



the Quarterdeck Log

Membership publication of the Coast Guard Combat Veterans Association. Publishes quarterly — Winter, Spring, Summer, and Fall. Not sold on a subscription basis. The Coast Guard Combat Veterans Association is a Non-Profit Corporation of Active Duty Members, Retired Members, Reserve Members, and Honorably Discharged Former Members of the United States Coast Guard who served in, or provided direct support to combat situations recognized by an appropriate military award while serving as a member of the United States Coast Guard.

Volume 22, Number 1

Spring 2007

12th Biennial Convention Roundup

Reflections on the 16-20 April 2007 Reunion in Burlingame, California



A color guard squad from Coast Guard Island at the Opening Ceremony.

How do you measure a successful Reunion/Convention? If you evaluate it on good food, good accommodations, good tours, and good fellowship, then you have described the CGCVA gathering that recently took place a little south of San



Off busy Highway 101, on a tranquil flat of land along San Francisco Bay sits Hotel Sheraton, site of the 2007 CGCVA Convention/Reunion.

Francisco. The last Association convention held on the West Coast was in San Diego in 1996. Consequently, a number of members who live in the Pacific Coast region attended for the first time. One of them, Ed Floyd, remarked that this reunion was friendly beyond his experience with other groups and he will return for the next one in 2009. So, if you weren't able to attend the 2007 CGCVA convention, here is a roundup of what took place. If you were there, then relive the conviviality.

On Monday, 16 April, activities kicked off with the Opening Ceremony. The Colors were presented by a color guard from Coast Guard Island in Alameda. Vice Admiral Charles D. Wurster, Commander, USCG Pacific Area, welcomed the audience with a historical synopsis of the Alameda Coast Guard base, a place familiar to our members who went

through recruit training there and to those deploying to Squadron One in Vietnam who reported there to begin five weeks of war readiness. The Coast Guard came to Government Island, located in the estuary between Oakland and Alameda, in

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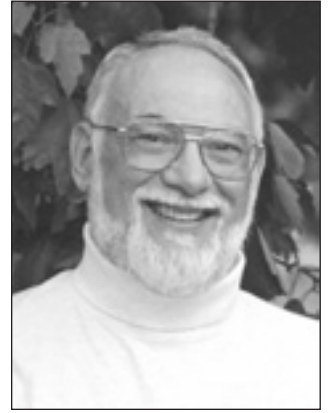
From the President

Thank you for entrusting me with the office of National President for the next two years. One of my main objectives will be a determined effort to attract new members, especially among those on active duty.

Bringing in members is everyone's assignment. Publicity is one means of making people aware they are eligible to be a part of the Association. We do not have the budget to pay for high visibility advertising. But we can do well through the grassroots. Small towns and big towns have something in common—the news media. Newspapers, television and radio are always in need of feature story material. Around special days (Armed Forces Day, Memorial Day, Coast Guard Day...) contact the media. Tell them you are a veteran with a story to tell and bring into play our Association. Do not be discouraged if turned down. Perseverance brings success. In a future issue of *The Quarterdeck Log* I will furnish a boilerplate news release that you may amend and localize to use in making your pitch.

Come up with innovative ways to publicize the Association. Start up a Coast Guard Combat Veterans Association bowling team. This not only brings public attention to the Coast Guard

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Paul C. Scotti



Association Vice President, Paul C. Scotti, welcomes members and guests at the Opening Ceremony. Scotti filled in as acting President in the unavoidable absence of President Gil "Frenchy" Benoit.

Next QD Log deadline is Aug. 1, 2007. Please e-mail material to the editor at: swiftie1@verizon.net

Rene and I have returned home to Missouri after a great reunion on the west bank of San Francisco Bay. We relish our memories of the many new veterans we met, and the repeat visits with former shipmates and fellow sailors and their ladies.

Our most memorable events were the CGCVA Business Luncheon and the Auxiliary's Friendship Luncheon, during which Rene was elected to succeed Linda Benoit as CGCVA Auxiliary National Vice President, and I was elected to follow President Paul Scotti as National Vice President. We are honored by your confidence in us and we each vow to maintain the high standards established by a long line of notable Combat Veterans and Auxiliaries.

Chieu Hoi Update — Once again, our lovable Sabine River Fajita was a hit at the banquet. PNP Bob Maxwell turned over guardianship of

Chieu Hoi to Garrett Conklin, following a fever-pitched auction that surely disappointed a bevy of lower bidders, one of whom was our 2006 Person Of The Year, MK2 Justin E. Parker. Garrett was the high bidder and, after taking possession of Chieu Hoi, he graciously granted temporary custody of our cuddly mascot to Petty Officer Parker. During the next couple

of months, Chieu Hoi will be squired about USCG Station Monterey and will undoubtedly be completing his practical factors by helping the crew perform many of its search and rescue missions. We trust, however, that Chieu Hoi will never be relegated to the role of Rescue Swimmer.

Although our PNP Gil "Frenchy" Benoit was unable to attend our reunion, he was there in the spirit of The Fajita. During our 2000 reunion, Frenchy donated the Sabine River Fajita to The Association and, along with The Fajita, Frenchy



The King & Queen of Vice? Actually it's Rene and Terry O'Connell, CGCVA Auxiliary and CGCVA vice presidents, respectively.

entertained us with an oral history of this infamous creature. The first successful bidder that year was a Vietnam Veteran who, along with a crew of 82'er sailors, named The Fajita "Chieu Hoi". The origin of the name, meaning "welcome" and "return", is an "open arms" program whereby Viet Cong or NVA soldiers could surrender to the Republic of Vietnam or its allies. The name is fitting for our mascot because, it is "returned" to The CGCVA at each reunion and "welcomed" by a new high bidder.

Thank you, Frenchy. Your initial contribution has led to a

total, thus far, of \$1175 for the Association's General Fund.

Terry



Beauty and the Beasts? Valerie Parker with her banquet dates, Chieu Hoi and husband Justin.



Cousins reunited? Chieu Hoi meets Justin Parker



Feeding time for Chieu Hoi?.

2007 Convention

Trying not to hurt the feelings of John Denver fans or those lovely folks of West Virginia, I would say that our Burlingame reunion was "Almost Heaven". Ginny Lapham, as those present are well aware, sings better than John an far, far better than most of those rated as tops in the field.

Our new President, Paul C. Scotti, recognized many of our members, including two Pearl Harbor survivors, four couples married over 60 years, and Vietnam Silver Star recipient Larry Villerreal. Paul also delivered greetings from Ray Evans, the coxswain who was with Douglas Munro and who took over the flotilla that rescued Chesty Puller's Marines at the Guadalcanal area. New Vice President Terry O'Connell recognized our members who have crossed the bar since the last reunion with special mention of Ray "Mr. Coast Guard" O'Malley, the last living survivor of the first *CGC Escanaba*.

The Coast Guard Island (formerly Government Island) at Alameda tour, the Fisherman's Wharf tour and the ladies shopping tour were just fantastic. Certainly Bob Maxwell, Ed Burke, Bill Figone and their wives worked very hard setting up this reunion and worked all the way through it. We all thank you folks for this very demanding work. And, God willing, all those present at Burlingame will be in Reno at the Atlantis in April 2009. Please mark your calendars now and start saving your money.

Gotta Love Those Computers

Sorry about my lack of e-mail communications during the 14-22 April period but in order to keep from going through 500-plus messages upon my return home I had all of them deleted without reading. My Roadrunner program goes nuts

Crossed The Bar

William P. Broderick, LM

Joined: 6-17-1996 CTB: 3-23-2007

Ralph A. Cragg, Jr.

Joined: 10-7-1996 CTB: 5-25-2006

Holmes F. Crouch, LM

Joined: 1-2-1992 CTB: 4-24-2007

James F. Duffy

Joined: 10-1-1994 CTB: 3-15-2007

Urial H. Leach, Jr., LM

Joined: 6-11-1993 CTB: Date Unknown

John R. Nugent, LM

Joined: 6-12-1988 CTB: Date Unknown

Raymond O'Malley, LM

Joined: CTB: 3-8-2007

Marvin J. Perrett

Joined: 10-7-2001 CTB: 5-6-2007

James J. Potesky

Joined: 1-23-2001 CTB: 12-9-2006

James F. Sheeran

Joined: 10-1-1993 CTB: 2-10-2007

Kenneth F. Stephan, LM

Joined: 12-12-1991 CTB: 1-21-2006

Gerald R. Sterrenburg, LM

Joined: 12-15-1999 CTB: 4-4-2007

Walter E. Swett, Jr., LM

Joined: 8-17-1991 CTB: Date Unknown

Rodney A. Williams, LM

Joined: 11-7-1997 CTB: Date Unknown

when there are more than 50 messages (which is what I receive daily) so, if you did send me an e-mail during that time, please resend it. Changes in addresses are especially important. And in that vein, thanks to all who have notified me of changes, especially the 'snow birds'.

CGCVA Scholarships

In addition to the \$1,000 Philips Van Campen Taylor Scholarships for 2007 and 2008 (donated by Dr. Andrew and Mrs. Kristin Taylor Chang), PNP and Mrs. Gil Benoit, together with Mr. Bill Boonstra, have created a \$500 Scholarship for 2007 in memory of CGC Escanaba survivor, the late Ray O'Malley.

Applicants for these scholarships must be sons, daughters, grandsons, granddaughters, or even great grandsons or granddaughters of CGCVA members. They must be a high school senior, second year student of a junior college, or a third year student of a four-year college or university. Applications must be received at the Administrative Office on or before 1 August 2007. Use the application form included in this issue.

Dues Information

As previously reported, CGCVA dues have been increased by \$2.50 per year (or a total of \$30.00 for a two-year membership). This of course does not apply to Life Members. For those desiring to become Life Members, our rates have remained the same as before: Under age 30 (\$200); 31-40 (\$185); 41-50 (\$165); 51-60 (\$145); 61-70 (\$115); 71-80 (\$85); 81-90 (50); and 90 and older (no cost).

Finally, a most gracious Bill Ross has agreed to take over the Treasurer's duties although dues and other payments will still come to me for processing. Bill will handle the big stuff, like our investments (three small CDs held for the Life Membership Fund) and pay our bills. Thanks Bill!

Fraternally and SP...

Baker

USS Belfast

The *USS Belfast (PF-35)* will hold a get-together 17-20 July 2007 at Belfast, ME, the ship's namesake. Meet at the Belfast Museum. Contact: Art Wells at (732) 240-9293.

