

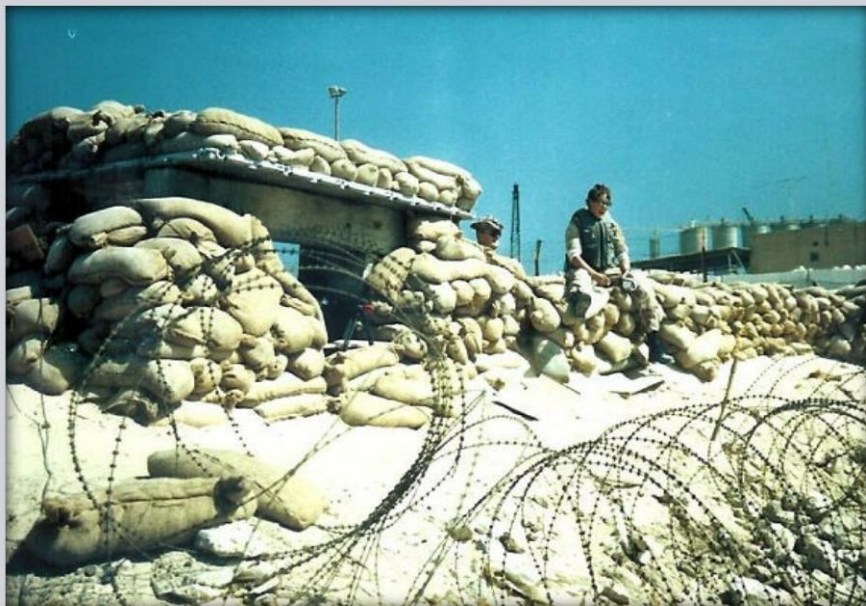


the QUARTERDECK LOG

Membership publication of the Coast Guard Combat Veterans Association. Publishes quarterly—Spring, Summer, Fall and Winter. Not sold on a subscription basis. The Coast Guard Combat Veterans Association is a Non-Profit Association of Active Duty, Retired, Reserve 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 35, Number 2

Summer 2020



30th ANNIVERSARY OF THE MOBILIZATION AND DEPLOYMENT OF PORT SECURITY UNITS AND OTHER COAST GUARD UNITS FOR DESERT SHIELD / DESERT STORM

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FROM THE NATIONAL PRESIDENT

COAST GUARD COMBAT VETERANS ASSOCIATION

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THE QUARTERDECK LOG

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MEAP- Edward Bachand, LM, and PNP Ed Swift, LM

Small Stores—Rich Hogan, Jr.

COAST GUARD HISTORY CONTRIBUTOR

Dr. William Theisen, Ph.D, CG Historian

Shipmates,

If you are tired of Corona, it is now Miller time! Kay and I had the distinct honor to represent our Association in Galveston, Texas, July 15th for the commissioning of the Fast Response Cutter HAROLD MILLER, WWII Silver Star recipient. We had previously attended the FRC

DANIEL TARR back in January, but with the rise of the COVID-19 this ceremony was vastly different. The ceremony dates were changed numerous times due to the virus. In March, the MILLER arrived in Key West for training and what would have been a cool place to have liberty. Wrong! The county was under lock down with restaurants, parks and bars closed. For six weeks the crew was basically in quarantine, all living aboard the 154’ ship, but the morale remained high with devised activities. As sailors do, they buddied up with the crew of the FRC39 MYRTLE HAZARD, which was also in training.

Finally, back in Galveston, the long-anticipated commissioning was in sight. To adhere to Coast Guard specifications, the normal social gathering and reception dinner the night before were abandoned. No food would be served at any time, no handshakes, 6’ social distancing and masks were required, except when certain presentations were given. Since the event was now condensed into a one-day, two-part ceremony reception at 0900hrs, followed by 1000hrs commissioning, all those that entered Sector Field Office Galveston had their names checked by security and their temperature taken. Those in attendance were restricted to the official party, crew members and their guest. Social distancing was applied to all those in attendance. Absent were the XO, LTJG Dixon, and Petty Officer Martin, both welcoming new additions to their families. Ensign LaMaya Samuel, the First Lieutenant, did an excellent job of acting Executive Officer and Master of Ceremonies. Bringing a new ship into service is no easy task. Doing so during a global pandemic is nothing short of remarkable. The women and men of the HAROLD MILLER



FROM THE NATIONAL PRESIDENT



Rear Admiral John P. Nadeau, Commander CGD8, Dean Clark, Sponsor Representative, Travis La Grone, Navy League Chairperson, Charles (Skip) Bowen MCPOCG #10 ret.

were the first to execute a ship commissioning entirely effected by COVID-19. Since none of the Miller family could travel, Mr. Dean Clark represented the ship's sponsor, who was Mrs. Tasha Harrison, granddaughter of Harold Miller. I was told that the ceremony was live streamed so that those not in attendance could watch the process of bringing the ship to life.

The plank owner plaques and other mementos were handled only by the person receiving it, and a



Steve making presentation to First Lieutenant Ensign LaMaya Samuel

minimum of exchanges were the rule of the day.

In addition to our Association plaque and book presentations, I was selected by retired Captain Robert Grant of the Commissioning Committee to be the long glass presenter, which was given to the OOD. This was a special honor for me.

Speakers MCPOCG #10 retired, Skip Bowen and Travis LaGrone, President of the Greater Houston Council and Navy League Commissioning Chairman, did their magic in keeping this event on schedule. This was Travis's third FRC event and many for Skip.



The challenge of operating a cutter in the midst of a global pandemic lies ahead, and just as Petty Officer Harold Miller served with gallantry in action at Tulagi, Guadalcanal, and throughout the Pacific theatre, the crew has taken up the challenges and is ready to take part in the Coast Guard fleet.

Keep your mask on, wash your hands, and maintain social distancing so that we all can be together in New Orleans. It's going to be the best ever.

~ Semper Paratus,

Steve

*Photos by PA3 Paige Hause,
Public Affairs Detachment, Houston.*

FROM THE NATIONAL VICE-PRESIDENT

The commemoration of the 30th anniversary of Coast Guard deployments in support of The Gulf War, code named Operation Desert Shield and then later, Desert Storm, is the focus of this edition of the Quarterdeck Log. This occasion reminds me that the beginnings of the Coast Guard Combat Veterans Association was started a mere five years earlier by a small group of 15 Coast Guard veterans of the Vietnam Conflict that had gathered during and following a Chicago parade. They called themselves the Southeast Asia Coast Guard Veterans (SEAVETS) but as their group expanded in size, they formally created a non-profit group registered as The Coast Guard Combat Veterans Association. The CGCVA charter authorized membership by any Coast Guard veteran who participated in a theater of any U.S.A. war or conflict. Our membership eventually swelled to over 2000 veterans as we grew nostalgic and sought the company of former shipmates at our biennial reunions. While we enjoy swapping truthful sea stories, we also commemorate and mourn the loss of each of our members that have “crossed the bar” since each of our previous reunions.



Many of us have thought that it would take a lot longer to reach our advanced ages but, the truth of the matter is that our ranks have decreased to nearly half that of our former size. Almost half of our remaining members are from the Vietnam era. Slowly increasing their membership are the men and women of the 110' cutters, Walnut, Dallas and Boutwell, Port Security Units and all of the in-theater support personnel. In a perfect world, the conclusion of the Gulf Wars would signal the last of the military conflicts involving our country and, therefore, the eventual collapse of our association. However, in the meantime, the continued success and future of the CGCVA clearly lies with growth by combat veterans since the end of the Vietnam Conflict in 1975.

I finish with a plea that each of our members, particularly those of the Gulf Wars era, share their copy of this QDL with a combatant shipmate and invite them to join our ranks and enjoy our fellowship and camaraderie.

Semper Paratus, **Terry O'Connell, VP**

FROM THE NATIONAL SECRETARY / TREASURER

WHAT'S IN A NAME?

Many of you have contacted the CGCVA Administrative office and inquired about the renaming of the USCGC Taney, and what the Association is doing about it.

The answer is simple. Nothing! Our non-profit status requires us to never take political sides in any argument or situation that is political in nature. We cannot jeopardize our status with IRS by being accused of having a political agenda. It is the job of the officers and trustees to make sure that we never violate condition that is required for our 501c (19) status. This allows us to enjoy tax exempt status on our earnings and tax deductibility for contributions made to the CGCVA. We can't explain it better than that.



FROM THE NATIONAL SECRETARY / TREASURER

GET READY FOR NOLA!

Next April, 2021, we will be in New Orleans, Louisiana, for our Reunion/Convention. The Reunion Committee is working hard to “line up our ducks” so everyone can have a great time in the “Big Easy”!

Please consider attending and, if you do, please bring your “sea stories” to share. It’s a great time to reconnect with old shipmates and meet some fellow “Coasties” who have been where you’ve been.

Check out the Reunion section in this issue of the Quarterdeck log. We’ll see you there!

CHECK OR CREDIT CARD?

If you’re paying your membership dues and it’s easier to just pay on-line, then you are certainly welcome to do so! We added that feature to make it easier for Members to pay their dues. Just keep in

mind that if it’s just as easy for you to pay by check, we save \$1.46 by receiving a check, versus getting the \$40 payment by credit card.

If paying by credit card is much easier, please use that method of payment. If your membership has just expired, you’re still going to receive your Quarterdeck Log, so there’s plenty of time to send a check by mail. Either way, check or credit card, we appreciate your payments!

DON’T USE THE OLD P O BOX 777!

