



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 1

Spring 2009

Reno Reunion-Convention Wrap-Up

CGCVA “Umbrella” Convention Welcomes Members of Several Smaller Reunion Groups



(Above) Since 1926 the Reno Arch has welcomed visitors to the city. (Right) The Atlantis Casino Resort Spa where members and guests called home for five days during the 2009 Reunion-Convention.



Our Reunion-Conventions are noted for happy people leaving for home already making plans to attend the next one. The Reno gathering at Atlantis, 26-30 April 2009 lived up to this reputation. People who came to their first one two years ago, in Burlingame, said they would be at the next one — and were. Now, first timers at the Reno reunion-convention were saying they will be there for the next one in 2011, at Baltimore.

As has taken place at almost every reunion, shipmates who had not seen each other for decades are reunited. One example was when longhorn mustachioed Hal Robbins walked over to Gordon Landon and said, “I know you.” They exchanged units all the way back to boot camp before

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THE QUARTERDECK LOG

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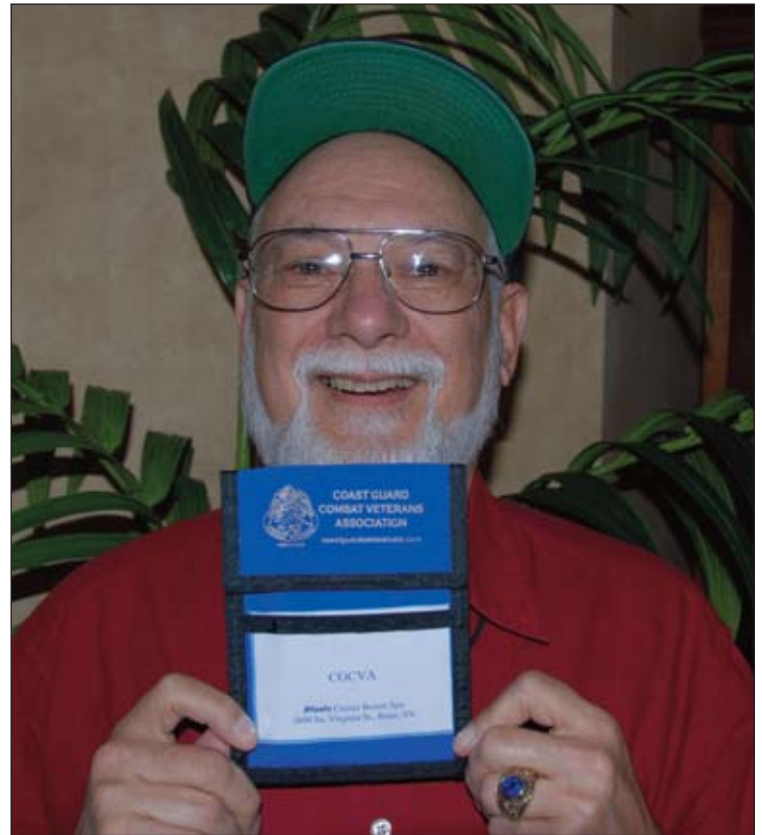
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From the President

Another Reunion in the Books

Well, I'm back. You voted me in for two more years. Thank you for your trust and confidence.

Regardless of where we hold our reunion-conventions, I always leave happier than when I arrived. This good feeling is brought about by being surrounded by unselfish, honest, caring people — our members and their guests. Along with the conviviality at a reunion, a lot of work takes place in registration, setting up for the ceremonies and meetings, and in coordinating tours and special activities. As in all our reunions, there has never been a lack of cheerful, uncomplaining volunteers. You have an organization with members in which to be proud.



When National President Paul Scotti registered there was no name printed on his name tag. Everyone else had a name on theirs. Hmmm. What were they trying to tell him?

The Three Coffins

Only one uncle and I in my family had military careers. So, when I learn of a family with a military heritage I am impressed. At the reunion I met Eugene A. Coffin III who

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Next QD Log deadline is August 1, 2009.
Please email articles and photos to the editor at: swiftie1@verizon.net

From the Secretary

First of all, I would like to express my sincere gratitude to the Association for the honor they have bestowed on me, electing me National Secretary for the Coast Guard Combat Veterans Association. And it is an additional honor to follow in the footsteps of one of our founding members and longtime National Secretary (and Treasurer) Baker Herbert. I have big shoes to fill, in this very important office, and I am glad that we are continuing this position, as a storekeeper billet.

Baker will keep me squared away as we look forward to the challenges ahead, to upgrade our association's software and computer system and help support building Association membership, in the future.

While my Coast Guard career was short, it was very productive

and I will strive to make a very positive impact on the

Association. I believe strongly in the purpose of the Association, to "extend knowledge of the Coast Guard's service and participation in those significant historical events in United States history". I look forward to working with the Officers and Board of Trustees, and in support of the Association's membership.

Thank you for your trust and confidence! Semper Paratus!

Gary Sherman, LM



National President Paul Scotti talks over some business with the incoming National Secretary, Gary Sherman, and his wife Jane before the Banquet.

Crossed The Bar

Wallace A. Bentley, LM

Joined: 7-27-2006 CTB: 4-2009

Bobby B. Butler, LM

Joined: 12-27-2006 CTB: 5-5-2009

Robert M. Crowe

Joined: 7-12-1989 CTB: 3-17-2009

Eugene J. Gross, LM

Joined: 7-6-2007 CTB: 7-2007

Kenneth R. Hanson, LM

Joined: 2-6-2000 CTB: 4-7-2009

Gerald D. Kaarstad, LM

Joined: 6-1-1992 CTB: 4-17-2009

Frederick D. McLendon, LM

Joined: 4-1-1990 CTB: 3-16-2009

Robert R. Moodie, LM

Joined: 3-10-2000 CTB: 7-2008

William E. Murphy, Sr., LM

Joined: 8-29 1998 CTB: Unknown

RADM Bennett S. "Bud" Sparks, LM

Joined: 10-5-1988 CTB: 5-22-2009

Alvin J. Tait

Joined: 4-3-2007 CTB: 12-25-2009

Thomas G. Taylor, LM

Joined: 6-11-1993 CTB: Unknown

From the Treasurer



Francine LaChance, sister-in-law of national treasurer Bill Ross assisted him in selling Small Stores items. Without a doubt it was her delightful smile that brought sales to a record high.

2008 CGCVA Person of the Year

Congratulations are extended to AST2 Abram A. Heller of USCG Air Station Barbers Point, Hawaii, who was selected as the CGCVA's Coast Guard Person of the Year for 2008. Petty Officer Heller was unable to attend our convention due to a previous commitment and his plaque has been forwarded to his commanding officer for presentation.

Every year, the CGCVA recognizes a deserving Coast Guard Person for demonstrated heroism. Petty Officer Heller joins a distinguished list of recipients of the CGCVA award and he is now an Honorary Life Member of the CGCVA. Petty Officer Heller was presented the Distinguished Flying Cross for his heroic actions on March 23, 2008. The citation that accompanied his award read as follows:

“Petty Officer Heller is cited for extraordinary heroism while participating in aerial flight on the morning of 23 March 2008 while serving as Rescue Swimmer aboard Coast Guard HH-65C helicopter CGNR 6566. Early Easter morning, the fishing vessel Alaska Ranger, a 192-foot catcher-processor with 47 persons on board, sank in the Bering Sea, 125 miles west of Dutch Harbor, Alaska. Arriving on scene amidst blowing snow and 30-knot winds, the aircrew of CGNR 6566 witnessed an epic scattering of blinking strobe lights that stretched for as far as the eye could see across the cresting waves. Knowing that the mariner's survival time was waning rapidly in the icy waters, Petty Officer Heller immediately deployed into the 15-foot seas and recovered three survivors. Continuing his search for victims, Petty Officer Heller carefully picked his way through the treacherous debris field, locating two additional crewmen completely entangled in the sunken vessel's fishing gear. Working tenaciously beneath the dark and icy waters, he disentangled the victims from the netting and placed them in the helicopter's rescue basket. Fully recognizing that his recovery of a fifth survivor would leave no room in the helicopter for himself, Petty Officer Heller courageously remained behind in the wind swept seas. With the helicopter now perilously low on fuel, the cabin full of survivors, and more victims in sight, he requested the helicopter's crew raft for use in the water. As the helicopter departed into the darkness and blowing snow, Petty Officer Heller, alone and undaunted, utilized all of his physical strength, instinct and experience to assist three severely hypothermic fishermen into the life raft. Over the next hour, he worked doggedly to keep the victims conscience. As another helicopter arrived, and despite being severely hypothermic himself, he returned to the frigid waters and placed the victims, one at a time, into the basket for recovery. Petty Officer's actions, aeronautical skill and heroism were instrumental in the rescue of eight people. His courage, judgement, and devotion to duty in the face of hazardous conditions are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard.”



