

Coast Guard Combat Veterans Association

OCTOBER, 1991

NEWSLETTER

PRESIDENT BOB MAXWELL RESIGNS

Bob Maxwell turned the helm over to Dick Stent citing health reasons for his inability to continue as our President. Bob joined us in Reno, 1986 Reunion and had some great ideas concerning where we should be going. Bob was elected President at the 1988 Reunion, also in Reno, and re-elected in 1990, Baltimore. Presenting an award to the U. S. Representative and U. S. Senator at each re-union in appreciation for their help of the U. S. Coast Guard during the preceding two year period was one of Bob's many ideas. Also the honoring of the outstanding Coast Guard person for the same period was placed in effect during Bob's tour. We all know that the Coast Guard gets very little recognition for the things that have been done and are currently being accomplished. Bob wanted to see publicity at all levels on a continuing basis. We will miss Bob Maxwell's leadership and wish for a restoration of health at the earliest time possible. Bob Maxwell started his military career in the U. S. Navy, served in IOWA, number two turret, during the Korean War and saw extensive Coast Guard service in Viet Nam. Bob and his wife Jane live in Burney, California. Jane is Treasurer of the CGCVA Auxiliary and has put in many hours of hard work for the CGCVA.

PRESIDENT DICK STENT'S MESSAGE

Dick Stent, the "Doc" on the MODOC during WWII has accepted the Presidency of the CGCVA and indicated that this is a tremendous responsibility. "We need publicity and more new members", Dick said. Dick would like to see each member get a member. Dick Stent is extremely proud of his Coast Guard service, flies the CG flag at his home in Columbus, Ohio and as a graduate of Ohio State now has the OSU Band playing "Semper Paratus" at home games. Dick sent a USCG streamer specification to Marylou Herbert, who made the streamer, sent it back and it was displayed by the Vietnam Veterans of America which received a front page color photo in the Columbus, Ohio Dispatch--USCG was very, very visible. Dick Stent is planning on attending the TAMPA Reunion and tell them about CGCVA. When the bicentennial USCG medal bogged down in Congress, letters from our members together with the many phone calls made by Dick and his friends pushed it through. "We've sailed with short crews for long trips, we've been out for months, come in to port, provision and sail in 72 hours--we've always been a 'can do' outfit and we're no different now", Dick said.



COAST GUARD NEEDS MONEY

Our Director, Legislative Affairs, Jon Uithol, indicates that our letters to Congressman and Senators are most helpful. Letters, telegrams and phone calls are the next best thing to personal contact with our U. S. Legislators. The new Coast Guard Commandant is stressing quality of life for members in the Coast Guard. Admiral Kime would like to see the building of some new housing units and the construction of much needed facilities. When writing to Congress, it would be appreciated if we stress Coast Guard Funding, especially the Acquisition, Construction and Improvement appropriations. Please, keep up the letter writing and phone calls concerning the Coast Guard. It is not hard to imagine that funding in Washington is becoming more critical. The Coast Guard truly gives the taxpayer the most for their tax dollars. Lets continue our much needed support of the Coast Guard.

THE FORTHCOMING GREAT RENO REUNION

Vince Stauffer, Reunion Chairman, 1992, has really made some beautiful arrangements for the CGCVA. First, Vince has secured the Sands Hotel, centrally located in Reno. We're talking \$48.00 per night, single, double or sardine accomodations. The time is October 4th-8th, 1992.

Back in 1984 when a reunion of South East Asia Coasties was first discussed, Vice Admiral Thomas R. Sargent III suggested a mid-America locations with good air accomodations. Chicago was believed to be a good spot and so it was in July, 1985. Vice Admiral Sargent was on hand with Mrs. Sargent to greet fourteen other Coasties and families. It was fantastic. Now, in 1992 Vice Admiral Sargent has agreed to be our principal speaker. We couldn't find anyone more accomplished. Former Commanding Officer of the PF SANDUSKY and Project Officer of Operation TIGHT REIGH in Vietnam, Admiral Sargent will share some WWII memories and continue through Vietnam until the present. Ensign Sargent was aboard MODOC prior to WWII and can relate a few stories on that subject. Having served as CO of various commands, Chief of Staff and Assistant Commandant, we will surely be able to appreciate this most distinguished Coast Guard officer.

In the past, 1986 and 1988, Reno has been very good to the CGCVA. Wives, relatives and friends have always had an enjoyable time. No one is left out of the reunion circle. The CGCVA Auxillary has corresponding lunches with the CGCVA business meetings. The ladies invite all ladies, regardless of membership, to their functions.

Now is the time to plan for 1992. Meeting and greeting former shipmates and their families has got to be an all time high.

The CGCVA, has from the beginning, cared about all Coast Guard Combat Veterans. We invite ships/stations reunions to be held within the overall framework of our reunion. This was nicely done in Baltimore, 1990 by KEY WEST and HARVESON. Vince Stauffer and Dick Ahrens are going to make this one Reunion that you will never forget.

We especially look forward to seeing widows of our former shipmates. You ladies should make every effort to attend.

USCGC NORTHLAND (WPD-49)

CGCVA member James Bunch well remembered the first U. S. Naval Capture of WWII. Jim worked with CGCVA member Al Courter who rallied the troops to Portsmouth, VA on 9/12/91 for a most memorable reunion/celebration.

After a bountiful dinner at the Portsmouth, VA Holiday Inn on 9/11/91, the former Ships Complement and wives of the 1941-45 era of the NORTHLAND were treated to some heretofore untold stories of adventure and in several instances tragedy. The CGCVA video crew was able to tape four hours of interviews and the ceremony of 9/12/91 aboard NORTHLAND. This tape will be available for viewing in Reno, October 4-8, 1992. It is really a must.

CGCVA member and retired BMCN Pete Lasanen described how he picked up a German hunting party without using a weapon himself (and he didn't even have a weapon). He said, "I had the American flag on my small boat--that was all the weapon I needed". Pete did get the hunting party to follow his boat back to the ship.

Further up the fjord a jam packed USCG takeover of the German radio station living quarters took place, this time with weapons at the ready.

The NORTHLAND captured the German vessel BUSKOE and put a prize crew aboard that made for Boston. Actually the BUSKOE was a Norwegian vessel captured by the Germans when the Nazis took Norway. Some of those taken prisoner were Norwegians under the employ of the Gestapo. The German radio station was destroyed and the locations of other German radio stations was discovered. These stations either built or to be built in Greenland, which was of course in violation of the Neutrality Act.

The NORTHLAND went on to sink a German submarine and capture German prisoners who ended up on an ice flow after scuttling their ship.

Ira Beal told a story of going ashore in Greenland with a radioman for the purpose of spending a year in Greenland with a radio transmitter. They lived on musk ox and what few provisions the NORTHLAND could give them. CGCVA member Beal kept all of those in attendance on seats edge for this tremendous story of survival and adventure. Ira gave his credit for survival to Rear Admiral (then Commander) Ed "Iceberg" Smith who gave him a book on arctic survival and told him to live like an Eskimo. The NORTHLAND couldn't get back up the fjord the following year but another ship picked Ira and the radioman up some time later.

We heard stories of "special temporary enlistments" which meant in those days that if you didn't pull your weight the Commanding Officer could release you at will and send you home. It was not until you got on the white ticket after six years that you were considered permanent Coast Guard. Some said that in 1935 the recruiting station where they enlisted had over 800 applicants and took perhaps 20. It wasn't a matter of wanting to re-enlist. It was a matter of the Coast Guard permitting you to re-enlist.

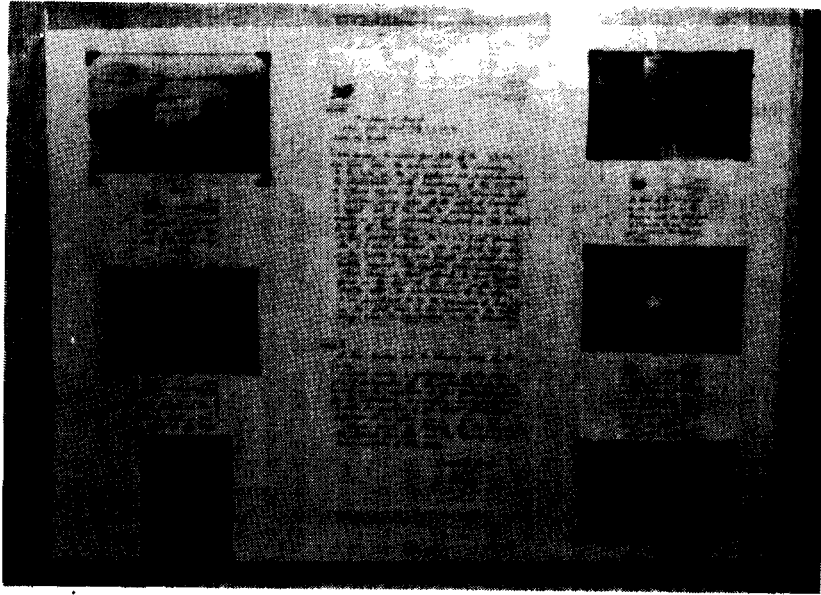
Very much aware of those that didn't return five vacant chairs were set at the dinner. A pilot who had just saved two fliers on an ice cap went back in bad weather and himself crashed and died. Three men in a small boat were lost when a fast storm approached and could not be hoisted aboard in time but were told to make for land.

At the ceremony aboard NORTHLAND (WMEC-904) the Commanding Officer, Commander Steven M. Waldman recognized the former NORTHLAND crewmembers. Coast Guard Captain Robert F. Barber, Retired, an Ensign aboard NORTHLAND in 1941, presented the new NORTHLAND with a plaque made from the original Life magazine photo of the destruction of the German radio station in Greenland, 9/12/41.

