



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 25, Number 2

Summer 2010

USCGC Stratton Christened By First Lady

Newest Coast Guard Cutter Honors SPARs First Director, CAPT Dorothy C. Stratton, USCGR

Two powerful swings is all it took for first lady Michelle Obama to christen the Coast Guard's newest national security cutter, Stratton, July 23rd on Pascagoula's Singing River Island.

Stepping back from the bow of the ship and drenched in sparkling wine, Obama smiled widely and eyed the 418-foot cutter *Stratton*, which will help the Guard carry out rescue missions, defend against drugs and regulate fishing, among other tasks.

"Believe me," the first lady said, "I am humbled that its namesake is the first

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(Above) Coast Guard Commandant ADM Robert J. Papp, addresses the SPARs at a christening ceremony for Coast Guard Cutter Stratton, July 23, 2010. The cutter is named in honor of Capt. Dorothy Stratton who was appointed director of the SPARs in 1942 by ADM Russell Waesche. (Photo by PO3 Casey J. Ranel)



(Left) First Lady, Michelle Obama, christens the Coast Guard Cutter Stratton by breaking a champagne bottle over the bow of the cutter, July 23, 2010. The act of christening a ship is a 4,000-year-old tradition and Mrs. Obama is the first, first lady to sponsor a Coast Guard cutter. (photo by PO3 Casey J. Ranel)

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THE QUARTERDECK LOG

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From the President

Envoy Response

Thank you to all of you who have contacted the National Secretary to be put on our CGCVA Envoy list. We have had a strong response. As we get requests for Association representation at events and ceremonies in your locale you will be contacted. This is an on-going program so you may volunteer to be on the list anytime.



Paul C. Scotti

Term Limits

At the 2011 Reunion-Convention, Terry O'Connell, the vice president and I will have served two successive terms in office. Our by-laws prohibit three terms in a row for the president and vice president. With that in mind start thinking about who you want to be the next president and vice president. Terry O'Connell has declined running for the presidency because of other commitments. Remember, individuals nominated for office must be present at the Reunion-Convention business meeting.

LORAN Duty Service Medal

The Coast Guard Medals and Awards Manual states that personnel serving in Thailand, Laos or Cambodia in direct support of operations in Vietnam from 15 March 1962 through 28 March 1973 are authorized the Vietnam Service Medal. This means that Coast Guardsmen that served in the Southeast Asia Loran Network units have earned this medal. But, because the Loran stations are not listed by name it could result in a bureaucratic run-around when a veteran applies for the Vietnam Service Medal. Chris Dailey, an original crew member of Sattahip Loran Station in Thailand, brought this to my attention. He contacted Coast Guard Headquarters and I wrote a letter to the commandant on behalf of the Coast Guard Combat Veterans Association, to have this matter looked into and corrected. As a consequence, in the next update of Enclosure (16)

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

From the President

to the Coast Guard Medals and Awards Manual these units qualifying for the Vietnam Service Medal will be added: Loran Stations Lampang, Sattahip, and Udorn.

Honor Flight Network

If you are a World War II veteran and have never been to Washington D.C., because of poor health and no money, to view the World War II Memorial dedicated to you, there is a group that will fly you to Washington DC free and will provide a “guardian” to escort you to it and other memorials. The program provides this service for Korean and Vietnam veterans, as well. Life member, John J. Ancellotti recently escorted an Army and a Navy veteran to the memorials. There were eighty-eight veteran participants overall. John said, “What an honor it was to spend the day escorting them and being in their presence.” To learn more about getting in touch with a local Honor Flight Chapter to be flow to Washington DC, or to take part as a guardian (veteran escort), go to <http://www.honorflight.org>.

Sgt. Mike

If you were reading *The Navy Times* in the late 1960s you will recall the single panel cartoon series With Sgt. Mike in Vietnam. Recently, I came across an envelope that I had squirreled away with 328 of these cartoons that my wife and I had clipped out of the newspaper. Rather than rebury them I pasted them on sheets of paper, slipped them into plastic sleeves and put them in a three-ring binder. The other day I showed it to couple of Marine Corps Vietnam

Veterans to lighten up their day. Here are some samples from the cartoon series.

Cooks in all of the military services do a superb job in nourishing the troops, nonetheless, they are also a great source of humor (which means the troops are content).

-- A couple of Marines at chow, “The Marine Corps buys the best chow around an’ then goes an’ sends its cook t’school t’teach ‘em how to ruin it.”

-- Marine to cook, “Dish it up, I’m insured.”

-- One Marine asks another Marine, “What’s the ‘C’ in C-rations stand for?” The other replies, “The ‘C’? Contaminated would be my guess.”

-- A Marine asks a corpsman, “Got anything for C-rationitis?”

-- Two Marines talking, “Cool it will ya...the CO said if he hears one more crack about th’ C-rats he’s gonna fly in the cooks.”

And one of my favorites, that deals with tactics, has a war strategist at a meeting saying, “Men, the way I see it, we gotta invade the north t’ make room for troop increases.”

Enjoy life...it’s an adventure!

Paul C. Scotti



From the Secretary

Shipmates... For this issue, I have a couple of important administrative items that need to be mentioned:

First, if anyone tries to contact the CGCVA Administrative Office at 610-539-1000 please keep in mind that we won't be answering the telephone, "Hello... Coast Guard Combat Veterans Association". The reason is that this telephone number is for my Nationwide Insurance agency and, unfortunately, I'm one of those folks still working and trying to keep the government in tax money. However, since I'm the boss (at least here at the office), I can take your call anytime you need to get in touch with the Association's national secretary.

Second, if you are paying your CGCVA membership dues, please mark your check for "Membership Dues". Some CGCVA members have indicated that the payment is for the *Quarterdeck Log*. That's a great way to get listed as a *Quarterdeck Log* Booster, but, at the same time you could have your membership expire. Any checks for \$30 get checked against the members account, but if you are combining both membership dues and a *Quarterdeck Log* Booster donation please indicate such so your dues payment doesn't get overlooked. (Personally, I blame the computer).

Finally, how about a contest? How about "register a new member, and get a one-year membership free"? How's that sound? I haven't gotten that approved by the Officers and Trustees, but it may be a great way to keep this association going. Let me know what you think, and if you have any other ideas, please don't keep them to yourself! We have a great association but we can always make things better

Shipmates, I can be reached at cgcva@comcast.net or secretary@coastguardcombatvets.com.

Semper Paratus!

Gary Sherman

Welcome New Members

New Member

Gilbert A. Ebright
Neil J. Gibb, Jr.
Mario S. Cerna
Richard J. Derfus
Benedict J. Mackiewicz
Warren S. Krug
John F. Udlinek
Colin J. Woodbury
Alvin L. Beal, Jr.
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Joe Kleinpeter
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Joe Kleinpeter
Joe Kleinpeter

Crossed The Bar

Douglas L. Altizer
Phillip L. Kenney, LM
Edward R. Michaels
PNP Chuck Nance, LM
Lawrence E. Parrish, LM
Louis Rua, LM
VADM Thomas R. Sargent, III, LM
Harlan J. Spaulding, LM
Walter R. Terry, LM
Francis W. Wandrocke, LM

*When faced with a challenge, look
for a way, not a way out.
— David L. Weatherford*

CGC Stratton Christened By First Lady continued from page 1

woman to serve as a commissioned officer in the United States Coast Guard — one of the true pioneers in American history — Capt. Dorothy C. Stratton.”

Stratton, born in 1899, was the first director of the SPARS, the Guard’s women’s reserve, during World War II. She named the SPARS by combining the Coast Guard motto “Semper Paratus” and its translation “Always Ready.”

The SPARs, Commandant ADM Robert Papp Jr. said during the ceremony, “became our supporting beam in the Coast Guard.”

Stratton oversaw more than 10,000 enlisted women and 1,000 commissioned officers in the reserve until 1946, and she was later awarded the Legion of Merit for that service.

“As a woman, and as a mother of two daughters, as an American, I stand in awe of her life of service,” Obama said of Stratton. “And after all these years later, all of us — whether you’re a woman or a man, Coast Guard or another service, whether you’re military or civilian — every American can be inspired by her example.” Obama is the first first lady to sponsor a Coast Guard vessel.

ADM Papp, U.S. Rep. Gene Taylor, D-Bay St. Louis, and a host of other elected officials joined the first lady for the shipyard ceremony. Although christenings are “a time-honored tradition for all our nation’s sea services,” Napolitano said, the ceremony held special meaning. “As we stand before the *Stratton* and prepare to enter her into service, we are reminded of the indispensable role the Coast



ADM Sally Brice-O'Hara talks with Coast Guard SPAR Charlotte Bart during a SPARS luncheon honoring the Coast Guard Cutter *Stratton*, July 22, 2010. (Photo by PO3 Casey J. Ranel)

Guard plays in the protection of our nation, of our citizens, and our maritime commerce. From its operations overseas in support of our troops, to its work intercepting illegal drugs and contraband off our shores, to its efforts protecting our ports and waterways here at home, we rely on our Coast Guard every day to address a broad range of national security threats and challenges.”