USS Cavalier Reunions End

The USS Cavalier (PA-37) WWII Reunion Association has disbanded because of the ages of the surviving crewmembers. Our 20th (and last) reunion was held in Ohio in September 2008. Our treasury has been forwarded for the upkeep of the APA Monument at the Coast Guard Academy.

Herbert Cohen

(Editor's Note: Herb also sent a donation for the QD Log Boosters Club and provided a DVD of the ceremony during the dedication of the APA Monument. Thanks!)

PNP Jack Campbell to be Honored at Training Center Cape May

There will be a gathering at USCG Training Center Cape May, NJ, on August 7, 2009 to celebrate the Service's 219th birthday and to honor CGCVA Past National President Jack Campbell. Any CGCVA members interested in attending are urged to contact Terry Lee at 137 Harmony Brass Castle Road in Phillipsburg, NJ 08865 or call Terry at (908) 454-7470. Attendees must make their own hotel accommodations. Those wishing to eat lunch at the TraCen's Harbor View Club, which is adjacent to the CPO Club, should forward a check in the amount of \$15, payable to Terry Lee. Also, send Terry the full names of all in your party, your address and phone number, along with lunch checks prior to July 15th. A film will be shown at 0945 in the Auditorium followed by recruit graduation ceremonies at 1100. This will be followed by lunch and a base tour, including the USCG Exchange.

Dorothy Stratton to be Honored

The U.S. Coast Guard is naming a new ship for a former Purdue University dean who helped clear the way for women in that branch of the military.

Dorothy C. Stratton served as the first full-time dean of women at Purdue University before going on to organize and command the first women's reserve of the Coast Guard during World War II.

The *Stratton* is one of several national security cutters that, at 418 feet in length, are the flagships of the Coast Guard fleet. The *Stratton* is being built by Northrop Grumman for delivery in 2011.

Sally Watlington, a retired Navy captain in West Lafayette, was friends with Stratton before she died in 2006 at the age of 107.

Women in the armed forces "stand on the shoulders of people like Dorothy Stratton," Watlington said.

Stratton became the first full-time dean of women at Purdue in 1933 and was also a professor of psychology. During her time at Purdue, total women's enrollment grew from 500 to more than 1,400, and three women's residence halls were constructed.



CAPT Dorothy C. Stratton

Also, a liberal science program for women in the School of Science was inaugurated, and an employment placement center for Purdue women was instituted during Stratton's tenure.

In 1942, Stratton left Purdue and was commissioned a full lieutenant in the U.S. Navy as part of the Women Appointed Volunteer Emergency Service, or WAVES. Later that year, she was transferred to the Coast Guard to organize its women's reserve.

Stratton coined the reserve's name, SPARS, which is both a nautical term and a contraction of the Coast Guard's motto, "semper paratus" — always ready.

Upon being named SPARS director, she was promoted to lieutenant commander. She was promoted to commander in January 1944 and to captain one month later.

During her four years as SPARS director, Stratton recruited and led 10,000 enlisted women and 1,000 commissioned officers. Upon her retirement in 1946, she was awarded the Legion of Merit medal for her contributions to women in the military.

Fewer than 10 Coast Guard cutters have been named for women in the service's 218-year history.

"Her legacy lives on in men and women serving side-by-side" today, said Commander Tim Downing with Purdue's Naval ROTC. "This is a big honor, something her family and Purdue should be very proud of."

Saluting My Dad

I could find no other location on your web site to notify your organization of my father's death so, I hope you don't mind my writing you and perhaps you will pass it on to the correct source.

His name is Wallace Arthur Bentley and he was regular Coast Guard when WWII broke out. He used to talk about the radioman aboard the weathership on which he was stationed off the East Coast listening to commercial broadcasts on 12/7/41 and then asking if anyone knew where Pearl Harbor was. So began WWII for him.

His favorite story involved a few months later after they were fitted with very rudimentary radar and an ancient 3" gun as well as depth charges. He said the captain would not even think of using the depth charges as the old ship would probably not move fast enough to avoid the eruption on the surface from the detonation. However, one evening after sunset the radarman picked up a contact the captain believed might be a U-boat on the surface. He ordered the old gun trained on the contact bearing and the search light, manned by my father, to attempt to illuminate the contact. As luck would have it, the sub was almost immediately caught in the search light beam and two or three rounds were fired at it before the captain ordered the light off (to my father's great relief) and they ran as fast as they could — probably six knots or so. They radioed the position of the contact and headed to port. The next day, when some of the men entered a local bar, they received a heroes welcome. Seems at least one round had holed the sub's conning tower, trapping it on the surface. At dawn, aircraft found it and sank it.

Dad later went to subchaser school and was assigned to the *USS Chambers* when it was commissioned. He served North Atlantic convoy duty and made several escorts to the Mediterranean.

He was later transferred to the Pacific where he served aboard the *USS Admiral Mayo*, a troop transport. Once again the radioman brought news of the war when, as the fleet was staging for the invasion of the Japanese homeland, they began to pick up news from San Francisco that the war was over. It had only been a few hours since an air attack, so needless to say everyone was bewildered.

Dad loved the Coast Guard and was quick to tell anyone about its combat history. In fact, he was buried with his Coast Guard Combat Veterans Association cap, as he wore it everywhere except church. A Coast Guard detail from the Chattanooga, TN area rendered veteran's honors at his burial there. Their precision, dedication to duty and the sympathy and courtesy shown to our family were noticed by all and greatly appreciated.

Thanks so much!

Craig Bentley

B-17 Pilot Charlie Brown and the ME-109

Look carefully at the B-17 and note how shot up it is — one engine dead, tail, horizontal stabilizer and nose shot up.. It was ready to fall out of the sky. (This is a painting done by an artist from the description of both pilots many years later.) Then realize that there is a German ME-109 fighter flying next to it. Now read the story below. You may be surprised...



Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying the B-17 over an enemy airfield, a German pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could



B-17 pilot Charlie Brown.

not believe his eyes. In his words, he "had never seen a plane in such a bad state". The tail and rear section was severely damaged, and the tail gunner was wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere.

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown



BF-109 pilot Franz Stigler

was scared and struggling to control his damaged and blood-stained plane.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to, and slightly over, the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe. When Franz landed he told his CO that the plane had been shot

down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He had never talked about the incident, not even at post-war reunions.

They met in the United States at a 379th Bomber Group reunion, together with 25 people who are alive now — all because Franz never fired his guns that day.



(Left to right) German ace Franz Stigler, artist Ernie Boyett, and B-17 pilot Charlie Brown

When asked why he didn't shoot them down, Stigler later said, "I didn't have the heart to finish those brave men. I flew beside them for a long time. They were trying

desperately to get home and I was going to let them do that. I could not have shot at them. It would have been the same as shooting at a man in a parachute.

Both men died in 2008.

**Submitted by
CAPT Donald Taub**

Does Anyone Remember...?

I seem to recall a ship loaded with all kinds of explosives at Caven Point, near Jersey City, NJ, catching fire and Coast Guardsmen from the Jersey City CG Barracks being brought in to assist. The fire burned out of control and the ship was ultimately towed out of the harbor and sunk. I wonder if anyone has the details of this event and knows if the ship was ever salvaged.

Roy W. Spencer

(Editor's Note: I don't know if the ship was ever salvaged or not but here's more information on the event and the honoring of a former Coast Guardsman who was involved in the fire-fighting. The following is a news story from March 17, 2009)

Heroics in the Pacific, Asian and European theaters during World War II have been well documented through the years, but Walter Firestone's life-saving feat took place in New York Harbor during an incident that is unknown to most.

Firestone, an 88-year-old San Anselmo, CA resident, helped prevent a relatively small fire from taking out greater New York City on April 24, 1943. For his efforts in fighting the fire aboard a burning freighter loaded with ammunition, he was recognized in a ceremony — 66 years after the incident in which no one was killed.

"It was a close call for New York City that day," said Firestone, a native of Brooklyn.

VADM David Pekoske, commander of the U.S. Coast Guard Pacific Area, presented Firestone with the Coast Guard Commendation Medal.

Firestone was a U.S. Coast Guard fireman third class and on patrol in a small boat with two others that day off Bayonne, N.J., just across the Hudson River from Manhattan. A radio call came for him and others to report to Caven Point, a Jersey City water terminal just west of the Statue of Liberty, to fight a fire on the ship.

The Panamanian-registered freighter *SS El Estero* was loaded with munitions and was soon to head for Europe. More than 1,400 tons of bombs were aboard and an

estimated 5,000 tons of munitions were on the pier where the freighter was docked. One hold inside the ship contained bombs that weighed 4,000 pounds apiece.

According to a book about the history of the New York City fire department by Paul Hashagen, the entire New Jersey and New York waterfront were at peril.