Jim Bunch alerted the media, and in fact alerted the USCG to this event. Jim is the reason that the CGCVA will have a great bit of USCG history on video tape. Generally, things just don't happen. Someone has to make them happen. Certainly in this instance, Jim Bunch and Al Courter made good things happen. Congratulations.

Al Courter reports that the only known picture in existence of the BUSKOE was delivered to him by Jim Bunch when Al was enroute to Portsmouth. Jim drove some fifty miles to meet Al and make the transfer.

Pete Lasanen and his lovely wife made many beautiful pennants going back to the Revenue Marine and including the CGCVA. These were displayed at the Holiday Inn and on board the new NORTHLAND.



Above. Display of NORTHLAND historical photos prepared by Al Courter

Below. Pete Lasanen, BMCM, Ret.



Above. L to R. Rocky Byrom, Al Courter, Edith Courter & waitress. Rear, CWO & Mrs. Bob Malausena with CAPT Orweiler

Below. L to R. Mrs. Myers, EnS. Myers and Al Courter. Pennants made by Pete Lasanen.



BOB HOPE AND THE CGCVA

What could be more appropriate on our 201st anniversary than giving an all time military supporter a Coast Guard Bicentennial medal? It all began to take shape when Dick Stent noticed that Bob Hope would attend the Ohio State Fair on August 4th. The 4th of August was a welcome home for all Ohio Veterans and the gates to the Fair were open without charge as a "Thank You" from the people of Ohio.

Dick Stent made some contacts with the Ohio State Fair folks and ended up calling Mr. Hope's Publicist. After a fax here and there, several meetings and armed with a CGCVA cap and an engraved Bicentennial Medal, Dick, his fiancée Evelyn Gault, Marylou and Baker Herbert proceeded to the Celeste Pavilion in Columbus, Ohio. Enroute, Dick met several uniformed Vietnam Veterans of America. Dick proposed that they accompany him and Baker to the stage with their M-16 rifles at port arms. These two guys were most happy to help out.

The Pensacola Naval Aviation Choir, with Navy Marine and Coast Guard Members, sang the songs of the Armed Forces and did an especially good job on "Semper Paratus".

Bob Hope was in his usual form and at the conclusion of his show, the CGCVA group approached the Stage. In front of at least 10,000 mostly military veterans, Vice President Dick Stent presented Mr. Hope with our Bicentennial Medal, a special Life membership card and our cap with flag scrambled eggs and logo pin.

It was tear time for Bob Hope. He was able to get off the comment, "Does this mean I have to take a physical"? The governor of Ohio, George Voinovich immediately rose to his feet as did everyone in the audience and a rousing round of applause continued for several minutes. The CGCVA gave Bob a hand salute with the VVA rendering present arms.

It was most fitting that Dick Stent give Bob Hope the Bicentennial Coast Guard Medal since Dick put forth a "Second Effort" on the Medal striking. Our membership did a super job on getting the Medal struck also and we are all part of the Medal and the presentation.



VVA Honor Guard, Bob Hope, Dick Stent, Baker Herbert & VVA Honor Guard

A REPORT ON THE VETERANS' MEMORIAL PARK DEDICATION IN TITUSVILLE, FLORIDA

4 JULY, 1991

I arrived at the Veterans' Memorial Park in Titusville, Florida, at 1200 hours, 4 July, 1991, with my letter of authorization to represent the Coast Guard Combat Veterans Association, signed by Robert J. Maxwell, President. I spoke with my contact, James D. Williams, Sr., to get the latest development on the dedication ceremony proceedings. I also carried the letter that was sent to me by Marvin O. Rowland, Colonel, U. S. Air Force-Retired-Dedication Chairman. After getting the times and locations, I found a motel room very near the scene of activities.

The first order of business in the program of dedication was a huge parade of floats and marchers representing various veterans' organizations, service organizations, etc., of the town of Titusville. I was in the reviewing stand with the Mayor, City Councilmen, and all the other dignitaries of the City of Titusville. I was joined by James Bunch, a very active member of the CGCVA, who lives in nearby Floral City. Mr. Bunch and I attended a formal reception in the City Hall, meeting many local dignitaries and making sure everybody knew that the Coast Guard and the CGCVA was very much in the presence. Unfortunately, there was a light drizzle during the parade, but it did not dampen anyone's spirit or enthusiasm. The parade route continued a distance of about 3/4 of a mile and ended in the park area of the new Veterans' Memorial. At that location there were speeches made by the Mayor, the officers of the Veteran's Memorial Foundation, a U. S. Congressman, and the Florida State Senator from the area. After the Benediction and the signing of "God Bless America", everyone was invited to view and walk through the Memorial Park. I would estimate the reviewing participants to be around 2,000 or 2,500.

The Memorial Park location is available by land, sea and air. There are several city docks right by the Memorial Park if someone wishes to arrive by sea. There is a fine County Airport for private airplanes nearby. Of course, there are the excellent Florida Highway systems. The Veterans' Memorial is at the very foot of Broad Street in the City of Titusville, which is one block East of U. S. Highway 1. You cannot miss the Memorial location in that if you do not stop your car in time, you will drive right into the Memorial.

The walkway, or the base of the Memorial, is made up of street bricks. The money to build the Memorial was raised by selling these street bricks. Upon examining or reading the names on the bricks, you will find members of the five Armed Forces--Army, Navy, Marines, Coast Guard and Air Force. Some of these memorial bricks go back to World War I veterans. I, personally, was very pleased to see so many Coast Guard units represented. Jim Bunch bought a brick for me, which has the USS LEOPOLD, DE 319 on it. I also saw bricks for Coast Guard vessels--PF's, AK's, AGB's, DD's, other DE's, Desert Storm PSU's many of the Coast Guard Cutters, for example, the HAMILTON, and Coast Guard land bases memorialized. I bought a brick as a survivor of the USS LEOPOLD, one for Capt. Robert Wilcox, Captain of the USS JOYCE, DE 317, and a brick in memory of the officers and crew of the USS JOYCE, who rescued the survivors of the USS LEOPOLD.

The sale of these bricks is not closed. Should anyone wish to memorialize someone in this beautiful Memorial Park, I know that bricks are still available for sale. The person to contact would be James D. Williams, Sr., 2945 Barnia Ave., Titusville, FL 32780, phone 407-269-7231. I think the bricks are \$50.00 a piece. I want to add that this Memorial Park is on record with the United States Memorials Commission, and the bricks are tax deductible.

To conclude, I wish to give James Bunch a huge credit for all the work he did in contacting Coast Guardsmen and informing them about this Memorial. The truth is that I learned of its existence through him. I also wish to say it was my honor and privilege to represent the CGCVA. Semper Paratus, Richard R. Novotny, USS LEOPOLD, DE319, 3640 N. E. 13th Ave., Pompano Beach, FL 33064-6134, phone 305-943-8200.

(Ed. note. The CGCVA purchased a brick for Desert Storm (Gulf War USCG Veterans). Again we see Jim Bunch playing "Heads up ball". Good job, Jim and Dick.

NEW MEMBERS (and in some cases members who were previously missed)

AKSE, Roland - AQUARIUS, TUPLIP, ARBUTUS
 ANLERSON, Verne R. - DIV13 RON-ONE, MIDGETT, FIR
 BLACK, William M. - LST-793
 BONITATI, Pat A. - AQUARIUS
 BULGER, Neal D. - LST-763
 BULL, Larry C. - PSU-303, Desert Storm
 BURRIDGE, Dwight B. - PSU301, Desert Storm
 BYROM, Howard (Rocky) - NORTHLAND
 CARP, Morton R. - WWII
 CAVETT, Micheal G. - JOINT TASK FORCE PERSIAN GULF
 CHATFIELD, Thomas A. - PSU-303
 CIANCAGLINI, Jouis J. - RESFLO-1, 83304, USS RICKETS, USS MOSLEY
 COOPER, James D. - VIETNAM
 DALY, Timothy E. - Desert Storm
 DEHNERT, Herbert A. - WWII
 DIKUN, William J. - Desert Storm
 DOUCETIE, Eric J. - PSU 301-Desert Storm
 ENDER, Glenn A. - PSU-303
 EULE, Joseph - CALYPSO, PETTIT, CAMP
 GILES, John E. - CAVALIER
 GLAVINA, Frank J. - LANSING
 GRANDSTAFF, Donald M. - NORTHLAND
 GRAY, Ray L. - FT CAUTION, 83303, 95330, CAHOONE
 GULICK, JR. Joseph F. - EL PASO (PF-41)
 HANLON, Arthur B. - WWII DE's
 HATTAWAY, Marvin - LEONARD WOOD, WAKEFIELD
 HORSMAN, Wayne T. - NORTHLAND, 83305, FS 393
 HUEPERS, George E. - LSTs 760, 789, 1015 & LST STAFF GROUP 86
 INTAGLIATA, Frank - USS GROTON
 JENKINS, William J. - VANCE
 KIPKOWSKI, Russell - HALF MOON, RON-ONE
 KOSKINEN, Victor K. - CG 95004, LST-794
 KRAMER, Roger W. - PSU-302-Desert Storm
 KRUEGER, Lyle K. - CG Aviation
 KUEHL, Gerald A. - 83401, RESFLO
 LASENEN, Peter B. - NORTHLAND, INGHAM, SPENCER
 MAC LEAN, Donald A. - ALOGONQUIN, CITRUS
 MANOBIANCO, Domenico - HASTE, VANBUREN, AMPHIBS
 MARTINA, Nicholas A. - FORTY FATHOM No.4, HOWARD D. CROW (DE-252)
 NYGREN, Merlin E. - PSU303-Desert Storm
 PETERSON, Otto V. - TANEY (pre Pearl and Pearl Harbor)
 RACANELLI, Vito N. - 83468
 RAMSEY, Patrick E. - SQN-ONE, PT WELCOME
 ROBERTS, James C. - PSU-303-Desert Storm
 ROBINSON, Roy R. - PSU303-Desert Shield/Storm
 ROESE, Albert J. - KIRPATRICK (DE-318)
 SIMON, Antoine - NORTHLAND
 SISCO, Robert D. - DAPHNE, 83391, 83409, 83416
 SKARZYNSKI, Raymond I. - HUDSON, USS WOONSOCKET (FF-32)
 SOLDAN, Robert B. - GEN M. C. MEIGS (AF-116)
 SUELKE, Karl P. - WWII
 SWETT, Walter E., Jr. - DUANE, TAHOE, WAKEFIELD, AQUARIUS
 TEZAK, Stanley A. - LEONARD WOOD (PA-12), MINTAKA
 TOLIVER, Eugene H. - SQN-ONE, PT GAMMON, FIR, CONFIDENCE
 VAUGHN, Ben - ADM C. F. HUGHES
 VERHEUL, Frank D. - PSU-303-Desert Storm
 WILCOX, Robert - TAHOE, MODOC, JOYCE (Ed. note. Commanding Officer, JOYCE
 rescuing LEOPOLD survivors)

Former CS-2 Dave E. Williams (CGC SEBAGO), was asked to represent the Coast Guard at the 10th Annual Independence Day patriotic program at the First United Methodist Church in Roswell Georgia prior to July 4th.

