



the Quarterdeck Log

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

Volume 24, Number 4

Winter 2009

Ashore in France; Next Up, the Philippines

Globetrotting Past President Continues to Honor Fallen Coast Guardsmen at Overseas Cemeteries

In late January, PNP Joe Kleinpeter completed Stage II in his pursuit to visit the graves of all Coast Guardsmen killed in combat and buried at American overseas cemeteries when he went to Normandy, France. Stage I was documented in the Fall 2009 *QD Log* issue when Joe visited cemeteries in Great Britain, placing commemorative coins at every grave and presenting plaques to the cemetery officials on behalf of the CGCVA. The cemetery at Normandy is adjacent to Omaha Beach, one of the bloodiest beachheads on D-Day.

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(Above) PNP Joe Kleinpeter presents a commemorative plaque to Mr. Daniel L. Neese, Superintendent of Normandy American Cemetery.

(Left) PNP Joe Kleinpeter stands next to the large bronze CGCVA plaque at Utah Beach that was produced prior to the 50th anniversary of D-Day.



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THE QUARTERDECK LOG

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From the President

Civil War and Vietnam War

Veterans Linkage

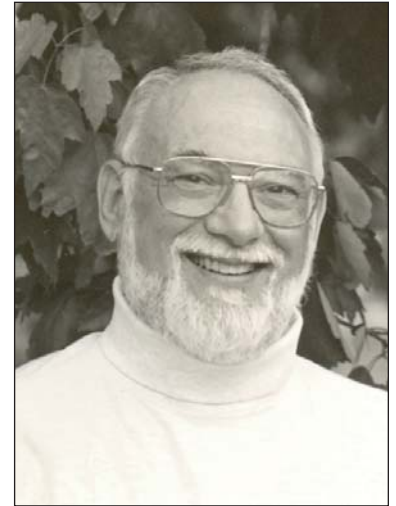
Recently, I was reading Tim McCoy's autobiography "Tim McCoy Remembers The West". If you have seen the B westerns made in the 1930s and 1940s you will remember cowboy star Tim McCoy.

When McCoy was growing up in Saginaw, Michigan, the Grand Army of the Republic (G.A.R.) was a formidable organization. Decoration Day

(now Memorial Day) was a big day for these highly-regarded Civil War veterans, of which there were many in Saginaw. On Decoration Day in 1903 when McCoy was twelve the G.A.R. invited him to join their drum corps in the parade. He was thrilled. He wrote, "My mother sewed a uniform for me which was blue with gold 'frogs' across the chest. My mentor loaned me his Civil War drummer boy cap and when I came barreling down the street on Decoration Day, 1903, parading with the corps and feeling not an inch less than ten feet tall, all my chums were running alongside me, cheering and shouting encouragement because, after all, I was one of their gang."

Afterward, McCoy was made an honorary member of the drum corps and the local G.A.R. post. During his initiation he recalled the opening lines spoken to him by a tall, white-moustached, barrel-chested, red-faced colonel, "Comrades, as you tread the declining path of life, the shadows lengthen and grow dark behind you. But we still keep step to the military music..."

As I read this section of the book I was struck by a linkage of Civil War veterans then, to Vietnam War veterans today. When McCoy was twelve years old the Civil War had begun forty-two years earlier. The Vietnam War commenced in earnest in 1965, forty-five years ago. The Civil War veterans had a positive influence on McCoy's direction in life. At this point in time we Vietnam veterans



Paul C. Scotti

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Next QD Log deadline is May 1, 2010.
Please email articles and photos to the
editor at: swiftie1@verizon.net

Coast Guard Continues Haiti Response Efforts

MIAMI - The Coast Guard is continuing to provide support to the U.S. Government's humanitarian assistance and disaster response efforts in Haiti. The Coast Guard has evacuated nearly 250 U.S. citizens from Port-au-Prince, Haiti to Santo Domingo, Dominican Republic. The crew of the Coast Guard Cutters *Mohawk* and *Tahoma* successfully completed an offload of relief supplies and sent support personnel ashore to provide humanitarian assistance. The Coast Guard Cutter *Oak* traveled to Coast Guard Sector Miami to load medical supplies capable of restocking ground units in Haiti. An MH-60 Jayhawk rescue helicopter crew, from Air Station Clearwater, Fla., transported a USAID Disaster Assistance Response Team to Port-au-Prince to assist in search and rescue operations. Two Coast Guard MH-60 Jayhawk rescue helicopter crews from Air Station Clearwater are standing by for possible medical evacuations. Other Coast Guard resources responding to the area included: Three MH-60 Jayhawk helicopters crews from Coast Guard Air Station Clearwater, the crew of the HC-144A Ocean Sentry aircraft from Coast Guard Aviation Training Center Mobile, Ala., four HC-130 Hercules fixed-wing aircraft from Coast Guard Air Station Clearwater, two HC-130 Hercules fixed-wing aircraft from Coast Guard Air Station Elizabeth City, N.C., the crew of an HC-130 Hercules fixed-wing aircraft from Coast Guard Air Station Sacramento, Calif., two MH-65 Dolphin helicopter crews from Coast Guard Helicopter Interdiction Tactical Squadron based in Jacksonville, Fla., and Coast Guard Air Station Detroit, Mich., the crew of an HU-25 Falcon jet from Coast Guard Air Station Miami, *CGC Valiant* from Miami, *CGC Mohawk* from Key West, Fla., *CGC Tahoma* from Portsmouth, N.H., *CGC Forward* from Portsmouth, Va., and *CGC Oak* from Charleston, S.C.



Coast Guard Petty Officer 1st Class Erin Hunter, health services technician from Miami, and Petty Officer 1st Class Kate Roberts, health services technician aboard the Coast Guard Cutter Oak, treat a woman's wounded hand at the Killick, Haiti, coast guard base, Jan. 28, 2010. The Haitian coast guard base has become home for members of the Haitian coast guard and their families after the 7.0 magnitude earthquake killed thousands and left millions homeless in Haiti, Jan. 12, 2010. (U.S. Coast Guard photo by Petty Officer 1st Class David Mosley)

Coast Guard Sends 900 Reservists to Haiti

New reserves to bolster 500-strong USCG force, maintain port security. Homeland Security Secretary Janet Napolitano authorized the temporary activation of up to 900 U.S. Coast Guard reservists. They will join more than 500 Coast Guard members already serving in earthquake relief roles in Haiti. The activations are for up to 180 days. More than 100 of the newly activated reserves, expected to arrive within 96 hours of activation, will bolster port security operations at Port-au-Prince. Additional reserves will arrive within days to support other operations. President Obama signed an executive order Jan. 16 authorizing the activation of reserve military personnel to support relief and recovery operations in Haiti. Five Coast Guard cutters and numerous aircraft have been dispatched to Haiti to help with earthquake relief and recovery efforts.

The Journal of Commerce Online (Wednesday, January 20, 2010)



PORT-AU-PRINCE, Haiti - Port Security Unit 307 and the Rapid Security Team conduct a change of watch on the South Pier in Port-Au-Prince Jan 27. The RST, comprised of personnel from TACLET South and PACTACLET, arrived shortly after the Jan. 12 earthquake to provide vital security for the city and facilitate the flow of emergency supplies to the Haitian people. PSU 307 will maintain security in Port-Au-Prince in support of CTF 42, under the command of Navy Rear Adm. Sam Perez. (Photo by Lt. Cmdr. Rob Hengst)

Some Housekeeping Items

The membership application that is in each *Quarterdeck Log* is included so that you can tear it out and give it to a prospective new member, who is required to complete and forward it to the National Secretary, with supporting documents. Many times I've gotten a completed application for a member, who is renewing his membership. I wanted to save those renewing members some time and mention that all we need to renew your membership is your check, payable to CGCVA, for \$30. It's just that simple. No reason to re-apply. If your name is on your check, I'll post it to your account and send you a new membership card. If your name is not on the check, simply enter it on the memo line of the check and we'll take care of it. We're easy to get along with, aren't we? And this will save some trees, too.

If you have an e-mail address, please send it to: secretary@coastguardcombatvets.com. If you change internet service providers and that changes your e-mail address, please keep me up to date. We are building an e-mail database and we want to make sure we have your most current contact information. If your phone number has changed, please keep us updated with your current home or cell phone number. And don't worry. I won't be calling to borrow money.

Thank you for your service to this country and for supporting the Coast Guard Combat Veterans Association!

Semper Paratus!

Gary Sherman

\$2,000 Scholarship Available

This year, one scholarship for \$2,000 is being offered in recognition of academic excellence in the areas of Science, Technology, Engineering or Math (STEM) to a relative of a current CGCVA member.

October, 1947 was the scene of some severe weather in the North Atlantic. A Pan Am Clipper was en route from Ireland to New York, via Newfoundland with 69 passengers and crew. The Clipper was bucking extremely strong headwinds and was running out of fuel. A decision was made to ditch along side the Coast Guard Cutter *Bibb* in rough seas. The *Bibb* dispatched a motor lifeboat towing a 40

Crossed The Bar

Vincent J. Baumgartner

Kenneth E. Bray

Paul Dowling

Kenneth C. Garrison

John Gonsalves

Russell S. Hampton

Thomas Headman

LM Richard Paugh

Joe Siano

person raft to the Clipper and back to the *Bibb*. The lifeboat's engine was taking water and having problems. Engineman Philips Van Campen Taylor was able to keep the engine running until all of the passengers and Clipper crew were safely aboard *Bibb* without injury. He was awarded the Silver Lifesaving Medal. After his hitch in the Coast Guard, Taylor went to college, became a successful engineer and always remembered his USCG service and the *Bibb* rescue.

Today, in memory of her late father, Taylor's daughter Kristin and her family have made this year's and previous scholarships possible.

Interested relatives of CGCVA members, where qualified, should review the Scholarship Application contained in this *QD Log*. If you have any questions, call the CGCVA Scholarship Administrator, Baker Herbert at 330-887-5539.

Welcome New Members

The following individuals and associations have joined the CGCVA since the last issue. Sponsors are indicated in parentheses:

George E. Ellis (Gerald Hill); **Coast Guard Aviation Association**; **Shawn P. Jalbert**; **Michael F. White**; **Larry F. Int-hout**; **William T. Fleming**; **Irving Weinberg**; **USCG Atlantic Strike Team**; **James R. Pryor**; and **Jerold L. Steed** (Larry Hayden).