“At any moment, the *El Estero* could have detonated and ravaged the buildings and ships along both sides of the waterfront,” Hashagen wrote. Coast Guard documents state that 10 percent of the metropolitan population was in danger from a potential blast.

As tugboats towed away the vessel from the Caven Point terminal, Firestone and his mates pulled up to the ship and boarded by ladder. “We surveyed the scene and tried to do as much as we could,” he said. “What we were on was a time bomb, ready to blow. It was a wild scene with guys running around everywhere.”

For about 30 minutes, Firestone and about 60 others fought the flames as the *El Estero* was towed past the Statue of Liberty. The decision was made to sink the freighter in the harbor to douse the threat. As the cargo holds were flooded, Firestone disembarked and watched it go down about four hours after it had caught fire.

“How the hell the rest of them got off is unknown to me,” he said. “There were a lot of other small craft around and I imagine they helped with that.”

The New York Times published a story last year by writer Clyde Haberman that noted, “Few who were there are still alive.” Firestone saw the piece and, eager to note that he was one of the few, contacted the Coast Guard station in Alameda. Public affairs officer LT Dave Oney arranged for the tribute in Firestone’s honor.

Firestone has lived in San Anselmo for 30 years with Blanche, his wife since 1951. He left the Coast Guard in 1946 and obtained a doctorate in agronomy, leading international efforts in crop production until he was 70. He is a member of American Legion Post 179 in San Anselmo.

**Brent Ainsworth, Bay Area News
San Jose Mercury News Group**

Hostages

The recent event off Somalia in which Captain Phillips was held hostage brings to mind an event of similar nature which occurred in the Gulf of Alaska in 1972 or 73. It was given absolutely no publicity. The following describes the event.

Five cannibals were employed by the Navy as translators during one of the island campaigns during World War II. When the Commanding Admiral of the task force welcomed the cannibals he said, “You’re all part of our team now. We will compensate you well for your services, and you can eat any of the rations that the sailors are eating. So please don’t indulge yourselves by eating any sailors.” The cannibals promised.

A month later the admiral returned and said, “You’re all working very hard, and I’m very satisfied with all of you. However, one of our Chiefs has disappeared. Do any of you know what happened to him?” The cannibals all shook their heads no.

After the Admiral left, the leader of the cannibals turned to the others and said, “Which of you idiots ate the Chief?” A hand raised hesitantly, to which the leader of the cannibals replied, “You fool! For the past four weeks we’ve been eating Ensigns, Lieutenants, Lieutenant Commanders, Commanders, and even one Captain and no one noticed a thing, then YOU had to go and eat a Chief!”

The *USCGC Storis*, on fisheries patrol, detected two USSR factory ships transferring cargo in our territorial waters in violation of a treaty signed by the USSR and the USA. The *Storis* seized both ships and placed boarding parties on each ship to sail the ships to Kodiak. One followed the *Storis* but the other headed west with our officer and enlisted boarding party on board.

I was acting Commandant (ADM Bender was in the hospital) and received a call from Flag Plot apprising me of the occurrence and requesting permission to allow the *Storis* to fire a shot across his bow. We called the State Department and explained the situation but was told not to do so because the U.S. was having important talks with the USSR. I protested and was told to call Henry Kissinger at the White House. We called but he was not available.

I thought for a short while and then called the 17th District Commander and requested that he call the Commanding General of the USAF Base in Anchorage. The idea was to have a fighter jet or two make a practice dive bombing run on the errant ship to possibly convince the master to come about and head for Kodiak. I also

suggested that the *Storis* fire a star shell above the ship to add a little emphasis.

The Air Force was happy to oblige and the idea was carried out exactly as planned and our errant ship was soon heading for Kodiak. The ships were assessed a substantial fine and later released.

My recollections of this event are hazy and I wonder if any of our members were involved. If so, their stories really should be published — there was no mention of this event in any paper or news report and I did not contact nor hear from the State Department on this matter. What would I have done if the ship had not come about? That will be my secret forever.

This practice of high seas piracy must be stopped — Convoying by international armed forces is very expensive but the use of armed guards on merchant ships could solve the problem.

VADM T. R. Sargent USCG (Ret)

From a Boosters Club Fan

I have sent in my donation to the QD Log Boosters Club and want to say thank you for putting together such a great magazine. I am 86 years young and the *QD Log* brings back many memories, some good, some not so good.

I served in the Coast Guard 1942-46 during World War II starting with four weeks of boot camp in Brooklyn, NY at Manhattan Beach. From there I went to Boston (What a great city!).

Former CGC Apalachee to Become Cleveland Museum

Retired Chief Petty Officer George Staples remembers when wooden mallets and baseball bats were used to keep the ice off Coast Guard ice-breaking tugs.

He didn't need any recently as he stood on the bridge of the *Apalachee* at the foot of East Ninth Street in Cleveland. The vessel spent World War II and the rest of its 43 years in government service battling the elements around Baltimore. The 110-foot *Apalachee*



Former Coast Guard cutter Apalachee

Staples, of Bradenton, FL, one of the volunteer crew members who sailed the tug to its new home.

It took four days to get to Cleveland. Then another 20 minutes to move 1,000 yards from the Coast Guard moorings on East Ninth to the Port Authority's Pier 28, just west of Cleveland Browns Stadium.

"This is the last time I sail this ship. The last time I said that was 23 years ago," said retired Chief Warrant Officer Dave Cunningham, who commanded the recent voyage. He was also the *Apalachee's* last commanding officer when it was decommissioned in 1986.

When Cunningham stepped ashore in 1986, "it was like the life was coming out of the ship." He watched the life begin to flow back in three weeks ago in Oswego, as volunteers got the *Apalachee* ready for its voyage. It spent the last 20 years around Oswego Bay until its civilian owner donated the cutter to the tug association in January. Cunningham said despite its working life, a lot of the machinery had fallen into disuse.

"But we know how to make it run, and how to bring it back," he said. Many of the volunteers are old Coasties, along with two on active duty with the *CGC Neah Bay* here.

A lot of cleaning and refitting still needs to be done, but the cutter retains the black hull of a Coast Guard work boat, along with the regulation white superstructure and buff-colored mast and fittings.

The cutter had a complement of no more than a dozen or so, but Cunningham said that "hundreds of men served on her since World War II," and at least in spirit, they were all on board for the trip to Cleveland.

James Ewinger

The Cleveland Plain Dealer



Former Coast Guard cutter Apalachee

U.S. Army Repair Ship J.M. Davis

I write this account of the Army Repair Ship *J. M. Davis* from my memory, my service file of WW11 and my service in the U.S. Coast Guard, as a "420-day Wonder" Ensign from the Academy in New London. After serving 11 months on Beach Patrol out of Cambria, CA, I was transferred to Treasure Island for training before being assigned to the *Davis* on June 16, 1944. I stayed in the Mallory Hotel in Portland for some weeks with ENS Lloyd Wilson while the ship was completing conversion at the Poole McGonigle Shipyard. About 120 Army repair technicians manned the machine shops below, with Major George Bencol in charge. He was a Marine Engineer from Houston with great abilities.

LCDR H. Jacobson assigned me as Commissary and

Gunnery Officer. Other officers were LT C. J. Wood, ENS Jack Conlon, ENS Stan Moran and Executive Officer LT Charles Dreyfus, Jr.

After release from the shipyard, we sailed with a totally green crew of about 100 down the Wilamette and Columbia Rivers to Honolulu, chipping deck paint all the way, sorting out a year's supply of stores dumped in haste in a bay of a reefer hold that could not be chilled, and shoring up for sea. After two weeks for engine repair, we moved on, destination: the tiny island of Funafuti where our orders awaited. Lloyd the Navigator and I took star sights and noon sights, weather permitting and dead reckoned miraculously find the speck on the chart. Our final destination, Milne Bay, New Guinea.

We put out our two bow and one stern anchor to set up

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:

H. Don Smith	Rex Wessling	Patrick Denney	James Montgomery
Charles Bevel	Joyce Bevel	Baker Herbert	Marylou Herbert
Paul Scotti	Liz Scotti	Adrian Lonsdale	Gary Sherman
Iver Anderson	Herb Cohen	Larry L. Jones	Lois Csontos-Nielsen
R.S. Samuelson	James W. Ashe	John Cuniff	Cecil Blair
Wilber Huebner	Albert Somma	Karl Suelke	Segundo Carreno
Irv Cote	Wally Cudlipp	William C. Meyer	Harlan Spalding
James J. Hamilton	Donald Dier	Edward Oliver	Lois Senich

In Memory of PNP Jack Campbell:

Terry Lee Eugene Dugan

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.

for repairing Army small freighters, tugs, a hospital ship, and a large English Reefer Ship with a stove bow from a collision.

Then on to Hollandia, to a harbor jammed with ships poised for the Leyte invasion. We were scheduled to join them, but we had only one 3-inch gun plus about six 20 MM's so sister ship *Fitch* was chosen instead. The *Duluth* reported on computer their battles at Leyte, but I had never heard of her or the other Lakers that became repair ships.