A member of the Community Band remembered seeing Dave in his CG uniform on July 4, 1990 when Chamblee Methodist members were asked to wear their military uniforms. Roswell has traditionally used the local recruiters to represent the five branches of service but were short a CG person for 1991. A late night phone call created a scramble to the foot locker and a quick trip to the cleaners. After explaining how to press the uniform, they had a set of "Inspection Whites" ship shape and ready for the assignment!

The band plays the theme song and the service representative walks in and takes a position on the stage in front of roughly 2,000 people. As the theme is played, anyone attending who ever served in that particular branch of service stands up. Needless to say, although the CG was represented, there were very few! Then they name off every major war and veterans of those stand as the campaign is called. There was even one man from World War I in attendance! When the war vets stand, the five representatives would salute.

When they called Vietnam, I took a step forward and saluted as planned. Interestingly, I was the only "non active" person representing the military services BUT the only combat veteran. Although in a set of my 1966-70 vintage dress whites, it was a proud moment to have people applaud me as a Vietnam veteran rather than throw things!!! I considered it a privilege to represent the United States Coast Guard and every member of the Coast Guard Combat Veterans Association for the three performances in Roswell, Georgia. I have been asked to do this again in 1992!

AMPHIBS

We have received a request to write an article about the AMPHIBS. Please send us an article and we will print it. I well remember the AMPHIB insignia and asked one of my three brothers just what that red and gold patch was all about. I was informed that the guys that wear the AMPHIB patch trained in Little Creek, VA and were specially selected. They took the Army and Marines to the beach, off loaded and brought back wounded personnel. I think Larry J. Lonatro, CGCVA member, sums up the AMPHIBS with his letter to the LST SCUTTLEBUTT, July-August, 1991. "This letter is regarding the U.S. Coast Guard and all Coast Guardsmen who served in ALL wars.

I served a 4-year hitch in the Coast Guard and was honorably discharged in '46. I was proud of my branch of the service, my ship, my captain and the crew of LST 204. What I was upset over was the fact that the LST sailors and other enlisted men were called "Hooligans" and never ever given credit for serving their country.

Fifty years have passed and the only people who have mentioned and praised the Coast Guard was President Bush and General Schwarzkopf. The Coast Guard has been in every war, WWI, WWII, Korea, Vietnam, Granada and the Persian Gulf war.

The records show that the Coast Guard was the smallest of all the armed forces and for its size lost more men in action and had more wounded than the other branches of the service. There is also today a Combat Veterans Association of the Coast Guard that enjoys a great membership of men who served in combat.

Every catalogue you pick up that sells rings, caps, etc., etc., mentions the Marines, Navy, and Air Force; no Coast Guard. An ad was even run in the Scuttlebutt to that effect.

When I was discharged I knew I was entitled to several medals. I wasn't interested. That is until I learned of the US LST Association which was comprised of Navy and Coast Guard men who served in the wars. I joined and the Navy men are probably the only people who recognize the Coast Guard who served like them-
(continued on next page)

AMPHIBS (Continued from preceding page)

selves in combat.

I have 3 other friends in New Orleans whose ships earned a total of 22 battle stars. My ship alone earned 7. I am not "tooting" my own horn and looking for publicity. I think it's about time ALL ex and present Coast Guard rise up and let the public know they exist and served their country with honor and dedication.

I subscribe to a lot of magazines and read others. The only magazine that runs stories of the Coast Guard regularly is called Sea Classics by Challenge Publications.

Only a few people know that one of the first Congressional Medals of Honor was awarded to a Coast Gaurdsman who lost his life at Guadalcanal in the beginning of WWII.

My proudest possession of all is my Insignia of the Amphibious Forces and I will bet all Navy and Coast Guard men feel the same. Larry J. Lonatro, 6560 Bellaire Dr., No. A New Orleans, LA 70124."

(Ed. note. Way to go, Larry. You dam well served in a great outfit. Douglas Munro was AMPHIB and in our hearts we know that he was greatly pleased with your letter)

Our membership director, Chuck Huyler, is greatly pleased with the recruiting. Chuck, who just returned from Desert Storm duty especially appreciates the efforts of Al Grantham, 13th Coast Guard District Retiree Newsletter which enclosed a copy of our application. Many, many members signing up from the great Pacific Northwest. Also, Herb Reith did a splendid article for the CG RESERVIST which is bringing in many new members. Walt Kerrigan, LST-763 is signing up those AMPHIBS also.

Paul Scotti retires October 31, 1991 in Los Angeles, CA. Those in the area wishing to attend Paul's retirement should call (213)-575-7817 for details. Paul and Commodore Bill Hoover formed the CGCVA in July, 1986, Reno, Nevada. Paul is currently our Public Information Officer and Historian.

Elections will be held in Reno, October, 1992. The offices of President, Vice President, Treasurer and 8 year Director will be vacant. Now perhaps would be a good time to consider members that you would like to see in those positions. If it is your intention to nominate a CGCVA member for office, check with the individual to ensure that he will serve in the position you wish to nominate him for. If you have an agreement, send in a profile to our newsletter prior to May 1, 1992 and we will publish it. We do reserve the right to edit and reduce and will publish, space permitting, on a first come first serve basis. Please sign your letters of nomination, give us your phone number, address and the phone number and address of the person(s) so nominated. The by-laws permit nominations from the floor of the reunion meeting also but it is believed that this will at least acquaint the membership in advance of those interested in becoming officers of the CGCVA.

COAST GUARD COMBAT VETERANS ASSOCIATION NEWS
6858 LAFAYETTE ROAD
MEDINA, OH 44256

216-725-6527

Question for old timers like Al Courter. Who was the only one to get a little profit out of the rushes on the banks? Answer. Pharoh's daughter - the prophet was Moses.

COAST GUARD FESTIVAL
Grand Haven, Mich.

The annual Coast Guard Festival was held in Grand Haven, Michigan, July 26th through August 4th, 1991. As always it was a spectacular success. As previously mentioned in Newsletter 2-91 but worthy of repeating the City of Grand Haven goes all out in their annual salute to the Coast Guard. Grand Haven's love affair with the Coast Guard goes back many years and has withstood the test of time. What started out as a picnic for Coast Guard personnel and their families has evolved into a full 1½ weeks of daily activities which is culminated by a truly outstanding parade of approximately 3 hours duration. You may see bigger parades but none will top the patriotic spirit or hometown U.S.A. flavor of this one. If you have not yet had the opportunity to enjoy the Festival you may want to consider it next year. DICK AHRENS.

SOUTHWEST REGIONAL REUNION

As indicated in the Newsletter No. 1-91, I contacted, by mail, all 110 members residing in California, Nevada and Arizona for their opinions relative to having a Southwest Regional Reunion in addition to the National Reunion.

I received a total of 30 replies to the questionnaire, 29 of which were in favor of it. Due to the small number of favorable responses I don't think it's practical to invest the time and money at this time. As the organization continues to grow, the interest may grow with it.

I would like to thank those who took the time and interest to fill out and return the questionnaire.

RAY HERTICA, Director CGCOMVETS
14332 Hope St.,
Garden Grove, CA 92643 (714) 531-0767

CGCVA PATCHES ORDERED

We hope to have some patches in about 2 months. These patches will sell for \$5.00 including shipping. We are about out of "T" shirts, except for size small and a few XXL. Many sweatshirts on hand. We are out of the regular caps but will re-order. Have some scramble egg caps. CGCVA Logo sweatshirts are \$17.00 and add \$2.50 for XXL. Senior Officer caps \$12.00, Flag caps \$13.00. Send orders to: CGCVA, 6858 Lafayette Road, Medina, OH 44256. Call 216-725-6527 should you have any questions.

SOME STAMPS LEFT

We have some LCVP WWII postage stamps for \$1.00 each and also some ruptured duck stamps for \$1.00. The proceeds go to Patriot's Point (previous error indicating Douglar Munro gravesite).

Wynn Kenton, 2201 Colston Dr., Apt 906, Silver Spring, MD 20910-2549 (USS PRIDE) has asked for support of the Brady Bill, S-257 and Notch Bill, S-567 also HR-917. Wynn is pretty much up on legislation and appreciates phone calls at 301-585-2711. Wynn also served in THETIS and LOWE.

COAST GUARD AVIATION CELEBRATES 75 YEARS OF FLIGHT

Actually, the Coast Guard could say with complete truth that they were involved with flight from the very beginning since the surfmen at Kill Devil Hills Station helped Wilbur and Orville Wright prior to and during their successful flight of 12/17/03.

