Booth
BRADLEY, Arthur C.	NORTHWIND	Renaldo Madura
BURGE, Malcolm C.	LST327/ARTHUR MIDDLETON	Herb Reith
BYCZYNSKI, Florian F.	NORTHLAND	Al Courter
CAMPBELL, Leonard W.	ITASKA,TAHOE,CHELAN,MODOC,AULTMAN	Dick Stent
CASE, Walter R.	KEY WEST/M.C.MEIGS	Dennis Faust
CAVERLY, William O.	AURORA, MINNETONKA, KLAMATH	13Dist Retiree News
OSONTOS, Chester G.	SMALL BOATS, MIDWAY/HAWAII	Baker Herbert
CUNNINGHAM, Jesse P.	CYANE/LST767	
COATES, Edward	WWII	Dick Stent
CURRAN, John E.	PT ELLIS	
DAMATO, Andrea	NORTHLAND/SITRUS/EAGLE	Al Courter
DEL CASTILLO, Juan	WWII	CG Retiree News
DE LOZIER, George	LST22/LST770	Russell Robinson
DE MEO, George R.	Motor Torpedo Boats	Herb Reith
DEUTSCH, Val A.	PSU-303 Desert Storm	Herb Reith
di MONDA, Michael J.	Vietnam, Desert Storm/Shield	
DOBBIN, Douglas C.	FS142	Bill Heidelmeier
DOMINGUEZ, Leo J.	MINTAKA	
DONALDSON, Wm. G.	WWII	Kurt Jurgens
DUMAS, Wayne C.	PSU301, Desert Storm	Herb Reith
GEORGE, John F.	PSU303, Desert Storm/Shield	
FLOOD, Andrew W.	WWII	CG Retiree News
FOX, Ron L.	Vietnam	Monte Simpson
HART, John	MERRILL DE-392	Herb Reith
HEGNER, Karl J.	83399/83401/CGC BODEGA	Jack Read
HOLOUBEK, Joseph E.	NORTHLAND/BRUNSWICK PF-68	Al Courter
HOWIE, Dale D.	Desert Storm/Shield	
INGERICK, James F. Jr.	PSU 301 Desert Storm	Herb Reith
ISRAEL, John L.	TAMPA/MILLS/PC MIGHT 94/EFFIE MORRISEY	Dick Stent
KAY, James W.	COOK INLET	Frank Kay
KJELLIN, Nels O.	PT WHITE/PT GRACE/WACHUSCETT	
KNIGHT, William E.	ETAMIN/ADM H. T. MAYO	
KRUGER, Paul A.	Small boats, Pacific	
LEE, Edward J. Sr.	LST794	William Franklin
LEFEBVRE, Thos. W.	LORAN-C, RVN	Paul Scotti
LEWIS, Wm. D.	ALEXANDER HAMILTON SURVIVOR	
	83503/83512 RESFLO-1	
MACELIS, Albert P.	ALLENTOWN PF52/GEN WM. MITCHELL AP114	Bill Ryder
MATTOGNO, Peter J.	RESFLO#1/83428	Lou Ciancaglini
MC COY, Christopher S.	PSU301-Desert Storm	
MC CUE, Norman H.	NORTHLAND/PC556/SPRUCE/YEATON/DAVENPORT/LORAIN	- Al Courter
MC KINNON, Gordon C.	USS MOBERLY	Herb Reith
MC NEELY, Albert R.	USS PRIDE	Herb Reith
MC PHAIL, Bradford H.	PSU302	
MILLER, Jeffrey A.	PSU301	
MILLER, Roland E. Jr.	VIETNAM	
NELSON, John L.	WINONA	13Dist Retiree News
OTT, Wm.	VANCE/NORTHLAND	Al Courter
PANCOAST, Dean M.	WINNEBAGO	
PULLEN, Raymond G.	RONONE DIV 13	Al Grantham
REKER, Arthur H.	PSU302/COOS BAY	Herb Reith
RASCOE, Robert L.	TANEY/CENTARUS	William D. Lewis

## NEW MEMBERS

Recruited by

REPASKY, Roy S.	FSU301	Eugene Tulich
ROBERGE, Theodore L.	ARIADNE FS223/YT3 LT650 (ALBIREO	CG Retiree Newsletter
ROBERTSON, Robert P.	PSU301 1st in to Kuwait City -Raider Boat)	
ROBSON, Thos. A.	LST-23	David C. Hughes
SECCOMBE, Roger	LST-71 USS CALLOWAY	
SIMPSON, Monte L.	USS HULL	Herb Reith
SNELLCROVE, Calvin E.	LST206	
SPROSTON, Ralph G.Jr.	ALEXANDER HAMILTON SURVIVOR (NORTHLAND	Eugene Tulich
	USS PRUDENT	
STEINER, Carl E.	LST68 (GEN MUIR	
SYMONETTE, Franklin T.	LST 759	
SWANEY, Robert E.	NORTHLAND	Al Courter
TRUEX, Michael R.	CGC CAMPBELL	Eugene Tulich
TYDINGS, Leo F.	FSU301	
VIGILANTE, Joseph	MINTAKA/ADM HUGHES	Stan Anderson
WALSH, Quentin R.	NORMANDY TASK FORCE (NAVY CROSS) *	CG Retiree News
WEINLAND, Lester C.	NORTHLAND	Al Courter
WISCHEMANN, David L.	LST18	David Hughes/Royal Cocha
WOOD, Jonathan L.	FSU303	Herb Reith

\* CAPTAIN WALSH honored the Association with a collection of "Little Known Facts Of A Well Known War". This concerns his command, Task Unit 127.2.8 and begins with training in Scotland and entry in Le Havre, France. Captain Walsh well remembers the sacrifices of the dead and living and this is a must reading for our members who are interested in Normandy. This is especially true with the proposed Normandy Memorial that will be discussed at the reunion in October.

The Association will make five copies of Captain Walsh's "Collection". Any member wanting to read this work should send a self addressed envelope with \$2.90 in postage to:

CGCVA, 6858 Lafayette Road, Medina, OH 44256 (10" x 12" envelope)

We request that you send the publication back to us and in that way we will keep it in circulation. We will have this at Reno along with other items of interest, tapes, etc. Thank you, Captain Walsh for your interest and time in recording Coast Guard participation in yet another area of WWII.

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The CGCVA Newsletter is published by the Coast Guard Combat Veterans Assoc. 6858 Lafayette Road, Medina, OH 44256 phone 216-725-6527. We attempt to publish quarterly, welcome stories and comments. Baker Herbert, CWO4, USCG (Ret) is responsible for the content, typos, misspellings, etc. and we do have some typing contracted which this time has been done by Sherri Sutton.

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## CGCVA SEEKING POW INFORMATION

Any member having information on CG POWs in any war is requested to send same to the CGCVA at 6858 Lafayette Road, Medina, OH 44256.

