



the Quarterdeck Log

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

Volume 20, Number 4

Winter 2005

2005 USCG Ball Salutes WWII Vets

Eleven CGCVA Members Included as Special Guests at Annual Event

On December 9, 2005, the annual Coast Guard Ball was held at the Hyatt Regency Hotel in Arlington, Virginia and 22 Coast Guard World War II veterans were honored as special guests, among them 11 members of the Coast Guard Combat Veterans Association.

Following dinner, each of the veterans was recognized and presented the World War II Victory Medal by the Honorable Michael Chertoff, Secretary, Department of Homeland Security, and Coast Guard Vice Commandant, Vice Admiral Terry M. Cross.

The World War II Victory Medal was established by Congressional action in July of 1945. The medal commemorates military service during the Second World War and was awarded to any member of the United States military who served on active duty or as a reservist between December 7, 1941 and December 31, 1946. Among the CGCVA members honored that evening were:



The WWII Victory Medal was presented to each of the 22 honored USCG WWII veterans.



Vietnam veteran VADM James Hull, USCG (Ret.) shares a laugh with CGCVA member and WWII veteran Marvin Perrett at the CG Ball.

Arnold A. Adams (CGC *Hermes*)

Thomas V. Mullings (CGC *Hamilton*, USS *General Weigel*, and USS *Alacrity*)

LM Tanney E. Oberg (USS *Woodbine* and CGC *Sweetbriar*)

Victor R. Reynolds (USS *Richardson*, CGC *Mohawk*, USS *Wakefield*, USS *Breckenridge*, and USS *Gen. Dickman*)

Charles L. Rummel (USS *Snohomish* and USS *Groton*)

LM John E. Palmer (CGC *Wakerobin*, CGC *Jonquil*, and USS *Millidgeville*)

Sherwood N. Patrick (CGC *Zinnia*, CGC *Nettle*, CG-83321, and USS *PC-590*)

LM Richard D. Witler (PF-100 and USS *Racine*)

Marvin J. Perrett (USS *Bayfield*)

LM Frank A. Tucker (USS *Aquarius*)

Robert L. Sams (USS *Cambria* and USS *Sheboygan*).



Coast Guard Combat Veterans Association

OFFICERS

Gil "Frenchy" Benoit, LM, National President
Paul C. Scotti, LM, National Vice President
Baker W. Herbert, LM, National Secretary-Treasurer

BOARD OF TRUSTEES

Chairman:

PNP Edward B. Swift, LM

Two Term:

PNP Robert J. Maxwell, LM
Terry O'Connell

One Term:

Ernest "Swede" Johnson, LM
Robert L. MacLeod, LM

ADMINISTRATIVE OFFICE*

National Secretary-Treasurer
P.O. Box 544 6629 Oakleaf Drive
Westfield Center, OH 44251
Phone: (330) 887-5539

E-mail: USCGW64@neo.rr.com

Website: www.coastguardcombatvets.com

*use the Administrative Office for contact with the CGCVA on all matters

AUXILIARY OFFICERS

Shirley Ramsey, National President
Linda Benoit, National Vice President
Jane Maxwell, National Secretary-Treasurer

THE QUARTERDECK LOG

Edward B. Swift, LM, Editor-In-Chief
Josh Sparrow, Assistant Editor

APPOINTEES

E.P. "Ed" Burke, LM, By-Laws Chairman, Budget Director and Convention Planner; William G. Miller, LM, Chaplain; PNP Robert J. Maxwell, LM, Convention Planner; Patrick E. Ramsey, LM, Membership Chairman; Robert F. MacLeod, LM, Ways & Means Director; Bill Wells, LM, Web Master; and Mike Placencia, Parliamentarian

From the Editor

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:

Dave Desidero

Robert Oxenger

H. Don Smith

Don J. Call

Hillard Gabrilove

M. J. Bujarski

Angel Aviles

Baker Herbert

Walter Lawlor, Sr.

Bernard C. Webber

Charles McGowan

Karl Suelke

Marvin Mishrell

Andrew Sloto

Dee C. Bryant

Anthony D-Angelo

Irving Jenkins

Jeffrey Keim

Marylou Herbert

Gene Costill

Mike Opsitnik

A.A. (Ak Ak) Adams

Pat Panzarino

Arthur Goodwin

Thanks to all to have become QD Log Booster Club members so far! All contributions are appreciated! **Swiftly**

In This Issue

From The Editor	Page 2
From The President	Page 3
From The Secretary-Treasurer	Page 4
Saluting Top Recruits	Page 5
Notices & Association News	Page 6-15
Feature Stories	Page 16-25
From The Service Officer	Page 26-27
Auxiliary News	Page 28
Ship's Store	Page 29
CGCVA Scholarship Form	Page 30
CGCVA Membership Form	Page 31

Next QD Log deadline is May 1, 2006

VADM Thad Allen Selected For Commandant

It is with great pleasure that I get to report to the CGCVA membership that CGCVA member VADM Thad W. Allen will become the next Coast Guard Commandant.