Officially, in 1915 Lientennants Elmer Stone and Norman Hall, convinced their CO, CAPT Benjamin M. Chiswell of the ONODAGA (The Rolling "O") that a type of flying Lifeboat was needed for CG operations.

While the CG didn't get moving on its own Air Stations for some time CG Aviators commanded Naval Air stations in Ille Yudy, France and Chatham, Massachusetts. It was not until March of 1920 that the first CG Air Station was opened at Morehead City, NC.

Prohibition saw an increase in CG Aviation and Congress appropriated \$152,000.00 for the purchase of five aircraft. When prohibition was about over, the CG started in the search and rescue business. Secretary of the Treasury, Henry Morgenthau, pushed for and got 42 CG aircraft, six air stations and two air detachments by 1936. It was during the 1930's that aircraft were deployed aboard cutters to assist with opium smuggling patrols off the west coast, fishery patrols in Alaskan waters and search and rescue work.

It was from the NORTHLAND that LT John A. Pritchard, Jr. performed a dramatic rescue of three Canadian airmen who crashed on a Greenland ice cap. Pritchard first established the procedure of landing a sea plane on an ice cap.

The CG flew U-boat patrols during WWII. Helicopters were effectively used against German subs during WWII with the development of the Sikorsky R-4 in 1943. Commander Frank A. Erickson was a pioneer in the development of rescue equipment for rotary wing aircraft.

Beginning in 1946 CG aircraft were used in International Ice Patrol. These PB1G and PB1G aircraft were based in Argentia, Newfoundland. At this same time a Belgian airliner crashed near Gander, Newfoundland. The Coast Guard disassembled two helicopters, flew them to Gander from other bases, and rescued the survivors in the wilderness of Newfoundland.. Erickson's methods were proven to be most effective.

During the Korean War CG aircraft participated in rescue operations in the Pacific. Twelve CG aviators flew in Vietnam. LT Jack C. Rittichier was killed when his helicopter was hit with gunfire and exploded close to Hue. Jack had made many successful rescues in Vietnam and had been awarded several Distinguished Flying Crosses.

Today the CG utilizes E-2C aircraft for drug interdiction. The C-130 is still being used for various tasks, including International Ice Patrol. Many helicopters are in use for rescue operations. The USCG now has some 200 aircraft in operation at 27 air stations. "We've come a long way, baby."

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CGCVA NEWSLETTER will become the CGCVA NEWS on or about January 1, 1992. A contract has been signed with a North Carolina publisher of Veterans newspapers to publish our news, quarterly. Those wishing to submit articles should ensure that they reach our office, 6858 Lafayette Road, Medina, OH 44256 prior to 15 November. The current newsletter costs about \$1,000.00 an edition. Our new publisher hopes to obtain some advertising money to offset this high cost. Should any members wish to advertise in this new publication you need only contact our Secretary, Herb Reith, P.O. Box 681, Enka, NC 28728-5722.

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TREASURER'S REPORT

As of 9/21/91 funds on hand are \$8,205.15 of which \$547.00 is held in trust for Douglas Munro and Patriot's Point. We have 977 members of which 132 have not paid current dues. Greatly appreciate all of those who have renewed their dues. Last audit, Spring, 1991. Baker Herbert, Treasurer.

ATTENTION PERSIAN GULF VETERANS

Tim Daly, PSU301, calls attention to an article in the New York Times, 7/16/91, page A-3, which indicates high levels of toxic substances found in the Kuwait oil fire smoke. The New York Times states that the levels of some chemicals found in the smoke, air, etc. are from 127 percent to 200 percent above Massachusetts Standards. It is reported that these substances can be harmful to kidneys, liver and the respiratory system. Some CG members were stationed in Al Jubail, about 175 miles downwind of the largest burning oil concentration. It would perhaps be prudent to obtain frequent physicals with special attention given to kidneys, liver and respiratory systems for those who served in the affected areas. Further, be certain to have your service record properly documented. Thanks, Tim for sharing this information with us.

PAUL ZUPAN CONTINUES FIGHT

CGCVA member Paul Zupan, USCG Service from June 12, 1940 to August 22, 1946, USS KEY WEST (PF-17) states that while working for the Granite City Steel Co., Granite City, Illinois he contracted asbestosis. Paul has made the following written statement:

"I was the first at Granite City Steel to be diagnosed as having asbestosis, certain attorneys and judges thought that this could lead to the eventual closing of Granite City Steel Co., the largest employer and taxpayer in Madison County, Illinois.

THIS LEAD TO THE CONSPIRACY TO DEFRAUD ME OF MY RIGHT TO DUE PROCESS.

1. A phony workman's Compensation hearing.
2. When I did go to a legitimate compensation hearing, certain persons perjured themselves, the Madison County States Attorney would not prosecute.
3. All documents proving that certain attorneys and judges did this to me were stolen from my files by certain attorneys in Madison County, Illinois.
4. My name was forged on legal documents.
5. I'm still being denied Due Process, no one will even handle my asbestos case and I'm very ill from this asbestosis."

/s/ PAUL ZUPAN
1719 Garfield
Granite City, IL 62040

While the CGCVA has written letters on Paul's behalf it appears that Paul has received little or no help in his quest for justice. Paul is currently on a breathing device hence can't travel to our reunions.

BMCS USCGR (Ret) Leon Jacobs Jr.

Chief Jacobs recalls the early USCG Reserve, prior to WWII having graduated from Boot Camp at Algiers, LA. On December 7th, 1941 Coxswain Jacobs was loading a Russian freighter with 100 octane aviation gasoline. Following the bombing of Pearl Harbor, Jacobs recalls the Coast Guard manning private yachts for patrol duty. Chief Jacobs served in LST170 "The Green Dragon" during WWII. From all accounts, the USCG Reserve furnished 95% of Coast Guard Personnel during WWII.

CROSSED THE BAR

Carmine A. Ciampa, Executive Secretary, USS WAKEFIELD Association, reports the following: Vice Admiral Roy L. Raney died April 19, 1991 at the age of 90. VADM Raney was a graduate of the USCG Academy in 1924 and was also one of the early CG pilots. In his early years he was Commanding Officer of the ALGONQUIN and BIBB. He also served on the TAMPA, OSSIEG, CHAMPLAIN and destroyer JOUETT. VADM Raney was awarded the Navy Commendation Ribbon for rescuing 205 men from the torpedoed Henry R. Mallory. He was the Executive Officer of the USS WAKEFIELD and later the Commanding Officer. He was Commander of the Boston District in 1956 and organized the rescue of 1600 passengers from the ill-fated Andrea Doria. VADM Raney will long be remembered by all who served under him as a great man. (Ed. note: My brother Bernard, served under Admiral Raney on board WAKEFIELD when he was 14. His regard for Admiral Raney was extremely high. I served on Admiral Raney's staff when he was Ninth CG District Commander and I found him to be an excellent officer and most caring for those that served under him).

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We received very brief word that James Bralley passed away on July 26, 1991. Mr. Bralley served in USS RICKETTS (DE-254) and is survived by his wife.

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Stephen H. Goldrick informed us that his "buddy", Victor Lindeborg, MM1/C, passed away on April 14th, 1991. Stephen writes that Vic was not only a buddy, he was a boyhood friend, next door neighbor and his older brother married my oldest sister. We were brought up only about 4 miles from the Rockaway Point, NY Lifeboat Station, hence our affinity for the Coast Guard. Vic Lindeborg served in the GENERAL GORDON. A donation was sent in for Patroit's Point, which was forwarded to them.

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PRESIDENTIAL MEMORIAL CERTIFICATES AVAILABLE

Jim Bunch has furnished us with the address for obtaining a Presidential Memorial Certificate given to the next of kin commemorating the military service of a deceased veteran. This certificate expresses America's grateful recognition of the veteran's service in the United States Armed Forces and is signed by the current President. President John Kennedy initiated this program. A certificate may be requested in person or by mail at any VA regional office. A copy of a document which establishes the veteran's honorable military service should accompany the request.

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NAVAL INSTITUTE PRESS - ANNAPOLIS, MARYLAND

We have been asked to furnish a listing of Naval Institute Press books to our membership. The attached is an order form for these books, which is self explanatory. Please send your completed orders to the CGCVA, 6858 Lafayette Road, Medina, OH 44256 and we will collect them and forward them to the Naval Institute. Our Association will receive some credit for this and any funds will be deposited to our account. There are many Coast Guard books in the attached listing, plus other good books. Happy reading.



CGCVA Secretary, Herb Reith, is pictured above receiving the Department of Veterans Affairs Voluntary Service Award Certificate from Mr. James Christian. Herb was honored for having served the Veterans Administration with over 6,250 hours of volunteer hours at the Department of Veterans Affairs Medical Center at Asheville, NC.

In addition to his duties with the CGCOMVETS, Reith also serves as a National Service Officer for the Fleet Reserve Association and a director of Destroyer Escort Sailors Association. Herb assists veterans of all branches of service with claims and other veteran related matters. He also assists veterans and military retirees in preparing CHAMPUS and CHAMPVA claims for themselves and their dependents.

(Ed. note - While Herb is shown here standing he generally navigates in a wheel chair. Herb is retired from the Coast Guard and very active with his former ship, USS MERRILL Association.)

MEMORIAL TO HONOR FALLEN WEST VIRGINIANS - CHARLESTON

Ron Reese calls our attention to a planned Memorial to all fallen war veterans from West Virginia. The planned date for this finished memorial is November 11, 1992. The Project cost is estimated at 1.5 million dollars and at this time there appears to be an \$850,000. shortfall. West Virginia claims to have lost more service personnel than any other state and about one third of all state residents have served or are serving in the U. S. Armed Forces. Contributions may be sent to the W.Va. Veterans Memorial Commission, Box 5126, Charleston, WV, 25361. Organizers say a dollar or two will help out.