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## HAND MADE CGCVA FLAG DONATED

MCPO Pete Lasanen, USCG (Ret) donated a beautifully hand made CGCVA flag to the Association. This will be on display at all official CGCVA functions. Pete may be seen in the "NORTHLAND VIDEO" and he tells of capturing the Germans in Greenland without a gun. Pete said, "The American Flag is all I needed".

REUNIONS

USS AQUARIUS - AKA16  
 Sept 10-14, 1992  
 Seattle, Wash.  
 Contact:  
 Walter Swett  
 3017 Lake Josephine Dr.  
 Sebring, FL 33872  
 813-655-1044

USS CAVALIER - APA37  
 September, 1992  
 Richmond, VA  
 Contact:  
 Jim O'Toole  
 1020 West 47th St.,  
 Richmond, VA 23225

USS SAMUEL CHASE - APA26  
 November 4-5-6-7, 1992  
 Holiday Inn Cocoa Beach  
 Cocoa Beach, FL  
 Contact:  
 Charles H. Schmidt  
 3673 Appling Rd.  
 Bartlett, TN 38133-2705  
 901-386-0727

USS DeLONG DE684  
 Oct. 7-11, 1992  
 Charleston, SC  
 contact:  
 Billy A. Owen  
 PO Box 8024  
 Norfolk VA 23503  
 804-583-4285

DESTROYER-ESCORT  
 SAILORS ASSN.  
 Aug. 10-15, 1992  
 Buffalo, NY  
 Contact:  
 DESA  
 PO BOX 630085  
 Orlando, FL  
 1-407-877-7671

USS HARVESON DE/DER316  
 October 6-10, 1992  
 St. Louis, MO  
 Contact:  
 Jack E. Averill  
 5029 Shelley Ct.  
 Orlando FL 32807  
 407-273-6743

USS LST 762  
 Hazelwood, MO  
 Sept 26-27, 1992

USS LST 762 (Con't)  
 Contact:  
 Charles A. Quilico  
 6111 May Ave.  
 Boise, ID 83703  
 208-853-2660

USS LST 886  
 August 28-Sept 1, 92  
 Washington, DC  
 Contact:  
 Joseph McAuley  
 89 Jeanette Ave  
 Staten Is. NYC 10312  
 718-984-4349

USS MEREDITH DD890  
 Oct. 21-24-92  
 Charleston, SC  
 Contact:  
 Joseph Sufczynski  
 812 Oakleigh Beach Rd.  
 Baltimore, MD 21222  
 301-477-5535

USS HURON PF19  
 Proposed Reunion  
 If enough interest  
 Contact:  
 Albert G. Hutte  
 RT 6, Box 91  
 Seneca, SC 29678

USS SPENCER W-36  
 Oct 29-Nov-1, 92  
 Nashville, TN  
 Contact:  
 Phil Davidson  
 4026 N. Stanton St.,  
 El Paso, TX 79902  
 James P. Tierney  
 100 Cambridge St.,  
 Manchester CT 06040  
 Henry H. Rogers, Jr.  
 32 Freedom Ct.,  
 Baltimore, MD 21220

USCGC TAMPA WPG-48  
 October 4-8, 1992  
 Reno, Nevada  
 Contact:  
 CGCVA  
 6858 Lafayette Road  
 Medina, OH 44256  
 216-725-6527

USCGC MOHAWK  
 USCGC MOHAWK  
 May 17-20  
 Charleston, SC  
 Contact:  
 Bob Woodbury  
 18 9th Ave.,  
 Halifax, MA 02339

CGC MOJAVE  
 May 14-17  
 Springfield, MO  
 Contact:  
 Larry Eckard  
 PO Box 5145  
 Hickory, NC 28603

THE UNDERAGE VETERAN  
 Allan C. Stover  
 3444 Walker Drive  
 Ellicott City, MD  
 21042  
 August 7-9, 92  
 Las Vegas, NV

USCGC WINNEBAGO W-47  
 17 July, 1992  
 Sheraton Hotel  
 Concord, Calif.  
 Contact:  
 Dean M. Pancoast  
 185 Radcliffe Dr.  
 Vallejo, CA 94589  
 J. E. Rivera  
 2060 Dalis Drive  
 Concord, CA 94520  
 also  
 If interested in  
 255 Association  
 write Dean M. Pancoa

USS WOONSOCKET PF-32  
 July 30-Aug 1st, 1992  
 Grand Haven, MI  
 Contact:  
 Bob Crowell  
 7948 Benzie Hwy  
 Benzonia, MI 49616

COAST GUARD FESTIVAL  
 GRAND HAVEN, MICH.  
 July 30-Aug 1st, 1992  
 Contact:  
 Bill Herbst  
 1300 Sheldon Rd.,  
 Grand Haven, MI 49417

## THE BATTLE

Two points abaft the starboard bow, hull down 'against midnight sun,  
A baffling speck horizon broke, the chase had now begun.

Be friend or foe with flashing lamp, I queried from my post,  
Or be you trick within my mind, or some wild Arctic ghost.

What's that you say with rude contempt, "Be damned, we will not yield!"  
The NORTHLAND'S crew did spring alive, As "battle stations" pealed.

And now through fields of broken ice, with groping lances slashing,  
We weaved and shoved and fought our way, toward fading foe now dashing.

Our engines throbbed and pounded hard, strained far beyond their power,  
And blocked the path to open sea, our enemy would follow.

With forward gun a smoking shaft, of deadly missiles showering,  
We drove the foe into a straight, 'twixt shore and island towering.

With victory sweet now near at hand, dead off our port exploding,  
A thunderous messenger of death, revealed a new threat lurking.

Beneath that frozen Arctic waste, suspended, still and watching,  
Accomplice to the ship we chased, sent its torpedos racing.

Oh, thank you, Lord for blessed ice, that cancelled foe's intention,  
A natural shield of grace now formed, to save us from perdition.

Forget the lurking threat below, beyond our power to shatter,  
Pick up once more the chase against, the one our guns did batter.

"Surrender now or be sure blown, from here to everlasting!"  
The message flashed from signal lamp, with forward gun still blasting.

Then cornered like a scampering rat, the adversary responded,  
"Go to hell," and then with that, the fleeing craft exploded.

A towering pillar of smoke and fire, ascended from the spot,  
Where our contender's craft expired, and slipped below to rot.

Now battle won is much preferred, to any other ending,  
And yet there is a solemn praise, for worthy foe contending.

For ships are not like other things, that have a start and finish,  
But ships have souls that never die, both foe and victor cherish.

So as we turned and set our course, that fateful spot to leave,  
We toasted foe and ship alike, and all who die at sea.

The battle won our hearts returned, to home and family rest,  
Content to know within our souls, we'd met and passed the test!