If you sent me something in the past 3-4 months, using the old P O Box 777, Havre de Grace, MD, it might get forwarded, or it might not. I would bank on it not coming and you’ll need to replace it.

Please note the new address is:
CGCVA, P O Box 969, Lansdale, PA 19446

Thank you!
Semper Paratus, **Gary Sherman, NS/T**

AUXILIARY NEWS

REUNION 2021 AND THE SILENT AUCTION

Reunion 2021 is less than seven months off. It promises to be a great time in a city where the CGCVA has never previously hosted a reunion. New Orleans is one of those places that everyone wants to visit for the food, activity and history and we hope that you will make every effort to attend the reunion and take in the sights and sample everything that the “Big Easy” has to offer.

In keeping with the traditions of New Orleans, we are looking to provide a Mardi Gras-like theme for the event. Fortunately, there is a store across the street from the hotel where we can purchase decorations for our hospitality room. The hotel is also offering the decorate ball room that will be used for the Thursday evening awards dinner. If you have any ideas for decorating, please be willing to share them with the Auxiliary crews when you arrive. We can always use the help in decorating

and setting up as well.

Much of the funding that supports the CGCVA reunions comes from registrations and the silent auction that is held during the reunion. Items for the auction are donated by the membership and others, some of which are very interesting and desirable. Please start looking at what you can donate for the silent auction, whether it is an item that is purchased by a member and donated for the auction, or something that is handcrafted, which we have received in the past, or an article of interest that you may have had for many years and are willing to part with for the sake of the organization. In the Fall edition of the Quarterdeck Log, we will provide the information of where the items can be shipped if you are unable to bring it with you to the reunion.

Thank you for doing your part in supporting the CGCVA. ~ **CGCVA Reunion Committee**

WELCOME ABOARD NEW MEMBERS



The above campaign and service medals are authorized for CGCVA membership and are shown from top left to bottom right.:

Navy Expeditionary Medal, * China Service Medal * American Campaign Medal (must have at least one 5/16 bronze battle star) * Asiatic-Pacific Campaign Medal * European-African-Middle Eastern Campaign Medal * Korea Service Medal * Armed Forces Expeditionary Medal * Vietnam Service Medal * Southwest Asia Service Medal * Kosovo Campaign Medal * Afghanistan Campaign Medal * Iraq Campaign Medal * Inherent Resolve Campaign Medal * Global War on Terrorism Expeditionary Medal * Korea Defense Service Medal. Unfortunately, there will be future world conflicts that will add to this list.

NEW MEMBER	SHIP/UNIT IN CONFLICT	CONFLICT	SPONSOR
James H. Jones	CGC Barataria	RVN	Rick Poole
James E. Maize	CGC Pt. Lomas/ Pt. White	RVN	
Richard T. Manning	CGC Barataria	RVN	Joel Aills
Robert C. Grant	Friend of the Association		Steve Petersen

COAST GUARD COMBAT VETERANS ASSOCIATION AUXILIARY MEMBERSHIP APPLICATION

Reason for submission: ___ Applying for initial membership ___ Returning after membership expired
Two-year membership from May 20 ___ to May 20 ___

Name: _____ Date: _____ Email: _____

Home Phone: (____) _____ Cell Phone: (____) _____

Address: _____ City: _____ State: _____ Zip: _____

Dues: \$15.00 for two-year membership.

Make check or money order payable to: CGCVA Auxiliary Association.

Mail to: Mimi Placencia National Secretary-Treasurer, 9804 Iroquois Lane, Bakersfield, CA 93312

Auxiliary Membership Qualifications: Family members of the Coast Guard Combat Veterans Association in good standing.

For additional information please contact: Mimi Placencia (Auxiliary Secretary/Treasurer) at mimiplacencia@hotmail.com or (661) 444-0186

QUARTERDECK LOG BOOSTER CLUB

QUARTERDECK LOG (QDL) BOOSTER CLUB

The printing and postage for the QDL is by far the largest expense item we have and it was determined that if every member contributed \$10 or more to the QDL Booster Club each year, it would pay for all the expenses that go into printing and mailing the magazine. Donations can be sent to the Administrative Office (marked in the “memo” section of your check as “QDL Booster Club”) and all those contributing will have their names listed in the subsequent magazine. Contribution amounts will not be published but all contributions are greatly appreciated. We have been told many times that we have the best association magazine out there and we’d like to keep it that way.

Since publication of our last magazine, the following individuals have made donations and become members of the QDL Booster club:

Thanks to all who have become QDL Booster club members so far!

All contributions are appreciated!

And remember, these contributions are tax deductible as we are a 501(c)19.

NEW TO THE QDL BOOSTER CLUB

Richard Franks, III, Donald R. Lincoln, Thomas Thompson, Robert L. Krogman, Kary W. Goetz, Armond Lisle, Chet Boutilier, David “Boog” Powell, Maurice Stopa, Thomas Weber (age 99), Robert Pawlowski, Gerald Nauert, Richard Barren, Jonathan Vaughn, Robert G. Breen, Hugh Sharpe, Robert C. Grant, John C. Miller, Robert Macleod, Daniel Irwin, Frederick J. Dailey, Michael Niles, Brian Dudley, Herbert Cohen (on his 95th birthday), Charles Hawken

IN MEMORY OF

William Femia, Jr. IMO BM1 Charles Trotter, William Figone IMO Ed and Nancy Burke, Charles Bevel IMO Joyce Bevel, Walt Viglienzone in honor of Mike Placenia and William Figone, John Macfeat in honor of USCGC Chase 718

QUARTERDECK LOG BOOSTERS

To all Life Members:

Please don’t abandon the QDL Boosters. This money is still needed and there is still availability for all members to make contributions of any amount, at any time. We don’t want to see QDL Booster donations cease.

We welcome your thoughts and suggestions regarding both the RMC and the QDL Boosters. Our goal is to sustain the Association financially and be able to pass it on to the next generation of Coast Guardsmen who served in combat theatres anywhere in the world.

If you have any questions, please call the Administrative Office at 410-690-8000.

Thank you!

~ **The Officers and Trustees of the Coast Guard Combat Veterans Association**

CROSSED THE BAR

It is with sadness that we take note of the following members who have crossed the bar.

Leslie V. Zabel, LM, WWII, Robert H. Clink, ROK, Mark L. Romey, LM, RVN,
Roger L. Kehm, LM, WWII, Patrick T. Denney, LM, RVN, Thomas E. Canapp, LM, WWII

DOCUMENTING YOUR VIETNAM WAR HISTORY

The Coast Guard Combat Veterans Association is a Commemorative Partner of the United States of America Vietnam War 50th Commemoration. Please read the following request from historian, Marc Henderson:

To Coast Guard Vietnam Veterans:

I am reaching out to you to solicit participants in our oral history program.

The Vietnam War 50th Commemoration partners with the Library of Congress Veteran's History Project to collect, preserve, and make accessible the personal accounts of Vietnam War veterans so that future generations may hear directly from veterans and better understand the realities of war. **Of the nearly 800 interviews collected from Vietnam veterans by the Commemoration, to date, only seven are from Coasties.**

Our team regularly conducts video-recorded oral history interviews with Vietnam veterans; the participants tell the stories in their own words. We include all ranks and services, and aim to reflect the diversity of experiences. Mr. Joe Galloway, former UPI journalist and co-author of "We Were Soldiers Once, and Young," conducts the interviews. Our organization sends the unedited interview footage to the Library of Congress Veterans History Project, which preserves these accounts and makes them accessible to the American public.

The COVID-19 pandemic put a halt to our oral

history program this spring, and our team is currently restricted from traveling. Our ability to conduct interviews in the coming months will be dependent on travel policies and criteria delineated by the Secretary of Defense.

Our tentative interview schedule for the rest of 2020 is:

August 20-23 – Baltimore, MD (USCGC Taney (WHEC-37) reunion),
September 8-13 – Nashville, TN,
September 22-27 – San Antonio, TX,
October 17-23 – Las Vegas, NV

To schedule an interview, or learn more about the Vietnam War 50th Commemoration's Oral History Program contact: **Mr. Marc Henderson** at: marc.r.henderson.civ@mail.mil or (571) 225-1645.

Also, the Commemoration recently published a poster on the Coast Guard in the Vietnam War. This three-panel poster highlights the Coast Guard's organization in Vietnam, and the many roles Coast Guardsmen performed while serving there. It also details the cutters the Coast Guard brought with it, and how the U.S. Coast Guard presence enhanced the U.S. military mission in Southeast Asia. The poster may be downloaded free at: www.vietnamwar50th.com/history_and_legacy/posters/

Thank you,
Marc



U.S. Coast Guard Port Security Unit (PSU) History

By Captain John R. Olson, USCGR (ret)

Editor's comments: The first mobilization of Coast Guard Reservists since World War II occurred thirty years ago this summer when Reserve-manned Coast Guard Port Security Units (PSU) were mobilized in September 1990 to support Operation Desert Shield and later Desert Storm. There existed three concept PSUs in those early days of the PSU program and it has been a long road since they were first proposed in 1982 to that of today's PSU program with units.

Before his retirement in 2014, RADM Steven E. Day, USCGR (ret), (CGCVA LM) regularly visited and addressed PSUs preparing for deployment out of the continental United States (OCONUS) to conduct port security operations in overseas ports and harbors. During these events, it was common for RADM Day to commend the outstanding professional readiness of the officers and enlisted personnel and the state of their equipment. For RADM Day, this was a personal reflection and perspective on years of dedicated growth and development by the U.S. Coast Guard port security program from its inception in 1981 to the present.