Cup of Joe

Josephus Daniels (18 May 1862-15 January 1948) was appointed Secretary of the Navy by President Woodrow Wilson in 1913. Among his reforms of the Navy were inaugurating the practice of making 100 Sailors from the Fleet eligible for entrance into the Naval Academy, the introduction of women into the service, and the abolishment of the officers' wine mess. From that time on, the strongest drink aboard Navy ships could only be coffee and over the years, a cup of coffee became known as "a cup of Joe".

Reunions

125- and 165-Foot Cutters

Harrison Ochs has set the date for the 125 and 165 Cutters reunion for September 23-25, 2010 in St Louis Missouri at the Best Western in Kirkwood. He negotiated a discounted rate of \$83 per night which is also good for the three days prior and three days following the reunion. As in the past, there will be the banquet on Saturday evening. He is still working on plans for tours, sightseeing, activities, etc., but it is not too early to mark your calendars and start making your plans to attend. It will be good to see our old shipmates and bend an elbow and listen to those old forgotten stories of our youth.

Call **Harrison Ochs** at 314-822-9931 for all the latest information and make sure he has your correct address so he can mail you a registration package. You can also contact **Dave Oroffo** at DROLF0@austin.rr.com or myself at MRAIDOR@bak.rr.com.

CGC Castle Rock

Former crew members of the *CGC Castle Rock* will hold a reunion June 23-26, 2010 in Portland, Maine. For information, contact **Carl Backman** at aterice@aol.com or Gary Sherman at shermaql@comcast.net.

USS Edisto

All Navy and Coast Guard "Windclass" sailors are invited to attend the *USS Edisto (AG-89/AGB-2)* annual reunion Oct. 17-20, 2010 in Providence/Warwick, R.I. Contact: **Glenn Smith** at P.O. Box 747, Mims, FL 32754-

0747. Ph: 321-269-5637. Email: gdsmith@cfl.rr.com. Named after an island near Charleston, SC, the *USS Edisto* sailed the frozen waters of the Arctic and Antarctic continents until decommissioning in 1965, at which time she was transferred to the Coast Guard, where she served until decommissioning in 1971.

Portland (ME) Cuttermans

Anyone having served on a cutter out of Portland, Maine is invited to join the Portland, Maine Cuttermans Association July 30 -- Aug. 1, 2010 at their reunion at the Best Western in Merry Manor, South Portland, ME. Contact: **Wes** at 207-799-5475. Email: Wes@portlandcuttermen.org or **Vic** at 207-799-7754.

"Cosmic Airlines"

A Coast Guard Air (aka Cosmic Airlines) Reunion will be held May 23-25, 2010 at the Atlantic Casino Resort & Spa in Reno, NV. Contact: **Roger M. Schmidt** at 925-443-1449. Email: rogngina@sbcglobal.net. Also, **Linda Etheridge** at 707-869-0157. Email: LEther7294@aol.com.

Rolling Thunder XXIII

The annual demonstration for the full accounting of all POW-MIA's and veterans rights will be on May 30, 2010. Motorcycles should assemble at the Pentagon North Parking Lot at 8 a.m. for the noon ride through Washington, DC to the Vietnam Veterans Memorial. For more information, call 908-369-5439.

Notices & Association News

Vice Admiral Papp Nominated to be Next Commandant

President Obama has approved and will forward to the Senate the nomination of VADM Robert J. Papp, Jr., as Commandant of the U.S. Coast Guard to relieve ADM Thad W. Allen effective May 25, 2010.

Currently, Papp is serving as Commander, Atlantic Area, where he serves as operational commander for all Coast Guard missions within the eastern half of the world. The Atlantic Area ranges from the Rocky Mountains to the Arabian Gulf and spans an area of responsibility including five Coast Guard districts, 42 states with over 14 square

miles, and serves with more than 51,000 military and civilian employees and Auxiliaries.

Prior to assuming command of LANTAREA, Papp served as the Coast Guard Chief of Staff, overseeing all management functions of the Coast Guard. Other flag assignments included Ninth

VADM Robert J. Papp, Jr.



District Commander in Cleveland, OH, and Director of Reserve and Training.

He has served in six Coast Guard cutters and commanded the cutters *Red Beech*, *Papaw*, *Forward* and the training cutter *Eagle*. He served as commander of a task unit during Operation Able Manner off the coast of Haiti in 1994.

Congratulation Admiral... we certainly look forward to working with you Shipmate!

New Leadership Team for USCG

To the Men and Women of the United States Coast Guard:

I am pleased to announce the new leadership team which will assume their positions when VADM Papp relieves me as Commandant on 25 May 2010. Secretary Napolitano has forwarded and President Obama has approved the nominations of Rear Admiral Sally Brice-O'Hara for promotion to Vice Admiral and assignment as Vice

Commandant; Rear Admiral Robert C. Parker for promotion to Vice Admiral and assignment as Commander, Atlantic Area; and Rear Admiral Manson K. Brown for promotion to Vice Admiral and assignment as Commander, Pacific Area. Vice Admiral John P. Currier will continue to serve as the Chief of Staff. The President has forwarded these nominations to the Senate for its consideration.

Appointment to these billets and promotion as appropriate will occur following confirmation by the Senate. Rear Admiral Brian M. Salerno will be assigned as the Deputy Commandant for Operations; this position does not require Senate confirmation. Additional flag assignments will be announced at a later date.

Over the next few months, we will work to have a seamless transition to a new leadership team so our men and women can continue to execute and support our missions without disruption. We owe that to you — Active Duty, Reserves, Civilians and Auxiliaries — and to the American public. Semper Paratus! **ADM Thad W. Allen**

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.

Traverse City, MI May Soon Be Designated 10th Coast Guard City

Traverse City is in line to become the 10th U.S. Coast Guard city in the nation and the second in Michigan.

City leaders applied in August to the Coast Guard's Commandant, ADM Thad Allen in Washington, D.C., to receive the designation. CDR Jonathan Spaner, top officer at Coast Guard Air Station Traverse City, recently learned the approval process is moving along at a good clip.

Allen said in a letter to Mayor Chris Bzdok that he intends to approve Traverse City's request that is now before Congress for final authorization. Traverse City will be proclaimed a Coast Guard city, should there be no objections from U.S. congressmen or senators in the next 90 days.

"A city's special effort to acknowledge the Coast Guard is a major requirement for the namesake and Traverse City does that well" said CDR Spaner.

For example, Coast Guard members receive military discounts at most local businesses, appreciation days at baseball games and a local ski facility, plus heroes night at the annual National Cherry Festival. Traverse City Area Public Schools also host events for Coast Guard families to discuss education options during their time stationed here.

There are about 150 active-duty Coast Guard members in Traverse City and they number more than 500 when combined with veterans and family members. The air station opened in 1946 after the Coast Guard operated from the airport for five years.

Coast Guard helicopter pilots in Traverse City cover the entirety of lakes Michigan and Superior, along with the northern portion of Lake Huron.

Grand Haven became the first Coast Guard city in November 1998. Eight more earned the designation, including Eureka, Calif.; Mobile, Ala.; Wilmington, N.C.; Newport, Ore.; Alameda, Calif.; Kodiak, Alaska; Rockland, Maine; and Portsmouth, Va. **Sheri McWhirter**

CGCVA Member Receives Louisiana Governor's Award

In an effort to increase public awareness and acknowledge the efforts of those that have advanced the quality of life for the State of Louisiana's disability community, the Governor's Office of Disability Affairs annually host the Governor's Outstanding Leadership in Disabilities Awards. Awards are presented to individuals, organizations, agencies and employers whose contributions have advanced the opportunities of individuals with disabilities or for those who have been selfless in serving the disability community in Louisiana.

The GOLD Awards were held on December 8th, 2009 at the Historic Old Louisiana State Capital, Baton Rouge, LA. The Veteran of the Year award recognizes a disabled veteran who has served honorably in the United States Armed Forces and has a record of exemplary services in the disabled community. The 2009 GOLD Award recipient for the



CDR Larry L. Jones, USCG (Ret.) with Veteran of the Year Award

*(Left to right)
Louisiana Secretary of Veteran's Affairs, Mr. Lane Carson, CDR Jones' Father Mr. Melvin Jones and CDR Jones.*



Between the Devil and the Deep

In wooden ships, the "devil" was the longest seam of the ship. It ran from the bow to the stern. When at sea and the "devil" had to be caulked, the sailor sat in a bo'sun's chair to do so. He was suspended between the "devil" and the sea — the "deep" — a very precarious position, especially when the ship was underway.

“Veteran of the Year Award” was CDR Larry L. Jones, USCG (Ret.). Prior to retirement and since then he has dedicated himself to helping all veterans and in particular those with disabilities. He has been a service officer with the Disabled American Veterans organization, Hospital Services Coordinator with the Veteran’s Affairs Hospital, DAV Transportation network coordinator, serves on the Mayor’s Military Advisory Committee in New Orleans and most recently coordinated three chartered aircraft flights from New Orleans taking World War II veterans to Washington DC to visit the WWII memorial. He is an active member of the Veterans of Foreign Wars, American Legion and Disabled American Veterans.

CGCVA Member Honored

Longtime CGCVA member **Jack Read** recently returned home from Cleveland, OH where the Ninth CG District made him an Honorary Master Chief. The ceremony was attended by several warrant officers and about 25 CPO’s from all over the District. D9 Command Master Chief Dale Potvin initiated the application process last year and held it as close as possible to Jack’s WWII induction date of January 10, 1942. In November, the district public affairs office sent a Public Affairs Specialist to Jack’s home for an in depth interview. Jack says he is honored and proud to be able to wear his MCPO insignia whenever and wherever he wants since the order is signed by MCPO-CG “Skip” Bowen and ADM Thad Allen.