ROBERT E. SWANEY FROM "THE NORTHLAND TRILOGY"

ANZIO BEACHHEAD - Operation Shingle - Italy JAN-MAY 1944 Veterans. A new Aegis guided missile cruiser, the USS ANZIO (CG-68) is being commissioned in May in Norfolk, VA. Those desiring to be present should contact: USS ANZIO (CG-68) Commissioning Committee, Suite 117, 4668 Pembroke Boulevard, Virginia Beach, VA 23455. Telephone (804) 497-9611 or 464-5018.

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THE CGCVA continues to operate a relocation network. Herb Reith, former Secretary, will be glad to track down any CGCVA former shipmate. Send Herb the Ship's name (or former shipmate's name) and an extra large, extra postage, self addressed envelope to: Herb Reith, PO Box 681, Enka, NC 28728-0681.  
-----

Former USCGC BODEGA (WYP 342), CGC 83399 or CGC 83401 (WWII) crewmembers - please contact: Carl J. HEGNER, 8815 S. W. 83rd Street, Miami, FL 33173

#### **INDIANA VIETNAM VETERANS BONUS**

**REOPENED:** Indiana has reopened its Vietnam Veterans Bonus application period for a limited time. Eligible veterans must have been a resident of Indiana for 6 months prior to entering active duty. The amount of bonus to be paid (if eligible) will be determined by length and/or places of service. As regards deceased veterans, or those killed in action, the next of kin may apply to receive any bonus entitled. The deadline for application is December 31, 1992. For further information, contact:

Indiana Department of Veterans Affairs  
707 State Office Building  
100 North Senate Avenue  
Indianapolis, IN 46204-2270  
(317) 232-3910

#### **• BONUS FOR ILLINOIS VETS**

Service members who are Illinois residents and served during Operations Desert Shield and Desert Storm will get \$100 each as a token of appreciation from the state's taxpayers.

The war bonus, to be distributed by the Illinois Department of Veterans Affairs, is expected to reach at least 20,000 current and former service members sometime after April 15, 1992.

Illinois is the only state to offer a cash bonus for Persian Gulf war veterans so far, however, Illinois and more than a dozen states have paid war bonuses to veterans of the Vietnam War, the Korean War, and World War II.

Using a list of names supplied by the Defense Department, Illinois officials plan to send a notice next year to all eligible veterans to tell them the bonuses are available. To get the money, veterans must visit any of the state's 45 veterans affairs offices, and fill out an application. The eligibility rules require a veteran to have been on active duty for at least 180 days since August 22, 1990. That was the date of the first Presidential Executive Order that recalled members of the Selected Reserve to active duty.

The bonus program, which was signed into law on 18 August, has no deadline for veterans to apply for the payments.

## THE WOODEN LIFESAVER: CG-83300

By Captain Ken Franke, USCG (Ret.)

San Diego, tucked away in the southwest corner of the nation, has been the origin of many firsts (and lasts) particularly with regard to maritime history. Readers of this journal could spend hours compiling lists of all the notable marine events which have taken place in the Harbor of the Sun since Cabrillo stepped ashore in 1542.

This account, mostly from memory and certainly not a scholarly work, recalls a period of San Diego history which came to a close when the U.S. Coast Guard began phasing out wooden patrol boats in favor of newer technology in steel and aluminum.

The Coast Guard has long had a penchant for calling their boats and ships "footers." Even the latest "Island Class" patrol boat has become a "Hundred and Ten Footer" in Coast Guard-ese. Over the years there have been thirty eight footers, seventy-five footers, eighty footers and more, but the subject of this article is the venerable eighty-three footer.

Marine communities dotting the coastline of the United States grew accustomed to the "eighty-three boat" as an integral part of their waterfront. The San Diego eighty-three footer was a milestone at birth. CG-83300, originally designated CG-450, was the first of the class designed by Walter J. McInnis and built by Wheeler Shipyard, Inc. at Brooklyn, New York in 1941. From 1941 through 1964, 230 of these boats were the backbone of the Coast Guard's close-in search and rescue force.

In 1944, sixty of the boats were shipped as deck cargo to Great Britain to form USCG Rescue Flotilla I. The boat that later came to San Diego was completed as the initial hull of a contract for forty and led her sisters at the invasion of Normandy as CG-1.

On D-Day CG-1, with Ensign Bernard B. Wood in command made one of the first of a series of rescues close in to the beach. Minutes after H-Hour the cutter had taken aboard forty-seven soldiers and sailors. The other eighty-three boats did yeoman service as well. Rescue Flotilla I accounted for some 1500 allied soldiers, sailors and airmen rescued from the cold waters off the beaches of Normandy.

After the war, she became "our" boat and was stationed at Ballast Point Lighthouse until retired in 1962. Those close to the San Diego waterfront life in the 1950s and 1960s well remember the gleaming white hull seemingly ever-present from Newport Beach to well south in Mexican waters. And it's notable that more than one member of this Maritime Museum has "pushed" the eighty-three boat home from the end of her towline. Her crews fought shipboard fires, pumped sinking hulls, patrolled yacht races and saved lives-lots of them.

The eighty-three footer was powered by twin Sterling Viking gasoline engines of 600 H.P each. A total of 1,900 gallons of gasoline was contained in three tanks, one forward of the engine room and two wing tanks. Part of the social life of the engine room watchstander was to see random 24,000-volt sparks leaping across the plug leads and hope, better yet, pray, that there were no leaks at the carburetors. The hull was of round bottom design, plank on

frame construction with a full-length flush main deck.

There was a bronze (later boats had plywood) wheelhouse and side spray shields with a raised, exposed, and often very wet and cold, steering station aft of the house. The boat could race to a plane crash at over 20 knots or linger on patrol for 575 miles at 8.2 knots. But the thing that was most memorable, apart from the distinctive good looks, was her sound. When the Sterlings were started they literally exploded to life and echoed through the unmuffled transom exhausts like a thunderclap. You could feel the hull tremble with the power of the engines and acceleration was often a sit-down surprise to the unwary.

During the mid-1950s a San Diego Coast Guard aviation crew was testing prototype seaplane hulls for offshore landings. Headed by test pilot Captain Donald B. MacDairmid, the crew flew and landed a modified Martin PBM on various headings with relation to offshore seas. The final test was to be landing "in the trough" to test the ability of the new design to withstand the severe loading when the pontoons, wings and hull struck a less than tranquil sea. MacDairmid expressed concern for the big 30-ton aircraft's ability to survive a cross-swell landing but agreed that testing was the only certain way to tell. With the eighty-three footer standing by as rescue craft (a good choice), the big seaplane descended gently towards the sea off Point Loma, then in one huge splash discarded her appendages and began to sink. The little white cutter quickly drew alongside and took the shaken air crew aboard. In those days, Captain MacDairmid was known to be a colorful officer. In true form, he is said to have climbed aboard the cutter and offered some very colorful words about cross-swell landings.