RADM Day recalled the first-ever overseas deployment of a PSU to Saudi Arabia for Operation Desert Shield and later Desert Storm. As a lieutenant in 1990, RADM Day served as Operations Officer for PSU-303 of Milwaukee, WI. PSU-303 had responsibility for port security operations at the Persian Gulf industrial port of Ad Dammam, Saudi Arabia. PSUs brought the necessary equipment needed for repairing the boats and weapon systems, but the logistics for acquiring food, water and other supplies were to be provided by other military services on-site. In addition, command and control was implemented through a joint military organization that was often cumbersome and confusing. PSU harbor and

anchorage patrols were conducted in 22-foot Boston Whalers that were designed for port security operations and equipped with mounted automatic weapons. Pier and entry-gate patrols were staffed by the PSU's maritime security teams.

By late September, PSU-303 was joined by PSU -301 of Buffalo, NY, which was assigned to the Saudi Arabian port of Al-Jubail that was located further north on the Persian Gulf. Both units had been trained in boat tactics and security patrol methods at various maritime law enforcement schools at the USCG Training Center Yorktown. While in the Persian Gulf Area of Operations (AOR), both units modified underway boat tactics and operating procedures within each port to reflect the war-time conditions that existed. PSU-302 of Cleveland, OH, would later adopt these same procedures upon their arrival in theater in late November 1990.



**CGD9 PSU flash
worn by PSU
301, 302 and 303
from 1986-1995**

By January 1991, security operations in all three ports had become more efficient and effective. Operational changes were recorded and suggested as formal protocol for the training of relief PSUs, which began in early January 1991.

In 1991, Coast Guard Reservists who volunteered for a second-wave deployment were trained at the Florida National Guard Base, Camp Blanding, located in Clay County, Florida. These volunteers were provided with operational strategies and tactics drawn directly from the experiences of the PSUs recently deployed for Operation Desert Shield.

In commemorating the 30th anniversary of the first-ever mobilization and deployment of the PSUs for a combat-related scenario, it is important to

COVER STORY

provide an overview of the research and operational trails and training that led to the development of rapid-deployment Port Security Units by the U.S. Coast Guard. As a result of strategic and tactical experimentation during the late 1980s and early 1990s, the role and importance of the PSUs were defined and subsequently affirmed with their commissioning as Coast Guard Reserve commands. Because PSUs are characterized as “rapid deployment” units, it became vital to develop and support a prescribed course of study and a rigorous qualification system to ensure mobilization readiness. Today, that training protocol is recognized as an approved qualification system for port security and harbor defense operations.



**Officer PSU
Qualification Badge**



**Enlisted PSU
Qualification Badge**

THE PSU MISSION

Beginning in 1982, the U.S. Coast Guard assigned responsibility to Commander, Ninth Coast Guard District, Cleveland, OH, to begin training Reservists for military mobilization possibilities. Potential scenarios included rapid deployment missions to OCONUS ports and harbors proximate to join-military combat zones. The intended mission of these “notional” or prototype units was to conduct port security and harbor defense operations in logistical off-load ports, referred to as the Seaport of Debarkation/Embarkation (SPOD/E), to support war-fighting efforts. In theoretical concept, high speed Coast Guard patrol craft would be assigned to maintain security zones at anchorages, in the seaway approaches and alongside ships offloading military cargoes while Coast Guard security teams would man control port and pier access points and

conduct landside security patrols.

ROLE CLARIFICATION

Before 1983, Coast Guard Reservists provided supervisory Fuel Transfer Teams and Explosive Loading Teams during operational Field Training Exercises (FTX). During (FTX) Operation Lifeline 1983, it was clear that other military services could provide fuel transfer and explosive loading supervision. An important After Action Report (AAR) was submitted to Coast Guard Commandant (M) by Captain (then LT) Daniel Zedan, USCGR (ret). The potential mobilization recommendations and DoD port security requirements identified by the AAR caused Coast Guard flag-level decision-makers to move the port security training assignment from Chicago to Cleveland. This move was made to avoid placing excessive mobilization demands on Western Great Lakes reserve units. At the time, LT Zedan also urged the creation of stand-alone Coast Guard Port Security Units, with defined personnel complements, supply inventories and patrol craft(s).

SLOW GROWTH IN SKILLS AND COMPETENCIES

Initially, Coast Guard Reservists served as observers, instructors and inter-service force elements in early trials of joint military harbor defense operations. Through the mid-1980s, port security training at Reserve Units took on greater substance and depth, with classroom training and demonstrations by U.S. Army Military Police, U.S. Air Force Security Forces and U.S. Marine Corps security specialists and combat trainers.

Boat crew personnel were sent to the small boat Law Enforcement School at the Coast Guard Training Center, Yorktown, VA. At the same time, Reservists assigned to marine safety were training in a wide array of combat skills, including weapons and operational tactics designed to enhance the security of Coast Guard and other military assets

COVER STORY

within a port or facility. In the early 1980s, reserve units with prototype PSU designations, were tasked with training responsibilities for developing port security skills as well as the traditional domestic emergency missions, such as search and rescue, marine safety and pollution response. Predictably, reserve personnel were only marginally successful in both areas of skill development.

EARLY FIELD TRAINING EXERCISES (FTX)

Initially, Coast Guard Reservists served as observers, instructors and inter-service force elements in early training of joint military harbor defense operations. Through the mid-1980s, port security training at Reserve Units took on greater substance and depth with lectures and demonstrations by U.S. Army Military Police, U.S. Air Force Security Forces and Marine Corps perimeter security specialists and combat trainers.

In 1984, the first field training activity was conducted at the former submarine repair docks located at U.S. Naval Station, Truman Annex, Key West, FL. Ocean Venture '84 was a joint military exercise that incorporated small boat tactics, landside security patrols and concluded with simulated attacks provided by Navy SEALs serving as opposition forces (OPFOR). At the time, the exercise patrol craft consisted of Coast Guard recreation boats and other small craft that had been rendered inoperative and were awaiting destruction. Reserve Unit Milwaukee machinery technicians, who in civilian life worked at the Outboard Marine Corporation and the Harley Davidson Motor Company, repaired the boat engines so well that USCGR boat crews successfully secured the simulated port and vessel against Navy SEAL infiltration. The success of Coast Guard forces highlighted the potential for the Coast Guard Reserve to perform port security missions.

MARINE CORPS COMBAT SKILLS COURSE (CSC)

It became apparent that a more detailed training effort was necessary for reserve personnel that were to man the PSUs. The additional combat skills training was provided by the Marine Corps in 1986 and 1988 at Camp Upshur, located aboard Marine Base Quantico, VA. With training provided by the Basic School, 180 Reserve trainees stood up as three identifiable Port Security Units for the first time. Reservists from Buffalo (PSU-301), Cleveland (PSU-302) and Milwaukee (PSU-303) participated in a two-week intensive and rigorous training evolution culminating with a field exercise where Marines served as OPFOR. The success of this training formulated a sense of pride and esprit de corps among the three units as a result of achieving a new identity along with skills and knowledge.

FIRST AUTOMATIC WEAPON TRAINING

Initial PSU training with automatic weapons occurred during the 1986 Combat Skills Course instruction at Camp Upshur and again repeated in 1988. Additional combat training was provided in 1988 and 1989 by the Ohio National Guard at Camp Perry, OH, with the initial "Flame River" exercises. This was the first time that PSU personnel fired the ring-mounted M2 and M-60 automatic weapons while underway. Simultaneously, the PSU Maritime Security Teams conducted shore and waterside security training activities. With increased DoD funding, additional uniforms and equipment were provided as the importance of the Coast Guard's role for conducting deployable port security missions was recognized by the Joint Chiefs of Staff.

TRANSPORTABLE PORT SECURITY BOAT

In 1988, three reserve units received six 22-foot Transportable Port Security Boats (TPSB) each, better known by their Boston Whaler model name "Raider". These boats were especially equipped with a gunwale ring that allowed for the mounting of three automatic weapons, two M-60s and one .50

COVER STORY

caliber M2 machineguns. Each gun could be moved 360 degrees on the ring to bring a substantial amount of fire power upon a target. However, modification was later made to remove one of the gun mounts, leaving two weapons, configured as required by the area of operations, whether it was two M-60s or one M-60 and one M2.

Each PSU began local training at their respective homeports. Shortly thereafter, units were placed on alert for potential deployment to the Persian Gulf to enhance underway security for Kuwaiti oil tankers that had been attacked by Iranian gunboats. The operational plan was to deploy PSU boats and crews to Navy Landing Ship Docks (LSDs) and to launch the TPSBs from the well-decks of the LSDs to repel enemy small boat attacks on the tankers. Although not implemented, this strategy was a component of Operation Earnest Will between July 24, 1987 and September 26, 1988. The alert was terminated following the unfortunate Iran Air Flight 655 incident involving USS Vincennes and the damage to a Navy frigate, USS *Samuel B. Roberts* (FFG-58) by a floating mine.

PSU OPERATIONS AND TRAINING MANUAL

Following the completion of the second Combat Skills Course, Commander, Ninth Coast Guard District began development of a PSU tactical doctrine which culminated in the Port Security Unit Tactics and Operations Manual which was finalized on April 14, 1989. The manual would be used by all three PSUs over the next nine months in real world operations.

OPERATION BRIGHTSTAR '87 & '88

In 1987, PSU-301 participated in Operation Brightstar '87, an FTX exercise conducted by DoD somewhere in the Middle East. In 1987, Reservists from Buffalo arrived in Aqaba, Jordan, to provide real-world security for U.S. military ships offloading equipment and personnel for the

exercise. Coast Guard personnel also worked with, and provided training for the Jordanian Coast Guard during the three-week training exercise. In 1988, PSU-302 participated in Brightstar as well. The exercises gave a much needed perspective of the Middle Eastern culture and environment and an opportunity to test the skills learned in a real-world scenario.