Stratton “reflects our commitment to achieve that goal,” she said. “It embodies our drive to constantly innovate and evolve our maritime capabilities and leverage technology to our greatest advantage.”

Among the 3,000 audience members were about 20 women from the SPARs group, flown in from all over the country and all indebted to Dorothy Stratton.

Notices & Association News

Remembering Our Lost Comrades

Previous *QD Log* issues have documented PNP Joe Kleinpeter’s quest to visit all the overseas American cemeteries where Coast Guardsmen are buried and place a coin at each grave. He also presents a plaque to cemetery supervisors. Upon learning that the other U.S. Armed Forces provide representatives at these cemeteries on Memorial Day, Joe wondered why the Coast Guard did not. He discussed the situation with President Paul Scotti and a letter from the Association was prepared for the Vice Commandant, providing suggestions so that the Coast Guard

would also be represented at those overseas cemeteries.

Joe also produced handsome wooden flag boxes (see photo on page 6) to be used for special occasions. He also provided the entire USCG corps of chaplains with lists of the USCG personnel interred overseas and mementos related to the Four Chaplains (right).





Tile cover (left) of flag box and open box (right)

“High and the Mighty” Article

The article about the movie “The High and the Mighty” stated a CG amphibious plane was sent to intercept the stricken aircraft. The CG plane was a B-17, which the CG flew after WWII. B17s however, were not amphibious.

Other CG movies were “Onion Head” with Andy Griffith, “The Fighting Coast Guard” with John Wayne, and “Sea of Lost Ships”.

In May, I returned from the 25th reunion of the *CGC Campbell* which was held in Mobile, AL. I visited the CG Aviation Training Center in Mobile and also the Naval Air Museum in Pensacola, FL. Next year I plan to go to Myrtle Beach or Jacksonville (I’m partial to Jacksonville due to its

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:

Cameron Palmer	Eugene Dugan	Robert Olsen	George Werth, Sr.
Michael Kristula	Wilton Lisk	David Moyer	Les Burkins
Edward Withrow	Neil Gibb, Jr.	Edward Bartley	Edward Bachand
Howard I. Smith	Joe Kleinpeter	John Morton	Dave Meadows
Robert Wines	Gene Costill	Robert Urban	William Michels
Gary Sherman			

Robert Reichstetter in memory of PNP Jack Campbell
Stanley Syrek in memory of CAPT Curry, USS Pride (DE-323)
Baker and Marylou Herbert in memory of PNP Jack Campbell
Virginia Cosgrove in memory of Neal Saffer

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.

being near St Augustine. I lived there during WWII while my father was Supply Officer on CG-manned transport *USS Centauraus*.

LCDR George P. Spaniol, USCG (Ret.)

Request For Assistance

I have resumed work on a book project regarding USCG WWII Amphibious Operations and I would greatly appreciate hearing from any Coast Guard veterans who were involved in amphibious operations in any theater from 1938-1945. I can be reached by mail at 99 Fort Meadow Drive in Hudson, MA 01749-3138, email at cgamphibs@gmail.com or by phone at 978-562-9873 (between 0830 and 2100 EST).

Michael Walling

WHEC's Served in Vietnam Too

Mr. Echol's article regarding USCG service in Viet Nam only told of the 82-foot patrol boats although most of the USCG personnel serving in Viet Nam were on board our larger cutters, the 255-, 311-, 327- and 378-foot class, I don't have all the names at this time, but every cutter in the high endurance class served in the Viet Nam war zone. The article stated "the larger cutters 255s, 311s and 378s (which didn't even include the most famous class of cutter the 327-foot Secretary class) would cruise patrol areas about 25 miles off shore. In actuality, many times we closed within 500-700 yards of the beach, with only about 10 feet of water under the keel. I was Supply Officer on the *CGC Dallas* and we fired 7,665 rounds of 5", which included RAP (rocket assisted projectiles). We actually shot the barrel out, having to replace it with a new one in Subic Bay. Two of our 327-foot cutters, the *Taney* can be seen in the inner harbor in Baltimore and *Ingham* recently was moved from Charleston and is now in Key West,

LCDR George P. Spaniol, USCG (Ret.)

It's A Small World

I'm a member of a Lutheran Church in Bloomington, Minn., where we have a Bible Study Group. When members drop out we try to fill in with new members. So when a new couple joined the group I didn't ask many questions at first but when I ended up sitting next to Norman & Jeanne Roloff it was just a natural thing to compare our lives, family, etc. Norman and I were about



CGCVA member Bill Findlay (wearing his original uniform) represented the Association and the Coast Guard at a Welcome Home for all Wisconsin Vietnam Veterans held in Lambeau Field in Green Bay May 21-23. Bill reported the event was very well attended by Vietnam vets, other veterans, friends and families, Hmong, Vietnam Nationals and members of the Oneida Nation. Many people were not aware that the Coast Guard had a presence in Vietnam. Bill met one other CG Squadron One veteran, from Pt. Marone in 1967. Bill shared his pictures of the Pt. Marone in 1969 just after she was hit in her forward ready locker, where mortar rounds are stored. Many Navy River types stopped by to chat as they did not have any display of their own. Bill reported he could have sold many of his patches and books and that the evening program was tastefully and honorably presented. The most profound comment he received was from a Madison holdover from the Sixties asking him if he knew where the Veterans for Peace Booth and/or Table was. Bill responded by saying, "Most of us here are 'veterans for peace'," [and we do not need a special table to express that inspiration]. Bill's most humbling encounter at the event — two Gold Star Mothers from Milwaukee; one who lost her son in Vietnam, the other who lost her son in Iraq.

the same age and he asked me if I had ever served in the military. I told him I had, in World War II. He said, "So did I." He asked me what branch of the service and I told him the Coast Guard. He said, "So did I." Next we determined that we both went to boot camp at Manhattan Beach in Brooklyn, N.Y. during Oct-Nov 1942. This was really getting interesting.

Our wives and others had overheard our conversation so they continued to listen. Norman asked me where I went after the four weeks of boot camp and I told him Boston Receiving Station and he said, "So did I." We then both shared several stories of our time in Boston and what we

did afterwards. It's funny how you can recall so vividly things that happened in your early years, even after decades.

It truly is a small world. After serving together for several months (but not knowing it), we went our separate ways in our Coast Guard days but then met after many, many years. So now, when the church commemorates Veterans' Day in November, both Norman and I proudly stand as the congregation's two Coast Guard veterans — and we're both CGCVA members too. **LM Iver J. Anderson**

WWII Vet Remembers *Easter 1945*

Easter Sunday 1945 will always be a day to remember for Raymond J. Pasek. That's because he was aboard the CG-manned *USS Dickman (APA-12)* as it was involved in the invasion of Okinawa on April 1st. The invasion came just five days before the U.S. dropped the first atomic bomb of Hiroshima. Pasek and his fellow Coast Guard crew members were also involved in the D-Day invasion of Normandy, France on June 6, 1944, and an invasion of southern France on Aug. 15, 1944.

April Fools Day 1945 was no joke for Pasek and his mates. A typed letter written by a crew member described in detail what the April 1st invasion of Okinawa was like for Pasek and others on the *USS Dickman*, an old transport ship converted into a troop ship during wartime. "What an Easter Sunday morning that was," reads the yellowing, three-page letter Pasek saved along with other war memorabilia. "No Easter egg hunting that morning — this was the real thing. First there was the rumbling of big guns, and we could see flashes too in the distance."

Then as dawn broke, Japanese fighter planes raced toward the U.S. ships off shore of Okinawa. "You should have seen the reception they got," the letter reads. "All the ships started belching out anti-aircraft (fire) at once and the sky was full of tracers and flak." One by one, many of the Japanese airplanes "would burst into flames and plummet down to the water with a big splash."

Shell fire from Japanese troops on shore came within 50 yards of the *Dickman*. Very quickly though, U.S. airplanes flew towards the shore "and that was the last we heard or saw of the enemy shore batteries," the letter reads.



Raymond J. Pasek holds up a picture which was reproduced in Life Magazine. The picture is of an ammunition ship being blown up as seen from his ship, the USS Joseph T. Dickman. (photo by Dave Roback)

During Okinawa and the other invasions, Pasek's job was primarily damage control. "I took care of the landing craft," he said, adding, "Say the (landing) ramps were shot up a little, I'd patch the holes." After leaving the Coast Guard in 1945, Pasek continued repair work on other materials as a welder, before working for the Holyoke, N.J. fire department. **(Courtesy of Ken Ross)**

The BP Oil Spill: *An Unprecedented Response*

When I was a junior officer fresh out of the Coast Guard Academy in 1971, a crusty old warrant officer told me that an idea of mine was in the "too hard to" do locker. The implication was that some problems are unsolvable and thus get banished to innovation purgatory.