On January 19, 2006, President George W. Bush announced his intention to nominate VADM Thad W. Allen to be Commandant of the U.S. Coast Guard. VADM Allen currently serves as the Coast Guard Chief of Staff and is serving as the Principal Federal Official overseeing Hurricane Katrina response and recovery efforts in the Gulf Coast region.

VADM Allen previously served as Commander, USCG Atlantic Area, Fifth CG District, and the US Maritime Defense Zone, Atlantic Fleet. In addition, he led the Atlantic forces in the USCG's response to the terrorist attacks on Sept. 11, 2001. Prior to that position, Allen commanded the Coast Guard's Seventh District and was the Director of Resources for the USCG.

As I already indicated, VADM is a CGCVA member, having served at LORAN Station Lampang, Thailand, and he was the keynote speaker at the most recent CGCVA Convention, held this past October in Tampa, Fla. Thad's father, Bill, a retired Coast Guard Chief Damage Controlman and World War II veteran, is also a CGCVA member.

On behalf of the entire CGCVA membership, we wish VADM Allen the best of luck as he prepares to lead the Coast Guard over the next four years. You can count on our Association's strongest support sir!

From The Mailbag

Several kind letters were received since the last *QD Log* and they are certainly worth sharing with the membership.

Our Service Office, **Tom Huckelberry**, received a note of thanks from Emma E. Longo and Family regarding our

Association's kindness and sympathy following the passing of Chief Richard Longo. Dick was a longtime member of the Coast Guard Chief Petty Officers' Association and a wonderful gentleman. He will be missed.

PNP Ed Swift received a very nice thank you card from our most recent Honorary Life Member, 2004 CGCVA Coast Guard Person of the Year, Petty Officer Dave Foreman who wrote: *"I wanted to thank you for all the kindness and gifts that the CGCVA has given me. I wish I could have spent more time with the combat veterans on the convention awards night. You really are a fantastic group! The hats that you sent were a special and unexpected touch. No other organization has taken the time that you did to personalize such an occasion. I look forward to hearing about the CGCVA's future endeavors."*

PNP Swift also received a letter from CAPT M. D. Emerson, commanding officer of USCG Air Station Clearwater, Fla., who wrote: *"I sincerely appreciate your taking the time to write us a letter, and was pleased to read it to "all hands" at our monthly award ceremony. The project officers and aircrews involved each received a copy in their permanent records, and relished the public recognition. We thoroughly enjoyed meeting each of the esteemed Coast Guard Combat Veterans, and hope you'll consider visiting the Air Station again in the future. I have enclosed a unit coin that we are fond of giving to special guests. Thank you for helping us make this event a memorable success."*

USCG Distinguished Public Service Award

My thanks to one of our hardest working members, **Ed Burke**, for doing a professional matting, mounting and framing job of the USCG Distinguished Public Service Award that we were presented by VADM Allen at our Tampa Convention. It is beautiful work Ed... thanks! Semper Paratus! **Frenchy**

Welcome New Members

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

NOVEMBER 2005

John T. Webber (*Michael Kristula*); Frederick E. Bateman (*Bill Wells*); Jeff D. Bramblett (*Pat Ramsey*); and James R. Wallace (*Len Fuchs*).

DECEMBER 2005

Peter F. Canzano (*Pat Ramsey*); LM Dave Foreman (*The Association*); LtCol Karl Albrecht (*Paul E. Wheeler*); George D. Mengel (*Pat Ramsey*); Thomas D. Lisenby (*Pat Ramsey*); Alfred F. Riedinger, III (*Ed Swift*); Peter M. Slattery (*Joe Kleinpeter*); Malcolm R. Barber (*Len Fuchs*); and Charles F. Marcus (*Pat Ramsey*).

JANUARY 2006

Joseph R. Veno (*Pat Ramsey*); Jonathan M. Walsh (*Pat Ramsey*); Officer In Charge, USCG Station Brant Point, MA (*Hank Kehlenbeck*); John T. Kane (*Robert Pereslete*); Calvin W. Covert (*Pat Ramsey*); William M. Fuhrodt (*Pat Ramsey*); and Thomas W. Pankowsky (*Bill Wells*).