PSU-301 manned 22' TPSB at the Port of Al-Jubail during Operation Desert Shield/Storm
~ Photo: PSU301

OPERATION POTENT ARCHER '88

In 1988, PSU-301 was tasked with providing waterside security for a Joint Chiefs of Staff conference that was held at NAS Pensacola, FL. The week-long conference required PSU, Navy and Marine Corps personnel to provide a 24-hour security perimeter around the conference area with the PSU maintaining a waterside security zone. It also offered an opportunity for the Coast Guard to provide a demonstration of the PSU's waterborne interdiction capabilities for the Joint Chiefs.

OPERATION AHUAS TARA '90

In March 1990, elements of PSU-301 participated in FTX 2-90, Operation Ahuas Tara, which was held in the Central American country of Honduras. Unlike previous exercises, where the

COVER STORY

PSU TPSBs (Transportable Port Security Boats) and associated support equipment were transported by Air Force cargo aircraft, the 22-foot Raider boats were placed aboard the *USS AUSTIN (LPD-4)*, used as the flagship for the exercise. FTX 2-90 commenced with the offloading of two vessels while PSU crews manned three TPSBs and provided 24-hour real-world waterside security operations with their TPSBs as directed by U.S Navy Mobile Inshore Underwater Warfare (MIUW) Unit-202 and/or the Navy flagship. One TPSB was underway while two were in standby at the LPD.

OPERATION DESERT SHIELD/DESERT STORM 1990-91

On August 4, 1990, as the Coast Guard celebrated its 200th birthday at Grand Haven, MI, Saddam Hussain's Iraqi forces had already invaded Kuwait. In response, the three PSUs were placed on



PSU-301 unit flash during Desert Storm

alert for possible deployment. Within six weeks, two PSUs deployed to Persian Gulf ports to support combat efforts in Kuwait and Saudi Arabia. On September 18, 1990, PSU-303 of Milwaukee deployed to King Abdul Aziz Port Ad Dammam, Saudi Arabia. On September 21, 1990, PSU-301 of Buffalo, NY, mobilized and deployed to the Jubail Commercial Port located further north in the Persian Gulf at the Saudi Arabian city of Al-Jubail. PSU-303 of Cleveland, OH, arrived in theater on Thanksgiving Day, November 22, 1990 and commenced port security operations at Manama, Bahrain. This was the first Title 10 mobilization of the Coast Guard Reserve since its founding in 1941.

LIVING CONDITIONS

Upon arrival in theater, PSUs found living conditions were challenging, logistical support was



PSU-301 compound on the pier at the Jubail Commercial Port, Al-Jubail, Saudi Arabia
~ Photo: PSU301

minimal, operational planning lacked interservice coordination, supplies were meager and initially, morale declined. But through sheer force of will, ingenuity and inter-service negotiations, Coast Guard Reservists from the three Ninth District PSUs pulled things together.

An example of unit ingenuity, PSU-301 "acquired" portable wooden showers from the Army and often traded and bartered for resilient material to enhance the living area and protection of their area located on the pier. Hard-backing for tents were acquired through bartering and providing boat rides and fishing excursions for key DoD personnel that resulted in obtaining needed items that would take weeks to get through the normal requisition process. The can-do spirit made the uncomfortable, bearable.

As sandbags became harder to acquire, an alternative means for protecting the living area of PSU-301 was required. Dunnage offloaded from the ammunition ships was in great quantity. 4x4s were obtained to make protective walls that were filled with sand to separate the tents that made up the living and working areas. Covered with thick planking, the walls became a worktop where weapons could be cleaned and clothing washed.

COVER STORY



PSU-301 Boat House at Jubail Commercial Port constructed from discarded dunnage ~ Photo: PSU-301

Even a boat house for briefing boat crews was constructed along with a workout shed and eating area all from discarded dunnage. Personnel from the Army, Marines, Fleet Hospital Five and British Forces were regular visitors at PSU-301's compound, enjoying the 24hrs continuous movies in the large movie tent.

COAST GUARD LANTAREA VISITS AOR



VADM Howard Thorsen, Commander LANTAREA, visits with member of PSU-303 ~ Photo: PSU-303

Because all Ninth District PSUs were under the command of Commander, Coast Guard Atlantic Area (LANTAREA) following deployment, Vice Admiral Howard Thorsen visited the two PSUs to observe their operations and assess their needs. The work-ethic and mission-commitment of all three PSUs was so apparent that when the Area Commander departed the AOR, he noted the operational effectiveness and logistics needs of each PSU and positively commended their performance. Within weeks, units were supplied with additional uniform items, chemical biological (CBR) equipment, boat maintenance parts and a range of operational equipment that had been lacking at the time of deployment or were to have been provided by other services in the joint-military area.



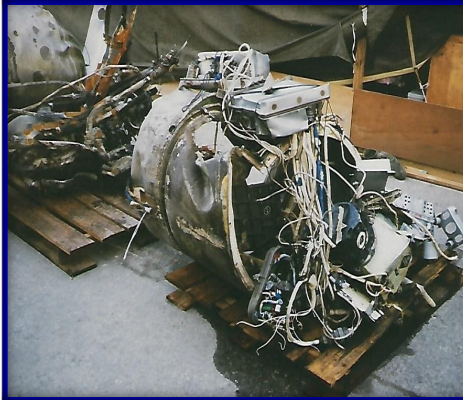
LT. Steve Day, Operations Officer at PSU-303 in Ad Damman with SCUD debris ~ Photo: PSU-303

TWO PORTS EXPOSED TO SCUD MISSILE ATTACKS

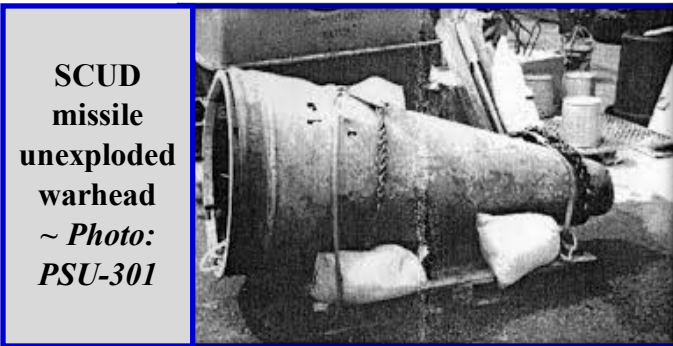
On January 21, 1991, at approximately 0200 hrs, a SCUD missile was intercepted by a Patriot anti-missile battery over the Port of Ad Damman, the location of PSU-303. Debris fell into the port near the PSU barracks and the off-load pier.

On February 16, 1991, at 0207 hrs. local time, a SCUD missile landed in the water of the Jubail Commercial Port, near the encampment of PSU-301. The chemical alarms throughout the immediate

COVER STORY



**SCUD
missile
wreckage at
the Jubail
Commercial
Port ~ Photo:
PSU-301**



**SCUD
missile
unexploded
warhead
~ Photo:
PSU-301**

area activated and a warning loudspeaker from the nearby British Forces compound broadcasted that there were chemicals present. (See the Spring 2018 issue of the CGCVA Quarterdeck Log for more details about the attack.) The next day, PSU-301 boatcrews and Navy EOD divers recovered the warhead and missile debris from the harbor.



**PSU-301 TPSB patrolling the waters off
the Port of Al Jubail with Saudi Forces
interpreter on board ~ Photo: PSU 301**

COOPERATIVE PATROLS WITH SAUDI FRONTIER FORCES AND BAHRAIN DEFENSE FORCE

To utilize the geographical familiarity and language translation capabilities of Saudi military forces, PSU-301 and 303 developed cooperative



**LT. Steve Day, (on right) Operations Officer,
PSU-303 with Saudi Defense Force patrol boat
at the port of Ad Dammam
~ Photo: PSU-302**

agreements to employ Saudi Frontier personnel at gates and perimeters at Ad Dammam and during underway patrols at both ports in the TPSBs. In addition, Saudi patrol vessels were used for mine sweeping operations and to maintain security in anchorages and seaways. In like manner, PSU-302 developed a solid working relationship with the Bahrain Defense Force (BDF). The Saudi and Bahrain riders performed duties as interpreter when PSU crews were conducting boardings or to warn civilian boats to stay clear of the restricted zones, including the pier in the Port of Manama, Bahrain.

PSU REPLACEMENT UNIT TRAINING

During the opening months of 1991, the Coast Guard committed to some excellent training at Camp Blanding, FL, in preparation for a second

COVER STORY



PSU-301. Port of Al Jubail, Saudi Arabia
PSU-303, Port of Ad Dammam, Saudi Arabia
PSU-302, Port of Manama, Bahrain

wave of PSUs. This comprehensive training was conducted by a mix of Ohio National Guard and Marine Corps instructors. The training was drawn from the operational practices recently developed and used during Operation Desert Shield and now Desert Storm and was intended to expand the skills and knowledge of Coast Guard Reservists who volunteered for mobilization as replacements for the initially deployed units. This preparation provided an excellent template for future PSU training programs and qualification indicators. It also gave direction to equipment acquisitions, rapid deployment loadout needs and budgetary commitments.

