



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 Corporation 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 30, Number 2

Summer 2015

Happy 225th Birthday United States Coast Guard

Festivities Across the Nation Celebrate Service's Rich History; Exciting and Challenging Future

I'm sure many CGCVA members across the country participated in some form of event celebrating the 225th anniversary of the Coast Guard, whether it was attending a Coast Guard Day picnic, traveling to Grand Haven, Mich., for their annual parade and celebration, or simply taking a moment to reflect on their time in service and making a toast with shipmates or remembering them.

For my wife, Mare, and myself, we were honored to be invited to Coast



Department of Homeland Security Secretary Jeh Johnson, Coast Guard Commandant Adm. Paul Zukunft, Postmaster General Megan Brennan and Master Chief Petty Officer of the Coast Guard Steven Cantrell participate in a dedication of the Postal Service's U.S. Coast Guard Forever stamp on Aug. 4th. The U.S. Coast Guard celebrated its 225th anniversary at the Coast Guard's Douglas A. Munro Headquarters in Washington. The U.S. Postal Service commemorated the Coast Guard's 225 years of service to the nation by creating a Forever Stamp to honor its role in protecting the security of the nation and advancing vital U.S. maritime interests. (photo by PO2 Patrick Kelley)

Guard Headquarters for a special ceremony commemorating the Coast Guard's 225 years of service and the unveiling of the new U.S. Coast Guard "forever" stamp.

The one-hour program included remarks by Secretary of Homeland Security Jeh Johnson, Postmaster General Megan Brennan, Coast Guard Commandant Adm. Paul Zukunft and MCPO-CG Steven Cantrell.

A dozen postal employees, each stocked with sheets of the new Coast Guard stamp, first-day issue envelopes

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Coast Guard Combat Veterans Association

ELECTED OFFICERS

National President — Michael Placencia, LM
National Vice President — Stephen Petersen, LM
National Secretary/Treasurer — Gary Sherman, LM,

BOARD OF TRUSTEES

Chairman — PNP Ed Swift, LM
Two-Term — Bruce Bruni, LM & Robert Macleod, LM
One-Term — William Figone, LM & Floyd Hampton, LM

ADMINISTRATIVE OFFICE*

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*use the Administrative Office for contact with the CGCVA on all matters except *QD Log* submissions.

THE QUARTERDECK LOG

Editor In Chief — PNP Ed Swift, LM
(Send submissions to swiftie1@verizon.net)

AUXILIARY OFFICERS

National President — Betty Schambeau
National Vice President — Beverly Johnson
National Secretary/Treasurer — Mimi Placencia

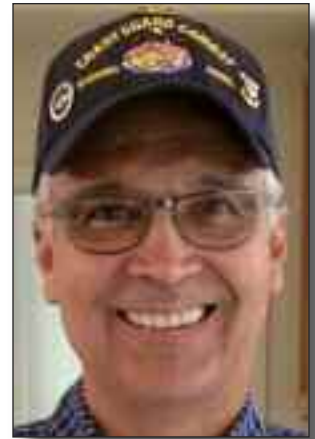
APPOINTED OFFICERS

By-Laws — Thomas W. Hart, LM; **Convention Planners** — Steve Petersen, LM, Mike Placencia, LM; **Membership** — PNP Joe Kleinpeter, LM; **Parliamentarian** — Terry Lee, LM; **Historian** — PNP Paul C. Scotti, LM; **Service Officers** — Thomas Huckelberry, LM; Richard Hogan, Jr., LM, and Floyd Hampton, LM; **Budget Director** — Gary Sherman, LM; **Chaplain** — Vince Patton, LM; **Master at Arms** — Ed Floyd, LM; **Webmaster** — Richard Ames; **Nominating Chairman** — Bill Figone, LM; **Cape May Liaison** — Terry Lee, LM; **Investment Committee** — Gary Sherman, LM; Steve Day, PNP Joe Kleinpeter, and Ernest “Swede” Johnson, LM

From the President

Greetings Shipmates

Its been barely two months since the reunion in Buffalo, but the memory is very much alive. This is because we are still receiving kudos from those who attended. Past National President and our *Quarterdeck Log* Editor in Chief, gave all of us an outstanding issue with the reunion as its center piece. It was well attended and financially rewarding for the Association. It won't be long before VP and Reunion Co-Chair Steve Petersen and I get down to drawing plans for 2017. Any ideas?



Mike Placencia

As you know, the Coast Guard and the Association have become partners in the 50th commemoration of the Vietnam Veteran. We reported in the last issue of a Vietnam Veterans event at CG Headquarters. In June, I attended another such event sponsored by the *CGC Waesche* and held on its flight deck. It was an honor to represent the Association as a program speaker and we had quite a



(L to R) Commander Michael Cilenti, CGC Waesche XO; CGCVA Trustee Bill Figone holding Chieu Hoi; and Ensign Scott Pratz

Next QD Log deadline is November 1, 2015. Please email articles and photos to the editor at: swiftie1@verizon.net

From the President (cont.)

number of members attend. Bravo Zulu to Ens. Scott Pratz who coordinated the event and to the *Waesche's* XO, Cdr. Michael Cilenti as the master of ceremonies. Also making an appearance was Chieu Hoi. Association Trustee Bill Figone transported our dear mascot from Buffalo to the Bay Area. We brought Chieu Hoi on board for story telling and a photo op. He was a big hit. A post script to the event, the *Waesche* CO, Capt. Bob Hendrickson, became a CGCVA member. On the way home, I temporarily transferred custody of Chieu Hoi to co-guardian Mike Seward.

National Vice President Steve Petersen and I have been

working on the 2015-2017 program objectives. We will continue our involvement with the Yellow Ribbon Program, increasing our participation with the 50th commemoration of the Vietnam Veteran, and attending commissioning ceremonies for the Fast Response Cutters named after Coast Guard combat veterans. On the horizon, we will address the scholarship program, corporate sponsorships and the naming the CGCVA Person of the Year.

Its an exciting time for the Association. Thanks for your support.

Yours in service,

Michael Placencia

From the Vice President



Steve Petersen

Ahoy Shipmates

I purposely omitted my Vice Presidents article from the spring issue of the *QD Log* knowing that our super editor had mucho material and photos depicting a very successful Buffalo Reunion. Great issue Swifty!

Thank you for electing me as Association V.P. for a second term. Mike and I have already laid out an aggressive agenda for the next two years.

Congratulations to new Trustees, Robert Macleod and Bruce Bruni; full crew again and ready to sail. Thanks go to our main bartenders, Dave Andrus and Ed Floyd, and all the others that filled in for MIA Scott Andrus. I think that this is the first time Scott has missed in many years. Betty Schambeau and her crew did an outstanding job with the silent auction and provided great refreshments. Going to be hard to top this! For the Association members and guests that pitched in to help solve scheduling problems, Bravo Zulu! Two long-standing members (Trustees) unfortunately ended up on the Binnacle List following the reunion, but at last report are doing fine. Florida member Jim (Flag Bag) Fay is at it again... His nautical term for this issue is ARGOSY. He got me on that

one, but now I know.

Guess who got the special 30-year anniversary CGCVA banner from the auction to hang in his garage. Yep, it's the guy on last issue's front cover, on the far right. Nice keepsake Bill.

A note to all members — please think about donating any uniform items (regardless of the era), that you have no further need for. This is a new project designed to put our Service in better perspective to the public, especially our combat involvement. As Coast Guard uniforms are received and assembled, they will be forwarded to various military museums to be part of their U.S. military displays. These items can be forwarded to me at P.O. Box 128, Pettus, TX 78146.

And it's not too early to start relaying your requests for sites to hold the 2017 reunion. We book the event about a year in advance and are considering sites west of the Mississippi River. You can pass along your ideas to me at petersenspastpumps@hotmail.com.

Smooth Sailing!

Steve Petersen

CGCVA Service Officers

Tom Huckelberry (239-947-5499)
email: hucksandy@embarqmail.com

Floyd "Butch" Hampton (252-338-1996)
email: poppopof2@hotmail.com

Richard Hogan, Jr., (314-552-9888)
email: Richard.HoganJr@va.gov

*The early bird may get the worm, but
the second mouse gets the cheese.*

From the Secretary/Treasurer

Eliminate the Middle Man

I know you've all heard that phrase before. And you know I'm a stickler for saving time and money. That being said, if you have an interesting sea story or anecdote that you feel is worthy of consideration for publication in the *Quarterdeck Log*, please submit that article, photo, drawing and/or other information directly to our editor, PNP Ed Swift, at 13602 Lindendale Road, Dale City, VA 22193-4308. Digital photos and electronic articles (which are preferred) can be sent to the *QD Log* Editor at: swiftie1@verizon.net. This will help Ed get your information much faster than if you send it to me at the Association's administrative office. Ed will select the best submissions and use them in the magazine. As your National Secretary/Treasurer, I have very little to do with our great publication and I don't want to hold up the process of getting information directly to Ed. We have the best military association magazine in circulation today and your sea stories and personal accounts (and Ed Swift's magic) make it great!

The QD Log Boosters Club is Alive and Well

Every week I get mail from our members and many of those letters include checks for the Quarterdeck Log Boosters

Club. I don't remember who the genius was who came up with this program (I believe it was a retired chief at the Tampa, Florida reunion), but the Boosters has really helped keep our Association alive through the generosity of both regular and life members, who have answered the call. We've lost a great number of members who have crossed the bar and the Quarterdeck Log Boosters Club has been a terrific blessing to this association! On behalf of the officers and trustees, we thank all of you who have given and keep on giving to this association! Thank you! Hope you all enjoyed a wonderful Coast Guard Day on our 225th anniversary.



Gary Sherman

Gary Sherman

From the Editor

QD Log Submissions

To follow up on Gary's "Eliminate the Middle Man" article, I can always use material for "your" magazine. At present, I have used nearly all submitted feature stories but I can always use news of upcoming reunions and articles about what you, as a CGCVA member, have been doing. If you represent the association at an activity, do a wrap-up article and send it my way, preferably with a photo or two. Let everyone else know what you've been up to.

