

# Coast Guard Combat Veterans Association

NEWSLETTER 2-91

JUNE, 1991

FROM THE CHAIRMAN OF THE BOARD  
OF DIRECTORS - CGCVA

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CGCVA Director of Legislative Affairs, John Uithol, reports that the U. S. Coast Guard has a serious cash flow problem at this time. Congress would like the Department of Defense to transfer 300 Million dollars to the Department of Transportation marked for the Coast Guard. DOD says this transfer can't be made from the DOD to a "Civilian Agency" (a catch 22 if there ever was one).

THE COAST GUARD DESPERATELY NEEDS THE 300 MILLION DOLLARS or damaging cut backs will result.

Our Association members did a splendid job writing our U.S. Senators and U. S. Representatives concerning the striking of a 200 year Coast Guard Medal.

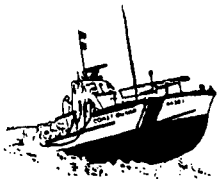
President Maxwell, the Board of Directors and our officers urge each of our members to begin a phone, telegram or letter writing campaign to the U. S. Congress and President Bush at the earliest possible time. We should request the transfer of the 300 Million Dollars promised from DOD to the Coast Guard or passage of a supplemental appropriation in that amount.

Our men and women performed splendidly in the Gulf War, and all Wars before. Coast Guard people are currently performing their duties in an outstanding manner. The Coast Guard must be properly funded to stay "Always Prepared."

DICK AHRENS

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DOUGLAS MUNRO GRAVE HONORED

A beautiful wreath was placed at the Douglas Munro grave in Cle Elum, Washington this past Memorial Day by Association Director Vince Stauffer. The CGCVA has taken over the care of the grave. If anyone would like to visit the grave of Douglas Munro, go to Cle Elum, Wash. and Vince says that if you head West from anywhere in town you will end up at the Cemetery.



# SOUND OFF TO CONGRESS

The military retiree and the veteran are particularly vulnerable to the whims of Congress. What Washington giveth, Washington taketh away. How many times have you seen promises of earned benefits modified or taken away?

When the retiree entered the service he was told that if he fulfilled his commitment (ie: serve for a minimum of twenty years on active duty and spend another ten years in the Fleet Reserve or equivalent) he would be entitled to certain benefits.

He was not told that due to budget cut-backs the promised medical care in military facilities would become either extremely limited or nonexistent. He was not told that when he reached 65 his CHAMPUS would be discontinued and be replaced by Medicare with its greatly diminished coverage. The war-time veteran in particular was promised certain benefits which seem to vary greatly depending upon the VA facility that controls his destiny.

A recent statement by a Vietnam Ex POW, who incidentally is also rated 100% Service Connected, that he survived Hanoi and he can survive the \*#%&!# VA Medical Center points up the problems. After requesting some assistance at the Medical Center he was told that he should "hitchhike to the Salvation Army if he needed help!" For obvious reasons the name of the Medical Center has been omitted.

The ultimate responsibility for the protection of retirees and veterans benefits rests within the "Halls of Congress". Don't sit back and whine when a promised benefit is denied-**WRITE YOUR CONGRESSMAN!**

Here is how to do it.

Congressmen do pay attention to their mail. They must if they want to be re-elected. In fact, writing a courteous, logical letter may even change a legislator's mind. It often has.

Unfortunately, when some people write to their Congressman or state legislators, they seem to think it is their prerogative to give their representative "a piece of their mind." They think any communication will do-so long as it states the writers point of view.

This is simply not true. The best way to avoid this pitfall in communication is to think of every letter to your Congressman as a sales presentation, aimed at capturing the law makers attention and selling him on the point of view you are presenting.

If you receive a return letter which skirts the issues you have raised with such gobbledegook as "I will be watching the legislation as it moves through Congress" then you know he is not supporting the legislation. This, some think, hides this fact from you and so he will not lose your vote. Write back and request that you be furnished with the pros and cons of the legislation. This will show the real reasons for his opposition and permit you to bring persuasive evidence to bear on why he should support this particular bill. (See #8 below).

Here is a formula for letters to your Congressman that will make them more productive:

1. Open your letters with praise or appreciation. Politicians are used to getting more blame than praise from their constituents so commendations are rare-and music to their ears.

2. Be accurate and specific. State why you are writing in the first paragraph and use the rest of your letter to illustrate your views. Weigh your facts and your arguments so they will win consideration and provide real motivation.

3. Be reasonable. Put yourself in the legislator's place; try to understand his problems and his objectives. Legitimate differences of opinion can exist.

4. Never scold or reprove. Being human, legislators and their advisors resent being preached to or pestered. Remember, they hold the cards. Putting them on the defensive is a sure way to make the "round file" instead of the "in" box.

SHOWTIME WITH THE COAST GUARD

BY CWO4 Paul C. Scotti  
USCG Motion Picture-Television Liaison Office  
11000 Wilshire Blvd., Suite 10125  
Los Angeles, CA 90024-3612

When the Coast Guard appears on theater screens or television have you wondered if the real Coast Guard had anything to do with it? The answer is more often they do, than they don't.

Movies and television are excellent conduits for educating the public on what the Coast Guard does and in attracting recruits. Therefore, the Service has a fulltime office to work with the entertainment industry. The cost is nominal: a two-person staff in a west Los Angeles Federal building. Film companies reimburse the Coast Guard for expendables such as vessel and aircraft fuel.

A primary criterion for the liaison staff in cooperation decisions is whether the portrayal of Coast Guard life and operations is accurate, with some flexibility for plausible drama for entertainment value.

Here is a rundown on some recent projects in which we assisted. Lighthouses are popular settings. The forthcoming Paramount movie "The Butcher's Wife" starring Demi Moore has a brief shot of Cape Lookout Lighthouse in North Carolina. Christian music vocalist Sandi Patti did a music video of the title song "Another Time, Another Place," of her latest album at Pigeon Point Lighthouse in Northern California. Portions of the (Anne) Baille and the Boys music video "I Can't Turn The Tide," was done at Point Wilson Lighthouse in Washington.

The movie "Chasing Rabbits," scheduled for release this summer has a Coast Guard helicopter in the opening scenes.

Public Broadcasting Television airs "Square One TV." An enjoyable segment of this math-teaching juvenile audience show is the serial "Mathnet," a takeoff on the old police program "Dragnet." The "Mathnet" detectives use calculators and mathematics to solve crimes. The opening show for next season (Sept 1991), called "Despair In Monterey Bay," was filmed in Monterey, California with Coast Guard Group Monterey and two its 41-foot boats taking part in the action. It will probably be shown in its entirety in April when PBS-TV has its fund raising drive.

In February on CBS-TV, a four-hour mini series titled "And The Sea Will Tell," showed the Coast Guard's law enforcement mode. The book is also

5. Be realistic. The legislator you are writing to represents everybody in his district-including some who desire the legislation you oppose or vice versa. Remember, compromise is the key to most adopted legislation.

6. Maintain perspective. Don't ring in a three alarm fire to put out a few sparks. If a bill poses a nuisance or inconvenience, don't make it sound like life or death to you. Save your heavy ammunition until it is really needed. In other words, don't be a gadfly writing about every minor piece of legislation. That's the surest way to become a pest and not have your views considered.

7. Be on time. Criticizing a legislator after he has cast his vote is hardly fair. One thought provoking letter early is worth more than a thousand letters after the fact.

8. Be persistent. Follow through on your first letter. If the Congressman's answering letter is a terse acknowledgment of yours or is obviously a form letter, quickly reply with pertinent questions as to how he stands on the issue. The second letter must emphasize your genuine concerns.

9. Finally, remember that a courteous, logical letter that persuades rather than one which demands is most likely to succeed. Don't always expect a reply that completely agrees with your views. For, after all, if your letter only makes your Congressman take into consideration your point of view along with his other constituents views and he can then make a value judgement then we truly have "democracy in action."

When writing to a member of Congress, use the addresses below:

THE HONORABLE \_\_\_\_\_  
U.S. Senate  
Washington, DC 20510

OR

THE HONORABLE \_\_\_\_\_  
U.S. House of Representatives  
Washington, DC 20510.

on sale in stores. The author and main character in the story is Vincent Bugliosi who wrote "Helter Skelter" and prosecuted Charles Manson. Richard Crenna played Bugliosi in the movie.

This true crime drama concerns a husband and wife traveling the world in their motor sailer in 1974. They are reported missing: last known to be south of Hawaii on Palmyra Island. Alert Coast Guard officers spot the vessel in Honolulu and arrest the occupants who are charged with boat theft. Several years later the grisly remains of the missing wife are found, the suspects are rearrested and the drama of what occurred skillfully unfolds.

Sometimes it is not possible to provide Coast Guard resources because of operational commitments during the time the film company needs them. The alternative is to mock up a vessel or aircraft and we supply uniform details and paint schemes. This was done in the USA Cable-TV movie "Dead Reckoning" starring Cliff Robertson and Susan Blakely, and in 20th Century Fox's "Sleeping With The Enemy" starring Julia Roberts, where boats were made to look like Coast Guard craft.