FORMAL PSU TRAINING SYSTEM

An important concept emerged during the replacement training experience. It became clear that formal training and qualification for port

security operations was needed for Coast Guard Reservists who are assigned to PSUs. Upon returning CONUS following the war, Coast Guard Reserve units were again called to Camp Perry not only to train, but to assist in the development of a formal training curriculum created to qualify future PSUs and personnel. Although equipment and budgetary shortfalls were apparent, one could immediately see the enhanced confidence and improved skills of those who had been deployed to the Persian Gulf AOR during Desert Shield and Desert Storm.

PSU CONCEPT DISCUSSION

In the months following the end of Desert Storm, the Coast Guard considered terminating the PSU program. PSUs 301 and 303 were disbanded, with some of their personnel volunteering for assignment with PSU-302. As an intervention, RADM (then CAPT) J. T. Riker, USCGR (ret), convinced the Commander, Ninth Coast Guard District, that it was strategically important to maintain a port security capability and to support the transition of Reserve Unit Cleveland to drill full-time as PSU-302 at Camp Perry. Reserve Unit Cleveland not only became the first Reserve Unit to maintain its own operational equipment, feed and house its members but also the first to have a small cadre of dedicated active duty personnel assigned to the unit. Further, PSU-302 assumed responsibility for all PSU equipment of the decommissioned PSU-301 and PSU-303 units. Between 1992 and August 1994, CAPT Riker tasked PSU-302 with the creation of operational, tactical and qualification manuals along with equipment lists for the PSU program. Even with the development of these multiple foundations and platforms for port security training, PSU-302 was advised in May 1994 that their upcoming participation in Operation Forward Sentinel would be the last operational use of a PSU. The Coast Guard had decided to terminate the program. However, later that year, Operation Uphold Democracy changed everything.

COVER STORY



PSU-302 berthing in a Port au Prince, Haiti, warehouse shared with U.S. Army personnel in 1994 ~ Photo: PSU-302



PSU-301 taking a break from setting up tent camp on the pier of Cap Haitien, Haiti, in 1994 ~ Photo: PSU-301

OPERATION UPHOLD DEMOCRACY

A catalyst for development of additional PSUs

Operation Uphold Democracy confirmed that the Coast Guard would be called upon again to perform the expeditionary port security mission. In 1994, personnel from Buffalo and Cleveland were mobilized as PSU-301 and PSU-302, respectively, for Operation Uphold Democracy in support of military contingency operations at Cap Haitien and Port au Prince, Republic of Haiti. Coast Guard Reserve personnel reported to Camp Perry for equipment issue, operational briefings and for transportation to the theater of operations.

At both locations, PSUs performed with distinction in joint military operations, largely because of their improved qualifications, previous deployment and focused training. As a result, senior DoD planners requested that the Coast Guard extend the PSU program. Upon returning from the deployment, and using the documents that PSU-302 had previously created, the decision was made to establish additional PSUs.

ESTABLISHING ADDITIONAL PSUs

In 1995, the number of PSUs were again at three units with the addition of PSU-305 at Fort Eustis,

VA, and PSU-311 in Long Beach, CA, with PSU-302 now designated as PSU-309 at Camp Perry, OH, with reserve personnel volunteering from all around the Great Lakes region. These reservists traveled at their own expense to Camp Perry each month to train with PSU-309. In the years that followed, another five PSUs were established, the second PSU-301 at Cape Cod, MA, PSU-307 in Tampa, FL, PSU-308 in Gulfport, MS, PSU-312 in San Francisco, CA, and PSU-313 in Tacoma, WA, for a total of eight PSUs.

Each PSU has 140 billets assigned, of which there are seven active duty personnel that maintain the unit between drill weekends. When mobilized, 117 personnel deploy, although that number can be reduced dependent upon the operational requirements.

HOMELAND SECURITY AND OPERATION IRAQI FREEDOM

Since 1995, the PSUs have participated in numerous training exercises in various regions of the world, including South Korea as well as actual mobilizations for port security operations and as a force multiplier in the wake of a natural disaster, such as a hurricane response. The importance of

COVER STORY

PSUs has become even more apparent following the attack on the *USS COLE (DDG-67)* by suicide bombers operating a waterborne improvised explosive laden vessel. The *USS COLE* attack was perpetrated on October 12, 2000, during refueling operations at the Port of Aden, Yemen.

In the aftermath of the terrorist attacks of September 11, 2001, several PSUs were called to provide waterborne security in various U.S. ports, including New York City.

On November 25, 2002, President George W. Bush signed the Homeland Security Act into law



32' TPSBs currently used by PSUs. Armed with two M2HB .50 cal machineguns and two M240B 7.62mm machineguns, anti-swimmer grenades and small arms. Powered by twin 225hp engines with a speed of 40-45 knots.

that established the Department of Homeland Security (DHS). As a result, the Coast Guard became one of the 22 agencies that became a unified, integrated Cabinet Level agency. The formal transfer of the Coast Guard to DHS did not take place until March 1, 2003.

In the following years, Coast Guard PSUs have deployed numerous times to support Operation Iraqi Freedom contingency operations and to provide waterside security at the Guantanamo (GTMO) detention facility where some of the most dangerous terrorists that have been captured on the battlefield remain in confinement. The current PSU

rotation to GTMO is about every five years for a six month deployment.

PSUs LED THE WAY

The success of the Port Security Unit program led the way for the subsequent establishment of the Maritime Safety and Security Teams (MSST) and the Maritime Security Response Teams (MSRT) where the waterborne tactics used by the MSST were first developed and tested by the Reserve-manned PSUs. That this could occur at all is a tribute to the men and women who pioneered the original training, persevered in the face of adversity and met challenges head-on. In the process, they overcame numerous obstacles to forge and define a new mission and training regime for the United States Coast Guard.

The original members of PSUs 301, 302 and 303 are proud of the men and women of today's modern overseas rapid-deployment Port Security Units and the Homeland Security MSSTs and are proud to have played a critical role in their development. We wish them God's protection in every mission. We know that whatever the mission - they will do it well—because like others of our service since 1790, they remain **SEMPER PARATUS, Always Ready!**

Contributors to this article: RADM J.T. Riker, PSU-301, RADM Steven E. Day, PSU-303, PSU309, CAPT Bruce Bruni, PSU-301, PSU-308, CAPT Carol Rivers, PSU-301, PSU-305, CAPT Daniel J. Zedan, PSU-302, CAPT Kendel Feilen, PSU-303, CDR Scott McCone, PSU-301, CDR John Lanigan, PSU-302, CDR George Kantz, PSU-303, MED4 James Roberts, PSU-303, PSU309, PSCM Wm Vahey, PSU-301, PSCM Peter Vickerman, PSU-303, PSU-309 MKC Thomas F. Todd, PSU-303.



Left to right: Southwest Asian Service Medal, Kuwait Liberation Medal, (Saudi Arabia) Kuwait Liberation Medal, (Kuwait)

CGCVA REUNION—APRIL 19-23, 2021

MAKING HOTEL RESERVATIONS

The actual 2021 reunion dates are Monday, April 19 through Thursday, April 22, 2021, with checkout on Friday morning, April 23. However, we have negotiated the same reduced rates for either hotel for the entire period Friday, April 16 through checkout on Sunday morning, April 25, 2021, in case you want to extend your stay in the New Orleans area for longer.

The Copeland Tower Suites and the Copeland Comfort Inn are accepting reservations either by telephone or via the internet. Only the registration for attending the reunion events are made through Armed Forces Reunion, Inc. (AFRI).

When making the hotel reservation, you must select which hotel you will be staying at and contact that desired hotel using the associated phone number or internet weblink, both of which are listed below. **When making reservations by phone for either hotel, the Group Code is the same: Coast Guard Combat Veterans Association Reunion.**

For staying at the **Comfort Inn** at \$109.00 per night, the Hotel Direct phone number is: **504-526-4595 or 800-277-7575. (The 800 number is the same for both hotels)** Reservation via the internet weblink is: <https://www.choicehotels.com/reservations/groups/QX70I6>

For staying at the **Copeland Tower Suites** at \$164.00 per night, the Hotel Direct phone number is: **504-888-9500 or 800-277-7575.** Reservation via the internet weblink is: <https://www.choicehotels.com/reservations/groups/OC10P2>

NOTE: If making reservations via the internet, you will find that the hotel has preloaded the dates for the entire period that the CGCVA is being offered the reduced costs, including the three nights before and two nights following the actual reunion dates. Therefore, you will see that the hotel has

blocked off the dates of April 16 through 25, 2021 at the CGCVA negotiated rate for either hotel.

IF YOU ARE MAKING THE HOTEL RESERVATIONS ONLINE, MAKE SURE THAT YOU INDICATE ONLY THE ACTUAL DATES THAT YOU PLAN ON STAYING AT EITHER HOTEL. It is critical that you book only the dates of your intended stay, otherwise if you mistakenly include the dates for an early arrival that includes the preceding Friday, Saturday and Sunday nights, but are intending to stay only Monday through Friday, you will be listed as a no-show and the room reservation will be cancelled. Double check your reservations after it has been made to ensure that it is correct.

AFRI is handling the registration for all CGCVA events only. They are NOT making hotel reservations through their site. See the sheet on the next page to determine which events you are planning to attend. You can register through the AFRI website at: www.afr-reg.com/CGCVA2021. However, when paying with a credit card through the website, there is a 3.5% service fee.

You can also copy the registration form, which is on the next page and indicate the event that you plan to attend and mail it with a check or money order to the address listed on the form. Please do not staple or tape your check to the form.