With 230 boats in service for 23 years, it is safe to say that hundreds of Coast Guardsmen became sailors on the eighty-three footers. Memories abound, but I'm sure that one area of common interest known to all the sailors was the crew's head. All boat designs have good points and bad, but the eighty-three footer's crew's head, way forward next to the stem was unequivocally a floating booby trap. When the boat was moored the head behaved as expected and all was well, but at sea, especially a rough sea when the boat came off the crests and dove deep into green water it was another story. The problem centered around a small check valve that was supposed (in theory) to close off the sea inlet until the manual flush pump was activated. In reality what happened was that as the boat plunged downward, if the hapless mariner lifted the pump handle, even a little, he was immediately propelled skyward by a stream of cold salt water!

The days of the wooden lifesavers have passed, but those boats and the crews that gave them life and personality are remembered as threads in the intricate fabric that makes up our maritime heritage.

#### **Sources**

Scheina, Robert L., U.S. Coast Guard Cutters & Craft of World War II. Navel Institute Press: Annapolis, Maryland. 1982

Willoughby, Malcom F. The U.S. Coast Guard in World War II. U.S Navel Institute: Annapolis, Maryland. 1957

# A Taney Man Can't Forget

*Sunday  
December  
7, 1941*

“At 7:55 a.m. the alarm went off sounding general quarters and I started cursing because we had been having so many drills,” recalled Chuck Sellentin, who was a 17-year-old fireman aboard the Taney Dec. 7, 1941. He had left his parent’s small farm in Belden, Neb., less than a year earlier.

Sellentin recalled a shipmate who came sliding down the railing into the engine room and yelled, “The drill is for real. The Oklahoma is turning over! You can see the smoke coming from Pearl Harbor.”

“That particular moment still stands out in my mind because the reverberation shattered all the glass windows in the nearby warehouses.”

Sellentin ran up the ladder to his general quarters station which was on the main deck below the bridge. “I could hear all the excitement, and about that time I saw Japanese planes flying high overhead,” said Sellentin.

“The next thing I heard was the shooting of our guns. That particular moment still stands out in my mind

because the reverberation shattered all the glass windows in the nearby warehouses,” he said. “Some of it came tinkling down on the ship.”

Later that morning while manning his general quarters station, Sellentin saw Japanese planes coming toward the ship. “One of those planes came in so low I thought I saw the pilot waving,” recalls Sellentin.

This was just one of many recollections that 16 former Taney crew members told and retold to each other, and to active duty Coast Guard members and the media during the Taney reunion held in Honolulu Oct. 24-28.

A special reunion took place when the members and were honored dedication of a



Willis Partridge, a signalman third class at the time of the Japanese attack, describes the chain of events aboard the Taney Dec. 7, 1941. “A Taney man will tell you ‘I was there that day and helped defend the port of Honolulu,’” Partridge said during a plaque dedication ceremony Oct. 25. (Photo by PA3 Steve M. Aitkins)

highlight of the place Oct. 25 former crew members and their wives guests at the Taney

historical marker. The marker, which includes a painting depicting the Taney docked at Pier 6 as its crewmen fired on enemy aircraft, will serve to commemorate her actions on Dec. 7, 1941.

The 16 Pearl Harbor survivors were joined by approximately 50 other former crew members who served aboard Taney at various times during the cutter’s 50-year career.

During the dedication cer-







Survivors of the Dec. 7 attack stand to be recognized during a plaque dedication ceremony Oct. 25 at Pier 6 in Honolulu Harbor. More than 150 people were in attendance. (Photo by PAC Dennis Hubbard)

emony, principal speaker and Pearl Harbor survivor Willis Partridge gave a stirring account of what happened when enemy planes appeared that morning. "At about 9 a.m., we could see planes very high and we could see they were Japanese. They were out of range of our guns although we fired at them. I think we broke up their formation," Partridge said.

Partridge was an 18-year-old

signalman third class at the time. Pointing to the west, he said, "... five Japanese planes came toward us from that direction. They looked like they were coming in for a glide-bombing run on our ship or the power plant just to the northeast of Pier 6. Our gun crews fired everything we had at them including coffee cups."

"We didn't see how any of them got through our barrage, but the

Japanese pilots must have concurred because they skedaddled and never came back," Partridge added.


Launched in 1936, Taney was one of 101 ships stationed near Pearl Harbor on Dec. 7, 1941, when the U.S. fleet was attacked without warning by the Empire of Japan. Until she was decommissioned Dec. 7, 1986, the Taney was the last of those 101 ships still in active service. The battleship USS Arizona, resting on the floor of the harbor, however, still remains on record as "commissioned" as a memorial to the men who died.

In addition to attending the historical marker dedication, the reunion members and their wives were treated to a cruise and buffet lunch aboard the modernized 378-foot Coast Guard Cutter Rush. After the ceremony they toured the Hawaii Maritime Center, and the Arizona Memorial.

Earlier in the week, 12 reunion crewmen paid a visit to Honolulu Mayor Frank Fasi's office where he issued a proclamation declaring Oct. 25, 1991, as "Coast Guard Taney Day" in Honolulu.



Ernest Badayos, a crewman on the cutter Taney during the Pearl Harbor attack, discusses the ship's location with a fellow crew member while looking at a historical painting on a commemorative marker. The picture and marker were dedicated Oct. 25 in Honolulu next to the Taney's old pier. (Photo by PA3 Steve M. Altkins)

By PAC Dennis Hubbard 

By: Christopher Gillespie

## ESCAPE FROM VIETNAM

In 1969, Nguyen Van Tien was a young Third Class Electronics Technician in the Vietnamese Navy, stationed in Danang, I Corps. His assignment was Liaison Petty Officer and Interpreter aboard my patrol boat, USCGC Point Orient, an 82-foot Point Class cutter attached to Division 12. We ran four-day patrols out of the Small Craft Repair Facility at the base of Monkey Mountain inside Danang Harbor, rotating with the other Division boats through patrols areas of roughly twenty miles of coast from the DMZ down to Qui Nhon.

Our primary job in "Operation Markettime" was to stop infiltration of enemy personnel and supplies by sea through continual surveillance and inspection of boat traffic along the coast and river mouths. Tien would assist in talking with the fisherman, inspecting paperwork, questioning detainees and dealing with the various Vietnamese Coastal Groups.

Tien was friendly, enthusiastic, funny and generally good company on the boat. His english was excellent, partly due to time in California for electronics training. We often stood watch together, each teaching the other swear words. He spoke of his girlfriend in Saigon, and always had plans to go visit her.

When the war ended, I kept in touch with Jim Ellis, the Academy CO on the Orient, and we often wondered what had happened to poor Tien, if he had survived or if any of our group had heard anything. There was never an answer.

In the spring of 1987, Jim, who is now a lawyer in Washington D.C., called me at work one day to say that he had found Tien at last. Tien now works in Washington. The story is worth telling.