REUNIONS WITH CLASS 1990 BOOK

As of 9/21/91, the Reunions With Class people have not received their photos and negatives back. This is a problem, that the Association is working on at this time. Generally, the Association takes the responsibility for this delay.

Exhibit Order

Please print clearly

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All orders must be prepaid. Individuals and libraries may order books at the convention discount for two weeks after the meeting. Payment is US dollars and may be made by check, money order, or charged to VISA or MASTERCARD.

Postage and handling is \$3.50 for orders up to \$30.00, and \$4.50 for orders of \$30.01 or more. (Please add 5% sales tax for delivery within the state of Maryland.)

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There was a total of 230 built from 1941 to 1944. They were numbers CG-83300 thru CG-83529, built by Wheeler Shipyard, Inc., Brooklyn, N.Y. They were a real bargain, even in those days. The first 40 cost \$42,450.00 each, without armament and engines. By the time they built the 4th group the cost per unit was up to \$62,534.00. The cost per unit completely outfitted was approximately \$125,000.00 each. These boats displaced 76 tons, were 83'2" long overall and 78' at the waterline, had a beam of 16'2", and a max. draft of 5'4". The 83343 through 83348 had 2 Hall Scott Defender engines, all others had 2 Sterling Viking II engines each. All were rated at 1,200 HP. They had a maximum speed of 15.2 knots with a radius of 215 miles at this speed. At max. sustained speed of 12 knots could cruise 375 miles, 10 knots got them 475 miles and 8.2 knots was good for 575 miles. They carried 1,900 gallons of gasoline when loaded. They were manned by one Officer and 13 men. Most units had an SO-2 Radar and QBE Sonar (except 83339, 83367-83369, 83427, 83476-83480). In 1941 the ones in commission had for armament 1 1-pounder and 2 30 Cal. machine guns. By 1945 most of them had a 20 MM anti-aircraft gun, 4 depth charge tracks and 2 Moustrops. The 83 footers were designed by Walter J. McInnis starting 6 December, 1940. The design was completed and a contract awarded to Wheeler Shipyard on 19 March, 1941 for forty units. The hull was wood and the form was the round bilged type, single planked. The war had started before this contract was completed and additional contracts awarded for 44, 40 and 106 more units. The early units (83300-83435) had Everdur bronze wheelhouses. Subsequent units had plywood houses because of the shortage of bronze during the war. All 83 footers operating above Cape Henry, VA. were ice sheathed. At the time of delivery to the Coast Guard these boats were capable of going 20.6 knots but their performance was degraded by machinery wear as well as the increased displacement from armament, radar and sonar. The 83 footers were used for anti-submarine patrol, coastal convoy escort, and search and rescue. In the spring of 1944 60 of the boats were shipped to Great Britain and became USCG Rescue Flotilla No.1 based at Poole, England. They were deployed in two 30 boat rescue groups for the Normandy landing, in which they rescued over 1,500 troops. 30 of the 60 units were returned to the U.S., 24 remained in Europe, 4 were transferred to the Royal Navy and 2 were lost. In January, 1945 30 units were ordered to the 7th Fleet in the PHILSEAFRON as USCG PTC Flotilla number one and operated out of Manicani Island just south of the island of Samar near Leyte. All of these units were decommissioned in the Philippines and disposed of by the State Department. 24 additional units were sent to the Pacific and served in the Advance Base Harbor Defense Force (ABHD), code name LION, at bases in Okinawa, Eniwetok, the Marshall Islands, Siapan and Guam. 4 of these units had also served in Europe. Following the war most of the 83 footers remaining in the Coast Guard were decommissioned. By mid 1960 all had been disposed of. Many were sold to civilians who converted them into yachts and today some can still be located in various marinas. They are still a good looking boat.

Some of our members have listed certain 83 footers as units they have served on. Following is some of the history of the boats these members have listed:

CG 83301 - 1941-44 assigned to EASTSEAFRON at New York. Jan 45 ordered to COM7THFLEET and stationed at LION 8, Okinawa. She was lost in a typhoon 9 October, 1945 in Buckner Bay, Okinawa.

CG 83341 - 1942-44 assigned to EASTSEAFRON at Southport, N.C. 1944-45 assigned to SERVLANT (COM4thFLEET) at Southport, N.C. Decommissioned 27 October, 1945.

CG 83366 (Ex CG-617) - 1942-44 assigned to EASTSEAFRON at Norfolk, VA. 1944-45 assigned to COM12thFLEET, Poole, England. June 1944 assigned to USCG Rescue Flotilla No. 1, served in Normandy Invasion as USCG 11. June 1945 assigned to EASTSEAFRON. Decommissioned 17 July, 1961 and sold on 19 April, 1963.

CG-83437 - Delivered May, 1943. 1943-45 assigned to EASTSEAFRON at Charleston, S.C. Late 1945 assigned to PHILSEAFRON, USCG Flotilla No. 1 stationed at Manicani Island, Philippines.

CG 83464 - Delivered July, 1943. 1943-44 assigned to EASTSEAFRON at Charleston, S.C. 1944-45 assigned to COM12THFLEET at Poole, England. June, 1944 assigned to USSCG Rescue Flotilla No. 1 and served in the Normandy Invasion as USCG 43. Decommissioned 17 November, 1961, sold 31 Jan. 1963.

CG 83503 - Delivered November, 1943. 1944-45 assigned to COM12THFLEET, Poole, England. June 1944 assigned to USCG Rescue Flotilla No.1, served in Normandy Invasion as USCG 55. Decommissioned 29 Dec. 1960, sold 21 Aug. 1962.

CG 83526 - Delivered Feb. 1944. 1944-45 assigned to GULFSEAFRON, Miami, Fl. June 1945 assigned to the 11th CG District and stationed at San Diego, Ca. No information on the disposition of this one.

There are probably other 83 footers that some of our members have served on but these are the only ones listed by them. If any of our members desire information on any specific 83 footer, let us know.

COAST GUARD

USS Mojave (WWII) — Seeking former shipmates for possible reunion — Orris Hoff, Rt 2, Box 320, Pleasant Hill MO 64080.

USA LT219 (WWII) — Seeking any comrade — EA Lindahl, RR5, Box 231, Boone IA 50036.

Beach Patrol (1941-42) (Avila, Oceano, Devils Canyon, Pismo Beach, Point Sal CA) — Seeking anyone — Francis Lapinski, 520 Main Blvd, Pittsburgh PA 15237.

USCG 83489 (Apr-Aug 1942)/US Army FS344 (Apr-Oct 1945) — Seeking any crew members — John Alcon, 7432 Yolanda Dr, Fort Worth TX 76112.

USCG Cutter 83372 (1942-45) — Seeking any crew member — Richard Miller, 8620-137 NW 13th St, Gainesville FL 32606.

USS Centaurus AKA17 — Seeking anyone interested in reunion — Edward Peisel, 595-343 1881 Rt #37W, Toms River NJ 08757.

USCG (WWII, 1942) — Seeking Maurice Rubin & Charles Epstein, or anyone remembering them — Kenneth Smith, 42H Cambridge Ct, Lakewood NJ 08701.

USS Gen Wm Weigel AP119 — Seeking anyone interested in reunion Walter Early, 55A Cranbury Neck Rd, RRT, Cranbury NJ 08512.

Sankaty Head Lighthouse (Nantucket Beach Patrol Sta, 1943) — Seeking anyone stationed there for possible reunion — Dominic Tello, 22 Moon St, Boston MA 02113.

USS Groton PF29 — Seeking anyone for proposed reunion — Frank Intagliata, 9129 Niger, St Louis MO 63122.

USS Casper PF12 (WWII) — Seeking anyone who served — Robert DeWittm 4762 E Harvey, Fresno CA 93702.

US Army TY21 (Philippines 1945) — Seeking former crew members, esp Rabbit Hancock — Billy Haglem Rt 1, Box 578, Eustace TX 75124.

COAST GUARD

USS Kay West PF17 — Nov 7-11, Charleston SC — James Dekas, 110 Bigelow St, Brighton MA 02135-1633.

USCGC Sweetgum W-309 (WWII) — Seeking crewmen, officers & enlisted men — Elwood Miller, 519 Northwest St, Bellevue OH 44811.

USS LST261 (WWII) — Seeking original crew members — Alfred Hissom, POB 693, E Liverpool OH 43920.

COAST GUARD

Rescue Flotilla (Normandy, France, June 1944) — Dec, Naples FL Lou Ciancagini, 2290 28th Ave SE, Naples FL 33964.

TAMPA REUNION - OCT 25th & 26th- HOLIDAY INN,
MOBILE - CONTACT JOE STEED, JR.8125 RIVERTON
RD., FAIRBURN, GA 30213 - VET NET 10804.

Semper Paratus--Always Ready. No one seems to know exactly how Semper Paratus was chosen as the Coast Guard motto, but there is no doubt as to who put the famous motto to words and music. Captain Francis Saltues VanBaskerch wrote the words in 1922. Five years later he wrote the music on a beat-up piano in Unalaska, Alaska. It was here that he found time to fit the words of his song to music with the help of two Public Health dentists, Alf E. Nannstad and Joseph O. Fournier. Semper Paratus had been a revenue cutter and Coast Guard watchword--the words themselves, always ready or ever ready, date back to ancient times. Official recognition appeared in 1910 on the ensign. Captain "Van" hoped to give it as much recognition as "Semper Fidelis" of the Marines and "Anchors Away" of the Navy.