TRANSPORTATION TO WWII MUSEUM AND FRENCH QUARTER

We have arranged for a 25 passenger bus to transport members between the hotel and the World War II Museum and the French Quarter for Tuesday, April 20, 2021. It will start at 8:30am and run for five hours in the morning on a 90 minute scheduled basis. The times will be posted at the reunion. Return transportation starts at 5:00pm from Jackson Square with stops at Canal and Bourbon Streets and Julia Street and Convention Blvd, concluding at 10:00pm.

REUNION APRIL 19-23, 2021 – CGCVA REGISTRATION FORM

The 2021 CVCVA reunion is scheduled for April 19-23, 2021 and will be held at the Copeland Tower Suites & Comfort Inn complex, both located at 2601 Severn Ave, Metairie, LA, offering attendees two price options for rooms. Listed below are all reunion registration and meal cost s. Please enter how many people will be participating in each event and total the amount. If paying by check or money order, send the amount payable to ARMED FORCES REUNION, INC. Your cancelled check will serve as your confirmation. There is a 3.5% service fee if paying online through the AFRI website link at www.afri-reg.com/CGCVA2021 **ALL EVENT REGISTRATIONS MUST BE RECEIVED ON OR BEFORE MARCH 19, 2021. ALL HOTEL ROOM RESERVATIONS ARE MADE ONLINE OR VIA TELEPHONE** The hotel booking site is auto-filled with dates 4/16-4/25. Make sure you reserve only the nights for which you will be staying. **Group Code: Coast Guard Combat Veterans Association Reunion. For the Copeland Tower Suites: Hotel Direct: 504-888-9500 or 800-277-7575. Online: <https://www.choicehotels.com/reservations/groups/OC10P2> For the Comfort Inn Hotel at Hotel Direct: 504-526-4595 or 800-277-7575. Online: <https://www.choicehotels.com/reservations/groups/QX7016>**

Mail registration to:
Armed Forces Reunion, Inc.
322 Madison Mews
Norfolk, VA 23510
ATT: CGCVA

OFFICE USE ONLY

Check# _____ Date Received _____
Inputted _____ Nametag Completed _____

CUT-OFF DATE IS MARCH 19, 2021	PRICE PER PERSON	INDICATE NUMBER OF SELECTED MEALS	TOTAL AMOUNT
<u>MEALS</u>			
Wednesday Business Luncheon (CGCVA Members Only) <i>Choose entrée' listed below & indicate number at right</i>			
Chicken Piccata w/ Lemon-Butter & Capers	\$30		\$
Roasted Pork Loin with Gravy	\$30		\$
Wednesday Auxiliary & Friendship Luncheon (Open to all) <i>Choose entrée' listed below & indicate number at right</i>			
Chicken Piccata with Lemon-Butter and Capers	\$30		\$
Roasted Pork Loin with Gravy	\$30		\$
Thursday Banquet and Awards Dinner <i>Choose entrée' listed below & indicate number at right</i>			
10 oz Ribeye Steak	\$55		\$
Redfish Monica topped with Crawfish Creme	\$55		\$
Chicken Parmesan	\$55		\$
MANDATORY REGISTRATION FEE Includes Hospitality Room and Administrative Expenses	\$40		\$
Total Amount Payable to ARMED FORCES REUNION, INC. DO NOT STAPLE OR TAPE YOUR PAYMENT TO THIS FORM			\$

PLEASE PRINT

NAME (FOR NAMETAGS) _____ WHEELCHAIR USE Y _____ N _____
 SPOUSE NAME _____ WHEELCHAIR USE Y _____ N _____
 GUEST NAME _____ WHEELCHAIR USE Y _____ N _____
 STREET ADDRESS _____
 CITY, STATE, ZIP _____ PHONE (____) _____
 DISABILITY / DIETARY / RESTRICTIONS _____
 EMERGENCY CONTACT _____ PHONE (____) _____
 ARRIVAL DATE _____ DEPARTURE DATE _____
 ARE YOU STAYING AT THE HOTEL? Y _____ N _____ ARE YOU FLYING? _____ DRIVING? _____ R/V? _____

For refunds and cancellations, please refer to our policies outlined at the bottom of the reunion program.

CANCELLATIONS WILL ONLY BE TAKEN MONDAY THRU FRIDAY 9:00AM-5:00PM EASTERN TIME (excluding holidays)

Call (757) 635-6401 to cancel reunion activities and obtain your cancellation code

FEATURED ARTICLE

COAST GUARD LAW ENFORCEMENT DETACHMENTS (LEDETS) IN THE 1991 GULF WAR

By Scott McKinley, RADM, USCGR (ret) (LM)

During the late 1980's the Coast Guard utilized Law Enforcement Detachments, (LEDETS) as one of the methods for executing the Coast Guard's law enforcement mission. There were about a dozen LEDETS consisting of 5-7 law enforcement trained personnel attached to various Groups and District offices. The typical LEDET was tasked to deploy on U.S. Navy ships to conduct counter narcotics operations in the Caribbean operating area to include the Pacific Ocean off of Central and South America. Deployments typically lasted anywhere from two weeks to two months depending on the ship's itinerary. The presence of a Coast Guard LEDET onboard a Navy ship legally allowed the Navy ship to enforce U.S. laws on American vessels and through bilateral agreements, on most other vessels as well.

After Iraq invaded Kuwait in August, 1990, an International Coalition formed under the leadership of the U.S. The United Nations enacted various diplomatic means to include embargos on food and weapons imports and sanctions to pressure Iraq to withdraw from Kuwait. It was primarily the desire of the military to enforce the embargo on Iraq that Coast Guard LEDETS were ordered up to deploy to the Middle East. In October 1990, I was the Team Leader for LEDET 5B out of Group Cape Hatteras. We received orders to proceed to Governor's Island (GI) for CBR training. My team consisted of BM1 Bob Forrester, MK2 Paul Myers and BM2 Tom Morgan and myself. After several days at GI learning how to don MOPP gear and gas masks, we flew to Bahrain the home base for the Navy's Fifth Fleet.

There were approximately ten or so other Coast Guard LEDETS in Bahrain, when we arrived. The majority of the teams were assigned to Navy ships



25 mm chain gun familiarization
RADM McKinley (then LTJG) is on the right

operating in the Red Sea. Three teams, including LEDET 5B, were assigned to ships operating in the Northern Arabian Gulf. The next day we boarded a Navy C2 aircraft and flew out to the aircraft carrier USS MIDWAY, CV-41. It was an eye-opening experience to land on a carrier that was on a wartime footing. The MIDWAY was an old non-nuclear carrier that was commissioned in September 1945. The carrier conducted flight operations around the clock making for a very loud ship! We spent several days onboard as the carrier maneuvered to get closer to several smaller Navy ships where our LEDET teams were flown by helicopter out to our assigned ships. LEDET 5B was assigned to the USS GOLDSBOROUGH, DDG-20, an older, smaller Adams Class Destroyer.

Our LEDET team quickly fell into the ship's routine which included regular GQ drills. During GQ, I was assigned a watch station in CIC and my team members helped man the 25mm 'chain guns'.

After two weeks onboard, we received word that the GOLDSBOROUGH was getting ready to outchop and depart for their homeport. We were again picked up by a helicopter and transferred to the USS FIFE, DD-991, a newer, larger (437') Spruance Class Destroyer armed with Tomahawk

FEATURED ARTICLE

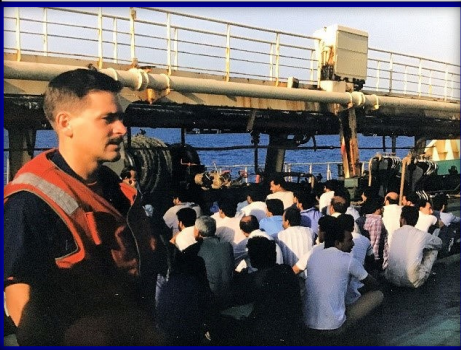
missiles. Our LEDET team again fell into the ship's routine. Our four-person Coast Guard LEDET was augmented with 15 Navy personnel to increase our capability in case we encountered large crews on ships. We cross trained with each other extensively. We received word that the LEDET teams operating in the Red Sea were conducting many boardings, sometimes up to 15 a day due to the large numbers of ships transiting the Red Sea. The Northern Arabian Gulf however had very little shipping traffic. Our LEDET team learned that several Iraqi flagged ships were thought to be possibly trying to defy the embargo and ship banned goods/weapons into the port of Basra, Iraq. The FIFE patrolled the Arabian Gulf at a very slow 5 knot pace. We had to be on constant watch for floating mines. Lookouts spotted several floating mines, one of which was 500 yards from the ship. EOD personnel rigged the mines to explode to eliminate the threat to shipping. A fair number of the ship's company whose berthing was below the water line

began sleeping in the helo hanger.

Several days later on December 26, 1990, we received intel that the Iraqi Flagged IBN KHALDOON, an 11,333 ton ship was

Northern Arabian Gulf. Comms with the ship's master indicated he had an Iraqi crew of 40 and 240 'civilians' onboard. The IBN KHALDOON was ordered to slow and prepare to be boarded. The master refused to slow the ship to a speed that would enable small boats to approach. After 30 minutes of repeated orders, the OLENDORF and ADELAIDE fired warning shots across the bow of the IBN KHALDOON. The ship ignored the warning shots and continued on its course and speed toward Basra, Iraq.