I invoked that line last May at the memorial services for retired Chief Warrant Officer Bernie Webber, who almost five decades ago accomplished what is regarded as the greatest small-boat rescue in Coast Guard history. In February 1952 Webber and his three crewmen maneuvered a surf rescue boat over the Chatham Bar on Cape Cod in gale-force winds. They rescued 33 crew members from the stern of a tanker that had broken in half in a storm. Bernie taught us all that day how to create the art of the possible where none appears to exist, and gave 33 people back their lives. He had opened the "too hard to" locker.

Our country encountered this sort of seemingly impossible-to-open locker on April 20. The explosion, subsequent fire and ultimate sinking of the offshore drilling rig *Deepwater Horizon* led to the biggest oil spill in U.S. history. Eleven lives were lost. This summer, we watched the uncontrolled discharge of tens of thousands of barrels of crude oil into the Gulf of

Mexico every day. The disaster caused economic deprivation and put at risk an entire way of life.

A “fail-safe” system had failed; there was no human access to the source of the oil. Despite the mobilization of countless resources from the start, the response was

Farewell to Barry C. “Chuck” Nance

CGCVA Founding Member Barry “Chuck” Nance crossed the bar on August 1st in San Augustine, Texas. He was born April 15, 1947 and served aboard *CGC Point Clear* in Vietnam. As the owner of Cane River Cruises in Natchitoches, LA, he took Liz and Paul Scotti on a tour boat ride in November 1991 (photo at right).



criticized by some as inadequate and feeble. Much as Tip O’Neill told us about politics, it turns out that all oil spills are local.

Yet four months later, the landscape and seascape have changed. We now know that 53,000 barrels were likely

Farewell to VADM Thomas R. Sargent, III

CGCVA Founding Member VADM Thomas Reece Sargent, III, crossed the bar on May 29th in Kale San Marcos, Calif. Born in Woolwich, Plumstead, just south of London, England on Dec. 20, 1914, Sargent immigrated to the U.S. in 1922, coming through Ellis Island, N.Y., and eventually to New London, Conn. He graduated the Coast Guard Academy in 1938 and served aboard *CGC Tahoe* and *Modoc*. While on Neutrality Patrol during WWII, *Modoc* encountered the German battleship *Bismark* and reported the position to the British who were chasing the ship. Sargent also served in cutters *Bibb*, *Winnebago*, and *Duane*, as well as the CG-manned Navy sub-chaser *USS PC-469* and the *USS Sandusky*. Sargent was selected as the civil engineering project officer for the top secret Loran-C construction project in Southeast Asia known as “Tight Reign”. As Civil Engineer of the Coast Guard, Sargent was part of the team that designed and approved the distinctive red and blue USCG racing stripe that has been emulated by coast guards throughout the world. Sargent was promoted to RADM in 1967, serving as 11th District Commander, then as Coast Guard Chief of Staff and later Vice Commandant as VADM. He retired in July 1984.



VADM Sargent is survived by Lucy, his wife of 72 years, as well as a daughter, two sons, and grandchildren.

Editor’s Note: In the summer of 1984, VADM Sargent discussed arranging a reunion of Southeast Asia Coasties with CWO4 Baker Herbert. Notices were placed in various military magazines and in July 1985 a meeting was held at Indian Lakes Resort, just outside Chicago. From that small gathering, Bill Hoover and Paul Scotti set up what is now the CGCVA. VADM Sargent and his wife Lucy attended several CGCVA reunions. VADM Sargent’s ashes will be inurned at the Columbarium at Arlington National Cemetery at 1300 on November 4, 2010.



U.S. Coast Guard petty officer James Carovano, a member of the Deepwater Horizon Plaquemines Branch safety office, holds a laughing gull that he found struggling to stay afloat near the forward operating base in Venice, La. The bird was transferred to U.S. Fish and Wildlife Service personnel. Carovano, a Coast Guard Reserve member from Station Channel Islands, Calif., served a 90-day deployment in support of the Deepwater Horizon Response. (photo by PO3 Henry G. Dunphy)



(Left) A worker power washes boom at the Deepwater Horizon Response Plaquemines Branch decontamination unit here, Aug. 19, 2010. As the workboats collect boom and deliver it to the decontamination area, personnel repair and clean it for use in a future response. (photo by PO3 Charly Hengen)

escaping each day from the well, but the well was capped on July 15. And while nearly five million barrels were released into the gulf, we are beginning to understand what happened to it.

We also know we mobilized the largest public- and private-sector disaster response in this nation's history. This summer we did things

that have never been done before: We employed 7,000 vessels of opportunity, a waterborne militia that has no precedent. We took control of the air space in the Gulf of Mexico to improve flight safety and more effectively employ air surveillance from the same base that defends North America from air attack. We mobilized the largest number of oil skimmers and deployed more containment boom than ever before in our country. In the process, emergency regulations authorizing the relocation of response equipment from across the country were issued in a matter of days.

It was more than just marshaling forces on the water and on the shore. Nearly every agency of the government was involved, and not only the ones you would expect, such as the Coast Guard, the Environmental Protection Agency and the National Oceanic and Atmospheric Administration, but

also the Defense Department, the U.S. Fisheries and Wildlife Service, the Occupational Safety and Health Administration and others.

We stood up a special science team, led by Energy Secretary Steven Chu, who oversaw every technical aspect of the well-kill efforts. The science team also got us a precise flow rate and an oil budget that estimates where the oil went.

Led by the president, the first lady and the vice president, administration officials have made more than 75 trips to the region; all had responsibility for some portion of our response.

We responded with government effort at all levels that moved beyond the tactical issue of oil on the water to address socioeconomic effects, public health, long-term environmental impact, and responsive near-term emergency services and support. Again, we have done things on a scale with no precedent. Did we learn things along the way? Absolutely. We should have done some



Tom Mackenzie, a U.S. Fish and Wildlife Service spokesperson, explains to members of the media the effects of oil on the marine environment while conducting a tour of pelican rookeries and other sensitive islands, Aug. 20, 2010. Since the Deepwater Horizon incident, Mackenzie and teams of other wildlife experts have searched for and captured wildlife negatively impacted by the oil spill. (photo by PO3 Class Erik Swanson)

things sooner, like taking control of the airspace and transitioning from boom to skimmers.

Is there more work to do? Certainly. Our estimates suggest a quarter of the oil that leaked could still be in the water. What's left is breaking down, but that doesn't mean it isn't a threat, and we won't stop going after it until it's gone. Do laws and regulations need to be revised? Of course. Do we have all the answers to long-term effects to the environment from the oil spilled or dispersants used? Not yet, and we should not add to the cost of this spill by failing to learn these things.

It hasn't always been pretty, but we have opened the "too hard to" locker. We are poised to finish this response and move to long-term recovery. It has been one of the more consequential exercises in adapting the elements of national power together with local government and the private sector to deal with problems of unprecedented complexity. No one is claiming victory or "mission accomplished" at this point, nor should we.

We should, however, recognize what has been done.

ADM Thad Allen, USCG (Ret.)
(Courtesy of The Washington Post)

No More Paper Savings Bonds Through Payroll Savings Plans

The U.S. Dept. of the Treasury will soon stop offering paper savings bonds through payroll savings plans. As of Sept. 30th, federal employees will no longer be able to purchase paper savings bonds through payroll deduction. The end date for all other (non-federal) employees is Jan. 1, 2011. While paper bonds will no longer be available through payroll savings plans, you can continue to save automatically using TreasuryDirect, a free online system that allows purchasing, managing, and redeeming electronic (paperless) savings bonds 24/7. At the site you can purchase Treasury marketable securities (bills, notes, bonds, and Treasury Inflation Protected Securities) as well as convert the paper savings bonds you

already own to electronic ones using a feature called SmartExchange. To set up a payroll plan using TreasuryDirect:

- (1) Go to www.treasurydirect.gov and create an account.
- (2) Ask your employer for a direct deposit form to have them automatically send monethe funds to purchase electronic savings bonds and/or other Treasury securities.

TRICARE Update

Preauthorization is now required for care at a skilled nursing facility (SNF) when medically necessary skilled-nursing services extend beyond Medicare's 100-day limit and TRICARE becomes primary payer. This means for skilled-nursing care benefits to be covered, the facility must be Medicare-certified and enter into a participation agreement with TRICARE. Should an SNF fail to attain preauthorization, a beneficiary is responsible for full payment or must transfer to an authorized SNF.



Memorial Day Salute

David Brostrom was remembered as the second of 21, representing Coast Guardsmen, at the Memorial Day 21 Veteran Salute at the Vietnam Unit Memorial Monument in Coronado, CA. The CGCVA put forward David's name to the event's committee and then put members of the Brostrom Family in touch with CDR Bob Bolger, USN (Ret.) who coordinated the event. Bolger served on a Swift Boat (PCF) in Vietnam in 1966-67 and on several occasions received combat support from USCG 82-footers. (Above) Bob Bolger, David Brostrom's sister Rilda, and her husband Roger Matthews.

