



ASSOCIATION

# the Quarterdeck Log

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

Volume 9

Summer

Number 3



## Kramek to Norfolk

*CG Commandant to be Keynote Speaker at CGCVA Convention*

Admiral Robert E. Kramek has accepted our invitation to be the keynote speaker at the Coast Guard Combat Veterans Association Biennial Awards Banquet in Norfolk, Va., October 29, 1994. Kramek became the Coast Guard's 20th commandant on June 1st at Fort McNair, Washington, D.C. He will receive his certificate of membership in the CGCVA at the Awards Banquet.

Admiral Kramek has already had an opportunity to meet several of our World War II members, both in Great Britain and France. Only days after becoming commandant, he flew to Great Britain and participated in festivities highlighting our Service's contributions to the D-Day invasion. He met with a group of Rescue Flotilla One members in Poole and with other Coast Guard WWII vets in Portsmouth. And, during an invitation-only dinner with the Queen, he chatted with our association president, Dick Stent.

When the CGC Dallas left Portsmouth on June 5th, the commandant and some of our members were on board. Even while at the ceremonial sites in the Normandy, France area, Admiral Kramek met more of our members. And, following President Clinton's address and the ceremony at Utah Beach, he was shown the large bronze plaque the CGCVA had worked so



**It's Official!** During his visit to Utah Beach on June 6th, Admiral Kramek took time out to officially dedicate the bronze plaque produced by the CGCVA saluting Coast Guard members who participated in the initial invasion at Normandy on D-Day. With the admiral is Mr. John Mathias, a veteran of Rescue Flotilla One, who was one of the many distinguished veterans at the D-Day 50th anniversary commemorative events in Normandy.

hard to produce for the D-Day 50th anniversary commemoration ceremonies.

Hopefully, we've made a favorable impression on the commandant because he certainly knows our organization exists. We look forward to welcoming him to our convention in October and to all of our events. Thanks for accepting the invitation admiral!



## ASSOCIATION

### Coast Guard Combat Veterans Association

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E.P. "Ed" Burke, Secretary  
Baker Herbert, Treasurer

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##### Secretary

17728 Striley Drive  
Ashton, MD 20861-9763  
Messages & Fax (301) 570-5664

##### Treasurer

P.O. Box 544  
Westfield Center, OH 44251  
(216) 887-5539

### Coast Guard Combat Veterans Association

#### Auxiliary

Edith Courter, President  
Ellen Clawson, Vice President  
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#### The Quarterdeck Log

LT Ed Swift, Editor

The Administrative Offices are for contact with the Coast Guard Combat Veteran Association for all matters, i.e., change of address, membership, tax-deductible contributions, and articles and photos for *The Quarterdeck Log*

## From the President

The thrust of this issue of *The Quarterdeck Log* is D-Day and the preparations made for the Normandy Invasion 50 years ago. It also focuses on the 50th anniversary commemorative celebrations held in our country, Great Britain and France. I was able to participate in many of the commemorative events in Great Britain as were several of our members. Still others were part of the ceremonies in France at Utah and Omaha Beaches, Pt. Du Hoc, St. Mere Eglise, and the American Cemetery at Colleville. Besides that, the Coast Guard's new commandant, Admiral Bob Kramek was there and got to meet many of our members.

Among the events that occurred during the D-Day commemorations in France was a remembrance of the many U.S. servicemen who landed at Utah Beach on June 6, 1944 and the contributions of those aboard the ships and landing craft. This was the site selected for our Normandy Plaque and the commandant had an opportunity to see the plaque first-hand. I regret that I was unable to get to France in time for that ceremony and to be at the plaque site with Admiral Kramek. For all who contributed to the plaque project, it looks terrific and is quite an attention-getter. Now we just have to square away the situation regarding a \$500 fee imposed by the French government for bringing the plaque into their country.

I spoke with *The Quarterdeck Log* editor while I was in Great Britain. LT Ed Swift was on a 23-day TAD assignment as part of a joint information bureau (JIB) with the other services, working at the American Cemetery in Colleville, France. He reported seeing and meeting several of our members and visiting Utah Beach where he saw our plaque. Ed was serving as a media relations officer, assisting over 2,000 international news media representatives in their coverage of the various commemorative events. Ed indicated it was hard work with long hours and poor weather conditions but there was also a great deal of satisfaction ensuring that the visiting veterans were given VIP status since it was "their party."

**Dick Stent, Jr.**

# From the Secretary

## 1994 Reunion/Convention Update

Rooms are going fast so be sure to get your reservations in and confirmed. At present we are ahead of expectations and it looks as if we are going to have a great turnout. As you know, ADM Robert E. Kramek, commandant of the Coast Guard, will be our keynote speaker at the October 29th Awards Banquet.

Along with the installation of our newly elected and appointed officers, there will be presentations of medals and awards you earned in the past. Also, Al Courter will present door prizes to winning tickets and I must say he has really outdone himself this time around with the prizes.

Few of you realize the effort that goes into a convention and meeting such as this. Al Courter is working very hard with the chairmen to make this gathering successful but he could sure use some help. I regret to say that as of this newsletter I've only received a few offers of assistance to help with the many jobs we have to accomplish. Give it a thought and give us a hand. We only ask for a few hours out of the entire four days. Please don't sit back and expect someone else to do it all. Lend a hand!

## Flash! Flash! Flash! Flash!

Do you have any special requirements for the Howard Johnson Hotel in Norfolk during the Reunion and Convention? If so, let the hotel know at the time you make your reservations. If you've already made reservations, give them a call at 1-800-682-7678 and let them know your needs. Also, if you are arriving at the Norfolk Airport and need transportation furnished by the hotel, advise them when you make your reservations, or if they're already made, call the 800 number and advise them of your time and date of arrival. The hotel only has two vans and they need to know whether or not to reserve additional ones. So call the hotel and simply give them a little information so that they can serve you better. It's that easy!

## Help Wanted!

We have a life member in Silver Springs, Md., that wants to go to the Norfolk Reunion but needs transportation. "Doc" Kenton is ambulatory and uses a wheel chair, so it will take more than a car. If you're driving to Norfolk and feel that you have room to accommodate Doc, give him a call and get the particulars. Doc is a great conversationalist and won't let you doze off during the trip. Call Doc at (301) 585-2711. Your help is greatly appreciated and will get this life member to the Reunion.

## Proposed Reunion Schedule

### October 26 - 30, 1994

#### **Wednesday, Oct. 26th**

- 0900 - 1500 — Registration, hospitality, free time
- 1000 - 1500 — Tour (Portsmouth, Norfolk and Naval Base)
- 1600 - 1700 — Opening Ceremonies
- 1730 - 1830 — Reception in French Quarter (4th floor)
- 1800 - ? — Hospitality room open

#### **Thursday, Oct. 27th**

- 0900 - 1600 — Registration, hospitality room open, free time
- 0900 - 1600 — Tour (Colonial Williamsburg and luncheon at ResTraCen Yorktown)
- 1200 - 1330 — Greenland Patrol luncheon meeting

#### **Friday, Oct. 28th**

- 0900 - 1600 — Registration
- 0930 - 1330 — Tour (Virginia Beach tour & shopping spree)
- 1030 - 1430 — Biennial Business Meeting of CGCVA & Auxiliary  
No-host luncheon, elections
- 1500 - ? — Hospitality room open after meeting is adjourned
- 1700 - 2230 — Tour (Waterside with an evening dinner cruise on M/V Spirit of Norfolk)

**Howard Johnson Hotel Norfolk**  
**700 Monticello Avenue, Norfolk, VA 23510**  
**Tel: (804) 627-5555 Fax: (804) 533-9651**

Please Reserve \_\_\_\_\_ Room(s) For \_\_\_\_\_ Person(s)

Name: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_

State: \_\_\_\_\_ Zip Code: \_\_\_\_\_ Phone: (\_\_\_\_) \_\_\_\_\_

**For the: Coast Guard Combat Veterans Association Convention/Reunion, Oct. 26-30, 1994**

\*One night's room deposit must be forwarded with this reservation or with major credit card number and expiration date listed below. Check-in time is 3 p.m. Check-out time is 12 noon. Reservations received after Sep. 26, 1994 will be subject to space availability.

**To qualify for "Early Registration Drawing" your reservation MUST be received prior to August 26, 1994.**

<u>Type:</u>	<u>Single</u>	<u>Double</u>	<u>Twin</u>	<u>Triple</u>	<u>Quad</u>
<b>(Circle One)</b>	One Person \$50.00*	Two Persons \$50.00*	Two Persons/Two Double Beds \$50.00	\$50.00*	\$50.00*

Will Arrive: \_\_\_\_\_ at \_\_\_\_\_ <sup>^</sup> p.m. or earlier arrival \_\_\_\_\_ Guaranteed for Late Arrival \_\_\_\_\_  
 (date) (time)

Credit Card # \_\_\_\_\_ Exp. Date: \_\_\_\_\_

**Cancellations must be received a minimum of 72 hours before scheduled arrival.**

\*Rate includes Tax

**Proposed Reunion Schedule** (continued)

**Saturday, Oct. 29th**

- 0900 - 1600 — Registration, hospitality room open, free time
- 0930 - 1530 — Tour (Nauticus, MacArthur Memorial)
- 1800 - 1900 — Pre-Banquet cocktails (cash bar)
- 1900 - 2100 — Awards Banquet, Keynote Speaker, presentation of medals & awards, swear-in new officers & appointees
- 2100 - ? — Hospitality room open

**Sunday, Oct. 30th**

- 0930 - 1030 — Board & Officers Meeting (Departure as per individual arrangements)

**Note:** Please review the above hours for the

Hospitality Room and note that it will be closed during the Opening Ceremony, Business Luncheon and Awards Banquet. The Hospitality Room will accommodate the memorabilia collections that the members bring to share. The Registration desks of both the CGCVA and the Auxiliary will be set up in the "French Quarter," located on the 4th floor.

The above Proposed Reunion Agenda is for planning purposes only and could possibly be changed.

More detailed information on the various tours is provided on the next page plus a Tour Registration form. If you are interested in being part of any of the tours planned, please fill in the form and return it with the appropriate money amount to Military Reunion Services. Thanks!

**Ed Burke**

**COAST GUARD COMBAT VETERANS ASSOCIATION 1994 REUNION - Local Area Tour Program**

**WEDNESDAY, OCTOBER 26**

**TOUR A - PORTSMOUTH, NORFOLK AND NAVAL BASE TOUR, 10:00 am -3:00 pm, \$20.00 per person.**

Portsmouth is the location of the oldest Naval Shipyard and Naval Hospital in the United States. Enjoy a riding tour through Olde Towne Portsmouth and view the largest collection of pre-Revolutionary homes between Alexandria and Charleston. Visit the Portsmouth Naval Shipyard Museum which contains artifacts dating from 1767 and covers every era of U. S. Naval history. Ride through Norfolk's beautiful historic district and restored areas. View many points of interest such as the Chrysler Museum and the Moses Myers House. Tour the **Norfolk Naval Base**, the largest naval installation in the world, headquarters of the Atlantic Fleet, and home port to more than 126 ships and 26 aircraft squadrons. See the historic homes along "Admiral's Row" which house the flag officers. Enjoy lunch on base on your own.

**THURSDAY, OCTOBER 27**

**TOUR B - COLONIAL WILLIAMSBURG OVERVIEW, YORKTOWN & COAST GUARD OCS, 9:00 am - 4:00 pm, \$23.00 per person.**

Spend the morning in **Colonial Williamsburg**. Your historical interpreter will guide you through the past and the events that helped shape America's history, as you stroll through the restored area of this lovely colonial capital city. Admire the view as you ride along the scenic Colonial Parkway to the quaint village of **Yorktown**. Tour the **Coast Guard OCS** and enjoy lunch at the Officer's Club (on your own), as planned and confirmed by the committee. Visit the National Park Service Visitors Center and battlefields at Yorktown.