We do decline Coast Guard cooperation for different reasons, but that does not necessarily stop the production company from portraying the Coast Guard anyway.

Paramount will be making Tom Clancy's bestselling suspense novel "Clear and Present Danger" into a movie, with filming to start next year. The Coast Guard role in the book--and the movie--is meaty and noteworthy.

You will periodically see the Coast Guard in the true story recreations on television shows like "Rescue 911" and "Unsolved Mysteries." These segments are coordinated by the liaison staff. We don't get too involved with television game shows, but have assisted "The New Family Feud" in setting up six-day competitions between teams of each of the five military services for the past two years.

We are always encouraging people to make a major Coast Guard movie and television series. Projects we have approved are being shown around the business but no producer yet is willing to commit the millions of dollars it takes to make a movie or series.

We work with writers from inception to completion of their screenplays giving them the benefit of our Coast Guard knowledge. If you have story ideas,

plots, anecdotes, sea stories based on your experiences or imagination you might pass it on to our office and maybe one day you will see it on the big--or little--screen.

Let me close out with something related to the topic of Coast Guard in the movies. I just saw a videotape catalog from Blackhawk Films that has a section on the old movie serials. One of the cliffhangers for sale at \$29.95 is "S.O.S. Coast Guard." This 1937 12-chapter serial stars Ralph Byrd and Bela Lugosi and runs for 224 minutes. They also offer a T-Shirt with a "S.O.S. Coast Guard" movie poster on the front. I ordered one of each. If you are interested here are the particulars:

"S.O.S. Coast Guard" #RP3826 price \$29.95  
Cliffhanger Serial T-Shirts  
"S.O.S. Coast Guard" (Med) #Z17TM  
(Lge) #Z17TL, (X-Lge) #Z17TX, price \$14.95

To order: call 1-800-826-2295 (24 hours a day, 7 days a week)

For Customer Service: 1-800-782-8315  
(0900-1700 PST Mon-Fri)

Address: Blackhawk Films, 5959 Triumph Street, Commerce, CA 90040-1688.

(Ed note: Paul Scotti will retire on October 31, 1991. Paul is married to Liz, the CGCVA Auxiliary past president. Paul served on PT DUME in Vietnam and was then a gunners mate. After the meeting of July, 1985 of fifteen Coast Guardsmen and their families in Chicago, Paul, together with Bill Hoover, organized a reunion in 1986, Reno Nevada. From the 1986 reunion in Reno, the Coast Guard Combat Veterans Association was formed. Paul was the Association's first Secretary/Treasurer and together with Liz put in many hundreds of hours compiling lists of potential members, contacted many hundred of potential members and in 1988 turned over a list of 261 paid up members to the newly elected Secretary/Treasurer. Today our membership is at 897. Paul is our current Director of Public Relations/Historian. Paul gave an excellent speech, Reno, 1988 concerning the meaning of Patriotism and why each of us joined the Coast Guard. Liz is a whiz at needle point and they expect to travel in their motor home around the U.S. Paul is writing a book about the Coast Guard and Vietnam. He is continually looking for information and will have a "best seller". Don't be surprised if they stop by to see some of us in their travels. After all, they have all of our addresses.)

## NEW MEMBERS

ANDERSON, Gary C. - PSU 303 - Desert Storm  
ANDERSON, Hartley B. - PSU 303 - Desert Storm  
BAKER, Thomas R. - PSU 303 - Desert Storm  
BARTLETT, Rand I. - PSU 301 - Desert Storm  
BENTON, Rick K. - PSU 301 - Desert Storm  
BERNSTEIN, Eric S. - PSU 301 - Desert Storm  
BLOCK, Howard - CGC 83325  
BODDY, Richard L. - PSU 301 - Desert Storm  
CARROLL, Dale P. - PSU 303 - Desert Storm  
CERVANTES, Renato P. - MORGENTHAU  
COMPTON, Ralph M. - PF EL PASO  
CONNERS, Sean P. - PSU 303 - Desert Storm  
COULTER, Monte C., Jr. - DIONE/JOYCE  
CROWELL, Robert B. - USS PILGRIM II/CAMBRIA/WOONSOCKET  
DEMING, Lester B. Jr. - INGHAM  
DODD, Clifford R. - FALGOUT/SUNDEW  
DOOHER, Thomas A. - CGC SHAWNEE/CAMBRIA/ARTHUR MIDDLETON/PERSEUS  
ENSTROM, Peter J. - PSU 303 - Desert Storm  
FAUSTINO, Dominick - COR CAROLI  
GALLEY, Peter J. - PSU 303 - Desert Storm  
GARDES, Bert F. - USS SCOTT  
GREENE, William - HARRIET LANE/EMPORIA (PF-28)/GEN GREENE  
GRINNELL, Roger L. - PSU 301 - Desert Storm  
GROVES, Lennith L. - WHITE HOLLY  
FRIEDERICH, John K. - PSU 302 - Desert Storm/INTERCEPT FORCES  
HARE, Robert S. - PSU 303 - Desert Storm  
HUTCHINS, Claude - CAYUGA/ADMIRAL C. F. HUGHES  
INSLEY, Thomas B. - Desert Shield/Desert Storm  
JAMERSON, Thomas N. - PSU 303 - Desert Storm  
JONES, John R. - PSU 303 - Desert Storm  
KESTER, Gregory B. - PSU 303 - Desert Storm  
KLEINPETER, Joseph L. - DIV 11, AN THOI, RVN  
LARZELERE, Alexander R. - PT COMFORT/PT BANKS  
LOOMIS, Vern - SWEETBRIAR  
LUND, Gregor S. - DE-317  
MC CONE, Scott W. - PSU 301 - Desert Storm  
MC GUIRE, William C. - PSU 301 - Desert Storm  
MC KENZIE, Raphael T.A. - WAKEFIELD/LCI(L)349/LST 760/HALF MOON  
MESUREL, Russell R. - LST 791  
MORLOCK, Ray P. - USS JOYCE (DE-317)  
NELSON, James A. PSU 303 - Desert Storm  
PARADINE, James W. - PSU 303 - Desert Storm  
PECK, Richard W. - PSU 303 - Desert Storm  
PHILLIPS, William G. - LST 66  
RYDER, John F. - Desert Storm  
SIEVIEC, Theodore J. - HOWARD D. CROWE (DE 252)  
SORENSEN, Raymond D. - LST 886  
STEVENS, John F. - CGC 83462  
SULLIVAN, Mark D. - PSU 301 - Desert Storm/GALLATIN/GLACIER  
STERN, Gerald I. - LST 313/USS JOYCE/MARIPOSIA  
TILLMAN, Steven E. - PSU 302 - Desert Storm  
VALLONE, Frank C. - PSU 301 - Desert Storm  
VESCO, Michael A. - PSU 303 - Desert Storm  
WALLIS, John J. Jr. - Squadron One, Division 12/SNOHOMISH CO/SUMNER CO.  
WEIDA, Ken - MODOC  
WILFONG, Dana J. - PT CYPRESS/AN THOI/CAT LO  
WILLIAMS, Brian H. - PSU 303 - Desert Storm  
WILLIS, Theodore R. - ELD#1  
WOOD, Christopher F. - CHASE

## **COAST GUARD COMBAT VETERANS ASSOCIATION LISTED IN AMERICAN LEGION VETNET**

The American Legion has inaugurated a new service for the veteran community called "VetNet". With only a Touch Tone telephone VetNet can be accessed 24 hours a day to find out the latest information regarding veteran and reunion organizations.

To access VetNet dial 1-900-773-VETS (1-900- 773-8387). When requested enter the Coast Guard Combat Veterans Association VetNet group number, 17019.

You will hear a recording of the latest information regarding the CGComVets. Information about membership, next reunion/convention and other information will be heard via your Secretary's voice.

The cost of the 900 call is \$1.00 per minute with any profits being used to fund American Legion programs.

To find out if other veteran reunion groups or organizations are listed call, toll free, 1-800-348-8387. This is the VetNet Directory Assistance and can give you the VetNet group number for any organization or group that is participating in the American legion's VetNet program.

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Rear Admiral James A. Alger, Jr. died December 6, 1990, at age 80. RADM Alger commissioned and commanded the USS MOSLEY (DE-321) and commanded the USS LOWE (DE-325). The cutter DIONE was commanded by Admiral Alger during 1942 and although not credited with sinking any Nazi submarines it did rescue many survivors. Rear Admiral Alger was well thought of by his crew according to CGCVA member Wayne W. Bates, former RM-2/C.

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John R. O'Rourke, WT1/C writes: "Temp 73° Sunny. At 84 years of age you have a tendency to forget. I wanted to give you a few ships I have been on, if anyone would remember my name I'd appreciate hearing from them. I enlisted in 1927, broke service in 1937 for three years and sailed Merchant Service. I reenlisted Boston, 1940 and paid off in 1945 on a medical discharge, which I have six honorable discharges. In the early days they issued one year discharges. Ships served in: Destroyer Wainwright, Destroyer Wilkes, Cutter Cayuga, Coal Burner Ossipee, Cutter Alexander Hamilton, Transport Hunter Liggett and Transport Wakefield. I was in Spain during the civil war, 1936, Cayuga taking off refugees. in 1932 aboard the Wilkes we did service in Cuba during the trouble down there. 1040 Everly LN. N.E., Palm Bay, FL 32905 (407)-727-1941. P.S. John said that the Coast Guard had the fifth largest Navy in the World in the early Thirties - 24 tin cans. He also remembers "Fighting Ed Doherty" from the CAYUGA.