Over the past 20-plus years as *QD Log* editor I have included articles, photos and features on Coast Guard combat history, past and present, but I can use more. So, if you've got a story to tell and some photos to go with it, please send it directly to me and I will do my best to make it a part of an upcoming issue. Your stories are the reason our magazine is so popular!

Swift

Welcome New Members

New Member (Sponsor)

LM Paul A. Cornier (Karl Leonard)
LM Dennis B. Duprey (Floyd Hampton)
Daniel A. Galena (Mike Placencia)
Donald Hartmayer (VADM Steve Day)
Edward A. Hludzenski (Bruce Bruni)
Emir Holmes (Scott Hutcherson)
Katrina C. Hutcherson (Scott Hutcherson)
Harrison A. Ochs (Mike Placencia)
LM John L. Parsons (Bruce Bruni)
Donald M. Scheyer (John Damron)
John M. Caraballo (The Association)
Edward J. Foster (The Association)
John T. Garofolo (Ed Swift)
Robert T. Hanley (The Association)

Crossed The Bar

Edward R. Bartley, LM



(Above) Gerry McGill, Ed Rouse and Jack Drew in front of the Pensacola Veterans Memorial Park.

Greetings All

The “Heroes Among Us” speaker series features local veterans sharing their experiences with others. Jerry and I had the privilege to attend such an event in July hosted by the Marine Corps League of Pensacola, Fla., saluting Northwest Florida residents from all branches of military service. The event is normally held at the Pensacola Veterans Memorial Park but due to incumbent weather it was hosted at Rosie O’Grady’s.

The theme for July was the U.S. Coast Guard and celebrating the service’s 225th anniversary. Guests of honor, both from Pensacola, were SN1/c Jack Drew and Lt. (j.g.) Gerald A. McGill.



(Above) Walter Viglienzzone, Paul and Liz Scotti, Gerry McGill, Betty and Jerry Schambeau.

Jack Drew is a WWII veteran who joined the Coast Guard at the age of 17. Among his duties were serving on the *CGC Crawford* out of San Juan, P.R. on coastal defense and taking part in the naval blockade of the French isle of Martinique.

Gerry McGill, a CGCVA member, was awarded the Bronze Star for heroism in combat operations in Vietnam in 1968 while commanding the *CGC Point Welcome*. He is a Coast Guard Academy graduate and he served aboard *CGC Sebago* in Pensacola. He was inducted into the Academy’s Wall of Gallantry in 2012 and he now practices Maritime Law.

Through the efforts of CGCVA member Capt. Walter Viglienzzone (Ret.), several fellow Coast Guardsmen attended the event, including Lonnie Jones, Bill Hayden and Lonnie Mixon. Also, past CGCVA and Auxiliary Presidents Paul and Liz Scotti. Paul was on the 82-footer when McGill was awarded his Bronze Star. It was really great seeing them again. We all traveled as guests with the speakers as they were honored at a luncheon at the Pensacola Yacht Club, then Ed Rouse invited us to go along to radio and TV station interviews that aired that day prior to the evening event.

Until next quarter, yours truly,

Betty Schambeau



Betty Schambeau



(Above) Past Auxiliary President Liz Scotti with current President Betty Schambeau

VA “Intent To File”

The purpose of the new VA intent to file process is to protect the earliest possible date for any award of benefits or increased benefits resulting from a claim. It allows additional time — one year from the intent to file date — for a claimant to collect all of the information needed to support their claim and file the completed claim with the VA.

This filing process covers the benefit categories of compensation, pension, survivor’s pension and dependency and indemnity compensation. The submissions are on the new “VA form 21-0966, Intent to File a Claim for Compensation and/or Pension, or Survivors Pension and/or DIC.” This is an easy form to complete and requires little information. In Section I, you select the type of benefit you intend to file under. Section 2 is the Claimant’s Identification information: Name, Social Security Number, Veteran’s Name, Veteran’s Social Security Number, Veteran’s Date of Birth, Veteran’s Sex, VA File Number, Current Mailing Address, Telephone Number, and Email address. Section 3 is the declaration of intent and includes:

Claimant’s signature, Date of Signing, and Name of Attorney, Agent or Veterans Service Organization who have the Veteran’s Power of Attorney, POA.

The VA Form 21-0966 can be filed with a VSO (Veterans Service Organization), Electronically (eBenefits), by Phoning the VA Call Center (800-827-1000), the VA Regional Office Public Contact Desk, Mailing, or Faxing. Claimants should always keep a copy of their filings.

Benefits can be awarded retroactively to the date of the medical diagnosis or treatment as long as the intent to file is filed within one year of the diagnosis or treatment and the required completed claim filing is filed within one year of the intent to file claim. The completed claim filing should be submitted using one of the following VA Forms: 21-526EZ “Compensation”, or 21-527EZ “Pension”, or 21-534EZ “Survivors DIC, Death Pension, and/or Accrued Benefits”.

At any given time, the VA will only recognize a single intent to file claim per general benefit category. Claimants could have multiple VA 21-0966 filed claims but each claim would need to be for a different category, such as

3rd Annual Coast Guard Reunion in Minnesota



World War II Coast Guard veterans at the 3rd annual USCG Reunion at Hopkins, Minn., VFW post on June 20, 2015. (Seated l to r) John Seiberz, Herold Neumann, Hugh Van Hatten, Bernie Reistad, Iver Anderson, Bob Barthel, Donald Hecker, Tom Duffy and Russ Olson. The nine WWII members, all in their 90’s, were among 83 Coast Guard veterans at the reunion.

compensation and survivors benefits. Multiple filings at one time for the same benefit category would be rejected and only the first submitted VA 21-0966 would be approved. Once the completed claim is filed, the VA 21-0966 will no longer be active for that benefit category. However, the date of the VA 21-0966 will apply for your completed claim and benefits, if approved, will be retroactive to the VA 21-0966 filing date. If needed, you will then be free to file a new intent to file claim for this category.

(Editor's Note: CGCVA members with VA- or benefit-related questions can also contact one of the CGCVA Service Officers. They are listed on page 4 of this issue.)

CGCVA/Jack Campbell Award

At each graduating boot camp company at Training Center Cape May, N.J., the recruit earning the Physical

Fitness Award is presented a CGCVA watch and certificate, in memory of PNP Jack Campbell who initiated the award several years ago. Due to the amount of member news in the pre- and post-reunion issues, it has been several months since the list of Jack Campbell Physical Fitness Award recipients has been printed in the *QD Log*. The following list includes award recipients dating back to late 2014:

FA Ellington J. Crevier (November 190) of Washington, D.C., reports to CAMSPAC, Point Reyes, Calif.

SN Nicholas A. Tella (Oscar-190) of Providence, R.I., reports to *CGC Tybee*, Woods Hole, Maine.

SN Eric J. Kierney (Papa-190) of Atlantic City, N.J., reports to Detached Duty, Grand Isle, La.

SA Abigayle L. Decrane (Quebec-190) of Cleveland, Ohio, reports to *CGC Sherman*, San Diego, Calif.

SA Daniel R. Hogan (Romeo-190) of Savannah, Ga., reports to *CGC Munro*, Kodiak, Alaska.

QD Log Booster Club

The printing and postage for the *QD Log* is by far the largest expense item we have and it was determined that if every member contributed \$5.00 to the CGCVA each year it would pay for all the expenses that go into the magazine. The idea was hatched at our Tampa Convention and several members contributed at that time, thereby creating the QD Log Boosters Club. Donations can be sent to the Administrative Office (marked as "QD Log 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 we have the best reunion 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 QD Log Boosters Club:

Millennium Hotel	Thomas Patterson	Arnie (Ack) Adams	Elmer Dulong
	Ted Leventini, Jr.	Sy Siegel	

Jon Uithol IMO CGC Point Clear, Vietnam 1965-66

Gene Costill IMO S1/c Robert Costill, USS Joseph T. Dickman (APA-13)

William & Mary Figone IMO Baker Herbert

Terry Carnila IMO Baker Herbert

Roy Spencer IMO shipmates on USS Walter H. Gordon, WWII troop ship

Eric Bruckenthal IMO son Nathan on what would be his 36th birthday

Thanks to all to have become QD Log Booster Club members so far! All contributions are appreciated! And remember, these deductions are tax deductible as we are 501.c.

Notices & Association News

SN Dean R. Bilodeau (Sierra-190) of Boston, Mass., reports to *CGC Munro*, Kodiak, Alaska.

SN Arleigh J. McRae (Tango-190) of Boston, Mass., reports to *CGC Eagle*, Curtis Bay, Md.

FN Stephen Dunn (Uniform-190) of Louisville, Ky., reports to *CGC Thetis*, Key West, Fla.

SA Jeremy A. Nale (Victor-190) of Atlantic City, N.J., reports to Station Little Creek, Norfolk, Va.

SN David J. Feuz (Whiskey-190) of Baltimore, Md.,

reports to Station Jones Beach, Freeport, N.Y.

SA Kylie P. Apostolina (Xray-190) of San Diego, Calif., reports to USCG Ceremonial Honor Guard, Alexandria, Va.

SN Braden J. Mello (Yankee-190) of Portland, Maine, reports to Station Valdez, Alaska.

SN Paul E. Breaux (Zulu-190) of Jacksonville, Fla., reports to USCG Ceremonial Honor Guard, Alexandria, Va.

FN Samuel J. Dannenbring (Alfa-191) of Chicago, Ill.,

The Time New York City Built a Battleship in the Heart of Union Square

In 1917, the U.S. Navy built a full-size battleship in Union Square, New York. It would remain there for the next three years.

Intended as a recruitment and training center, the ship was commissioned as a normal seagoing ship, under the command of Acting Captain C.F. Pierce, and manned by trainee sailors from Newport Training Station. Internally the ship had a wireless station, full officer's quarters, doctor's quarters and examination rooms to access the health of potential candidates.

Constructed from wood, the *USS Recruit* carried two cage masts, a conning tower and a dummy funnel (smokestack). It had six wooden replicas of 14-inch guns housed in three twin turrets. It also had 10 wooden five-inch anti-torpedo boat guns and two replica one-pound saluting guns, matching the configuration of battleships of the time.