Shortly thereafter, a Navy SEAL team onboard OLENDORF took off in two helicopters and fast roped to the deck of IBN KHALDOON. Soon after, the ship slowed and word went out on the 1MC for our boarding team to prepare to board the IBN KHALDOON via helicopter. Our joint Coast Guard/Navy boarding team was lowered from the helicopter to the deck of the IBN KHALDOON. Most of the ship's 40 Iraqi crew were corralled on deck by the Navy SEALs and Australian forces. Our boarding team proceeded to the bridge and began what turned out to be a very long boarding. An Australian boarding team worked with us to complete a systematic search of the ship. There were 240 civilians onboard that were essentially protesters of the Coalition efforts against Iraq, several were pregnant. There were numerous nationalities to include several Americans onboard. The U.S. Navy and Australian security forces kept watch on the crew and passengers while the boarding parties conducted the boarding. Numerous items, primarily food that were against the embargo were discovered onboard. The ship's master was told he could not proceed to Iraq and had to find a neutral port to offload his cargo. The negotiations to find a port that would accept the IBN KHALDOON lasted four days. The USS FIFE and other coalition ships stayed in visual contact with the IBN KHALDOON during those seven days until Oman agreed to allow the IBN KHALDOON to offload in one of their ports.



**Iraqi crew secured on the of
IBN KHALDOON**

Photo: by RADM McKinley

heading to Basra with contraband in defiance of the U.N. embargo. The order went out for a Multinational force of ships to intercept and board the IBN KHALDOON. The USS FIFE, USS OLENDORF and the HMAS ADELAIDE, an Australian guided missile frigate, and several other ships intercepted the IBN KHALDOON in the

FEATURED ARTICLE

On December 30, 1990, the USS FIFE and five other Coalition warships were directed to intercept the Iraqi flagged ship, AIN ZALAH. A very similar scenario unfolded with the master of the ship refusing to stop for a boarding and shots were fired across the bow with negative effect.



**Joint Coast Guard / Navy
Boarding Team**
~ Photo: by RADM McKinley

Eventually, a U.S. Marine Recon team fast roped down to the ship bringing it to a slow enough speed for our boarding party to board the ship. The boarding of the

AIN ZALAH revealed that she was not carrying any prohibited cargo and the ship was allowed to proceed to Basra, Iraq.

As tensions in the Gulf heightened, it was rumored that a huge amphibious assault was going to occur on Iraq from the numerous Coalition war ships in the Northern Arabian Gulf. As a result, very little commercial shipping ventured into the

Gulf in January. The boarding of the AIN ZALAH was to be our last boarding.

On January 17, 1991, the Coalition aerial assault began on Iraq after the deadline to withdrawal from Kuwait came and went. The USS FIFE went to full battle stations in the late evening of January 17th and the ship began four days of combat operations, launching 61 Tomahawk missiles as the Gulf War began in earnest. On February 3, 1991, our LEDET team of four Coast Guardsmen departed the USS FIFE by helicopter enroute to Bahrain. During the hour-long flight, we could see the numerous burning oil fields that had been set ablaze by fleeing Iraqi troops. We arrived in Bahrain to await a transport plane back to the States.

It turned out that we had one more surprise before we left the Middle East. We had to turn in our CBR gear before we entered the air terminal. Shortly thereafter, a chemical attack alarm began blaring a warning of a possible inbound SCUD attack. We stood there looking at each other with not much else to do. Luckily, it was a false alarm and we boarded an Air Force C-5 for a flight to Spain and onward to the U.S. ~ **Semper Paratus**

PSU-301(A) 30th REUNION

PSU-301(A) of Buffalo, NY, will be commemorating the 30 years since their deployment to the Middle East in support of Operation Desert Shield/Desert Storm with a reunion in Buffalo, scheduled for the weekend of September 25th and 26th, 2020. Depending on interest, other events will be planned like a golf outing, a cruise aboard Miss Buffalo or the Buffalo Fireboat EDWARD COTTER or a tour of the Buffalo water front. On Saturday evening, a dinner is planned at Sole at Woodlawn Beach on Lake Erie for \$75/pp with a four-hour open bar. If interested, contact **Jim Cudney** at cubby51@aol.com for more information and to RSVP. You can participate in all events or just the Saturday evening dinner.



FEATURED ARTICLES

PORT SECURITY UNIT 301—BUFFALO DESERT SHIELD-DESERT STORM SEPTEMBER 26, 1990 TO MARCH 17, 1991

By PS1 Jim Cudney, PSU-301 Coxswain

ACTIVATION—SEPTEMBER 18, 1990

Prior to August 1990 if you had asked any PSU member if they would have ever thought that a PSU would be mobilized for OCONUS deployment, it would have been considered unlikely. However, with the invasion of Kuwait by Iraq on August 2, 1990, it quickly became obvious that a mobilization and deployment was about to occur.

PSU-301 personnel were given last minute training orders to report to Camp Perry, OH, on August 19th to begin high-intensity training for a possible deployment. Personnel were issued the desert "Chocolate Chips" battle dress uniforms (BDU), 782 gear, gas mask and the Mission



Oriented Protective Posture (MOPP) suits, necessary for protecting the wearer from chemical and biological warfare agents, which really hit home.

After the completion of the training, we all returned home and the majority of us began making plans and putting our affairs in order in preparation if the activation occurred. The anticipation ended when most of us received a call on Tuesday, September 18, 1990, from LT. Bruce Bruni, advising us that we were mobilized and were to report to Niagara Falls Air Force base on September 21st for travel to Camp Perry for additional training and then travel to the theatre of operations.

Our return to Camp Perry made us realize that this was the real deal. We received medical exams and inoculations, additional CBR training and final arrangements for transit to Saudi Arabia were made.

The unit was split into three sections, with an USAF C-141 for each group. The flight to Saudi Arabia was a blur and uneventful. Other than being very loud, we slept much of the twenty-two hours with refueling stops in Dover, Delaware and Rota, Spain, along the way.

IN COUNTRY —SEPTEMBER 26, 1990

I don't remember the name of the airport where we landed in Saudi Arabia in the early afternoon the next day, only that it was about twenty miles from the port of Al Jubail. But what I do remember was the intense blast-furnace like heat when they opened the ramp of the C-141 and the U. S. Marines passionately directing us to unload, gather up our equipment and move out. Exiting the plane brought another reality to us when we saw the small airport terminal surrounded with sandbags, Marine Cobra helicopters and a hectic, but controlled effort for us to get our equipment loaded on trucks with our Transportable Port Security Boats (TPSB) in tow, for caravanning to the port of Al Jubail.

Upon arrival at the port, we immediately established a command post on the pier and set up comms. The rest of the week was spent determining stationary posts, coordinating operational activities, boat crew assignments and Maritime Security (MARSEC) patrol responsibilities. Additionally, a Navy EOD unit set up camp within ours. It really hit home for all of us the next day, when the USMC Top Sergeant briefed us on the evacuation plan and the limited ability we had at that time to defend our position, if the Iraqis pushed south of the Kuwait border, which was about 150 miles north of the port. Besides us, the only other units there at the time were Marine Expeditionary Force (MEF 1), a small Navy Seabee cargo handler detachment and some members of the 82nd airborne.

DESERT SHIELD—OCTOBER THROUGH NOVEMBER

October through November was extremely

FEATURED ARTICLES

busy as we conducted regular patrols of the inner harbor and the safety and security zones that were located outside of the break wall. These patrols resulted in numerous interdictions of suspicious contacts and the occasional boardings and searches of watercraft. We also assisted EOD with placement of sonar buoys and support activity. It was very reassuring at the end of October when the Military Sea Transportation Service (MSTS) Ships as well as other Military and Commercial Cargo ships began arriving with various armaments, ammunition, equipment, tanks and helicopters. This necessitated an additional duty for our unit to meet these ships out in the Persian Gulf, and escort them into the port while protecting them from any potential interdiction or adverse action along the way. To say it was a morale booster to see all the tanks being unloaded, helicopters outfitted and staged, and support equipment deployed, could never be understated. As we brought the ships in and stood by as they off loaded their important and vital cargo, we also identified the ability to utilize the discarded dunnage that was left on the pier. As we began to stockpile the dunnage, many members came up with ideas on what could supplement our operational situation and improve our living conditions.

FINAL PREPARATION FOR WAR DECEMBER THROUGH JANUARY 17, 1991

Besides maintaining a high level of unit



**Boathouse
construction
begins**

readiness and meeting all operation concerns and responsibilities, the period from early December to January 17th when Desert Storm commenced saw a total unit effort in identifying and initiating building



**PSU-301
boathouse with
observation and
sun deck**

projects. The dunnage we stockpiled was made up of mostly 4" by 4" by 8 feet unfinished lumber and 2" by 12" by 10 feet finished planking. MCPO Bill Vahey made some great contacts with the Seabee Senior Chief down the road from us and they also assisted us in providing power tools, circular saw blades, sheets of plywood and related construction equipment and tools.

Our first project was our boathouse. We asked Boat Ops Chief Jim "Catfish" Terry for his input and presented our idea to the CO, CDR Scott McCone. He



**BOSN2 Ron Ott working his
marlinspike skills inside**

gave us a quizzical look but agreed for us to proceed. We immediately began framing the boathouse with the 4" by 4" unfinished lumber. We also used the 4" by 4" lumber as cross beams with supplementation by the 2" by 12" planking. To say the least, this boat house was as structurally sound as any building ever built of wood and could have easily withstood a direct hit by a grenade.

We also built a chart table inside, a briefing area with benches and storage shelving. BOSN2 Ron Ott finished it off with hanging a classic boatswain knot from an overhead cross beam.