Coast Guard Efforts in Haiti

The following is ADM Allen’s Jan. 19th All-Hands Message regarding Coast Guard Activity in Haiti:

To the Men and Women of the United States Coast Guard: Exactly one week ago today, a little before 1700 EST, a violent earthquake devastated Port Au Prince, Haiti. Without waiting for tasking, Coast Guard men and women from all over the country made immediate preparations to



Coast Guard crewmembers from Coast Guard Cutter Mohawk, homeported in Key West, Fla., gather relief supplies bound for Haiti on the deck of the cutter, Jan. 2010. The Mohawk was the second vessel to arrive on scene, and the cutter’s crewmembers were some of the first responders on the ground in Haiti. The earthquake struck on Jan. 12, 2010 and Mohawk arrived and anchored off the coast of Haiti on Jan. 14, 2010. The cutter and crew stayed for 6 days, and returned to homeport when they ran out of supplies. (U.S. Coast Guard photo)

assist the beleaguered Haitian people. The next morning, Haitians witnessed President Obama’s pledge — “You will not be forsaken and you will not be forgotten” — become reality when the cutter *Forward* arrived with the rising sun as the first American asset on-scene. Amidst the devastation, *Forward* delivered damage assessments, critical command and control capabilities, and most importantly — hope.

I am incredibly proud of the performance of all our personnel during this challenging period and like you, my heart goes out to the Haitian people who have suffered so greatly. Coast Guard units were the first on-scene in Port Au Prince and have been working around the clock with our interagency partners to provide humanitarian assistance, evacuate U.S. citizens, and help the most

Chewing the Fat

“God made the vittles but the devil made the cook,” was a popular saying used by seafaring men in the 19th century when salted beef was staple diet aboard ship. This tough cured beef, suitable only for long voyages when nothing else was cheap or would keep as well (remember, there was no refrigeration), required prolonged chewing to make it edible. Men often chewed one chunk for hours, just as it were chewing gum and referred to this practice as “chewing the fat.”

seriously wounded.

On-scene, the cutters *Tahoma* and *Mohawk* quickly established a makeshift trauma unit with the Haitian Coast Guard and triaged hundreds of injured people. *Tahoma's* crew even delivered a baby boy from an injured Haitian woman on their flight deck and a second baby at their shoreside clinic. C-130 aircraft performed damage assessment flights and the cutter *Valiant* conducted a port assessment of Cap Haitian to create another entryway for supplies that were backing up at the airport. The cutter *Oak* continues to survey Port Au Prince harbor and repair the primary pier to allow much needed supplies to flow directly into the city. Aircrews from Mobile, AL; Elizabeth City, NC; Sacramento, CA; Barbers Point, HI; Detroit, MI; and Jacksonville and Miami, FL are also assisting with overflights and evacuations.

Supporting our forward operations have been thousands of Guardians working inside and outside of the Coast Guard. The Seventh District Commander has been leading the Homeland Security Task Force South East which is a key coordination point for the federal government's collec-



PORT AU PRINCE, Haiti- Coast Guard members carry an earthquake survivor on a stretcher in Haiti, Jan. 2010. Coast Guard members were some of the first responders to arrive on scene after the 7.0 magnitude earthquake struck Haiti, Jan. 12, 2010. (U.S. Coast Guard photo)

tive response and evacuation efforts. A joint FEMA-Coast

Guard team has been deployed to Port Au Prince to support United States response operations being directed by the U.S. Agency for International Development (USAID). We are also supporting U.S. Southern Command Joint Task Force Haiti with individual augmentees. Our Area Commanders have worked seamlessly to flow forces rapidly including moving the cutter *Hamilton* through the Panama Canal from the West Coast.

The Chief of Staff, exercising his mission support responsibilities, has skillfully integrated and deployed logistics elements demonstrating the maturation of our new support model. Here in Washington, our staffs have integrated with key partners including DOD, FEMA and USAID. I have worked with FEMA Director, Craig Fugate, in support of Secretary Napolitano and Deputy Secretary Lute at several White House meetings.



CARIBBEAN SEA - Coast Guard crewmembers from the Coast Guard Cutters Forward and Mohawk shuttle supplies and personnel from the vessels anchored off the coast of Haiti to the shore days after the 7.0 magnitude earthquake struck Haiti, Jan. 12, 2010. The Mohawk arrived in Haiti Jan. 14, 2010, and was the second vessel to arrive on scene. The cutter's crewmembers were some of the first responders on the ground in Haiti, and stayed for 6 days. The cutter returned to homeport when they ran out of supplies. (U.S. Coast Guard photo)

Notices & Association News

We continue to surge people and assets because we will have to sustain our response efforts in Haiti. *Hamilton* and *Legare* will soon be on-scene pushing our total number of Guardians in theater to over 700. We are also recalling Coast Guard reservists to augment our humanitarian efforts and ensure maritime safety and security for relief supplies arriving in theater.

Our immediate and sustained response illustrates the value of the Coast Guard's flexible command structure, ability to operate across the interagency and international spectrums, and the initiative of our people to take action. This is why the Coast Guard is so valuable to the American public and the global maritime community.

Our efforts have not gone unnoticed. Secretary of State Clinton commented, "Our Coast Guard has been unbelievable." At a press conference last week, Chairman of the Joint Chiefs of Staff, ADM Mike Mullen stated, "The Coast Guard was magnificent from day one. First, they were

medevacing people literally within the first 24 hours. And I want to give them a great deal of credit for their response capability as well." Those comments are directed at all of you who executing or supporting our operations.

Many have questioned how the Coast Guard can do so much so quickly, and I simply reply: "This is what we do". Our Guardians are committed to protecting, defending, and saving without having to be told to do so. Along with all Americans, I am truly inspired by the Coast Guard men and women operating in theater, backfilling for deployed units, or providing the necessary support to make it all possible. As always, our Guardians are here to protect and ready to rescue at a moment's notice. That is who we are and why we serve.

I cannot describe it any better than a young petty officer assigned to *Tahoma* in this email to his family:

"There is an eerie feeling in the air amongst our crew tonight. Those who remained shielded on the cutter today

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:

Ed & Nancy Burke	Richard Pelley	Nicholas Rossi	Thomas Volkle
Robert Pawlowski	Gerald Ballard	Cameron Palmer	David Ramsay
Ralph Brookins	James Klug	Andrew Sloto	Allen T. Warner
David G. Murray	Sam King	Clarence Poland, Jr.	Richard Gobble
Robert F. Taylor, Jr.	James Mullinax	Jack W. Read	Frank Spatuzzi
Glen Brantley			

Baker & Marylou Herbert (in memory of Jack Campbell)

H. Don "Red" Smith (in memory of the crew of USS Gen. W. R. Richardson, AP-118)

Emmett Knapton, Jr. (in memory of Bernie Fallon, USCG 1951-58)

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.

see in the eyes of those who went ashore what a major disaster can do to a nation. I have never seen so many grown men and women with tears in their eyes. Those who did go ashore experienced first-hand the severity of the situation.”

I’ve been shielded today only talking over the radio to those who have seen it. Never once was there a question of professionalism in their voice. I remember in boot camp being told that the U.S. Coast Guard on the right side of our chest takes priority over our name. Today the men and women who went ashore wore coveralls without their names on them. All that was visible were the letters USCG.

Today was the first day I think I’ve truly been more thankful to be an American. Not because of our infrastructure or the freedoms given to us, but because as a country we will be there when a country of less fortune is in need. Haiti rarely exports anything to our country. They have no oil or major cash crop we use. But as a county we will stand together and put aside our different opinions of healthcare, war, or economy and help out those in need.

Right now we are taking it hour by hour, aftershock by aftershock, every little bit helps. I’m going to try and get some sleep, as I’ve already put in a solid 16 hours. Tomorrow will be longer.”

Well said. Thank you and Semper Paratus!

ADM Thad Allen, Commandant, U.S. Coast Guard

CGC Ingham Becomes Museum

The historic Coast Guard cutter that performed search-and-rescue missions between the Florida Keys and Cuba during the 1980 Mariel Boatlift has arrived in Key West to serve as a floating military museum. The 327-foot *Ingham*,

launched at Philadelphia in 1936, is the only cutter ever awarded two Presidential Unit Citations. It served in World War II, Korea and Vietnam. In 1980, when 125,000 Cubans fled Mariel, the *Ingham* rescued refugees from swamped rafts and boats and escorted refugee vessels to safety in Key West.



A group of Key Westers acquired the vessel that is now a registered National Historic Landmark, after its previous home, a maritime museum in Charleston, S.C., could no longer afford to maintain it. The *Ingham* is docked on Key West’s Truman Waterfront and opened in December.

(Left) USCGC Ingham in Key West and (below) during World War II.



First Female Coast Guard Rescue Swimmer Retires

In December, the first female Coast Guard rescue swimmer retired after more than 25 years of distinguished Coast Guard service. LCDR Kelly Larson (formerly Mogk), the 13th District Command Center Chief, joined the Coast Guard in 1984 and became the first female to

Crow’s Nest

The raven, or crow, was an essential part of the Vikings’ navigation equipment. These land-lubbing birds were carried on aboard to help the ship’s navigator determine where the closest land lay when weather prevented sighting the shore. In cases of poor visibility, a crow was released and the navigator plotted a course corresponding to the bird’s flight path because the crow invariably headed towards land. The Norsemen carried the birds in a cage secured to the top of the mast. Later, as ships grew and the lookout stood his watch in a tub located high on the main mast, the name “crow’s nest” was given to this tub. While today’s Navy still uses lookouts in addition to radars, etc., the crow’s nest is a thing of the past.

complete Navy Rescue Swimmer School on May 23, 1986.

One of Larson's most memorable rescues occurred in January, 1989, earning her an Air Medal and in-person congratulation by then President George H.W. Bush. Larson played a key role during the rescue of a downed Air National Guard F-4 pilot who had ejected over the Pacific Ocean. Her actions included exposing herself to the hypothermic elements to free the downed pilot from his parachute and remaining in the water for a back-up rescue helicopter for transport. This allowed the rescue helicopter to immediately transport the pilot for medical care.

Larson attended Officer Candidate School in Yorktown, VA, in 1993, graduating to be commissioned as an ensign in the Coast Guard. Ten years after becoming the first female Coast Guard rescue swimmer, Larson attended the Navy's Flight Training Command in Pensacola, FL, earning her second set of aviation wings and became a Coast Guard rescue helicopter pilot.

Larson's list of awards include the Meritorious Service Medal, Air Medal, two Coast Guard Commendation Medals, three Coast Guard Achievement Medals, Commandant's Letter of Commendation, five Presidential Unit Citations, four Meritorious Unit Citations, the Coast Guard "E" Ribbon, three Coast Guard Good Conduct Medals and two Special Operations Service Awards.

Editor's Note: Kelly Mogk was the CGCVA's first POY. She was presented an award at the 1990 CGCVA Convention in Baltimore, MD. The CGC Eagle was there, compliments of former Commandant Paul Yost. Kelly is a CGCVA member.