When Saigon fell, Tien was arrested and thrown into a "Re-education Camp" near Saigon under dreadful conditions. After a few weeks, he managed to escape and made his way to Danang to be near his family which now consisted of a wife and several children. He was under constant threat of detection and arrest, and as he tells it, he had to "hide his face" for twelve years. He took unobtrusive jobs occasionally and visited his family at night, always afraid of discovery.

He finally decided that the only solution was to escape the country and find a better life elsewhere. He decided to take only his eldest daughter Loan, fifteen at the time, because she would be strong enough to endure the hardships ahead. He assembled a group of about twelve others and obtained a small motorized

page 2

sampan about twenty feet long. They hid the boat near the beach on the ocean side of Monkey Mountain, just south of the entrance to Danang Harbor. In the middle of a moonless night, the group made their way up and over the mountain and hid in the underbrush near the beach. They carefully timed their daytime launch between the regular passing of patrol boats and headed straight out to sea with Tien at the helm.

As planned, after two days at sea they made landfall at some Chinese-held islands, one of the Paracels, I think, where they were welcomed. After some rest, food and resupply of their boat by their generous hosts, they set sail again across the South China Sea, an area populated by pirates who preyed on refugees such as Tien's group. Remarkably, five days later, with Tien's navigational skills, they entered Hong Kong Harbor without incident and were picked up by the authorities.

Tien, Loan and their fellow escapees were placed in the Chimawan Closed Camp for Vietnamese refugees. There, he hoped to begin processing eventually to be allowed to come to the United States. For over fifteen years, Tien had carefully kept a piece of paper with Jim Ellis' home address. One day, he noticed an American man in the camp, and thinking he had nothing to lose, gave the man the address and asked if he would try to contact Jim. A few days later, Jim's parents in Tennessee received a letter addressed to Jim, describing Tien's situation. Jim immediately responded and established direct contact.

Jim, familiar with government process in his practice and well networked in Washington, began to work on Tien's behalf. Soon, Tien was transferred to another camp in the Phillipines, where those approved for emmigration were prepared for life in the United States. Jim sponsored Tien and Loan, and they arrived in the United States in the spring of 1988.

With Jim's help, Tien found an apartment which he shares with another Vietnamese family and got a job on the basis of his skills working for an electronics company assembling components. Tien and Loan visited us in Massachusetts for two weeks that summer, and the reunion was wonderful. Because of his years on the run, he never slept at night, but cat-napped and listened to the radio. He missed his family terribly, but embraced mine. He joined in our family life and went everywhere with us, happy to meet our friends and enjoy new experiences. Loan loved to curl up on the couch in a blanket (in summer) and watch television, particularly wrestling. Kate, my youngest at 5, took Loan under her wing and taught her many new things. Loan, in turn, cooked wonderful Vietnamese dishes for us.

page 3

Now, four years later, Tien still calls from Washington about once a month and on all of our birthdays, which he has carefully recorded. He sends cards and gifts and always wants to talk to my children, his special friends. Loan, who spoke no english upon her arrival, now speaks fluently and is a straight-A student in her high school, hoping to be a doctor someday. Tien, working 6-7 days a week, sends money home to his wife in Vietnam and hears from her about once a month.

On Chirstmas Day this year, Tien told me that his wife just received he "interview date", starting her process to join Tien in this country along with his other five children. Next year at this time, Tien should be reunited with his whole family for the first time in five years.

Tien's story is one of remarkable perseverance and courage. Those qualities will, we hope, ensure a truly happy ending.

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COAST GUARD COMBAT VETERANS PRESS RELEASE

Attached to this newsletter is a press release, printed on one side only. Please remove the release and forward it to your local newspaper, TV station, or other news media. Make copies. Let's get the word out about the U. S. Coast Guard and the CGCVA.

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TAPS

WILLIAM R. SCOTT - Scott, who wrote the best seller "Onionhead" in the early 1950's under the pen name Weldon Hill, died recently in Norman, Oklahoma after a long illness. Scott was 73 and served in the USCG during WWII.

FREDERICK C. JARVIS - Jarvis died of cancer on February 19, 1992. Fred will have a biography in the upcoming Coast Guard Combat Veterans History book.

-----  
Jess Cunningham reports that he took a picture of the Chapel at the Cemetery in Guadacanal where a monument to Douglas Munro was placed. Jess reports that the marking is clearly legible after all these years. Jess will loan the photos to those that request same and may be contacted at: 1743 Glen Ridge Road, Baltimore, MD 21234.

JOC Alexander P. Haley, USCG (Ret)

11 AUG 1921 - 10 FEB 1992

Alex Haley's untimely passing no doubt brings to the minds of most that he was the author of "Roots: The Saga of an American Family." However, long before "Roots" was published in 1976, Haley had served his country in war and peace.

After graduating from high school at 15, he enrolled at Elizabeth City (NC) State Teachers College. After completing his sophomore year in 1939, he enlisted in the Coast Guard. At the outbreak of World War II, he was serving aboard the USCGC PAMLICO (WPR-57), a 158-foot cutter commissioned 14 years before he was even born, at New Bern, NC. He remained aboard the PAMLICO for the next 22 months making coastal patrols. In May of 1943, he was assigned to the USS MURZIM (AK-95), a combat cargo vessel; serving the remainder of World War II in the South Pacific. He saw all aspects of war aboard the MURZIM, whose main cargo was usually 500-pound bombs, and other munitions.

He was also a witness to the explosive destruction of the USS SERPENS (AK-97), a sister ship of the MURZIM, on 29 January 1945 at Guadalcanal, which took the lives of all, but 10, of the 206 man-crew, plus 57 U. S. Army personnel. 8 of the 10 were ashore when the cargo of depth-charges was being offloaded and exploded.

After the war, Haley was serving as a steward to the Commander, Third Coast Guard District, RADM Edward H. "Iceberg" Smith. RADM Smith had been the Commander of the Northeast Greenland Patrol when the "first U. S. naval capture of WWII" was effected by the USCGC NORTHLAND in September 1941. Smith learned of Haley's writing talents in 1949, and set about to have a "journalist (JO)" rating established by the Coast Guard. Haley soon went from SD1 to JO1. He continued to write for the Coast Guard, advancing to Chief Petty Officer in the JO rating; the first in the Coast Guard. He retired in 1959, and set about to write full time.

His first book, The Autobiography of Malcolm X, was published in 1965. He had already begun researching "Roots," but he would spend 12 years in researching and writing it. It was finally published in 1976, and won him a Pulitzer Prize in 1977, and then the 12-hour TV series was adapted and shown to the world in 1979. Afterwards, his military career was merely a footnote in his life.

However, he never lost his love for the sea or the Coast Guard. He spoke often to military/veterans organizations, and on the eve of his passing was scheduled to speak at the Naval Submarine Base in Bangor, WA.

Ed. Note: Although Alex Haley was not a member of the CGCVA, he was in every sense a full-fledged Coast Guard Combat Veteran!