We were the "Hooligan Navy" and with no official CG suppliers we scrounged from the Army and Navy for food and parts and survived very well. What we were short in our kitchen, Captain Bencol summoned Sgt. Philippe Gaxiola and they fabricated it for us in their shops. The shops were supplied with steel plate, four inch on down, plywood and stock of all kinds.. Our two services got along well and our crew ate well... with plenty of coke and beer.

Dates of interest. We crossed the equator twice, October 5, 1944 and again when we went to the Philippines after Leyte and then to Yokohama, Japan, running ahead of the great typhoon that blasted Okinawa. We were on a pier with our bow on the beach, lines doubled, bow anchors on shore and our stern anchor deployed. The storm did not come.

The war over, I left the ship Nov. 13, 1945 and took a Coast Guard contingent along via the cruiser *San Juan* arriving in San Francisco Nov. 29, 1944 and eventually released March 5, 1945.

We have searched the internet for news of the *Davis* unsuccessfully and want her remembered as a Great Lakes package freighter, built in 1913. Her ammonia compressors kept our sides of beef frozen for our year away; her laundry kept us clean; and we had movies on deck many nights. While down below, some army men built a sailboat, and a large aquarium stocked by our divers — one of whom was Charles Nicholas of Santee, Ca. who left for OCS in Australia from Hollandia.

That year and a quarter in Oceana, has left this 88-year-old with many memories, and now at this late hour, a desire to talk again with old shipmates. I am **Joe Urban**, living at 616 8th Ave., Apt. 220 in Monroe, WI. 53566. Phone: (60) 325-4869. Email: pablo@wekz.net.

Welcome New Members

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

FEBRUARY 2009

James L. Brown (The Association); **William P. Feddema** (Baker Herbert); **Esther Stormer** (widow of Floyd); **Edward E. Locatelli** (VFW Magazine); **Norman L. Mills** (Billy C. Smith); **LM Abram A. Heller** (The Association); and **Gerald G. Warren** (The Association).

MARCH 2009

LM Mae Carey (Thom Weber); **LM Virginia Hall** (Thom Weber); **LM Leona Hardy** (Thom Weber); **LM Virginia Kasdorf** (Thom Weber); **LM Joyce May** (Thom Weber); **LM Francis Scott** (Thom Weber); **LM Lois Senich** (Thom Weber); **LM Claire Siegel** (Thom Weber); **LM Barbara Smith** (Thom Weber); **Stanley R. Robbins** (Pat Ramsey); **Marion E. Haines** (CGCVA Website); **LM Carl E. Backman, Jr.** (G. Sherman & H. Imoto); and **LM Milton F. Feakins** (The Association).

APRIL 2009

Thomas E. Barnes (Butch Hampton); **Michael E. Fonseca** (Pat Ramsey); **Marlene Seidel** (Baker Herbert); **Richard C. Heilman** (Pat Ramsey); and **LM John C. Revels** (Baker Herbert).

MAY 2009

Michael Greene (Bill Ross); **LM Howard I. Hayes** (Terry O'Connell); **A. J. Hunter** (Keith Barker); **Mark S. Moore** (Ed Swift); **Lee White** (The Association); and **Hugh Wilton** (Keith Barker).

My Last Gunfight

I remember my last gunfight of the Vietnam War as if it was yesterday. I was on duty as Gun Captain aboard the *USCGC Point Welcome*. Our assignment on March 31, 1968, was to perform Market Time Patrol in the waters of the South China Sea 1,500 yards to three miles offshore. Our patrol took us to a hot-spot in the vicinity of Cap Mia in Quang Ngai Province, Republic of Vietnam.

The *Point Welcome* had a guest onboard that night — the Commodore who was evaluating the crew's battle tactics. We were well known for our fighting ability. A north wind created three-foot waves in the pitch of night making for a bumpy ride for the crew of nine. At 2300, we received information that a trawler from North Vietnam



CGC Point Welcome

was traveling with no lights, south along the coast. It was well known that trawlers were commissioned by the Viet Cong to re-supply them with ammo and arms. The trawlers would hug the coastline in the darkness hoping to elude the U.S. Navy's war ships patrolling the deeper waters offshore.

Reports from the nearby U.S. battle ships were coming in

with machine gun rat-a-tat quickness that the darkened trawler had slipped past them and was moving closer to the *Point Welcome's* position. This was of really no concern to the *Point Welcome's* seasoned battle crew. The crew had been engaged in a victorious gunfight just two days prior. The cutter may have not been the largest ship in the fleet at only 81' 10" long, 17' 10" beam, and drafting 9' but she could move at 18-20 knots. Her primary fire-power was an .81mm mortar piggy-backed with the .50 caliber machine gun. Four .50 caliber machine guns at the stern complimented the larger gun, and there was an assortment of smaller armament... she could take care of herself!

As we continued our vigilant watch for the elusive



CGC Point Welcome

trawler, the *USCGC Sebago* lay two miles offshore, a half-mile from our location, zeroed in on and engaged the trawler. The trawler returned fire on the 255' *Sebago*, skipping rounds off the crest of the waves with its .50 caliber stern-mounted machine gun, striking the *Sebago* with uncanny accuracy. The wounded *Sebago* fell back to assess its damage and the trawler kept coming.

A U.S. Navy Swift Boat lying nearby observed the

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.

confrontation and assumed the exchange of gunfire. Once more the trawler returned fire, shattering the night with its .50 caliber gun. The battle was short but intense and the Swift Boat had no choice but to vacate the area... and still the trawler kept coming.

I now had the trawler in my sights lying 250-feet from the *Point Welcome's* bow. I opened fire with the .81mm gun loaded with white phosphorous ammo. The round was dead on, entering the trawler through an open door on the stern. The hit disabled the boat's power and steering. Next, I fired off an illuminating round to assess the trawler's damage as the wind and seas blew the trawler towards the shoreline. No one was visible. I took aim again and fired another round, hitting the cabin, driving the boat ashore.

Upon beaching itself, the injured pilot bailed from the mortally wounded boat and ran staggering down the beach towards an approaching South Vietnamese foot patrol. The South Vietnamese had no gratification of arresting this enemy as he, like his boat, was mortally wounded.

The *Point Welcome* powered-up and came alongside the crippled boat. We found no other signs of life. Satisfied with our assessment, we put her in reverse. The *Point Welcome* had backed down no more than 400 feet when the night shook with a massive explosion and the sky lit up like a thousand Roman Candles. The trawler's volatile cargo had exploded, spewing it into the air and surrounding sea.



USCGC Sebago

The Commodore and LTJG came rushing up from the wheel house to find the gun crew scattered about like toothpicks, having been slammed against the wheel house and bulkhead by the force of the blast. Shaken but uninjured, I struggled to my hands and knees. I tilted back my helmet to find myself staring at a .50 caliber unexploded ordnance lobbed from the trawler. It was poised four inches from my head, right between my eyes,

as if to say, "Go ahead... make my day."

The crew gathered themselves and the *Point Welcome* proceeded to the *Sebago*. As we pulled alongside to replenish our supplies, the *Sebago's* skipper welcomed us in amazement. The *Sebago* had lost radar contact with our ship and due to the heavy smoke that lingered in the air, no visual verification was possible. They assumed we had been sunk.

I completed my tour a couple of months later on Mother's Day, one year to the day I was deployed. Upon my return to the States, for my participation in this 45-minute firefight, I was awarded the Vietnamese Cross of Gallantry with Palm Leaf, the Navy Commendation Medal with Combat "V" and a letter from Chief of Naval Operations at the Coast Guard Base, Galveston, Texas. "Til this day, tucked away with my many war mementos, you will find that .50mm round to remind me how God was watching over me that night 35 years ago.

BMCS R. E. Hicks, USCG (Ret.)



Albert Green, left, and Eugene Swiech, both U.S. Coast Guard veterans of D-Day, chat in front of a new mural depicting Green's landing craft delivering troops to Omaha Beach during the invasion. The mural, by artist Tony Falcone, was unveiled recently in a ceremony at Leamy Hall at the U.S. Coast Guard Academy.

USCG Unveils D-Day Mural

A mural to honor those who fought on D-Day was recently unveiled at the U.S. Coast Guard Academy in New London, CT.

The incredible scene at Omaha Beach is captured realistically in the huge oil painting by Connecticut artist Tony Falcone.

Coast Guard veteran Alfred Green remem-

bers all too well June 6, 1944.

“The mural is done very well. It’s a very good depiction of the situation,” he said. “My role during the landing was to be at the front part of the ship to oversee the troops getting off — to make ramps were down properly.”

What the mural can’t reproduce is the deafening roar still echoing in Green’s memory.