[Vietnam Website](#)

Coast Guard Vietnam veterans should check out the below listed website. This is probably the best search list ever compiled about the Vietnam War. This simply has to be shared with anyone who ever served in Vietnam or who is studying the war. It would take months to look at everything this site offers:

www.cc.gatech.edu/fac/Thomas.Pilsch/Vietnam.html

[Coast Guard in Vietnam Movie](#)

According to Marshall R. Lafon, who once served in Coast Guard Recruiting, a 1970's vintage movie about the Coast Guard in Vietnam is now available through Traditions Video, Dept. VVA, P.O. Box 656. Julian, CA 92036.

[Above Board](#)

The term today means someone who is honest, forthright. It's origin comes from the days when pirates would masquerade as honest merchantmen, hiding most of their crew behind the bulwark (side of the ship on the upper deck). They hid below the boards.

Website: www.coastguardcombatvets.com/contact. Ph: 1-800-277-1977.

[Some Vietnam Data and Statistics](#)

In the event you have busy getting along with your life these past few decades since you returned from Vietnam, the clock has been ticking. The following are some statistics of interest...

"Of the 2,709,918 Americans who served in Vietnam, less than 850,000 are estimated to be alive today, with the youngest American Vietnam veteran's age approximated to be 54 years old."

Only 1/3 of all the U.S. veterans who served in Vietnam are still alive. This is the kind of information we are used to reading about WWII and Korean War vets.

So for the last 14 years we have been dying too fast and perhaps only a few will survive by 2015, if any. If this is true, 390 Vietnam veterans die every day, on average. So in 2190 days from today, you're lucky to be a living Vietnam veteran.

The following statistics were taken from a variety of sources, including *The VFW Magazine*, the Public Information Office, and the *Forward Observer*:



- 9,087,000 military personnel served on active duty during the Vietnam Era (August 5, 1964 — May 7, 1975).

- 8,744,000 GIs were on active duty during the war (Aug 5, 1964 — March 28, 1973).

- 2,709,918 Americans served in Vietnam. This number represents 9.7% of their generation.

- 3,403,100 (Including 514,300 offshore) personnel served in the broader Southeast Asia Theater (Vietnam, Laos, Cambodia, flight crews based in Thailand and sailors in adjacent South China Sea waters).

- 2,594,000 personnel served within the borders of South Vietnam (Jan. 1, 1965 — March 28, 1973). Another 50,000 men served in Vietnam between 1960 and 1964.

- Of the 2.6 million, between 1- and 1.6 million (40-60%) either fought in combat, provided close support or were at least fairly regularly exposed to enemy attack.

- 7,484 women (6,250 or 83.5% were nurses) served in Vietnam .

- Peak troop strength in Vietnam: 543,482 (April 30, 1968).

CASUALTIES:

- The first man to die in Vietnam was James Davis, in 1958. He was with the 509th Radio Research Station. Davis Station in Saigon was named for him.

- Hostile deaths: 47,378
- Non-hostile deaths: 10,800
- Total: 58,202 (Includes men formerly classified as MIA and Mayaguez casualties). Men who have subsequently died of wounds account for the changing total.

- 8 nurses died -- 1 was KIA..
- 61% of the men killed were 21 or younger.
- 11,465 of those killed were less than 20 years old.
- Of those killed, 17,539 were married.
- Average age of men killed: 23.1 years
- Enlisted: 50,274 22.37 years
- Officers: 6,598 28.43 years



- Warrants: 1,276 24.73 years
- Five men killed in Vietnam were only 16 years old.

- The oldest man killed was 62 years old.

- Highest state death rate: West Virginia - 84.1% (national average 58.9% for every 100,000 males in 1970).

- Wounded: 303,704 -- 153,329 hospitalized + 150,375 injured requiring no hospital care.

- Severely disabled: 75,000, -- 23,214: 100% disabled; 5,283 lost limbs; 1,081 sustained multiple amputations.

- Amputation or crippling wounds to the lower extremities were 300% higher than in WWII and 70% higher than Korea .

- Multiple amputations occurred at the rate of 18.4% compared to 5.7% in WWII.

- Missing in Action: 2,338

- POWs: 766 (114 died in captivity)

- As of January 15, 2004, there are 1,875 Americans still unaccounted for from the Vietnam War.

Obama Proposing More Support for Military Families

On January 26th at the Joint Armed Forces Officers' Wives (JAFOWL) Luncheon at Bolling AFB, Washington, D.C., First Lady Michelle Obama announced an \$8.8-billion boost in the president's 2011 budget to support military families. The biggest increases would be for child care, counseling and other services.

Mrs. Obama spent her first year in the White House visiting military installations and talking to military families about their needs and concerns, then sharing what she heard with her staff and members of the administration.

Nearly \$2 billion would provide more help to families, ranging from financial counseling to relocation assistance. More than \$1 billion would expand child care services at centers in the U.S. and overseas.



Michelle Obama at the Jan. 26th JAFOWL Luncheon at Bolling AFB.

President Barack Obama also put \$84 million in his budget for career development for military spouses, including tuition assistance and a federal internship program. The budget also includes more money for youth programs for military kids, for renovation and construction of new Defense Department schools and for Coast Guard housing.

“These are all major investments,” Mrs. Obama said at the luncheon for military spouses. “They are the result of military families speaking up and being heard. And they are part of a larger, ongoing commitment to care for our troops and their families even after the fighting ends.”

Darlene Supeville, Associated Press



CGCVA Auxiliary Member Mare Swift (wearing the red blouse) was among several Coast Guard spouses at the Jan. 26th JAFOWL Luncheon.

New Book by Alex Larzelere

CGCVA member CAPT Alex R. Larzelere, USCG (Ret.) has authored a new book, *Witness to History: White House Diary of a Military Aide to President Richard Nixon.*

The book is an insider’s look at the internal working of the Nixon White House. It tells what it was like to work for the president and describes human and historic events that occurred at the Residence, Camp David, presidential retreats, and aboard Air Force One, the helicopters, and yacht *Sequoia*. The book covers a period of great historical significance, with trips to China and Russia, the end of the Vietnam War, and the Watergate break-in.

With three days notice, the author reported to the White House for duty as the first Coast Guard Aide to the President. Because he was not relieving anyone, it was on-the-job training, with no room for errors. During his eighteen months as aide, he kept a diary of his White House experiences. Several books have been written about the Presidents and the White House, but few have been written by someone with the scope and familiarity of the president’s activities, as his military aide. In particular, President Nixon’s military aides were given great responsibility in coordinating the use

of military resources. The aide also carried the briefcase, known as the “football.” It contained documents for the President’s use in responding to an attack or national emergency.

The author was involved in the President’s historic trips to China, Russia, and summit meetings with the leaders of France, Germany, Great Britain and Japan. During the hectic 1972 campaign, he did advance work for the President’s trips and traveled with

him. For his last duty, he coordinated the military aspects of the inauguration for the White House Military Office.

The book is available from authorhouse.com. If anyone is interested in an autographed copy, send an e-mail to arlarzelere@verizon.net.

USCG Made LORAN Work

Regarding the January 9th brief stating the Coast Guard will shut down the LORAN-C navigation system in February:

I’m sure you felt this would be of interest to some local longtime recreational boaters. However, for me, a retired Air Force colonel, it brought back a flood of memories of the countless hours I spent over the oceans of the world trying to navigate big airplanes safely to their destinations.

From the 1950s through the ‘70s, LORAN was the primary means of determining where you were when you were out of sight of land. There were other tools, but in today’s terms they were very much like rubbing two sticks together to start a fire.

LORAN-C transmitting stations were located around the world, sometimes in isolated, very unappealing places. They were manned by the U.S. Coast Guard. Despite numerous hardships, these folks never failed me or other aviators or mariners who counted on them.

I should also mention the Coast Guard ocean station vessels that provided navigational services on the world’s oceans. Anyone who thinks

Ahoy!

This old traditional greeting for hailing other vessels was originally a Viking battle cry.

these ships were the military equivalent of pleasure cruises should spend a winter month or two at sea in the North Atlantic.

So here's to the Coasties who served honorably and well in these little known and underappreciated roles. They did a tough job with little fanfare or thanks. On February 8th, as the lights start to go out on the LORAN-C stations, I will lift a glass to all of you who lived up to your motto, "Semper Paratus."
James E. Roche

Editor's Note: The above article from the Press of Atlantic City was submitted by CGCVA member Tony Kopke.

Book Review

"Not Your Father's Coast Guard"

(The Untold Story of U.S. Coast Guard Special Forces)

by Matthew Mitchell

C-2009 Author House

ISBN; 978-4490-4440-4

The author is right on when he states that "Coast Guardsmen have had not one well-defined incessant organizational duty, but an expansive array of fluid, ever changing missions." This has been the reality since 1790 when our new nation established an organization with such a vague design other than to stop smuggling that it could not come up with an official name for it. Over the years it was called by different titles, until 1915, when it was given its current name of U.S. Coast Guard, a name, appropriately, so misleading that it is no wonder that the general public cannot tell you what the Coast Guard is and does. But then if you have a cloudy appellation then your tasks become unlimited. Consequently, when the country has a new challenge it often gives it to the Coast Guard for resolution. So, along with the original smuggling interdiction other missions piled on it include: national defense, search and rescue, aids to navigation, maritime and boating safety, vessel documentation and seaman licensing, domestic and polar icebreaking, environmental protection, fisheries enforcement. The list goes on and keeps getting added to. Within these

primary tasks come peculiar toils. The fact of the matter is a Coast Guardsman does whatever the country needs him to do. Take this little-known tidbit for example. In World War II the Coast Guard got together with the Office of Strategic Services (OSS) to create the Operational Swimmer Group. Coast Guardsmen with diving and swimming skills were assigned to it and picked up the nickname "frogmen." Its success eventually led to the creation of the U.S. Navy SEALs.