Our second project was a recreation and weight room, quickly followed by a third, the chow hall,

FEATURED ARTICLES



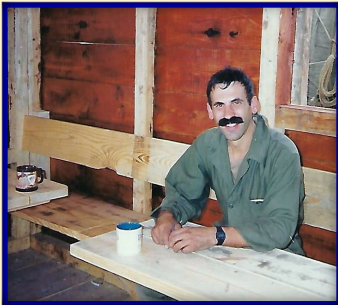
Left: PS1 Kenny Bienko atop the chow hall
Right: Inside seating designed by
MK1 Steve Boucheron

which we had framed and walled in three days.

MK1 Steve Boucheron, a master cabinet maker in civilian life, offered to finish off the inside of the chow hall by building a kitchen and serving area and booths similar to a standard fast food restaurant.

Posters of snowy mountain ski resorts decorated the

MK1
Steve
Boucheron
enjoying
his well-
deserved
coffee



chow
hall's
walls.

To
free up
more
room in
the

crew's tents, we then put up a shed for use as Officers' quarters, with one side for Officers and a smaller area on the back side for our three female members. I don't have enough space in this article to recognize everyone who contributed to all these efforts but I would be remiss not to at least mention and thank MK3 Tom O'Brien for his carpentry wizardry and our unit procurement specialist PS2 Dan Dill.

Finally, in January, a new Marine Unit arrived, setting up camp about a mile down the pier from us. One day, while we were working on one of our buildings, the CO of the unit stopped by with some of his troops and asked us if we could loan them some lumber and assist them in setting up their

camp. We knew a couple of ammo ships would be coming in the next day and asked him to have his Top Sgt. come by the next morning with a couple of trucks and we would coordinate an effort with him. The following day the Top came by with a flatbed and pickup truck, with twenty-five marines ready to work. We had already stockpiled enough lumber to get them started and we loaded up their trucks. PS1 Kenny Bienko started laying out flooring and framing the buildings, while providing helpful instructions to help the Marines take ownership. I took ten Marines with me in the flatbed truck to the pier and filled the truck with discarded dunnage as the ammo ships were off loaded. When we arrived back at the camp with a treasure trove of lumber, we were amazed that Kenny and his Marines already had three buildings floored, framed and only waiting on more lumber. After assisting them for another couple of hours, and seeing the Marines had it under control, we turned it over to Top Sgt.

A week later the Top Sgt. came down and said the Colonel wanted to show his appreciation and wanted to know what he could do to assist our unit. We knew a lot of our guys were feeling the wear and tear on the boats, with the January and February rough weather, so we asked our Boats Chief if the Marines could help supplement our boat crews. The Colonel was more than happy to provide us three

PSU-301 crews
assisting Marines
with constructing
buildings for their
use



The foundation
(above) is started
with PS1 Kenny
Bienko supervising
and nearly finished
on the left

FEATURED ARTICLES

Marines per shift from then on, one for each underway boat. To say the least, not only did the young Marines like supplementing our boat crews, they also enjoyed cleaning the M60 (7.62 mm) and the M2 (.50 caliber) machine guns after every shift



**Christmas 1990—Al Jubail
Crews relaxing around the Christmas tree**

(a chore we all had enough of), and all of us will gladly acknowledge they were very good at it.

DESERT STORM COMMENCES JANUARY 17 TO FEBRUARY 28, 1991

We were all very relieved when the air strikes started as the waiting for the unknown had become



Crews preparing for patrol

very stressful. All day long and all night long, when the military jets and helicopters flew over us to the Kuwait border, we knew the end was within the foreseeable future. Except for all the SCUD

missiles being launched our way, many of them going over our heads, one landing within 100 yards of an ammo ship, about 1,000 yards across the water from our camp, we continued to professionally meet all of our operational responsibilities. Our prior chemical warfare training was now paying off as we regularly donned our MOPP suits as the gas alarms went off, requiring us to wear them for hours until the all clear was sounded. The ground war started five weeks later with the Allied Forces doing a remarkable job in



**MK2 Mark Kopera and BM1 Gerard
Newman standing by to get underway**

ending the war four days after that.

MISSION COMPLETE PSU 301(A) RELIEVED BY PSU 301(B)

After the ground war concluded and units began restaging in Al Jubail, PSU 301 continued to make many friends. One day, Jim Smith came by with three Gurkhas he had met. Many of us never heard of the Gurkhas before, but we were all immediately impressed by their commitment to excellence, passion and professionalism. Later, we found out they were members of the British Royal Forces and were from Nepal. Other than being a Sherpa guide and climbing Mount Everest, they had been selected to serve as Gurkhas, one of Nepal's highest honors.

We also met a few Scottish Highlander Bagpiper

FEATURED ARTICLES

Warriors who had relocated to our area. As our operations began to wind down and our relief crews arrived, the pipers would come to our camp and play their pipes. To say the least, the time was perfect and we thoroughly enjoyed this camaraderie in addition to the great music. In fact, when their Sgt Major found out that there was going to be a change of command ceremony two days later, he offered to honor our unit by piping us off during the event. I don't know for sure, but I don't believe that there was a dry eye in the unit as he promenaded in front of us while piping, "Going Home."



Sgt Major of the Scottish Highlanders piping PSU301(A) home as they were relieved by PSU301(B)

RETURNING HOME

Although the trip over to Saudi Arabia was organized and methodical, the trip back home became almost a free-for-all. I don't know how many different planes the members of our unit left on, but I do know that the twenty guys that left with me finally got on a plane twenty-four hours after the first group left. Our route took us to Shannon, Ireland, for a quick refuel (and a few quick beers for everyone at the Shannon airport bar) before landing in Bangor, Maine, in the very early morning hours. The welcome in Bangor was incredible, with hundreds of people holding American flags and thanking us for our service.



Bangor, Maine, airport terminal

Although it felt great, it was also somewhat bitter-sweet, in that as a former Vietnam Vet, I could only feel sadness for all my fellow Vietnam Vets that were not provided with that same respect and gratitude the many years earlier. We were then quickly loaded on a USCG C-130 for a flight to



The last flight of our long homeward trip on our way from Bangor to Governor's Island

New Jersey and then transported to Governors Island for an emotional reunion with the rest of the unit members. After the three-day debriefing, medical exams and out processing, we returned to our homes with the satisfaction of a job well done.
~ **Semper Paratus.** *All photos by PSU-301.*

FEATURED ARTICLES

Gulf War: Coast Guard Aviators Battled Saddam Hussein's Oil Spill

By Robert F. Doerr, USAF (ret) condensed from Defense Media Network article, February 13, 2011

Coast Guard aviation gained abrupt visibility during Operation Desert Storm when the service's sole VC-11A Gulfstream II transport – with its handy serial number, 01 – arrived in Saudi Arabia on Jan. 27, 1991, carrying an interagency team of oil spill experts. Saddam Hussein's Iraqi army was seeking to pollute the Persian Gulf by pouring oil into it, an effort only partly stymied when Air Force F-111F Aardvarks bombed the source of the deliberate spill.

In the middle of a full-scale war, known in the United States as Operation Desert Storm, a giant slick was spreading rapidly, wreaking environmental havoc and threatening Saudi desalinization plants that supplied potable water for coalition troops. "Coast Guard Zero One" brought in experts from various U.S. government branches to assist Saudi Arabian officials in policing the oil-slick mess.

Based on this team's recommendations, two HU-25B Guardians from Coast Guard Air Station Cape Cod, MA, were dispatched Feb. 13, 1991, supported by two HC-130H transports Hercules from CGAS Clearwater, FL.

The support "Herks" brought in supplies and returned to the United States Feb. 25. Meanwhile, Coast Guard officers had to brief the press about the Guardian, a version of the twin-engined Falcon 20F executive jet.

Capt. Paul Garrity led the HU-25B detachment, which was supported by 25 Coast Guardsmen. Pilot Cmdr. Tom Seckler described the HU-25B mission: "Our HU-25B models had hard points and sensors for the Aireye oil-detection system. Our three HU-25Bs made up our 'national response unit' for

major oil spills. They had AN/APS-127 forward-looking radar, a drop hatch, and large search windows. They also had the Aireye sensor, which uses APS-131 side-looking airborne radar, optimized for oil spill detection."

Seckler continued, "The basic principle is simple: We look for the absence of 'sea state.' To find oil, you need wind to whip up a little bit of chop. Any oil, even the thinnest oil, will calm down a moving ocean enough that we can see it. The side-looking radar then provides a picture. You get an actual picture of an oil spill, not something that looks like an image on a radar screen."

The HU-25B had five crew positions – pilot, co-pilot, drop master, and two sensor operators. On some missions, the plane carried a Coast Guard or National Oceanic and Atmospheric Administration scientist as a technical observer. Operating from Saudi and Bahraini airfields, the HU-25Bs carried local experts as well.

Hussein's ecological war on the Persian Gulf worked much like any other major oil spills. Added Seckler, "As the oil begins to come out and spread, the dynamics of how it spreads is really sophisticated. We coordinated with containment and cleanup experts and specialists in oceanography and acted as a sensor gatherer for them. We made trajectory maps which showed not only where the oil was but where it was going. We also used ultraviolet and infrared sensors to 'type' the oil and observe temperature differences. The HU-25B also had a KS-87B photo-recce camera mounted just forward of the crew entrance door which helped with every aspect of this work."

The HU-25Bs in the Persian Gulf completed their oil spill work and departed the region on April 30, 1991, about two months after the fighting ended.



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These ballcaps were sold at the 2019 reunion. They are Flexfit 6530 in a Coast Guard blue. Sizes L-XL, S-M
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THE ENCOUNTER: PSU302 BY DARRELL ORWIG

The Coast Guard crew of a Port Security Unit (PSU) assigned to a "Raider" boat prepares to board a fishing vessel in the Persian Gulf during Operation Desert Storm in 1991.