Smallest of Americas Armed Services in World War II, the U. S. Coast Guard played a vital role in anti-submarine and amphibious actions while at the same time seeing its traditional homefront responsibilities enormously expanded. During peace time, the Coast Guard is under the control of the Transportation Department and formerly the Treasury Department. This is why their ships are named after all former Secretaries of the Treasury. In the event of hostilities, the Coast Guard is then under the control of the U. S. Navy by order of the President. In the hectic days of 1942 when the German U-Boats roamed the Atlantic coast torpedoing allied ships, it was this thin frail line of patrol vessels, augmented by sloops and yachts of the Coast Guard Reserve "Corsair Fleet" that posed the only deterrent to total disaster at sea. Their armament hastily beefed up with additional deck guns, sonar, and depth charge throwers, the plucky Coast Guard Cutters took the war to the enemy and by 1945 had accounted for the sinking of 12 German U-Boats and assisting in the sinking of others. The USS Samuel Chase APA-26, manned by U. S. Coastguardsmen, carried the U. S. Army 1st Infantry Div. to Utah Beach in Normandy. The Coast Guard Cutter "Northland" rescued U. S. Army fliers forced down in a Greenland ice cap in July, 1942 and captured a German controlled Norwegian sealer "Buskoe" in 1941. Before a German armed trawler was scuttled by its crew, the "Northland" pursued them for 70 miles through the frozen channels of the Greenland ice cap and captured 8 officers and 20 enlisted men. Two German radio stations were destroyed, the capture of 60 men and an armed trawler besides the scuttled one.

Little is known of the part the Coast Guard played in the invasion of Normandy, France on D-Day. The skilled handling of the LCIs by their Coast Guard crew averted any real tragedies in the storm-swept English Channel. Hardly enough credit has been given to the match box fleet of 60 83' C.G. Cutters which dodged gunfire and mine fields to rescue 1,438 casualties on June 6, 1944, the grim product of the greatest allied amphibious landing of World War II.

The "Taney" W-37, a 327' Cutter that defied the Kamakazes. A survivor of the December 7 attack on Pearl Harbor, whose guns were able to openfire on the second attack by the Japanese planes and forced them to turn away. The "Rober B. Taney" W-37 was turned over to the Historical Society and is now a museum down in the Inner Harbor of Baltimore, MD. Bill and I attended the ceremony along with Hank Rogers and Herman Fenzel and his wife Catherine, two former shipmates of the C.G. Cutter "Spencer".

The "Ingham" W-35, now a museum in Charleston, S. Carolina, which we hope to visit this year while attending the Spencer's 18th reunion.

The good ship "Bibb" W-31 was named for George Bibb who served as Secretary of the Treasury 1844-45. During a U-Boat attack on a troop transport, the Bibb rescued 235 men. While in the Pacific the cutter helped repel an estimated 55 aerial attacks. When the seaplane Burmuda Sky Queen went down in the North Atlantic, the Bibb was there to save all 69 passengers.

You may be interested to know that the red slash or racing stripe so visible on all C.G. ships came into being when an industrial firm was hired to re-design the interior and exterior of the Presidential plane after John F. Kennedy was elected. In 1964, the firm recommended that the C.G. adopt a symbol or mark that would be easily distinguished from other government agencies and easily applied to ships, boats, air craft, stations, vehicles, signs, and printed forms. A wide red bar to the right of a narrow blue bar, both canted at 64 degrees. Centered at the red bar, the traditional C.G. emblem: Semper Paratus, Always Ready or Ever Ready.

(Ed. note - Great article by Mary Ellebracht--grass roots, which the Coast Guard does need badly. The above article appeared in the Hancock Herald, July, 1991. Mary is married to CGCVA member Bill Ellebracht. Bill served in SPENCER)

USS LEOPOLD STORY

Lewis M. Andrews, Jr. contacted Richard R. Novotny, Jr. and asked him to write about his experiences during and following the torpedoing of the USS LEOPOLD, DE 319. This is what Dick Novotny wrote on 8/22/91:

The date was 9 March, 1944, and the time was 2005 hours (or about 8:05 p.m.). Our position was approximately 150 miles off the coast of Iceland in the North Atlantic. I was getting ready to "hit the sack" because I had the 0001 to 0400 watch in the after steering station, when I was very much awakened by the sounding of battle stations. With all the drilling and training we had previously, I acted unconditionally and automatically in getting to my battle station as soon as possible.

My battle station was the trunnion operator on a 20mm machinegun. My gun was located on the starboard side practically opposite the stack and immediately behind the whaleboat or captain's gig. The four-man team--trunnion operator, ammunition loader, communication personnel and the gunner were immediately given firing orders. This was when all hands found out that this was not a drill. Ensign William Tillman was our Director of Fire Officer. Almost simultaneously at this time--I think it was #1 forward 3.50:--fired a star shell. I had to turn my body approximately 270° to see the surfaced submarine whose conning tower seemed to be 10° off the port bow. From my position at my gun, which in this case was behind the super structure and the conning bridge, it was very difficult to see much more than one-half of the submarine which I would estimate to be about 250-300 yards away. It seemed to me we were running at flank speed approaching the submarine with the bow of our ship about to strike the submarine right near the conning tower of the sub. Later, while in the hospital, I was told that Capt. Phillips planned to ram the submarine, making use of the special bow construction, which was reinforced for this purpose in the Edsel Class D.E. A second star shell was fired, and it seemed like two or three seconds after that, for me, "the lights went out". I did not hear the explosion or anything connected with the torpedoing.

From this point on, I was apparently in and out of consciousness because I recall in degrees of consciousness the events that followed. Some of the events are rather hazy, and then some other events were very clear in my memory.

I found myself in the water floating and swimming with one arm toward a life raft that seemed to be some fifteen yards away from me when I regained some consciousness. The splinter shell (armor protection) of this gun position protruded and was cantalevered over the deck and practically lined up with the gunnel or side of the ship. The only way I can figure that I got into the water was to have been blown overboard on the starboard side into the water. There was a huge 20mm ammunition storage locker immediately behind our gun position. It is represented that the torpedo struck the LEOPOLD on the port side at about either #1 or #2 engineroom. There are times that I would conjecture that the torpedo struck just below our gun position. Finally, I remember having use of my right arm to swim toward the raft. I cannot recall having any use of my left arm or legs to propel me toward the raft. Consciousness faded and then I came to, realizing there were some fourteen men, a sea of faces, in and hanging on to the sides of this seven-man life raft.

I faded in and out of consciousness and seeing the man standing inside the raft and on the outside and me hanging on with (to the best of my knowledge) my right hand. In these instances I can recall almost gradually losing my hold on the life raft, due to the height and the roughness of the seas. I can also recall the feel of the temperature of the water and the air, being clad in totally shredded dungarees and discovering I had no shoes, and my wristwatch was gone. The consciousness of these facts being brought about by being immersed in approximately 35°F water, and as I was told, the air temperature being about 22°F.

I can recall hanging in the life raft and the life raft being turned around and seeing the LEOPOLD split in two from bow to stern with the full moon and terribly clear atmosphere lighting up this horrible scene. Every once in awhile the raft would turn, and I could see the ship breaking more and more in the middle and sinking from the middle with the waterline running both ways from the bow to the stern. After some time passed, I cannot even remember how long it was, I saw our Chief Quartermaster hanging by his right or left foot on the starboard anchor's fluke, with his head and arms hanging down towards the water. The reason I can be quite sure that it was the Chief Quartermaster (I cannot remember his name) is because he was my immediate superior in that I was a Quartermaster Striker and was to receive my Third Class Quatermaster rank on the return of this, our second crossing.

(continued next page)

The full moon lit up the ocean almost as much as daylight. It was not difficult to see heads and shoulders and life jackets floating around the 360° radius from my observation point in the raft, that I could recall when conscious. I learned later, hospitalized somewhere, I do not recall, that this was the ideal situation for the German submarine below the surface of the water that fired that fateful torpedo. I understand that our ship made a beautiful silhouette and target with the full moon behind and back of the ship, for the German submarine periscope--what a turkey shoot!!

Again, I cannot be accurate on the elapse of time, but I became conscious of my life raft being unpopulated. I can recall on and off, shipmates appearing as though they fell asleep and let go of the raft and drifted off after other shipmates tried to hold them to the raft as long as they possibly could. Being so exhausted, they had to let them go. During this time I can remember vividly the occasion whereby one of the cooks was hanging on to the raft in a position next to me. He was in terrible pain because I can recall hearing him say his legs hurt or his legs were gone, or something about his legs, that even the temperature of the water didn't take away his pain. In one of his rantings he started swinging his fists and arms as though he were fighting someone, and I caught one of his better punches right in the eye and another one on the nose. I can remember receiving the punches, later verified at the hospital, with the real shiner on the right eye and a swollen nose like you would not believe. He apparently expired as he started to drift away from the raft, and I tried to grab for him with my left arm. I could not hang on to the raft with my right arm, discovering I had no power whatsoever with the left arm, and I just could not hold on to him. This situation of those on my raft following the explosion kept repeating itself. It was after this incident with the half-crazed shipmate that I experienced a very unusual occurrence. In my semi-conscious condition I saw in life size and appearing to be alive, my loving wife of eight months, my wonderful mother and father, all standing in a row and looking down at me and smiling. These three life-size figures of people I loved, had a hazy background which was in the shape of a perfect square framing the three individuals. The whole square, hazy background and the three people were seemingly suspended about five feet above the crest of the waves. The seas at this time were running 10-12 feet--this was a kind of consensus of opinion of the two crews--that of the LEOPOLD and that of the JOYCE in that area. At the time of seeing my wife and my folks looking down at me and smiling, I experienced no pain, and it was a very satisfying sensation. There are times when I think I crossed to the other side--death--and then came back--life. Since that time, and up to this writing, at age seventy, I do not think I have any fear of death--if what I saw was anything like passing on. I might find out when the time comes, as it surely will. However, what I experienced, I have an idea I won't be able to report back what it was that happened to me.