Now, Matthew Mitchell does us a great service by bringing out of the obscure annals of Coast Guard history another hidden adventure. For a number of years Coast Guard cutters were catching drug smugglers on the high seas, but that just removed product and had no impact on its manufacture. The narco-traffickers also found better opportunity by switching from marijuana to cocaine and using planes instead of vessels. In 1988, the Department of State asked the Coast Guard for assistance with Operation Snowcap, a mission whereby Drug Enforcement Agency (DEA) men in Bolivia were training and assisting Bolivian

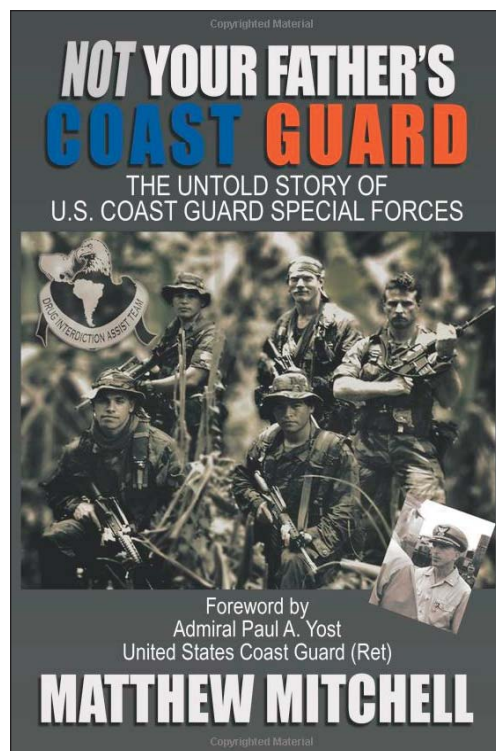
government forces in locating and destroying cocaine manufacturing sites. Because getting to these locations involved riverine movements waterborne experts were needed.

The commandant at the time was Admiral Paul A. Yost, a decorated Vietnam War Coast Guardsman and a bold officer when it came to getting the Coast Guard involved in tactical operations. With the establishment of a Drug International Assist Team he hoped to develop Coast Guard Special Forces.

Initially, six men were picked for "special assignment." They underwent various pre-deployment preparation that included learning Spanish, jungle warfare training, and weapons and explosives handling

proficiency. The reason that the Coast Guard was called upon instead of Army or Navy special forces was that this was a law enforcement operation, an authority that the Department of the Defense does not have.

Steve Baynes was in charge of the initial group. He knew that he was suppose to get a riverine program started down there, but little else. Before shipping out Baynes



stopped at Coast Guard Headquarters and asked a captain in the Office of Law Enforcement for some clarity on what they were supposed to be doing. The captain replied, "Chief, that's why you are going down there. Find out and let us know."

The Coast Guard had no operational control over it men once they were in country. They reported to the Narcotic Assist Unit of the U.S. Embassy. What they found in Bolivia was an operation basically in name only. The so-called counter-drug unit of the national police had virtually no training in boarding and seizure and lacked statutory authority, which rested with a Bolivian navy that often looked the other way when smuggling was in progress. On top of this, one Coast Guardsman observed of the drug police, "These guys can't shoot!" The program also lacked equipment, spare parts, logistics support, mechanics to keep the boats running, and no mothership for a support base. But it has been the norm through Coast Guard history that whenever Coast Guardsmen are embarked on a fledging mission, they have shown that through innovation, adaptability, perseverance, and leadership by example, they can turn a seemingly impossible chore into a successful one.

The Coast Guard special forces, along with the DEA agents, were so relied upon by the local forces that it was when they accompanied them on a raid into the jungle that cocaine was destroyed, cocaine labs burned, airstrips rendered useless, and narco-traffickers captured or killed.

After Admiral Yost retired his vision of Coast Guard Special Forces lost momentum. The senior leadership after him was squeamish about losing Coast Guardsmen in action in South American jungles and the unit ended in the 1990s to be replaced by passive Coast Guard law enforcement instructors.

This book demonstrates once again that there is virtually no extreme task given to Coast Guardsmen that they cannot overcome. I recommend this book to anyone who enjoys reading about the United States Coast Guard and about individual devotion to duty.

(Editor's Note: Review by CGCVA President Paul C. Scotti, author of Coast Guard Action in Vietnam)

Space-A Travel For Retirees

Retirees who dream of climbing an Egyptian pyramid, schussing down a black diamond ski slope in Bavaria, or walking on a Hawaiian beach can make these dreams come true with space-available travel.

Typically, these dreams require a lot of money however retired military personnel can fly Space-A as Category VI passengers. Space-A Travel is free (with the exception of customs or federal inspection fees) on some chartered commercial air service missions. Air Mobility Command aircraft fly all over the globe and often have open passenger seats available. An AMC aircraft takes off every 90 seconds. More than 130,000 Space-A travelers take advantage of this military benefit each year.

There are four different methods for signing up for Space-A travel: in person at the passenger terminal, remotely via telephone, by fax or by email. Sponsors must provide the names and information on all traveling dependents, and their desire destination(s). Retirees can also use the DOD-chartered airlift missions for Space-A Travel, if seats are available. Since missions can be rerouted, delayed or cancelled for a variety of reasons (weather, maintenance issues, or higher priority missions), retirees need to be flexible. They need to plan for any potential delays and added expenses for stays, especially in high-cost areas.

For more information on Space-A Travel, visit the AMC Travel web site: www.amc.af.mil/amctravel.

"Raider Boat" underway during the first Gulf War, 1990-1991, operating out of Al Jabail, Saudi Arabia. We were in the Persian Gulf chasing down and boarding all vessels that came into the security zone around the port. The unit was Port Security Unit 301 and I am on the



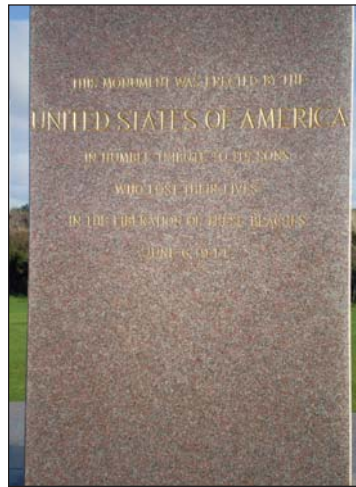
M-60. We worked closely with the U.S. Marines and U.S. Navy, as well as with numerous coalition navies in the area. What a great crew, and it was and honor to serve with the unit. (Photo by Roy Repasky)

Ashore in France...

continued from page 1

While at Normandy, Joe visited a museum alongside the cemetery. Before entering, he had to go through an airport-type scanner and body search, which surprised him. The museum guard explained in broken English that because the museum makes a statement by displaying memories of war that many in the world oppose, they fear that those individuals would express their opposition by defacing the artifacts and displays.

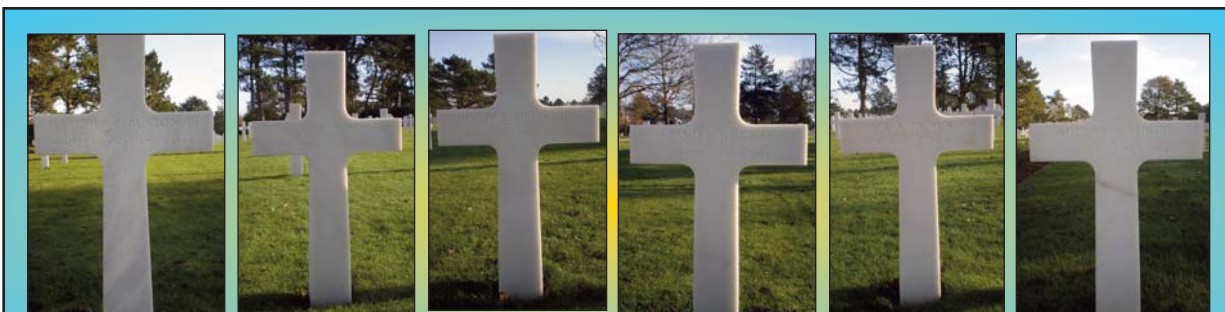
Joe also took in other sights in the Normandy area, including other beach-head sites such as Utah Beach where the CGCVA bronze plaque is displayed.



Some of the photos from Joe's trip to Normandy are displayed here.



Monuments and items displayed outside the D-Day Museum at Normandy, France.



Graves of Coast Guardsmen at Normandy American Cemetery

continued from page 2

can also be encouragement and example for the twelve to sixteen year olds of the present. We rarely know the impact we have on others from what we have said or how we have acted in our lives. As Lord Edward Hyde Clarendon remarked, No man is so insignificant as to be sure his example can do no hurt.

A Salute to Military Wives

There is a passage in the Holy Bible that reads, Happy is the husband of a good wife, the number of his days will be doubled. I want to salute military wives. This includes the wives who were not married to the veteran when he was on active duty. Your love and devotion cannot be valued in dollars and sense. The military wife is as a red, white, and blue patriot as is her husband. She has to be to endure the separations, the decision-making of running a household, raising children singlehandedly, and riding out his job mood swings that careen from exhilaration to despair. You give your husband the emotional strength to see him through any trial. Some days the only encouragement he receives is from his devoted wife. Therefore, I express my

appreciation to military wives for your unpaid and little recognized service to our country, in past and present wars, by keeping the family unit — the lifeblood of any society — together.

Baltimore Reunion 2011

We are a little more than a year away from our next reunion-convention. Although the details are still being worked out, we are looking to hold it in May 2011, with bus trips to Arlington National Cemetery and the Vietnam War and World War II memorials. Also to be arranged are visits to the Coast Guard Yard and the retired cutter, now museum, Taney. The only reunion-convention that we held in Baltimore took place in 1990 and it was one of the most attended of our biennial gatherings. All Coast Guard personnel, active duty and veterans are welcome to join with our members in this gathering of comradeship. So save your money and clear your calendars to make this the largest reunion-convention in our quarter of a century existence.

Enjoy life...it's an adventure!

Paul C. Scotti

Auxiliary News

Happy 2010 to each of you. I hope you had a great holiday season.

Florida has had winter this year with many nights around freezing. After two and a half years in the new house we turned on our furnace—it actually worked.

I've had a cell phone for the past few years and found that the best part of it is allowing me to touch many lives. I've always talked to family over the telephone but left out many old friends. Now I have been reaching out to school friends I have not talked to in years. One classmate has been in a VA hospital and convalescent center for quite a few months. I've called him often. Paul and I have enjoyed sharing time with him and learning about his military service experiences.

Calls such as these make me realize how uplifting personal contact can be. I have discovered that not only have the calls been morale boosts to my hospitalized classmate but have been inspiring to me as well. It is like all those years in between have been erased. And, with a telephone call space is eliminated. The miles between callers do not exist. . You can be an encourager to someone

who needs to hear a friendly voice. I wholeheartedly recommend reaching out to touch the lives of others.