**FRIDAY, OCTOBER 28**

**TOUR C - VIRGINIA BEACH TOUR & SHOPPING SPREE, 9:30 am - 1:30 pm, \$20.00 per person.**

Enjoy beautiful views of the Atlantic Ocean and the Chesapeake Bay as you ride through Virginia Beach. See the historic lighthouses and the First Landing Cross at Cape Henry, tour the **Adam Thoroughgood House & Gardens**, built circa 1680., and said to be one of the oldest brick houses in America. Spend time shopping and browsing at one of our local shopping malls or at the "Crafter's Mall", featuring handmade items by local artisans.

**TOUR D - SPIRIT OF NORFOLK DINNER CRUISE & WATERSIDE, 5:00 pm - 10:30 pm, \$39.00 per person.**

Visit Waterside, Norfolk's exciting waterfront festival marketplace. Spend time shopping and browsing in the more than 100 shops, galleries, boutiques and bazaars. Next, enjoy a fascinating narrated tour of the Hampton Roads Harbor while cruising on board the magnificent *Spirit of Norfolk*. Feast on a wonderful buffet and then sit back and enjoy the rousing Broadway revue.

**SATURDAY, OCTOBER 29**

**TOUR E- NAUTICUS & MACARTHUR MEMORIAL, 9:30 am -3:30 pm, \$27.00 per person**

Visit **Nauticus**, the brand new entertainment and education center with scores of interesting hands-on exhibits leading visitors on an adventurous exploration of the world's oceans; also included are the Hampton Roads Naval Museum, a mini-theater and a U. S. Navy ship moored at the Nauticus pier. Enjoy lunch on your own at the cafeteria style restaurant. Next, visit **MacArthur Memorial** and view the unique collection of artifacts, documents, photographs and memorabilia which trace the life and times of five-star General Douglas MacArthur. The General is entombed in the rotunda of the memorial.

*Tours include 46 passenger buses, guide services, all admission fees, taxes and meals where indicated. Tours are designed for minimal walking. Registrations and full payment must be submitted no later than October 12. Your cancelled check is your receipt. On-site registrations will be on a space available basis; add \$2.00 to each tour ticket purchased on-site. Reserved tickets will be placed in your Registration packet to be picked up upon arrival. Any tour that does not meet the minimum number of 30 people is subject to cancellation. NO REFUNDS AFTER OCTOBER 19.*

(Clip and Save)

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Tour Registration - **COAST GUARD COMBAT VETERANS ASSOCIATION**

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

	Number		<b>TOTAL</b>
Tour A - Portsmouth, Norfolk, Naval Base - 10/26	_____	Tickets @ \$20.00	_____
Tour B - Williamsburg/Yorktown - 10/27	_____	Tickets @ \$23.00	_____
Tour C - Virginia Beach Tour & Shopping Spree - 10/28	_____	Tickets @ \$20.00	_____
Tour D - <i>Spirit of Norfolk</i> Cruise & Waterside - 10/28	_____	Tickets @ \$39.00	_____
Tour E - Nauticus and MacArthur Memorial - 10/29	_____	Tickets @ \$27.00	_____
		<b>GRAND TOTAL</b>	<b>\$ _____</b>

MAIL THE COMPLETED FORM WITH YOUR CHECK OR MONEY ORDER PAYABLE TO:  
**MARJORIE PHILLIPS MILITARY REUNION SERVICES, 1411 MONTEREY AVE., NORFOLK, VA 23508**

# From the Treasurer

## Treasurer's Report (June 1994)

Our balance on hand as of June 1st was \$12,752.30. Of this amount \$9,415 is in the Life Membership Fund. Our balance therefore is \$3,337.30 for current operating expenses with a reserve of \$1,000 for the Normandy Plaque. It seems the French government wants \$500 for duty on our plaque and the American Cemetery will bill us an unknown amount for the plaque's mounting. At least we had it made in America which meant it was on time and of excellent quality. It was also very reasonable thanks to a friend of Dick Stent's who was at Normandy on D-Day. Also, as of June 1st, there have been 1,699 persons to sign up in the CGCVA although some have since crossed the bar or dropped out for one reason or another.

## CGCVA History Book Up-Date

Hopefully, by the time you receive this newsletter, you will have already received your CGCVA History Book from Turner Publishing Company. President Dick Stent and I reviewed the book in March in Paducah, Ky. This was like viewing a copy, without pictures. We were not able to make minor typo corrections in each individual biography and we may have missed some items. I can only tell you we did the best we could.

Further, we reviewed the "blue line" just before the book went to the printer back in May. Again, Dick and I made some changes, sent in the Normandy Plaque wording, the Douglas Munro grave stone inscription from the CGCVA, and also the words to "Semper Paratus" as many may want to recall this beautiful hymn from time to time.

I'm sure many of our members will want a copy of this book when it is displayed in Norfolk, others will want extra copies, and so forth. We will have some extra copies for sale but the supply is limited. The Association officers will have to decide on the distribution of the

remaining copies to ensure it is done fairly.

Your patience has been overwhelming. I realize it was a long haul getting the necessary subscriptions and of course we still needed help at the end, without which we would still be trying to get book sign-up orders. In this regard, I want to thank Herb Reith for getting the book moving and Admiral Arnie Sobel for his tremendous help and support.

A word of caution. If your address has changed since you ordered your book from Turner Publishing Co., please let them know by writing Chief Editor Pamela Wood, P.O. Box 3101, Paducah, KY 42002-3101.

## Life Memberships

CGCVA Life Memberships are currently available at the below rates but these may be adjusted upward at the Norfolk Convention. Other than AARP, we know of no other national organization with such low rates so act now before the rates go up.

Through age 30	—	\$175
31 - 40	—	\$160
41 - 50	—	\$140
51 - 60	—	\$120
61 - 70	—	\$ 90
71 - 80	—	\$ 60
81 and over	—	\$ 50

Congratulations to our newest Life Members:

**William Franklin**  
**John Israel**  
**Barry Bunting**  
**R. Workman**  
**A Cowley**  
**Rod McDonald**  
**R. Todd**  
**Gil Benoit**  
**W. Slonecker**  
**H. Hall**

**J.P. Bannon**  
**Harry Raleigh**  
**F. Byczynski**  
**A. McNeely**  
**L. Freethy**  
**T. Styron**  
**H. Steindler**  
**A. Siodloski**  
**W. Gustafson**

## From The Treasurer (cont.)

### CGCVA Items Now Available

CGCVA Baseball Caps: one size fits all, dark blue with gold lettering "Coast Guard Combat Veterans Assoc.". Plain visor - \$10.; Senior officer eggs - \$12.; Flag officer eggs - \$13. CGCVA 4-inch decal logo for window - \$2. CGCVA Logo Embroidered Patch - \$5. These items may be ordered from the Treasurer by making your check payable to CGCVA and mailing to Baker Herbert, P.O. Box 544, Westfield Center, OH 44251-0544. Costs include first class mail. Dues

### Dues

I really appreciate the early payment of dues. It helps me so much to have members look at their card and see when their dues are up, then renew without me having to mail out a dues notice. This saves the association a considerable amount of money in terms of postage and printing. Many are already doing this and it is definitely helping. Thanks!

### Travel to the Norfolk Reunion

The CGCVA has signed a contract with VIP Travel for air, sea, rail and bus travel to Norfolk. If 40 or more of our members obtain

airline tickets from VIP Travel, we get a free ticket anywhere in the U.S.

VIP Travel will take your order at 1-800-926-5554. Ask for Peg Boksner. You will be given any reduced fare prior to your actual travel. If you pay \$100 for a ticket today and the fare goes down to \$90 next week, VIP Travel will refund you \$10. They did this for us in 1992 and all of our members who used VIP Travel were well satisfied.

The CGCVA did have some needy members in mind for a ticket to our 1992 Reunion but unfortunately we only earned one ticket and most needed two tickets to include their spouse. What we did with the ticket earned in 1992 was turn it over to Al Courter. Al made this part of a raffle with some other items and obtained \$522 towards our Normandy Plaque. Al also did a raffle in 1988 and brought in considerable funds. We thank VIP Travel for the free ticket and Al Courter for his help.

Please consider VIP Travel for travel to Norfolk this October. You'll find that they are the greatest and they're as close as your telephone.

**Baker Herbert**

## From The Editor

### Quarterdeck Log Deliveries

Even though the U.S. Postal Service claims to deliver bulk mail on a timely basis, we find there are sometimes delays. One avenue of recourse that seems to produce results is using the U.S. Postal Service Form PS 4314, Consumer Service Card. If your copy of *The Quarterdeck Log* is arriving late, go to your local post office and fill out the Consumer Service Card.

### Quarterdeck Log Deadlines

Our Fall 1994 deadline is 10 September. All articles, photographs, letters and other

materials received after the deadline dates will be saved for consideration and publication at a later date.

By the way, thanks for all the submissions thusfar. If your material hasn't been used yet, please be patient. I try to make a mix of articles but with all the emphasis on the 50th anniversaries of WWII events, publishing additional articles on those subjects seems very timely. Also, the Fall issue will carry a lot of information on the association by-laws, including the changes voted on at the Convention.

**Ed Swift**

Looking for officers & crewmen who served aboard the CGC Casco (WAVP-370 or WHEC-370) from 1947 to 1969. Please send your name, address and phone number to: Gordon C. Kelley at Box 141, Lyons, WI 53148. Please include your dates of service, time aboard the *Casco*, rank and rate. A roster is being compiled for our October 1994 Reunion. Your present wife's first name is also requested. An updated roster will be sent to you about every three months.

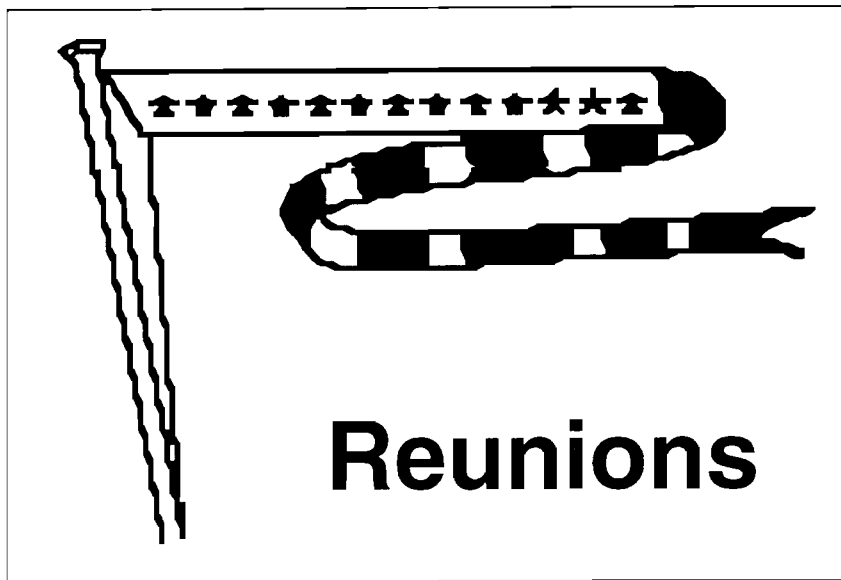
The 50th anniversary of the Liberation of the Philippines reunion scheduled for Oct. 19-26 has been cancelled.

LST 886. Reunion to be held in conjunction with CGCVA Convention/Reunion in Norfolk, VA Oct. 26-30. **Contact:** Joe McAuley, 89 Jeanette Ave., Staten Island, NY 10312. Phone: (718) 984-4349.