I can remember seeing the profile of the JOYCE coming near (I do not know how close to our raft), and hearing Captain Robert Wilcox advising us on the bullhorn that he was experiencing torpedoes being fired at his ship. Very positively, on the bullhorn, he again advised us that he would be back to pick us up ("if I can"). Even though I was probably semi-conscious, I cannot give you any degree of consciousness, but I know I cannot describe the sensation and thoughts of watching that ship pull away with the deck lined up with their crew members all hollering, "We'll be back!"

It was just about this time, I think, that I can recall now, (1) I am inside the raft (I have no idea how I got there), and (2) there are only two other shipmates with me inside the raft--namely, Robert Chandler, S 1/c and William Smith, Fireman (?). We had a few words about, "They will be back to pick us up", and how G.D. cold we all were.

Again, I do not know about the passage of time, but I can recall noticing the aft half of the LEOPOLD being gone, apparently sinking, and vividly remembering seeing the bow half afloat with the bow facing straight up.

Not being sure of the passage of time, but this time I saw the JOYCE approaching again, and the three of us in the raft were hollering and waving as hard as we could which at this point in time, did not disturb the air too much. I do recall the ship coming alongside the raft. About the time the raft was to strike the ship on the port side, the ship took a roll (I don't know how many degrees), but she rolled to the starboard enough for me to get a good look at her steadying keel or fixed keel stabilizer and part of her port propeller and rudder. Why we were not sucked under the hull of the ship when she regained zero degrees, must have been God's will!

Along the rail of the JOYCE there were all kinds of shipmates and crewmen standing by to pick the three of us up from the life raft. They already had a landing or boarding net rigged on the side of the JOYCE. Several JOYCE crewmen were making their way down the net to help us out. About the time the life raft got into a striking position of the JOYCE's hull, Bob Chandler and "Red" Smith were located on that side of the life raft and, they were taken up the side and up on deck first. Now it was my turn, and I am going to try to change my position from the far side of the life raft to the side closest to the ship. This is when I discovered I could not move. Again, no power in my legs from my hips down, and I had great difficulty keeping my head and face out of the water. In effect, I had no back muscles. With the motion of the sea against the hull, the life raft began to drift away a foot or two--it was sloshing back and forth. With this event taking place, here comes a JOYCE crewman with about a 2" line wrapped around his shoulders and neck flying down the net and grabbing on to me--damn near falling into the sea himself! He effectively put a bowline under my arms and around my shoulders and then several of the crewmen up on deck hauled me up and aboard. They got me up over the life line and had me in a standing-upright position, removing the line, and then someone figured I was OK on my own and let go of me after removing the line, and with that I crumpled to the deck like a sack of potatoes. I do not know how to explain adequately my feeling about Chuck Friend who was the JOYCE crewman who put the line under my arms at the risk of his own life. I will never stop appreciating the heroism and the great all-out effort that Captain Robert Wilcox, his officers and his men, and in particular, Chuck Friend, put forth, and if it were not for the aforementioned, I would not be here telling you my story today--47 years later. I know for a fact that the other 24 survivors of the LEOPOLD certainly feel the same way.

In taking a self-inventory, it is very evident to me that I certainly was in and out of consciousness. My terrible memory of seeing so many of my shipmates floating and dying in the water, getting lambasted by a half-crazed shipmate, seeing the many faces of my shipmates around the raft at times and then their seeming to fall asleep and drift away, and the accurate vision of my Quartermaster Chief hanging on the anchor fluke, leads me to believe that some of the things that happened that I have no conception about or memory of, is just as well. My recollection of events and appearances that I will recite in the future appears that I was thawed out from being mostly frozen and in the company of some very caring people, resulting in a much better recollection, although not 100%.

From the deck I was taken below to the crew's living quarters and placed in the bottom sack of three tiers of pipe beds. I recall the sack was in the location as close as possible to the ship's infirmary and the pharmacist mate's facilities. I can remember the sensation of warming up and becoming a little more comfortable to one extent. Then there was the other new feeling of horrendous pain. The more I warmed up, the more painful it became lying on my back only.

The 1/C Pharmacist Mate (I don't know if they had a Chief aboard) was a very understanding and qualified pharmacist mate. He seemed to be about 25-26 years of age. I only wish I could remember his name. I have asked many of the shipmates of the JOYCE as well as Captain Wilcox and other officers in the past twenty years of JOYCE/LEOPOLD reunions, but no one can recall his name. The only drug that was available to injured combatants for pain those days was morphine. An injection of morphine, however, was only good for four hours maximum, and I tell you right here up front, if you were in a lot of pain you did not need a clock to tell you when you had your last injection. This pharmacist mate did an excellent job of closing up an inch and a half gash in my forehead and a small hole through the thigh of my left leg just above the knee--all done by shrapnel. You will recall my battle station gun was just five feet from the huge 20mm ammunition storage locker. It apparently let go due to the torpedo.

There was a period of 2½ days of consciousness and unconsciousness while the JOYCE made its way, having rejoined the convoy to the big U. S. Navy base in North Ireland. I have no conception of how long I was aboard the JOYCE, but I certainly remember hearing the battle stations sound at two different times because the German submarine was still trying to sink the JOYCE.

(Continued on next page)

I have never been able to really pinpoint the number of hours from 2005, the time of the torpedoing, to the time that the three of us from my raft were rescued. The information I have obtained from my surviving shipmates run from being in the raft waiting to be rescued, anywhere from six to eight hours. Captain Wilcox and the log of the JOYCE are not a real accurate measure in that the JOYCE picked up three to four rafts of LEOPOLD personnel. There were the interruptions in the rescue operations by the attempt to sink the JOYCE by the German submarine while trying to perform their rescue work of LEOPOLD personnel.

During World War II, I understand the Army and the Navy did much medical research work, which to this day, the civilian population is receiving benefits from their efforts. I can remember seeing in a Navy graph which depicted the duration of life expectancy in certain temperatures of the sea, wind velocities and air temperatures, and height of the sea. According to the most accurate information that I can figure, we LEOPOLD survivors had a maximum 25-minute life expectancy. There are times in a lifetime when one ponders philosophically that the answer to our survival will ever be a question in our minds.

At the U.S. Navy base in North Ireland, the JOYCE was relieved of her LEOPOLD crew survivors who were all gently taken to the big U. S. Navy Hospital in North Ireland. In about 24 hours the doctors at the hospital had things pretty well sorted out after everyone had a complete physical and thorough examination. About half of the 24 LEOPOLD survivors had bumps, sprains, and many skin abrasions. The final medical report of all 25 survivors revealed that I was injured the worst. To this day my medical records read, "Severe compression of the first and second lumbar spinal vertebrae, a severe compression of the second and third thoracic spinal vertebrae, a scalp or head wound--1½" long and (?) centimeters deep--the aforementioned piercing of one side to another in the left thigh just above the knee". I was lucky the shrapnel traveled around the femur bone instead of crashing through which might have resulted in an amputation, I was told. The report also said, "Severely damaged left and right knee joints, a very severe case of pleurisy, the immobility of the left arm and legs caused by damage to the spinal column".

In a matter of 15 days, the 24 of my shipmates received orders to go back to the States. Shortly before all the 24 survivors of the LEOPOLD were ordered back, they all came to visit me in the Navy Hospital. I was the only one hospitalized. I asked the survivors for parts of their stories, and in particular, I inquired about the other three shipmates who were assigned to my 20mm gun. I was advised that none of the other three lived. There is a picture taken in the orthopedic ward of the Navy hospital of six of the 24 survivors surrounding me while lying in bed. This appeared in the official U. S. Coast Guard magazine in the March, 1957, issue. I had my goodbyes with each of the survivors. The 25 of us did not realize, at our young age, how bonding this battle and sinking would become in later life as we carried on with our lives. Only people of combat understand this bondage. They had their orders for stateside transfer.

I remained hospitalized in North Ireland from 11 or 12 March, 1944 to 3 August, 1944 when I was flown back on a Navy PB4 to St. Albans Naval Hospital on Long Island, NY. I hasten to add that it was my good fortune to regain the use of my left arm and my legs from the hips down, which to me was almost a miracle. I became ambulatory about thirty days before being shipped to the States. My pleurisy cleared up in a matter of three weeks, and I could breathe again. I attribute the success of my recovery to a Navy Doctor who was a Lieutenant JG I seem to recall named Goldsmith or Goldstein. I can remember from some of our more informal visits that he was a New Yorker. I must also comment about the great US Navy Third Class Pharmacist Mates in the orthopedic ward that I was in. One was named Tom Landers, who was a big 6'2" beanpole, and his buddy, who was 4'1". Needless to say, I dubbed them "Mutt and Jeff".

There were 17 of us in the Navy PB4. Of the 17, I was the only ambulatory person. I arrived at St. Albans Navy Hospital on 3 August, 44 and was given permission to make a long distance telephone call to wish my new bride a happy first wedding anniversary--that almost wasn't!

The Navy Medical Survey Board couldn't figure out my serial number of 560-562R and when they found out that I was Coast Guard they shipped me to St. Louis, the Warwick Hotel manned by U. S. Public Health Service Doctors. I was honorably medically discharged in St. Louis, MO on 12 January, 1945.

ADDITIONAL VA MEDICAL ACCESS RESTRICTIONS NOW LAW

As a result of the recent "Budget Reconciliation Act of 1990" many significant changes and restrictions in VA medical care access have been enacted by the last Congress. While care for service connected conditions and some lower income veterans has not been materially reduced, other groups of veterans have not fared as well. The legislation has placed even further restrictions than Congress imposed in 1986 on health care to what is termed "Discretionary" veterans. In addition, the legislation has implemented and/or expanded "revenue generating" authority in the provision of this care. Non-Service connected veterans with incomes above certain levels, no matter if they are included in Lincoln's famous quote, "To care for him who has borne the battle" which is emblazoned on the front wall of the Department of Veterans Affairs Central Office in Washington, DC, will only be provided VA medical care on a space and resource available basis. They may be required to make certain payments for their care based on level of income and net worth.