Liz Scotti, Auxiliary President (321) 474-0007

Military Wife

*I'm not in the change of command, orders I do not get.
But my husband is the one who does, this I can not forget.*

*I'm not the one who fires the weapon,
Who puts my life on the line.*

But my job is just as tough, I'm the one that's left behind.

*My husband is a patriot, a brave and prideful man,
And the call to serve his country not all can understand.*

*Behind the lines I see the things
Needed to keep this country free.*

*My husband makes the sacrifice
But so do our kids and me.*

*I love the man I married, the military is his life
But I stand among the silent ranks*

Known as the Military Wife.

(Author unknown)

From Spain to War to Coast Guard Officer: Joe Tezanos's Pursuit of the American Dream

by William H. Thiesen, PhD, USCG Atlantic Area Historian

No one individual could claim a more unique and interesting pursuit of the fabled American Dream than Joseph "Joe" Tezanos. Born in 1920, in Santander, Spain, Tezanos's parents moved to Upstate New York, where Joseph grew up and graduated from Lackawanna High School. After graduation, he began working at Bethlehem Steel Corporation's Lackawanna plant as a crane operator and, after the war began in late 1941, he found work at Buffalo's Curtiss-Wright manufacturing plant as a fabricator helping assemble P-40 Warhawk fighter aircraft. His future seemed assured as a skilled factory worker on the assembly line.

In the spring of 1942, however, Tezanos chose to enlist in the U.S. Coast Guard at the age of twenty-two. By May of 1943, after a variety of temporary assignments, he received orders to serve on board a new LST, a large ocean-going landing craft whose abbreviated letters designated it as a "landing ship, tank."

Tezanos then shipped down to New Orleans and embarked on the *LST-20*, one of the first of many LSTs to receive an all Coast Guard crew. By July, *LST-20* had transited the Panama Canal, loaded troops and war material and joined a convoy destined for the Alaskan theatre of



Gunner's Mate Joe Tezanos with his buddies and the catch of the day. (Courtesy of the Tezanos family)

operations and the war zone.

While serving on board *LST-20*, Tezanos became a gunner's mate, the most dangerous rate possible on a World War II LST. Tezanos saw action and managed to survive some of the bloodiest amphibious landings of World War II. These included landings on enemy held islands at Kiska, Alaska; Tarawa Atoll in the Gilbert Islands; and Kwajalein Atoll in the Marshall Islands. At Tarawa, *LST-20* supported the marines as they slugged their way through what noted World War II Coast Guard historian Malcolm Willoughby termed "one of the most intensely fought amphibious operations of the entire war."

By April of 1944, *LST-20* completed its mission in the Gilberts, returned to Hawaii and moored near an armada of transports and LSTs in West Loch, Pearl Harbor, preparing for a top-secret operation named "Forager." Forager would support the invasion of Saipan, in the Marianas island



Crew of LST 20. Joe stands second from the right in the second row. (Courtesy of the Tezanos family)



*Aftermath of the catastrophic explosion at West Loch in Pearl Harbor, Hawaii.
(Courtesy of the National Park Service)*

chain, which was expected to be one of the most hotly contested amphibious landings of the Pacific Theater's island-hopping campaign. But on 21 May 1944, before the armada could set sail, an explosion on board one of the armada's LSTs set off a chain reaction among the fleet of heavily loaded transport vessels.

The ensuing cataclysm resulted in the largest accidentally caused explosion of the war in terms of lives lost, including approximately 600 wounded and dead, many of whom were vaporized at ground zero. After the shock had subsided, Tezanos scrambled on board a rescue boat along with a gang of several other hastily assembled volunteers. The small boat and its intrepid crew steamed into harm's way despite the risk of being burned alive or blown up. Tezanos and his shipmates rescued men from the water in danger of drowning and evacuated others from the burning ships. After receiving multiple

highest traditions of the naval service."

By summer's end, *LST-20* began preparing for its next operation, but Tezanos received orders to undertake Coast



*Ensign Joe Tezanos on duty on the troop transport Joseph T. Dickman.
(Courtesy of the Tezanos family)*

burns in the line of duty, Tezanos helped save over forty of the disaster's survivors.

Tezanos received the Navy & Marine Corps Medal, one of the highest medals awarded to navy personnel for wartime rescue operations. He also received a commendation letter from Coast Guard Commandant Russell Woesche and a citation personally signed by the famous Fleet Admiral Chester W. Nimitz, which reads in part: "[for] distinguished heroism while serving as a volunteer member of a boat crew engaged in rescue operations during a fire in Pearl Harbor, Oahu, T.H. on 21 May 1944. Under conditions of great personal danger from fire and explosions and with disregard of his own safety . . ." Nimitz's citation concludes, "His actions on this occasion were in keeping with the

Guard reserve officer training. In October, he found himself in New London, Connecticut, at the Coast Guard Academy to take the four-month program. By early spring 1945, he graduated and became the first known Hispanic American to complete the service's Reserve Officer Training Program. His wartime commissioning in mid-January 1945 also qualified him as one of the very first Hispanic American officers in the United States Coast Guard.

In May 1945, newly commissioned Ensign Tezanos returned to the West Coast to deploy as boat officer on board the troop transport *Joseph T. Dickman* (*APA-13*). Tezanos served the remainder of his tour on board the *Dickman*. Most

of that time saw his ship transporting troops to the front. After the August 1945 conclusion of hostilities, the *Dickman* returned thousands of troops to the United States as part of the so-called “magic carpet ride” back home. In January 1946, Tezanos arrived in San Francisco on the *Dickman*'s last trip and witnessed the ship's formal decommissioning.

In the spring he returned to Upstate New York, having lived a lifetime's worth of vivid and often horrific wartime experiences. Joseph Tezanos was ready to return to civilian life and decided to pursue a bachelor's degree at Syracuse University. By the end of the 1940's, Tezanos opened a new chapter in his life. In 1949, he completed a degree in management and accounting at



Coast Guard hero Ensign Joseph Tezanos in his dress blues. (Courtesy of the Tezanos family)

Syracuse University's school of business and allowed his reserve status to expire in February 1950.

Born in Spain, Tezanos's future had seemed assured in the factories of his adopted home of Upstate New York. World War II changed all that. Tezanos witnessed some of the war's bloodiest fighting and survived arguably the worst accidental disaster in the war. He earned one of the highest awards for combat rescue in addition to his other ribbons, awards and distinctions and became one of the first Hispanic American officers in the history of the U.S. Coast Guard. Tezanos's early life had proved an American success story as he bettered himself in the service and returned to his adopted country and a promising new life in the business world.

Lieutenant Commander Dwight Hodge Dexter and Guadalcanal's “Naval Operating Base Cactus”

by William H. Thiesen, PhD, USCG Atlantic Area Historian

If any battle marked the turning point of World War II in the Pacific, most experts agree that the six-month land, sea and air battle for Guadalcanal was the one. Initiated on August 7, 1942, Guadalcanal became a killing field that consumed thousands of men, hundreds of aircraft and dozens of front line warships. Even though the U.S. Navy had triumphed two months earlier in the pivotal naval battle at Midway, the struggle for Guadalcanal proved the first true test of all branches of the American military against determined enemy forces within Japanese-held territory. After Guadalcanal, the Allies would remain on the offensive for the rest of the war while the Japanese fought a lengthy retreat all the way back to the home islands.

During the Guadalcanal offensive, the United States Coast Guard served an important role through its specialties in maritime transport, amphibious landing and small boat operations. At Guadalcanal, the Coast Guard worked

seamlessly with its Navy and Marine Corps counterparts and, for the first time in its history, commanded and manned a U.S. Naval Operating Base (NOB). Coast Guard Lt. Cmdr. Dwight Hodge Dexter, later rear admiral, commanded NOB Cactus, the code name for Guadalcanal's naval operating base. At its peak, NOB Cactus included about thirty LCPs, also known as Higgins Boats, and a dozen bow-ramped tank lighters. About fifty officers and enlisted men manned the operation, which included an odd collection of coconut plantation buildings, home made shacks, tents and dug out shelters for surviving air raids, naval bombardment and artillery shelling.

During Dexter's tenure as commander of NOB Cactus, from August 8 to November 5, 1942, Coast Guard personnel received a considerable number of combat awards and official recognition. These medals and ribbons included, Dexter's Silver Star Medal and four Silver Stars awarded

to Coast Guard coxswains for combat landing operations in neighboring Tulagi. Official recognition received by other NOB personnel included the only Medal of Honor awarded to a Coast Guardsman, two Navy Crosses and a Bronze Star Medal. All who served at NOB Cactus received the Presidential Unit Citation due to their temporary assignment to Guadalcanal's First Marine Division commanded by Major General (later Marine Corps Commandant) Alexander Vandergrift.

By 1942, Dexter had been associated with the Coast Guard for nearly twenty years. He was the son of Dr. Edwin Dexter, who served in government diplomatic posts in Central America and Europe. In his early life, Dwight moved to various locations with his parents; however, in 1922 he received an appointment to the Coast Guard Academy. He returned to civilian life after two years at the Academy, but he re-entered the service as an ensign in 1926. For the next fifteen years, he served on the East Coast and in the Caribbean on board the Coast Guard manned



Dexter's men and landing craft kept critically needed supplies flowing to the First Marine Division on Guadalcanal. (Courtesy of the U.S. Navy)

Prohibition enforcement destroyer, *USS Patterson*, and the Coast Guard cutters *Champlain* and *Marion*. After these sea assignments, he spent five years with the Coast Guard Rifle and Pistol Team, including three as commander. Early in 1941, as the prospect for war appeared imminent, Dexter received an appointment with Commander, Transport Division 3. After the December 1941 outbreak of the war, he transferred to the staff of Commander, Transport Group, South Pacific.

American naval strategists drew a line in the sand at Guadalcanal because enemy aircraft flying from that island could threaten Allied supply lines to Australia. In 1941, the navy began to prepare for the possibility of large scale landing operations. It formed Transport Division 7 out of former army troop transports, including the Coast Guard-manned *Hunter Liggett (APA-14)*. Throughout the fall of 1941, Transport Division 7 conducted amphibious training operations in the Chesapeake Bay and along the North Carolina coast. A stanza from the poem of an anonymous writer on board the *Hunter Liggett*



A rare aerial photograph of the N.O.B Cactus base at Lunga Point, Guadalcanal. (Courtesy of the U.S. Navy)

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recounted the hectic training schedule during this period: “Some day will end this squirrel race, and there’ll be many a smiling face, to see a cutter take its place, in Trans Division Seven.” In April, the *Liggett* made its way to Wellington, New Zealand, to join in the build-up for the invasion. On July 22, the *Liggett* put to sea as the flagship for Transport Group X-Ray of the landing force. The invasion fleet staged practice landings on the Koro Islands, off Fiji, and rendezvoused with a protective fighting fleet in preparation for the invasion.