USS Everett F. Larson (DD-830) will hold a 50th birthday party May 10-14, 1995 in Bath, Maine. **Contact:** Peter W. Kope, 5637 Circle Drive, W., Cicero, NY 13039. Phone: (315) 458-3134.

USS Hunter Liggett (APA-14) reunion in San Antonio, Texas, Sept. 14-18. Held at the Holiday Inn Market Square. **Contact:** Milo A. Jordan, 8122 Robin Rest Dr., San Antonio, TX 78209-2435. Phone: 1-800-464-4404.

USCGC Mojave (W-47) reunion in Mobile, Ala., Oct. 11-14. **Contact:** Winfield Armstrong, 6020 Sherman Ave., Doeners Grove, IL 60516. Phone: Mr. Armstrong at (708) 963-4446 or Orris Hoff at (816) 987-2904.



## Reunions

World War II Iwo Jima Survivors from any branch of service are invited to attend a 50th anniversary reunion sponsored by the Iwo Jima Survivors Assn. of Texas in Wichita Falls, Texas, Feb. 19-23, 1995. High-

lights will include a '40s USO Show, VIP tours of Sheppard AFB and Fort Sill, exhibits, a memorial service and a flag-raising reenactment. **Contact:** Cy Young, P.O. Box 1657, Bowie, TX 76230. Phone: (817) 845-3261.

USCGC Northland reunion luncheons are held quarterly in the Chicago area. All former *CGC Northland* crewmembers are welcome. **Contact:** Bob Swaney, 129 Avon Road, Elmhurst, IL 60126. Phone: (707) 832-3278.

USS Aquarius (AKA-16) reunion in Baltimore, Md., Sept. 8-12. **Contact:** Evelyn Amacher, 730 Fairmount Drive, North Port, FL 34287. Phone: (813) 426-5286.

USCGC Tampa reunion scheduled for Oct. 12-14 at the Clarion Hotel, 3101 Airport Rd., Mobile, Ala. Rooms are \$51 per night and banquet set for Friday. Phone: 1-800-982-9822 or Fax (205) 476-9360.

USS Finch (DE/DER-328, WDE-428) 7th reunion on Sept. 20 in Indianapolis, Ind. **Contact:** Robert McLaughlin, P.O. Box 122, Lava Hot Springs, ID 83246, J. E. Winebarger, 4625 N. Leslie Ave., Indianapolis, IN 46226, or Bob Stevens, 409 Dellwood, Tilton, IL 61833. Phone for Bob Stevens is (217) 442-4602.

50th anniversary of Leyte and Ulithi landings being planned. For details contact LCDR Kennison at (703) 604-0820, ext. 2146.



## Reunions (cont.)

Biennial reunion of CG-manned USS PC-590 to be held in Dayton, Ohio, Sept. 16-18 at the Dayton Marriott. **Contact:** CDR F. C. Munchmeyer, USCG (Ret.), Rte. 2, Box 167, Waterford, CT 45786. Phone: (614) 678-2882.

6th Reunion of USS Cavalier WWII Assn. scheduled for Oct. 2-5 in Las Vegas, Nev. This is a joint reunion with the Navy crew that took over the ship after WWII. Contact: Herb Cohen, 4151 Sanderling #346, Las Vegas, NV 89103.

## Classified Ads

### Going to Norfolk in '94?

Are you planning to attend the Coast Guard Combat Veterans Convention/Reunion in Norfolk in October, 1994? Then take advantage of V.I.P. Travel's discounted airfares. Each ticket purchased will help earn a free ticket for someone who otherwise would not be able to attend. Call **Peg Boksner** at 1-800-926-5554 and make your 1994 CGCVA Convention & Reunion reservation.

### Alvarez and Bremer Travel

My name is John Baer and I am a CGCVA member working for the Alvarez and Bremer travel agency in the Buffalo, N.Y. area. Air fares from this area are quite low and if any member needs tickets to the October convention, I can help. If interested, call me Mon. - Fri. 9:30 a.m. - 1 p.m. at (716) 681-0710. After 3 p.m. call me at home at (716) 692-9138. See you at the Reunion!

## HONK! HONK! BEEP! BEEP! AHOY SHIPMATES! IDENTIFY YOURSELVES!

Now you can have your ship's name and number on a license plate frame.

Chrome frame — \$10.50  
Black Plastic — \$8.50

Please add \$1.75 for shipping & handling.

Florida residents add 7% state sales tax.

Allow 3-4 weeks for delivery.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Ship Name: \_\_\_\_\_ Ship #: \_\_\_\_\_

Mail to: ANTHONY SCOTT PRODUCTS, 704 Bough Ave., Clearwater, FL 34620

Use these personalized license plates to surprise friends and shipmates. Just fill in the information to the right and include with your order to Anthony Scott Products!

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Ship Name: \_\_\_\_\_ Ship #: \_\_\_\_\_

## Classified Ads (cont.)

### USCG Insignia Brass Plaque

In 1978 I owned a bar in Southern California. One day a guy came in and wanted to borrow \$20 to buy some beer. I loaned him the money and he stayed and drank his beer. He noticed my Coast Guard plaque hanging on the wall and offered to make one for me in polished brass. By golly, two days later he was back with the plaque and the \$20 he had borrowed. Coast Guard vets who have seen this plaque have all wanted one so I'd have them made, one at a time. Since it seems to be so popular, I wanted to share this story and the opportunity to order one of these gorgeous plaques. Actual size is 10-1/2 inches and they weigh 3 lbs. Cost is \$79.50 each plus \$7 for shipping and handling. Use the form below to order. See you at the 1994 Reunion. in Norfolk!

**Montano Metal Designs**  
**P. O. Box 15645**  
**Phoenix, AZ 85060-5645**

	<u>Qty.</u>	<u>Unit Price</u>	<u>Shipping</u>	<u>Total</u>
<b>U.S. COAST GUARD INSIGNIA BRASS PLAQUE</b>		\$79.50	\$7.00 (ea.)	

Enclosed is my check or money order. Allow 3-4 weeks for delivery. Make checks payable to Raul M. Ochoa.

SHIP TO: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

office use only

DR _____	BP _____	_____
MR _____	_____	DS _____

### FoxVideo Releases "War Collection"

As part of a year-long commemorative tribute to the D-Day Normandy landings, FoxVideo has released its "Commemorative War Collection" consisting of "The Longest day," "D-Day: The Sixth of June," "Patton," and "Twelve O'Clock High." Together, these four films won 10 Academy Awards, with three of the four earning nominations for "Best Picture."

The D-Day "Commemorative War Collection" became available at stores in late May, just prior to the 50th anniversary of D-Day.

"The Longest Day," a best picture nominee, is available in color for the first time. It is also available in black and white and comes in a two-cassette package. "The Longest Day" runs 178-minutes and sells for \$24.98.

"Patton," the story of the most highly visible allied commander of WWII, won six Academy Awards, including Best Actor (George C. Scott). It is a two-cassette package with a running time of 169 minutes and sells for \$29.98.

"D-Day: The Sixth of June" and "Twelve O'Clock High" each sell for \$14.98.

There was a very cautious man,  
 Who never romped or played.  
 He never smoked, he never drank,  
 Nor even kissed a maid.

The day he passed away,  
 His insurance was denied.  
 For since he never lived,  
 They claimed he never died.

## Association News — Mail Buoy

*The following section is for letters, notes, photographs and other materials submitted by you, our readership. Here's your chance to "Sound Off." We would appreciate if your items be typed or printed legibly. No guarantees that it will be printed but give it a shot anyway.*

### Coast Guard American Legion Post

In the Spring of 1947 in Buffalo, N.Y., the Coast Guard American Legion Post was formed by 75 men and women that were in the Coast Guard during World War II. The first two years the meetings were held in a brewery, then for a couple of years in a German restaurant. Over time, meetings have been held at Legion Posts, restaurants and even members homes. In 1988-89 John Baer, a CGCVA member, was post commander. At present there are 50 members in the post. For more information on this unique group, contact **John Baer**, 25 Faragut Avenue, Tonawanda, NY 14150. Phone: (716) 692-9138.

### Coast Guard Ham Radio Operators Club

I am trying to establish an informal Coast Guard Club of radio amateurs and currently have 225 "Coasties" who are interested. Hopefully, through this notice, I will get even more.

Thusfar I have advertised in QST, a magazine devoted to hams, and I've received some interesting feedback. One CHRELE who joined the Coast Guard at age 15 and retired 30 years later served on a few of the old 4-stackers before we gave them to England and is a CGC Ingham plankowner. Another got out of the Coast Guard, joined the Marines and became one of the "Frozen Chosen," in the first unit activated for the Korean War. One lady called to ask if SPARS were eligible to join and of course they are.

If you have a current FCC radio amateur license and serve or served in the Coast Guard, regular or Reserves, you can help me establish an informal Coast Guard Ham Operators Club. For more details, please write me at 3908 Briarwood Ave., High Point, NC 27265-1204 and include a postage stamp. I'll send you a sample sheet from the call book and information.

**RMCS Don Gardner, USCG (Ret.) AD4PT**

### Looking For South Pacific WWII Vets

I am a professor of history at Lincoln University in San Francisco. In the past three years I have written two books on the Vietnam War and am presently working on a book about WWII in the South and Southwest Pacific from the summer of 1942 (the crisis on New Guinea and the Allied attack on Guadalcanal) through January 1944 (the neutralization of Rabaul). This book will include details on land, sea and air operations.

Specifically, I am looking to interview Coast Guard veterans who served in the Pacific during this period. If interested, please write me at 531 Kains Ave., Albany, CA 94706 or call me collect at (510) 525-0930. Thank you!

**Prof. Eric Bergerud**

### Military Insurance Dividends — NOT!

A false and misleading rumor recently swept the nation regarding dividends available to veterans on insurance they had in force while on active duty in the U. S. Armed Forces. It instructed veterans to write to the Dept. of Veterans Affairs and request their dividends. This was purely rumor!

Congress did not pass any new law giving veterans a dividend based upon the number of months their insurance was in force while on active duty, as was indicated in the hoax.

Additionally, individuals who are currently serving or who served in the military after 1965 and are or were insured under the Servicemen's Group Life Insurance (SGLI) program are not entitled to any refunds. There have never been any dividends, rebates or refunds due to surplus funds in the SGLI program. Don't get fooled like thousands of other veterans did.

**Dept. of Veterans Affairs**

## Association News — Mail Buoy (cont.)

### New York Helps Blinds Veterans

Visually-impaired war-time veterans may be eligible for an annual annuity of \$500 from the New York State Division of Veterans' Affairs. The stipend, paid in monthly installments of \$41.66, is available to eligible blind veterans and certain spouses. To qualify, a veteran must have served during a specific war-time period and have an existing visual impairment of 20/200 or more, or where there is restriction of the field of vision to an angle of 20-degrees or less.

Those applying must document their military service with a copy of their military discharge, and have a current eye examination verifying the visual impairment. Surviving spouses are entitled to the blind annuity, if the veteran was receiving the annuity at the time of death and the surviving spouse was married to the veteran prior to March 15, 1936.

### Saratoga Nat'l Cemetery Opening Delayed

Problems in acquiring land has set back the targeted opening of a national veterans cemetery in Saratoga County, N.Y. until at least November 1977. The cemetery site, selected in 1992, was scheduled to open in 1996, 20 miles north of Albany near the Saratoga National Historic Battlefield. When completed, the cemetery will contain 72,500 gravesites.