Care must also meet the TRICARE medical necessity guidelines; a beneficiary must have a qualifying hospital stay of at least three consecutive days, not including the day of discharge; and a beneficiary must enter the SNF within 30 days of being discharged from a hospital.

VA Increases Co-Pays For Some Vets

The Dept. of Veterans Affairs (VA) increased pharmacy co-pays by one dollar (from \$8 to \$9) for each 30-day supply of outpatient prescriptions effective July 1, 2010. This policy change applies to veterans in Priority Groups 7 and 8, and does not impact veterans in Priority Groups 2 through 6 who will continue to pay \$8 for each 30-day supply of medications for their non-service connected conditions. Veterans who have an injury or illness connected with their military service resulting in a disability rated at 50 percent or greater (Priority Group 1 veterans) are exempt from the co-pay. Veterans in Priority Groups 2 through 6 will also continue to have their out-of-pocket expenses for VA outpatient medications capped at \$960 per calendar year.

Funeral Honors Update

Military Funeral Honors have always been provided whenever possible. However, the law now mandates the rendering of Military Funeral Honors for an eligible veteran if requested by the family. As provided by law, an honor guard detail for the burial of an eligible veteran shall consist of not less than two members of the Armed Forces. One member of the detail shall be a representative of the parent Service of the deceased veteran. The honor detail will, at a minimum, perform a ceremony that includes the folding and presenting of the American flag to the next of kin and

Where Are They Now?



The above photo was taken March 4, 1998 at the Coast Guard Yard when USCG World War II veterans representing the seven famed cutters of the "Secretary" Class gathered to dedicate a time capsule filled with memorabilia of the 327-foot cutters. The plaque shown marks the spot where the time capsule is buried at the Shipyard's Veterans' Monument. A similar plaque was placed on the sunken CGC Duane, which is now a part of the Florida Keys National Marine Sanctuary near Key Largo, in November 1997. The festivities concluded a year of celebrations honoring the 60th anniversary of the 327-foot cutters built in 1936-37 and named for former Secretaries of the U.S. Treasury.

the Playing of Taps. Taps will be played by a bugler, if available, or by electronic recording. Funeral Honors are provided by DoD at no cost to the family.

The Services request at least 48 hours in order to organize the funeral honors detail. Military families of eligible veterans request funeral honors through their funeral director. The funeral director will contact the appropriate Military Service to arrange for the funeral honors detail. Your funeral director will assist you in obtaining a flag.

To see a list of funeral directors by state and service, go to: http://www.militaryfuneralhonors.osd.mil/hnrs/owa/director.show_select. A Presidential Memorial Certificate will be provided upon request. This is a parchment certificate with a calligraphic inscription expressing the nation's grateful recognition of an honorably discharged, deceased

USCG Helicopter Crash Claims Three



A Coast Guard 25-foot response boat crew from Station Quillayute River, Wash., along with local emergency response personnel search the water near James Island, Wash., for crew members and wreckage from a Coast Guard MH-60 Jayhawk helicopter, which crashed July 7, 2010. The crew of the helicopter was returning to Sitka, Alaska, when the Coast Guard lost contact with them. (Photo by Petty Officer Nathan Littlejohn)

veteran's service in the Armed Forces. The veteran's name is inscribed and the certificate bears the signature of the President.

VA Blue Water Claims Update

The latest VA Blue Water Claims Update 11 has added "All U.S. Coast Guard Cutters with hull designation WPB (patrol boat) and WHEC (high endurance cutters)" to the list of ships that are presumed to have been exposed to Agent Orange. The VA notice notes: "If you served on any of these mentioned ships and you have had a claim denied, you should reapply citing the VA list as the source for your reapplication." If you have a claim and evidence the ship you served on was in Vietnamese waters and/or actually tied up to a dock there, make sure you include that with your claim.

Employed Retirees Get TRICARE Coverage with Cafeteria Plan

Until recently, civilian employers were prohibited from offering military retirees incentives to use TRICARE instead of the health care insurance offered by the employer. Thanks to a ruling that took effect on June 18, 2010, civilian employers can once again offer a TRICARE supplemental plan to retired military employees through their company's cafeteria-style health

Coast Guard Day In Kuwait



CAMPARIFJAN, Kuwait – LT John Titchen, PO2 Mike Franco, MCPO Carl Granquist, PO2 Bonnie Wysocki, MCPO Mark Moore, PO1 Tom Carry, PO2 David Tonon, and PO1 Mike Brennan joined more than 1,000 members from the U.S. Army, Air Force and Marine Corps to celebrate Coast Guard Day by participating in the Coast Guard Day 5K, Aug. 4, 2010. "It was awesome that they remembered us and celebrated Coast Guard Day," said Tonon, a marine science technician and hazardous materials expert. "It definitely gave me some pride to be out there in a Coast Guard t-shirt and Coast Guard shorts in the middle of all these Army and Air Force folks." (U.S. Coast Guard photo)

insurance options. Employers are still prohibited from offering incentives to military retirees who leave employer-paid insurance plans and use TRICARE instead. The new regulations, however, allows working retirees to pay TRICARE premiums with pretaxed dollars.

Congratulations Graduates

Each week at graduation ceremonies at USCG Training Center Cape May, N.J., the CGCVA sponsors the Physical Fitness Award to a graduating recruit. A CGCVA watch and certificate are presented, often by an attending CGCVA member. The below listed Cape May graduates have been awarded the PNP Jack Campbell — CGCVA Physical Fitness Award since the last *QD Log* issue:

Notices & Association News

SN Breanna L. Kelley (Golf-183) of San Diego, CA, reports to *CGC Petrell*, San Diego, CA.

SA Nicole R. Kunkel (Hotel-183) of Seattle, WA, reports to FS "A" School, Petaluma, CA.

SN Kevin W. Hines (India-183) of Boston, MA, reports to MSD Cape Cod, Otis AFB, MA.

SN Casey V. Gargiulo (Juliatt-183) of Hartford, CT, reports to Sector Long Island Sound, New Haven, CT.

FN James M. Malecki (Kilo-183) of Atlantic City, NJ, reports to *CGC Jarvis*, Honolulu, HI.

SN Thomas F. Hart, III (Lima-183) of Houston, TX, reports to *CGC Sturgeon*, Grand Isle, LA.

SA Jonathan M. Urrutia (Mike-183) of El Paso, TX, reports to *CGC Gasconade*, Omaha, NE.

SN Codi Allen (November-183) of San Antonio, TX, reports to *CGC Sea Dog*, Kings Bay, GA

FA David Sopher (Oscar-183) of San Diego, CA, reports to Station San Francisco, CA.

SN Ross W. Spindler (Papa-183) of Tampa Bay, FL, reports to Sector St. Petersburg, FL.

SN Sean M. Phillips (Quebec-183) of Philadelphia, PA, reports to Sector Baltimore, MD.

SA Andrew A. Lopez (Romeo-183) of Savannah, GA, reports to CG Ceremonial Honor Guard, Alexandria, VA.

SN Dennis J. Hickey (Sierra-183) of Boston, MA, reports to Port Security Unit 301, Cape Cod, MA.

FN Edward M. Oingerang (Tango-183) of Tamuning, Guam, reports to *CGC Alex Haley*, Kodiak, AK.

(Editor's Note: The CGCVA-sponsored Physical Fitness Awards are named in honor of CGCVA Past National President Jack Campbell who started the watch & certificate program at Cape May several years ago.)



CGCVA member Dave Williamson proudly displays his Coast Guard ballcap and flag in the annual 4th of July Parade in Dunwoody, GA. Dave always runs his vehicle next to the Coast Guard Auxiliary parade entry. Nice going Dave!

What We Did On Our Summer Vacation



Photos taken by CGCVA member Troy M. Styron over the summer when he and his wife visited Key West, Florida. While visiting the old Coast Guard base, they toured the CGC Ingham (on left) and the CGC Mohawk.

Coast Guard Combat Veterans Association

REUNION/CONVENTION REGISTRATION FORM



4-8 May 2011
CROWNE PLAZA DULLES HOTEL
Dulles Toll Road, Exit 10
2200 Centreville Road
Herndon, Virginia 20170
1-703-471-6700 or 1-800-227-6963



Room Rates:

Single or Double occupancy \$89.00 plus 9% tax (Current). If you like, occupancy w/ Breakfast for 2 is \$109.00 plus 9% tax (current). Rates apply for three (3) days prior and three (3) days after the convention. Our hotel is ADA approved, be sure to advise of your requirement(s) when you make your reservations. There are several Smoking Rooms available, first come first serve.