According to *Popular Science*, Aug. 1917, "The ship's equipment is that of the up-to-the-minute dreadnought with accommodations on board for day and night life of officers and men.

As a recruiting tool, the ship was very successful, helping to recruit 25,000 men into the U.S. Navy.

World War I ended in 1918, and by 1920 the *Recruit* was no longer needed in Union Square. It was properly decommissioned and dismantled, with the intention of relocating it to Coney Island's Luna Park. This did not occur and the fate of the *Recruit* is unknown.

Amanda Uren

(Editor's Note: This unique historical tidbit was submitted by PNP Joe Kleinpeter who says that trying to do something like that today would either earn you a medal or a lengthy stay in the brig. P.S. Joe probably has the USS Recruit set up in his backyard on Long Island.



Building the USS Recruit in the heart of New York City in 1917. (photo courtesy of Library of Congress)

reports to Station Sturgeon Bay, Wisc.

FA Roberto Ramos (Bravo-191) of San Antonio, Texas, reports to Station Rockland, Maine.

FA Meghan A. Karcher (Charlie-191) of Orlando, Fla., reports to Station Eatons Neck, Northport, N.Y.

SA Giulia Contessotto Pacheco (Delta-191) of Tampa Bay, Fla., reports to ANT Ft. Lauderdale, Dania, Fla.

SA Clay A. Kirkwood (Echo-191) of San Francisco, Calif., reports to Air Station Barbers Point, Kapolei, Hawaii.

SN Timothy J. Margiotta (Foxtrot-191) of Portland, Maine, reports to *CGC Osage*, Sewickley, Pa.

SA Connor J. Dahl (Golf-191) of Memphis, Tenn., reports to *CGC Kukui*, Honolulu, Hawaii.

FN Karl-Erik N. Paulsson (Hotel-191) of San Francisco, Calif., reports to *CGC Boutwell*, San Diego, Calif.

FN Jaimee G. Leon (India-191) of Atlanta, Ga., reports to Marine Safety Unit Morgan City, La.

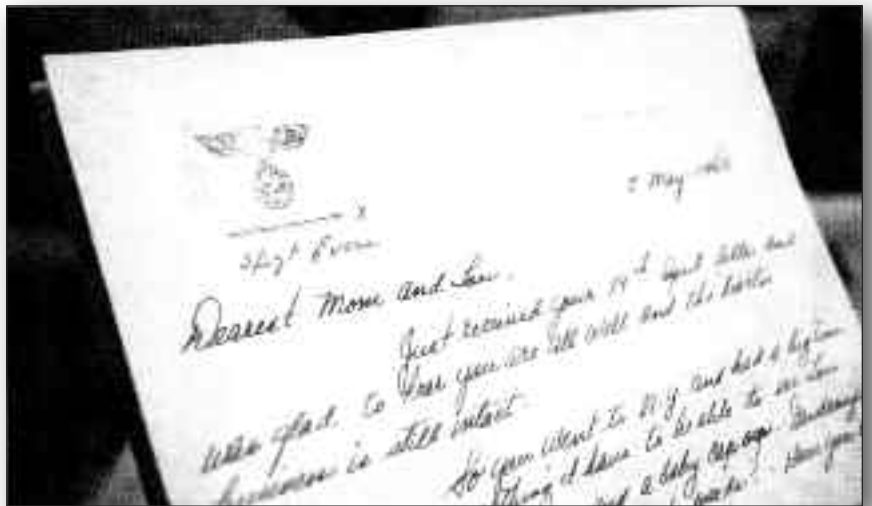
SN Chase D. Shroder (Juliectt-191) of Chesapeake, Va., reports to *CGC Diligence*, Wilmington, N.C.

SN Kimberly D. Martin (Kilo-191) of Philadelphia, Pa., reports to *CGC Joseph Napier*, Key West, Fla.

SN Brandon A. Baudin (Lima-191) of Hollywood, Fla., reports to Station Point Judith, Narragansett, R.I.

A Call for Coast Guard Letters

In 1998, author Andrew Carroll launched the Legacy Project, a campaign to collect war letters to preserve the thoughts and experiences of our nation's service members and their families. This project was inspired by an event that happened when Carroll was in college. During his sophomore year at Columbia University, his family home in Washington D.C. burned down. In condolence for the loss, a distant relative sent Carroll one of his own letters from World War II. This letter, then written by a twenty-three year old P-51 pilot, described the atrocities at Buchenwald, the German concentration camp. Carroll immediately recognized that the letter contained a snapshot of history, and this letter became the catalyst that sparked his Legacy Project. Over the past fifteen years, Americans have shared an estimated 100,000 wartime correspondences with Carroll, and he is donating the entire collection to Chapman University in Orange, Calif., where the project



(Above) Letter by U.S. serviceman Sgt. Horace Evers written on Adolf Hitler's private personal stationery. Evers and his men found the gold-embossed paper in Hitler's apartment while they were setting up a command post in Munich. (photo by C.J. Lin, Stars and Stripes)



(Above) Letter written by a U.S. soldier in Anzio, Italy, during World War II. The letter was stored in the soldier's pack and bears a bullet hole from where he was shot. (photo by C.J. Lin, Stars and Stripes)

has been re-named the Center for American War Letters (CAWL).

On September 19th 2014, while at the Coast Guard Academy, Andrew Carroll spoke to first-class cadets of Dr. Richard Zuczek's Civil War Era class and to fourth-class cadets of Lt.Cdr. Brooke Millard's Introduction to College Communications course. During each presentation Carroll shared a few historical war letters with students, and it was

evident that the cadets were interested in his work as they engaged in his discussion. One of the many interesting letters Carroll shared was a short letter from a U.S. soldier who was in Berlin after the city was captured. This note was written on Adolf Hitler's private stationery, and along with the letter the soldier sent home an intriguing souvenir — a piece of wood from Hitler's desk. Another letter Carroll shared from World War II was written by a soldier in Anzio, Italy. In it he described what it was like to be surrounded by enemy mortar fire, but the message was abruptly cut off. Carroll held up the letter — the yellowed paper had a rather large burn mark right in the middle of it. According to Carroll, the soldier was shot hours after writing the letter, and the bullet went right through the paper. (Fortunately, the soldier survived the incident.) "Letters like this remind us of the life-and death circumstances these men and women faced," Carroll said, "which is why they're so extremely important to save."

"I was very emotionally moved by his presentation to our class," said fourth-class cadet Sylvia Rodriguez-Rios, an international student from Panama. "American wars are only taught in textbooks. By having the opportunity to actually read or hear someone's war story, captured in a letter, offers a new perspective and adds a richer lesson in history." Lt.Cdr. Millard added, "Andrew Carroll's project preserves American history and captures the voices of service members that otherwise would not be heard."

The collection includes few Coast Guard letters. Carroll visited the Academy, just one stop in his cross-country trip to raise awareness of the archive, to persuade cadets to not only talk to their families about the project, but also to look in their own homes for war letters — especially those written by Coast Guardsmen.

Carroll's "priceless treasure" gets a lot of publicity. But the lack of Coast Guard letters in the archive keeps Coast Guard war stories from being heard. We need to turn that tide around to make sure the Coast Guard isn't forgotten as an American military force. Perhaps you know of a letter, tucked away in a drawer or attic chest, which offers a Coast Guard perspective of war or have emails from the more

"The Finest Hours" Movie

The Disney movie "The Finest Hours" tells the story of Bernie Webber and the *SS Pendleton* and *SS Mercer* rescue which occurred in February of 1952, when one of the worst storms to ever hit the East Coast struck New England, damaging an oil tanker off the coast of Cape Cod and literally ripping it in half. On a small lifeboat faced with frigid temperatures and 70-foot high waves, four members of the Coast Guard set out to rescue the more than 30 stranded sailors trapped aboard the rapidly-sinking vessel. The film is scheduled to be released by Walt Disney Pictures in the Disney Digital 3-D, RealD 3D, and IMAX 3D formats on January 29, 2016.



(Editor's Note: This movie will make you even more proud of being a U. S. Coast Guard veteran. Bernie Webber was a CGCVA Life Member until he CTB in 2009. He and his two-man crew set the bar pretty high. And tell any of your "squid" friends who have called us "puddle jumpers" and "shallow water sailors" to watch it. This will shut them up! To watch the exciting movie trailer, just Google "The Finest Hours".)

recent conflicts. Perhaps if you contribute that letter to the Center of American War Letters, a Coast Guard story will be heard or documented in one of Carroll's next books or featured in a future documentary. You can help fill a gap in history. The Center for American War Letters seeks to preserve stories of courage, loyalty, terror, homesickness, and sorrow that these service members felt. Letters, emails, and other correspondence offer a perspective, unlike those found in history books, of what really happens during war. Andrew Carroll cannot engage in this project alone; he needs contributions/submissions of letters or emails — to tell stories of Coast Guardsmen that, otherwise, only a few would know.

Carroll's Center for American War Letters is an initiative to preserve American history. War letters submitted to the

archive not only help preserve stories of brave heroes, but they also offer Americans untold truths that would not have otherwise been discovered. By sending your letters (or copies of letters) or emails to the Center of American War Letters, your letters will not only be safe, they also will become immortalized.

If you would like to submit a war-related letter to the archive, please write to: Andrew Carroll/CAWL at P.O. Box 53250 in Washington, D.C. 20009. Emails can be sent to WarLetters2004@yahoo.com.

4/c Kristopher Eleazer, 4/c Kevin Lennox,
4/c Islam El Khatib with LCDR Brooke Millard '03

(Editor's Note: The above article is from the Coast Guard Academy Bulletin. If you still have letters from Vietnam or other wars, consider submitting copies to be archived. I think it is very important to have personal accounts of Coast Guard involvement in the various armed conflicts. My letters to (my wife) Kay were submitted last December. CGCVA member Keith Barker)

33 Major League Players Served in USCG During WWII

Nearly three dozen major league baseball players served in the Coast Guard during WWII. Marvin Rickert was one of them and this is his story.

Marvin A "Marv" Rickert was born on January 8, 1921 in Long Branch, Washington. Long Branch was a logging town of only 600 people and his father played for a semi-pro team in town of which all but one were family members.