Dues Information

As previously reported, CGCVA dues have been increased by \$2.50 per year (or a total of \$30.00 for a two-year membership). This of course does not apply to Life Members. For those desiring to become Life Members, our rates have remained the same as before: Under age 30 (\$200); 31-40 (\$185); 41-50 (\$165); 51-60 (\$145); 61-70 (\$115); 71-80 (\$85); 81-90 (50); and 90 and older (no cost). For Life Memberships, simply mail me a check in the appropriate amount and indicate "Life Membership".

New Coast Guard Book

I spoke with CGCVA member **George C. Larsen** recently and he told me about his book, "On The Edge Of War." This is a true story about Pearl Harbor, the U.S. Coast Guard Radio Station in Honolulu on December 7, 1941, and the exploits of a young Coast Guard radioman. It's certainly worth the read and the book may be ordered from your local book seller or by calling 888-280-7715. Readers will be surprised to learn of the capture of one of the Hawaiian Islands following the Pearl Harbor attack. Get a sneak preview of his book with the feature article in this issue on pages 20-23.



Address Changes

Please keep those address change notifications headed to me when you move. Without notification, you won't receive your copies of our fine magazine, *The Quarterdeck Log*.

Remembering A Friend

A real bummer in life is to lose a family member, friend or former shipmate. It was with great sadness that I read an e-mail from Vince Stauffer concerning the crossing over of CGCVA member **William Sheridan O'Neill**. So many of us

CROSSED THE BAR

Roy C. Roadman

Joined: Oct. 1, 2003 CTB: Dec. 6, 2005

William S. O'Neill

Joined: Sept. 15, 1986 CTB: Jan. 3, 2006

Philip S. Rockefeller

Joined: Feb. 8, 2002 CTB: Dec. 13, 2005

Leo W. Wachtel, LM

Joined: May 9, 1994 CTB: date unknown

Albert J. Ryzner, LM

Joined: Sept. 1, 1987 CTB: Aug. 30, 2005*
* (corrected from last issue)

remember Bill's great sense of humor, his devotion to his family, his church, and to the Coast Guard. Bill was a friend of "Lonesome George" Gobel and Bill was quick to tell you that in the old days Fred Allen was great and that Gabriel Heater told it like it was. Those of us who knew Bill regret not being able to attend his funeral at Pensacola National Cemetery for a last salute.

Hurricane Katrina

The last I heard, Coast Guard Mutual Assistance (CGMA) had given out \$1,700,000 to Coast Guard people in the Gulf area that

lost their homes, household effects and other belongings. Thanks to people like the Coast Guard Combat Veterans and others, donations to the CGMA Katrina Fund have helped to the tune of \$1,200,000 with a shortfall of \$500,000. CGMA welcomes donations for Katrina and other Gulf hurricanes at their office: CGMA, 4200 Wilson Blvd., Suite 610, Arlington, VA 22203-1804. Marking your tax-deductible check or money order for "Katrina" will ensure Gulf hurricane relief funding.

Kudos to Huckelberry

Our CGCVA Service Officer, **Tom Huckelberry**, was recently presented the Legion of Honor Award from the Chapel of Four Chaplains at the American Legion Convention. Semper Paratus! **Baker**



Who says there's no career potential in serving as the CGCVA National Secretary-Treasurer. Just look what it did for these two guys (who ironically sound vaguely familiar)!

Each week at graduation ceremonies at Coast Guard Training Center Cape May, New Jersey, the CGCVA sponsors the Physical Fitness Award to a graduating recruit. A CGCVA watch and certificate are presented, often by an attending CGCVA member. Since the last QD Log issue, the following recruits have received the CGCVA-sponsored Physical Fitness Award:

- SA Cory A. Bundukamara** (Mike-171) of Miami, Fla., reports to USCG Station Ft. Myers, Fla.
SA Fabian C. Rodriguez (November-171) of Los Angeles, Ca., reports to USCG Port Security Unit 311, San Pedro, Ca.
SN Eric D. Romero (Oscar-171) of Los Angeles, Ca., reports to USCG Recruiting Office, Lakewood, Ca.
SN Raquel E. Wells (Quebec-171) of Mobile, Ala., reports to USCG Station Seattle, Wash.
SN Eran C. Willis (Sierra-171) of Harrisburg, Pa., reports to *USCGC Frank Drew*, Portsmouth, N.H.
SA Laura A. Wojciechowski (Tango-171) of Norfolk, Va., reports to USCG Port Security Unit 305, Ft. Eustis, Va.
SN Martin R. Potter (Uniform-171) of Providence, R.I., reports to USCG Integrated Support Command, Boston, Mass.
FA Bradley T. Woodruff (Victor-171) of Vancouver, Wash., reports to *USCGC Chase*, San Diego, Calif.
SA Peter M. Briggs (Whiskey-171) of Honolulu, Hi., reports to USCG Station Portland, Ore.
SA Colin J. Sternagel (Xray-171) of Seattle, Wash., reports to BM "A" School, USCG Training Center Yorktown, Va.
SA Lisbeth M. Menke (Yankee-171) of Davenport, Iowa, reports to USCG Station Atlantic City, N.J.
SN Jeffrey P. Deronde (Zulu-171) of Kansas City, Mo., reports to *USCGC Alex Haley*, Kodiak, Alaska.
SA Adam C. Parish (Alfa-172) of Wilmington, N.C., reports to *USCGC Vigorous*, Cape May, N.J.
SA Dane O. Stewart (Bravo-172) of Atlanta, Ga., reports to *USCGC Neah Bay*, Cleveland, Ohio.
SN Kenneth B. Hood (Charlie-172) of Charleston, S.C., reports to *USCGC Dauntless*, Galveston, Texas.
SA David H. Barber (Delta-172) of Greensboro, N.C., reports to *USCGC Harriet Lane*, Portsmouth, Va.
SA Trevor M. Shiel (Echo-172) of Syracuse, N.Y., reports to USCG Station Castle Hill, Newport, R.I.
SA Martin A. Stoken (Foxtrot-172) of Salisbury, Md., reports to USCG Station Philadelphia, Pa.
SA Michael M. Dirksen (Golf-172) of St. Louis, Mo., reports to USCG Aids to Navigation Team Dulac, La.
SA David R. Bozza (Hotel-172) of Miami, Fla., reports to USCG Sector San Juan, P.R.
SN David A. Burns (India-172) of Portland, Me., reports to *USCGC Galveston Island*, Guam.
SA Michael R. Durtschi (Juliet-172) of Spokane, Wash., reports to *USCGC Midgett*, Seattle, Wash.
SN Timothy M. Johnson (Kilo-172) of Indianapolis, Ind., reports to USCG Sector Detroit, Mich.
FA Ali Caymaz (Lima-172) of Newark, N.J., reports to *USCGC Hamilton*, San Diego, Ca.
SN Justin T. Lacy (Mike-172) of Washington, D.C., reports to *USCGC William Tate*, Philadelphia, Pa.
SA Robert P. Rowson (November-172) of Los Angeles, Ca., reports to *USCGC Active*, Port Angeles, Wash.
SN Ryan C. Windham (Oscar-172) of Charlotte, N.C., reports to USCG Station Ocean City, Md.
SN Jerrod D. Ramos (Quebec-172) of San Diego, Ca., reports to *USCGC Alder*, Duluth, Minn.
SN Ryan S. Tague (Sierra-172) of Vancouver, Wash., reports to BM "A" School, USCG TraCen Yorktown, Va.
SN Michael D. Farr (Tango-172) of New Orleans, La., reports to AET "A" School, USCG TraCen Elizabeth City, N.C.
FA Jason A. Gore (Uniform-172) of San Antonio, Texas, reports to *USCGC Jarvis*, Honolulu, Hi.
FA Michael B. Branblett (Victor-172) of Greensboro, N.C., reports to *USCGC Confidence*, Patrick AFB, Fla.
SA Daniel G. Hubbard (Whiskey-172) of St. Louis, Mo., reports to BM "A" School, USCG TraCen Yorktown, Va.
SN Benjamin J. Kiddie (Xray-172) of Ventura, Ca., reports to *USCGC Jarvis*, Honolulu, Hi.
SN Nicole A. Jensen (Yankee-172) of Minneapolis, MN, reports to *USCGC Alder*, Duluth, Minn.
FA Jacob D. Haslem (Zulu-172) of Chicago, Ill., reports to *USCGC Jarvis*, Honolulu, Hi.
FN Scott S. Garren (Alfa-173) of Raleigh, N.C., reports to USCG Sector Lower Mississippi, Memphis, Tenn.
SA Michael D. Bruno (Bravo-173) of Mobile, Ala., reports to USCG Port Security Unit COS, Gulfport, Miss.
SN James R. Hoch (Charlie-173) of Milwaukee, Wis., reports to MK "A" School, USCG Training Center Yorktown, Va.
SN Robert J. Grote III (Delta-173) of Columbus, Ohio, reports to USCG Training Center Cape May, N.J.
SN Jose F. Villalon (Echo-173) of Aguadilla, P.R., reports to *USCGC Vigilant*, Patrick AFB, Fla.