RVN Vet Visits Cape May

On April 5th I visited Cape May. The base personnel were very accommodating and escorted me to various places. I was part of "India 64" at Cape May, back in July 1966. Also, I was attached to USCG Squadron One, RVN, *Point Mast* and *Point Ellis*, out of An Thoi and Cat Lo. The *Point Ellis* was a Danang boat that we exchanged around October 1969 with our boat, the *Point Mast*, after we were transferred from Division 11 An Thoi to Division 13 Cat Lo. Then, on 8 December, 1969, we turned the *Ellis* over to the South Vietnamese Navy. Theoretically, I rode boats attached to all three Divisions... go figure.

Bill Findlay (former ET2)

"Lucky 13" Book Review

Starting out with growing up in his small Texas town of Itasca, CGCVA member Ken Wiley touches on the Great Depression, the wheel barrow make-believe WWI airplanes (or whatever they wanted to be), Florida boot camp at age 17, Camp Lejeune, LCVP training, being appointed as coxswain, and duty aboard the mighty APAs *Cambria* and *Middleton*. Ken takes you into some boy/girl situations, and run-ins with MPs (and we all know how those ended). The reader understands the landings at Kwajalein in the Marshalls, Eniwetok and Makin, burials at sea, the return to Pearl Harbor, trips to Leyte, Okinawa and back stateside. Nice sketches and photos. A great book well worth reading, written in a way any former sailor will appreciate and those who have never sailed will understand. Includes a nice personal view of the transport workhorses during WWII.

"Lucky 13" is available in hardback through Casemate Press at \$32.95. To order a copy, call (610) 853-9131.

Baker Herbert

Personnel Service Center 25th Anniversary

The Personnel Service Center's 25th Anniversary will be celebrated on 22 August 2007 in Topeka, KS. All are welcome to join us as we reminisce about our history and enjoy stories of "the good ole days". Event details are being formulated and more information will be posted on our website in the near future, including registration details, hotel and travel informa-

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:

John Cunniff	Jack Hamlin
W. D. McKendree	Robert F. Taylor, Jr.
Donald Leal	Peter Martens, Jr.
Bill Boonstra	Walter Guggenmos
Bill & Libby Hoover	Wallace Kilmer
Gil Benoit	H. C. Brush
George Kohan	Baker & Marylou Herbert
Roy Kronlein	Wilton Lisk
Harold Steinler	Maurice Stopa
Crook Stewart	Rex Wessling
Chris Wood	Ed Withrow
Al Duffield	Janice Rosenblatt
Joseph Rondeau	George Werth
John Baldwin	Art Goodwin
Eugene Dugan	Joe Kleinpeter
Charles Graham	Sidney Tartarkin
James Klug	Eleanor Sheeran
Gethseme Gallop	Gaetano Plumeri

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.

tion, and agenda updates. This information will be accessible at: www.uscg.mil/hq/psc/psc25.asp.

If you would like to join us or have any questions or concerns, please don't hesitate to contact Linda Wallace-Wood via email at Linda.J.Wallacewood@uscg.mil. We look forward to seeing you in August.

In 1979, the Coast Guard established a Military Pay Center in Riverdale, Maryland, a suburb of Washington, D.C., by moving the JUMPS (Joint Uniform Military Pay System) conversion team and other pay-related functions out of CG Headquarters in Washington. This was a temporary move until a more geographically centralized location could be found.

In 1977, a newly erected Federal Building known as the Frank Carlson Federal Building (named after the late Kansas Senator) was opened in Topeka, Kansas. Five years later in 1982 this became the Center's new permanent location.

As pay automation streamlined, many additional personnel processing functions became the Center's responsibility resulting in a change of name to PPC (Pay and Personnel Center) in mid-1983.

Over the next 14 years many more duties were added to the PPC's list of responsibilities driving yet another change of name to reflect the services provided.

In March of 1997, the PPC became known as HRSIC (Human Resources Service & Information Center). In 2003 the name was again changed to PSC (Personnel Service Center). With a host of responsibilities from military pay to travel claim processing and advancements, PSC continues to strive for and deliver excellence in service to its more than 90,000 worldwide customers.

Coast Guard and CG Auxiliary Days

The Naval Aviation Museum at Pensacola, Florida was the site of a joint Coast Guard/Coast Guard Auxiliary event on April 21st. There was a registered attendance of 1,681 adults. Participants included: 10 Auxiliary members from Flotilla 1-4, Ft. Walton Beach, Florida, 10 members of Flotilla 3-10, Alabama South Coast, a contingent of former Coast Guard officers and enlisted from the Coast Guard, the aviation organization known as the Ancient Order of Pterodactyls, and members of the Coast Guard Combat Veterans Association. A Coast Guard helicopter was landed near the Museum to serve as a static display, as there was a 25-foot semi-rigid USCG patrol boat. Even a Coast Guard Recruiter set up a booth and Auxiliarists assisted in discussions concerning CG Academy applications.

The event went well and many photos were taken. One of the most entertaining displays was set up by CGCVA member and WWII Coxswain extraordinaire Marvin Perrett, who presented what turned out to be one of his final Coast Guard, D-Day and Iwo Jima exhibitions.



CGCVA member Marvin J. Perrett doing what he loved... talking about the Coast Guard in WWII.

Marvin crossed the bar just two weeks later, leaving his remains to science and his collection of memorabilia to the D-Day Museum in New Orleans. To know Marvin was to love him. His stories and kissing the hands of the ladies who visited with him, will never be forgotten. He truly is a loss to us all and most particularly the Coast Guard Combat Veterans Association, which he was so truly proud to be a part of.

The event ran from 0800 until 1600 when all of the gear used was returned to their proper places.

Joshua S. Sparrow

Remembering Marvin

Coast Guard Sector New Orleans announced with regret the death of WWII Coast Guard veteran Marvin J. Perrett who was found deceased in his Metairie, LA residence on May 6th. He was 81.

Marvin was sworn into the Coast Guard on Sept. 18, 1943, a day after he turned 18. After boot camp in St. Augustine, FL, he was

trained to be a coxswain at Camp Lejeune, NC. He next attended Landing Barge School in Little Creek, VA where he learned to operate the Higgins landing craft.

With training complete, he was transferred to the CG-manned attack transport *USS Bayfield* where he served as a coxswain during the Normandy Invasion at Utah Beach., then on to invasions in Southern France. His combat aboard the *Bayfield* continued in the Pacific and he landed boats at Iwo Jima and Okinawa.

Just days before his death, Marvin hosted a week-long symposium with hundreds of Sector New Orleans CG personnel, including his comprehensive history display, tours, and a transit across Lake Pontchartrain in a replica of a Higgins LCVP.

Marvin's efforts were little known, and the men who transported and landed troops on enemy beaches have been overlooked by historians, writers and film producers; however, without individuals such as Marvin, these invasions would not have been successful.

WWII Greenland Patrol Honored

To remember the sacrifice and dedication of the WWII Greenland Patrol (1940-45), the U. S. Coast Guard International Ice Patrol, the Coast Guard Foundation, and Officer Candidate Class 2-07 joined together May 29th at Robert Crown Park on the campus of the Coast Guard Academy in New London, Conn. The ceremony included remarks from the Commander of International Ice Patrol and the dedication of a wreath that will subsequently be deployed from a Coast Guard patrol aircraft during iceberg reconnaissance over the North Atlantic Ocean.

The histories of the International Ice Patrol and the Greenland Patrol became closely intertwined when Greenland, a Danish possession, acquired diplomatic and strategic importance after Germany invaded Denmark in 1940. Greenland's significance to the Allies lay not only in its large deposits of cryolite — a mineral essential for the manufacturing of aluminum — but also in its airbases, which were necessary for ferrying aircraft from North America to Great Britain. Greenland also afforded strategic locations for radio and weather stations, which provided essential information to the Allies. This latter fact, however, was also well-known by the Germans and therefore it became a critical task of the Greenland Patrol to prevent Germany from establishing radio and weather stations in Greenland.

The cutters and Coast Guardsmen of the pre-war Ice Patrol formed the nucleus of the Greenland Patrol, which included a variety of Army, Navy, and Coast Guard units and became one of the largest joint forces ever commanded by the Coast Guard. The ice-navigation experience and extensive oceanographic work completed by the Coast Guard during the International Ice Patrol's operations after the sinking of the R.M.S. Titanic in 1912 proved invaluable to the success of the Greenland Patrol.

MST2 Jeromy Sherrill
International Ice Patrol

Pacific Theater WWII Memorial Project

Dear Friend of the Coast Guard,

I have the distinct honor to request your support for the construction of two memorials dedicated to the heroes of the United States Coast Guard serving in the Pacific Theater.

The first memorial will be placed at the Point Cruz Yacht Club in Guadalcanal in honor of Signalman 1/C Douglas A. Munro and the other brave Coast Guardsmen who supported Marines landing at that spot during the brutal Guadalcanal campaign launched in 1942. This memorial will be built in Honolulu and transported to Guadalcanal by the USCG WALNUT, which will be representing the Coast Guard at the 65th anniversary celebration of the Guadalcanal campaign later this year. It is especially important to dedicate this memorial dur-

Welcome New Members

A hearty "Welcome Aboard!" to the following new CGCVA and Auxiliary members. New member names are **boldfaced**, followed by sponsors' names (in parentheses):

FEBRUARY 2007

Robert D. Andrews, II (Bill Wells), **Gerald E. Doescher** (Ed Burke), **Paul J. Pudela** (Baker Herbert), **Irving R. Cote** (CGCVA Website), **Kenneth E. Wiley** (Ed Swift), **John E. Ristau** (Pat Ramsey), **HM Rona Vaughn** (Bob Marzen), **Samuel D. Forbes** (Jack Campbell), and **Harrison W. Moore** (Baker Herbert).

MARCH 2007

Mason W. Durrett (Pat Ramsey), **LM Kristin T. Chang** (The Association), **Chester W. Narvell, Jr.** (Gary Sherman, and **Daniel West** (Dan McCrummen, III).

APRIL 2007

Wally Mikolatzak (Bill Wells), **Alvin J. Tait** (Pat Ramsey), **Charles K. Titcombe** (Pat Ramsey), **Michael A. Corfman** (Bill Wells), **Donald D. Dier, Sr.** (Pat Ramsey), **Mariana M. O'Leary** (Bob Maxwell), **Walter S. Viglienze** (The Association), **LM Larry Villarreal** (Ed Swift), **Gethsemane Gallop** (Tommy Bowden), **LM Justin Parker** (The Association), **Paul G. Remick** (Butch Hampton), **Douglas D. Scribner** (The Association), and **Charles S. Reynolds** (Eric Newpher).

ing this anniversary celebration, since it is unlikely that many World War II veterans will be able to travel to Guadalcanal to participate in the 70th anniversary celebration in 2012. The dedication of this memorial is planned for August 7, 2007

The second memorial will be dedicated to all Coast Guard veterans of the Pacific Theater, and will be placed along the Memorial Walk at the National Cemetery of the Pacific (Punchbowl Cemetery) in Honolulu, Hawaii in November 2007 on Veterans' Day. I recently visited that cemetery with some family members, and was astonished to discover that while every other service and many other groups have a memorial in the cemetery, the Coast Guard does not. This is a terrible omission that doesn't do justice to the thousands of Coast Guardsmen who played heroic roles in World War II, the Korean War, and the Vietnam War in service of their nation. This memorial will be constructed out of a rock cut from the vicinity of Point Cruz in Guadalcanal, which will be transported by the WALNUT on her return voyage to Honolulu.