Rickert played baseball and quarterbacked the football team in high school. He signed upon graduation and joined Tacoma in the Western International League in 1938. He was sent to Boise in the Pioneer League for 1939 and batted .354 with 14 homers and 75 RBIs, earning his return to Tacoma for 1940 and 1941.

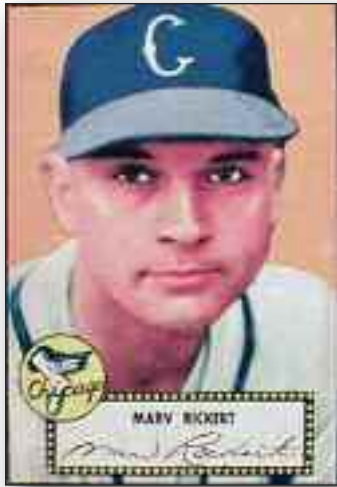
Rickert, a left-handed hitter, batted .312 with Tulsa in the Texas League in 1942 and made his major league debut with the Chicago Cubs in September. He appeared in eight games and had seven hits in 26 at-bats (.269).

Vietnam Commemoration Event

(Below) Plaque that was presented to the Association during the *CGC Waesche* Vietnam Commemoration event on June 25th, followed by CGCVA Vietnam veterans who attended the ceremony



BMCS Jack Barker (*CGC Morganthau* 1970-71)
 Cmdr. Harold Brock (Southeast Asia Section 1965)
 Cmdr. Emerson Chambers (XO, *CGC Rush* 1970-71)
 SN Ron Covey (*CGC Rush* 1970-71)
 Lt. (j.g.) Dave Desiderio (*CGC Pontchartrain* 1970)
 Lt. (j.g.) Jim Devitt (*CGC Taney* 1969-70)
 GM1/GMC Bill Figone (Ron1, Div. 13 Catlo, Vietnam 1968-69)
 SK2 John Forsythe (*CGC Bering Strait* (1970-71)
 BM3 Charles Howard (*CGC Rush* 1970-71)
 BMC John Jennings (*CGCs Pt. Glover, Pt. Ellis, Pt. Welcome* 1968-69)
 DC2 Ted Leventini (*CGC Wachusett* 1968-69)
 ENC Tony Lloyd (*CGC Rush* 1970-71)
 SO3 Robert McDermott (*CGC Rush* 1970-71)
 YN2/YN1 Dean Pancoast (*CGC Winnebago* 1969-70)
 YN2 Mike Placencia (Ron1, Div. 13, Catlo, Vietnam 1968-69)
 FN Dave Schenck (*CGCs Pt. Welcome, Pt. Slocum* 1967-69)
 AT2/AT1 Roger Schmidt (Southeast Asia Air Detachment 1962, 1964-65)
 Lt. (j.g.) Wayne Till (*CGC Owasco* 1968-69)
 ET3 James Ward (Pt. Caution, DaNang 1965-66)



(Left) Marv Rickert's Chicago Cubs baseball card. During WWII, Rickert traded his baseball uniform for a Coast Guard one and served honorably in the Pacific Theatre.

On September 28, 1942, Rickert entered military service with the United States Coast Guard. He spent most of his first year on one of the most dangerous of jobs. He was on an explosives boat, hauling ammunition to the Aleutians when the Japanese were threatening that area. "I still shudder when I think of it," he told *The Sporting News* on April 11, 1946.

Rickert later coached the Coast Guard baseball team at Seattle. They had 98 wins against 8 defeats over two years.

He returned to the Cubs in 1946, playing in 111 games and batting .263. He was used mainly in a pinch hitting role in 1947, and was purchased by the Reds for the 1948 season. After playing just eight games, however, he was traded to the Boston Braves for Danny Litwhiler, and appeared in the World Series against the Cleveland Indians.

Rickert later played for the White Sox and Pirates, ending his career with Toronto in the International League in 1952.

He later worked as a bartender, charter boat operator and Pierce County Parks and Recreational Department employee.

Marv Rickert passed away on June 3, 1978 in Oakville, Washington. He was just 57 years old.

Honoring Lt. (j.g.)

James Crotty

It's official... my Uncle Jimmy (Lt. T. James Crotty) has been selected for posthumous induction to

the Coast Guard Academy Wall of Gallantry for 2015. The Wall of Gallantry is dedicated to those graduates who have distinguished themselves during Coast Guard operations. The ceremony is scheduled for Friday, November 6, 2015 to recognize his accomplishments. **Peggy Kelly**

Agent Orange Newsletter

The summer 2015 issue of the *Agent Orange Newsletter* includes information about new research on the health of Vietnam Veterans, VA's Agent Orange registry, Agent Orange exposure locations, and more. The newsletter is available for download from the VA website at <http://www.publichealth.va.gov/exposures/publications/agent-orange/agent-orange-summer-2015/index.asp> and http://www.hostmtb.org/Handbooks_files/ao-newsletter-summer-2015-1.pdf.

FRC Hernandez Commissioning

The Fast Response Cutter *Heriberto Hernandez* will be commissioned in San Juan, Puerto Rico on Friday, October 16, 2015. The fourteenth cutter in the Sentinel-class is named after FN Heriberto (Eddie) Hernandez, who was killed in action during combat operations in Vietnam in December 1968. (The Summer 2015 *QD Log* included a feature story on Hernandez written by Atlantic Area Historian Dr. William Theisen). Many of our Association Vietnam Veterans, were in country during this time and have expressed interest in attending. Please check the CGCVA website for information as it becomes available. If you are considering attending, please contact me at: cgmastchief22@hotmail.com.

Mike Placencia, CGCVA National President



New CG Flag Officers

Announced

Congratulations to the following for being selected to the rank of Rear Admiral (Lower Half):

Capt. Matthew T. Bell, Jr. (CGCVA member)

Capt. Melissa Bert

Capt. Anthony J. Vogt

Capt. Robert P. Hayes

Capt. David M. Dermanelian

Capt. Andrew J. Tiongson

Legal Glitch Could Affect

Your Medicare Premiums

Nearly one-third of Medicare beneficiaries could see a 50-percent rise in Medicare Part B premiums next year. The legal provision in place to protect beneficiaries from premium increases higher than cost-of-living adjustments (COLA), inadvertently excludes this group.

How this works: The Consumer Price Index for Urban Wage Earners and Clerical Workers (CPI-W), which is used to calculate the COLA for Social Security, veteran and survivor benefits, and military and federal retiree pay, currently remains at minus 0.2 percent for the first three quarters of the fiscal year.

The average CPI-W for the current quarter (July through September) will determine whether there will be a 2016 COLA increase. If there isn't a COLA increase, the "hold harmless" provision takes effect. This provision prohibits premium increases higher than COLA.

According to the Centers for Medicare and Medicaid Services, "approximately 70 percent of beneficiaries are expected not to see a premium increase in 2016."

However, because of a glitch in the law, 30 percent of beneficiaries are not protected by the hold harmless provision and would see a steep Part B premium increase. This group includes those who enter the Medicare system next year; those who pay their Medicare premiums directly instead of having them deducted through Social Security; or those who are making at least \$85,000 for an individual and \$170,000 for a married couple.

Federal retirees who retired under the older Civil Service Retirement System (CSRS) are a large portion of those who



New Coast Guard "Forever" Stamp

This stamp honors the United States Coast Guard for its role in protecting the security of the nation and advancing its vital maritime interests.

In an oil painting on masonite, renowned aviation artist William S. Phillips depicts two icons of the Coast Guard: the cutter *Eagle*, a three-masted sailing ship known as "America's Tall Ship," and an MH-65 Dolphin helicopter, the standard rescue aircraft of the Coast Guard.

One hundred years ago the agency received its current name, when President Woodrow Wilson signed into law the 1915 "Act to Create the Coast Guard." The origins of the Coast Guard, however, go back to 1790, when President George Washington signed into law an act that provided for a fleet of ten boats, or "revenue cutters," to aid in "the collection of duties ... imported into the United States."

Today's Coast Guard has 38,000 active-duty men and women; 8,000 Reservists; and many volunteer auxiliary personnel. In addition to saving lives at sea, their responsibilities include enforcing maritime law, overseeing aids to navigation, carrying out icebreaking operations, protecting the marine environment, responding to oil spills and water pollution, ensuring port security, supporting scientific research at sea, combating terrorism, and aiding in the nation's defense.

may be affected. Under CSRS, there is no Social Security benefit and Medicare premiums are paid directly. Although many federal retirees are now under the newer Federal Employees Retirement System, most federal workers who began civil service prior to Jan. 1, 1987, fall under CSRS.

A similar scenario took place in 2010 and 2011, which was the last time COLA did not increase.

During that time, there was some congressional movement to protect the individuals who were not covered by the hold harmless provision, but Congress did not end up passing any legislation.

He Talked About a “No-No”

South Dakota. Spring of 1943. WW II. I was drafted and sworn into the United States Coast Guard in Omaha, Nebraska. I went to boot camp at USCG Training Station, Manhattan Beach, Brooklyn, N.Y..

(A bit of background. When I was in high school I studied for, was tested for and got an amateur radio operator’s license. If you had radio experience, in the infinite wisdom of the military, you’d probably be sent to Cooks and Bakers School. And if you were a cook or baker, you’d probably be sent to Motor Mechanics School.)

One Saturday morning when I was on the Manhattan Beach drill field only half way through boot camp, a messenger comes across the drill field and hands the CO a piece of paper. “Kehm, fall out. Go back to the barracks. Pack your sea bag. You’re going to Radio School.”

New Chieu Hoi Guardians

New caretakers of Chieu Hoi, the CGCVA’s beloved mascot, are (left to right) RAdm. (Ret.) Mike Seward and CGCVA President Mike Placencia. Together or individually, they pledge to include Chieu Hoi in all of their CGCVA-related excursions during the next two years. Watch for Chieu Hoi adventures in future issues of the *QD Log*.



BINGO!! I lucked out.

There were two separate radio schools. Because of my past experience and good grades I was sent to the Classified and Secret LORAN (LONG RANGE Navigation) school.

At that time LORAN was a secret radio navigation system being established and assigned to the Coast Guard

Let Your Name Live On

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

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

for the many stations being built on the East Coast, North Atlantic, Aleutian Islands and the South Pacific. It was significantly more accurate than the other forms of navigation in use.