On the morning of August 7, exactly eight months after the attack on Pearl Harbor, the first American amphibious landing of World War II was about to begin. The cloud cover of the previous days and circuitous voyage from Wellington had hidden the fleet’s movements from enemy aircraft and submarines, so Japanese forces on Guadalcanal received no forewarning of a potential attack. The invasion fleet entered Sealark Channel near the landing beaches and the front line warships began shore bombardment of enemy

positions on the island. The waves of Marines coming ashore greatly outnumbered the combined strength of Japanese military forces and civilian construction personnel responsible for building the military airbase, so they beat a hasty retreat from their shore positions into the jungles of Guadalcanal’s interior. Within a day of the landings, the Americans had fulfilled their initial goal in capturing the partially completed enemy airstrip and establishing a defensive perimeter around the airfield and beachhead.

At 14:30 on August 8, 1942, Dexter came ashore with the first two-dozen Coast Guardsmen to serve at NOB Cactus. He set up his headquarters in the former manager’s house for the Lever Brothers coconut plantation, which was located within the Marine’s defensive perimeter on the shoreline at Kukum, east of Lunga Point. The white frame structure was in good condition considering the naval bombardment that had softened up

the area the day before. Near Dexter’s headquarters, the men built a small tool shed for servicing their landing craft and machinery. They also built a signal tower out of coconut logs located next to NOB Cactus Headquarters. Below the tower, a makeshift shelter built of packing crates with a tent roof housed signalmen Douglas Munro, posthumous recipient of the service’s only Congressional Medal of Honor; and Ray Evans, later recipient of the Navy Cross. The rest of Dexter’s men lived in similar shelters or tents, but all kept close to the all-important log reinforced dugout bomb shelters.

NOB Cactus held a variety of titles. In the Presidential Unit Citation awarded to the First Marine Division, Reinforced, the word “Reinforced” refers to the Coast Guard unit. NOB Cactus also formed part of Transport Division 7 and it had the moniker of “Local Defense Force and Anti-Submarine Patrol, Guadalcanal-Gavutu.” These names indicate the variety of missions carried out by Dexter’s unit. NOB Cactus’s primary mission remained the

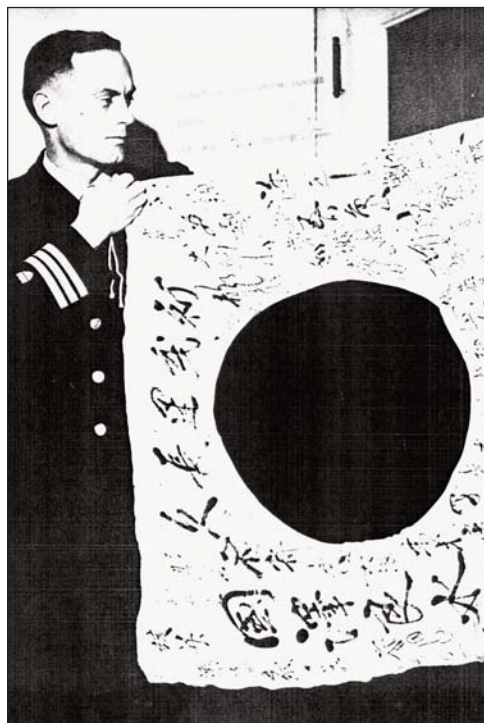


An artist's depiction of the N.O.B. Cactus mission to save an ambushed marine battalion at Point Cruz, Guadalcanal. Official recognition for this Coast Guard operation included a Medal of Honor, two Navy Crosses, and a number of Purple Hearts. Franklin D. Roosevelt later recognized all members of Dexter's Coast Guard unit with the Presidential Unit Citation as part of the First Marine Division. (Courtesy of the Coast Guard)

running of supplies and troops from the transports to the beaches of Guadalcanal; however, Dexter's men and landing craft performed far more missions than merely supplying the troops. They provided an important radio and communications link between land forces and offshore vessels. They navigated the waters of Guadalcanal and islands as distant as sixty miles to land troops behind enemy lines and retrieve them whenever necessary. They inserted reconnaissance teams led by British Colonial Forces officers behind enemy lines. In the aftermath of aerial dogfights over and naval battles on nearby Iron Bottom Sound, NOB watercraft

took to the open ocean to retrieve wounded Americans and Japanese prisoners. For a time, NOB personnel fitted their landing craft with depth charges and conducted nightly anti-submarine patrols. Coast Guard personnel also pitched in to defend American positions by serving artillery pieces and providing infantry support. The men even trawled off enemy-held beaches, catching fresh fish to supplement the menu of the troops at the local mess hall.

The men of NOB Cactus used the bomb shelters frequently due to the aerial bombing, naval shelling and artillery bombardment that took place on a regular basis. Under cover of darkness, Japanese naval units from the nearby enemy base at Rabaul, New Britain, regularly



Cover of the March 1943 U.S. Coast Guard Magazine reads: "Jap Trophy-Comdr. Dwight Dexter, USCG, displays autographed flag taken from Jap soldier."

attacked Guadalcanal and its defending U.S. warships. The men on the "Canal" suffered through daily enemy air attacks, which tore up the American airstrip and prevented transports from lingering off the beaches for any length of time. In fact, Dexter maintained a captured Japanese three-barreled machine gun, referred to by a British observer as a "Chicago piano," to defend against air attacks until the ammunition finally ran out. During the initial stages of the campaign, enemy artillery and sniper fire also hounded the men at NOB Cactus. The Japanese salvaged a deck gun from one of their grounded ships and mounted it in the jungle highlands commanding the airfield. Using this gun, nicknamed "Pistol Pete" by the Americans, the Japanese lobbed several rounds at American positions every day until an American air attack finally silenced the gun. After dark, the Japanese also sent aircraft over Guadalcanal to bomb American positions and eliminate the possibility of enjoying more than a few hours of uninterrupted rest. Due to the constant shelling and bombing, the NOB Cactus crew decided to name the nearby lagoon, "Sleepless Lagoon."

Dexter was a natural leader who was devoted to his men. When the enlisted men on board the *Hunter Liggett* heard that Dexter would command Guadalcanal's small boat operations, several volunteered to serve with him. During his command of NOB Cactus, he made sure the men had plenty of food and supplies and trained them in air raid drills, digging foxholes and the use of a slit trench for cover. One of the men wrote that Dexter was a "I felt I could stand the bombings, shellings, and artillery so long as he was there. He gave us the feeling of safety that only good officers can give to their men." In the condolence letter to Medal of Honor recipient Douglas Munro's parents, Dexter referred to Munro as "one of my boys" and, later in the letter he wrote that "[Munro's] loss has left a very decided space in which I feel will never be filled . . ." Referred to by the men simply as "Commander," the men even took Dexter fishing on one of the landing craft sensing that he had become overly stressed by his command duties. He



In November 1945, the U.S. Postal Service issued the Coast Guard stamp to commemorate the service's role in amphibious combat operations.

caught one so big that it bent the fishing hook and got away.

Like many who served in the early part of the Guadalcanal campaign, Dexter contracted malaria. In November 1942, when the disease finally got the best of him, Dexter rotated back to the United States. He had earned the respect and admiration of those who served under him at NOB Cactus and some of the men broke down and cried when he finally departed for home. Dexter's Silver Star Medal citation aptly concludes, "By his courage in the face of great hardship and danger, he set an example which was an inspiration to all who served with him." By the time of his departure, the battle for Guadalcanal had entered its fourth month, but by then the Americans had become experienced jungle fighters and secured their position on the island. The defeat of Japanese forces on the Canal appeared assured by late 1942 as elements of the U.S. Army relieved the malaria-ridden First Marine Division. By early February 1943, commander of U.S. forces on Guadalcanal, U.S.

Army General Alexander Patch declared the island secured of all Japanese military forces.

Dexter returned to the United States having lived through a lifetime's worth of vivid and often horrific experiences. For the remainder of the war, he rose through the officer ranks at bases within the United States. His post-war assignments included a tour in San Juan, Puerto Rico, where he lived with his parents as a child. He also served as commander of the high-endurance cutter *Dexter* (no relation to his family). In September 1959, Dwight Dexter retired from the service as a rear admiral. For thirty-five years, he had served in the Coast Guard with distinction both in combat and in peacetime.

Note: This article is dedicated to Commander Ray Evans (USCG ret.), Guadalcanal veteran and Navy Cross recipient, whose first-hand recollections provided much of the information for this story.

Squadron One Duty On Board the Point Banks

by LCDR Larry Fuchs

I had the distinct pleasure of serving with one of the finest crews in Squadron One, on board the *USCGC Point Banks* from 9 May until 23 October in 1968. However getting there was nowhere near "half the fun."

I was the only Coastie arriving at Ton Son Nhut airport on Sunday, 5 May, and was unable to contact Coast Guard headquarters for transportation. The Navy took me in tow and got about a mile and a half toward Saigon when we came under fire. There was no food but plenty of snipers, nearby air strikes and civilian refugees streaming down the road. On the second day I was able to beg some jungle greens and get out of my dress khakis. Day three brought an opportunity to send a note to CGHQ via a passing Army jeep convoy. As I suspected, HQ had not been told I was coming. They managed to get another Army patrol to bring me into Saigon. I must have looked like hell as they quickly got me a place to shower and sleep.

Day four started with a flight toward the Cambodian border. Arriving at An Thoi, I was told I would have a few days of orientation and then be assigned to a boat. I had just finished unpacking when a messenger said to immediately report on board the *Point Banks*. An hour and a half to relieve the departing XO, and by midnight we were



A sampan passes the watchful eyes behind the Point Banks bow mount.

underway on my first patrol.

Our skipper was Jim White, an extremely capable officer who clearly was in command but managed to maintain a solid foundation of human understanding. Some of the other crew members are legendary figures in Squadron One: Frenchy Benoit who was later wounded in action and has been a pillar of the CGCVA and Silver Star winner Larry Villarreal.