Please join us in remembering and recognizing the service of Coast Guard veterans of the Pacific Theater by making a contribution to support the construction of a two memorials in their honor.

You can find out more detailed information on how you can support this project at: www.cgcpacificwarmemorial.org. Semper Paratus!

**CDR Barry A. Compagnoni, USCG
Memorial Coordinator**

USS Centaurus (AKA-17)

On behalf of the CGCVAMembership Chairman, thanks are extended to George E. McCabe, Jr., editor of *Maru Crew's News*, the *USS Centaurus* magazine, for including information on our association in the May 2007 issue. George was kind enough to explain who we are and that all *USS Centaurus* shipmates are eligible for CGCVA membership.

Loss of the PC-590

The Coast Guard-manned *USS PC-590* foundered in a typhoon of Okinawa on 9 October 1945. There was no loss of life. On 28 September, while undergoing engine repairs at Buckners Bay, Okinawa, the *PC-590* was ordered to proceed to Unten Ko, Okinawa, about 80 miles distant, to escape an approaching typhoon. Proceeding immediately at a speed of 14 knots, the ship was forced to anchor south of Ie Shima for the night, proceeding to Unten Ko and thence to Katena Ka the next morning, to an anchorage considered satisfactory for small craft from the average typhoon.

Due to increasing wind velocity and heavy swells running into the harbor on 4 October, the 590 was forced to move her anchorage into the middle of Buckner Bay. The weather calmed and the 590 made an uneventful passage to Miyako Retto to pick up mail for an expeditionary group, then she sailed 80 miles south to deliver the mail.

During the morning of 6 October, another typhoon warning was received, this one being some 350 miles northwest of Saipan at the time, and advancing on a west northwest track at a rate of about 15 knots per hour. This track showed the possibility of the typhoon passing south of Miyako Retto, directly toward Formosa, as had the earlier one. Orders were received to proceed to Okinawa and the 590 arrived Buckner Bay at 0721 on 8 October.

The vessel rode well through the night. The anchor was holding but the winds steadily increased to force 9-10 and the barometer dropped to 29.00. The ship began swinging widely at anchor on tacks up to 50 degrees off the wind. By 1100 on 9 October the wind had increased to force 11 and the barometer had dropped to 28.80 but the ship was still maintaining her position. Eleven other vessels were observed to have begun moving and starting for the beach. The *PC-469* had broken or dragged free and disappeared down-wind in the storm.

At 1130 the anchor was still holding but the bow soon drifted off the wind and the ship entered the trough of the sea, rolling badly. All hands were piped to emergency stations and the ship maneuvered to port and starboard. A destroyed mooring buoy was narrowly avoided, as was a reef to the south and starboard. The chief carpenter's mate was badly hurt and knocked unconscious by a terrific heave of the bow and five feet of solid water, which washed the entire anchorage detail 30 feet aft. The windlass continued to slowly bring in the anchor chain until it was discovered that the chain had parted at the 30 fathom connecting shackle.

Various courses were now necessary to avoid other vessels and the great difficulty of heading into the seas. After closely avoiding about 12 ships, the top of Teuken Shima

Island appeared above the level of the driving salt spray at about 1250, two points off the starboard bow. The island was 800 to 1200 yards distant. Wind velocity had increased to force 14 and the barometer dropped to 28.50. Anchoring was impossible so another tacking procedure was employed, requiring full ahead, sometimes on both engines, with full rudder to maintain position off the island and keep the bow near the wind. Four narrow escapes were experienced in avoiding ships, twice requiring all back full.

By 1400, the situation had worsened. Winds were now at force 15-16, with gusts to force 17. A layer of racing spray existed about a yard above the water, making any abandon-ship intentions impossible. Continued requests for tug assistance remained unanswered and several engine room problems occurred. The situation, with surrounding reefs to the east, north and west, and no fix possible, was creating an unstable situation. It was decided to get to the southeast to south if possible, regardless of stability or anything else. Some seconds later, with the ship in a slow turn with heading about 350 degrees, it hit a reef at 1540.

The order for all engines back full was given and the ship answered for some seconds, then the mid and after section struck another reef. All engines were stopped immediately. No abandon-ship stations were ever called. The port anchor was dropped to its limit of 60 fathoms. Water tight integrity was checked throughout the ship as well as the ammunition

I had a rose named after me and I was very flattered. But I was not pleased to read the description in the catalog: "No good in bed, but fine against a wall."

-- Eleanor Roosevelt

Last week, I stated this woman was the ugliest woman I had ever seen. I have since been visited by her sister, and now wish to withdraw that statement

-- Mark Twain

stowage. A final check was made on all hands for life jackets and another message was sent to the port director, this time notifying him that the ship was aground and where, that the anchor was gone and the fuel tank ruptured, and requesting immediate assistance to transfer personnel as they would have to abandon ship within a few hours.

The 590 was pounded off the reef into open water, the bow drifting off the wind rapidly in spite of the port anchor and the 60 fathoms of chain which did not hold at all. After traveling about a mile, the ship hit another reef at about 1600. The steering cable broke and sagged in the engine auxiliary room. There was a ripping noise on the port side of the auxiliary engine room stores compartment and water began rushing into engine room spaces. At 1625, engine room spaces were abandoned and watertight doors and hatches secured. The ship was now without power and lights, radio and blinker, except for one Aldis lamp for signaling.

The barometer, for the first time, began to rise slowly. The stern was slowly settling in the water. At 1645, a depth charge broke loose and the XO and two crew members secured it at great personal danger. By 1700, the barometer had risen to 28.18 with winds at force 15. At 1710, a large ship on the starboard beam was seen looming larger and moving steadily directly for the *PC-590*. Collision seemed probable and all hands were ordered out of the interior compartments. The vessel, *USS Mona Island (ARG-91)* blinked over, telling the 590 to "stand clear". A line was fired to the 590 and after a 3-inch manila line was recovered by crew members a breeches buoy type of bosun's chair was rigged. The first crewman went up the breeches buoy to safety at about 1755. Waves increased alarmingly and the roll and crash of the 590 against the reef became more violent but, by 1836, 19 men had been pulled to safety. Winds were driving huge waves across the decks so to avoid serious injury and prevent crewmen from being washed overboard, the last men were sent forward to the wheelhouse, in spite of the ship's progressive breaking up. By 1925, forty men had been saved and 20 minutes later the gunnery officer started up the line. Midway in transit, the hauling line fouled around the engineering officer's right foot and he was jerked out of the 40mm gun tub. The two remaining officers onboard, the CO and XO, came to his assistance.

Meanwhile, the sudden stopping of the breeches buoy caused the gunnery officer to bounce wildly and the 3-inch line parted, dropping him into the sea. He started to sink immediately but was brought like a shot up to the deck of the *Mona Island*. Within a few moments the hauling line was pulled back aboard the 590, along with the breeches buoy and the remainder of the 3-inch line was reattached. This was made fast around the 40mm gun foundation and the engineering officer

and XO went up without mishap. The CO started up the line about 10 feet when the hauling line, now unattended, jammed again. He returned to the ship and cleared the badly twisted line, then made the trip to the *Mona Island* safely. Shortly afterwards, at about 2015, the *PC-590* broke completely in half.

Submitted by Sherwood Patrick

"Ten Hours Until Dawn"

A new book by Michael Tougias, "Ten Hours Until Dawn," is an amazing story of a harrowing rescue mission involving an oil tanker, the Coast Guard and the crew of the pilot boat *Can Do* off the Massachusetts coast during the Blizzard of 1978.

Based on nine hours of tape recordings from all the boats involved, readers will have a unique inside look at how the men struggled to survive monstrous seas, blinding snow and 100-mile per hour winds. The author weaves the actual words

of the crews with incredible blow-by-blow action, as well as the on-shore efforts and desperation of loved ones during the "storm of the century".

The hard-bound book a Boston Globe best-seller, is 323 pages, and includes maps and photographs. For more information or to order an autographed copy, go to: mtougias@comcast.net.

USS Newell (DE-322/WDE-422/DER-322)

The *USS Newell (DE-322)* was built by Consolidated Steel Co., of Orange, Texas and commissioned on 30 October 1943. The ship was commanded by LCDR Russel J. Roberts, USCG and manned entirely by Coast Guard personnel. The ship was named in honor of LCDR Byron B. Newell, USN, who lost his life aboard the *USS Hornet* in 1942.

After completing shakedown training in Bermuda, the *Newell* passed its final inspection and departed for Charleston, SC on Christmas Day 1943. She then sailed to Norfolk, VA to receive the balance of her division and, while there, served as a training ship for pre-commissioning crews. Within two weeks, the remainder of the division was assembled, including the DE's *USS Menges*, *USS Mosely*, *USS Pride*, *USS Falgout*, and *USS Lowe*. A new era began and the *Newell* would make six successive convoy trips to North Africa and Mediterranean ports.

The first convoy to Casablanca was uneventful but provided the first glimpse of a foreign land to many crew members. Returning to New York for a 10-day stopover, the *Newell* then sailed for Bizerte, Africa. Two days past Gibraltar and barely past Algiers on 20 April 1944, Nazi aircraft struck the convoy at 2045. *Newell* gunners brought down at least one aircraft, then rescued the survivors. A torpedo from one of the planes

My luck is so bad that if I bought a cemetery, people would stop dying.
-- Rodney Dangerfield

hit the *USS Lansdale*, a destroyer just 200 yards from the *Newell*.

Between 2115 and 0330, while still in danger of attack, *Newell* crew members rescued more than 120 survivors from the *Lansdale*. Many crew members went over the side to bring aboard survivors too weak to make the swim to the ship. Men making these heroic rescues were later given Commendation Awards while the *Newell's* pharmacist mates, who worked tirelessly with the survivors, were awarded Legions of Merit.