Editor's Note: *The above list contained in this issue is longer than usual. I decided not to run "Saluting Top Recruits" in the special Reunion/Convention wrap-up issue (Fall 2005) because of the large number of photographs and the necessary reporting of Association business meetings, financial matters, and other important information. I regret having to 'bump' the award winners last time but space was limited. Our sponsorship of the Physical Fitness Award remains a top priority.*

327' "Secretary Class" Cutters Reunion

A 70th Anniversary Celebration of the 327' "Secretary Class" Cutters (*USCGC's Bibb W-31, Campbell W-32, Duane W-33, Hamilton W-34, Ingham W-35, Spencer W-36, and Taney W-37*) 1936-2006, will be held in Patriots Point, S.C., October 5 thru 8, 2006.

Anyone who served aboard any of these Seven Sisters is invited to this once-in-a-lifetime event. Come one, come all! And bring your sea stories, pictures, memorabilia, significant other, and enjoy your shipmates' company.

For hotel reservations at the Mt. Pleasant Holiday Inn, 250 Johnnie Dobbs Blvd., Hwy. 17, Mt. Pleasant, S.C. 29464, call 1-800-290-4004 and use Code CGC.

An activity fee of \$125 will be charged that includes admission to Patriots Point, all transportation, Memorial Service by the *Ingham* to honor all 327 sailors who have crossed the bar, luncheon aboard *USS Yorktown (CV-10)*, dockside tour of Charleston sites and USCG 378's at the Navy Yard, and the Warren Lasch Conservation Center to see the confederate submarine *H. L. Hunley*. Contacts: **CAPT Gordon L. Bell, USCG (Ret.)** at (215) 393-6195 or **Jim Kelly** at (860) 848-1160.

Owensboro Units Reunion

The Owensboro Units Reunion for 2006 will be held on Saturday April 29th.. starting about 1000 CST., at the Oakridge Park Campgrounds, 1/2 mile west of Rockport, Indiana, the same location as last year. From I-64 or I-164 go east on Rt. 66 toward Rockport, turn on Silverdale Rd., which is next to Willis Used Car lot. We are starting at 1000 so we can visit before lunch which will start at 1300. Give an old shipmate a phone call getting them to join us. For more information contact: **Bill Symon** at his home phone (812) 649-2721 or cell phone (812)-686-2082, **Les Allen** at his cell phone (502) 648-6900, **Don Kuster** at his cell (812) 327-4749 or **Gene Radin** at (859) 885-1236. E-mail: gpradin@juno.com.

CGC Ingham

A reunion of the *USCGC Ingham (WHEC-35)* will be held at Mt. Pleasant (Charleston), S.C., October 5-7, 2006. If you are interested in attending, or have information on the whereabouts of *Ingham* shipmates, contact: **Jack L. Elam** at 1659 W. Jenny St., Lecanto, Fla. 34461. Ph: (352) 746-0079. E-mail: ilecpe10058@earthlink.net.

USS Callaway Reunion

The 40th Reunion of the *USS Callaway (APA-35)* will be held Sept. 18-22, 2006 in Grantville, Pa. Contact: **Wallace Shipp** at 5319 Manning Place, NW, Washington, D.C. 20016. Ph: (202) 363-3663.

Western Great Lakes Reunion

All persons who are, or ever were affiliated with the active Coast Guard, SPARS, Coast Guard Reserve, and Coast Guard Auxiliary, their spouses, family members, companions and friends are invited and encouraged to attend the 45th Annual Western Great Lakes Reunion on Saturday, May 20, 2006. The reunion site is the Howard Johnson Hotel at 2580 Ashland Avenue in Green Bay, Wisc. The first reunion was held Sept. 15, 1962 in Two Rivers, Wisc., honoring

Precious Time

A man and his wife walk into a dentist's office. The man says to the dentist, "Doctor, I'm in one hell of a big hurry. I have two buddies sitting out in my car waiting for us to go play golf. So forget about the anesthetic and just pull the tooth and be done about it... I don't have time to wait for the anesthetic to work!" The dentist thinks to himself, "My goodness, this is sure a very brave man, asking me to pull his tooth without using anything to kill the pain." So the dentist asks him, "Which tooth is it, sir?" The man turns to his wife and says, "Open your mouth, Honey, and show the doctor which tooth hurts."

CDR Oscar Johnson, USCG (Ret.) for his long and distinguished career. Reunions usually average about 160 persons from across the nation and most had been stationed in the Western Great Lakes area sometime during their Coast Guard career.