## COAST GUARD DESTROYER ESCORT SAILORS TO PLACE MEMORIAL PLAQUE AT ACADEMY

On 31 August 1990, the Destroyer Escort Sailors Association placed a memorial plaque at the Coast Guard Yard in Curtis Bay, Maryland.

A group of men who served on these nimble ships that went in harm's way were so impressed with the plaque that they have undertaken to raise funds to place a similar one at the Coast Guard Academy in New London.

A picture of the existing plaque is printed below. The Academy plaque would be almost identical with only the date changed to reflect the date of dedication and the line "Destroyer Escort Sailors Association" would read "United States Coast Guard Destroyer Escort Sailors".

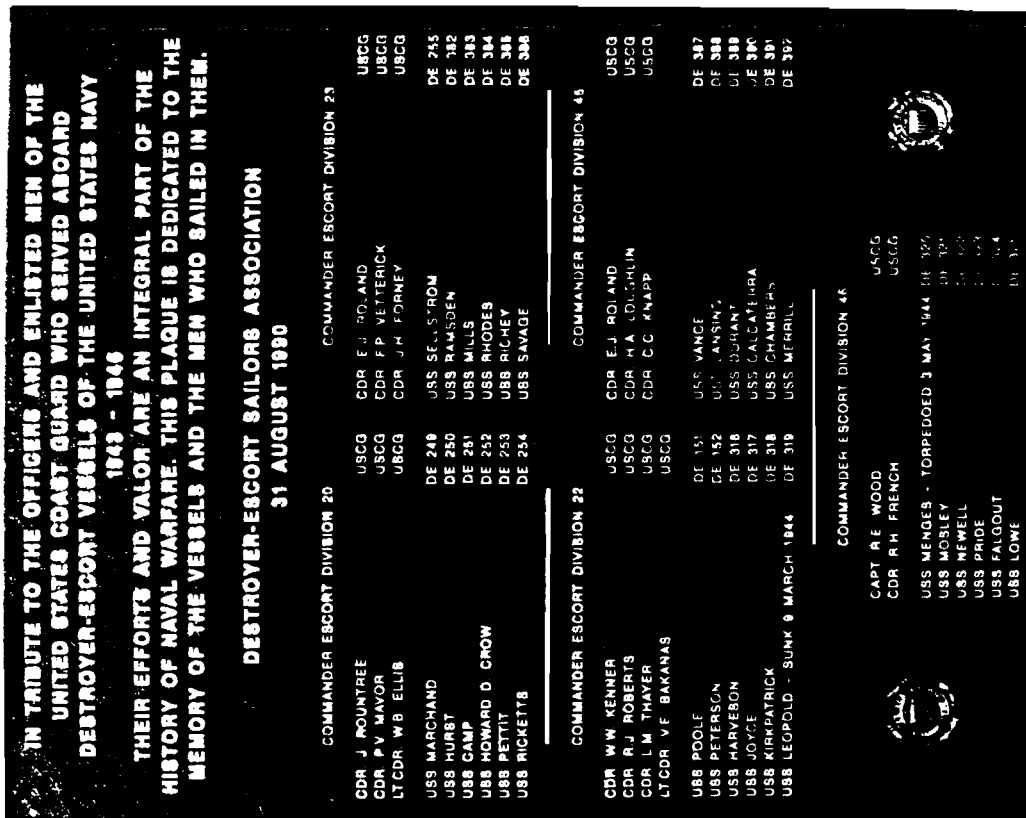
The plaque measures 24" X 30" and is cast in bronze and names all 30 Destroyer Escorts manned by the Coast Guard during World War II. The 30 ships were assigned to 5 Escort Divisions (CortDiv) of 6 ships each. Each CortDiv is shown

with the names of the Coast Guard officers who served as Division Commanders. Many familiar names in Coast Guard history are on the memorial.

The plaque also shows that 2 of these ships were torpedoed by German U-Boats. The USS Menges was torpedoed in the Mediterranean with heavy loss of life, but was salvaged and lived to fight again. The USS Leopold was torpedoed and sunk in the North Atlantic with only 28 survivors out of a crew of 199 enlisted and officers. Every officer was lost.

A plaque of this type at the Coast Guard Academy will help to perpetuate the memory of not only Coast Guard Destroyer Escort sailors but of all Coast Guard people who have served a proud tradition in all wars.

The plaque will cost approximately \$4,000.00. Donations may be made to Coast Guard Memorial Plaque, c/o Donald Kahler, RD 6, Box 122, Muncy, PA 17756. Not only ex DE men but all Coast Guard veterans can help make this memorial a reality.



SILVIO O. CONTE FOUNDATION, INC.  
11 APPLE TREE POINT  
PITTSFIELD, MASSACHUSETTS 01201

March, 1991

Coast Guard Combat Veterans Association  
6858 Lafayette Road  
Medina, Ohio 44256

Dear Friends:

Please accept my heartfelt gratitude and that of my children for your most generous and thoughtful memorial contribution to the Silvio O. Conte Foundation.

This foundation was a private decision of Sil's, and very close to his heart. He wanted to make possible, the precious gift of higher education to young men and young women from his District, who might not otherwise enjoy this right because of financial restrictions. He felt that knowledge was the key to a more productive, more just, and stronger individual, who could in turn pass these strengths to the family, the community and the nation.

Through your concurrence with his beliefs, expressed in your most considerate donation, we shall continue to pursue Sil's fight, his dream of a better world through education.

Sincerely,



Corinne Conte



## **PATRIOTS POINT NAVAL AND MARITIME MUSEUM SET TO START CONSTRUCTION OF COAST GUARD COMBAT VETERANS EXHIBIT**

*Charleston, South Carolina.* A major permanent exhibit dedicated to making the public aware of the contribution of the United States Coast Guard in every war from the Quasi War of 1790 to Desert Shield/Storm in the Middle East in 1990 and 1991 is about to get underway.

Only two of the great pre-World War II Hamilton class of cutters still remain. One, the USCGC Taney, is in Baltimore awaiting use as a museum ship in the Inner Harbor complex. No firm dates for the Taney to go on display have been announced. The other, the USCGC Ingham is now in full museum status at Patriots Point, the world's largest naval and maritime museum dedicated to the sea, its ships and those who served on them. The Ingham has been open to the public since shortly after arriving at Patriots Point in the summer of 1989.

The Ingham joins some other famous ships at the "Point." The USS Yorktown, also known as "the Fighting Lady", the USS Laffey, a destroyer which suffered more damage from Kamikase hits than any other naval vessel in World War II and still survived, the USS Clamagore, a WWII fleet class submarine and the NS Savannah, the first ship to use nuclear power are all on display.

The USCGC Comanche has also been at Patriots Point since the early 1980s but was severely damaged in Hurricane Hugo and is no longer on display. A survey of the Comanche's condition has revealed that the cost to rehabilitate the ship is prohibitive. A decision has been made to strip her of all artifacts of historical value and send her to the bottom of the Atlantic off the South Carolina Coast for conversion to an artificial fishing reef.

For those familiar with Hamilton class cutters the new Coast Guard Combat Veterans Association exhibit area will be in the enlisted berthing area just forward of the mess deck. The bunks and lockers have been removed to provide space for our exhibits. All other areas of the ship have not been altered and are exactly as they were when the Ingham was decommissioned.

Photographs of our assigned exhibit area and the sign that announces our participation are reproduced in this issue of the Newsletter.

Most areas of the Ingham are open for public display with mannequins in appropriate dress used to add a sense of reality to many of the display areas. For example, in the galley "cookie" is in whites with his apron and hat. The table in the Ward Room is set with the Ingham's china and just waiting for the officers to arrive. In the sick bay not only is "Doc" holding a stethoscope but his jumper with his PM crow is draped over a chair. X-ray equipment, examination table and other medical paraphenalia are still there for all to see. In the ship's office a LTJG is handing liberty papers to an enlisted man. A "snipe" is even working in the engine room. Many other areas of the ship are also similarly displayed. It is so real as to be almost eerie.

The method of creating the displays while still protecting the areas from the public are quite unique. For example, the upper metal panels in doors to compartments open for display have been removed and replaced by a clear plastic panel so that the touring public can "see but not touch." Also many of the display areas have a most unusual device. It looks like a small tape recorder attached to the plastic panel. When a visitor places his hand near the unit it starts to play a tape recording that explains what is being seen. There is no speaker but the plastic panel vibrates acting as a speaker with sufficient volume for all to hear.

What can we, as members of the Coast Guard Combat Veterans Association do to see that our exhibit contains important artifacts about our organization and history? There are THREE main things required of us if this exhibit is to become a thing that that not only can we be proud of but can be left as a legacy to our children, grandchildren and those who follow us.