“The noise, all sorts of noise, it was bad. It was very, very difficult to hear and to talk,” he said

The artist of the mural relied heavily on Green’s story to create the piece, talking to him and others who shared personal accounts of the D-Day invasion.

“It was really their vision of what happened,” Falcone said. Falcone also relied on a group of military re-enactors from Branford who wore vintage uniforms and posed on a life-size plywood and cardboard model of a landing craft infantry vessel, or LCI.

But why build a model?

“They don’t exist. Through all our research we found that they — after the war — were all scrapped or sold off,” Falcone said.

The painting is part of a series of murals commissioned by the Academy’s Class of ‘62 to commemorate the sometimes overlooked role of the Coast Guard throughout history. The mural will eventually be part of a display with other historical paintings in a reading room where the Coast Guard Museum is now located.

Chris Velardi



Artist Tony Falcone, center, standing next to U.S. Coast Guard D-Day veteran Eugene Swiech, speaks about the creation of his mural. Falcone spoke at the unveiling of the mural in the Upper Deck lounge of Leamy Hall at the Coast Guard Academy. The 10-by-10-foot mural is a gift of the academy class of 1962 and is the third mural by the Prospect, CT, artist depicting historic Coast Guard operations.

Dedication to Marvin Perrett

On the 65th anniversary of D-Day, military officials from around the region gathered to recognize a Louisiana military icon by dedicating a historic boat in his honor

Marvin Perrett served in the U.S. Coast Guard as a coxswain, the operators of the landing craft that unloaded the troops who hit the beach that day.

The boat dedicated was a Higgins landing craft, similar to one Perrett, who died in 2007, piloted in oceans across the globe.

The ceremony was hosted by the Houma Regional Military Museum and held at the Dulac Shipyard. The boat was donated by Rick Kogler.

Kogler said this Higgins boat was used during Vietnam. It has armor plates and was built with fiberglass rather than wood, Kogler said but it was built to the same specifications as the ones that landed at Normandy.

Perrett’s daughter, Melissa Perrett Cook, dedicated the Higgins boat, LCVP PD4-3, when she smashed a bottle on its bow.

Daniel McBride

2009 Grand Haven Festival

The Grand Haven CG Festival Committee reminds folks that the annual Retiree & All Dinner (Steak and Chicken) will be held on 29 July and the Memorial Service will be held on 31 July. For details on the entire event call 616-846-5511 or 616-846-5940.

Bill Boonstra

Don’t Count on COLA Increase

According to a new Congressional Budget Office estimate, military retirees, disabled veterans and others receiving inflation-adjusted federal benefits should not expect to see any Cost of Living (COLA) increase this year.

Social Security, military and federal civilian retirement and some other federal benefits automatically increase each Dec. 1st, based on the Consumer Price Index (CPI), a measurement of the cost of goods and services maintained by the Labor Department’s Bureau of Labor Statistics.

Largely due to falling energy and transportation expenses, the CPI shows consumer prices are lower today than one year ago.

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continued from page 1

discovering that Hal was a boot pusher at Alameda and Landon was one of his squirrels in Foxtrot 45. What caused Landon to stand out among all the recruits Robbins had trained? Maybe it was because Robbins picked Landon as an assistant to keep the company moving in formation on the march. Landon was selected on the qualification that he had been in high school marching band. Now, instead of toting a tuba, he was toting an M1 Garand.

A number of World War II veterans were present, including crewmen from the patrol frigate Bisbee and Pearl Harbor Survivors George Larsen, Howard Hayes, and Stan Weiss.

The Atlantis Casino Resort Spa is a beautiful place for a convention, with excellent restaurants, comfortable rooms, and slot machines that made many members winners. Alix Angela Martinez, who arranged our convention did an excellent job in seeing that we had a good time. All employees at Atlantis treated us well. When in Reno, Atlantis must be considered as a place to go.



Part of the audience at the Opening Ceremony on Monday afternoon.

Concurrent with our reunion another Coast Guard reunion was taking place at Harrah's Casino, three miles to the north. This was the "All Weather Ships and All Ships Built Prior to 1975 Reunion," or All Ships, for short. A number of members from each had signed up to attend both and visited back and forth between Atlantis and Harrah's. The All Ships reunion banquet was on Wednesday, with the CGCVA banquet held on Thursday, permitting members to attend both formal dinners.



Along with the Officers at the Opening Ceremony is Alix Angela Martinez (left), Atlantis Hotelsales manager. She was key for bringing about a successful reunion.



Early Monday morning, Swede Johnson and Hal Robbins welcomed members to sign in and pick up their registration packets.

On Sunday, members and guests began arriving. On Monday, registration got going in the morning with the Opening Ceremony taking place in the afternoon. On Tuesday, a fully loaded bus carried members to tour Virginia City. On Wednesday, the Auxiliary held their luncheon and election of officers. At the same time the association held its Business Luncheon.

Business Luncheon

This was the serious aspect of the convention. In his state of the association remarks, National President Paul C. Scotti told members that it is their actions at ceremonies and veterans events that “breathes life” into our organization. He said that no one without having endured war can adequately applaud them and had them applaud themselves for some “fine



A sample of the delicious food at Atlantis.

damn work defending our country.”

Scotti said that there is a Coast Guard Combat Veterans Association Bridge. On one side of it is the U.S. Coast Guard; on the other side is the general public and everyone else. On duty on this bridge are the members who carry from the Coast Guard side to the non-Coast Guard side deeds of valor and sacrifice. Regarding the aspect of telling the Coast Guard story, Scotti concluded saying, “Each one of you is miniature bridge. As



For some arriving on Sunday the hotel's atrium provided a comfortable area to catch up on news. (left to right) Swede Johnson, Liz Scotti, Nancy Hart, and Beverly Johnson.

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Nancy Hart and Liz Scotti wear pink Coast Guard caps that were a big seller among the ladies.

long as there is one member in our Association that task will be done. And that is — the state of the Coast Guard Combat Veterans Association.”

Under discussion was annual income, website overall, and logo change. A suggestion was made to reduce the number of yearly issues of The Quarterdeck Log from four to three. This would save some three thousand dollars. Publishing the magazine consumes 60% of the annual budget. This idea was disapproved as it is the tangible face of the Association in recruiting members and getting people to learn about us and the Coast Guard. It was proposed that the magazine be made available in printable quality on our website and that members who prefer to receive it electronically contact the administrative office.

The Hospitality Room was the place to meet and chat.



Liz Scotti donates to the tip jar at the Hospitality Room bar. Tips are not for the bartenders but go to the Association to help defray convention expenses.

An overhaul of the website was discussed to make the codes less complex for a webmaster to maintain and to make it more functional by providing real time news and information. A website modernization quote from New Growth Technology Solutions was unanimously approved and the overhaul will soon take place.

A suggestion was offered that our logo is bulky, out of proportion, and not representative of the Coast Guard Combat Veterans Association. At this time we have a large inventory of sales items with the current logo and no action will be taken until that supply is deleted. Then, if there is still interest in a new logo a contest could be initiated. A new logo would not make our expensive Association flag obsolete. For example, the Coast Guard flag and the Coast



Between reunion activities there was opportunity to win money in the casino.



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Guard insignia seen on products are different.

Elections were held for the next two years. National President Paul C. Scotti, Vice President Terry O'Connell, and Treasurer Bill Ross were unanimously reelected. After Baker Herbert declined another term as National Secretary, Gary Sherman was voted to that post. The new four-year trustees are Patrick Denney and Hal Robbins.

The assembly voted to hold the 2011 Biennial Reunion-Convention in Baltimore, MD and the 2013 one during Coast Guard Festival in Grand Haven, MI. As for the latter, four years is not too early to start making arrangements. PNP Bob Maxwell has retired as chairman, convention planning committee. He was tireless in traveling around the country to get the Association the best for the least costs. If these two venues are to become a reality, new convention committee members are needed. These gatherings do not



Bill Figone wears the official U.S. Coast Guard tartan. The red stands for the blood we shed. The blue for the seas we sail upon and the skies we fly in. The ten white stripes are for the ten original cutters.

just happen, they call for serious work. Individuals in the Baltimore and Grand Haven areas who would like to assist in helping plan these reunion-conventions contact the National President.

Banquet

The Reunion-Convention crested on Thursday evening with the Awards Banquet. A Remembrance was held to salute those who had crossed the bar in the past two years. Members of each table were given the opportunity to stand and announce the name of a relative,



CGCVA National President Paul Scotti presents Rear Admiral Michael R. Seward a cap following the admiral's keynote speech.

friend, or shipmate. Then, vice president Terry O'Connell read the names of members lost. A bell rang after each name — sixty-nine in all.