Additional details and reservation information can be obtained from **John Ingram** at 21030 Coral Sea Road, Miami, Fla. 33189. Ph: (305) 251-8206. E-mail: JHI8409@aol.com. You can also contact **Bill Oldenburg** at 4530 Weber Road, Sturgeon Bay, Wisc. 54235. Ph: (920) 743-1176. E-mail: botse@itol.com.

USCGC Bibb Reunion

A Bibb Shipmates Reunion will be held May 4-6, 2006. Additional information can be obtained from **Mike Johnson** at 277 Brandon Lane, Newman, Ga. 30265-1499 or by e-mail at: oldhippie1249@numail.org.

USS Wakefield

The 7th Reunion of the *USS Wakefield (AP-21)* will be held at Friar Tucks Inn, Catskill, N.Y., on June 23-25, 2006. All interested in attending should contact: **Carmine Ciampa** at 303 Brooksby Village Drive, Unit 305, Peabody, Mass. 01960.

Vietnam Combatant Craft Crewman Insignia

CGCVA member **Taylor Lapham** has learned that a new Vietnam insignia, one specifically designated for persons who served in Task Force 115, will soon be available. Coast Guard

personnel may also be eligible. Find out more by going to: www.mrfa.org/Insignia.htm If you feel you are eligible, send a copy of your DD-214 to **Thomas Forrest** at 21128 Hunt Club Drive, Harper Woods, Mich. 48225 or to **Gene Hart** at 3941 Laurelwood Drive, Jacksonville, Fla. 32257-8926.



Vietnam Combatant Craft Crewman Insignia

2006 Coast Guard Festival

All Coast Guard, former Coast Guard, and friends of the Coast Guard are invited to the annual Coast Guard Festival in Grand Haven, Mich., scheduled this year from July 28 through August 6th. Each year since the early 1930's, friends of the Coast Guard have gathered together in "Coast Guard City, USA" to celebrate the nation's oldest continuous seagoing service. Now, 76 years later, the celebration has become a national festival filled with a multitude of activities for young and old.

Coast Guard Festival 2006 will include a Grand Parade and fireworks on August 5th, a Reunion Cruise on Lake Michigan, a retirees dinner, several concerts and entertainment pieces, and the annual Coast Guard Birthday Picnic.

Reunion groups are welcomed and accommodated. For more information, contact: **CDR Mike Smith, USCG (Ret.)** of Coast Guard Festival, Inc., at 113 N. Second Street, Grand Haven, Mich. 49417 or call him at (616) 846-5940. E-mail : cgfexdirector@chartermi.net. General information on the annual event can be obtained through: www.ghcgfest.org.

2006 National Memorial Day Parade

CGCVA member **Jack Read** has already signed up for the 2006 National Memorial Day Parade, scheduled for Monday, May 29, 2006 in Washington, D.C. Jack is willing to coordinate with any CGCVA members who wish to take part. He was one of the marchers when the World War II Memorial was dedicated. Contact Jack Read at (814) 375-0835 or nor44@copper.net.

Coast Guard Aviation Website

Go to: uscgaviationhistory.aoptero.org to find a superb account of the history of Coast Guard air participation in

Vietnam, as well as the overall history of Coast Guard Aviation.

E-Mail Addresses

To assist our Association members in contacting each other, the *QD Log* used to include a complete e-mail list of participating members. Due to magazine space constraints, the complete list is now provided only on the CGCVA website: www.coastguardcombatvets.com. The *QD Log* will only run e-mail address additions and changes in each issue. Below are the additions and changes received since the last issue. Additions, deletions and changes should be sent to: swiftie1@msn.com.

Bailey, CAPT C. William
Herbert E. Conkey

HDBrass@aol.com
hnhconk@aug.com

CWO Bill Carson Honored

On 21 October 2005, a plaque recognizing CWO4 Bill Carson was presented to him by CGCVA and CGC Chase Association member Mike Hastings. Mike, a *Chase* Vietnam crewmember, was so impressed with the way the CGC Chase Association was treated during its visit to USCG Training Center Cape May last April as part of the *Chase's* ship reunion that he spearheaded a campaign to do something for Bill to show our appreciation. As many of you may already know, CWO Carson is the public affairs officer at the base and, as such, his duties include greeting the families, friends and visitors at the Friday graduations, giving an overview of the base activities and narrating the graduation ceremony. Also, if ship reunions or veterans groups have made arrangements to attend graduation ceremonies, Bill organizes their day to include a