First, we must provide the funds for the cost of the preparation and maintenance of the CGComVet's exhibit display area. Patriots Point has started the construction of display cases and other items such as photograph mounting racks, etc. The cost of materials for these most necessary items to make our exhibit a first class operation must be borne by the Association and its members while the manpower, design, planning and maintenance are the responsibility of Patriots Point. Of course any funds received over and above that used as described above will help to perpetuate the museum by being used by Patriots Point as they deem necessary in the maintenance of the museum.

Patriots Point, while a state agency of South Carolina, is a non-profit organization and must raise most of its monetary requirements from sources other than the state. These sources include a small admission fee for those visiting the complex, revenue from concession stands, etc. and most importantly, those organizations such as ours who now have a place to permanently bring our sense of history to those who have never experienced the uniqueness of military service and in particular, the United States Coast Guard.

Second, we must search our attics, basements and old sea bags to dig out those priceless mementos of our past service in the Coast Guard. These things may seem important to us now and many feel a sense of not wanting to part with them due to sentimental values, old memories that they invoke and many other reasons to "hang onto them." In reality ask yourself "if I should die tomorrow would they mean enough to my children and grandchildren so that they would not be deep sixed?" In most cases the answer is no. Why not consider donating these items that would be of interest to the museum. While perhaps not all will be on display at any one time, the museum does have rotating exhibits that keep a constant source of new items on display.

An example of things that can be donated can be shown by this writers experience and my involvement with the Destroyer Escort Sailors Association exhibit aboard the Laffey. I donated my Blue Jackets Manual (1939 edition) which I received when I went to boot camp in 1942, a copy of a liberty pass issued to me at the Naval Base in Bizerte, North Africa in 1943, and various pictures of the USS Merrill, DE 392, one of the ships I served on during WW II.

Other artifacts have surfaced from various sources. Dorothy Merrill, who "put the dent" in the Merrill's bow when the ship was launched, donated the wooden case (wonderfully painted and decorated by the shipyard) which held the champagne bottle used to christen the Merrill. The gloves she wore when she held the bottle, her brother's cap device and shoulder boards when he was a midshipman at the US Naval Academy are all now on display. One of the Merrill's last crew members took (borrowed?) one of the ship's clocks when she was decommissioned. He figured the statute of limitation was in effect so it to is also now on display at Patriots Point. These items plus many more from Coast Guard manned Destroyer Escorts of WW II and the Korean eras will be moved from the Destroyer Escort exhibit and become the nucleus of the new Coast Guard Combat Veterans Association exhibit.

Just about anything that bears on your Coast Guard service, and especially combat experience, can be donated. These items will become the property of Patriots Point Naval and Maritime Museum but you can be sure that they will be retained for years to come and will be displayed when appropriate for all to see. If you have a significant item that you think would be of great interest to the public arrangements can be made for the item to be loaned to the museum for permanent display. In this case you would retain ownership of the item. This arrangement, however, is not the norm and the item must be

of importance to the exhibit's main goal, that of presenting the Coast Guard's role in combat. Items of general interest would not fall into this category. A museum grade painting of your ship under combat conditions would possibly fall into this category.

Lastly, you can support our new CGComVets exhibit and the museum at Patriots Point by visiting it, holding your reunions there if appropriate and in general let your family and friends know that this great museum exists and that you are a part of the history it represents.

Monetary gifts should be sent to:  
Patriots Point Naval & Maritime Museum  
Att: Mr. C. G. Waldrop  
40 Patriots Point Road  
Mt. Pleasant, SC 29464

Artifacts and other non-monetary gifts should be sent to:  
Patriots Point Naval & Maritime Museum  
Att: Mr. E. G. Sturgis, Jr.  
40 Patriots Point Road  
Mt. Pleasant, SC 29464

Forms to accompany donations of both artifacts and money can be found elsewhere in the newsletter.

Submitted by Herb Reith, Secretary

(Ed Note: Herb Reith does many jobs. He is a Director of the Destroyer Escort Sailors Association, volunteers for the V. A. Hospital in Ashville, NC one day per week, helps with the Patriots Point Naval & Maritime Museum maintains a computer network for the CGCVA and does all of our work as Secretary. Oh, almost forgot, Herb writes for several newspapers in his spare time)

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CGC NORTHLAND (WPG 49)

"50", years will have passed on September 12, since the Coast Guard Cutter "NORTHLAND", struck the first blow of WWII for the United States Armed Forces. The Commanding Officer of the new "NORTHLAND" (WMEC-904) is planning to commemorate the event. CGCVA Member Jim Bunch started the ball rolling on this. Commander Steven M. Waldmann, USCG, Commanding Officer of the USCGC NORTHLAND (WMEC 904) personally invites all former crewmembers of the original NORTHLAND to attend the ceremony or visit the ship at any convenient time. While plans have not been finalized, it is expected that the ceremony will take place at Portsmouth, VA, 4000 Coast Guard Blvd., on September 12, 1991. For further details, write the CO, USCGC NORTHLAND (WMEC 904), c/o CG Support Center, 4000 Coast Guard Blvd., Portsmouth, VA 23703-2199. Phone (804) 483-8730.

AL COURTER  
14334 Thornwood Trail  
Hudson, FL 34669  
(813) 856 7387

THE NAVAL AND MARITIME MUSEUM



40 Patriots Point Road, Mt. Pleasant, SC 29464

(803) 884-2727

I/WE \_\_\_\_\_

HEREINAFTER

called donor, being with absolute authority to dispose of the property below described, do hereby donate same as an inter vivos gift, to PATRIOTS POINT NAVAL AND MARITIME MUSEUM, to be used by the NAVAL AND MARITIME MUSEUM, upon such terms and conditions as the governing body of said organization deems advantageous. Donor also releases unto PATRIOTS POINT NAVAL AND MARITIME MUSEUM, any claim to said property whatsoever. Property can be deaccessioned upon such terms and conditions as the governing body of said organization deems advantageous for disposal or return to donor or legal representative.

Witness \_\_\_\_\_ hand(s) and seal(s) this \_\_\_\_\_ day of \_\_\_\_\_ in the year of our Lord, one thousand nine hundred and \_\_\_\_\_.

DONOR:

\_\_\_\_\_  
\_\_\_\_\_  
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DATE

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COAST GUARD COMBAT VETERANS ASSOCIATION

SUPPORT PLEDGE FOR EXHIBIT ABOARD THE USCGC INGHAM AT PATRIOTS POINT

Being a member, supporter or friend of the Coast Guard Combat Veterans Association and desiring to support the Coast Guard Combat Veterans Association exhibit aboard the USCGC Ingham at the Patriots Point Naval and Maritime Museum at Mt. Pleasant, South Carolina I hereby make the following financial commitment toward the construction and maintenance of the Association's exhibit:

\_\_\_ A one time contribution of \$ \_\_\_\_\_.

\_\_\_ A monthly contribution of \$ \_\_\_\_\_ for a period of \_\_\_\_\_ months totaling \$ \_\_\_\_\_.

\_\_\_ A quarterly contribution of \$ \_\_\_\_\_ for a period of \_\_\_\_\_ year(s) totaling \$ \_\_\_\_\_.

\_\_\_ An annual contribution of \$ \_\_\_\_\_.

It is understood that I may, for any reason, modify, increase, decrease or cease the contribution(s) shown above if my financial condition so requires. My intended contribution(s) are shown in order that museum officials may orderly plan and budget for the Coast Guard Combat Veterans Association exhibit aboard the USCGC Ingham.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Please print clearly below:

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Mail with initial contribution to:  
Patriots Point Naval and Maritime Museum  
Att: Mr. Charles G. Waldrop, Executive Director  
40 Patriots Point Road  
Mt. Pleasant, SC 29464

All contributions are tax exempt.



## ATTENTION All Coast Guard Combat Veterans

The Coast Guard Combat Veterans Association has teamed up with Turner Publishing Company, America's leading military history publisher, to create the definitive history of the Coast Guard Combat Veterans from World War I to Operation Desert Storm. One of the outstanding features of this book is the section of personal stories from the veterans themselves--in their own words.

This is why we need your help. In a few weeks you will receive a brochure in the mail telling you more about the book, how you can participate, and how you can order your own copy of the **Coast Guard Combat Veterans History Book**. At that time, we want you to send in your autobiography of your participation in combat. The brochure will give you further details.



Pictured above is the **Destroyer Escorts History Book**. The **Coast Guard Combat Veterans History Book** will be of the same fine quality.

### What's in the book:

- ☆ History of the Coast Guard in combat
- ☆ Association roster
- ☆ Biographies of Coast Guard veterans
- ☆ Hundreds of original photographs
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- ☆ Personal war stories

*The Coast Guard Combat Veterans History Book will be of the finest quality--suitable for any library or coffee table. Approximately 200 pages of the highest grade paper for excellent photo reproduction, library quality binding and printed, hardbound cover make this book a treasure for you and future generations.*

#### Don't miss the boat!

Help preserve the legacy of the Coast Guard Combat Veterans. Look for your brochure in the mail in the coming weeks. If you do not receive one by September 1, please call Kelly O'Hara, your project editor, at Turner Publishing Company.