## VETERANS NEWS

### VA OFFERS TOLL-FREE SERVICE FOR THE HEARING-IMPAIRED

The Department of Veterans Affairs (VA) has set up a national toll-free telephone number accessible by a telecommunications device to assist deaf and hearing-impaired veterans and their families.

Veterans with this special equipment, known as TDD, can call 1-800-829-4833 for information on VA benefits and programs.

Based at the Chicago VA Regional Office, the service is available from 8 AM - 4 PM, Monday-Friday. Calls received after normal business hours and on weekends and holidays will be returned the following business day.

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### NOTICE TO RETIREES RECEIVING VA BENEFITS

If you are receiving compensation from the Department of Veterans Affairs (VA), you need to make sure the VA has your social security number to remain eligible for monthly payments. This requirement, included in the Omnibus Budget Reconciliation Act of 1990, will permit the VA to match its beneficiary rolls against the files of other agencies to verify continued eligibility.

The VA has social security numbers for most of its 3.5 million compensation and pension beneficiaries. Computer matches by the General Accounting Office and the VA's Office of Inspector General revealed that missing information is blamed for a large number of overpayments to other beneficiaries who, for example, may be receiving benefit payments from the VA that should be offset against payments from another Federal agency. Because addresses are not always kept current, the VA is particularly concerned with those who have their payments sent directly to financial institutions. Contact your nearest VA regional office for additional information.

### VA TO OFFER TOLL-FREE HELP FOR VETERANS EXPOSED TO RADIATION

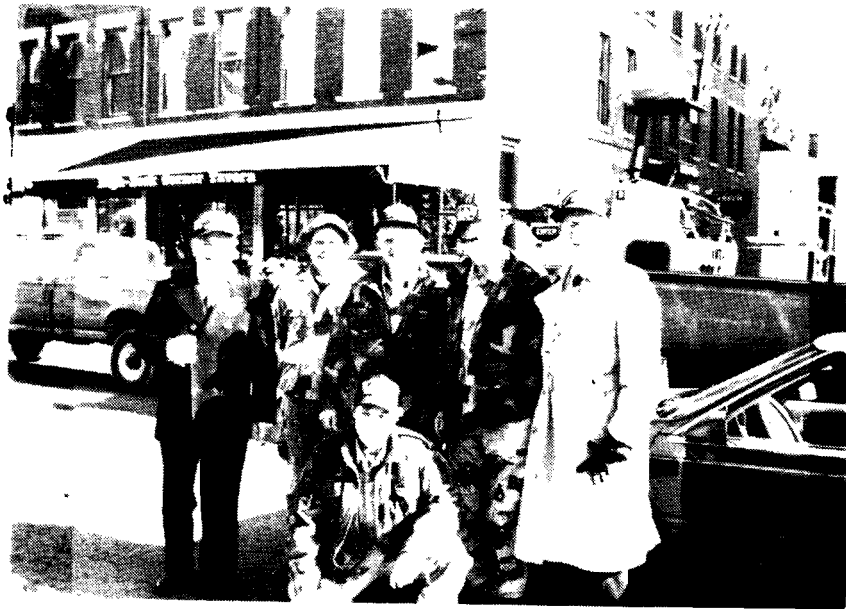
The Department of Veterans Affairs (VA) has inaugurated a special toll-free telephone help-line for veterans who were exposed to radiation during military service.

Current information on VA benefits and services, medical research related to radiation exposure and legislation, as well as assistance in filing or reopening disability compensation claims related to radiation exposure will be offered.

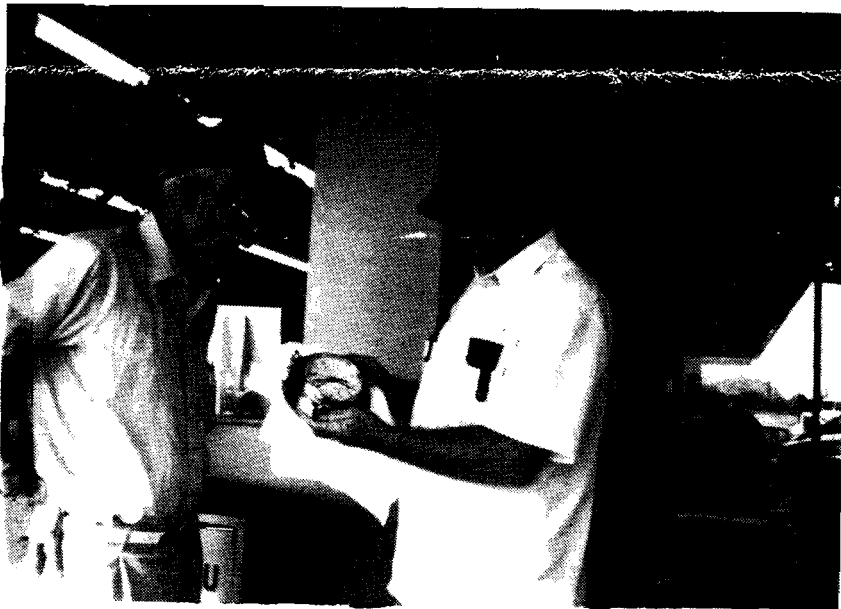
The 24 hour, toll-free number - 1-800-827-0365 - is available to veterans and family members weekdays from 8 AM - 5:30 PM Eastern time, and is staffed by counselors at the VA Regional Office and Insurance Center in Philadelphia. After hours and weekend callers may leave a recorded message, which will be returned the following business day.

More than 200,000 veterans were potentially exposed to radiation as a result of atomic weapons testing between 1945 and 1962, as prisoners of war in Japan during World War II, or as members of occupation forces in Hiroshima and Nagasaki after World War II. Exposure also could have resulted from a variety of military occupations or from X-ray therapy.

This new information help-line supplements statewide toll-free service for information on VA benefits and programs at all VA regional offices. The Philadelphia Regional Office and Insurance Center also maintains a national toll-free number for information about government insurance policies. That number is: 1-800-669-8477.