After LORAN school at Treasure Island, San Francisco, Calif., I was to be deployed to the South Pacific. One Sunday afternoon, another LORAN tech and I decided to hitch-hike south of Frisco to see some of California. We were picked up by a nice lady going to her country club to have brunch with her friends. She asked, "Would we be her guests?" (Dumb question.) Three ladies and a Captain Briggs — a civilian Pan American Airways pilot flying from Frisco to Australia for NATS (Naval Air Transport Service) sat together and made idle chit chat.

Captain Briggs asked about our radio work. We told him it was classified and secret. "Would that be LORAN?" he asked. OUCH! Where upon "What's LORAN?" asked one of the ladies. And where upon the Captain explained it to them. We couldn't believe it!

I shipped out, first to Espritos Santo in the New Hebrides, then to Canton Island for transfer to my duty station.

One day a PanAm clipper came in to Canton and guess what — Captain Briggs was the pilot.



(Above) This was a typical USCG Loran-A station in the Southwest Pacific. Generally speaking, Loran-A had an average expected accuracy of 1 percent of the distance between the navigator and the stations according to the U.S. Coast Guard in 1949. (Photo courtesy Ken Laesser's Coast Guard History Page)



Celebrating the Coast Guard Birthday at the Ballpark

On August 6th, the Washington Nationals baseball team saluted the Coast Guard's 225th birthday, offering discounted tickets to Coast Guard members, retirees, civilian employees and family members. Prior to the start of the game with Arizona Diamondbacks, the Coast Guard Ceremonial Honor Guard presented the colors, Coast Guard personnel lined the field and USCG Commandant Adm. Paul Zukunft threw out the first pitch.

I met with him and had a nice conversation. He said he could not take mail out for me but was two days out of Frisco and could bring a couple of quarts of fresh milk in the planes reefer, and maybe, even a bottle of whiskey. (They would sell big time on Canton.) He left for Australia the next morning never to be seen again. A few days later I left for my duty station for the duration of the war on the *USCG Balsam* towing a landing barge. I went ashore on the barge to help build the LORAN station and then stayed to man it.

It was a LORAN Single-Pulsed Slave Station on Atafu in the Tokelau Islands. We called it "The Atoll of the Pacific. (Get it?)
Roger L. Kehm, LM

Winding Road to Fix the VA

Shortly before heading into a month long recess, Congress provided the VA with the \$3.3 billion needed to keep hospitals open through the rest of the year.

The measure, attached to a highway funding bill, helped address a budget crisis that has been brewing this year due to increased demand from veterans for health care.

Recently, VA Secretary Bob McDonald told lawmakers that despite the increased funding in VA health care, he lacked the authority to spend the money where it is needed most.

"This legislation addressed the VA's budget shortfall by reorganizing money [the VA] already [has] to better meet the needs of veterans," said Senate Veterans' Affairs Committee Chair Sen. Johnny Isakson (R-Ga.).

Relief came just days before the VA would have been forced to close medical facilities, disrupting health care for millions of veterans.

The bill also contained important changes to the Choice Program, such as allowing the agency to waive the current 30-day wait time for veterans, increasing the number of providers in the program, and changing the distance requirements for receiving care.

The VA must provide a plan to Congress by Nov. 1 on how it will consolidate all non-VA care programs into one.

USS Bisbee Reporting In

It's been awhile since I last wrote. Sad news... we lost another *USS Bisbee* crewmember in June 2014, S/1c Frank Scurzelli. Being president of the USS Bisbee Assn., it saddens me to see our ranks diminishing. Our ages have made travel difficult and our annual reunions have discontinued. Through the kindness of the CGCVA however,

several of us were able to meet but that has now also ended.

At age 94, I'm able to maintain contact with our few survivors or their widows, all of whom enjoy reading the *QD Log*. I also enjoy contact with CGCVA Honorary Life Member Vice Adm. Sally Brice-O'Hara (Ret.). We became good friends when I lived in Cape May during her three years as the training center CO. As PAO for the Auxiliary there, I attended graduation every Friday to present Seamanship awards. My wife, Ginger, and I enjoyed having six recruits over every Thanksgiving and we often met their parents at graduation. Needless to say, I miss Cape May and the Coast Guard here in South Dakota. **Thom Weber**

CGCVA Member? You Bet, And Proud Of It!

At the recent CGCVA Reunion in Buffalo, there was no doubt what organization was meeting there. Besides the lobby and Hospitality Room banners, at least two members displayed their colors on their vehicle license plates. (Top photo) PNP Ed Swift carries CGCVA tags from Virginia on his car while PNVP Terry O'Connell has CGCVA tags from Missouri on his car bottom photo). I wonder if there are any other Association members out there with similar customized tags. If so, send a photo to the QD Log editor.



continued from page 1

and other keepsake items were set up to sell items to the 200 or so attendees following the ceremony, and I have little doubt that they didn't sell out. It is a beautiful stamp. The Postmaster General indicated that 15 million had been printed and she hoped they would sell well. That sounded like a challenge so I'm sure we will all buy our share.

A special re-enactment of the creation of the Revenue Cutter Service took place at Federal Hall in New York City with actors portraying George Washington and Alexander Hamilton and of course the annual gala event at the original Coast Guard City (Grand Haven, Mich., took place with a couple hundred thousand people flooding the small city for several days.

I hope you enjoyed Coast Guard Day regardless of how your celebrated it. **Swiftly**



(Above) George Washington, played by John Lopes, addresses the crowd alongside Alexander Hamilton, played by Ian Rose, during a historic re-enactment ceremony, Tuesday, Aug. 4, 2015, at Federal Hall in New York City to celebrate the Coast Guard's 225th birthday. During the ceremony, the actors portrayed the signing of the Coast Guard into existence.

(Left) The U.S. Coast Guard, National Park Service and Alexander Hamilton Awareness Society participate in the historic re-enactment ceremony (photo by PO3 Ali Flockerzi)



(Above) The CGC Mackinaw is escorted into Grand Haven Harbor as hundreds of spectators watch from pierside.

Lost but not Forgotten: The “honorable and ancient” Cutter *Bear*

by William H. Thiesen, Ph.D., Atlantic Area Historian

Bear is arguably the best-known cutter in the Coast Guard’s history and one of the most famous vessels in American maritime history. As a historian of the Revenue Cutter Service wrote sixty years ago: “The *Bear* is more than just a famous ship; she is a symbol for all the service represents — for steadfastness, for courage, and for constant readiness to help men and vessels in distress.” In essence, the story of the *Bear* reflects the service’s core values and represents the Coast Guard in a similar manner to the navy’s *USS Constitution*.

An early form of ice-breaker, *Bear* was designed specifically to work in ice-bound conditions. Built in 1874, *Bear* was a 198-foot, 700-ton barkentine rigged steamer constructed in Scotland for sealing in northern waters. In 1874, iron proved too brittle for use in the cold Arctic, so *Bear*’s hull was built of wood, reinforced with six-inch thick oak planks and sheathed with Australian “ironwood” for a total of ten inches of hull thickness. *Bear* also boasted a steel-plated bow; retractable screw; and extra space for fuel, supplies and added passengers to provide for long periods underway.

In 1881, Lt. Adolphus Greely, a member of the U.S. Army’s Signal Corps, led an expedition to study the weather and winter conditions on Ellesmere Island northwest of Greenland. Attempts to relieve Greely’s expedition in 1882 and 1883 proved unsuccessful and

members of the expedition began to die of disease and starvation. In 1884, the U.S. Navy purchased *Bear* and the Arctic whaler *Thetis* to search for Greely and prepared *Bear*

for the Arctic rescue mission. Under the command of Winfield Scott Schley, later a hero of the Spanish-American War, *Bear* sailed from Greenland and, on June 22, 1884, rescued Greely and the surviving members of his expedition.

On March 3, 1885, the navy transferred *Bear* to the Revenue Cutter Service and, in early November, she began a voyage around Cape Horn to California. After *Bear* arrived at her homeport of San Francisco in April 1886, Captain Michael Healy took command. As former commanding officer of the cutter *Corwin*, Healy was a veteran of Alaskan waters and a skilled ice pilot.

Born in 1839, the son of a slave and a plantation owner located near Macon, Georgia, Healy was the first African American to receive

a commission from the U.S. Government and the first to command a federal ship. Ironically, before his assassination in 1865, Abraham Lincoln signed Healy’s commission. When asked about his command philosophy, Healy stated, “When I am in charge of a vessel, I always command; nobody commands but me. I take all the responsibility, all the risks, all the hardships that my office would call upon me to take. I do not steer by any man’s compass but my



(Above) Painting of USRCS *Bear* under sail and steam on the Bering Sea Patrol (U.S. Coast Guard).

own.”

Under Healy, *Bear* served on the Bering Sea Patrol, which revenue cutters had initiated in 1874. Each of the Bering Sea Patrols covered between 15,000 and 20,000 miles of cruising. Conditions on these patrols, were harsh, dangerous, stressful and, at times, deadly (a fact demonstrated by *Bear* crewmembers buried in the Aleutian Islands); and Bering Sea sailors experienced intense boredom as well as terror. These men told a ditty to describe these conditions:

“Hear the rattle of the windlass
as our anchor comes aweigh,
We are bound to old Point Barrow
and we make our start today,
Keep a tight hold on your dinner,
for outside the South Wind blows,
And unless you’re a sailor,
you’ll be throwing up your toes.”

When Alaska became a U.S. territory in 1867, the primary revenue cutter missions included not only supporting the Coast Survey and setting up a territorial government, but also protecting endangered seal herds from poachers. Cutters patrolled the waters of the Pribilof Islands seizing poaching vessels of all nationalities. *Bear* enforced seal hunting regulations into the early 1900’s and, in 1892, she was on hand when military action nearly erupted between the U.S. and Great Britain over seizure of British sealing vessels. Oversight of seal hunting laws proved the cutters’ law enforcement value and, in 1908, the Revenue Cutter Service took responsibility for enforcing all Alaskan game laws. Later in her Alaskan career, *Bear* also supported the regular “Court Cruise,” in which she transported judges, public defenders, court clerks, and marshals for criminal



(Above) The colorful Captain “Hell Roarin” Mike Healy, first commissioned African-American ship captain and famed skipper of the Bear (U.S. Coast Guard).

cases located around Alaska.