(502) 443-0121

**We want everyone on board!**

Sincerely,

Herbert Reith, Secretary  
Coast Guard Combat Veterans Assn.

USS ARTHUR MIDDLETON

Vince Stauffer

The MIDDLETON was built by Ingalls Shipbuilding Corp., Pascagoula, Mississippi for the American-South African Lines and commissioned as SS AFRICAN PLANET on 28 June 1941. She displaced 10,812 tons, was 489 feet long, had a beam of 69'9" and in that configuration drew 27'4" of water. She was purchased by the Navy 6 January, 1942 and commissioned as USS ARTHUR MIDDLETON (AP-55) 7 September, 1942 with a Coast Guard crew of about 600. She carried 25 LCVP's and 2LCM's. She joined the Pacific fleet and sailed for Alaska in December, 1942. We went aground in Constantine Harbor, Amchitka Island in the Aleutians on 12 January 1943 after rescuing 175 crew members from the USS WORDEN (DD-352) which had grounded, broken in half and sunk at the mouth of the harbor. The MIDDLETON stayed aground with over 30 feet of water in her engine room for 84 days. On 1 February, 1943 she was reclassified APA-25. While aground she was attacked by Japanese planes from Kiska Island 9 times but was never hit.

MIDDLETON was refloated, towed to Dutch Harbor for temporary repairs and then on to Puget Sound Naval Shipyard, Bremerton, Washington for permanent repairs on 17 June, 1943. She sailed from the States in September, 1943 for New Zealand with a stop in Fiji to off load U.S. Army Troops. ANZAK troops were transported from Fiji to Wellington arriving 12 October. She loaded U.S. Marines in Wellington for the invasion of Tarawa, Gilbert Islands (20-29 November) and returned to Pearl Harbor with casualties from that landing, arriving 7 December, 1943. She departed Pearl Harbor 23 January, 1944 with troops for the invasion of Kwajalein, Marshall Islands on 31 January. Her troops were not needed for that invasion so she was reassigned to Eniwetok, Marshall Islands. She landed assault troops at Engebi Island 2/17/44 and Parry Island 21-22 February and returned again to Pearl Harbor arriving 8 March, 1944. She departed Pearl Harbor 5/30/44 for the invasion of Saipan, 15-23 June then returned again to Pearl Harbor arriving 7/9/44. By 8/31 she had made two runs between San Diego, CA and Hilo, Hawaii. She participated in landings at Manus, Admiralty Island 10/3/44, and joined Task Group 79.2 at Leyte remaining off Leyte 10/20-24/44. She was involved in operations at Hollandia and Morotai ending 11/14/44. Next was landings at Ligayen Gulf 1/9/45. She suffered shrapnel wounds to 15 crew members during this operation. During February and March, 1945 she trained troops off of Guadalcanal and then staged, through Ulithi, with TG 53.1 for the Okinawa invasion 1-5 April, 1945. She departed Okinawa for San Pedro, CA via Siapan and Pearl Harbor, arriving 4/30/45 for repairs. She spent the rest of the war transporting replacement troops to the Phillipines and returning service personnel to the States. The Coast Guard crew was removed 1 February, 1946 and the ship was turned over to the U. S. Navy Transport Service. The USS ARTHUR MIDDLETON (APA-25) received seven battle stars, while manned by Coast Guard personnel in WWII.

Ed Note: Vince Stauffer served 30 years in the CG as a Fireman, Motor Mack, Storekeeper, CPO, WO and CWO. In addition to WWII Vince served in Southeast Asia 1966-69 as Finance Officer, SEASEC LORAN-C for the Vietnam-Thailand Loran Chain. After retiring from the CG Vince became the Airport Manager for the Seattle-Tacoma International Airport, is our Association Eight Year Director and can fix anything. Vince married a beautiful Ohio girl named Betty and lives in Seattle. Vince and Betty travel extensively.

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TANKER Y-14 In 230 Air Raids

The Y-14, a Coast Guard manned Army tanker, has gone through no less than 230 air attacks. In the initial invasion of Leyte, the Y-14, only 165 feet long, was the only Y-tanker carrying aviation gasoline to keep our planes in the air, over the Phillipines. She fulfilled her duty of shuttling between the large tankers and the airstrips at bases here, and after undergoing 207 attacks from air, she was selected to proceed in convoy to another base under the escort of Navy destroyers and destroyer escorts. For four days, the convoy was attacked, but all Jap planes were driven off or shot down. On the fifth day, however, a Jap Zero got a direct hit on the Y-14. The terrific explosion threw all hands violently to the deck amid flying glass, plane fragments and shrapnel. Fires broke out on the bridge, the awning covering the deck, in the lower passage ways and in three of the living quarters on the port side. They were extinguished before getting out of control. After a general muster, five members of the crew were missing but three were picked up later. The Y-14 continued in the convoy.

CDR Edgar T. Bassford, USCGR (Ret)

USS LEOPOLD

Warren Young

Warren Young still has his watch, which stopped, on March 9, 1944 when his DE, the USS LEOPOLD, was torpedoed between Iceland and Northern Ireland. Young and 27 other Coastguardsmen were rescued by the USS JOYCE. The CO of the JOYCE, according to Young, left the convoy against instructions and made the rescue of those from the LEOPOLD that survived. The JOYCE was also under attack during rescue operations and had to break off rescue attempts on two occasions. Young survived after six hours in the icy waters. Young says that when he is cold he puts his thumbs in the palms of his hands and it helped keep his body warm. The worst sight on that terrible night was a man with his leg cut off in the galley. He wanted us to shoot him or give him a gun to shoot himself. Even after all these years it keeps me awake. I told my story for the first time in November, 1990.

Ed Note: Dick Novotny, Association member, is also a LEOPOLD survivor.

-----  
USCGC MOHAWK (USS) WPG-78 replaced by USCGC MOHAWK (WMEC 913), commissioning ceremony held 20 March, 1991. Association Member and editor of the MOHAWK NEWSLETTER John Stamford gave the benediction at the ceremony. MOHAWK caps and tapes may be ordered from John Stamford 1533 Wales Ave., Baldwin, NY 11510 (516) 223-2467.

-----  
Fred Salter writes that the USS SEBAGO went to Britain under Lend Lease and was later sunk at Oran, Africa. Fred's brother, Robert served in USS SEBAGO and is our most distant member living in Australia. Robert also served in HUNTER LIGGET. Fred served in LARKSPUR, ANNAPOLIS (PF-15) and LOWE (DE 325).

-----  
USS ADMIRAL C. F. HUGHES (AP-124) transferred the first 5000 US Army troops direct from the European Theater to the Pacific Theater of Operations between June 15, 1945 and July 21, 1945. At the time this was the longest transport of troops performed in the history of the US Navy and Coast Guard and totalled 15,500 nautical miles in the 34 day period. CWO HUTHINS (Ret) also writes that during this time there was no loss of life, no serious illness, and not a single case of disciplinary action.

-----  
Harvey Rumsfield notes that the USCGC SWEETBRIAR was built in Duluth, Minnesota turned over to the CG in the summer of 1943. They laid buoys two days after the invasion of Okinawa, were in three major typhoons and shot down 4 kamikaze aircraft. They towed in two Japanese suicide boats which were loaded with dynamite prior to capture. Luckily no one aboard the SWEETBRIAR was injured. Harvey was the Chief Boatswain Mate.

-----  
Dr. Edgar Booth recalls U. S. Coast Guard Rescue Flotilla One, Normandy, France, June 5, 1944. The Coast Guard saved 1,437 men and a woman through the use of 83-footers, fondly called the "matchbox fleet". The credit for the establishment of the Flotilla goes to the late President Franklin D. Roosevelt who knew of the great skills of the Coast Guard from his days as Navy Secretary and his personal experiences as a yachtsman. The 83 footers did more than rescue, they towed disabled landing craft, fought fires aboard Allied vessels and did many other tasks. Also, they did this with very little armament since they had to lighten their boats for maximum rescue operations.

-----  
THERE ONCE WAS A COASTIE FROM WHEELING - WHO HAD A PECULIAR FEELING  
WHEN THE SIGN ON THE HATCH READ "DON'T SPIT ON THE DECK"  
HE JUMPED UP AND SPIT ON THE OVERHEAD. (Author unknown, or ashamed to admit it)



# U. S. COAST GUARD CUTTER TAHOE

*By Vincent J. Anthony*

The year was 1940. I was a seaman, striking for Gunners Mate. Being aboard my first ship, the USCGC TAHOE, at the ripe old age of 17, it impressed me no end. She was a "battleship" yet a white yacht gently cruising among the white caps.

Our home port was New Bedford, Massachusetts but we were assigned to the neutrality and weather patrols in the North Atlantic. It was now early December and we were loading stores, provisions and ammunition at the Boston Navy Yard. Frankly, neither myself or my shipmates on the berth deck knew the reason for our upcoming trip.