Following is the latest information provided by the Department of Veterans Affairs Veterans Health Service and Research Administration on the implementation of these provisions.

VA Hospital and Nursing Home Care Eligibility

Public Law 99-272, The Veterans Health Care Amendment of 1986, and Public Law 101-508, The Omnibus Budget Reconciliation Act of 1990, provided that in patient hospital care shall be furnished certain veterans, while nursing home care may be provided to the extent resources and facilities are available.

Specifically, this legislation has now established TWO categories of veteran eligibility for VA health care - "MANDATORY (formerly called Category A) and DISCRETIONARY" (formerly called Categories B and C). Within these two categories, the law also establishes new and additional eligibility assessment procedures, based on income levels, for determining which non-service connected veterans may be eligible for VA medical care without cost. The income levels will be adjusted on 1 January each year and shall be increased by the percentile increase in social security benefits.

Under these two categories the VA shall provide hospital care (not outpatient care even though the outpatient clinic is physically located within the confines of a VA Medical Center) and may provide nursing home care to veterans in the "Mandatory" category and may provide hospital (not outpatient) and nursing home care to veterans in the "Discretionary" category if space and resources are available in VA facilities. Veterans placed in the "Discretionary" category must agree to make certain payments to the VA for their care before they will be considered eligible for VA medical care.

Veterans in the "Mandatory" category who will not be subject to the eligibility assessment are as follows:

- 1 - Service connected veterans
- 2 - Former Prisoners of War
- 3 - Veterans who were exposed to ionizing radiation (AKA atomic bomb fallout) during atmospheric testing and in the occupation of Hiroshima and Nagasaki or who were exposed to herbicides (IE: Agent Orange) while serving in Vietnam, and who need treatment for conditions that MIGHT be related to this exposure.

- 4 - Veterans receiving Non-Service Connected VA Pensions.
- 5 - Veterans of the Spanish-American War, the Mexican Border Period or World War I. (This category comprises less than 1% of the veteran community.)
- 6 - Veterans eligible for Medicaid (NOT Medicare)

ALL other non-service connected veterans, regardless of age, as follows:

"MANDATORY" VETERAN: Hospital care is considered "MANDATORY" for a veteran subject to the eligibility assessment as explained above but has an income of \$16,240.00 or less if single, or \$20,688.00 or less if married, plus \$1,150.00 for each additional dependent. Inpatient hospital care in VA facilities shall be provided to veterans in the "MANDATORY" category. Nursing home care may be provided in VA facilities, if space and resources are available.

"DISCRETIONARY" VETERANS: Hospital care is considered "DISCRETIONARY" if the veteran has no VA recognized service connection and income over that shown above under "MANDATORY" Veteran. The veteran MUST agree to pay an amount equivalent to that which the veteran would have to pay under Medicare. The VA MAY provide hospital, outpatient and nursing home care in VA facilities to those in the "DISCRETIONARY" category, if space and resources are available.

If the care is considered "DISCRETIONARY" the veteran will be charged, and will be personally responsible for the cost of care that is received, or \$592.00 (1990 figure), whichever is less, for the first 90 days of care during any 365 day period. For each additional 90 days of inpatient hospital care, the veteran would have to pay half the then current Medicare deductible. For each 90 days of nursing home care, the veteran will have to pay the full Medicare deductible.

In ADDITION to the above cited payments, the veteran will be charged a co-payment of \$10.00 per day for hospital inpatient care, \$5.00 per day for nursing home care, and \$26.00 for each outpatient visit.

Please note that these required payment will be adjusted (usually upward) annually.

How Income is Assessed

Total income and net worth under the eligibility assessment include social security, U.S. Civil Service retirement, U.S. Railroad retirement, military retirement, unemployment insurance, any other retirement from any source, gross wages (before deductions) from all employers, interest and dividends, workers' compensation, black lung benefits and any and all other gross income for the calendar year prior to the veteran's application for care. The income of spouses and dependents as well as the market value of stocks, bonds, notes, individual retirement accounts, bank deposits, savings and accounts, cash, etc. must also be reported. Debts are subtracted from the assets to determine net worth. The veterans primary residence and personal property (clothing, etc.) shall not be reported either as an asset (value) or a debt (mortgage). A veteran will not be required to provide proof of income or net worth beyond filling out the Financial Worksheet, VA form 10-10f. However, the VA DOES HAVE the statutory authority to obtain verification of the information provided from the Department of Human Services

(Social Security benefit information) and the Internal Revenue Service (income reported to IRS for tax purposes such as 1040 returns).

Note: The Department of Veterans Affairs is now authorized to bill a veteran's insurance carrier for the cost of medical care furnished for non-service connected conditions. If such insurance payments are received then the veteran will not be charged any co-payment or co-insurance required by the veteran's health insurance policy.

VA Outpatient Care Eligibility

Public Law 100-322, The Veterans' Benefit and Services Act of 1988 provided that outpatient medical services SHALL be furnished to certain veterans and may, at the discretion of the Secretary of Veteran Affairs, be provided to other veterans to the extent resources and facilities are available in accordance with the following criteria:

- A - The VA shall furnish outpatient care without limitation (excluding dental care except as noted):
 - 1 - to veterans with a VA recognized service connected disability for that disability.
 - 2 - for any disability of veterans assigned a service connected disability rating of 50% or more. Only veterans with an assigned service connected rating of 100% will be furnished dental care.
 - 3 - for any injury suffered by a veteran as a result of VA hospitalization.
 - 4 - for veterans in a VA approved vocational rehabilitation program.

- B - The VA shall furnish outpatient care for any condition on an ambulatory care basis to eliminate the need for hospitalization, to expedite the outpatient treatment needed in preparation for hospitalization or for short-term outpatient care for a condition for which the veteran was hospitalized to the following category of veterans:
 - 1 - any 30% or 40% service connected disabled veteran.
 - 2 - any veteran whose annual income is less than the non-service connected pension rate of a veteran in need of aid and attendance.

- C - The VA may furnish outpatient care without limitations to:
 - 1 - former prisoners of war.
 - 2 - World War I or Mexican Border Period veterans.
 - 3 - veterans in receipt of a non-service connected pension with Aid and Attendance or housebound allowance.

Note: Not changed from prior eligibility requirements.

- D - The VA may furnish outpatient care on an ambulatory basis to eliminate the need for hospitalization, to expedite the outpatient treatment needed in preparation for hospitalization, or for short-term outpatient care for which a veteran was hospitalized to:
 - 1 - veterans exposed to a toxic substance or radiation.
 - 2 - "Mandatory" category veterans whose income is more than the non-service pension rate of a veteran with Aid and Attendance allowance.
 - 3 - "Discretionary" category veterans, subject to a co-payment.

Note: Not changed from prior eligibility requirements.

VA Outpatient Medications

The Budget Reconciliation Act of 1990 provides that veterans receiving medications on an outpatient basis from VA facilities shall make a payment

of \$2.00 for EACH medication under the following conditions:

- 1 - Medication is for a non-service connected condition
- 2 - The \$2.00 payment is for EACH 30 day or less supply.

Veterans receiving medications for a service connected condition and veterans having a VA service connected rating of 50% or more shall not be required to make the co-payment.

Note: The VA has undertaken a study to determine the cost of administering the collection of this \$2.00 per prescription fee. It is believed by this writer that the cost of collection does exceed the receipts and that the co-payment fee will be increased by Congress or they will repeal this portion of the Act.

Other Important Facts For Those Who Are Disabled Military Retirees

Military retirees who were retired for disability reasons (not for years of service) and who have NEVER APPLIED TO THE VA FOR A DISABILITY RATING are considered as non-service connected veterans. They will be subject to the same eligibility assessment requirement as non-service connected veterans when they apply for treatment at a VA facility unless they are seeking treatment for the condition(s) for which they received the disability retirement. It is to the advantage of these military retirees to contact their nearest "friendly" veteran organization service officer and apply for a VA disability rating. Once a VA disability rating has been assigned then eligibility will have been established for treatment as a service connected veteran in accordance with the above guidelines. Whether the retiree chose to waive part of his military retirement to receive VA compensation or not will not change the VA determination that the retiree now truly is a disabled veteran.

Excerpted from the VFW Veteran Benefit News by Herbert W. Reith, Fleet Reserve Association National Service Officer, DESA National VAVS Representative and Secretary of the Coast Guard Combat Veterans Association.

It is infinitely better to try and fail than to do nothing and succeed. (author unknown but it sounds like something a Chief Boatswain Mate would say in Boot Camp).

King Solomon and King David - lived very merry lives.
With many many girlfriends - and many many wives.
When old age crept on a pace
They developed religious qualms
King Solomon wrote the proverbs
And, King David wrote the psalms.
(Author unknown)

I must go down to the beautiful sea, where the waves roll strong
and the wind blows free
I must go down to the beautiful sea---damn right I must, they're
sending me.

(CG Magazine - about 1947/48)

COAST GUARD COMBAT VETERANS HISTORY BOOK

By now you are probably aware that the Coast Guard Combat Veterans Association is working with Turner Publishing Company to produce the history of the Coast Guard during combat from World War I to the war in the Persian Gulf. The Coast Guard has played an important part in preserving the freedom of our great nation. This book is unique because it relates personal stories of our war veterans. Instructions are written below to help you write your biography. Also, if possible, please send two photographs. One taken when you were in the service and one of you now. Our legacy deserves to be remembered. **Please send your biography, photographs and special war stories today!**

Coast Guard Combat Veterans



How To Write Your Biography

Please type or write your biography in 200 words or less and include:

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Telephone: (216) 725-6527

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