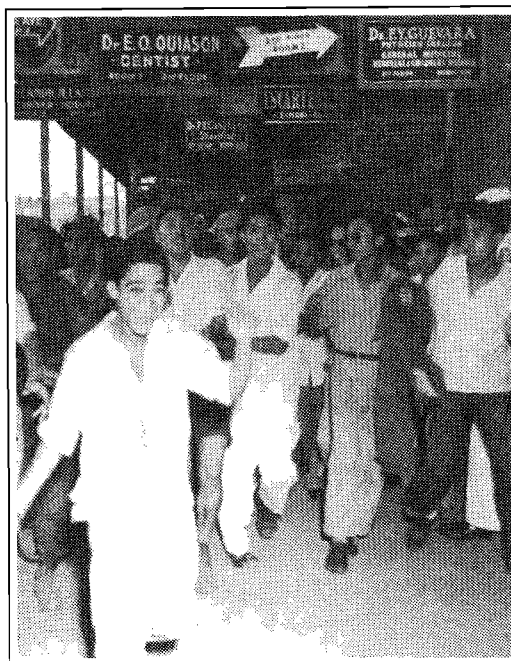
### The Cost Of War

Total U.S. military dead from World War II was 407,316. Of this number, 292,131 were directly attributed to battle while 115,185 were from other factors. Service deaths from battle included: Army and airmen (234,874); Navy (36,950); Marines (19,733); and Coast Guard (574). Service deaths from other war-related causes included: Army and airmen (83,400); Navy (25,664); Marines (4,778); and Coast Guard (1,343). Between Jan. 1, 1961 and Sept. 30, 1976, 58,168 U.S. military personnel died in Vietnam, seven being Coast Guardsmen.

### Saga of the USS General Howze

I thoroughly enjoyed reading the *USS General Howze* article by Ray Sheffield in the last *Quarterdeck Log*. I was the radioman that took the dispatch from the base CO at Manus Island and still have the original message. Found out from my watch supervisor in the radio shack back then, RM1 Dick Finn, that the *Howze* is having a reunion in Las Vegas, Nov. 6-8. I hadn't heard from Dick for 49 years!

Also found in my files the below photos taken July 29, 1945 while the *Howze* was in



Manila. They show 3 Japanese collaborators being caught on the streets and then being held at the local police station. Our ship's photographer just happened to be at the scene.

**Leo Abright**



### CGC Sassafras 50th Anniversary

Just had to tell someone about my visit to "the Islands" and participation in the golden anniversary of the *USCGC Sassafras* this past May 11th.

I was one of only three original *Sassafras* crewmen who made the haul to Hawaii, the others being Wayne Hogan from Elyria, Ohio and Bill Galbraith from Cook, Minn. I flew from Medina, Ohio on May 9th and we were all on different flights. Still, we were each met at the Honolulu airport by LCDR Douglas Wisnieski, the *Sassafras* CO, and LT Marc Stegman, the ship's XO. These men made each of us feel very welcome right from the very start.

On May 10th, Wayne, Bill and I drove to the ship and saw some of the changes that had taken place during the past 50 years. Wow! What a difference! Right away I compared the black hull and racing stripe to the "battleship gray" that I remembered. Gone were the depth charge racks, the "mousetraps" and the 3-inch 50 but now they had air-conditioning. We were guests for lunch and ate in the wardroom. A very nice meal and I got to sit next to the skipper. It took me 50 years to get into the wardroom for something other than a butt-chewing.

The next day was the big celebration at Base Sand Island and the *Sassafras* was looking great with all its colors flying. I sat near the podium with RADM Gehring, the district commander. There was a Navy band, a Coast Guard color guard, some brief speeches, and then a big surprise...I was presented the Builders Commissioning Plaque and this old man cried. I'm not sure why it was presented to me, maybe because I was the oldest one there, but it was quite an honor. I guess I still have as much pride in the Coast Guard as I did the first day I wore the uniform. After the ceremonies we all enjoyed a wonderful lunch and there was a huge "50" ice sculpture. Darn pretty but it didn't last too long in the Hawaiian heat.

On May 12th we saw some of the Honolulu sights and I got my first real look at Waikiki Beach and Diamond Head. Back during the war those areas were "off limits" so we could only look from afar. Rode around inside Diamond Head and I never expected it to be so big in there; there's even an Army command and radar installations.

I flew back to Medina, Ohio on Saturday, May 14th, having thoroughly enjoyed my visit. I really have to thank LCDR Wisnieski and the crew of the *Sassafras* for taking such good care of me and making me feel like one of the crew. It was good to see Wayne and Bill and I only wish more of the original crew could have been there.

**Jim Lucke**

### National Medal of Honor Museum

The National Medal of Honor Museum of Military History, located in Chattanooga, Tenn., has a continuing building fund. Throughout the museum are large "donor plaques" for various military/veterans organizations, including: The American Legion, DAV, VFW, TROA, ROA, Korean Veterans, Desert Storm, AMVETS, PHSA, MOPH, Army, Navy, Air Force, Marines, Coast Guard, AFSA, FRA, and others. For a contribution of \$25, an individual can have their individual nameplate placed on whichever organization's plaque they desire.

If at least 30 CGCVA members will commit to a donation of \$25, the Coast Guard Combat Veterans Association can have its own "donors plaque" with the CGCVA logo. Before making any commitment though, we need to know how many CGCVA members are willing to donate \$25. If interested, forward a postcard to Baker Herbert, P.O. Box 544, Westfield Center, OH 44251, stating "Yes to MOHM Plaque." If more than 30 pledges are received by Sept. 1st, a formal notice will be made in *The Quarterdeck Log* so that others can get their names on the CGCVA plaque as well.

## Association News — Mail Buoy (cont.)

### Home Inventory Check

With the onset of Summer, there is as always, the threat of some type of natural disaster (hurricane, tornado, flood, earthquake, fire) causing great damage to homes and property, as well as the possibility of burglaries, home invasions, and vandals.

In making a claim for damages and replacement of furniture and other valuables in the home, one will need to document the claim with proof of ownership/possession, etc. Otherwise, a strong possibility exists that much of your claim(s) may be denied.

To assist all CGCVA members in preparing to meet such an eventuality, the National Association of Professional Insurance Agents offers an excellent brochure on how to prepare a home inventory. For a copy, forward a postcard request to: Consumer Affairs, NAPIA, 400 No. Washington St., Alexandria, VA 22314.

### Patrol Craft Sailors Association Museum

The Patrol Craft Sailors Assn. (PCSA) has opened a "Patrol Craft in World War II" exhibit in the Historical Museum of Bay County, Bay City, Mich. This exhibit was dedicated June 10th and will continue through October 1994.

The exhibit features and highlights many of the Coast Guard's WWII craft (WPGs, WPCs, WSCs, plus Coast Guard-manned Navy PGs, PCs, SCs, and PFs) and their achievements.

A large donors plaque contains a nameplate for the CGCVA for its \$100 donation and the CGCVA was issued a Plankowner's Certificate.

At the end of October the PCSA exhibit will be dismantled and stored. It will be set up permanently after the museum undergoes renovation. For more information on the exhibit, call the Museum at (517) 893-5733.

### West Virginia Grants Bonuses

West Virginia is looking for more than 22,000 service members, veterans or their survivors who are legal residents of West Virginia. These individuals may be eligible for cash bonuses for service in the Persian Gulf, Panama, Grenada, and Lebanon conflicts. Bonuses range from \$300 to \$1,000. Eligibility dates for the campaigns are: Lebanon (Aug. 25, 1982 - Feb. 26, 1984); Grenada (Oct. 23, 1983 - Nov. 21, 1983); Panama (Dec. 12, 1989 - Jan. 31, 1990); and the Persian Gulf (Aug. 2, 1990 - Apr. 11, 1991).

Members who deployed to these conflicts and were awarded the related expeditionary or campaign medal are eligible for a \$500 bonus. Any member who served on active duty during the Persian Gulf conflict, even if not deployed, is eligible for a \$300 bonus. Surviving relatives of personnel killed in combat in any of the four campaigns are eligible for a \$1,000 payment.

For more information, contact the Veterans Bonus Program, West Virginia Division of Veterans Affairs, 1-339-A Plaza East, Charleston, WV 25301-1400 or call (305) 558-1520 or 1521.

### OVER THE BAR

The following CGCVA shipmates have recently departed our mortal company:

**GEORGE MARSHALL  
JOHN OSTENSEN  
ROLAND J. AKSE  
FREDERICK TODD  
JACK F. ELMER  
ROBERT E. JENKINS  
ROY E. BJORKLUND  
GEORGE N. NELSON**

# Order of the Day 6th June, 1944

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*

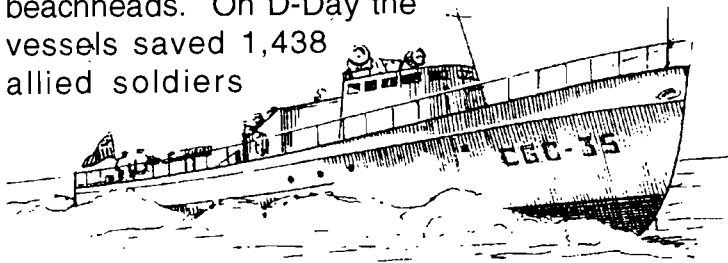
## Normandy Invasion Feature (cont.)

### USCG Rescue Flotilla One

In planning for the invasion it was obvious that casualties would be heaviest at the time of assault, and in recognition of the Coast Guard's primary function of saving life at sea and its pre-eminence in small boat handling, the Navy strategists under Admiral Ramsay, Royal Navy turned to our service for rescue operations.

By D-Day, Rescue Flotilla One comprised 1,000 men and 60 vessels, created by scouring USCG units from Maine to Key West. Each of the 83-foot cutters to be used for rescue operations had been secretly sailed to Staten Island for shipment on Liberty ships and USCG LST's to England where the flotilla was equally divided between the British and American Task Forces assembling at south coast ports including Cowes, Isle of Wight, Fishbourne, and Newtown Harbour.

Thus 30 vessels were to serve at Juno, Sword and Gold Beaches while the remainder would see action at the Omaha and Utah beachheads. On D-Day the vessels saved 1,438 allied soldiers



from drowning. Many of the rescues took place under enemy fire, including saving a five-man British crew from an LCT on fire. LTJG George Clark, USCGR, took his 83-footer through an inferno to rescue them all. Recording his log after the event LTJG Clark wrote, "Survivors rescued five, corpses none, comments none." Clark didn't even know any of his superiors were aware of his vessel's actions and was surprised when he received a British Admiralty letter notifying him he would receive the Distinguished

Service Cross for gallantry.

### Logistical Planning & Personal Bravery

Behind every army is an enormous logistical force and the Normandy campaign stretched every resource to the limit. Assigned to the Logistics and Planning Office in London was LCDR Quentin Walsh, USCG, whose job was to determine the capacities of captured ports for Army cargo. His bravery though and resourcefulness was also to be experienced at first hand.

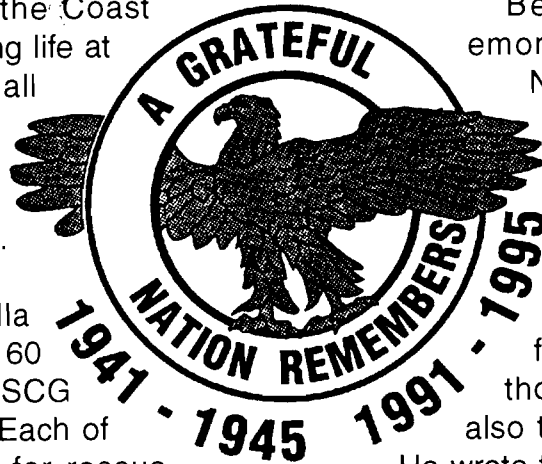
He wrote the plans for the occupation and operation of Le Havre, Cherbourg and Rouen and assigned personnel & materials in support of the captured ports.