What we did know was there really was a war on. But, it was a long way off and it didn't concern or affect us directly. France and Denmark had fallen to the Nazis, but England was holding its own. When France fell and Italy entered the war on the Axis side the United States made a decision to assist the British. In mid-1940 a swap was made under a new concept called "Lend-Lease". 50 WWI U.S. Navy four stack destroyers were "loaned" to the Royal Navy in return for 99 year "leases" on specific bases/sites owned by the British in the Western hemisphere. One of these sites was Placentia Bay at Argentia, Newfoundland.

The loading was accomplished in short order and we departed Boston and headed north northeast. Approximately 5 days after our departure we entered a tranquil, overcast indentation in the southern shoreline of Newfoundland. We had entered Placentia Bay.

There were small homes interspersed among the rocks and cut-a-ways for boats. A large, substantial coaling dock dominated the waterfront. It stood almost 50 feet in height. Our first contact was with a small, Irish-brouge speaking group. Some of the TAHOE's officers

were the first to go ashore and shortly thereafter the crew was invited to a dance at the local church auditorium that evening and also the following one. The auditorium doubled as the center of activities for the 1,000 or so residents of Argentia.

It was years later that I learned the CGC TAHOE and crew were establishing a United States presence at a lend-lease base - possibly the first. This initial visit to the base gave me a reference point from which to gauge the growth of Argentia during our ensuing visits.

After this short visit we weighed anchor and proceeded around Cape Race and then headed almost due north to St. Johns. After only a short stay we departed St. Johns enroute back to the states.

Time frame - Christmas Day evening and the TAHOE is about 60 miles south southeast of St. Johns. The weather is slightly overcast, the sea relatively calm and we are making about 12 knots, fully lit, and a spotlight shining on the ensign (U.S. Flag). The lookout cries out "Submarine, Submarine off the port beam." Clang went the claxon - all hands to battle stations. There we stood or sat for the next few hours while working parties brought up 5"/51 and 3"/50 shells and powder bags from below. All ammunition ready boxes topside were filled and even our 3rd level of armament - 50 caliber machine guns were manned and ready.

Thankfully, there was no further appearance by the submarine. Eventually we went back to our normal sea detail. From what we were able to learn about the episode and from what I can recollect the following communications took place between the TAHOE and the next higher level of command. The TAHOE requested instructions after the submarine sighting. The prompt reply was in essence, "be prepared - no offensive action but be prepared to answer hostile action."

The TAHOE, my first ship was one fine lady. I left her in April 1941 just before she was turned over to the British, one of ten Lake class cutters transferred under the provisions of the Lend-Lease agreement. She had an illustrious war time career with the Royal Navy as HMS FISHGUARD. In 1946 I visited her after the British returned her to the United States government. Her appearance was different. She had aged and ironically she had gone from peacetime white to war time grey. She was alone, tied up against the pier, no human aboard. Her job done she awaited her fate - not too long to wait now - SOLD!

In retrospect the TAHOE was built in the mid '20's - serving on the West Coast with distinction. She was even a famous Hollywood "movie star" when she was used in the making of the film "THE SEA DEVILS" with Victor McLoughlin, Preston Foster and Ida Lupino. Transferred to New Bedford she served up and down the New England coast, then on weather and neutrality patrols and finally going to war as a ship of the line of the Royal Navy.

She was titled by the British the "Luckiest ship in the Royal Navy" never losing a ship in her charge. As HMS FISHGUARD she escorted supply ships for Montgomery's 8th Army in North Africa, did convoy work in the North Atlantic, participated in the invasions of North Africa and Italy and then on to a new assignment in the Far East.

Here's to a GRAND LADY - USCGC TAHOE - RIP - wherever you are.

-----

On May 22, 1991, General Colin L. Powell, Chairman of the Joint Chiefs of Staff, addressed the CG Academy class of 91. General Powell was the First Chairman of the Joint Chiefs to address a graduating class at the USCG Academy. The Coast Guard was complimented by Powell on their role in the Persian Gulf war with multiple responses to the many assignments, including loadout of ammunition and dangerous cargo, deployment of port security units, boarding parties and massive oil spill clean-ups. Mostly, Coast Guard Reserve port security units were involved and all hands did a splendid job, the Coast Guard way, according to Powell. end.

#### VETERANS MEMORIAL FOUNDATION

Titusville Florida has a Veterans Memorial which should now be ready for visitors. The Memorial will have monuments for the following Wars:

1. Revolutionary War
2. War of 1812
3. Mexican War
4. Civil War
5. Spanish-American War
6. World War I
7. World War II
8. Korean War
9. Vietnam War
10. Conflicts & Peace Monument
11. Desert Storm

CGCVA Member James Bunch has seen to it that the Coast Guard is represented with memorials for all Coast Guard involved Wars, including Desert Storm.

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#### MEMBERSHIP DIRECTOR HUYLER BACK

Chuck Huyler (Hi-ler) completed a tour of Active Duty and is now home. Chuck trained Desert Storm CG Reserve personnel and from the evidence did a splendid job. Before departing for Active Duty Chuck signed up former CG Commandant ADMIRAL Hayes.

Mix or  
match with  
Coast Guard  
Calendar



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REUNIONS/FESTIVALS

"The Mother" of all Coast Guard reunions/festivals is held each year in "Coast Guard City", which is Grand Haven, Michigan. In the years before WWII, the USCGC ESCANABA was home ported in Grand Haven and from the stories that have been told, it was the Grand Haven Navy. It seems that everyone in Grand Haven loved the ESCANABA and her crew. When the ESCANABA was sunk by a German submarine in the North Atlantic, the people of Grand Haven grieved. Because of their love of the ESCANABA and her crew they immediately put up the money for a new ship to be named ESCANABA. During Coast Guard week for many years there has been a Coast Gaurd Festival at Grand Haven, Michigan. You can't see a longer parade and you won't find more friendly people anywhere. You may not find reservations easy in Grand Haven during Coast Guard week. You should contact Association Members Bill Herbst at (616) 842-7130, home phone (616) 842-3331 or Chairman of the Board, CGCVA Dick Ahrens at (616) 865-6437. The Association was contacted by Country Inn, Holland, Michigan, phone 1-800-456-4000 and their rates are from \$52.00 to \$87.00 per night. Also, there are accomadations in Grand Rapids and Muskegon, Michigan. The Festival kicks-off on Friday, July 26 with a Coast Guard Art Show, Antique Show and concert. Saturday, July 27th Sand Sculpturing, CG Antique Show, CG Cup Regatta, Community Picnic, Softball, walking tour of neighborhood gardens, concert and musical fountain. Sunday, July 28th, Morning Worship, CG Regatta Cup, Vacationland Hymn Sing and Musical Fountain. Monday, July 29th CG Art Show, Carnival, Waiter-Waitress race, Concert and Musical Fountain. Tuesday, July 30th, CG Art Show, Golf, Kids' Day, Carnival, Kids Parade, Concert with Clown Band and Musical Fountain. Wednesday, July 31st - Golf, CG Art Show, Ships arrival, Doubles Horseshoe Tournament, Carnival, Big Band Dance, Musical Fountain. Thursday, August 1st CG Art Show, Carnival, Ship Tours, Entertainment Tent, Concert, CG Queen's Pagenat, Musical Fountain. Friday, August 2nd, Drum and Bugle Corps Competition; Arts & Craft Fair, CG Memorial Service ESCANABA, Carnival, Ship Tours, USCG Band; Saturday, August 3rd, 5K and 10K Runs, CG Art Show, Arts & Craft Fair, Carnival, Grand Parade, Ship Tours, Entertainment Tent, Concert, Musical Fountain. Sunday, August 4th - Happy Birthday to the USCG, Dawn Patrol & Pancake Breakfast, Static Display of Historic and Unique Aircraft, Morning Worship, Musical Fountain and Vactionland Hym Sing. Additional info may be obtained by calling (616) 846-5511 or writing Grand Haven Coast Guard Festival, P.O. Box 695, Grand Haven, MI 49417.

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USS PRIDE (DE323) Reunion, Travelodge, Mt. Laurel, NJ Exit 4, NJ Turnpike, September 26-27-28, 1991. Contact Joe Oxley, 1005 Arline Ave., Glendora, NJ 08029 (609)939-4845.

- - - - -

USS KEY WEST (PF-17) November 7-11, 1991 Charleston, SC - contact Vince Pisitan, 20 Gregory Road, Springfield, NJ 07081 (908)686-5976.

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FIRST DISTRICT GUARDIANS - October 18-20, 1991, Hyannis, Mass. Contact Mike Gallant 18 Sandra Road, E. Walpole, MA 02032.

- - - - -

LST-832 - Philadelphia, PA - September 25-29, 1991 Contact: THE MAD HOOLIGAN, P.O. Box 320, Stillwater, ME 04489-0320.

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LST 170 (THE GREEN DRAGON) together with the US LST ASSOCIATION, NEW ORLEANS, LA September 2-8, 1991, Clarion Hotel/Hyatt Regency. Call 1-800-228-5870 or write Leon Jacobs, Jr. 228 30th St., New Orleans, LA 70124.