As an Alaskan cutter, *Bear* saved lives at sea and preserved the lives of those surviving in Alaska’s frozen frontier. The native people of Alaska relied heavily on whaling and fishing when the territory came under U.S. control. However, after foreign whaling, fishing and sealing vessels entered Alaskan waters, fish and game began to diminish causing large-scale malnutrition and starvation in native towns and settlements. To solve the problem, Healy tried to convince authorities that Siberian reindeer should be introduced to Alaska, stating “the introduction of deer seems to be the solution of three vital questions of existence in this country—food,

(Left) USS Bear anchored in Greenland in 1884 as part of the famous Greely Relief Expedition (U.S. Navy).



clothing and transportation.” In 1890, Dr. Sheldon Jackson, then Agent of Education in Alaska, sailed on *Bear* and, with Healy, devised a plan to transport reindeer to the territory.

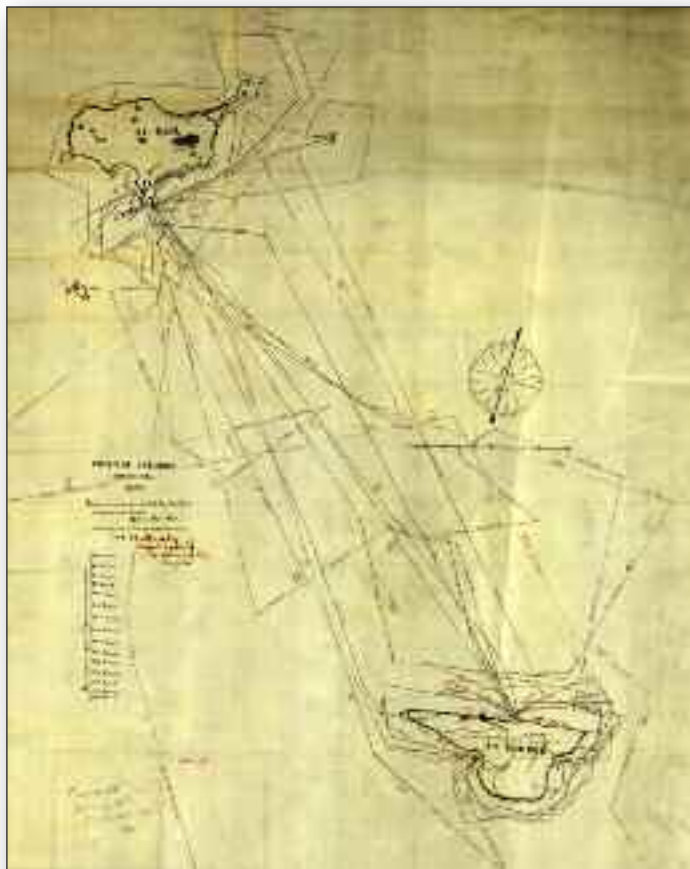
The next year, Healy shipped sixteen live deer and hundreds of bags of native moss for feed from Siberia to the Aleutian Islands to test the animals’ ability to travel by sea. Healy’s views won over government officials and, in 1892, he brought over the first shipment of reindeer to the Seward Peninsula and set up a reindeer station at Port Clarence. During the 1890s, cutters transported thousands of reindeer to Alaska. And, by 1930, the domesticated deer herds totaled 600,000 head and 13,000 native Alaskans relied on the herds for life’s essentials.

Under Healy, *Bear’s* humanitarian support of Alaska not only included better nutrition for native communities, *Bear* even controlled illegal liquor distribution used to exploit native people in the territory. Native people called the *Bear* “Omiak puck pechuck

transported Alaska’s governor on a tour of Alaska’s islands; shipped a U.S. Geological survey team to Mount Saint Elias; carried lumber and supplies for school construction in remote locations and the Arctic; delivered teachers to their remote assignments; carried mail for the U.S. Postal Service; enforced seal hunting laws in the Pribilof Islands; supported a Coast & Geodetic Survey team; provided medical relief to native populations; served life-saving and rescue missions; and enforced federal law in *Bear’s*

tonika” or “the fire canoe with no whiskey.” This humanitarian support of Alaska was assistance on a sweeping scale, but *Bear* also aided individuals on the maritime frontier. As Revenue Cutter Service historian, Stephen Evans, wrote “In assisting private persons, neither class, race, nor creed made any difference to the *Bear*; degree of stress was the sole controlling factor.”

For decades, neither roads nor railroads existed in Alaska, so cutters were the primary federal presence in the territory. Cutters had to adopt an exhaustive list of missions, becoming true interagency support vessels for Alaska. For example, on Healy’s 1891 cruise, the *Bear* secured witnesses for a murder case; ferried reindeer from Siberia to Alaska; secured Alaska’s governor on a tour of Alaska’s islands; shipped a U.S. Geological survey team to Mount Saint Elias; carried lumber and supplies for school construction in remote locations and the Arctic; delivered teachers to their remote assignments; carried mail for the U.S. Postal Service; enforced seal hunting laws in the Pribilof Islands; supported a Coast & Geodetic Survey team; provided medical relief to native populations; served life-saving and rescue missions; and enforced federal law in *Bear’s*



(Above) 1892 Chart of the Pribilof Islands, showing Bear’s patrol track lines and signed by Captain Michael Healy and his navigator (N.O.A.A.).



(Left) Painting showing the 1892 transfer of Siberian reindeer by Cutter Bear under the command of Captain Healy (U.S. Coast Guard).

area of responsibility.

By 1896, Healy had served ten grueling years on the Bering Sea Patrol. Late in his career, he described the pressures of serving on the Bering Sea assignment: “to stand for forty hours on the bridge of the *Bear*, wet, cold and hungry, hemmed in by impenetrable masses of fog, tortured by uncertainty, and the good ship plunging and contending with ice seas in an unknown ocean.” Ironically, while one of *Bear’s* missions was to interdict the smuggling of illegal liquor to native Alaskans, the stress caused by ten years on the job encouraged Healy’s own drinking problem. In 1896, the service relieved Healy of command, dropped him to the bottom of the captain’s list, and placed him out of service for four years. The service later reinstated him and he served on board various cutters before retiring in 1903 as the third-most senior officer in the Revenue Cutter Service. Physically spent, he died a year later at the age of sixty-five.

In 1897, a year after Healy’s transfer off the *Bear*, eight whaling ships became trapped in pack ice near Point Barrow, Alaska. Concerned that the ships’ 265

crewmembers would starve to death, the whaling companies appealed to President William McKinley to send a relief expedition. For a second time in her history, *Bear* would lead a major rescue mission into the Arctic. In late November 1897, soon after completing her annual Alaskan cruise, the *Bear* took on supplies and sailed north from Port Townsend, Washington. This would be the largest of several mass rescues of American whalers undertaken by *Bear* during the heyday of Arctic whaling. And, it was the first time before recent global warming that a ship deliberately sailed into Arctic waters during the harsh Alaskan winter.



(Above) 1897 Overland Expedition approaches whalers trapped in the Arctic ice (U.S. Coast Guard).

To lead the so-called Overland Relief Expedition, *Bear’s* Captain Francis Tuttle placed Lt. David Jarvis (who was fluent in native languages) in charge of a team including Lt. Ellsworth Bertholf, Surgeon Samuel Call and three enlisted men. With no chance of the cutter pushing through the thick ice to Point Barrow, Capt. Tuttle decided to put

the party ashore at Cape Vancouver, Alaska, and tasked them with driving a herd of the newly introduced reindeer to the whaling ships. Using sleds pulled by dogs and reindeer, the rescue party set out on snowshoes on December 16, 1897. Jarvis later recounted the rigors of the expedition: “Though the mercury was -30 degrees, I was wet through with perspiration from the violence of the work. Our sleds



(Above) Bear supported U.S. Coast and Geodetic Survey projects, including this magnetic observation survey (N.O.A.A.).

were racked and broken, our dogs played out, and we ourselves scarcely able to move, when we finally reached the cape [at Pt. Barrow] ...”

On March 29, 1898, after over three months and 1,500 miles in ice and snow, the rescue party arrived at Point



(Left) Painting showing Cutter Bear rescuing shipwrecked whalers (U.S. Coast Guard).

Barrow to save the stranded whalers. The expedition delivered 382 reindeer to the starving whalers with no loss of human life. For their work, President McKinley recommended Bertholf, Call, and Jarvis for a specially struck Congressional Gold Medal. In his recommendation to Congress, McKinley noted: “The year just closed has been fruitful of noble achievements in the field of war, and while I have commended to your consideration the names of heroes who have shed luster upon the American name in valorous contests and battles by land and sea, it is no less my pleasure to invite your attention to a victory of peace.”

Jarvis later assumed command of *Bear*, as did Bertholf, who rose through the ranks to become the first commandant of the modern Coast Guard in 1915.

Gold was discovered in Canada’s Klondike in 1896 bringing with it hundreds of thousands of prospectors, miners and their followers to the coastal towns of Alaska. The Klondike was followed by gold discoveries in Nome, then in Fairbanks, Alaska. This rapid migration to the Alaskan gold fields continued for over ten

years and brought with it the need for law enforcement, medical services and humanitarian relief. In the Alaskan boomtowns of Nome and St. Michel, revenue cuttermen from the *Bear* and other cutters patrolled the streets, cared for the sick and enforced the law where there had been none before. In addition, *Bear* evacuated hundreds of invalids, criminals, and sick and desperate miners from the gold fields back to Seattle, where they received proper care.

Bear also provided humanitarian relief to regions outside of Alaska. For example, the cutter was laid up in San Francisco when the 1906 Earthquake struck. In the quake’s aftermath, *Bear*’s men immediately set to work with relief efforts, using the cutter’s steam launch to transport goods to the waterfront and working with local authorities in rescue efforts and law enforcement. In an ironic twist, *Bear* personnel worked closely with U.S. Army units then under the overall command of General Adolphus Greely. After the relief effort, President Theodore Roosevelt personally thanked the Revenue Cutter Service for its “prompt, gallant and efficient work.”