The ships continued, in company with two other DE's towing merchant ships, to Algiers where the survivors were discharged and the escorts departed to rejoin the convoy which had proceeded on ahead to Bizerte. After 10 days in Bizerte, the convoy and escorts began the long trek home and came under attack again. The *Menges* was torpedoed while tracking down a target and a day later the *USS Fechteler* was sunk after being hit amidships by a torpedo. The *Menges* was placed under tow by the *USS Holden (DE-401)* and made it successfully back to port.

Upon return to New York City, the *Newell's* armament was increased with the addition of four 40mm guns. LCDR P. E. Burhorst, USCG, assumed command and the ship made two more uneventful trips to Bizerte and Oran in 1945. After the last of her six convoy trips, the *Newell* reported to Norfolk, VA for special duty under COTCLANT. The ship served in myriad capacities over the next eight months before receiving orders to report to Charleston, SC for inactivation on 27 December 1945. The *Newell* was re-commissioned 20 July 1951 as *USCGC Newell (WDE-422)*, and converted to perform Ocean Station and search and rescue duties. She reported to the 14th Coast Guard District in 1952 and assumed the duties of a Coast Guard weather ship with the assignment to patrol the 210-mile square Ocean Station's Victor, Queen, Sugar and Uncle set up across the Pacific. She was decommissioned 14 May 1954.

Editor's Note: CGCVA life member Darrell J. Sekin is trying to locate former crew members who served on the following vessels during 1944 combat operations for a possible reunion of the Coast Guard-manned Division 46 vessels *USS Newell (DE-322)*, *USS Menges (DE-320)*, *USS Mosely*



USCGC Lowe, formerly USS Lowe (DD-325), a sister ship to the Newell.

(DE-321), USS Pride (DE-323), USS Falgout (DE-324), USS Lowe (DE-325), and the destroyer USS Lansdale. You can reach Darrell at 412 N. MacArthur Blvd., Irving, TX 75061. Ph: (214) 552-6171. Darrell served on the USS Newell (DE-322) in 1943-44 as an RM3/c.

The Backwaters of WWII

I must admit that I wasn't too impressed when I first saw the 83430. She was tied up alongside the Industrial Canal in New Orleans and I was used to being assigned to cutters that had real names like *Dione* or *Gresham*, and had crews of at least 100 men. This little vessel had only an ensign and 12 men. However, with the war in Europe nearly over, I figured I would have a great posting for the duration. Wrong! This was Fall, 1944, and we didn't do much until Spring of '45 when we were loaded onto the well deck of an LST by a giant crane operated by a junkyard. You can imagine what that looked like! We then went through the Gulf of Mexico and Panama Canal en route to Long Beach, CA, where we were off-loaded and reported to the USCG base at San Pedro. That station had a real 'distinct' advantage – it was located next to a fertilizer factory – so whenever you went on liberty you could smell your way back home!

In San Pedro and Long Beach we received sonar training and took gunnery practice with 20mm guns. We also got in trouble with the Navy for throwing apples at some of their fly boys who liked to buzz us. Later that spring another crane loaded the 83430 aboard the Liberty ship *George D. Prentiss* and it was off to Hawaii (and some brief liberty at Pearl Harbor). From there it was off to Eniwetok, then to Ulithi, and finally to our destination of Okinawa.

We were assigned to an island called Tsuken Shima in a group

*My wife has a slight impediment in her speech... Every now and then she stops to breathe.
-- Jimmy Durante*

called Lion 8. I assumed we would be doing what the 83-footers did during the invasion of Normandy. There were a few air raids and then came the days of scrounging. We were the orphans of the war and had to work driving trucks for the Sea-Bees in order to get food and shelter. We also did a lot of pilfering for food and water.

By this time I had become quite friendly with the crew and had made many good friends, so I'll just refer to them by their first names. One day, Howard and I went to forage for anything we could find and ended up in what was left of the city of Naha. To get back to the boat we had to find some means of transport and we ended up using a log with a couple of boards to paddle it. We went about three miles before being picked up by a pontoon barge and dropped off at the island. We didn't do that again.

After our travels to see the island, things settled down to a routine of doing nothing. Sometime in September we were told that a bad storm was heading our way and to be prepared. The skipper had us tie up to a huge mooring buoy with the anchor chain doubled up with the anchor in the middle to act as a buffer. We honestly didn't think all this was really necessary so afterwards we went fishing. Later in the day the wind really kicked up and the sky darkened. The weather took a turn for the worse and now we really were worried. A searchlight was turned on and trained on the buoy and on a huge coral head close by the stern to make sure of our position. As the winds grew stronger, we had to start the engines and put them in gear at idle to ease the strain on the chain and mooring. About 2100, Howard and I watched the anchor on the chain come out of the water, spin around the chain like a button on a string, then watch as the chain snapped! We called the skipper and he took over, navigating the 83430 through the wreckage floating in the bay and evade other vessels that were loose. Howard went on to secure our spare anchor to what remained of the anchor chain. Meanwhile, I assisted Elmer (our machinist mate) in removing a fish hook that Bob had embedded in his foot due to our carelessness of just tossing our fishing gear in the wheelhouse instead of securing it. Anyway, the skipper managed to safely get us across Buckner Bay.

The next morning the 83430 was on the mud flats of Brown Beach and had to be towed into deep water again. We found out that about 40 feet of the keel was torn off about flush with the garboard stakes. When we got back to Tsuken Shima we surveyed the damage and found the remains of the keel dangling from the bottom. Howard, who was our swimmer on board, dove down and sawed off the fragments with a hand

saw and we were back in business again!

When October came along we were ready for a typhoon. The skipper had gone home, along with some of the other crew members, so we were a bit shorthanded. We decided to find a place to tie the boat up where it would be sheltered, and opted

for the built-up stone and coral dock at Brown Beach. Being one of the first boats there, we chose the most sheltered spot while later arrivals ended up in less desired locations, mainly across the end of the pier (which proved to be instrumental in the loss of two boats, the 83301 and

83306). These two boats were tied up alongside each other and they literally beat themselves to pieces with their own lifeline stanchions gouging their bottoms out as they rolled back and forth. We left the 430 to look for a safe place to stay. Some fellows took shelter in tied-down aircraft but those eventually broke their moorings and they had to look for other accommodations. Others took shelter in caves and Quonset huts. We eventually made our way back to the 430 and found a great piece torn out of the stem where a pontoon barge struck. We returned to Tsuken Shima where a maintenance gang fabricated a metal piece to cover the open area and cemented the other side in the chain locker.

On 1 December 1945, we left under tow from the net tender *Aloe*, along with the 83407. We put into Saipan when the *Aloe* had trouble with one of its main engines, then left under our own power, motoring to Tinian then to Guam. As 1946 began, the 83430 was loaded onto an LSM and we left for the States. We had to make another stop, this one at Wake Island, to repair ruptured fuel tanks on the LSM. Finally, on 1 March we were off-loaded in San Pedro and that's the last I saw of the 83430.

This is the best I can remember of my experiences although I'm sure there was much more. Things tend to get rather foggy after you pass the 80-year mark. I hope the *QD Log* readership will enjoy some ramblings from what I would consider the 'Backwaters of WWII'.
Waverly Hammond

We could certainly slow the aging process if it had to work its way through Congress.
-- Will Rogers

Up until I was thirteen, I thought my name was Shut Up.
-- Joe Namath

National Museum of the Pacific War

I have recently donated many of my personal pictures, history and books to the National Museum of the Pacific War, and I encourage other CGCVA members to do likewise. This museum has indicated that the Coast Guard will receive strong representation there, rather than being overlooked at other museums (because we came under the Navy during WWII). I ask all Pacific War veterans to support this institution as our time is fast running out. If there ever was a time in the history of our country when our youth needs inspiration, this is the time. And

this is one of the missions of this museum — to inspire our youth by honoring our heroes.

The museum, which tells the stories of the brave men and women who fought in the Pacific Theater, occupies a nine-acre site in Fredericksburg, Texas, about 80 miles west of Austin and 70 miles north of San Antonio.

I have arranged for a plaque honoring the crew of the Coast Guard-manned *LST-796* to be dedicated this summer at the museum's Memorial Wall. For more information on this exceptional museum, go to: www.nimitz-museum.org or call (830) 997-8600. **Henry L. Skidmore, Jr.**

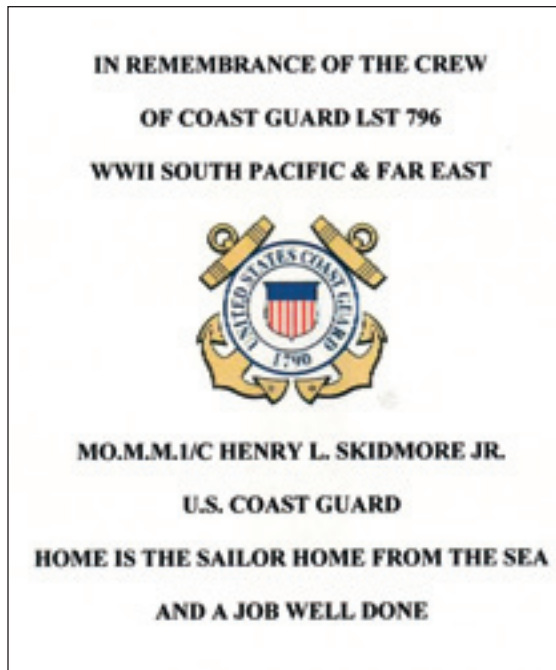
The Battle of 'Coco Solo'

November 1943 may have been balmy and mild somewhere in the world but in Duluth, Minn., brass monkeys were few and far between. Ice and snow blanketed the train which slid to a stop at Duluth's open-air station, and a handful of Coast Guardsmen who stepped down onto the sanded platform heard the baggage men talking about seeing bears patrolling the main drag the night before.

Even to an ex-Greenland hand the Minnesota winter was bleak. Nostrils stuck together if you breathed deeply and the snow squeaked like field mice underfoot. Down at the Marine Iron and Shipbuilding Co., where the *Sweetgum* and her sisters were shaping up, the chattering of teeth vied with the clatter of riveters and chipping hammers.

For several weeks the crews of the *Sweetgum* and *Basswood*, which were in adjacent slips, put in their daily appearance at the yard, went aboard their still incomplete vessels, and learned their way around. Many were green youngsters facing their first sea duty. Others had already been to sea and eyed the lines of the new cutters with interest.

The commission pennant flapped to the truck as the ship's company mustered on the foredeck and the captain read his orders. The *Sweetgum* officially became a government vessel in the midst of blustery snow squalls. Her first skipper was Frank Rados, a chief boatswain with temporary rank of lieutenant. Her crew included a cadre of regulars augmented by typical wartime Reserves — among whom were salesmen, a railroad brakeman, a production director in an advertising agency, a



newspaperman and a red-headed ship's cook whose civilian forte was playing jazz music in Detroit nightclubs.