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REUNIONS Con't

USS ALLENTOWN (PF-52), Milwaukee, Wisconsin - to be announced. Contact Bill Ryder, P.O. Box 307, Groton, MA 01450 for further information.

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USS AQUARIUS - AKA 16 - Sept. 12-16, Orlando, FL - contact Walter Swett, 3017 Lake Josephine Drive., Sebring, FL 33872 (812)655-1044

- - - - -

USCGC COBB, Hampton Inn, Hunt Valley, MD, Sept 13-14, 1991. Contact Herbert F. Baker, 535 Magill Ave., W. Collingswood, NJ 08107 (609)858-5650.

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USS/USCGC GLACIER AGB/WAGB-4 - August 1st-4th, 1991 Salem, OR - Churmaree Hotel, 52.00 Single/\$62.00 Double +6%Tax, contact CWO4 Bruce J. Brady, USCG (Ret), P.O. Box 4128, Salem, OR 97302-8128 (206)937-8452

- - - - -

USS SAMUEL B. ROBERTS (DE413) Survivors Assn (DD 823) (FFG58) - Summer, 1991 - Contact Vince Goodrich, 7 Brown Ave., Bradford, PA 16701 (814)368-6090.

- - - - -

USS MEREDITH (DD 890) - 1st Reunion - October 23-27, Virginia Beach, VA. 1991 - Contact Joe Sufczynski, 812 Oakleigh Beach Rd., Baltimore, MD 21222 (301)477-5535.

- - - - -

USS DeLONG (DE 684) - 4th Reunion - October 1-6, 1991 - Groton - Mystic, CT. Contact Joe Sapolosky, 42 William St., E. Hartford, CT 06108 (203)528-6131

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DESTROYER ESCORT SAILORS ASSN - August 25-29, 1991 - Las Vegas, NV - Contact DESA, P.O. Box 680085, Orlando, FL 32868-0085 (407)877-7671.

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USS LST 829 - 13-15 Sept., 1991 - Wilmington, DE Contact CWO A. J. Ryzner (Ret), Star Route 1, Box 206, Lewis Run, PA 16738 (814)362-1810.

- - - - -

USS BELFAST (PF-35) August 24, 1991 - Wadsworth, Ohio - Contact Jess Vaughn, 7577 Bear Swamp RD., Wadsworth, OH 44281 (216) 334-1773

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COAST GUARD COMBAT VETERANS ASSOCIATION, 3RD WEEK IN NOVEMBER, 1992 - RENO, NEVADA. PRESIDENT BOB MAXWELL IS CURRENTLY NEGOTIATING A DEAL THAT WILL BE TOO GOOD TO PASS UP. NOT ONLY WILL BE ABLE TO SEE FORMER SHIPMATES BUT WE WILL HAVE A GOLDEN OPPORTUNITY TO MAKE MONEY FOR THOSE MANY CHRISTMAS PRESENTS. WHAT A WAY TO START THE 1992 HOLIDAY SEASON.

SUPREME HEADQUARTERS  
ALLIED EXPEDITIONARY FORCE



Soldiers, Sailors and Airmen of the Allied Expeditionary Force!

You are about to embark upon the Great Crusade, toward which we have striven these many months. The eyes of the world are upon you. The hopes and prayers of liberty-loving people everywhere march with you. In company with our brave Allies and brothers-in-arms on other Fronts, you will bring about the destruction of the German war machine, the elimination of Nazi tyranny over the oppressed peoples of Europe, and security for ourselves in a free world.

Your task will not be an easy one. Your enemy is well trained, well equipped and battle-hardened. He will fight savagely.

But this is the year 1944! Much has happened since the Nazi triumphs of 1940-41. The United Nations have inflicted upon the Germans great defeats, in open battle, man-to-man. Our air offensive has seriously reduced their strength in the air and their capacity to wage war on the ground. Our Home Fronts have given us an overwhelming superiority in weapons and munitions of war, and placed at our disposal great reserves of trained fighting men. The tide has turned! The free men of the world are marching together to Victory!

I have full confidence in your courage, devotion to duty and skill in battle. We will accept nothing less than full Victory!

Good Luck! And let us all beseech the blessing of Almighty God upon this great and noble undertaking.

*Dwight D. Eisenhower*

# Certificate of Authenticity

Presented to  
Charter Member

## COAST GUARD COMBAT VET ASSOC

from The Board of Directors of  
The U.S. Committee for  
The Battle of Normandy Museum

This is to Certify that the attached Document is an Authentic Reproduction of General Dwight D. Eisenhower's Order of the Day for D-Day, June 6, 1944. This historic Document was distributed to every participant in the invasion on the night of June 5, 1944.

Presented to the Charter Member named above in recognition of outstanding commitment and dedication to keeping alive the memory of the men who fought at D-Day and the Battle of Normandy, and preserving for future generations the lessons of that great battle.

Certified this 6th day of March, 1990.

*Anthony C. Stout*

Anthony C. Stout  
President, The U.S. Committee  
for The Battle of Normandy Museum

NEWS RELEASE - - - - - "THE WEST LOCH STORY"  
By William L. C. Johnson

One of the best kept secrets during World War II was the tragedy that occurred at West Loch, Pearl Harbor, 21 May 1944.

Our amphibious forces were advancing in the Pacific Theater, and the next objective at that time was the capture of Saipan, Tinian, and Guam, in the Marianas.

The amphibious fleet was poised to leave Pearl Harbor on "Operation Forager," when an accident occurred in a nest of LST's at West Loch.

Due to this catastrophe, many men were killed, and many more were injured. Six LST's and several smaller vessels were lost with their precious cargoes.

A book has been written about this event by William L. C. Johnson who was a survivor. "The West Loch Story" includes several testimonies given before a Naval Board of Inquiry, a chronology of events, as they occurred, and many eyewitness accounts that were given to the author by survivors of the 2nd Marine Division, 4th Marine Division, the Army, Navy, and Coast Guard.

Six Coast Guard manned LST's were present in West Loch on that fateful day. They were #'s 20, 23, 69, 166, 169, and the 205. The 69 was lost while the others moved to safer areas.

The book is a 176 page paperback, approximately 5-1/2" X 7" with thirteen illustrations and a map locating each LST and APD which was in West Loch on 21 May 1944. The price of the book is \$7.15 which will include mailing and postage. Each copy will be autographed by the author.

Sincerely,  
*William L. C. Johnson*  
William L. C. Johnson  
PhM1c USS LST #69, USCG

-----  
William L. C. Johnson Telephone: (206) 783-5671  
2440 NW 57th St., Apt. #2  
Seattle, WA 98107

Kindly send me \_\_\_\_\_ copy(ies) of the book "The West Loch Story" at \$7.15 per copy. Mailing and handling charges are included.

Name \_\_\_\_\_ (Please print.)  
Address \_\_\_\_\_ Apt. \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

## OLD SALT RETURNS TO SEA

by Herb Reith

Master Chief Boatswain's Mate Donald H. "Boats" Horsley USCG returned to his beloved sea on, appropriately, Veterans Day. He had worn 11 hash marks on his sleeve denoting more than 44 years of service in the United States Coast Guard. His career spanned 44 years, 4 months and 27 days of active duty.

Horsley had retired in January, 1987 and unfortunately died of cancer on 24 August, only 7 months after his retirement. His ashes were scattered on the Pacific Ocean from the Coast Guard Cutter Morgenthau November 11th, 1987.

The Morgenthau was his last seagoing assignment and it was from there that he had retired only 10 months before.

His military career spanned three wars and he was in the thick of the fighting in two of them, WWII and Vietnam.

"Boats" was barely 17 when he enlisted in the Coast Guard on Coast Guard Day, 4 August 1942. Fresh out of boot camp he was assigned to the Attack Cargo Ship USS Cepheus (AKA-18). The Cepheus saw extensive action in both Europe and the Pacific, from the invasion of Southern France, to the invasion of Okinawa.

After WWII ended he served successive assignments aboard six cutters. He finally pulled one tour of shore duty at the Loran Station in Ulithi and then it was back to sea on five more cutters followed by assignment to a seagoing tender, the Planetree.

Horsley's love for the sea was reflected in his rapid and steady advancement. He was promoted to Chief Boatswain's Mate in 1956, to Senior Chief in 1962 and two years later to Master Chief. In all he served as a Master Chief for more than 22 years prior to his retirement.

In Vietnam Horsley served 2 tours with a combined total of 41 months. It was there that he was awarded the Bronze Star with a Combat V. He was the Senior Petty Officer assigned to Division 13. This was a Coast Guard Squadron of Patrol Boats whose main job was to stop the Viet Cong from bringing in reinforcements and

supplies by sea.

In an interview with the Navy Times at the time of his retirement Horsley was quoted as saying "We usually worked with the Navy swiftboats, mostly close in shore; later we started operating mainly in the rivers."

"It seemed to me, if they planned an operation in Headquarters, the Viet Cong had either cleared out or they were waiting for us. I think our codes were compromised the day they were printed. Either you weren't going to see anything or they were there to greet you with open arms."