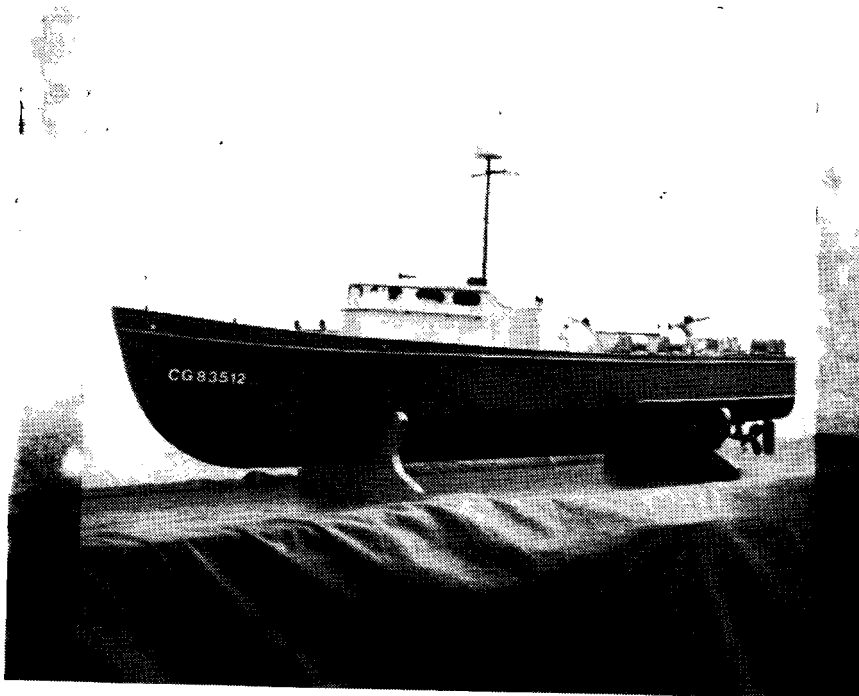
National President Dick Stent, right and Association member Nick Martina, in peacoat, left, pose with guys and gals from PSU-302, Desert Storm, in Columbus, Ohio. Welcome Home Vets Parade.



Al Courter presents ship's clock to Jim Bunch. Both are members of the Association and Jim Bunch did so very much in getting the NORTHLAND, 80th anniversary of the first U.S. Naval Capture of WWII organized.



Association member William D. Lewis and model of Revenue Marine 3128, 1830-1853, last of the Carolinas. Plank on frame. It has been said that Vince Stauffer mess cooked on this ship.



Model of CG83512, made by member William D. Lewis, plank on frame. Model has 4 channel transmitter, 2-12 volt electric motors and is  $\frac{1}{2}$ " to one foot scale.



# Reunions in a Naval Setting



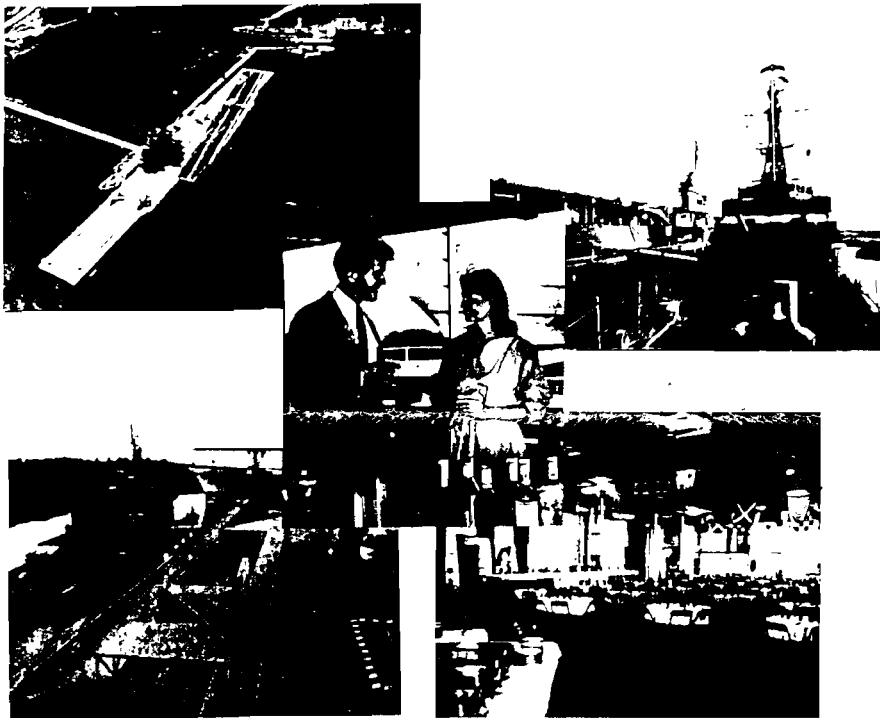
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VETERANS FRUIT BASKETS

The Ninth Coast Guard District Chief Warrant and Warrant Officers Club Great Lakes Club has donated fruit baskets to Cleveland area Veterans hospitals for the past several years at Christmas. The CGCVA made a donation for this purpose and helped with the project. The Great Lakes Club would like to do more for the Christmas of 1992 and operate on donations only. Anyone wishing to donate to this project should forward a check payable to: Great Lakes Club, addressed to: Coast Guard CW&WA, 1240 East 9th Street, Federal Building, Cleveland, OH 44199. You may also wish to send your donations to the CGCVA marked for: "Christmas Baskets", 6858 Lafayette Road, Medina, OH 44256.

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USCGC CALYPSO - The US Naval Academy Museum is restoring a model of the 165B class cutter, USCGC CALYPSO, as she appeared during WWII, and would like to contact shipmates from that period in order to fill in details of her wartime fitting. For that matter, any who served on that class during the war could be of assistance. Contact USNA Museum, c/o Curator of Ship Models, Annapolis, MD 21402-5035, or telephone (410) 267-2103.

I may be reached at work at the following number (410) 765-5746 (during working hours) or (410) 757-0837 (evenings). My address is 1185 Forked Creek Road, Arnold, MD 21012. Sincerely, Jack Hudock.

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U.S.S. CAVALIER REUNION

Herb Cohen, President, USS CAVALIER APA-37 WWII Association, writes of the successful reunion (Third) of the USS CAVALIER. 150 attended the reunion dinner, including Cesar Romero. Congratulatory letters were received from President and Mrs. Bush, USCG Commandant Admiral Kime and Congress. Cesar Romero is Vice President of the Association.

Herb states that the USS CAVALIER trained for amphibious landings with the US Marines in North Carolina and used the original unofficial amphibious insignia during WWII prior to the AMPHIBS insignia. Herb says that the CAVALIER was involved in 5 invasions in the South Pacific before being torpedoed on January 30, 1945, after the Subic Bay landing. During the Saipan invasion, all ships were ordered to leave as the Japanese fleet was heading for battle. About 20 of the CAVALIER landing craft (Herb's included) were left behind for 9 days to survive as best they could. Food was obtained by helping unload a few ships that were allowed to return.

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1992 CGCVA REUNION CONFLICT

The Reunion Committee for the 1992 CGCVA Reunion deeply regrets that the Oct-4-8 schedule for Reno, Nevada conflicts with the one of the holiest holidays of the Jewish Faith. The Committee was working with a calendar that contained no holidays, which is no excuse, but no intent was present to disregard any Religious Holy Day. It was too late to reschedule after the fact, and while we apologize we can't change what has been done. This will surely serve the next reunion committee and is a hard lesson on proper planning.