Rear Admiral Michael R. Seward, USCGR, was our guest speaker. He serves as deputy commander, mobilization and reserve component affairs at the Coast Guard Pacific Area. RADM Seward,

who served in Operation Desert Storm and Somalia has an extensive background in expeditionary warfare and is one of the developers of the Coast Guard's new Force Readiness Command to ensure Coast Guardsmen are trained with real time tactics for immediate deployment anywhere on the globe. Admiral Seward talked on the Somalia pirate situation. He said that many countries are



A memorial place setting at the Banquet remembers those no longer with us. The names of sixty-nine members who crossed the bar since the last reunion-convention were read, each followed by a single toll of a bell.

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involved in protecting shipping through the area but that wiping out the pirates in short term was not a long term solution. Somalia will continue to be a wild card in international affairs until a strong government is in place to replace the present lack of government and warring clans vying for power.

The 2008 Coast Guard Combat Veterans Association Person of the Year award went to rescue swimmer AST2 Abram A. Heller who saved eight crewmen from the frigid seas west of Dutch Harbor, AK, after the *F/V Alaska Ranger* sank. Before reading the Coast Guard's citation to Heller awarding him the Distinguished Flying Cross, National President Paul C. Scotti related the experience of surviving fisherman Julio Morales, who was in the water for hours in a torn survival suit that left half his body numb. Morales' resolve had reached its end. He told God to let him die. Shortly after, he felt the touch of a rescue swimmer and the encouraging words, "You'll be okay, man, U.S. Coast Guard."

Petty Officer Heller was unable to attend the Banquet to receive his award. Hence, the award was given in absentia to be forwarded to this commanding officer for



The Person of the Year Award went to AST2 Abram A. Heller, who rescued eight crewmen from the sunken F/V Alaskan Ranger in the frigid Bering Sea. Petty Officer Heller was unable to attend the Banquet and his award has been sent to his commanding officer for presentation.

presentation.

The new officers, trustees, and appointees were sworn in to office by Admiral Seward. The banquet was concluded the raffle and auction fun. The raffle grand prize was a 30" long model of an 82-foot Coast Guard WPB, built of hard wood, with brass, zinc, and poly resin for the



The officers, trustees, and appointees, for the next two years are sworn in.

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small parts. The model is 1/32 in scale by Miniature Dream Models, a company owned and operated by MKCS Ken Bolen, USCG (Ret.). The model was pre-paid for by the Association. The winner would inform the company whether to make the model in peacetime white or in Vietnam War gray and the name desired on the boat. And the winners — the Figone's, Maggie and Bill.

Have smooth sailing to Baltimore in 2011.

Story by Paul Scotti
Photos by Paul & Liz Scotti



(Above) Kay and Steve Petersen try to make every reunion-convention. Steve figures that he was the last Coast Guardsman to leave Vietnam.

(Right) Gil Benoit (left) and Gordon Landon came out of the Vietnam War with Purple Heart Medals. Landon's medal is pinned to his name tag.

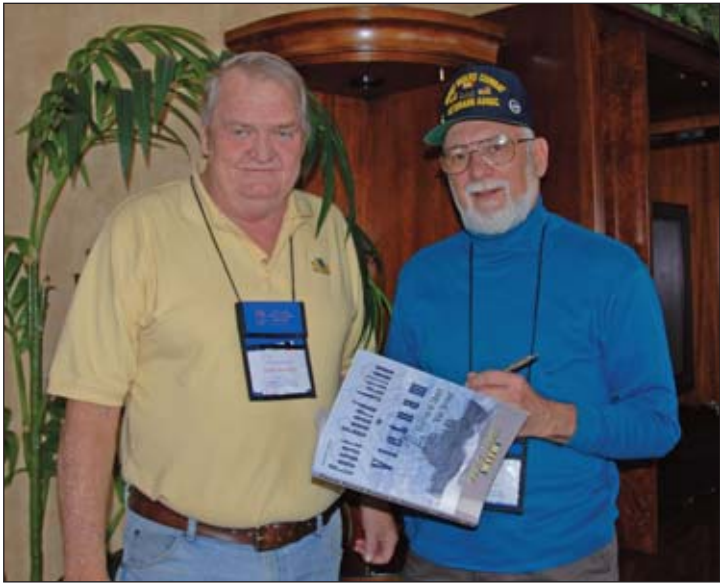


A question often heard at reunions is "Where do I know you from?" Gordon Landon (left) and Hal Robbins had to go all the way back to boot camp to find a match when Landon was a boot and Robbins his boot pusher.



Look who was at the Reunion...

(Left) Four men who served on Point Arden in Vietnam at different times, are left to right: Bill Frost, Jere Bennett, Terry O'Connell, and Gordon Landon. Landon holds the logo that came off the cutter when it was turned over to South Vietnam in 1970.



Gerald Warren and Paul Scotti last saw one another in Vietnam, March 1968, when they were on Point Welcome to destroy an armed North Vietnamese trawler. Scotti inscribes his book for his old shipmate's grandson.



Gordon Landon (center) and Paul Scotti (right) drifted over to the All Ship Reunion at Harrah's and ran into Brian Kelley one of their instructors at gunner's mate school in Groton, CT, in 1965-1966. Landon holds a class photograph with the three of them in it.



These are the giddy winners of the Slots Tournament. John Badgley (center) was the grand prize winner.

... swapping sea stories and having lots of fun!

The All Ships Banquet at Harrah's took place on Wednesday. This table is filled with Coast Guard Combat Veterans Association members and guests who attended.



To lighten the Auxiliary Luncheon activity, a bean bag toss contest was held. Dave Andrus gives it his best shot.



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(Above) Rubin and Joan Abrams were at the Banquet. SPARS are becoming sparse, but Joan was one during World War II.



(Above) John Barker and his daughter ran a mobile Coast Guard Exchange at the reunion-convention. At his own expense he paid for a stock of Coast Guard items from a USCG Exchange and sold them in the Hospitality Room at cost and at no personal profit. Thank you, John and Diane.



(Left) Commander Hal Brock USCG (Ret.), an engineering officer who helped build the Loran-C Network in Southeast Asia for the Vietnam War, poignantly related how this cane was hand-carved for him by one of the Vietnamese prisoners located near the Con Son Loran Station. Brock donated the cane to the Raffle. It was won by Vietnam Veteran Steve Petersen.



(Above) Shirley Ramsey pins a corsage on Rear Admiral Michael Seward's mom.



(Above) Admiral Seward with Pearl Harbor survivor Howard Hayes.



Thanks to everyone who attended and hope to see you all again in Baltimore in 2011. Semper Paratus!

(Left) The stars of the bar, brothers Dave and Scott Andrus. At every reunion-convention they honor their father's memory by serving as the bartenders. Not only do they tend bar but provide good fellowship and are always willing to pitch in wherever help is needed. Thanks guys!

Memoirs: Reserve Officers Course at USCG Academy in July 1942

On December 7, 1941, I was a 21-year old student in the School of Business, Indiana University, at Bloomington.

All males of my age had previously registered for the draft (Selected Service, as it was called), and so I knew that upon graduation I would be drafted. After two years in the ROTC program at Indiana I had no interest in the Army. My thoughts turned to the Navy's V-5 and V-7 programs, and this is where I assumed I would apply.

This thought changed, however, when I saw a recruiting poster for the Reserve Officers' Training program to be held at the Coast Guard Academy in New London. The program was of four months duration, and upon successful completion candidates would be commissioned as an ensign in the CG Reserve. The Coast Guard was not an unknown to me. As a lad I grew up playing on the beach alongside a Coast Guard life saving station located on Lake Michigan in Evanston, Illinois. The Coast Guard also operated a lighthouse in Evanston, and for reasons I do not remember my father had secured permission for my family to use the limited parking at this facility and the beach below.

But the poster "sold" me. I was captivated by the thought of Academy training. This seemed to me to offer so much more than the Navy programs, then at Northwestern University in downtown Chicago or at Columbia in New York City.

So I contacted the Coast Guard recruiting office in Chicago for more details. I was not disappointed with the literature sent and its description of the Coast Guard's program, especially the thought of serving on small ships as compared to a Navy battleship or carrier.

In early May, 1942 I made arrangement to come to Chicago for an interview and physical examination. I must have passed these tests because I soon received a letter saying I had been accepted for the program and that I would be called to active duty within several months.

When you are waiting for a new "adventure" time passes

very slowly. I suppose the thoughts going through my mind were not unique. Would I be capable of carrying out the demands of the service? How would I handle discipline? Although I was not married, I was engaged. How would absence affect our relationship?

In early July I received orders to report to the Coast Guard Recruiting Office, then located in Chicago's Federal Building, the last week in July. I thought this date would never arrive, but of course it did. My parents and my fiancé accompanied me to the Monon Railroad station in Bloomington for the overnight sleeper to Chicago. I suspect there was not a dry eye among us, me included.

Upon reporting I noticed there were 10 or 12 others who appeared to be headed for the Academy. I don't remember the paper work, which was certainly required, but upon completion, I was told to report back at 3:00. We would be taking the overnight train to New York and then on to New London.