Last minute delays, plus unseasonable cold, kept the *Sweetgum* on the Great Lakes the remainder of the winter. The Wetland Canal was closed for the season, and she and her sister cutter barely made it through the Soo Locks before they too secured for the season. Homeport for the *Sweetgum* was Grand Haven, Mich., once the home of the ill-fated *Escanaba* which went down with all hands but two a year earlier.

The crew of the buoy tender experienced the strange sensation of quasi-seafaring: liberties spent at such non-exotic ports of call as Manitowoc, Escanaba, Bay City, St. Ignace; taking on fresh water not from a dockside hose but from the elements in which she swam; and for wartime running, burning navigation lights at full brilliance at night. Natives, it must be noted, were universally friendly and in a few instances downright unabashed.

With the hint of Spring in the air, *Sweetgum* took in her mooring lines for the last time and slipped out through the Grand Haven entrance jetties bound for parts unknown. Below



The buoy tender Sweetgum as she looked during WWII.

decks the younger crew members were moodily contemplating writing letters which would begin, "Somewhere at sea..." Interest in aircraft recognition and what periscopes looked like was riveted throughout the ship and the gunners mates attained a higher social level among their shipmates.

The voyage from the Lakes to Montreal was pleasant and scenic. The Thousand Islands evoked caustic comment from the crew who gazed at the chateau and speculated on how such wealth could possibly descend upon a single individual.

Ammunition was lugged aboard at Montreal, and thick-fingered sailors who ordinarily tripped over their own feet suddenly acquired the delicate touch of brain surgeons and the grace of matadors as they minced over the gangway burdened with hedgehogs, impulse charges and three-inch projectiles. And later, when the *Sweetgum* reached the Gulf of St. Lawrence and shaped her course for Prince Edward Island, trigger fingers among the jittery itched on more than one occasion. Every patrol plane seemed a Heinkel, every Grumman a Stuka. Each breaking wave concealed a periscope and the general alarm button was almost worn to a nub long before the *Sweetgum* felt her first true ground swell.

Fortunately we did not seem too ferocious a fighting craft and even had we been the vanguard of the German invasion forces assigned to take Nova Scotia, the harbor defense people obviously felt they could handle things without the assistance of the home fleet.

When we finally reached Curtis Bay every man on the ship felt that he had descended from a long line of Vikings. We were so salty we were practically crystallized.

We lay over for several days, getting new equipment and tightening up the old. Rumors flew when the charts came aboard and the quartermasters had a field day talking knowingly about the South Pacific. When we finally sailed for Norfolk and fleet examination, no one knew where we were headed or what we were expected to do.

We rounded Hatteras, touched briefly at Miami, and then headed south for Panama, still self-conscious about aircraft flying overhead, still aware that whitecaps might mask a periscope. When we put into Coco Solo and tied up for the night, the crew had no way of knowing that we had reached our destination. The buoy dock at Pier Four was to be our home until the bomb dropped on Hiroshima.

The *Sweetgum* had two new skippers while she was assigned to Panama. LT Sivert Hunsbedt relieved LT Rados, who was assigned to the CG-manned transport *Gen. W. M. Black*. He in turn was relieved by a Reserve lieutenant who was rumored to have once landed a light airplane in Fenway Park during a baseball game when he ran out of gas.

Most of the other officers and crew stayed intact; grew



The Sweetgum as she looked in the early 1960's.

beards; flet guilty whenever they saw battered warships transiting the Canal homeward bound and became fed up to the eyes with the anti-submarine nets which they served at the Atlantic entrance and at the spillway at Gatun.

A few of the more farsighted among the crew, established semi-permanent arrangements ashore and miraculously managed to shave, shower and change into clean whites in the few minutes it takes to cross Manzanilla Bay en route for Coco Solo from the breakwater entrance.

The *Sweetgum's* specialties, aside from net-tending, were threefold: meeting and breaking up sea tows from the States and escorting the barges through the Canal; recreation junkets to nearby Porto Bello for Army people who needed a change of scene, and taking non-salvageable material out to deep water and giving it the deep six. The latter included submarine cable and de-engined PBMs. We took a deck load of engines out on more than one occasion and the economy-minded tax-payers can hope that someone ashore must have at least removed the spark-plugs before we dumped the whole business.

The lotus eaters in the bridge crew made surreptitious notations of the positions in which we dropped our cargo, muttering among themselves that one day they would return and salvage it all. Copper cable was so-much a foot and we had ditched miles of the stuff. There would be enough aluminum in a PBM to make it worth while to retrieve.

The newspapers have carried no notice of a mass post-war salvage expedition made up of former *Sweetgum* crewmen plumbing the depths off the Isthmus, through a hydrographic survey might be in order. It ought to be a tidy little mound if the current hasn't scattered it by this time.

Many of *Sweetgum's* crew members might have thought of her as the "Poor Man's Reluctant." She wore a rut in the ocean from Coco Solo to Porto Bello, and for a while you could win a bet by just saying you could turn her loose and she'd find her way to Pier Four and then turn in the slip and dock portside-to. As far as is known she never "fired a shot in anger" as the speech writers like to say, and for that matter never heard enemy gunfire unless it was in a movie shown on her buoy deck.

She's at Mayport, Fla., now, committed to the daily chores for which she was designed. Who knows, but there might still be a man aboard her who fought the battle of Coco Solo. If so, he's probably still bending the ears of his shipmates with tales of derring-do. We haven't stopped yet.

W. T. (Water Tight) Hatch

Editor's Notes: *The above article was published in the July 1956 issue of Coast Guard Magazine. It was submitted to the QD Log by Karl P. Suelke. The Sweetgum was decommissioned on 15 February, 2002 at USCG Group Mobile, AL after nearly 60 years of dedicated service. In 1986, the Sweetgum engaged in Space Shuttle Challenger recovery operations, steaming nearly 1,200 nautical miles and searching more than 410 square miles. Several items were recovered by the ship, including a booster rocket nose cone that still contained explosive charges. While homeported in Mayport, the Sweetgum provided disaster relief in the wake of devastating Hurricane Hugo in 1989.*

USCGC Campbell

The 22nd Annual Ship's Reunion for the *USCGC Campbell* will be held 10-14 September 2007 at the Best Western Merry manor Inn, 700 Main Street, in South Portland, ME. An activity package is available through **Mr. James Kelly** at (860) 848-1160. E-mail: jkelly@earthlink.net. For hotel reservations, call 1-800-528-1234.

Congratulations Graduates

Each week at graduation ceremonies at Coast Guard Training Center Cape May, New Jersey, the CGCVA sponsors the Physical Fitness Award to a graduating recruit. A CGCVA watch and certificate are presented, often by an attending CGCVA member. Since the last QD Log issue, the following



Commemorative Brick provided by CGCVA member Jim Bunch

IN 2005, THEIR RESPONSE TO HURRICANE KATRINA WAS HEROIC.



IN 2055, WHAT WILL BE REMEMBERED?

Within 72 hours of Hurricane Katrina's landfall, rescue operations of unmatched precedence were under way. With bravery and dedication, the Coast Guard saved more than 24,000 people. But as life goes on, memories begin to fade. The Foundation for Coast Guard History works to ensure the actions of September 2005 and other Coast Guard missions are remembered. Your membership in the FCGH helps to maintain the proud tradition of the U.S. Coast Guard. For more information on the benefits of membership, please visit www.fcgh.org. **Semper Paratus. Memoria Semper.**



recruits have received the CGCVA-sponsored Physical Fitness Award:

Brian D. Schamp (Ech0-176) of Omaha, NE, reports to *USCGC Venturous* in St. Petersburg, FL.

Collin B. Roger (Foxtrot-176) of Detroit, MI, reports to *USCGC Dauntless* in Galveston, TX.

Matthew P. Williams (Golf-176) of Tacoma, WA, reports to USCG Station Valdez, AK.

Daniel W. Plunket (Hotel-176) of Dallas, TX, reports to *USCGC Capstan* in Philadelphia, PA.

Kristine R. Smallwood (India-176) of Norfolk, VA, reports to USCG Camslant, Chesapeake, VA.

Gregory E. Loya (Juliect-176) of Los Angeles, CA, reports to *USCGC Chincoteague* in San Juan, PR.

David L. Herndon (Kilo-176) of Charlotte, NC, reports to USCG Station Oak Island, NC.

Travis J. Whatcott (Lima-176) of Salt Lake City, UT, reports to USCG Training Center Petaluma, CA.

Gabriel P. Humphrey (Mike-176) of San Jose, CA, reports to USCG Air Station Sitka, AK.

Charles M. Whitesel (November-176) of Denver, CO, reports to USCG Air Station Miami, FL.

Thomas J. James (Oscar-176) of Baltimore, MD, reports to USCG Training Center Yorktown, VA.

Joseph T. Block (Quebec-176) of Little Rock, AR, reports to USCGC *Spencer* in Boston, MA.

Casey T. Boyle (Sierra-176) of Tampa, FL, reports to USCGC *Gallatin* in Charleston, SC.

Sean P. Peterson (Tango-176) of Philadelphia, PA, reports to USCGC *James Rankin* in Baltimore, MD.

Peter S. Gillette (Uniform-176) of San Jose, CA, reports to TISCOM Honor Guard in Alexandria, VA.

Lindsay S. Theobald (Victor-176) of Vancouver, WA, reports to USCG Station Port Angeles, WA.

William M. Gillis (Whiskey-176) of Lansing, MI, reports to NESU, Providence, RI.

Matthew T. Vilella (Xray-176) of Lansing, MI, reports to USCG Station Manistee, MI.

David A. McKay (Yankee-176) of San Jose, CA, reports

to Port Security Unit 312 in San Jose, CA.



CGCVA member and author Tanney E. Oberg with MCPO Mark Allen at the annual Pearly Harbor Remembrance ceremony aboard USCGC Taney in Baltimore.

“Where Valor Rests” Book Premieres

On the evening of 18 May, families representing five military members killed in the War on Terror, were presented the first numbered special edition “Where Valor Rests” Arlington National Cemetery (ANC) books in a special ceremony. The service members killed, one from each service, are all buried at Arlington. The families were each escorted by a flag officer from the service in which their loved one served. The book project was funded by contributions from numerous military and veterans associations, including the CGCVA. Family members of DC3 Nathan Bruckenthal, USCG, who was killed in Iraq, were escorted by the Commandant.



(Left) ADM Thad W. Allen escorted Pattie Bruckenthal, Nathan’s widow, at the ANC ceremony.

(Right) The cover of the new ANC coffee table book. (Right) Nathan’s mother, Mimi, Ed and Mare Swift, and Harper and Pattie Bruckenthal with the book presented to Pattie. Her book includes a photo of Nathan’s gravesite and marker.