PLEASE BOOK YOUR ROOM DIRECTLY
WITH THE HOTEL

(Be sure to ask for the CGCVA room block at the Crowne Plaza Dulles Hotel)

Fees to register, tours, luncheons and banquet are shown on the following page. After selection of the activities you wish to attend, fill in the corresponding amounts and total them. Send this page and reservation form with your Tour/Meal selections along with your check to:

E. P. BURKE
17728 Striley Drive
Ashton, MD 20861-9763

(Please type or print clearly)

Name: _____
Address: _____
City/State/Zip Code: _____
Phone: _____
Arrival Date/Time: _____
Name of Spouse/Guest: _____
Name(s) to Appear on Badge(s): _____
Vessels/Units: _____

Coast Guard Combat Veterans Association

**Registration/Tour/Banquet/Lunch
Reservation Form**

CGCVA Registration:

<u>Early:</u>	Cost	How Many	Total
Received by 4/20/2011	\$25.00/person	X _____ =	_____
<u>Late:</u>			
Received After 4/20/2011	\$35.00/person	X _____ =	_____

Thursday, May 5, 2011 (Load Bus(s) @ 7:45a.m. Depart @ 8 a.m.)

**Bus Tour of Vietnam Wall, WWII, Korean, & Lincoln Memorials
w/lunch, then tour of Arlington National Cemetery & Iwo Jima.**

\$65.00/person X _____ = _____

Friday, May 6, 2011 11:30a.m.

CGCVA Business Meeting/Luncheon

Auxiliary Friendship Luncheon

\$17.00/person X _____ = _____

Saturday, May 7, 2011

Cocktail Hour (6-7 p.m. with Cash Bar); Awards Banquet (7 p.m.)

\$50.00/person X _____ = _____

Poultry: ____ Beef: ____ (Note: If you have dietary requirements, advise Ed/Baker)

TOTAL AMOUNT ENCLOSED FOR ABOVE ITEMS: \$ _____

Please help the committee by making your reservations as early as possible. It is very difficult when you wait until the last minute, then we are supposed to give the hotel, bus service counts of how many are coming for meals & tours to be ready the first thing on opening day. Some do not realize how much time is spent on your behalf getting these reunions put together. Take it from us, it takes a lot of time and effort negotiating to get the best deal possible so you can come and everything is in place and you have nothing to worry about, we have it under control. So again, please help us by filling out these forms and sending them with your check to Ed Burke as early as you can. I realize that we still have some time to go but six (6) months is not too early. Thanks for your help and consideration!



Coast Guard Combat Veterans Association

Reunion/Convention Itinerary

4-8 May 2011

CROWNE PLAZA DULLES HOTEL

2200 Centreville Road, Exit 10

Herndon, Virginia 20170



Tuesday, 3 May

4 p.m. — Board Meeting of CGCVA Officers, Trustees and Appointed Officers, followed by dinner.

Wednesday, 4 May

9:30 a.m. to 2:45 p.m. — Hospitality Room & Registration/Information desk open.

3 p.m. — Opening Ceremony. Hospitality Room reopens following Opening Ceremony.

Thursday, 5 May

7:45 to 8 a.m. — Load bus for Washington, D.C. veterans' memorial tour and lunch, then visit Arlington National Cemetery and Iwo Jima Memorial **(DO NOT FORGET YOUR TOUR TICKETS)**.

9:30 a.m. — Hospitality Room & Registration/Information desk open all day.

Friday, 6 May

9:30 to 11 a.m. — Hospitality Room & Registration/Information desk open.

11:30 a.m. — CGCVA Business Meeting/Luncheon. CGCVA Auxiliary Friendship Luncheon. **(BE SURE TO BRING YOUR LUNCH TICKETS)**. Guests of CGCVA are invited to the Auxiliary Friendship Luncheon unless separate meeting luncheon has been arranged for their group. Hospitality Room will reopen at the conclusion of the CGCVA Business Meeting.

Saturday, 7 May

9:30 a.m. — Hospitality Room & Information desk open until 5:30p.m.

6 p.m. — Cocktail Hour (Cash Bar). 7 p.m. — Awards Banquet. Hospitality Room will reopen after Awards Banquet.

Note: Upon arrival at the Crowne Plaza, be sure to check the times of the events and tours as they are subject to change. Also, there are several places such as an air museum, shopping areas, Wolf Trap Outdoor theatre and others. Arrangements can be made with the hotel for shuttle transportation. They will favor a group using the shuttle and not just a single or few. Try to set up a group to go shopping as there are plenty around the area. we will obtain a schedule for Wolf Trap and have available for the appropriate dates. If anyone wants to rent a car to look around the area and sightsee on your own, there is a car rental available at the hotel. We have tried to cover everything for you, SO ENJOY!

Coast Guard Combat Veterans Association

General Information for Members and Visiting Associations

Please wear your name tag at all times while in the Hospitality Room. You will not be served without it. There are special discounts when you wear your name tag around the hotel. If you registered early and indicated such, your ship/station/group name will be included on your name tag. This will make it easier to be recognized and attract others to speak up and get acquainted.

If your visiting group wants a separate meeting room and luncheon contact Ed and he will do his best to have the hotel accommodate your needs. Please be advised that it is highly unlikely that the hotel will be able to provide a different meal from what the CGCVA & Auxiliary are having without a price difference, if they have the staff to accomplish another meal. Please accomplish this type of request prior to your arrival at the Crowne Plaza to give Ed Burke time to accomplish your request. You can contact Ed at 301-924-3727 or his Fax at 301-570-5664. Email is epbbmcs@verizon.net.

All attendees that require disabled accommodations must notify the hotel when registering. Also, there are two (2) R/V hook-ups. Inquire at the hotel to learn if it is still available for your use.

Remember, guests are encouraged to attend the CGCVA Auxiliary Friendship Luncheon. We have tried to set up everything to make you comfortable and welcome to this reunion and the CGCVA Convention. If we have overlooked anything, please let us know what it is. At this reunion we have rates three (3) days prior and three (3) days after completion of the reunion.

The hotel has set aside several rooms for smoking. There is No Smoking anywhere else in the hotel, only your smoking room. We are having only one (1) tour during this reunion and it is a good one. Be sure and sign up early so you will not be left out. You will not be able to find a better deal anywhere.

Refund Policy: Requests for refunds of all payments will be honored for compelling reasons if they are received by 5 April 2011. Refund requests after that date honored after the convention, subject to the availability of funds, after all convention expenses are paid, Registration fees are not refundable. This is due to the fact that the monies have already been spent for necessary convention items. All other refund requests are subject to a \$25 administrative fee. Please be advised that when we pay the bills based on the registrations received, we cannot refund the monies as they have already been spent whether or not you show up.



Team Coast Guard: a 9/11/01 Story of First Responders

Story by Frank Bari

Photos courtesy of Jackie Macinick

“I see their faces in the plane’s window as the Jet flew passed Battery Park Building on 9/11.” says, Jacqueline T. Macinick, a Coast Guard Auxiliary officer. She was volunteering her time as all Auxiliarists do — for something they believe is important helping The U.S. Coast Guard. She was on the roof of the building at Battery Park with others as they first believed that the flames coming from the North Tower was due to an accident.

But standing on that roof and observing the second plane taking aim at the South Tower, Jackie, as she likes to be called, knew, “We’re at war.” There were many thoughts going through her and others heads at that time, that moment when Jackie realized she would be a witness to probably the most horrific scene of the century.

“All those people murdered,” she murmured. There was

no time for feelings, just time to act and help. Many stories of 9/11 begin with how beautiful the morning sunlight was. As Jackie describes it, the world turned to darkness. She and others from Team Coast Guard rushed to give whatever aid they could. “We carried masks as the smoke made most people vomit. She remembers a young girl all alone leaning near a street lamp, crying. Like the faces, the eyes of the people she saw fly by on the plane still haunt her dreams and daily thoughts.

The Coast Guard worked endlessly to aid the Police, Fire Department and EMS workers, who themselves were dying from the flames and pummels of smoke. We carried boxes of masks to all, the Battery Building being a mere six or so blocks away. Jackie, recalls people screaming, “It’s the end of the world!” as the Towers began to collapse.



Jackie Macinick



“Emptiness in the sky” The WTC site in NYC taken from the Battery Park waterfront in front of the tug boat area.



Jackie going for more supplies to bring back to the WTC site.

Team Coast Guard brought water bottles to Ground Zero. Everything was like a haze from

another planet. Jackie saw people missing limbs, people surrounded by police who had jumped from the higher floors. Jackie and the other responders continued their attempts to bring aid to those, who, with faceless expressions, tried to unearth any survivor they could.

Jackie discovered something mystical in its own way. All the buildings around Ground Zero were either completely destroyed or severely damaged yet Trinity Church near the Towers had not even a scratch on a pane of glass. Alexander Hamilton is buried there. All the graves and stones were intact.

Jackie described to me that CDR Seebald had taken control of the Battery Building. He had counselors throughout the day offering help to the rescue workers and Team Coast Guard members.

What many people seem to forget is that the U.S. Coast Guard were the first military responders at Ground Zero. A Coast Guard helicopter did the first flyover. The cutters *Tahoma* and *Spencer* were strategically stationed under the main bridges in



Jackie returning with supplies of gloves for those doing recovery work.