Along with a US Navy reserve officer on June 26th, he forced the surrender of a Nazi harbor stronghold at Cherbourg, captured 300 German marines and liberated 50 US paratroopers captured on D-Day. For his heroic actions, Walsh was awarded the Navy Cross.

### The Landing Craft Infantry Fleet

CAPT Miles Imlay's fleet of small troop carriers assembled off the Isle of Wight on June 5th and with protection provided by 10 USCG rescue craft, had the honor of leading the LCI section of Assault Force O (Omaha). Omaha Beach was by far the toughest of the D-Day landings and during the operations there four USCG LCI's were lost as troops departed from beached craft under heavy enemy fire.

The role of *LCI-91*, under the command of LTJG Arend Vyn, Jr., USCGR, was typical of the flotilla. After assembling off the Isle of Wight the journey to France was incident free, but as the vessel approached Omaha Beach and proceeded through the maze of stakes, it beached. Troops debarked, but as the tide rose, the LCI floated higher, hit a teller mine (cont.)





## Normandy Invasion Feature (cont.)

### The Landing Craft Infantry Fleet (cont.)

and the explosion instantly killed several men, tearing a 2-foot hole by the waterline. With 200 troops still to debark, *LCI-91* beached again. As troops struggled to unload, a further violent explosion forward followed by a blast of flames totally engulfed the well deck, causing further casualties to crew and troops. With damage preventing further movement of his vessel, LTJG Vyn ordered his crew to abandon ship.

### The LST Flotilla

Four of the ten USCG LST's (Landing Ship Tank) served with the Eastern Task Force under Admiral Vian, Royal Navy, including *LST-21*, known fondly as "large, slow target 21."

The experience of *LST-21* assigned to British units was representative of the vessels. Loading British forces at Southampton on June 1st, LT Charles M. Brookfield, USCGR, the *LST-21* CO, proceeded to anchor off the Isle of Wight where much of the equipment was stored. Having loaded Rhino pontoons and secured a ferry and tug alongside, the heavily laden ship maneuvered first for Piccadilly Circus, the Isle of Wight assembly area, and then to the British beachhead. Enroute, rough weather caused the tug to break away, but the Rhino ferry was cast off properly in the assault area at 1210 on June 6th. By 1350, the DUKW's discharged, but came under enemy fire when German 88mm guns began ranging onto it.

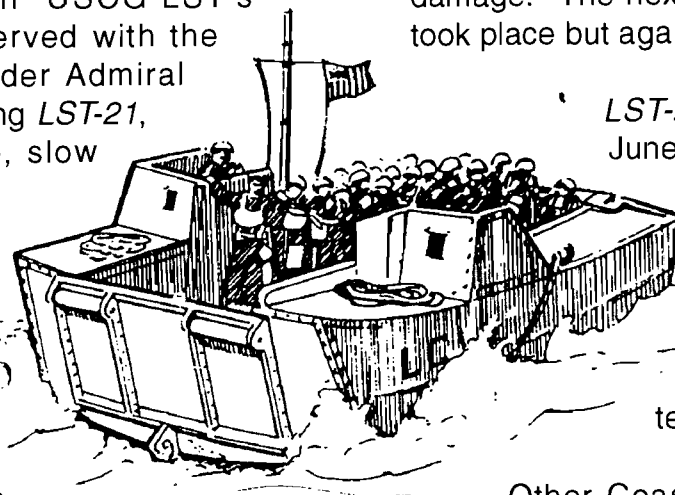
Continuing on station until 1915, the *LST* proceeded inshore to

assist the Rhino ferry which was laboring against the strong current. Thirteen casualties were

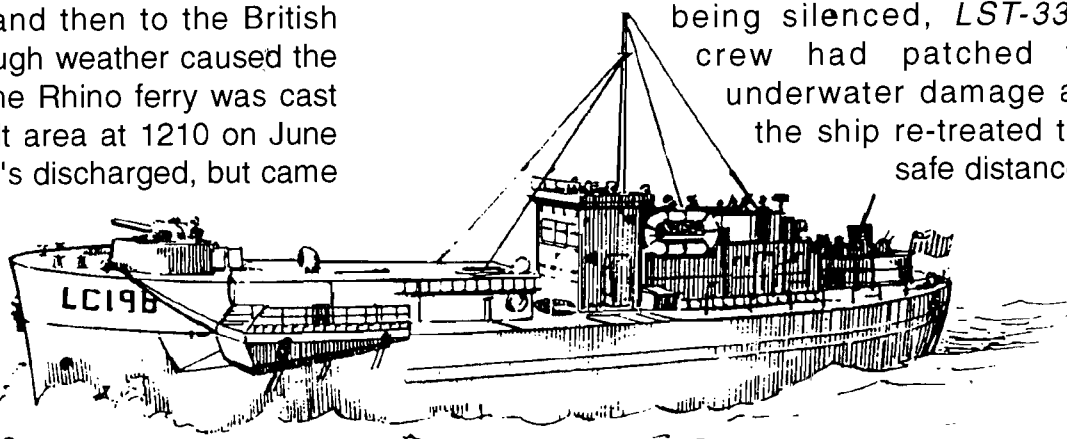


taken aboard. Remaining cargo was not discharged until 2240, shortly after which the ship came under an air attack but suffered no damage. The next morning a dive bomb attack took place but again *LST-21* was unscathed.

*LST-21* returned to Normandy on June 10th with more British troops and beached to unload under an air attack. A further voyage was made on June 13th, returning with a British LCT in tow on the 15th to terminate in Calshot.



Other Coast Guard LST's fared worse, including *LST-331* which beached on the British Sword Sector on June 15th. There it found itself under a prolonged attack during which some 100 88mm shells were fired its way but miraculously only causing minor underwater damage. Within half an hour of the German guns being silenced, *LST-331*'s crew had patched the underwater damage and the ship re-treated to a safe distance.



# Coast Guard Combat Veterans Assoc. Auxiliary

## To all Auxiliary members:

July is here and the Reunion is coming up fast. We have accomplished a lot in the past 21 months, however we still have much to do. We can be proud of our new Auxiliary pins which have been approved and ordered. Also approved is our logo for letterhead and we have a full page and application form in every issue of *The Quarterdeck Log*.

### Among the things we still have to do are:

- Review by-laws (need membership input).
- Nominations and elections for president, vice president, secretary, treasurer, chaplain and four board members.
- Consideration for regional membership chairpersons.

### Here's some things that have to take place at the Convention/Reunion:

- Our pins and laminated cards need to be issued to members upon registration.
- A set of by-laws for members review must be available at registration. Please bring them to the business meeting so that any amendments or corrections can be made and voted on.

— Candidates who are nominated for office will be voted for at the luncheon meeting. Other nominations may also be made at that time.

— Auxiliary luncheon is set for the same day as the Association's. Price is \$12.50 per person.

That's what's coming up. And here's what's already happened. I've attended numerous meetings and events as your president the past 21 months and it's been an honor to represent you. Among the groups I've gotten to know are The Fleet Reserve Assoc., American Legion, VFW, and NCOA. I assisted with Christmas parties for wheelchair vets at the Tampa VA hospital, and attended the dedication of the veterans park in Hudson, Fla., Veterans Day ceremonies in Port Richey and Grace Memorial Gardens, Fla., the Greenland Patrol Reunion in Daytona Beach, and the memorial service for the "Four Chaplains in Dunellon, Fla. It's been great and I'm now looking forward to the Coast Guard Festival in Grand Haven, Mich.

**Edith M. Courter**  
**President**

14334 Thornwood Tr.  
Hudson, FL 34669

*Coast Guard Combat Veterans Association*  
**Membership Application**  
**Coast Guard Combat Veterans Auxiliary**

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_  
Last First Init. First

Address: \_\_\_\_\_  
Street or Box Number City State Zipcode

Eligibility: \_\_\_\_\_ Sponsors Name: \_\_\_\_\_  
Wife, Husband, Daughter, Son, Other-Explain

**Amount of Membership Dues enclosed: \$ \_\_\_\_\_ Dues: \$10.00 Every 2 Years**

**Make Checks Payable to: CGCVA AUX**

**Jane Maxwell, Secretary/Treasurer**

**PO Drawer 2790**

**Burney, CA 96013**

CGCVA Form#3A(Rev 7/93)

Potpourri - a collection of short stories, news clippings and "things" scattered about in no particular order (primarily because the editor didn't want to re-keystroke or re-create everything. Neat stuff though!

### USS Menges Reunion & Memorial Service

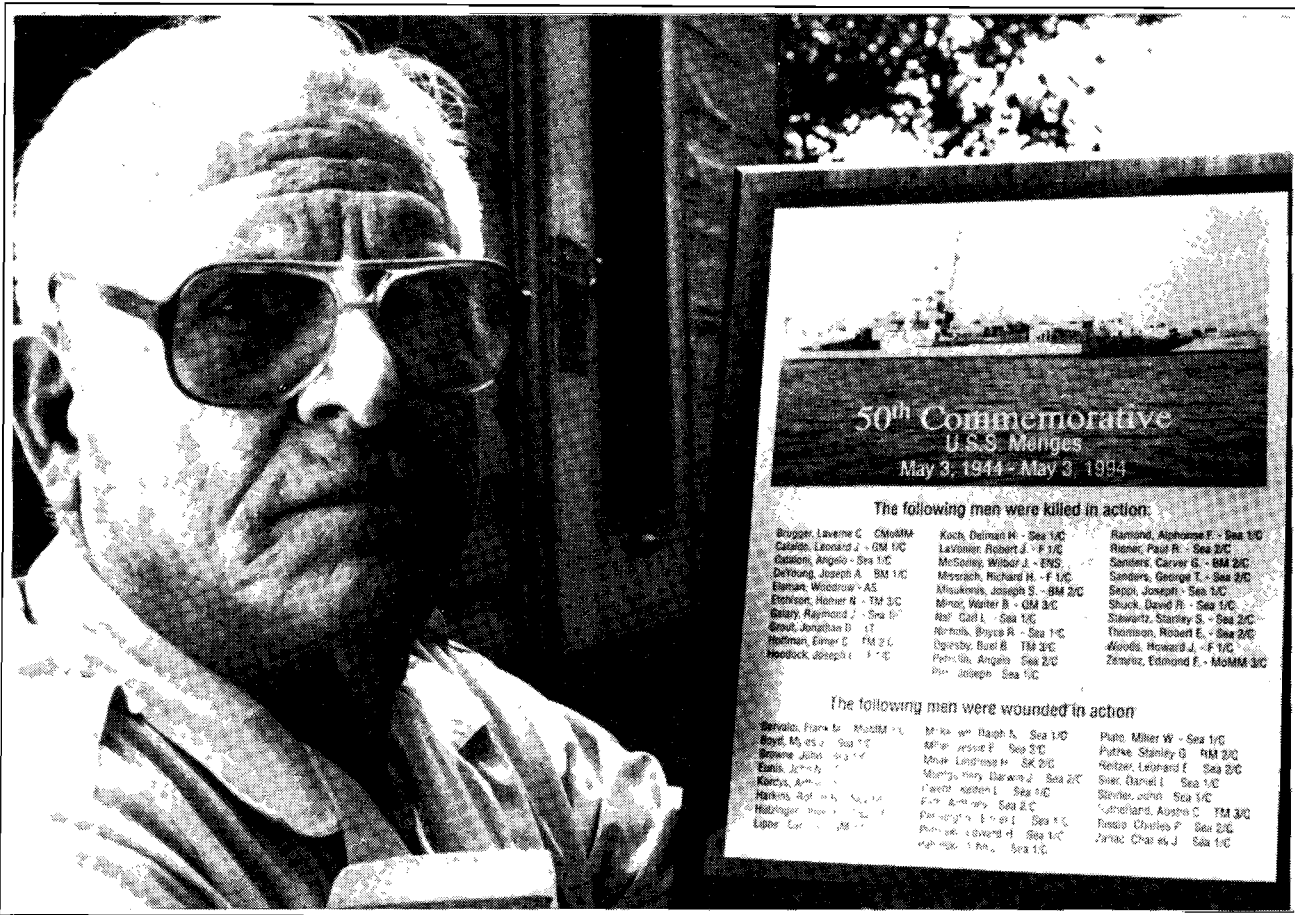
On May 3rd, the 50th Reunion for the *USS Menges (DE-320)* and a Memorial Service were held at Woldenberg Park in New Orleans. The *Menges*, under the command of LCDR Frank M. McCabe, was commissioned Oct. 26, 1943 and on Jan. 30, 1944 departed New York City for Europe on its first convoy escort operation.