CAPT Curtis Odom, CWO4 Bill Carson and CGCVA and CGC Chase Association member Mike Hastings following the plaque presentation to CWO Carson.

guided tour of the Base, lunch at the Galley and exchange privileges. In the past, TraCen Cape May has hosted several CGCVA mini-reunions as well as being the recipient of one of two CG Vietnam monuments so some of you are familiar with how well we are treated. Mike's idea was to design a plaque which he said he would pay for that would represent both Associations and have some appropriate wording. I contacted Chase Association President Pete Levine and ran the idea by him and he agreed that it was a great idea and that he would help with the plaque design, seeing that he had contacts from working in the advertising business. Mike contacted MCPO Jim O'Neill, TraCen Cape May's Command Master Chief and asked him to help arrange an appropriate time and place to surprise Bill, which he gladly did. That's about all it took to get the ball rolling so together with Mike's idea, my creative wording and Pete's design skills, it all came together on 21 October. The plaque has the Coast Guard seal in the upper left, the CGCVA seal in the upper right and a rendering of the Cutter *Chase* centered at the bottom.

Now, you may notice that the date on the plaque shows that the presentation was a week late and that is part of this story.

The original plan organized by Master Chief O'Neill was to present Bill the plaque during their quarterly Personnel Inspection on October 14th, which would have been in front of his peers and made for a pretty good photo op but as luck would have it there was a communication snafu and Mike didn't receive a message that it was a "go" so he didn't show up on the 14th. I'm going to use Swifty's line from the last *QD Log* issue here ... "Improvise, adapt, overcome" which us old salt's know only too well. Mike and the master chief finally got on the same page and followed through with a contingency plan to present Bill the plaque on the following Friday at their informal get-together at the Officers Club. Everything went as

**TO CWO4 BILL CARSON
(PUBLIC AFFAIRS OFFICER TRACEN CAPE MAY)**

**FROM THE USCGC CHASE ASSOCIATION AND
THE COAST GUARD COMBAT VETERANS ASSO-
CIATION**

**IN RECOGNITION OF HIS OUTSTANDING SUP-
PORT TO ALL COAST GUARD VETERANS**

**BILL'S PROFESSIONALISM AND DEVOTION TO
DUTY IS IN KEEPING WITH THE HIGHEST TRADI-
TIONS OF THE MILITARY SERVICE AND IS AN
INSPIRATION TO ALL WHO MEET HIM**

**MR. CARSON TRULY DEFINES THE COAST
GUARD MOTTO "SEMPER PARATUS" FOR HE IS
ALWAYS READY TO SAY "WELCOME ABOARD"
TO ALL WHO VISIT CG TRAINING CENTER CAPE
MAY**

**WE ARE PROUD TO CALL YOU OUR FRIEND AND
SHIPMATE**

THANK YOU!

PRESENTED 14 OCTOBER 2005

Wording on plaque presented to CWO4 Bill Carson.

planned this time and even the Base CO, CAPT Curtis Odom, joined in to help present the plaque and say a few words about Bill. Mike spoke about how our two associations enjoyed visiting the base and the many things that Bill has done to make those visits memorable. Needless to say, we really caught Bill off guard as he didn't see it coming but was very humbled by being recognized for something that he loves to do.

After a few photo ops it was off to the lounge where a good time was had by all. Mike told me that he felt mighty nervous being the only ex-enlisted man in the Officers' Club but after a few cocktails he felt like one of the crew as he was shown much respect for who he was, where he'd been and what he'd done. Mike said that even he was humbled by the whole event but wouldn't hesitate at all to return to TraCen Cape May again and again for visits.

Christopher Wood

Pearl Harbor Memorial Ceremony

CGCVA member **James E. Conner** was among the invitees to the annual Pearl Harbor Memorial Ceremony, hosted by the Baltimore Maritime Museum on board the *USCGC Taney* in Baltimore, Md., on Dec, 7, 2005, where he was one of several recognized as a proud Coast Guard WWII veteran. The invitation was sent to Jim from RADM Joel R. Whitehead, USCG, who also provided the keynote address.



*Call to order by Mr. Alan Walden
of the Baltimore Maritime
Museum.*

After the ceremony, Jim felt compelled to relate this moving experience in the form of a short article for the *QD Log*. Jim wrote: "There are no fellow Americans known to me, who were alive in 1941 and who are living today, who do not 'Remember Pearl Harbor'.



The Saint Andrews Society of Baltimore prepares to board the Taney.