The cover of the new ANC coffee table book.



12th Biennial Convention Roundup

(continued from page 1)

Island, located in the estuary between Oakland and Alameda, in 1926 when it established Base 11. The recruit training center opened in 1942 and closed in 1982 when Government Island was renamed Coast Guard Island and became a home to numerous Coast Guard tenant commands. Admiral Wurster was presented a Coast Guard Combat Veterans Association cap and donned it with pride.

The Veterans of Foreign Wars, with 2.4 million members and 9,000 posts worldwide, sent one of its distinguished national officers, Richard Eubank, to our convention to pay honor to Coast Guard combat veterans. Eubank, a Marine with duty in Vietnam, is well acquainted with Coast Guard war operations. Representing VFW posts in the Bay Area was Raymond Wong. A representative of California State Senator Leland Y. Yee presented the Association with a Certificate of Recognition that read in part "The California State Senate honors and recognizes the Coast Guard Combat Veterans Association.... We commend its dedication to bravely and proudly serving our Nation in uniform..." Craig Parker, manager of the Hotel Sheraton Gateway San Francisco Airport Hotel, said he and his staff felt privileged to have us here. Machinery Technician Second Class Justin E. Parker, our 2006 CGCVA Person of the Year and his wife, Valerie, were introduced.

Association Vice President, Paul C. Scotti, announced that the President, Gil "Frenchy" Benoit,

(Right) Acting President Paul Scotti and Convention Planning Director Bob Maxwell go over reunion details before the convention begins.



(Above) Vice Admiral Charles D. Wurster, Commander, USCG Pacific Area, made welcoming remarks at the Opening Ceremony and then proudly donned a CGCVA ball-cap.

(Right) Richard Eubank, a national officer in the VFW, pays honor to Coast Guard combat veterans at the Opening Ceremony.





(Left) Convention Planner Ed Burke working the Registration Desk on the first day of the convention.

(Below) Secretary Baker Herbert opens Small Stores for business. Among Association items were money clips, key chains, T-shirts and hooded sweatshirts.



(Left) With a Coast Guard career in finance behind him, Baker Herbert shows how fast he can move money from your hand to his cash box.

was under doctor's orders not to travel and would be unable to attend. Frenchy had never missed a reunion including the founding one in 1985. Ironically, the first one he could not attend was during his presidency. Acting in Frenchy's behalf, Scotti informed veterans and guests that the Association is in its third decade of carrying on fellowship, honoring the sacrifice of Coast Guard combat veterans, and keeping the American public mindful of all that their United States Coast Guard does for our country. Following the ceremony, all retired to the hospitality room for food, drink and conversation.

Tours

On Tuesday, two bus loads of attendees were taken to Coast Guard Island. This tour was so well attended that Scott Andrus, tending bar back at the Hospitality Room, said he had nothing to tend. It was the first time in his experience that during a tour no one showed up in the Hospitality Room. He was lonesome.

The packed buses left the hotel at 0830 and returned at 1500. In the interim, guests were given a tour of the 378-foot long *USCGC Morgenthau (WHEC 722)*. Commanding Officer, Captain Kevin M. O' Day and his crew were gracious hosts, taking time to explain current operations and shipboard equipment, most of which were new entities to our World War II and Vietnam War members. Captain O' Day made sure that former 378-foot high endurance cutter Coast Guardsmen received the ship's challenge coin. Tied up aft of the

2007 Reunion Roundup

Morgenthau was the *Storis*, recently decommissioned after more than sixty-four years of service. *Storis* had a chilly career. The ice tender started out patrolling off Greenland in World War II. In 1957, along with the *Bramble* and *Spar*, *Storis* crossed the Arctic from the Pacific to Atlantic Oceans in the famed Northwest Passage expedition. Much of the time *Storis* sailed Alaskan waters. The cutter was aptly named. *Storis* is a Scandinavian name from the Eskimo word “sirorssuit,” meaning “great ice.”

The tour continued with lunch at the base dining facility that was preceded by a welcome from Rear Admiral

Manson K. Brown, head of Maintenance & Logistics Command, Pacific, and base commander, Captain Pamela Russell. Always on the lookout for new members, especially individuals on active duty, the Association signed up Public Affairs Specialist Second Class Mariana O’Leary. She recently returned from duty in the Persian Gulf. O’Leary was presented with a membership card, cap, logo T-shirt and barbeque apron with Coast Guard emblem. Coast Guardsmen of various ranks and rates who were on hand to assist Association members and guests during lunch seeing O’Leary’s induction realized that they too were eligible to join and numerous requests



(Above) Paul Scotti hanging out with world-class bartender Scott Andrus in the Hospitality Suite.



(Above) The Hospitality Suite was the center of activity and many sea stories were spun there.



(Above) A video of the theatrical “The Guardian” was available to play in the Hospitality Suite.



(Left) Taylor and Ginnie Lapham with Mike Placentia

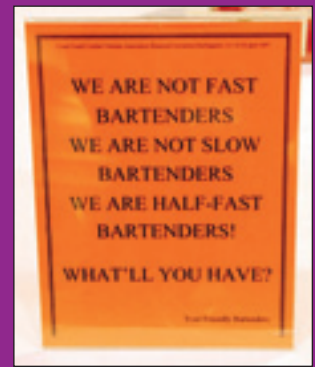
2007 Reunion Roundup



(Above) Mr. & Mrs. Tom Hart came all the way from Florida.



(Above) Scott and Dave Andrus, two-thirds of the world's best bartender team, did another stellar job. Thanks guys!



(Above) The bar sign said it all.



(Above) Wayne Wilkerson with a sheet of the CGCVA stamps he brought to the convention.



(Above) Terry O'Connell reads a 1940's Coast Guard Magazine in the Hospitality Suite.

for membership applications were made.

Following a hot and tasty lunch everyone had spare time to visit the Exchange and some of the other facilities. Then it was back on the buses for a short ride to the end of the island to watch a search and rescue drill. Under strong wind conditions a rescue swimmer jumped from an H-65 helicopter to rescue a dummy dropped into the water by the crew of a 41-footer. After the rescue a basket was lowered onto the 41-footer to simulate a person transfer. It was now time to board the buses and return to the hotel so Scott Andrus, the bartender, would not be by himself any longer.

The second tour came on Thursday. Again buses were loaded and sightseeing of San Francisco began that included a lengthy stopover at the Fisherman's Wharf/Pier 39 complex for lunch and shopping.

Business Meeting

Wednesday's main events included the CGCVA Business Meeting/Luncheon and the Auxiliary Luncheon. An item needing addressing was the scheduling of future Association convention/reunions. When the Association was established, it was determined that given our small size, limited finances, and the fact that our officers,

(Right) Larry Dixon, who served aboard Rush in Vietnam, drove to the reunion from Oregon in his motorhome.



(Above) Neal and Marge Saffer on banquet night. Neal made eight invasion landings on Aquarius (AKA-16) in the Pacific Theater. At Leyte Island, an enemy shell blew away a third of the bow end of his LCVP, sinking it. He survived and continued running landing craft into the beaches.



(Above) Don Clapp and Liz Scotti find plenty to be happy about.



(Above) Howard Smith (left) and Frank Cuenca served on LST-18 in WWII and had not seen one another in decades.



(Above) This trio comprises two Vietnam veterans, Steve Petersen (left), Tommy Bowden (center) and WWII veteran, John Gonsalves. John was a crewman aboard Nanok, one of ten 120-foot fishing trawlers commandeered by the Coast Guard for the Greenland Patrol.

(Right) Floyd Hampton visits with Alvin and Mildred Ford. The Ford's have been married sixty-three years and were one of six couples at the reunion married sixty years or longer.



trustees, and appointees are all unpaid part-time volunteers, holding conventions every two years was optimum.

At the 2002 business meeting in Reno, members voted to hold conventions every eighteen months. The Burlingame convention was the third one in the 18-month cycle and, for whatever reasons, turnouts for those three have been low (an average attendance of 114) in comparison to the 24-month cycle (an average attendance of 220). There are two consequences of low turnout: 1) Instead of breaking even on expenses, the Association goes into a deficit; and 2) it compromises our getting the best deal in terms of room rates and better facilities.

Recently, a membership survey was published in *The Quarterdeck Log* regarding convention preference: 18 or 24 months. Only two responses were received. The officers, trustees, and appointees discussed the matter and were unanimous to return to a biennial schedule. At the business meeting a motion was made and passed to go back to holding convention/reunions every two years. These would be generally held in April, but avoiding Easter.

A general discussion was held regarding bringing in new members, especially those on active duty. As a prompt to encourage their membership, a motion passed to grant the first two years of dues-free membership to eligible active duty Coast Guardsmen.

Another motion approved was the establishment of a Relief Fund. The specifics will be worked out by the Officers and Trustees.

Elections were held. Elected

were: President (Paul C. Scotti); Vice President (Terence M. O'Connell); Treasurer (William H. Ross); Secretary (Baker W. Herbert); 4-year Trustees (E.P. "Ed" Burke and Ernest "Swede" Johnson); and 2-year Trustee (Michael W. Placencia), to fill Terry O'Connell's unexpired term.

A lot of material was exchanged and discussed during the fast-moving, smooth, four hour-ten minute meeting/luncheon.

The Auxiliary Luncheon was well attended. The newly elected officers are: President (Shirley Ramsey); Vice President (Rene O'Connell), and Secretary-Treasurer (Jane Maxwell).

People & Happenings

As is always the case, it is the people that cause the reunion to be a success and make people want to return again. Attendees made new friends, learned Coast Guard history from those who participated in the events, and shipmates out of touch for decades were reunited. It was a busy week that ended all too soon.

Baker Herbert brought along a supply of Association logo Small Stores to sell. His wife, Mary Lou, unable to attend, suggested he take along the hooded sweatshirts because San Francisco is cool and windy. With some reluctance Baker acquiesced. After all, wives have a knack for knowing what is best. All week long a cold wind blew though the Bay area, and it even found its way into the Hospitality Room whenever the lobby doors opened. Those hooded sweatshirts were sold out shortly after Baker opened for business. He lamented that he should have brought more of them than he did of logo T-shirts, of which



(Above) Coast Guardsman dressed in today's boarding regalia. Coast Guard Vietnam veterans by contrast boarded craft in South China Sea simply carrying a weapon and garbed with the shirt on their back... maybe.



(Above) CGC Morganthau crew member explains features of the 378-foot high endurance cutter.



(Above) Among Morganthau's weaponry is this 76mm deck gun that can fire 80 rounds per minute out to 10 miles.