On Apr. 20, 1944, while escorting convoy UGS-38 off the coast of Algiers, the *Menges* was attacked by 30 German torpedo bombers. It survived the attack and went on to rescue 137 survivors from the *USS Lansdale (DD-426)* which was sunk by a radio-directed aircraft torpedo.

On May 3, 1944, the *Menges* was 15

miles astern of a convoy chasing down a radar contact when it was hit by an acoustic torpedo from *U-371*. Thirty-one men were killed and 23 wounded in the attack and the ship's stern was destroyed. The *Menges* somehow stayed afloat and was towed into Bougie, Algeria the next day. It received temporary repairs and departed for New York for permanent repairs, when it had the stern section of the *USS Holder (DE-401)* welded on.

A memorial service, commemorating the departed *Menges* crewmen included the placing of a wreath in the Mississippi River from a Coast Guard utility boat. Following the memorial service, *Menges* crewmen met for their 8th annual reunion. This gathering included several of the survivors of the *Menges'* torpedo attack 50 years before.



Mr. Norman J. Yancovich, Sr. displays the plaque that he designed and crafted. It lists the names of the 31 dead and 25 casualties from the *USS Menges*. Mr. Yancovich was also the organizer of the *Menges* New Orleans Reunion. (photo by Art Green)

## Potpourri (cont.)

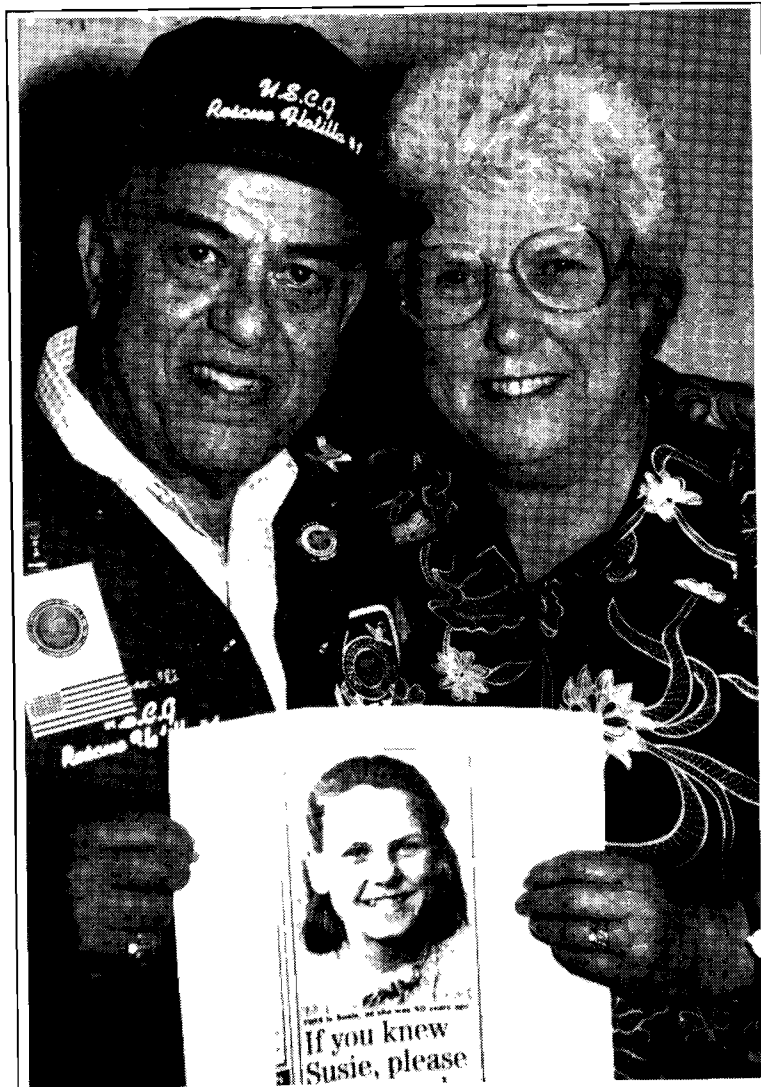
### Old Friends Meet After 50 Years - Part II

This follows up on the article in the Spring 1994 *Quarterdeck Log*. In June of 1944, Poole, UK was the home to Vince Signorelli, better known as "Cookie" to his shipmates, and to a 10-year-old local girl named Susie Dyett. Mr. Signorelli had been assigned as a cook to USCG-49, one of the sixty 83-foot wooden-hulled patrol boats comprising Coast Guard Flotilla One. Several of the boats were stationed in Poole, waiting for the message that would launch them into history.

In May, 1944, Susie and several of her classmates could be found playing down by the Quay. Eventually they were drawn by curiosity and befriended by some of the crewmembers. Mr. Signorelli greeted the children regularly with a smile, some homemade cookies and other sweets. Soon Susie and Cookie became good friends and she would visit him almost daily at the pier. Then, in early June, the word finally came to move out — Operation Overlord had commenced.

Susie was sad to see her friend leave and before he departed, she gave him a signed photograph of herself. A year later the war had ended and both Susie and Cookie had survived. He went back to the states and Susie remained near Poole. Cookie kept the photo of Susie all those years and when he was finalizing his plans to return to Poole for the D-Day commemoration he decided to see if he could locate his good friend.

Vince started his search with friends in the U.S. which led him to a Poole native, Mrs. Mair Beamish. He explained he only remembered the name Susie but knew she was a resident of Poole in 1944 and he had a photo of Susie as she looked back then. Not much to go on but through Mrs. Beamish's efforts, a story with the photo ran in the Poole paper, "Evening Echo." It



Vince "Cookie" Signorelli and Susie Readwin hold the newspaper article that helped to reunite them after 50 years. (photo by PA1 Bob Morehead)

wasn't long before phonecalls flooded in with information about the little girl. "I can't believe it!" a stunned Susie Readwin remarked. "To think he remembered me and kept my photo all these years! Well I'm flattered to say the least."

The two friends reunited on June 2nd, almost 50 years to the day that they last laid eyes on each other. Their tearful reunion took place at a reception hosted by Mrs. Beamish for Coast Guard Flotilla One veterans and crewmembers from the *CGC Dallas*. They later enjoyed a reception aboard the cutter.

## Potpourri (cont.)

### Remembering the USS LST-16

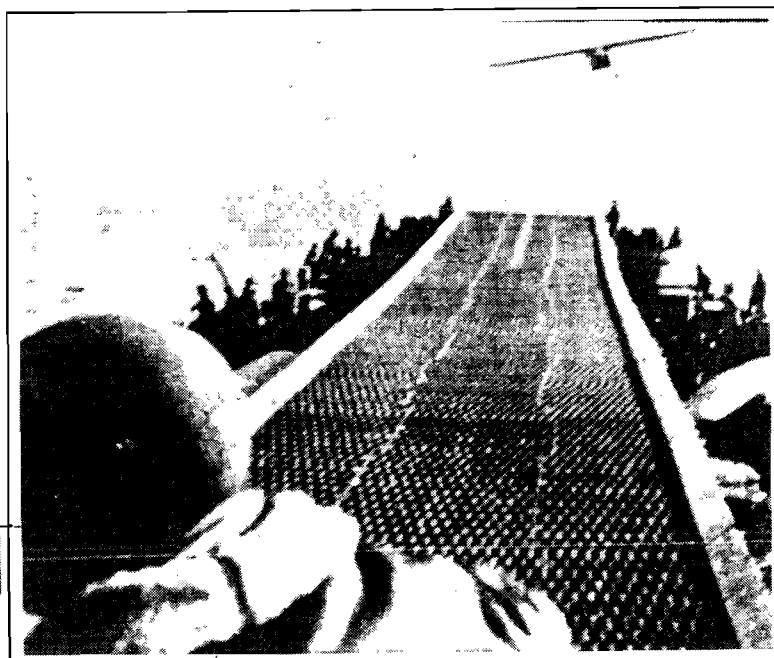
With the D-Day celebrations in the news, it reminded me of my experiences there on board the USS LST-16. One of our crewmembers, SN Victor V. Scott, USCGR, was quite a prolific poet and I have saved several of his works. Here's one that is appropriate for the 50th anniversary of the Normandy landings entitled, "France."

The fifth campaign for our "Sixteen,"  
Proudly we speak her name.  
Her old crew and the new men too,  
They love her just the same.  
On a mine sewn beach in Normandy,  
She rode in with the tide,  
On sands that were bathed in blood,  
By our brave men who died.

And she lay there through the long hours,  
High — dry on the bloody beach.  
And spewed out men — and trucks — and  
guns,  
To fill a war-torn beach.  
The whine of the snipers rifle balls,  
Buzzed like angry bees.  
For everywhere was the snipers lair,  
Among the rocks and trees.

Our warships backed us perfectly,  
Their shells flew overhead,  
From guns that smoked all through the day,  
And at night flashed flaming red  
Pounding away at the stubborn Hun,  
Who backward — backward reeled,  
As our men steadily pressed on,  
Over a hard fought field.

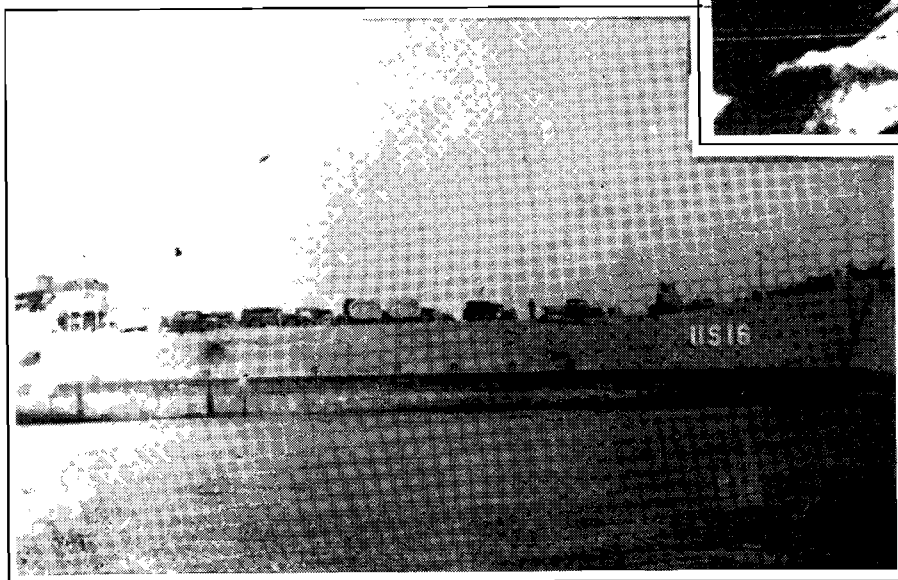
This is the crusade long delayed,  
We have caught the torch that was thrown,  
From falling hands in Flanders Field,  
Burns brightly in our own.  
To sweep through France, to sweep the world,  
Clean of a tyrant's might,  
To make for nations held in thrall, A blessed  
beacon light.