When I reported back I was handed a large brown envelope which contained our orders, train tickets, etc. And then I was told I would be in charge of the group. I didn't know what this entailed until I was told in no uncertain terms that I was responsible for getting all members of the group to New London, and if I did not my introduction to service life would not be off to a very good start. I was aware that we had a change of trains in New York with several hours

wait. It didn't take much imagination to be very concerned with this. I suspected few of the group had ever been in New York City, and besides if one was to have a change of heart our transfer would be the place.

Happily all went well. The group arrived in New London intact. I suspect several were quite impressed by



Cadet Bartley at Reserve Officers Course at USCG Academy in New London.



Ed Bartley and other cadets aboard a small, private motor cruiser enroute to Plum Gut off Long Island.

the Pullman and meals in the diner. We had all seen pictures of Army personnel on troop trains, and this was not what the Coast Guard provided.

While on the train I repeatedly had this concern. When we arrived in New London I was instructed to call the Academy for transportation. As instructed I called the Academy from the train station for transportation. My concern was how was I to identify myself? Was I Ed Bartley, civilian, or did I have some military title? (I suppose I was not aware I was now an Apprentice Seaman). I can't remember how I solved this concern, but it proved not to be important.

Upon arrival at the Academy we were directed to Yeaton Hall, then the enlisted men's barracks, for accommodations and meals. The first assembly of my class that afternoon revealed a group of about 120. I suspect any group of recruits would be dressed pretty similarly. Several were dressed as if they were going to a business office, others were in work clothes, and some of us dressed as if we were still in college. Some were somewhat older than me, probably few were younger. But I'm sure all were just as apprehensive as I of what lay ahead.

At this assembly we were told that all of us would be on guard duty that night. I thought this was a bit strange since we were still in civilian clothes and none of us knew very much, if anything, about guard duty. At least I had familiarity, from my ROTC days, with the Springfield, model 1903 rifle, thankfully no ammunition. There were no incidents reported this night.

The next day we learned the meaning of scuttlebutt and how important it can be to a happy and successful service life. The scuttlebutt was that we would be at the Academy for just a few days awaiting completion of new facilities at Avery Point and then we would be moved there.

I remember well my first Sunday dinner. As we moved down the chow line additional food was placed on our plates. The last stop was ice cream and this was placed directly on top of the chicken — certainly a new taste sensation for most of us. I became aware that I would have

to find a new beverage at meal time. Milk, which I had been drinking all my life, was generally not available, hot tea was out of the question, and there never seemed to be water readily available. So it now had to be coffee.

Avery Point, built on the former Phil Plant estate, was a beautiful location at the point where the Thames River flows into Long Island Sound. I can't imagine a drill field anywhere that could surpass the beauty of this location. Unlike the Academy where two cadets shared a private room, we were birthed in one large room. All of the facilities were new and very adequate.

We were soon to learn that our first month was to be like "boot camp". Classroom studies and short order drill or physical conditioning from morn to dusk seven days a week. It seemed the only time to read mail from home was in the head. Of course, no liberty during this first month.

The physical conditioning program was sometimes a challenge for some of my classmates whose civilian work

was at a desk or not very active. Our instructors were two former members of the Chicago Bears professional football team. I remember well one day when we had all received several (perhaps more than several) vaccinations. The prescription from our physical conditioners was a VERY hard workout.

Shortly before the end of this first month, and in preparation of our appointment as cadets, we were measured for cadet uniforms. The uniform to be provided included dress blues, top coat, grey gloves, white shirts and black tie. The shirts were collarless and required a paper collar — not terribly comfortable. The other news was that as cadets we would receive a pay raise from the \$21 of an apprentice seaman to about \$65, as I remember.

In this initial month of training we were exposed to new vocabulary, that of the sea and ships. I suspect few of my classmates had in their vocabulary words such as port, starboard, bow, stern, mid ship, and many more. And of course there was now a 24-hour clock and 2-4-6-8 bells, and 8 bells did not necessarily mean 8 o'clock, but it might. The word that really intrigues me, then and now, was pogy bait, defined as a sweet such as candy or chewing gum.



Newly commissioned Ensign Ed Bartley.

Woe to you if pogy bait was found in your locker. If any readers know the derivation of this word, I'd be pleased to learn about it.

To the best of my knowledge not one classmate had an automobile with him. Nor can I recall whether marriage status would have been acceptable for admission. We simply did not have time to discuss personal affairs, and so the above never came up. Personal items were simply swept aside as we attempted to assimilate classroom material

I suppose it was not surprising that a few classmates, for a variety of reasons, could not measure up to the standards of cadet training. Their disappearance from our ranks was handled very quietly. One day they were with us, and the next day they were gone, and nothing official was ever said. I believe about 20% of the original class "bilged out".

As we entered our second month, classroom work became more interesting. Of all the subjects covered I particularly liked navigation—both piloting and celestial. These were the days before Loran and GPS. The subject I least liked was gunnery. I was soon to learn on the firing range that a .45 cal. pistol was not my forte. I believe I could have done more damage to a target by throwing the gun instead of shooting it. I recalled my experience at college when as a ROTC cadet I fired the Springfield rifle. The sergeant in charge said to me "son, you are the world's worst shot."

I had an advantage of many of my classmates since I had recently graduated from college and study habits were still fresh in my mind. Additionally I probably was in better physical condition because Indiana University required all male students to participate in a program. I felt sorry for some of my older classmates, perhaps a bit over weight, as we did our two mile runs. Looking back on our classroom work and with the experience of sea duty I would give very high marks to both the content of our course work and the



USCGC Bedloe (ex Antietam) at Coast Guard Yard in 1943. ENS Bartley was assigned to the Bedloe after graduation and participated in patrol and convoy duty in the Eastern Sea Frontier Command.

quality of instruction. A lot of very relevant material was crammed into four months. As we started this classroom work it was announced that the class would be divided for our final month. Those at the top of the class academically would train on 83 foot cutters and other small boats. The rest of the class would train on the square rigged Denmark, a beautiful tall ship. But I did not like heights, and the thought of climbing on rigging 30 to 50 feet or more above deck was NOT appealing at all. Consequently I dedicated myself to academic superiority and did have my final month on smaller boats, either 83' cutters or yachts taken over from private owners by the Coast Guard.

I suppose all of us can remember our first experience with seasickness. Mine occurred on a cadet cruise aboard a small private motor cruiser, donated to the Coast Guard for the duration, in Plum Gut off Long Island. This picture must have been taken before we reached Plum Gut — too many smiling faces. Note that all white hats are squared; I still cringe when I see a sailor with white hat on the back of his head.

Our classroom studies were Sunday through Saturday noon with Saturday afternoon and early evening free for liberty. Classes or some form of activity were held all morning, all afternoon and after dinner until about 9 o'clock. I do not remember any griping about this schedule. An experienced officer later told me that you will not see an unhappy crew if they are busy, but when hands

are idle griping will return. And I found this to be a true.

As I recall we were at Avery Point for the first two months and then at the Academy for the balance of the time. A very welcome break from the classroom was sailing instruction on the River. The Academy had a fleet of small boats, and our instruction included not only the theory of sailing but also rules of the road. One rule provided endless discussion — vessels under sail had the right of way over those under power. We wondered if the submarines going to and from their operating base, just across the river from the Academy, would give way to our small sail boats. Fortunately, none of us was stupid enough to test this rule of the sea.

Those of you who know the New London area will remember that it was not the greatest liberty port. About the only attractions were the dining room of the Hotel Mohican and a movie theater or two. But it was possible to catch a train for Providence, RI or New Haven if one wanted to have a change of scenery. Because drinking alcohol by cadets was against regulations it was necessary to order a drink served in a tea cup. Dress code for liberty was quite strict and to me very impressive. Many Saturdays the dress code often would be blues, with grey gloves and top coats carried.

Although the Academy grounds are not very large we seldom saw the regular corps of cadets except for one event. Periodically all cadets (regular and reserve) would march in review. Although we reserve cadets didn't make a big thing of it, It was our goal to "outperform" the regulars. In any event with the Academy band playing, flags, and all cadets in dress blues it was thrilling to me

I remember only one social event during our training. The women of Connecticut



Ed Bartley while serving as executive officer of CG Unit 335. The unit was charged with installing and operating LORAN stations on Guam, Ulithi, Saipan, Iwo Jima and Okinawa.

College, located across the street from the Academy, invited our class to a tea dance. We marched in formation, both to and from the college — very romantic.

About a month before our scheduled graduation Simpsons, a custom tailor of military uniforms, visited the Academy. I suspect they knew that upon commissioning we would receive a uniform allowance of \$150, as I recall. I bought another blue uniform, not because I needed it, but the material and tailoring were better than the cadet issue, I also purchased several khaki uniforms and a bridge coat which I wore but once or twice.