Trinity Church, NYC on 9-11-2001



Sidewalk rubble near the WTC site on 9-11-2001



"SAR dogs" starting their search.

New York. Port Security was being handled in the waters of New York by USCG Station New York and Port

Security Unit 305, from Ft. Eustas, Virginia.

The Coast Guard Public Affairs Office handled the media, taking nothing away from all those brave men and women of The New York Police Force and Fire Department, many of whom lost their lives that day. Many members of Team Coast Guard were the first military responders to perhaps one of the most bloody and insane attacks on American soil.

For her performance that day Jackie was awarded the 9/11 Medal by the US Coast Guard. Jackie doesn't think

she deserves it and salutes all the heroes of that day. Yet,, she in the most professional way exemplified what the Coast Guard has always stood for — Honor, Respect, and Devotion to Duty, along with a love for her military service as an Auxiliarist. Most importantly though was her love for her fellow people.

Semper Paratus!



Jackie's 9-11 Medal

The El Estero Fire and How The Coast Guard Helped Save New York Harbor

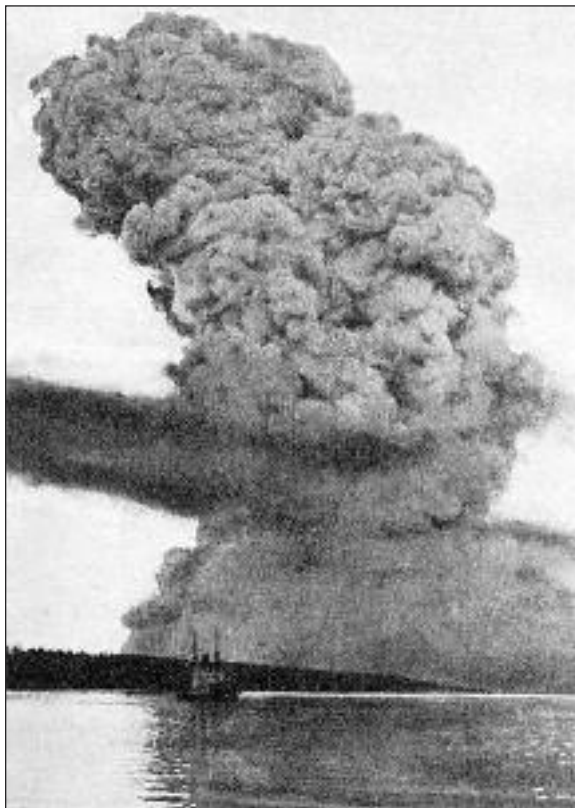
by William H. Thiesen, Ph.D, USCG Atlantic Area Historian

The terms “Pearl Harbor,” “9-11,” and “Katrina” conjure up disastrous images for most Americans. But, how many have ever heard the name “*El Estero*”? To New Yorkers in particular this term should strike a chord. It was literally the greatest man-made disaster in American history that never happened.

It was spring of 1943, a time when the outcome of World War II was still in doubt and port facilities around New York Harbor and northern New Jersey stowed convoy vessels to capacity with thousands of troops and millions of tons of war material destined for Europe, North Africa, and the Pacific. At 5:30 p.m. on April 24th, the call went out to Jersey City’s Coast Guard barracks, “Ammo ship on fire! They want volunteers!” The burning vessel was the *S.S. El Estero*, an antiquated 325-foot Panamanian freighter pressed into service with the urgency of the war effort and it was moored at Bayonne, New Jersey’s Caven Point pier. Members of the Coast Guard’s Explosives Loading Detail had just overseen the last load to top off *El Estero*’s holds with 1,365 tons of ordnance, including huge “blockbuster” bombs, depth charges, incendiary bombs, and



A member of an Explosives Loading Detail monitors the loading of high explosives and the work of carpenters as they construct the bombs’ wooden framework in the ship’s hold.



anti-aircraft and small arms ammunition. At 5:20 p.m., the fire had broken out when a boiler flashback ignited fuel oil floating on bilge water under the engine room. As the heat of the fire grew and smoke billowed into the ship’s passageways, the engine room crew armed only with hand-held fire extinguishers gave up the fight and fled the space.

Everyone at the barracks knew volunteering could result in a fiery death for each of them. Most of them were aware that in 1917 the French ammunition ship *Mont Blanc*, loaded with 5,000 tons of TNT, blew up in the

Although no photographs exist to document the El Estero fire, the smoke from the fire must have resembled this picture of the black cloud that resulted from the Halifax explosion in 1917.



*During the early stages of the firefighting, two of these water jet propelled 30-foot fireboats arrived at the *El Estero*, and began pouring water into the ammo ship along with local fire trucks and pier-side fire hoses.*

tank farms at Bayonne and Staten Island and massive destruction appeared likely for the nation's largest population center, including swaths of Jersey City, Bayonne, Staten Island and New York City.

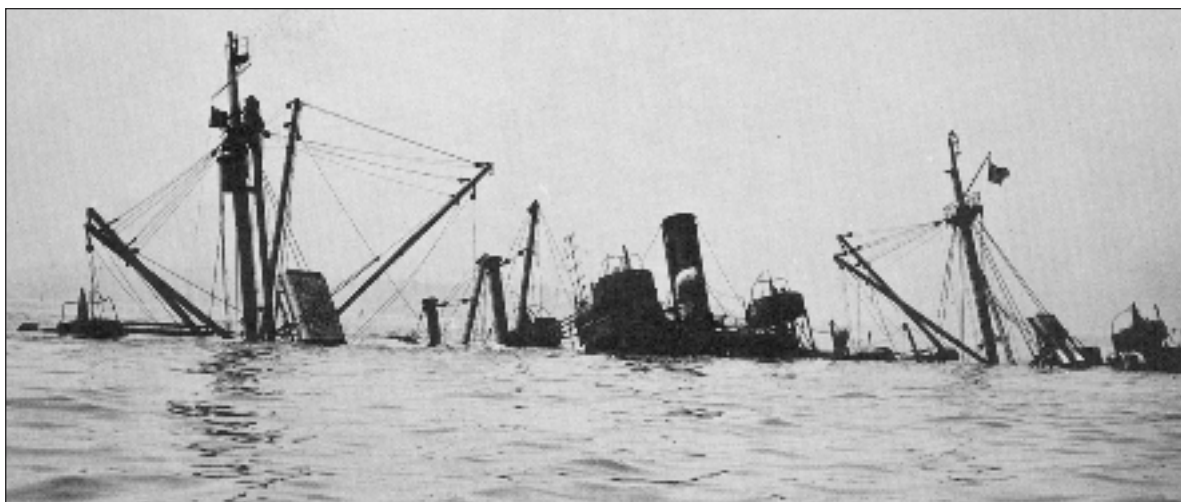
Soon after the smoke began wafting out of *El Estero*, officer-in-charge LTJG Francis McCausland had arrived on scene. He sent out the call to the Coast Guard barracks and signaled two tugs to move the other munitions ships away from *El Estero*. He also helped organize initial firefighting efforts with over a dozen Coast Guardsmen already working on the pier. Meanwhile, army soldiers responsible for the railroad shipment moved the ammunition boxcars off the pier. By 5:35 p.m., two ladder trucks and three pumpers from the Jersey City Fire Department arrived as did two thirty-foot Coast Guard fireboats, which all began pouring water into the smoking vessel. Shortly thereafter, members of the Coast Guard Auxiliary mobilized and lieutenant commanders John Stanley and Arthur Pfister arrived by fast boat from the Coast Guard Captain-of-the-Port office, located near the

harbor of the small city of Halifax, Nova Scotia, instantly killing 1,500 residents, wounding 9,000 more and leveling a large part of the city. It was the largest man-made explosion in history prior to the atomic bomb blast witnessed at Hiroshima.

The Coast Guard seamen also knew that the potential for catastrophic devastation around New York Harbor was far greater than Halifax with an explosion that could obliterate nearby ships, the port, portions of local cities and thousands of residents. Two nearly full ammunition ships, flying the red Baker flag for "hot," were tied up near the *El Estero* and a line of railroad cars on the pier held a shipment of hundreds of tons of munitions for a total of over 5,000 tons of high explosives. Add to this the nearby fuel storage

Battery, and took command of operations. Pfister, a retired battalion fire chief in New York City and officer-in-charge of Coast Guard fireboats, assumed overall responsibility for firefighting activities, while Stanley devoted his attention to activities within *El Estero*. It was Stanley's first day on the job!

The timing of the call to the Coast Guard barracks couldn't have been worse. April 24th was the day before



El Estero resting harmlessly on the bottom of New York harbor near Robbins Reef, the red "Baker" flag still flying from her mast.