(Above) LST-16 was used for all manner of things. During the invasion at Anzio, Italy, it was rigged with a temporary flight deck. Here the pilot is just dipping his wings to say "thank you."

(Left) The LST-16 off Omaha Beach at Normandy. High and dry like a fish out of water.

(photos and article provided by CW04 Leo Frey, USCG (Ret.)



## Potpourri (cont.)

### D-Day at Virginia Beach?

For the many WWII veterans who just couldn't get back to Normandy for the international 50th anniversary commemorative events, there were other options. The biggest D-Day celebration in the U.S. was held at Virginia Beach, Va., June 1-5 and included a reenactment at Ft. Story of the landing 50 years ago. The reenactment was preceded by a parade through Virginia Beach and was topped off by a USO-type show right on the beach.

On June 5th a wreath was laid at the Cape Henry Monument, the designated location where the English colonists first landed. Other events included a black tie "Operation Overlord" victory dance, complete with period planes, jeeps, other military vehicles and memorabilia, and a series of WWII seminars.

**Mary Ellebracht**

### He's Not Going To Normandy — But...

CGCVA member Bill Dages may not have returned to Europe for the D-Day ceremonies but his vintage WWII Coast Guard uniform did...worn by a Coast Guard Academy cadet in parades and other commemorative events.

The whole thing started last fall when Bill saw an article in *The Quarterdeck Log* soliciting WWII-era uniforms (Coast Guard, Army and Army Air Corps), for the Academy. They already had a Navy and Marine Corps uniform. These were to be used by the Academy Cadet Color Guard during spring and fall parade reviews through the end of 1995.

Since his WWII vintage uniform had already been displayed in the Long Beach Island Museum, Beach Haven, during the Coast Guard's Bicentennial, Dages was quick to offer it up again. The "tailor-made" uniform, complete with white hat, neckerchief, ribbons and a brief history of his Coast Guard career were accepted by CAPT Myron Tethal at the Academy last

November. Little did Dages know his duds would eventually receive a trip to Europe too.

"My wish," he wrote, "is this: May the man who wears my uniform wear it as proudly as I did!"

After learning that his uniform would be part of the D-Day commemoration events in Great Britain and France, Dages said, "I'm thrilled to death knowing it's going to be part of the celebration." Now he hopes to get a photo of the cadet wearing it.

During the war, Dages' activities included transporting troops to the combat zones in Europe, returning Italian POW's to Italy, and bringing war brides to the U.S. from Europe. He was discharged from the Coast Guard in 1948, but the Coast Guard has yet to be discharged from his life.

**Irene Higgins, Times-Beacon**



Bill Dages' World War II-era Coast Guard uniform was displayed at the Long Beach Museum during the Service's Bicentennial in 1990. Now it's gotten a free trip to Europe as part of the D-Day 50th Anniversary Commemorative activities in Great Britain and France.

### Congratulations Comrade!

Recently, Bud Veath received a bronze medal and certificate from the former Soviet Union recognizing his efforts while serving on board CGC Ingham during World War II. Veath sailed in Ingham from 1940 - 1944 and made several escort patrols providing needed supplies to the Russians.

The commemorative medal was first issued in 1985 to mark the 40th anniversary of the Victory in the Great Patriotic War (World War II). It was provided to individuals from Allied forces who assisted the Soviet Union during WWII. The Ingham usually escorted supply ships from New York to Greenland, Iceland and England but occasionally made the Murmansk Run through the Arctic Circle, which qualified its crewmembers for the medal.

The bronze medal with ribbon features a peasant woman, soldier and worker with the Kremlin's Spassky Tower in the background. The reverse side reads in Russian, "40 years of victory in the Great Patriotic War 1941 - 1945." Bud (or Olaf) as he would be known in Russia, also received a certificate from Boris Yeltsin.

To obtain the medal, Bud had to provide proof that he was a crewmember of a ship that was involved in the Russian supply effort. He had one of the Ingham's FBI (Forgotten Bastards of Iceland) certificate that indicated he had spent 281 days in the Icelandic waters. This and his request were forwarded to: Ambassador of the Russian Federation, 1125 Sixteenth St., N.W.,



**Bud Veath with the medal he received from the Russian Federation for his WWII time on the USCGC Ingham. Other veterans may be eligible.**

Washington, D.C. 20036. You too may be eligible for this award. If you have questions, contact "Olaf" Veath at 10716 Huey Road, Sparta, IL 62286.

### More On Menges

The recent article on the USS Menges (DE-320) got me thinking. I was a signalman on the USS LST-18, part of a Coast Guard crew. On the convoy heading up for the invasion of Leyte all the LST's were in the rear. My ship was in the coffin corner, right rear, last in line. Back behind the main convoy was the USS Princeton, a carrier. The Menges took care of the right end of the convoy and zipped

around the Princeton. Two days before Leyte I was eating lunch when there was a terrific explosion right outside our ship. We went to GQ and saw the Menges alongside, having just taken a torpedo meant for us. It was low in the water and bent in half. We were loaded with troops and just kept on going.

About three months later we were anchored in Leyte Harbor and spotted a single ship entering port. I couldn't believe it — it was the Menges. I wouldn't have given ten cents on seeing them again. As they passed me I put up a flag hoist — "Welcome back to the fleet and thanks a lot." If they hadn't taken that torpedo, I probably wouldn't be here!

**George F. Twigg**



## Potpourri (cont.)

### Remembering Action At Gold Beach

Frank Reinhold closes his eyes and sees Gold Beach on the Normandy Coast at dawn on D-Day. "It's nothing but confusion, a lot of noise, exploding mines," the crack of small arms fire and the sound of the fearsome German 88mm guns, he recalls.

"Sometimes I wake up at night after thinking about this and it's scary. I thank the Lord that I'm still here," he said. Today Reinhold

is 71 and a retired New York City firefighter.

On June 6, 1944, when the United States and its allies launched their invasion of Europe, a youthful Reinhold was a lifesaver. He and nine other Coast Guardsmen, part of Rescue Flotilla One, pulled five British infantrymen out of gray seas during the landing at Gold Beach. The crew of the tiny, converted wooden sub-chaser then towed a disabled British landing craft to temporary safety on the beach, all the while drawing fire from the German guns. Later they pulled two dead British soldiers from the unforgiving surf.

Even with all the action Reinhold doesn't consider himself a hero that day, or any of the other 10 sleepless days and nights Boat 55 patrolled the Normandy coast. "The heroes were the ones that went ashore and did battle, and many are buried at St. Laurent."

Reinhold remembers the buried heroes including one of his boyhood friends. Four years ago he and his wife made a pilgrimage back to Normandy and there he recalled the real and most bitter fruits of the terrible battle. He found the grave of his friend, Leslie Fritz, a seaman on a landing craft, one of 9,386 American GIs buried at St. Laurent-sur-Mer. The D-Day 50th Anniversary commemoration was another reminder of his lost friends.

**New York Post**

**Frank Reinhold with his medals and mementos from World War II.**





## Potpourri (cont.)

### Seaman's Diary Bares Horror and Glory

Don DeSilva was a 21-year-old USCG storekeeper on the *USS Bayfield*, a troop transport bound for Normandy, when he started scribbling notes for a diary about the massive invasion. Here are a few excerpts:

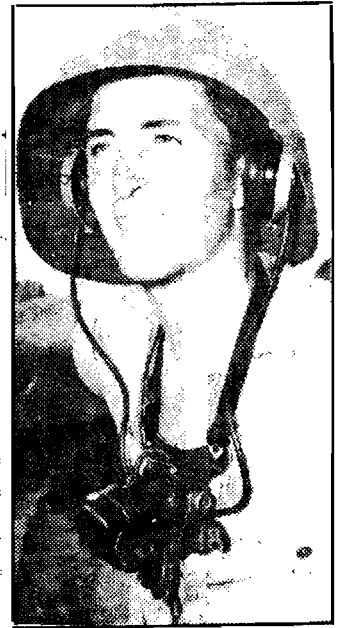
"5 June — At 0930 we hauled up the anchor and got underway for the 'Big Show.' There was a lot of discussion and tenseness in the air. At 2230 'General Quarters' was sounded for all hands to take their battle stations. We know we are near our destination now."

"D-Day, 6 June — Today is the long-awaited day. At 0230 we reached our destination and dropped the hook. At 0245 we lowered all boats to the rail and started to load them with troops and equipment...Hell has finally broke loose around the ship. The battleships and heavy cruisers are shelling the shore with terrific salvos from their guns...There goes another one of our planes down in flames; when it hit, it burst into flames that could be seen for miles...The sea is quite rough but nothing to worry about. There are thousands of ships here now, some are still on their way. We sure are giving them all we've got....Three more of our planes were shot down. Also a destroyer and two DEs were sunk...The day is moving along slowly; so far we have not met with any enemy air activity."

"It's 1430 and casualties from the first

**" 'Hell' has finally broken loose around the ship."**

ENTRY IN DON DeSILVA'S DIARY



Don DeSilva displays the medals he earned as a Coast Guardsman aboard the *USS Bayfield* (inset) at Normandy. (photo by Dan Cronin)

assaults are being brought aboard. It's really quite a sorry sight to see. At 2245 we heard a whistle and a bomb exploded 300 yards from the bow of the ship. A miss, thank the Lord!"

**New York Post**

## Potpourri (cont.)

### June 6th Was Carnila's First Invasion

At the age of 17 he quit high school and headed to war. John G. Carnila, 69, turned 18 years old while at Coast Guard boot camp. Eager to keep up with the guys, Carnila explained, "I couldn't leave all my buddies fight the war alone. The fellows I ran around with at that time enlisted or had been drafted and it was sort of lonely at home (for a high school kid) during World War II."

Carnila said D-Day on Normandy "was definitely a turning point" for the war but he didn't realize it at the time. "No, I was too busy (to realize the battle's ultimate impact) — I was loading and firing," he said.

Carnila said that prior to the invasion, "We would have maneuvers on the (English) Channel, picking up troops and moving them ashore." When D-Day actually started, he found himself manning a 40mm anti-aircraft gun against German war planes. He was aboard the *USS Dickman*, an assault transport.

After the initial landing of men and war supplies onto Utah Beach, Carnila's crew continued runs between the French and British shores picking up more men and supplies. "We also took a lot of wounded soldiers back," said Carnila, explaining he felt sorry, empathy for them.

Fighting in the heat of battle, for Carnila, was mechanical. "If you've been well trained, you do your job — you don't think. It comes by rote," he said.

Even after Normandy, his first battle, Carnila didn't reflect much. "You were always thinking about the next one, the war wasn't over — we thought where will we go next and will we be as lucky." He would participate in two more invasions, Southern France the same year and Okinawa, Japan in 1945, before the war ended.

Occasionally, Carnila now takes time to reflect on his war experiences from younger years. "Something like the services at Memorial Day brings all of this back to you," he said.

Today, Carnila holds life memberships in several military veterans organizations, including the Coast Guard Combat Veterans Association. He actively solicits new members for the CGCVA and was responsible for designing the association's logo.

**Bedford Gazette**



(Left) CGCVA member John G. Carnila, 69, of Bedford, Pa., with the American flag, the symbol of freedom he defended during World War II. (Above) Carnila as an 18 year-old Coast Guardsman.

### Rescue Flotilla One Ceremony

A large plaque honoring the men who comprised Rescue Flotilla One, a collection of sixty 83-foot patrol boats used in the D-Day invasion at Normandy, was unveiled in early June in Poole, England. Mr. Jack Campbell, a Flotilla veteran; and the Lord Mayor of Poole removed the temporary covering, a large Coast Guard Ensign.