Graduation was in mid-December. There was not much of a ceremony. One day we were cadets, the next day commissioned officers, and that afternoon we were on our way to duty stations with a 10-day leave in route. This was war, and we were badly needed. Never once did my path ever cross a classmate's.

Unfortunately I was not able to attend whatever graduation ceremony there was, having come down with pneumonia and accordingly confined to the Academy's sick bay. I am happy to report this was my one and only occasion to be in sick bay.

Fortunately, I received my commission several weeks later. I have never regretted my decision to be in the Coast Guard and to have had the benefit of attending the Reserve Officers' Course at the Academy.

My wife has asked me several times "Why didn't you make more friends during your service years"? I've never had a very satisfactory answer other than one's life was so transitory — here today, gone tomorrow and deep friendships didn't seem appropriate.

I have attempted to find out how many reserve officers were commissioned during World War II. from the program at the Academy. I thought this statistic would be an interesting close for this article, but unfortunately this number doesn't seem to be available.

Edward R. Bartley



The National Vice President, Terry O'Connell did have a name on his name tag — even if it was spelled wrong.

continued from page 2

told me of his family. His grandfather, Eugene A. Coffin Senior retired from the Coast Guard a rear admiral. He was appointed a cadet in the Revenue Cutter school in 1907 and commissioned in 1910. He graduated flight school in 1917: designated Naval Aviator #59 and Coast Guard Aviator #8. He was the first commanding officer of *USCGC Taney*. He retired in 1950. His father was in the Academy Class of 1933 and retired a captain. He was the first commanding officer of *USCGC Tamaroa*. He was commanding officer of *USCGC Sebago* on Ocean Station Delta, in 1949, when an Air Force C-47 ditched in the North Atlantic one hundred yards from the cutter. Within eight minutes all four airmen were rescued uninjured. Eugene followed them with thirty-six years in the Coast Guard retiring as a Senior Chief Quartermaster. For eighty-five continuous years, from his grandfather's commissioning in 1910 to Eugene's retirement in 1995, The Three Coffins, served our nation in the United States Coast Guard and deserve, at the least, to be recognized for it by me.

Up Ahead Baltimore...Grand Haven

At the Business Meeting the members present voted to hold the 2011 Reunion-Convention in Baltimore and the 2013 Reunion-Convention in Grand Haven, Michigan, during Coast Guard Festival. We last held a convention in Baltimore in 1990, when the Coast Guard celebrated its Bicentennial year. The area has many allurements — historical sites, the Inner Harbor with the cutter *Taney* and lightship *Chesapeake*, Coast Guard Headquarters, the Coast Guard Yard and several smaller units. Grand Haven, known as Coast Guard City, is a magnet that draws Coast Guard ships, VIPs, veterans, and the public. However, for either of these sites to come off we need convention planning committee members to bring it to reality. If you live in either of these areas and want to help, please contact me at E-mail: psuscg@aol.com or phone: (321) 725-3753).

Enjoy life... it's an adventure!

Paul C. Scotti

You Could Get Bounced From TRICARE Prime

A new DoD policy aimed at "cleaning up" TRICARE Prime enrollment at military treatment facilities (MTF) could mean some significant changes for many Prime enrollees.

TRICARE has long had established travel access standards to help beneficiaries receive timely health care. The standards require that enrollees shouldn't be assigned a primary care manager (PCM) at a military hospital or clinic that's more than a 30-minute drive from the beneficiary's home address.

As a practical matter, DoD never really enforced that policy. But it will be enforced now.

If they want to continue to be seen in the MTF, current Prime enrollees in the U.S. who live farther away than a 30-minute drive from the MTF will have to request a waiver

of the drive-time standard from the MTF commander or the TRICARE Regional Office. Drive times will be determined by a computer program similar to MapQuest. Approved waivers will have to be renewed annually from now on.

Unless they apply for and are granted a waiver before October 1, enrollees who live more than 30 minutes (but less than 40 miles) from the MTF will be assigned a civilian primary care manager closer to their residence. Absent a waiver, those who live more than 40 miles from the MTF will be disenrolled from Prime and revert to TRICARE Standard as of October 1.

TRICARE contractors are mailing letters to all affected beneficiaries, providing detailed instructions on the waiver process.

Get Your DD-214 Online

The National Personnel Records Center (NPRC) now provides the following website for vets to gain access to their DD-214's: <http://vetrecs.archives.gov/>.



Eugene A. Coffin III and his wife made a donation to the Association on behalf of "The Three Coffins." From 1910 to 1995, his grandfather, father, and himself gave continuous service in the United States Coast Guard.

Auxiliary News

Looking at the photographs my husband and I took on our three-week car trip to Reno from home in Florida and back, gave us cause to smile as we recalled many special people and events.

We thank Terry and Rene O'Connell for a special two-day visit at their home. It was fun to get to know them better. They are unique people. Rene shared about their trip to East Germany after many years away. She shared it again at the Auxiliary Luncheon.

Paul and I were married in Reno, March 7, 1967 and during our stay in Reno we saw the Court House where we were married, for the first time since then. We wondered if the motel that we had stayed in forty-two years ago was still around. We were pleasantly surprised to find it still in business. Before the



Shirley Ramsey presides over the Auxiliary Luncheon. She has served as Auxiliary President for five terms (2000 – 2009).



Liz Scotti is the the new Auxiliary president but she is not new to that office. She was the first Auxiliary president (1988-1990) and served again from 1998-2000. Hmmm. There seems to be a ten-year pattern here.

board as secretary-treasurer. She has done an outstanding job and I am glad to have her counsel at hand.

Welcome aboard to Kim Hampton our new vice president. I look forward to getting to know and working with her.

It was heartwarming to see so many familiar faces at the reunion. For those we missed seeing we hope you will be at the next reunion in 2011.

I wish all of you calm seas.

Liz Scotti



Mary Lou Herbert, standing, with her sister, Marlene, and brother-in-law, Don Seidel at the Auxiliary Luncheon.

reunion we stayed with friends and saw two couples we had not seen in many years.

At the All Ships Reunion I was reunited with old friends from Governors Island days, and at our reunion I met two men that Paul had spoke often of that he served with in Vietnam. They last saw another in 1968.

I want to thank Shirley Ramsey for serving as Auxiliary President for so many years and for remaining on the



At the Auxiliary Luncheon new officers were elected and sworn into office. They are Liz Scotti, president (center); Kim Hampton, vice president (right); and Shirley Ramsey, secretary-treasurer (left).

CGCVA Small Stores

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

CGCVA BASEBALL CAP

Blue/black, gold lettered CGCVA with logo, full back. One size fits all. Plain visor **\$12.00** With senior officer scrambled eggs on visor. **\$16.00**. Add **\$3.00** and up to six gold letters will be sewn on the back of your cap. Example: "TOMMY". Regular CG Baseball Caps, blue or pink \$16. Add name \$3.00.

CHRISTMAS TREE ORNAMENTS

255' Owasco Class; 378' Hamilton Class; 270'; and 210' Classes; and USCGC Mackinaw. Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. **\$8.00** each (shipped in display box).

BOOKS

"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.

CAP, CGCVA GARRISON

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

PATCHES (some shown here)

CGCVA (small) **\$4.00**. CGCVA (large) **\$5.00**. RONONE, CON-SON, ELD-Eagle, Market Time, and Squadron Three. **\$5.00** each. Tonkin Gulf Yacht Club **\$6.00**.

(Phone or email Baker about CGCVA embroidered white hooded shirts)





Coast Guard Combat Veterans Association

MEMBERSHIP APPLICATION

(Please Print Clearly)

Personal Data

Name: _____ Date: _____
Last First Init.

Address: _____
Street

City/State/Zip Code: _____

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

Do you have two (2) residences? Yes _____ No _____ (This is for Quarterdeck Log mailings)

If Yes, please furnish the below information:

Address: _____

City/State/Zip Code: _____

Telephone: _____ When There? From: _____ to _____

Sponsored By: _____

Military Data

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

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

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

Signature: _____ Date: _____

Dues: \$30.00 for two (2) years. Amount of Membership Dues Enclosed: \$ _____ **Make checks or money orders payable to: CGCOMVETS** and mail to: Gary Sherman, LM, CGCVA National Secretary-Treasurer, 3245 Ridge Pike, Eagleville, PA 19403. Phone: (610) 476-8061. Email: cgcva@comcast.net

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

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

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(Above) Bill Figone clutches Chieu Ho as if someone might try to take him away. Bill was top bidder in the auction to give the mascot a home for the next two years.

(Right) Maggie and Bill Figone were the Grand Prize Raffle winners of the "Point" class patrol boat from Miniature Dream Works. The model on the table is an example of one. That model was donated by Terry O'Connell, for subsequent auction to raise funds for the Association.

2009 CGCVA Convention & Reunion

***... and the winners
are...***