“Frenchy” Benoit bringing out a load of sandblasting supplies.

Life on board *Point Banks* was much the same as it was on the other boats in the Gulf of Thailand. Having little in the way of shore facilities, our “nest” was alongside a Navy barge anchored in the island’s harbor. On patrol we continually boarded sampans and junks, sometimes firing illumination to track unlighted vessels. On many evenings we provided gunfire support for the Special Forces outpost



Point Banks freshly painted after dry dock in Cam Rahn Bay at Song Ong Doc. There were “highs” including the camaraderie during extended games of “Hearts” and being able to call home from Cam Rahn Bay while the *Point Banks* was in dry dock. Lows were listening to Armed Forces Radio report the assassination of Bobby Kennedy, just months after the same fate befell Martin Luther King, and the time a crewmember accidentally tried to shoot a .45 through the bridge deck next to my foot.

One difference was our use of the 13-foot Boston Whaler to go into rivers and canals, sometimes following sampans that headed for shallow water to evade the WPB. While there were multiple dozens of small-boat operations;

a few are easy to recall. One nighttime foray ended with engine failure inland of a river mouth being closed off by a shore-to-shore mud bank when the tide went out. The three of us spread our flak jackets and squatted on them, two in front pulling and one pushing from behind. We could slide the 13 footer about three feet, then reset everything and do it again. After getting to enough water to float the boat, we used the seats to try to paddle out to the *Point Banks*. Skipper White eventually had to drive the cutter into the shallows to get us safely onboard.



“Peaceful” Saigon on May 8, 1968 with air strikes on the horizon.

Another time we were about a half-mile up a narrow, overhung stream when we came upon a large shed being used as a VC supply depot. We saw men who did not heed our calls and we opened fire. After the shooting, with two possible KIA, we could hear a baby crying. It was tough to decide whether to “rescue” it, or leave it there in the hope that someone would come back in time to care for it. Another excursion was much further up a river in the company of a second Whaler. We came across some kind of



“The Nest” alongside a Navy barge in An Thoi Island harbor.

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(Right) Gil “Frenchy” Benoit firing an aft-mounted .50 caliber.



(Left) The Point Kennedy demonstrates a WPB’s stability in relatively calm seas.



(Left to right) Gunner’s Mate Robby Green, XO Larry Fuchs, and Engineman Larry Villarreal ready for small boat operations.

outpost that we destroyed, but then began hearing small arms fire. The single engine spotter aircraft that was flying cover thought they were the target and left the scene. With no observer and well inland with heavily overgrown shorelines, we tried to stay “on plane” all the way back to the coast.

The small boat actions have been well documented in the television program “The Coast Guard at War” on the Military Channel. Even though I appear six or seven times, usually at the helm of the whaler and once standing under the *Point Banks* insignia, I was unaware of the program until my son happened to spot it and recognized me. It was a pleasure seeing significant attention paid to all of the Coast Guard operations in Vietnam, and hear Frenchy and other shipmates recount some of our missions. I was able to purchase a copy of the show from [Amazon.com](https://www.amazon.com) to watch



again if the memories begin to fade.

Point Banks crewman Larry Villarreal standing by to load the 81mm mortar.



Point Banks skipper LTJG Jim White in a relaxing moment.



Larry Villarreal during sandblasting work at Cam Rahn Bay.



“Frenchy” Benoit and Larry Villarreal in a gunfire support mission.

I look back to my time on *Point Banks* with great admiration for the men with whom I had the pleasure to serve, and only a couple of regrets about decisions that would have been easier to make with the benefit of hindsight. Without question, however, the experiences in Squadron One provided a solid foundation for the remainder of my thirty-one year career in public service.

Note: Former Point Banks executive officer Larry Fuchs left the service as a LCDR. He was a law enforcement economic crime investigator for many years, was later in a position responsible for the regulation of Florida’s state chartered financial institutions and stock brokers, and spent the last seven years before retirement as the head of the Florida Department of Revenue.

VA Blue Water Claims Update

The VA is currently building their list of Blue Water Navy ships (which include Coast Guard cutters) that performed duties on inland waterways. The Washington D.C. office at VA Headquarters is spearheading this effort and they have notified all the Regional VA Offices that whenever they get information regarding Blue Water Navy ships that sailed on inland waters and/or BWN ships that docked in Vietnamese ports or harbors, they are to submit that information to the D.C. offices for verification. Information from Deck Logs and other sources will be investigated for credibility.

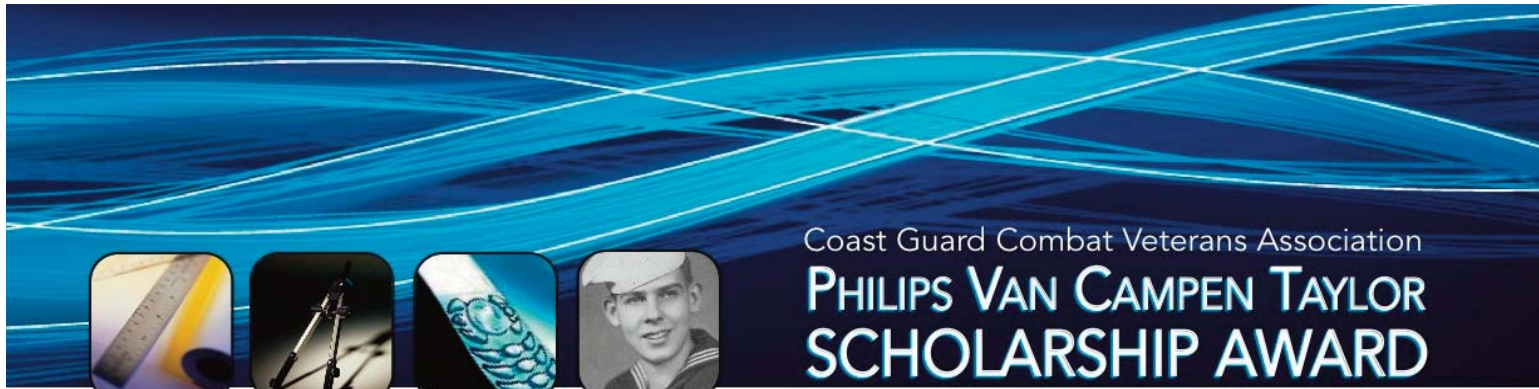
In filing a claim based on presumptive exposure to herbicides if your ship was in port or on inland waters, the best thing you can do is present the Regional VA Office along with your claim submission certified copies of the information you are using to prove this situation. In many cases, information from a Cruise Book is ideal. Information from your ship's history from Internet sites is also good. Send a copy of that portion of the Cruise Book, ship's history and/or photos that show river service or docking, along with a request for the Regional VA Office to obtain Deck Logs for that time period to substantiate your claim. Statements attesting to the fact that what you are submitting is true to the best of your knowledge should also be sent. You should have a VSO or the Regional VA Office itself certify that the copies being submitted are true copies of the original documents which you need to show, but retain in your possession. The Regional VA Offices will submit the certified copies of this information to the Comp & Pen Division in Washington, D.C., and the database of these inland water services will be created after verification of this information. The ultimate goal of this will be a database searchable by the Regional VA Offices that will validate your claims for presumptive exposure if the ship, for your specified timeframe, is in the database already from someone else's claim. Otherwise, your submission will create the first entry into the database. You will not have to bear the cost of obtaining the Deck Logs under this scenario. That will be the responsibility of the VA. Include a copy of the October 19, 2009 letter from Secretary Shinseki to Senator Akaka which mentions the development of this searchable database of BWN ships serving in Vietnam. To download a copy of that letter, refer to <http://www.bluewaternavy.org/10-19-09-Shinseki-response.pdf>.

TriCare Vaccines

TriCare beneficiaries can now receive select vaccines with no out-of-pocket expense at retail pharmacies. For the first time ever, beneficiaries can visit TriCare retail network pharmacies to receive seasonal flu, H1N1 flu and pneumonia vaccines at no cost. This expanded coverage is available to all TriCare beneficiaries eligible to use the TriCare retail pharmacy benefit. Other vaccines must still be administered in a doctor's office or authorized convenience clinic to be fully covered by TriCare's preventive health services cost-share waiver. "Vaccines are the most effective defense against the seasonal and H1N1 flu and pneumonia," said RADM Thomas McGinnis, TriCare's chief pharmacy officer. "We hope this new, convenient and affordable option encourages TriCare beneficiaries to get their vaccinations." To receive the vaccines, beneficiaries can call their local TriCare retail network pharmacy to make sure it participates in the vaccine program and has the vaccine in stock. To locate a participating retail network pharmacy, call Express Scripts at 877-363-1303 or go to <http://www.express-scripts.com/TRICARE/> and enter your zip code.

Changes to Retiree ID Renewal Rules

Homeland Security Directive 12 now requires retirees and family members seeking to renew or replace a military identification card to provide two types of ID, one of which must include a photo. A list of acceptable documents can be found in .pdf format on page 4 of Form 1-9 which can be accessed from <http://www.uscis.gov/files/form/1-9.pdf>. Before visiting a military ID card issuing facility, you may want to call first to determine what specific documents may be required, and to verify the process to renew or replace an ID card. For contact information and the location of the nearest ID card issuing facility, visit the RAPIDS Site Locator website: <http://www.dmdc.osd.mil/irsi/owa/home>. On this website you can search by city, state or zip code.



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"Coast Guard Navy of WWII" by William Knight. **\$21.00**. "Coast Guard Action in Vietnam" by CGCVA member Paul Scotti **\$21.00**. Coast Guard Combat Veterans, Turner Publishing **\$36.00**. "Always Ready - Today's U.S. Coast Guard" by Bonner and Bonner **\$16.00**. "A WWII Sailor's Journey" by T.J. Piemonte **\$12.00**. New Books: "Blood Stained Sea" by Michael Walling **\$21.00**. "Choke Point" by Michael Walling (Hero Coast Guard Centered) **\$20.00**. "Sinbad" by Michael Walling **\$21.00**. Toy Sinbad **\$16.00**. Walling books will be autographed to the individual, etc., if indicated in order.

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While visiting Normandy American Cemetery, PNP Joe Kleinpeter was honored to be able to participate in Evening Colors with French Nationals who serve as tour guides and guards. (Inset) Joe with the properly folded flag.