(Below) Morganthau skipper, CAPT Kevin M. O'Day is flanked by CGCVA members John Barker, Alvin Ford, Bill Figone and Al Grantham. Barker and Grantham served on Morganthau.



few sold.

Wayne A. Wilkerson, retired from the postal service and now in business for himself, provided a special treat for Association members. Through a licensing agreement he arranged for postage stamps at the new forty-one cents rate bearing the Coast Guard Combat Veterans Association logo. They came in sizes, small, medium, and large, and sold in sheets of twenty stamps. So, if you receive a letter with our logo on the postage stamp do not be surprised.

As savvy in Coast Guard history as we might think we are, there is always something to learn. Ever hear of the cutter *Nanok*? Few at the convention had. One who had was John Gonsalves, now nearing age ninety. He is one of three surviving men that served aboard the cutter.

In 1942, cutters were in desperate need for the Greenland Patrol to squirm through the narrow fjords and ice fields to bring supplies to outposts and weather stations in Greenland. To get the vessels, the Coast Guard commandeered ten 120-foot trawlers in Boston and assigned 24-man crews of hand-picked men to each, including Gonsalves, a hardy New England sailor. The *Nanok* (WYP-169), was one of the vessels. *Natsek*, another, was lost without a trace of vessel or crew. If you want to learn more of life on *Nanok*, there is an extraordinary account on the Coast Guard History website. It is *Death of a Wooden Shoe* (a Sailor's Diary of Life and Death on the Greenland Patrol, 1942) by Thaddeus D. Novak. *Wooden Shoe* is a term Novak uses to describe these trawlers.



(Left) Aft of Morganthau site CGC Stois. The notable cutter of arctic cruising was decommissioned recently after 64 years of Coast Guard service.

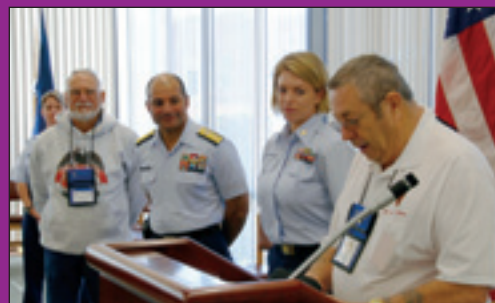


(Right) Several CGCVA members enjoy the tour aboard CGC Morganthau.



(Left) At Coast Guard Island, PA2 Mariana O'Leary fills out an application to join the CGCVA. O'Leary returned home recently from an assignment in the Persian Gulf.

(Below) Trustee Bob Maxwell inducts PA2 Mariana O'Leary into the CGCVA while VP Paul Scotti and RADM Manson K. Brown look on. Along with her membership card, O'Leary was presented a CGCVA ballcap, logo T-shirt and barbeque apron embellished with the Coast Guard emblem..





(Above) A rescue basket is hoisted from the deck of 41-foot utility boat during drill.

(Left) Swimmer away. rescue swimmer leaps from helicopter during rescue exercise off Coast Guard Island.



(Left) The hardy (or foolhardy) deft strong winds as they await a Coast Guard rescue drill to start. The not so hardy (or wise) stayed on the buses to wait and watch.

(Below) Watching the rescue demonstration.



At the convention there was a reunion within the reunion. Frank Cuenca and Howard Smith served together on Coast Guard-manned *LST-18* in World War II and had not seen one another for decades.

Neal Saffer and Paul Flesher served on the *Aquarius* (AKA-16), making amphibious assaults in the Pacific Ocean. On 20 October 1944, they were in their respective LCVPs running soldiers into Leyte Island when both of their boats were destroyed. The soldiers on Neal's boat, in preparation to hit the beach, had just taken off their lifejackets when a third of the bow end was blown away. The soldiers were thrown into the water. Neal and his crew were okay. Another LVCP came alongside to pick up survivors. Paul Flesher's boat was in another wave making for the beach when it was hit and lost.

The good fellowship and spirit of the convention was even covered by Susan O'Connor Fraser and Regan Eymann of the Coast Guard Channel.

Banquet

The climax of the convention came Friday evening with the Awards Banquet. Marital longevity was recognized by acting President Scotti when he brought attention to Alvin and Mildred Ford and John and Mary Greget, each couple married for sixty-three years. Sensing there were more couples married sixty or more years he asked them to be recognized. Four more couples who reached that plateau stood up. All received enthusiastic applause.

Following dinner, the Association's 2006 Person of the Year award took place. Throughout the week special guest MK2 Justin E. Parker and his wife, Valerie, took part in many convention activities and made a purposeful effort to meet everyone. They were a hit with everyone. Later, Justin remarked, "I have learned more Coast Guard history in one week than most Coast Guardsmen learn in a career."

Before reading the citation that accompanied Justin's

Mertitorious Service Medal, Scotti said, “You have gotten to know him and his gracious wife, Valerie, this week and I am sure you will agree with me when I say: Justin, you wear the uniform well, you are decisive, you show initiative, you are thoroughly professional. Our Service’s honor and tradition is preserved through Coast Guardsmen such as you. You make us veterans proud.”

The Association annually honors individual heroism on the part of a Coast Guard member. Justin E. Parker well deserved our Person of the Year Award. On the morning of 8 February 2006 while driving to Station Monterey he came around a bend and saw a truck flipped upside down in the middle of the road. Smoke was rising from the truck and debris was scattered around the wreck. Justin ran up and saw an unconscious woman hanging upside down seat-belted on the driver’s side. He could not open the doors but was able to crawl through the sliding window at the back of the cab. The fuel tank had ruptured and gasoline was filling the cab. Since the woman’s face was compressed against the truck’s roof, it was apparent she would soon suffocate from the rising gasoline. Justin told bystanders to ventilate the truck by breaking windows. Then he diverted the flow of fuel with two clipboards to allow the woman to breathe. Justin then told bystanders to cut the woman’s seat belt. Once released, the woman regained consciousness and began screaming in pain. Justin calmed the woman until medical personnel arrived. Because of Justin’s initiative and quick thinking the woman is alive. He attributed his actions to his Coast Guard training.

Next on the agenda came the swearing-in of the CGCVA officers. With the serious part of the banquet out of the way it was time for the fun part — the auctioning of custody of the wild fajita for the next two years. Terry O’Connell called for



(Above) MK2 Justin E.. Parker is heartily applauded after being presented the 2006 CGCVA Coast Guard Person of the Year Award. Parker attributed his Coast Guard training as preparing him for the initiative he took in saving the life of a woman trapped in her overturned truck.



(Above) For years, Paul Scotti and Dave Andrus have been coming to the CGCVA reunions, but for the first time they learned that each had served in the Air Force and each had been stationed at Osan AFB, Korea. Reunions are for discoveries.



(Above) Thanks to the initiative of member Wayne Wilkerson, members could buy sheets of Association logo postage stamps with the new .41 first class rate.



(Left) Raffle items are safeguarded by Chieu Hoi, our Wild Fajita.

(Below) Part of the Banquet gathering.





(Above) New CGCVA officers for the 2007-2009 term are sworn in.



(Left) Memorial table set up at Banquet to remember veterans who have crossed the bar since our last convention/reunion.

(Right) Valerie Parker digs deep to pull a winning raffle ticket at the Banquet.



(Below) Garret Conklin and MK2 Justin Parker will share joint custody of Chieu Hoi, our Wild Fajita, until the next reunion in 2009.



bids. The money offered was more than two hundred dollars when Justin made a bid of \$250. Astonished, O'Connell looked at Justin and said, "What? Did you just get a promotion?" Garret Conklin, who is from the Bay area, ended up with Chieu Hoi, the wild fajita, for \$350. He told Justin that they can share custody of it. Consequently, Chieu Hoi can expect some active duty time at Station Monterey.

Wrapup

As the banquet room emptied, the Hospitality Room filled. It was amazing to see the crowd engaged in non-stop conversation. One would think that after a week there would be nothing left to say. At closing time the crowd reluctantly dispersed. Regarding the Burlingame convention, Baker Herbert called it, "One of the best."

Kudos go to the Hotel Sheraton management and staff. They gave us exceptional service and cooperation. Convention planning director Bob Maxwell said it only took him ten minutes to go through the final process of paying the bills. On other occasions it has taken up to three hours and in some cases months before the billing was resolved. The staff enjoyed the company of our Association and a number of them were seen wearing Coast Guard caps. Afterwards, the Association received a handwritten thank-you note from Angie Trapani, sales manager for the hotel. She wrote in part, "I just want to extend a personal note for the opportunity to host your group here at the Sheraton Gateway.... I hope we provided...the Coast Guard Veterans Group with a successful meeting and an enjoyable stay." They surely did. **Paul C. Scotti**

Editor's Note: Start planning to attend the next convention/reunion which will be held April 20-24, 2009 at the Atlantis Casino Resort Spa in Reno, NV. See you there. Thanks to Paul and Liz Scotti and Baker Herbert for the reunion photos!

(continued from page 2)

but may lead to new members. All of us are walking Coast Guard history and service clubs (Rotary, Lions Club...) are always seeking speakers. Hook up with them and talk about what you know well — the Coast Guard.

If you live near a Coast Guard unit, drop in and let them know who you are. Offer your services in any volunteer capacity. Leave a copy of *The Quarterdeck Log* and membership applications. You can get extra copies of the magazine from the Secretary as long as supplies last.

We are still in need of a Webmaster for our CGCVA website. If you are interested or know of someone who is not a member that is interested, contact the Secretary. The website will wither away until a volunteer comes to its rescue.

As outstanding as the Reunion/Convention in Burlingame, California was, some of you may have been confused as to why it was called the 13th Biennial Reunion/Convention when the

last one in Tampa, Florida, was the 11th. That was just an “oops.” But, it was the 13th reunion when you include the founding gathering outside of Chicago, in 1985.

Past National President, Bill Hoover, showed me an 11”x17” profile artwork of the *Point Orient* in its Vietnam gray colors. I told him I would like one of the *Point Dume*. He told me how. Go to: www.USMilitaryArt.com and you will find artwork for cutters and other units. I not only ordered the *Point Dume* but *Wachusett* and *Munro*. The artwork included the commissioning date plate, specifications, and unit patch. You may add three lines of personalization. A suggestion for the first line is your rank/rate and name; line two, your years aboard; and on line three, the homeport. The company will configure the vessel to its appearance for the time you were aboard. However, if you were on board before the racing stripe was added to the bow you might mention it. I did not and ended up with the racing stripe on *Wachusett*.

Enjoy life; it's an adventure!

Paul C. Scotti

Auxiliary News

Before I begin, I want to say, Thank You!” to Bob & Jane, Ed & Nancy, Bill & Maggie, and anyone else who devoted their time in making all the arrangements for this and all other reunions possible. Believe me, it is truly appreciated by the majority!