During the Spanish-American War of 1898, U.S.



(Above) Bear crewmembers in the yardarms busy furling sails (U.S. Coast Guard).

military leaders had harbored a fear that Spanish privateers would terrorize the West Coast. Consequently, they hatched a plan to defend the coast using revenue cutters stationed out of California and Washington. This plan included armoring the *Bear* at the nearest navy yard. But the war ended before *Bear* had a chance to complete the Overland Relief Expedition, so there was no need to armor the cutter. During World War I, the U.S. remained neutral through

much of the war and faced few threats in the Pacific theater after it entered the conflict. Consequently, the *Bear*



(Above) The Bear enlisted Asian and Pacific Island men, seated on bottom row of this crew photograph (U.S. Coast Guard).

continued her usual Bering Sea Patrols as she had before the war.

Bear served Alaska for forty-two years and thirty-four Bering Sea Patrols. During that career, the whaling fleet had sailed out of the Arctic fogs into the mists of memory and waves of miners had come and gone. As Alaskan settlements developed, civilizing influences once provided from the sea by *Bear* became locally available on land. Life in Alaska had grown similar to the rest of the U.S. as new technology shortened distances between Alaska and the lower forty-eight states. These improvements included modern aids to navigation and lighthouses, the telegraph, military bases, steel steamships, the submarine cable, reliable aircraft and the radio. The venerable cutter had witnessed many changes in the north. And, in 1927, President Calvin Coolidge officially signed *Bear* over to the City of Oakland to become a historic museum ship.

(Right) Looking very different from her last Greenland visit in 1884, USS Bear (AG-29) returned in 1944 as part of the Coast Guard's Greenland Patrol (U.S. Coast Guard).



But the venerable *Bear* was destined for greater glory. After her retirement by the Coast Guard and her brief career as a floating museum, Arctic explorer Richard Byrd re-activated the famous cutter. In 1928, Byrd used *Bear* as one of two ships for his first Antarctic expedition in which he established the well-known research base at Little America. He returned home in 1930 and used *Bear* on a second expedition in 1933. Byrd's expeditions were the first American scientific missions to the Antarctic and resulted in advanced discoveries in weather, climate and geography. Meantime, *Bear* still relied on her 19th century sail rig and coal-fired steam engine. Describing his trusted ice-ship, Byrd claimed: "There was a joy and spirit to the *Bear's* attack... She was built for the ice... She could lower [her] head and bore in. Therein lay the merit of the honorable and ancient *Bear*..."

In the late 1930s, President Franklin Roosevelt placed Rear Admiral Byrd in charge of the United States Antarctic Service. And, in 1939, Byrd employed *Bear* once again to reach his Antarctic base at Little America. Prior to this last cruise to the Antarctic, technological change had overtaken *Bear's* original design and construction. Her new diesel powerplant no longer required the tall coal-fired smoke stack and *Bear's* barkentine rig was altered to support a scout plane. By 1941, with war clouds forming on the horizon, *Bear* evacuated the scientific personnel stationed at the Antarctic bases and returned to the States.

Bear not only served a variety of populations, she carried an ethnically and racially diverse crew. Like other Pacific-based cutters, *Bear* proved to be a cultural and ethnic “melting pot” — much more so than the nation she served. *Bear* carried a crew whose native lands not only included U.S. natives, but also Asian and Pacific Island nations, Europeans and Scandinavians. And *Bear* held the distinction of carrying not only Michael Healy, the first African American to take a ship into the Arctic; she also carried George Gibbs, Jr., the first person of African descent to set foot on the Antarctic continent.

During World War II, Greenland sat on the northern edge of the Atlantic battleground and, early in the conflict, the Germans established weather stations there to provide forecasts for their European operations. The U.S. took military control of Greenland on behalf of occupied Denmark to prevent these German incursions, retain control of strategic cryolite mines and build air bases for military aircraft flying from the U.S. to Europe. The Coast Guard oversaw this area of responsibility with a division termed the Greenland Patrol whose fleet included a collection of cutters, naval vessels, and former research ships. The Coast Guard’s Arctic and oceanographic expert, Captain Edward “Iceberg” Smith, oversaw the Greenland Patrol after U.S. entry into the war. The Chief of Naval Operations ordered Smith to “Do a little of everything — the Coast Guard is used to that.”

At the age of seventy years, *Bear* was re-activated by the U.S. Navy for service in Greenland, where she undertook her first mission as a United States vessel in 1884. *Bear* served in the Greenland Patrol as *USS Bear (AG-29)*, only this time she looked very different from her first year in the navy. In 1941, the navy cut down her masts to support radio gear, added modern armament and equipped her to support a reconnaissance aircraft. And unlike 1884, *Bear* relied on a Coast Guard crew during World War II. As a part of the Greenland Patrol, *Bear*

patrolled Greenland’s waters and, in October 1941, she brought home the German trawler *Buskoe*, the first enemy vessel captured by the U.S.

On May 17, 1944, the navy decommissioned *Bear* for the last time and transferred her to the U.S. Maritime Commission. *Bear* remained in surplus until 1948 even

though her timbers were still sound. Buyers from Halifax purchased *Bear* hoping to use her in the sealing trade. She remained moored in Halifax for years until her Canadian owners finally sold her to a restaurant entrepreneur in Philadelphia. In March 1963, the seagoing tug *Irving Birch* took the old cutter in tow to her new home on the East Coast. During the transit, heavy seas developed and, at a point south of Halifax and 200 miles off the Massachusetts coast, *Bear*

parted the tug’s towline. *Bear* began taking on water through her seams and the *Birch* evacuated the crew trapped on board the powerless vessel. The historic ship began sinking and finally left the surface of the water at 9:10 a.m. on March 19, 1963.

Over her long life, *Bear* performed the missions of search and rescue, ice operations, law enforcement, environmental protection, humanitarian relief, polar research and exploration, and maritime defense. During that time, *Bear* explored, policed, protected, nurtured, defended and helped preserve the polar regions of the world and the populations of humans and animals that survived in those frozen regions. Today, various assets and personnel of the Coast Guard and other federal agencies perform those missions.

Bear had many historic firsts in her career, including the first to ship to deliver reindeer to Alaska; first to journey into the Arctic in winter; first to chart parts of the Bering Sea; first and only ship to serve under the U.S. Navy, Revenue Cutter Service, Coast Guard and Antarctic Service; and the first vessel to see nearly sixty years in federal service. Coast Guard luminaries, such as Healy,



(Above) The last known photograph of the Bear taken from a Coast Guard aircraft before she sank in March 1963 (U.S. Coast Guard).

Jarvis, Bertholf and Iceberg Smith, also made *Bear* famous; and she was associated with U.S. presidents, naval heroes and polar explorers.

The legacy of the *Bear* lives on in the legends and lore of places where she made history, such as the Arctic, Greenland, Bering Sea, Antarctica, Alaskan and Siberian coasts and the Pacific Ocean. And remnants of the *Bear* may be found in locations around the country, such as a mast and crew gravesites at Dutch Harbor, Alaska; Healy's grave in San Francisco; research collections at Fairbanks, Alaska;

digitized logbooks on the internet, muster rolls at the U.S. National Archives, her bell at New York's Explorers Club; and her figurehead at The Mariners' Museum. But the historic ship, on which legends were made, remains preserved in the depths of the element she sailed and steamed for nearly ninety years. While gazing at the *Bear* tied up at the dock in San Francisco, an old Arctic sailor once remarked, "Too bad she can't talk. She'd tell some yarns. There's one in every timber she's got. If you put 'em all together land-lubbers'd call it a fairy tale."

225 Years of Service to Nation: Defense Readiness

by Christopher Havern

For 225 years, the Coast Guard has served as the nation's lead Federal maritime law enforcement agency, protecting our shores each and every day. The Coast Guard also serves as one of the nation's five armed forces, assisting in the defense of our nation during times of war.

The U.S. Coast Guard and its predecessor, the Revenue Cutter Service have participated in or supported every major American military conflict since the Constitution was ratified. Soon after the legislation was passed to build the first 10 revenue cutters, cutters were called into military action. As these Revenue Cutters continued to engage in military operations, their role became solidified. Various legislative acts throughout the late 1790's formalized their role, giving the president to mobilize the fleet of cutters to assist in the defense of the coastal regions. Most notably, legislation directed that the cutters shall, at the discretion of the president, "cooperate with the Navy of the United States, during which time they shall be under the direction of the Secretary of the Navy..."

[Quasi-War with France \(1797-1801\)](#)

During this conflict, eight cutters operated along the southern coast and in the West Indies. Eighteen of the 22 prizes captured by the United States between 1798 and



Cutter Vigilant fought and captured the British privateer Dart off Block Island on Oct. 4, 1813. (U.S. Coast Guard photo)

1799 were taken by cutters unaided, and revenue cutters also assisted in the capture of two more. The cutter *Pickering* alone made two cruises to the West Indies and captured 10 prizes.

[War of 1812 \(1812-1815\)](#)

The revenue cutters distinguished themselves during the War of 1812. The first capture of a British vessel was by a revenue cutter. One of the most hotly contested engagements in the war was between the cutter *Surveyor* and the British frigate *Narcissus*. Although *Surveyor* was eventually captured, the British commander commended

her commander and crew. The cutter *Vigilant* captured the British privateer *Dart*. *Vigilant* pursued the privateer and caught it coming up alongside. An armed party boarded *Dart* and took her as a prize.

[Seminole Wars \(1836-1842\)](#)

Eight revenue cutters supported U.S. Army and U.S. Navy operations against the Seminoles, who refused to submit to U.S. authority. Duties performed by these vessels



(Above) The cutter *Harriet Lane* forces the merchant steamer *Nashville* to show its colors during the attack on Fort Sumter on April 13, 1861 in Charleston Harbor. (painting by Howard Koslow)

along the entire coast of Florida included attacks on war parties, breaking up rendezvous points, picking up survivors of Seminole raids, carrying dispatches, transporting troops, blocking rivers to the passage of Seminole forces, and the dispatch of landing parties and artillery for the defense of settlements.