Feature Articles

Easter and members of the Explosives Loading Detail had been anticipating liberty for quite some time. They had donned their dress blues and pea coats and many had just finished shining their shoes. But when the call came down for volunteers, sixty Coast Guardsmen stepped forward, eager to fight the fire. The men scrambled for the barracks door and two awaiting trucks. Witnesses described the scene in almost comical terms with twenty dressed-up servicemen climbing into a pick-up truck designed for no more than ten while the other forty clutched any open space available on a larger military truck. With men hanging from cabs and riding fenders, while red lights flashed and horns blared, the trucks sped down the eight-mile stretch of road to the waterfront, passing longshoremen and dock workers marching in the opposite direction to escape the fire. The trucks screeched to a halt at the pier and the men hustled to the burning ship to join their ship-mates already fighting the fire.

By 6:30 p.m., the New York City fireboat *John J. Harvey* and the City's new mammoth firefighting boat *Fire Fighter* arrived on scene and ran dozens of high-pressure hoses into the ship for the Coast Guardsmen to douse the burning vessel. The New York City fireboats pumped a tremendous volume of water on board, but the oil fire continued to gain ground. Flames could be seen escaping through *El Estero's* skylights, hatches and scoop-like ventilators while the heat cooked deck plates, blistered paint and scorched the soles of the seamen's once-shiny shoes. The fire's intensity spread the conflagration from the bilges to all flammable surfaces, including the extensive wooden framework and staging encasing the ammunition and securing it in the hold.

LCDR Pfister noticed that the fire's black smoke began to show yellowish-white streaks indicating that water from the hoses, fireboats and local fire trucks had begun to reach the fire's source. But the danger of catastrophic explosion was far from over and in fact had only just begun as the smoke returned to its oily black consistency. On LCDR Stanley's recommendation, the Coast Guard Commander of the

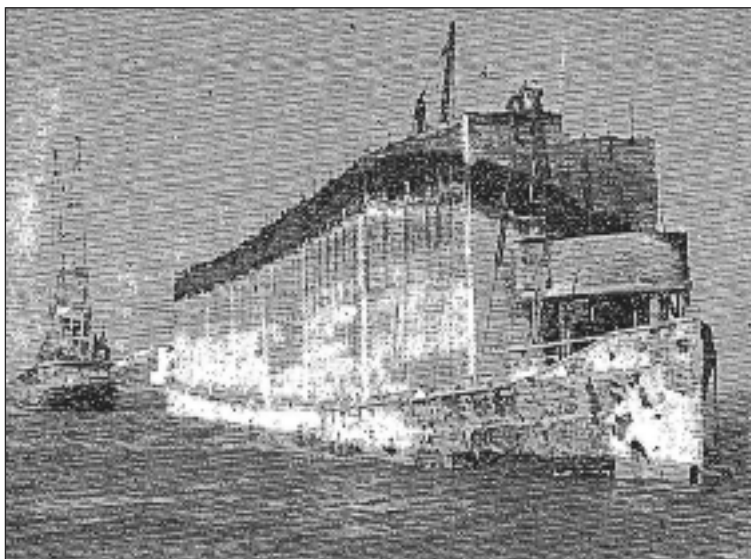


Members of the Coast Guard's Explosives Loading Detail received special training in the handling, loading, and proper stowage of explosives and ordnance.

Third District and New York's Captain of the Port, RADM Stanley Parker ordered *El Estero* scuttled. But it was too late for that. The sea cocks and overboard discharge valves necessary to flood the ship were located in the engine room underneath the blaze and remained inaccessible.

El Estero's bombs, explosives and ammunition grew hotter by the minute. Oil fires have to be fought with chemicals, but the fire's smoke and flames were far too dense to allow the application of chemicals to the source of the conflagration. All the seamen could do was cool the ammunition with water, flood the ship's holds as fast as

possible and try to extinguish the fire later with chemicals if water failed to work. LTJG McCausland had led fire-fighting efforts inside the ship and suffered injuries, burns and smoke inhalation.



A US Navy photograph later published in the New York Times shows the El Estero after re-floating. Notice the cofferdam built around the deck to help pump her dry.

tion after rescuing a man in the hold. He had to be evacuated to the local hospital where he remained for the next three weeks. As one Coast Guard seaman remarked, "It was one hot fire!"

El Estero's deck cargo proved as dangerous as that stowed in the holds. Anti-aircraft ammunition for the ship's deck guns was located perilously close to the blistering decks. The Coast Guard's fire fighters broke open the ammunition lockers and slid the hot ammo ready boxes down a greased plank to the pier below. In addition,

numerous drums of high-octane fuel sat stacked on the ship's deck. But nothing could be done with the fuel barrels because *El Estero* had to be towed away from the waterfront to prevent the pier, stored ammunition and local fuel storage tanks from going up in smoke. LCDR Stanley and tugboat skipper Ole Ericksen quickly examined harbor charts and selected an anchorage for the ship in the Upper Harbor.

Once Coast Guard officials made the decision to move *El Estero*, LCDR Stanley asked for twenty volunteers to stay on board with him and Pfister to fight the fire during the transit to the Upper Harbor. Far more men volunteered than the number necessary, and many had to be ordered off. One seaman who was engaged to be married, volunteered to stay on board, but the ranking boatswain's mate yelled, "You're getting married in a few weeks. Now get the hell off!" At this stage in fighting the fire, the chances of survival for those remaining on board the ship seemed slim indeed, and the men that stayed passed their watches, wallets and personal effects to their departing shipmates.

By 7:00 p.m., the seamen on board *El Estero* had managed to secure a steel hawser to the ship's bow and the tugboats began pulling it out into New York Harbor. Meanwhile, the Coast Guardsmen on board the burning

ship pushed the cooking fuel drums off the deck. Fuel leaked from some of the ruptured barrels and ignited the water's surface near the blazing freighter; but the fire fighters had averted the threat of igniting a massive fuel explosion on *El Estero's* top side. As the tugboats towed the burning vessel into the harbor, the *El Estero* belched black clouds that could be seen for miles and an orange glow above the boiler room illuminated the smoke. Authorities in New Jersey and New York warned residents by radio and through local



During World War II, Coast Guard personnel would take every precaution, including checking the condition of fire hoses, in the event that fire broke out on the docks.

air raid wardens to prepare for a massive explosion and braced for a detonation.

Eventually, a convoy of tugboats, fireboats and *El Estero* reached the target area and the Coast Guard crew successfully anchored the vessel in forty feet of water half-a-mile west of the unmanned Robbins Reef Lighthouse. At a little past nine o'clock in the evening *El Estero* finally filled with water and settled to the bottom. The flooded vessel rumbled and belched smoke and steam as it cooled in the cold water of New York Harbor. Meanwhile, floating fuel drums exploded on the water's surface and fires continued to burn on the ship's exposed superstructure. By 9:45 p.m., New York Mayor Fiorello La Guardia arrived by police launch to inspect the freighter and reported that it was still burning. As LCDR Pfister later described the fire, "It was touch and go at all times." But by 10:00 p.m., RADM Parker broadcast by radio the all-clear announcement and by 11:30 p.m., the *Fire Fighter* and *John J. Harvey* had finally extinguished the remaining surface fires and returned to their docks.

The next morning, thousands of New Yorkers participated in the annual Easter Day Parade, many never realizing how close they had come to a major disaster. A few months after the fire, the Navy raised *El Estero*, still

full of ammunition, and towed it out to sea for target practice. The *El Estero* fire had taught military and civilian authorities the perils of loading live ammunition near a major metropolitan area. Not long after the disaster had been averted, the Navy began construction of a weapons depot on a section of rural waterfront property near Sandy Hook, New Jersey. In December, the Navy commissioned Naval Weapons Station Earle, named for former naval ordnance bureau chief RADM Ralph Earle, which soon became a hub for the region's explosives loading operations. The Coast Guard moved the Explosives Loading Detail from Jersey City to Earle when operations began at that facility.

Early in the war, Coast Guard personnel serving in the New York area had come to be known rather derisively as "subway sailors" and "bathtub sailors," because many came from the greater New York area. However, the men that fought the *El Estero* fire came to be recognized as the heroes they truly were. Some experts later estimated that Manhattan's sky scrapers could have suffered severe damage and as many as one million residents could have been affected had the *El Estero* fire touched off nearby flammables and explosives. For his efforts, LCDR Stanley received the Legion of Merit, while LCDR Pfister received the Navy & Marine Corps Medal for his role in fighting the fire. The City of Bayonne threw a parade and huge ceremony recognizing the Coast Guard Ammunition Loading Detail and the city's firefighters, which included speeches, radio broadcasts and the presentation of specially-struck medals to each member of the Detail. In addition, some of the Detail's personnel received a letter of citation from RADM Parker.