**SEC. 35 SENSE OF THE CONGRESS RELATING TO  
THE ROLE OF THE COAST GUARD IN  
THE PERSIAN GULF CONFLICT.**

(1) members of the Coast Guard played an important role in the Persian Gulf Conflict;

(2) 950 members of the Coast Guard Reserve were called to active duty during the Persian Gulf Conflict and participated in various activities, including vessel inspection, port safety and security, and supervision of loading and unloading hazardous military cargo;

(3) members of Coast Guard Law Enforcement Detachments led or directly participated in approximately 60 percent of the 600 vessel boardings in support of maritime interception operations in the Middle East;

(4) 10 Coast Guard Law Enforcement Teams were deployed for enforcement of United Nations sanctions during the Persian Gulf Conflict;

(5) over 300 men and women in the Coast Guard Vessel Inspection Program participated in the inspection of military sealift vessels and facilitated the efficient transportation of hazardous materials; munitions, and other supplies to the combat zone;

(6) members of the Coast Guard served in the Joint Information Bureau - Combat Camera and Public Affairs staffs;

(7) approximately 550 members of the Coast Guard served in port security units in the Persian Gulf area, providing port security and waterside protection for ships unloading essential military cargo;

(8) the Coast Guard Environmental Response Program headed the international Interagency Oil Pollution Response Advisory Team for cleanup efforts relating to the massive oil spill off the coasts of Kuwait and Saudi Arabia;

(9) the Coast Guard Research and Development Center developed a deployable positioning system for the Explosive Ordnance Disposal Area Search Detachment, saving the detachment time and thousands of dollars, while also increasing the effectiveness and efficiency of the minesweeping and ordnance disposal operations in the Persian Gulf area; and

(10) Coast Guard units remain in the Persian Gulf area and continue to provide essential support including both port security and law enforcement.

(b) The Congress commends the Coast Guard for the important role it played in the Persian Gulf Conflict and urges the people of the United States to recognize that role.

Last year we printed an article titled "The IRS Rip Off Of Disabled Veterans".

It detailed the plight of veterans who were discharged from the service for disability and were given "Disability Separation Pay (DSP)". The respective branches of service were required to withhold income tax from the allowance at the time of discharge, show it on the veteran's W2 form and the veteran had to report it as income on his/her 1040 tax return.

After discharge most veterans went to the VA and applied for service connection for the conditions(s) that led to the medical discharge. If granted they then received the "shock of their life". Lo and behold they were informed by the VA that they would withhold any payment of Disability Compensation until the FULL amount, not just the part that they actually received. It included the taxes withheld and paid to the IRS on the DSP.

The IRS then refused to refund the taxes paid even though the FULL amount of the DSP had been recouped by another arm of Uncle Sam!

You were asked to write your Congressman and Senators requesting that this outrage be stopped. Your support has been most helpful, even though indirectly.

A Federal Court has now ruled that the taxation of disability money awarded to service people discharged for disability WAS NOT and IS NOT taxable income and that the Internal Revenue Service taxing of same was illegal and invalid. The IRS will not appeal this ruling as I was told by a House Veterans Affairs staffer that the IRS was told that if they appealed the court ruling that legislation would be immediately introduced to enact a ban on taxing DSP.

The IRS will not have to refund ALL taxes collected from disabled veteran's DSA. They, of course, are up to their old tricks. EACH veteran will have to file an amended return and only amended returns for the last three taxable years will be refunded as a matter of course. Veterans who paid taxes on DSA reported for 1987 or earlier will have to file an amended return and request an administrative hearing and state that the IRS Mitigating Circumstances Provisions be applied to their request to file an amended return as the 3 year statute of limitations had expired. The mitigating circumstance is the fact that the ruling overturning the assessment of taxes on DSP was made after the 3 year limitation for filing an amended income tax return had expired.

Ed. Note - Herb Reith is a Veterans Service Officer and if the above situation applies to you, or someone you know, and you can't resolve it locally, write Herb at PO Box 681, Enka, NC 28728-0681.



BATTLE OF THE ATLANTIC  
HISTORICAL SOCIETY, INC.  
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Brooklyn, N.Y. 11229-0005  
(718) ES 7-0213

3 April 1992

Lt. Col. Richard W. Guidry, USMC  
Defense Attache  
American Embassy  
APO Miami 34041

Dear Col. Guidry:

We are very interested to learn just what is the current status and material condition of the Dominican Republic patrol vessels INDEPENDENCIA (ex-USCGC ICARUS), LIBERTAD (ex-USCGC THETIS), and RESTAURACION (ex-USCGC GALATEA).

Our organization, in conjunction with the Coast Guard Combat Veterans Organization, is interested in seeing these historic vessels preserved for future generations back in the United States, when their service in the Dominican Republic is over. Therefore, we would be most interested to learn as much as possible as to their current status, and would appreciate if you might be able to furnish us with that information as well as whom to contact in the Dominican Republic Navy (or government) with regard to effecting their transfer to our organization at an appropriate time.

If you have any recent photographs of the vessels, they would also prove helpful.

Sincerely yours,

B.D. Hammer  
Exec. Dir., BATLANT

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FOR IMMEDIATE RELEASE

MAY, 1992

WE'RE PART ARMY, NAVY, MARINE AND AIR FORCE - - WE'RE THE  
COAST GUARD COMBAT VETERANS ASSOC.

Our members did convoy duty with the Navy in WWI and WWII. We manned Transports, Sub chasers, LST's, LCI's, PF's, DE's, Cutters, Army Vessels of all descriptions, Tenders, the Corsair Fleet and flew ASW patrols. Our AMPHIPS took the troops in to every major battle. SM1/c Douglas Munro not only took the Marines in to Guadalcanal but he also took them out of the area near Matanikau and in the process lost his life but got them back to the Hunter Liggett.

The Coast Guard in WWII operated Army and Navy ships plus their own. More US Vessels were operated by the Coast Guard in WWII than any other US Armed Force.

Not only did the Coast Guard take in troops at Normandy but 1500 survivors were rescued by the 83 footers. You name the battle and most likely we were there.

In Korea the Coast Guard served as Ocean Stations giving much needed direction and weather to UN Forces. Some of the first US troops fired upon in June, 1950 were Coast Guard Loran Station personnel in South Korea.

We were heavily involved in the Cuban Crisis and the Dominican Republic War.

Let us not forget Vietnam. Our boats and ships patrolled the brown water and the blue water alongside the Navy. Our pilots flew rescue helicopters and we operated Loran-C for the Air Force. There are many stories about firefights from patrol boats and thankful ground troops for close in Coast Guard support.

Desert Shield/Desert Storm, boardings at sea, working with the Navy, patrolling the shipping areas of Southwest Asia--all in a days work for Coast Guard men and women.

We're having a reunion in Reno, Nevada, October 4-8, 1992. For further information contact Baker Herbert, 6858 Lafayette Road, Medina, OH 44256. (A SASE will help.)

RELEASED BY: *Richard E. Stent, Jr.*  
RICHARD STENT JR. President, CGCVA