It is indeed an honor to again serve as president of the CGCVA Auxiliary. I want to welcome Rene O’Connell as our vice president and Jane Maxwell as our Secretary/Treasurer. I also want to thank Linda Benoit for her work as our last vice president.

This was one of our best Auxiliary Friendship Luncheons ever. We entertained ourselves by telling our most embarrassing or funniest moments... you should have been there! We heard a few things that I was sure no one would ever tell. Bob Maxwell’s brother, Dick, joined us for our Auxiliary Luncheon. Thanks Dick for entertaining us with one of your funniest moments.

I was reading some jokes and found out later my voice was being heard next door at the CGCVA Business Meeting and Luncheon (in the middle of their opening prayer no less!). I learned of this when one of them asked me later what color the elephant’s toe nails were?

While the Auxiliary officers paid a visit to the members in their Business Meeting and Luncheon, John A. Rauschkalb of San Rafael, CA spoke to the Auxiliary crowd. Thank you John for your most remarks on Remembering Pearl Harbor and Keep America Alert.

We really missed Frenchy & Linda, Ed & Mare, and Janice. Whatever your problems, I hope they have all been resolved and that you will all be at the Reno convention in 2009. Shirley Ramsey

From the Service Officer

Special Earnings for Military Service

Under certain circumstances, special extra earnings for your military service from 1940 through 2001 can be credited to your record for Social Security purposes. These extra earnings may help you qualify for Social Security or increase the amount of your Social Security benefit.

Special earnings are granted for periods of active duty for training. It is NOT granted for inactive duty training.

Service 1978-2001

For every \$300 in active duty basic pay, you are credited with an additional \$100 in earnings up to a maximum of \$1,200 a year.

Service 1957-1977

You are credited with \$300 in additional earnings for each calendar quarter in which you received active duty basic pay.

Service 1940-1956

If you were in the military during this period, including attendance at a service academy, you did not pay Social Security taxes. However, your Social Security record may be credited with \$160 a month in earnings for military service under the following conditions:

- You were honorably discharged after 90 or more days of service, or you were released because of disability or injury received in the line of duty; or
- You are still on active duty; or
- You are applying for survivors benefits and the veteran died while on active duty.

You cannot receive credit for these special earnings if you are already receiving a federal benefit based on the same years of service. There is one exception: If you were on active duty after 1956, you can still get the special earnings for 1951 through 1956, even if you're receiving a military retirement based on service during that period.

To find out for sure if you qualify for this special earnings for military service, take your DD-214 to your local Social Security office.

Higher TRICARE Fees Endorsed

According to a May 25th article by Tom Philpott on www.military.com, the Pentagon-appointed Task Force on the Future of Military Health will endorse higher TRICARE fees, deductibles and co-payments for under-65 retirees and their families in their interim report to be sent to Congress May 31st. It also backs other key features of the TRICARE "reform" package first proposed last year by DoD, including:

— Raising beneficiary co-payments on prescriptions filled at the TRICARE retail pharmacy network.

— Indexing TRICARE fees and deductibles so that automatic adjustments keep them in step with rising healthcare costs.

— Establishing tiers for the new TRICARE fee structure, probably based on rank at retirement, so that retirees with bigger annuities pay more for their health coverage and retirees with smaller annuities pay less.

The task force won't endorse every aspect of the "Sustain the Benefit" plan floated last year to raise beneficiary costs shares. For example, the task force wants higher fees and deductibles phased in over three to five years rather than over two years, as DoD initially proposed, or the single-year spike in fees unveiled, with a whiff of desperation, in DoD's 2008 budget.

Also, the task force will propose that the higher TRICARE fees and deductibles be set so that, when fully phased in, they are no more burdensome for retirees and their families than fee levels set in 1996 when TRICARE was launched.

The task force goes further than the DoD's proposal in one area. It favors periodic adjustments to TRICARE's catastrophic cap, the maximum amount of out-of-pocket expenses beneficiaries face in any given year. The current cap is \$1000 for active duty families and \$3000 for other TRICARE-eligible families. The original DoD plan would have left the caps unchanged.

Editor's Note: No doubt, many CGCVA members would be impacted by higher TRICARE fees, deductibles and co-payments. Personally, I fall into the category of military retirees (under age 65) that would end up shouldering the brunt of such increases. I feel that they are unjust and any tier structure makes no sense at all. What's your opinion? If you feel strongly enough about this issue, tell your public officials.

Let Your Name Live On

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

(Whatever is left after other bequests have been granted.) "All the rest, residue, and remainder of my estate, including real estate and personal property, I give, devise and bequeath to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address)."

"I give, devise, and bequeath to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address), _____% of my estate."

"I give, devise, and bequeath to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address), the sum of _____ for the (Name a specific fund), the principle of which shall remain in perpetuity."

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

CGCVA Small Stores

The following CGCVA items are now available. Send orders to Baker Herbert at P.O. Box 544, Westfield Center, Oh., 44251-0544. Call Baker at (330) 887-5539 or e-mail at USCGW64@neo.rr.com. Please make checks payable to CGCVA. Prices shown include first-class or "Book Rate" postage. **WE DO NOT ACCEPT CREDIT CARD ORDERS.**

PATCHES (some shown here)
CGCVA, ROONE, CONSON, ELD, ELD-Eagle, Sattahip, Market Time, and CG-TAC. Each one is **\$5.00**. Tonkin Gulf Yacht Club **\$6.00**. Small CGCVA **\$3.00**.



CGCVA BASEBALL CAP

Blue/black, or white, gold lettered CGCVA with logo, full back. One size fits all. Plain visor **\$11.00** With senior officer scrambled eggs on visor. **\$15.00**. Add **\$3.00** and up to six gold letters will be sewn on the back of your cap. Example: "SWIFTY"

CHRISTMAS TREE ORNAMENTS

255' Owasco Class; 378' Hamilton Class; 311'; 270'; and 210' Classes; and USCGC Mackinaw. Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. **\$7.00** each (shipped in display box).

CGCVA GARRISON CAP

Fore'n aft cap with embroidered CGCVA color logo and "Coast Guard Combat Veterans Association" in white lettering. Must state size. **\$25.00**

LAPEL PINS

Pewter Yellow Ribbon surrounding USCG Emblem. **\$5.00**. Pewter Yellow Ribbon surrounding Coast Guard Combat Veterans Association Emblem. **\$5.00**.

BOOKS

"Coast Guard Navy of WWII" by William Knight. **\$20.00**. "Coast Guard Action in Vietnam" by CGCVA member Paul Scotti **\$20.00**. "Coast Guard In World War One" by CGCVA member CAPT Alex Larzelere **\$30.00**. "Rescue At Sea" by Clayton Evans **\$40.00**. Coast Guard Combat Veterans, Turner Publishing **\$35.00**. "Always Ready - Today's U.S. Coast Guard" by Bonner and Bonner **\$15.00**. "The Coast Guard At War, Vietnam 1965-1975" by CAPT Alex Larzelere **\$30.00**. "Hooligan Sailor" by Leon Fredrick. **\$9.00**. "Rescue at Sea" by Clayton Evans **\$40.00** (one left). "Sea Episodes of a Sailor" by Richard Longo **\$20.00**.

CGCVA GOLF SHIRT

Short sleeve, polyester/cotton, CGCVA logo on right side with name over left pocket (Please specify preference of script or block lettering). Available in white, red or blue in sizes S, M, L, XL. **\$35.00**. Must state name for pocket. Size XXL, add **\$2.00**. Size XXXL, add **\$3.00**.

ZIPPER PULL

USCG Emblem, Dept of Homeland Security Emblem and U.S. Flag Emblem. **\$2.00** each.

SHORT SLEEVE SHIRT

Polyester/cotton with CGCVA logo on right breast, name over left pocket in either script or block lettering (please state preference).

Available in white, red or blue in sizes S, M, L, or XL **\$35.00**. Size 2X add **\$2.00**. Size 3X add **\$3.00**. Must state name for pocket embroidery and color. Allow six weeks for delivery.

STAMPS

CGCVA logo, U.S. postage 41-cent denomination, 20 stamps per sheet **\$15.00**.

T-SHIRT

CGCVA logo in sizes M, L, and XL **\$10.00**.

SWEAT SHIRT

CGCVA logo with hood in sizes M, L, and XL **\$15.00**.



PEWTER ITEMS

All with CGCVA logo. (Clockwise from upper left) Key Chain: **\$7.00**. Notepad Holder: **\$23.00**. Money Clip: **\$8.00**. Calling Card Holder: **\$10.00**. Calling Card Case: **\$7.00**. Desk Clock: **\$25.00**. Paper Weight: **\$13.00**. Pen Holder with Pen: **\$22.00**.





Coast Guard Combat Veterans Association

MEMBERSHIP APPLICATION

(Please Print Clearly)

Personal Data

Name: _____ Date: _____
Last First Init.

Address: _____
Street

City/State/Zip Code: _____

Telephone: _____ E-Mail: _____ Date of Birth: _____

Do you have two (2) residences? Yes _____ No _____ (This is for Quarterdeck Log mailings)
If Yes, please furnish the below information:

Address: _____

City/State/Zip Code: _____

Telephone: _____ When There? From: _____ to _____

Sponsored By: _____

Military Data

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

Important: This Application MUST be accompanied by either a copy of your Discharge (both sides); or, a copy of a DD-214; or, a copy of a DD-215; or, a copy of NAV/CG-553; or, a copy of your letter of awards; or, a copy of some other "official" document that states your participation in or your direct support of a combat situation. You may further get a certified statement from a former shipmate who is a CGCVA member in "Good Standing," stating that you served with him on a particular ship/station during a particular period of time.

Rank/Rate: _____ Present _____ @Discharge _____ @Retirement _____

Signature: _____ Date: _____

Dues: \$30.00 for two (2) years. Amount of Membership Dues Enclosed: \$ _____ **Make checks or money orders payable to: CGCOMVETS** and mail to: Baker Herbert, LM, CGCVA National Secretary-Treasurer, P.O. Box 544, Westfield Center, Oh., 44251. Phone: (330) 887-5539.

(NOTE: DUES ARE FREE FOR ELIGIBLE ACTIVE DUTY MEMBERS FOR THEIR FIRST TWO YEARS)

(Right) One of the highlights of the 2007 CGCVA Convention & Reunion in Burlingame, California was the tour of Coast Guard Island at Alameda. Tommy Bowden and many others enjoyed the tour of the high endurance cutter Morgenthau.

(Below) The Hospitality Suite at the Sheraton Hotel was the center of much of the camaraderie.



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

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