Following Vietnam, Horsley served throughout the Pacific. He was assigned to the seagoing tender Basswood and was the officer-in charge of the Coast Guard Buoy Depot on the island of Guam.

After his Guam assignment he returned to the states and became the officer-in-charge aboard the river tender Wyaconda based in Dubuque, Iowa, just about as far from the smell of saltwater as you can get. Fortunately after his tour of duty aboard the Wyaconda was completed he was reassigned to his first love, large seagoing cutters reporting aboard the cutter Sherman and staying aboard her until the Sherman was decommissioned in early 1986. It was then on to the Morgenthau where he spent his final days on active duty, retiring aboard the Morgenthau in January 1987.

At his retirement ceremony Horsley was given the Meritorious Service Medal. He told the Navy Times "I look back and feel that I was about as fortunate as anybody who joined this outfit. I've seen an era after World War II and Korea that will probably never be seen again." "I was fortunate because I was able to spend most of my time at sea with almost all of it in the Pacific. I had more fun and raised more hell in a twenty year period than most people do in a lifetime."

The likes of Master Chief Boatswain's Mate Donald H. Horsley will probably not be seen again for a long time to come. He loved his country, the Coast Guard and above all the Pacific Ocean where he served for so many years and upon which his ashes now float.

Reprinted from *Carolina Veterans News*

Issued 10 NOV 1945  
to commemorate the  
achievements of the  
USCG in WWII



Issued 9 May 1946  
to honor all veterans  
of WWII

CGCVA Member James Bunch has donated 100 LCVP and 50 ruptured duck stamps, WWII vintage. The proceeds from these stamps will go towards the MUNRO MEMORIAL TRUST. Stamps, as indicated above, will be sold for \$1.00 each, maximum two stamps per member. To order, send your check with a self addressed stamped envelope to: CGCVA, 6858 Lafayette Rd., Medina, OH 44256. These stamps are uncirculated, mint condition and a great gift for children and grand children.

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Yes, we still have CAPS, Baseball, gold lettering, "COAST GUARD COMBAT VETERANS ASSOCIATION" @\$10.00; Scrambled eggs @12.00 and Flag officer eggs \$13.00; CGCVA "T" Shirts @7.50 add \$2.00 for XX Large and Sweatshirts @17.00, add \$2.50 for XX Large. "T" Shirts and Sweatshirts have CGCVA LOGO, white background with Royal Blue Logo (CG Colors). We are working with 1990 prices for these American made products. Send check to: CGCVA, 6858 Lafayette Road, Medina, OH 44256 with name and phone number in case there is a question.

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#### INDIANA & KENTUCKY VIETNAM VETERANS BONUS REOPENED

The States of Indiana and Kentucky have reopened their Vietnam Veterans Bonus application periods for a limited time. Eligible veterans must have been a resident of the appropriate state for a period of six (6) months prior to entering active duty. The amount of bonus to be paid (if eligible) will be determined by length and/or places of service. As regards deceased veterans, or those killed in action, the next-of-kin may apply to receive any bonus entitled.

The deadline for application for the Kentucky bonus is 31 October 1991. For more information, contact Kentucky Department of Military Affairs, Division of Veterans Affairs, Frankfort, KY 40601-6168 (502) 564-5220.

The deadline for application for the Indiana bonus is 31 December, 1991. For further information write to Indiana Department of Veterans Affairs, 707 State Office Building, 100 North Senate Ave., Indianapolis, IN 46204-2270. (317) 232-3910.

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Stories about the USCG from WWI through the present are requested by CGCVA member Ed Klingensmith, 1609 W. 13th St., Panama City, FL 32401. Ed is retired from the USCG and served at various units and ships, including McCawley, E. M. Edwards, Gen George Randall and USS LST-19. Ed writes a weekly article in the local newspaper.

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Wynn Kenton, 2201 Colston Dr., Apt 906, Silver Spring, MD 20910-2549 sends from USS PRIDE (DE 323) Newsletter - "Did you hear about the near sighted whale that fell madly in love with a submarine? He followed it around the world (madly in love) and everytime the submarine fired a torpedo the whale handed out cigars!"



**PEARL HARBOR COMMEMORATIVE MEDAL APPLICATION / INFORMATION**

(Please read Privacy Act Statement and instructions on reverse before completing form. All entries should be typed or printed. If more space is needed, continue in remarks block on reverse.)

Form Approved  
OMB No. 0704-0322  
Expires Jan 31, 1994

Public reporting burden for this collection of information is estimated to average 20 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0322), Washington, DC 20503. PLEASE DO NOT RETURN YOUR FORM TO EITHER OF THESE ADDRESSES. SEND YOUR COMPLETED FORM TO THE APPROPRIATE ADDRESS SHOWN ON REVERSE.

**SECTION I - RECIPIENT IDENTIFICATION DATA**

1. NAME (Last, First, Middle)	2. SOCIAL SECURITY NUMBER	3. SERVICE NUMBER
4. PLACE OF BIRTH	5. DATE OF BIRTH	6. BRANCH OF SERVICE
7. UNIT OF ASSIGNMENT / ATTACHMENT ON 7 DEC 41		
8. ADDITIONAL INFORMATION (If Temporary Duty (TDY) / or Temporary Additional Duty (TAD) on 7 Dec 41, give unit / ship to which assigned or attached.)		

**NOTE: PLEASE INCLUDE THE FOLLOWING DOCUMENTATION WITH APPLICATION**

- If available, attach copies of WD AGO Form 53-55, "Enlisted Record and Report of Separation - Honorable Discharge," DD Form 214, "Certificate of Release or Discharge From Active Duty," or other appropriate separation document.

9. DATE OF RETIREMENT OR FINAL DISCHARGE / SEPARATION FROM MILITARY OR CIVILIAN SERVICE	10. DATE OF DEATH, IF MEMBER IS DECEASED
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**SECTION II - APPLICANT INFORMATION AND CERTIFICATION**

<b>11. APPLICANT INFORMATION</b>			
a. RELATIONSHIP TO RECIPIENT (X one)			
<input type="checkbox"/>	(1) Same person identified in Section I	<input type="checkbox"/>	(2) Next of Kin (Specify relationship and furnish proof, i.e. marriage license, birth certificate, etc.)
b. TYPED OR PRINTED NAME		c. TELEPHONE NO. (Include Area Code)	d. COMPLETE MAILING ADDRESS OF APPLICANT (Please type or print) (List Name, Street Number, City, State, and ZIP Code)
e. SIGNATURE		f. DATE SIGNED	
12. CERTIFICATION			SIGNATURE AND TITLE OF CERTIFYING OFFICIAL
Official records verify that applicant <input type="checkbox"/> is <input type="checkbox"/> is not entitled to the Pearl Harbor Commemorative Medal.			

**PRIVACY ACT STATEMENT**

**AUTHORITY:** PL 101-510, Section 1492, November 5, 1990; EO 9397.  
**PRINCIPAL PURPOSE:** To assist in determining entitlement to the Pearl Harbor Commemorative Medal.  
**ROUTINE USE:** None.  
**DISCLOSURE:** Voluntary; however, if the requested information is known and withheld, it may not be possible to determine an entitlement to the Pearl Harbor Commemorative Medal.

**INSTRUCTIONS**

- Use typewriter or print legibly all information when completing this form. Submit in original copy only. Complete all items. If the question is not appropriate, type or print "NONE." If requested information is unknown, type or print "UNKNOWN." Attach copies of all documentation available in support of your request.
- If space is insufficient, continue in Block 13, "Remarks," below.
- All individuals must have been actually serving in the Hawaiian Islands on 7 Dec 41 to be eligible.
- Veterans organizations, public officials, etc., are authorized to receive applications from eligible individuals or next of kin, forward them to the appropriate address listed.
- For information on the Pearl Harbor Commemorative Medal or to obtain copies of this form, you may call the following toll-free telephone number: 1-800-545-4052.

**MAIL COMPLETED APPLICATION TO THE APPROPRIATE ADDRESS LISTED BELOW**

<p><b><u>ARMY</u></b></p> <p>U.S. Army Reserve Personnel Center ATTN: DARP-PAS-EAW-PH 9700 Page Boulevard St. Louis, Missouri 63132-5200</p>	<p><b><u>NAVY / MARINE CORPS / COAST GUARD</u></b></p> <p>U.S. Navy Liaison Office Pearl Harbor Commemorative Medal National Personnel Records Center 9700 Page Boulevard St. Louis, Missouri 63132-5100</p>	<p><b><u>U.S. AIR FORCE</u></b> <i>(Including former Army Air Corps Personnel)</i></p> <p>Air Force Reference Branch ATTN: Pearl Harbor Commemorative Medal National Personnel Records Center 9700 Page Boulevard St. Louis, Missouri 63132-5199</p>
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13. REMARKS

COAST GUARD COMBAT  
VETERANS ASSOCIATION  
6858 LAFAYETTE ROAD  
MEDINA, OH 44256  
(216) 725-6527

Forwarding and Address  
Correction Requested

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William R. Wells III  
258 Meadowlake Drive  
Martinez GA 30907