In an unfortunate epilogue to this story, disaster struck a year later at the U.S. Navy's weapons depot at Port Chicago, California, thirty-five miles northeast of San Francisco. The Navy had located this munitions facility in



A member of the Coast Guard's Explosives Loading Detail keeps a careful watch on loading operations.

an isolated area far away from the local population center; however, it failed to implement proper oversight and safety procedures at Port Chicago. In an effort to speed up shipments of munitions to Pacific combat zones, Navy personnel ignored Coast Guard safety guidelines and by-passed the assistance of a Coast Guard Explosives Loading Detail for loading operations. In June 1944, a mishap in the hold of an ammunition ship touched off over 4,600 tons of ammunition, atomizing the ship and another ammo ship, leveling the loading facility, killing over 300 Navy personnel and seriously wounding 400 others in the area. While not quite as powerful as the Halifax explosion, it was the worst such disaster in U.S. Navy history.

Excitement on the USS Bisbee (PF-46)

by LM Thom Weber

The article written by William Thiesen in the Fall 2009 *QD Log* issue regarding Robert Prouse's experience as a "swimmer" prompted this recollection of a heroic deed put forth by a crew member of the CG-manned *USS Bisbee* (PF-46), flagship of COMCORT Div. 43. The situation occurred at the start of our seven months in the Aleutian Islands near the end of WWII.

Although I witnessed the entire situation, it should be noted that excerpts for this article were extracted from the book "Frigate Men" written by CGCVA life member LTJG John Badgley, Ret.

After leaving the Philippines at Leyte Gulf, where the Coast Guard frigates were dubbed "MacArthur's Navy", our orders sent us to Pearl Harbor for repairs, painting, and some much-needed R&R. On Jan. 7, 1945, we departed Pearl Harbor for the Aleutians on the Bering Sea. Arriving at Iliuliuk Bay, Dutch Harbor, after refueling we moved over to tie up at the Ballyhoo Dock. As a typical Aleutian "willy-wha" began to increase in intensity the *USS PCE-869*, seeking protection, tied up next to *Bisbee*, sandwiching us between them and the dock. Being pummeled on both sides convinced our skipper, Capt. Cowan, to move out and tie up to a mooring buoy in the harbor.

After our evening meal the crew was on the mess deck playing cards, writing letters and listening to Tokyo Rose on the radio telling us of ships the Japanese sunk – including us – when the intercom blasted, "Now hear this", calling for a work party to report on deck in weather gear. BM1/c Mike Topielec, BM2/c Ken Goodman, and Seaman Guy Cirulo were summoned and quickly left the warmth of our off-duty gathering place. With curiosity I went topside to see what was happening. A picket boat was requested from the shore station to deliver the work crew to a mooring buoy. The wind picked up to gale force as the men boarded the boat and prepared to attach the heavy anchor chain from the ship to the buoy. Scrambling from the bouncing picket boat to the unsteady, bobbing buoy was perilous to say the least.

During the operation a strong "williwha" wind and angry sea caused the bow of the ship to come down on the buoy, tipping it and tossing all three men into the freezing water. Capt. Cowan quickly backed the *Bisbee* off as the picket boat stood by. I stayed next to BM2/c as he, with accurate dexterity, played large search lights on the entire area which looked like a gripping scene on a panoramic movie screen. All three men wore bulky kapok life jackets

although survival time in those waters is just a matter of minutes.

Goodman was the only one visible above water, and swimming. As Cirulo popped to the surface Goodman grabbed him by the life jacket collar, helping him to the boat to be pulled out of the water. Goodman then returned to find Topielec unconscious. He towed



USS Bisbee (PF-46) in Iliuliuk Bay, Dutch Harbor, Aleutian Islands in 1945.

Feature Articles

him about 30 yards to the pickett boat to be hauled onboard. Finally, Goodman himself was helped up the ladder and into the boat. When the pickett boat arrived at the pier the men were rushed to the U.S. Naval Hospital.

Abandoning the buoy attempt, Capt. Cowan returned *Bisbee* to the Ballyhoo pier ordering all fenders in place for protection against the continuing raging storm. Lt. Badgley visited the men at the hospital finding them “all in good shape” and according to Cirrulo, “... sure good to be here, nice and warm – and white” (bed sheets).

With strength and determination Goodman saved the two men’s lives. For his actions he was awarded the Gold Life Saving Medal. In addition, Capt. Cowan, himself a former chief warrant officer prior to WWII, said (according to Badgley) “I think we ought to jump promote him to

chief. That’s something I can do without writing letters to congressmen and waiting for months and months. I can make him Acting Chief Boatswain’s Mate today.” And he did!

The chiefs welcomed Goodman to their quarters forward on the ship and between them all they outfitted CBM(a) Kenneth L. Goodman, USCG with a second-hand uniform which fit him quite well considering the various sizes contributed.

Comment: Unlike our life jackets today, the kapok jackets were bulky and hot in the South Pacific. However, they did serve as comfortable pillows when sleeping out on deck under the stars below the equator – and they did help to save lives.



USS Bisbee adorned in wartime camouflage

Reunions & Get-Togethers

Veterans Day in Alameda

All Coast Guard combat veterans are invited to attend a Veterans Day reunion at Coast Guard Island, Alameda, CA on Nov. 10, 2010, starting at 1100. Spouses or escorts are also invited for lunch and activities yet to be arranged. Interested in attending or desiring additional information? Contact: **George Alton** at agaltongershn@aol.com.

USCG Lightship Sailors Association

11th Reunion will be held Oct 14-16, 2010 at the Marriott Savannah Riverfront Hotel, Savannah, GA. Contact: **Dave Orszak** at pdorszak@comcast.net or 413-283-2841. Additional details at: www.uscglightsailsailors.org.

CGC Ingham (WHEC-35)

A reunion for the *CGC Ingham* will be held Oct. 7-9, 2010 in Virginia Beach, VA. Anyone interested in attending or having information on the whereabouts of *Ingham* shipmates should contact **Douglas B. Thurnher** at 4105 Duke Drive in Portsmouth, VA 23793-4916 or at Email: dthurnher@cos.net.

CGC Southwind (WAGB-280)

The 11th Annual CGC Southwind Reunion will be held Sept. 23-26, 2010. Contact: **Ed Clancy** at 904-242-9070 Email: clancyedward@bellsouth.net.

USCG Investigative Association

A reunion for members of the USCG Investigative Association will be held at the Double Tree Hotel in Portland, OR. Contact: **Tom Craig** at 1133 Jefferson St., Wenatchee, WA 98801. Email: tc70photo@gmail.com. Phone: 509-663-4015.

Ships Built Prior to 1975

On May 16-19, 2011, a reunion will be held at Harrah's Hotel/Casino, 219 North Center Street in Reno, NV. The reunion is open to all Coast Guard personnel who served on ships built prior to 1975. Contacts: **Doak Walker** at P.O. Box 33523, Juneau, AK 99803. Email: cgcutters@gei.net. **MCPO Jack Hunter** at 5897 South Sherman Way in Centennial, CO 80121-1130. Phone: 303-797-3136.

Auxiliary News

Hello All:

I have enjoyed hearing from some of you since the last Quarterdeck Log came out. If you want to join the CGCVA Auxiliary, contact Shirley Ramsey, Secretary of the Auxiliary, at 552 Stanley Spencer Mountain Road, Gastonia NC 28056. She has been traveling this summer so you may not hear from here right a way. Dues will be collected at the next reunion, in May 2011.

It has been a warm summer in Florida as well as other places in the country. We have celebrated birthdays with parties, had company from out of town (family and friends), and have been to a few military related group activities. We attended the annual Coast Guard Day Picnic celebration at Station Canaveral, about an hour from where we live. When someone asks what we have been up to we have to think about it and even though we don't think we've been busy we really have been. When it is too warm to do other things I've spent time reading. I have a variety of books on the agenda this summer. Some really good nonfiction books have made their way into my read stack.

We have also enjoyed going through the logs Paul has kept our whole married life. We some times consult them when we are trying to remember one or more activities. Sometimes we each remember it a different way. Sometimes one of us is right in our memories; at other times neither of us are right. We have found things in the logs that neither of us remembers at all. We've laughed at some of the entries. We have logs, photo albums, and scrapbooks on shelves where they are handy to get to and it is always amazing when we find what we are looking for quickly. Sometimes, the looking takes a bit of time as we scour the whole house looking for an item. In the motorhome we had a smaller area to look, in the house it might take a lot of time. We are still enjoying the house and being near family and friends.

We are looking forward to the Reunion in Virginia, in May, and hope to see many of you there.

Liz Scotti
CGCVA Auxiliary President
(321) 474-0007

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. E-mail: cgcva@comcast.net

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

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VETERANS ASSOCIATION
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***Memorial Service For
BMC "Pat" Patterson***

On June 16th, the Coast Guard held a memorial service for BMC Richard "Pat" Patterson, who crossed the bar in April of cancer. Patterson was legendary among Coast Guardsmen for his courage under fire when the 82-foot cutter Point Welcome was attacked by friendly fire from U.S. Air Force aircraft near the demilitarized zone in South Vietnam on August 11, 1966. Peterson's ashes were scattered from the deck of CGC Tiger Shark about three miles off the coast of Chatham, Mass., as friends and family watched and a Falcon jet from USCG Air Station Cape Cod flew overhead.