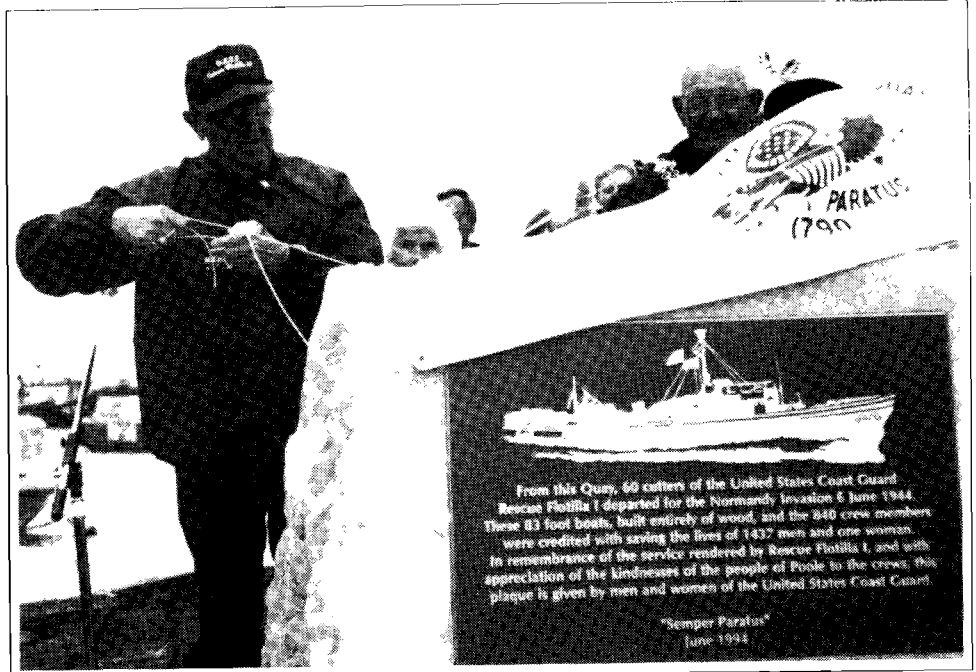
While the work of the 60 cutters, divided between the American and British commands, is well known, far less is known of the then highly classified U.S. Despatch Boat Service, which was created shortly after D-Day.

Six of the cutters, including mine, were detached from the Flotilla and assigned directly to Gen. Eisenhower's Supreme Headquarters Allied Expeditionary Force (SHAEF) staff for the purpose of carrying certain designated passengers and military couriers of war plans and documents to Normandy, and eventually to Cherbourg, when it was safe to do so. The cutters often crossed the English Channel independently, their armament doubled for the hazardous duty. Once cross-channel air landing fields were established, the Despatch Service was terminated and the cutters returned to the United States.

**CAPT Peter Chase, USCGR (Ret.)**

### Remembering the Rescue Flotilla

It was nearly 0700 on June 6, 1944, when Coast Guardsman BM1 Jack Hamlin tied a rope around his waist, donned a life jacket and slipped into the English Channel about 1,000 yards off Omaha Beach. He began hauling wounded or drowning American soldiers to safety aboard his 83-foot cutter. The water was frigid, about 48 degrees. "You couldn't stay in



**Mr. Jack Campbell and the Lord Mayor of Poole unveil the plaque honoring Coast Guard Rescue Flotilla One. (photo by PA1 Bob Morehead)**

there very long, but there was no time to put on dry clothes," said Hamlin.

Hamlin and another Coast Guardsman swam to retrieve the injured, some with arms or legs shot off. The other 11 crewmen lifted the troops aboard the cutter or helped them crawl up the nets attached to the side of the ship. It was arduous, time-consuming labor. "There were so many, you couldn't get them all. You didn't know what you were going to face...and I don't want to see it again," said Hamlin.

Jack's boat retrieved 50-70 soldiers in about six hours and altogether, the Rescue Flotilla saved 1,467 men and one woman, a British nurse. "We knew it was bad when we started seeing all the bodies...nothing was like Omaha Beach," said Hamlin.

Prior to June 6th, Hamlin had had no special water-rescue training. The first time he started grabbing anyone from the water was that day. "The seas were rough and many soldiers washed overboard even before they got to the beach," he said.

# On The Attack

## *The Role of the U. S. Coast Guard at Normandy on D-Day*

It was the largest armada the world had ever seen — 5,700 ships — and among them were ships of the U.S. Coast Guard. They were transporting Allied troops to the enemy's doorstep, just as they had during every other Allied invasion of World War II.

During Operation Overlord, the Coast Guard operated 60 of its own cutters plus 40 Navy vessels, including five large attack transports, 11 LST's (Landing Ship, Tank), and 24 LCI(L)'s (Landing Craft Infantry, Large), oceangoing vessels capable of carrying 200 men.

Among the Coast Guard's LCI landing craft were those assigned in support of the assault group commanded by CAPT E. H. Fritzsche, USCG, and his deputy, CAPT Miles Imlay, USCG, who landed troops of the 1st Infantry Division on the bloody Omaha beachhead. At Utah Beach, the CG-manned transports *USS Bayfield* and *Joseph T. Dickman* successfully landed their troops and equipment by midday. And, as flagship for the Utah invasion, the *Bayfield* stayed near the Normandy coast for 19 days, serving as a hospital ship and surviving nightly German air attacks.

Meanwhile, CG vessels at Omaha Beach did not fare as well although landing craft approached the beach on schedule. Many of the amphibious Sherman tanks foundered off shore and the first waves of troops took crippling casualties. Demolition teams sent in to blow channels through the German beach obstacles were wiped out before they could finish so channels weren't created or marked.

At 0730, Coast Guard LCIs moved in, several running over the submerged obstacles

while others were hit by mines or German artillery. LCI(L)-85 took about 25 hits, killing many of the 200 men aboard and severely damaging the craft. It eventually sank but first managed to off-load its remaining troops then transfer wounded to the CG-manned attack transport *USS Samuel Chase*. Two other LCIs were hit on the beach and put out of action.

The day wore on, and the Coast Guardsmen continued to brave intense German fire to deliver troops and supplies to the beaches. By late afternoon, with the assistance of Navy destroyers serving as mobile artillery, the German guns were finally silenced and the Allied troops began to move inland.

During D-Day, Coast Guard LSTs also landed British troops and equipment at the Sword, Juno and Gold invasion beaches. Meanwhile, Coast Guard patrol/rescue craft working under heavy fire off the Normandy coast rescued more than 400 men from disabled landing craft and downed airplanes, towed damaged vessels to safety, and evacuated wounded men to the transports.

In the days following the invasion, Coast Guard vessels continued to ferry reinforcements and supplies from Great Britain to the beaches, returning with wounded and, more and more frequently, German prisoners.

The U.S. Coast Guard's contributions during D-Day have often been overlooked. But, as in North Africa, Sicily, Italy and throughout the Pacific, the Coast Guard played an essential role in the success of the massive invasion on June 6th, 1944.

**The American Legion Magazine**

## Potpourri (cont.)

### A Coast Guard Promise

During World War II, two Coast Guard combat veterans were adrift on a raft for several days after their ship had been lost. In desperation, one knelt down and began to pray, "Oh Lord, I have not lived a good life. I have drunk too much. I have lied. I have cheated. I have gambled. I have caroused with bad women. Yes, I have done many bad things; but Lord, if you will save me, I promise..."

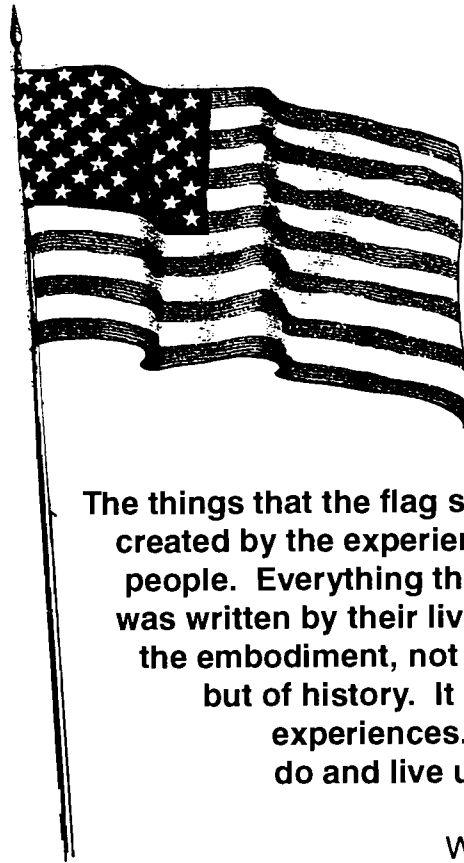
His shipmate shouted, "Don't say another word, I think I just spotted a rescue ship."

### A Real Gentleman?

During World War II, a Coast Guardsman was walking along the platform at a rail station after getting off the train. He ran into a Marine, who was green in the face, sweating a lot and occasionally throwing up. The Coastie stopped and asked the Marine what was wrong? The Marine replied, "Train sickness; whenever I ride the train and sit facing backwards, I get real sick."

The Coastie asked, "Well why don't you ask the person sitting across from you to change seats?"

The Marine replied, "I would have, but there was no one sitting there!"



**The things that the flag stands for were created by the experiences of a great people. Everything that it stands for was written by their lives. The flag is the embodiment, not the sentiment, but of history. It represents the experiences...of those who do and live under that flag.**

Woodrow Wilson

### Coast Guard History Mix-N-Match Quiz

by Al Courter

1. 82-foot patrol boat
  2. 83-foot patrol boat
  3. Fired first naval shot in Civil War
  4. Historic rescue during Spanish-American War
  5. Former CG cutter became U.S. Navy vessel in WWII
  6. "Sinbad the Sailor"
  7. "Scotland Lightship"
  8. "Nantucket Lightship"
  9. On duty after more than 50 years of service
  10. War prize of WWII
  11. Torpedoed and sunk during WWII
  12. Seaman John C. Cullen
- a. Four German saboteurs
  - b. Cutter Hudson
  - c. CGC Campbell
  - d. CGC Eagle
  - e. Normandy
  - f. Hit and sunk by liner Olympic
  - g. Vietnam
  - h. CGC Storis
  - i. CGC Tampa
  - j. Cutter Harriet Lane
  - k. CGC Bear
  - l. New York Harbor



**Coast Guard Combat Veterans Association**  
**Membership Application**  
(Please Print)

Name: \_\_\_\_\_ Date: \_\_\_\_\_  
Last First Middle Init.

Address: \_\_\_\_\_ Date Of Birth: \_\_\_\_\_

City: \_\_\_\_\_ Telephone Number(s) \_\_\_\_\_

State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

**Sponsored By:** \_\_\_\_\_

**Military Service**

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

**Medals/Campaign Ribbons**

Type	Date(s)
_____	_____
_____	_____
_____	_____

**(Continue awards on reverse if necessary)**

**List Combat Units Served With, Their Location and Dates  
On Reverse  
(As Required)**

Rank/Rate at Present, at Retirement or Discharge: \_\_\_\_\_

Amount of Membership Dues enclosed: \$ \_\_\_\_\_ **Dues: \$20.00 Every 2 years**  
**Make Checks Payable to: CGCOMVETS**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Important: Include a COPY of DD-214 or other Applicable Separation Document To:**

E. P. "ED" Burke, Secretary  
Coast Guard Combat Veterans Assoc. Tel: (301) 924-3727  
17728 Striley Drive, Ashton, MD 20861-9763



## **ASSOCIATION**

Hope you enjoyed reading *The Quarterdeck Log*. Send in articles, photographs, sea stories, news clippings and whatever for consideration. We'll still be doing 50th anniversary commemorative articles regarding World War II events for another year but information on most subjects is welcomed. Don't forget the upcoming Convention/Reunion in Norfolk and please duplicate the CGCVA membership application inside and provide copies to potential members.

## The Quarterdeck Log

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