[Mexican War \(1846-48\)](#)

Revenue cutters were integral in assisting the Navy in the conduct of its principal missions, conducting amphibious landings and blockading the coasts. Five shallow-draft cutters engaged in amphibious operations and distinguished themselves particularly at Alvarado and Tabasco.

[Civil War \(1861-65\)](#)

The first naval shot of the Civil War

(Right) The cutter *Tampa* was sunk by UB-91 on the evening of Sept. 16, 1918.



was fired by the cutter *Harriet Lane* when it challenged the steamer *Nashville* with a shot across its bow in Charleston harbor. *Harriet Lane* also participated in the capture of Hatteras Inlet. The principal wartime duties of Union cutters were patrolling for commerce raiders and providing fire support for troops ashore.

[Spanish-American War \(1898\)](#)

The Revenue Cutter Service rendered conspicuous service during the war. Revenue Cutter *McCulloch*, was part of Admiral Dewey's force at the Battle of Manila Bay and was later employed as his dispatch boat. Eight cutters were also constituents of Admiral Sampson's fleet blockading Havana. In the action off Cardenas on May 11, 1898, Revenue Cutter *Hudson* sustained the fight against Spanish gunboats and shore batteries side by side with *USS Winslow*. When half of *Winslow's* crew had been killed, *Hudson* rescued the torpedo boat from certain destruction.

[World War I \(1917-1918\)](#)

With the declaration of war against Germany on April 6, 1917, a coded dispatch transferred the Coast Guard to the operational control of the Navy Department. During World War I, the Coast Guard continued to enforce

regulations governing anchorages and vessel movements in American harbors. The Espionage Act of June 1917 gave the Coast Guard the authority to protect shipping from sabotage and safeguard waterfront property. The term “captain of the port” was first used in New York and this officer was charged with supervising the safe loading of explosives. Similar posts were established in other U.S.

served the nation during World War I.

World War II

Following the outbreak of war in Europe in 1939, the Coast Guard carried out extensive patrols to enforce American neutrality. With Greenland’s incorporation into hemispheric defense on April 9, 1941, the Coast Guard became the primary service responsible for patrolling that area. On Sept. 12, Coast Guard Cutter *Northland* seized the Norwegian trawler *Buskoe*, marking the first captured vessel of World War II. On Nov. 1, 1941 the Coast Guard was ordered to operate as part of the Navy.

With the Dec. 7, 1941, Japanese attack on Pearl Harbor, the U.S. was officially at war and the Coast Guard played a vital role in the ultimate victory. Coast Guard patrolled the waters off Greenland and Coast Guard-manned warships served as convoy escorts, sank enemy submarines, and helped win the Battle of the Atlantic. Coast Guard personnel manned amphibious ships landing U.S. Army and U.S. Marine forces in European and Pacific theaters. Coast Guard coastal picket vessels patrolled the coasts while armed Coast Guardsmen patrolled beaches and docks. More than 230,000 men and 10,000 women served in the Coast Guard during World War II. The Coast Guard manned 351 naval ships



(Above) A Coast Guard-manned LCVP from the USS Samuel Chase disembarks troops of the U.S. Army's First Division on the morning of June 6, 1944 at Omaha Beach. (U.S. Coast Guard photo)

ports. In August and September 1917, six Coast Guard cutters left the United States to join U.S. naval forces in European waters. They constituted Squadron 2 of Division 6 of the Atlantic Fleet patrol forces and they were based at Gibraltar, escorting hundreds of vessels between the British Isles and Gibraltar, as well as escort and patrol duty in the Mediterranean. Coast Guard officers also held other important commands during World War I including vessels, air stations, and training installations. Coast Guard Cutter *Tampa* distinguished itself during the war. On the evening of Sept. 26, 1918, however, *Tampa* was sunk by *UB-91* which reported sinking an American warship fitting *Tampa's* description. One hundred-fifteen souls, 111 of whom were Coast Guard personnel, perished. This was the largest loss of life incurred in combat by any U.S. naval unit during the war. More than 8,000 Coast Guard men

and craft and 288 Army vessels in addition to 802 cutters. Almost 2,000 Coast Guardsmen were decorated, including Douglas A. Munro, who received the Medal of Honor for his heroic actions as Guadalcanal. With the war won, the Coast Guard returned to the Treasury Department on Jan. 1, 1946.

Korean Conflict (1950-1953)

During the Korean War, the Coast Guard performed a variety of tasks. These included establishing air detachments throughout the Pacific to conduct search and rescue, re-commissioning Navy destroyer escorts to augment the fleet, and establishing additional weather stations in the Pacific for communications and meteorological services. Domestically, the Coast Guard also ensured port security and proper ammunition handling. A team of

Coast Guard cadre also helped establish the Korean Coast Guard, which has since evolved into that country's Navy.

War in Vietnam

The Coast Guard was asked by the Navy to provide shallow water craft and crew needed for inshore, interdiction operations. The Coast Guard sent 26 82-foot cutters to Vietnam, forming Coast Guard Squadron One. The cutters spent some 70 percent of their time underway inspecting vessels and craft for contraband, intercepting and destroying enemy craft and providing fire support for friendly forces. While the 82-foot cutters patrolled inshore, larger cutters helped form a deepwater barrier against infiltration. For this task, the Coast Guard established Squadron Three. It consisted of high endurance cutters on 10-month deployments. Thirty high endurance cutters served on this duty between 1967 and 1971. The Coast Guard also assisted the Army with Explosives Loading Detachments while the Coast Guard Port Security and Waterways Detail traveled throughout Vietnam inspecting ports and harbors for security and safe storage of hazardous materials. The Coast Guard also set up and operated a long-range navigation system in Southeast Asia in order to assist the U. S. Air Force with precision navigation. Coast Guard buoy tenders in the Pacific also made periodic trips to Vietnam installing and maintaining buoys and a Coast Guard Aids to Navigation Detail was set up in Saigon. With more than 300 merchant ships engaged in the sealift of materiel to Vietnam, the Coast Guard Merchant Marine Detail was called upon to resolve merchant seaman problems and ensure that these ships sailed on schedule. Coast Guard pilots flew combat search and rescue with the Air Force under an inter-service exchange program. In the end, though little known, some 8,000 Coast Guardsmen served in Vietnam.

Post-Vietnam

On March 7, 1984, in an effort to define the national defense role for the Coast Guard, the Secretaries of the Navy and Transportation signed a memorandum of agreement establishing Maritime Defense Zones (MDZs), on the Atlantic and Pacific Coasts. On Aug. 4, 1986,



Coast Guard Cutters begin the journey to South Vietnam from the Philippines, July, 1965. U.S. Coast Guard photo.

Commandant Paul Yost issued a policy which stated that the MDZ Commands and the Coast Guard have inter-related roles in the coastal defense of the United States.

Desert Storm/Desert Shield

With the Iraqi invasion of Kuwait on Aug 1, 1990, the Coast Guard was again called to perform military duties on a large scale. On Aug. 17, 1990, at the request of the Joint Chiefs of Staff, the Secretary of Transportation and the Commandant of the Coast Guard committed Coast Guard law enforcement boarding teams to Operation Desert Shield. A total of 10 four-person teams served in theatre to support the enforcement of U.N. sanctions by the Maritime Interdiction Forces. President George H. W. Bush, on Aug. 22, 1990, called up selected reserve members to active duty in support of Operation Desert Shield. Three port security units, consisting of 550 Coast Guard reservists, were ordered to the Persian Gulf. A total of 950 Coast Guard reservists were called to active duty. Other reservist duties included supervising vessel inspection and loading hazardous military cargoes. On Sept. 15, 1990, the Secretary of Transportation and the commandant committed the first-ever deployment of a Coast Guard Reserve port security unit overseas, Port Security Unit 303.



(Left) A Coast Guard small boat sits in New York Harbor after the terrorist attack on the World Trade Centers on Sept. 11, 2001. Coast Guard assets were among the first responders following the attack. (U.S. Coast Guard photo)

On April 21, 1991, a Tactical Port Security Boat of PSU 301, stationed in Al Jubayl, Saudi Arabia, was the first boat in the newly reopened harbor of Mina Ash Shuwaikh in Kuwait City.

[9/11 and Beyond](#)

Coast Guard units from Activities New York were among the first military units to respond provide security and render assistance with the attacks of Sept. 11, 2001. In answer to the terrorist threat and to protect our nation's coastline, ports and waterways, six U.S. Navy Cyclone-class patrol coastal warships were assigned to Operation Noble Eagle on Nov. 5, 2001. This was the first time that U.S. Navy ships were employed jointly under Coast Guard command. In the aftermath of the attacks, President George W. Bush proposed the creation of a new Cabinet-level agency, eventually named the

Department of Homeland Security. The Coast Guard was foremost among the agencies that constituted the new department. On Nov. 25, 2002, President Bush signed HR 5005, creating the Department of Homeland Security, and the Coast Guard officially transferred to the newly created department on Feb. 25, 2003.

As a prominent member of the new department, Coast Guard units deployed to Southwest Asia in support of the

U.S.-led coalition engaged in Operation Iraqi Freedom early in 2003. At the height of operations, there were 1,250 Coast Guard personnel deployed, including about 500 reservists. This included two large cutters, one buoy tender, eight patrol boats, four port security units, law enforcement detachments and support staff to the Central and European Command theaters of operation.

To this day, Coast Guard units remained deployed worldwide conducting joint operations in support of the most critical needs of combatant commanders for a variety of national defense missions. Throughout the service's 225-year history, it has always remained 'Semper Paratus' to support the defense of our nation and will continue to do so for generations to come.

(Right) U.S. Coast Guardsmen with Maritime Safety and Security Team 91104 and visit, board, search and seizure team members approach a rigid-hull inflatable boat during a simulated boarding in the Gulf of Aden near the guided-missile cruiser USS Anzio (CG 68). Anzio is the flagship for Combined Task Force 151, a multinational task force established to conduct counter-piracy operations under a mission-based mandate to actively deter, disrupt and suppress piracy off the coast of Somalia. (DoD photo by Mass Communication Specialist 2nd Class Brian K. Fromal, U.S. Navy)



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