Regardless of where you were on the face of this earth, you will remember where you were and also what you were doing when you first heard about the 7 December 1941 Japanese attack on Pearl Harbor, Hawaii. My dad broke the news to me late that Sunday afternoon when I returned home from a long bike hike with some of my neighborhood cronies. Within the next year or so, my oldest brother (married with one child) was drafted and spent four plus years in the U.S. Marine Corps. A brother two years older than me enlisted in the U.S. Navy. My mom added another star to the banner she proudly displayed in a front window after I turned 17 and enlisted in the U.S. Coast Guard Reserve. Little did I realize that 64 years later, 7 December 2005, former SN/1c (SK) Conner would be privileged to attend a Pearl Harbor Day Ceremony aboard the *Taney* to be recognized. It was a very special thrill. Semper Paratus!"

Editor's Note: *The annual Pearl Harbor Memorial Ceremony on board CGC Taney nearly always has a strong turnout by CGCVA members and it was great to have Jim Conner be part of the 2005 event. This ceremony is always held on Pearl Harbor Day on board the cutter and all CGCVA members are encouraged to attend if they are in the Baltimore area.*

The Coast Guard We Once Knew

I liked standing on the bridge wing at sunrise with salt spray in my face and clean ocean winds whipping in from the four quarters of the globe — the cutter beneath me feeling like a living thing as her engines drove her swiftly through the sea.

I liked the sounds of the Coast Guard — the piercing trill of the boatswains pipe, the syncopated clangor of the ship's bell

on the quarterdeck, the harsh squawk of the PA system, and the strong language and laughter of sailors at work.

I liked CG vessels -- darting 255s, plodding buoy tenders and light ships, sleek 327s, 311s and the steady solid hum of the engines of an HU16E

I liked the proud names of Coast Guard ships: *USS Bayfield*, *USS Cavalier*, *USCGC Taney*, *USCGC Absecon*, the Wind Class Icebreakers and the *USCGC Bibb* and *McCullough* to name a few.

I liked the lean angular names of Coast Guard "shallow water" cutters. The 82-footers such as *Point Divide*, *Point Lookout*, And the 95-footers such as *Cape Trinity* and *Cape Higgon*, named for locations around the states.

I liked liberty call and the spicy scent of a foreign port.

I even liked the never ending paperwork and all hands working parties as my ship filled herself with the multitude of supplies, both mundane and to cut ties to the land and carry out her mission anywhere on the globe where there was water to float her.

I liked sailors, officers and enlisted men from all parts of the land, farms of the Midwest, small

towns of New England, from the cities, the mountains and the prairies, from all walks of life. I trusted and depended on them as they trusted and depended on me for professional competence, for comradeship, for strength and courage. In a word, they were shipmates, then and forever.

I liked the surge of adventure in my heart, when the word was passed: "Now set the special sea and anchor detail — all hands to mooring stations for leaving port," and I liked the infectious thrill of sighting home again, with the waving hands of welcome from family and friends waiting pier side.

The work was hard and dangerous; the going rough at times; the parting from loved ones painful, but the companionship of robust CG laughter, the "all for one and one for all" philosophy of the sea was ever present.

I liked the serenity of the sea after a day of hard ship's work, as flying fish flitted across the wave tops and sunset gave way



(Above Left) Coast Guard RADM Joel R. Whitehead, Assistant Commandant for Governmental and Public Affairs, delivers the keynote address at the Pearl Harbor Memorial Ceremony.



(Above Right) U.S. Senator Paul Sarbanes comments on fellow Marylander, Roger Brooke Taney (1777-1864), who served as the nation's 12th Secretary of the Treasurer and later the 5th Chief Justice of the Supreme Court.

to night.

I liked the feel of the CG Cutter in darkness — the masthead and range lights, the red and green navigation lights and stern light, the pulsating phosphorescence of radar repeaters - they cut through the dusk and joined with the mirror of stars overhead. And I liked drifting off to sleep lulled by the myriad noises large and small that told me that my ship was alive and well, and that my shipmates on watch would keep me safe.

I liked quiet mid-watches with the aroma of strong coffee and balogna sandwiches-- the lifeblood of the CG permeating everywhere.

And I liked hectic watches when the exacting minuet of haze-gray shapes racing at flank speed kept all hands on a razor edge of alertness.

I liked the sudden electricity of "General quarters, general quarters, all hands man your battle stations," followed by the hurried clamor of running feet on ladders and the resounding thump of watertight doors as the ship transformed herself in a few brief seconds from a peaceful workplace to a weapon of war — ready for anything.

And I liked the sight of space-age equipment manned by youngsters clad in dungarees and sound-powered phones that their grandfathers would still recognize.

I liked the traditions of the CG and the men and women who served so valiantly. This few gave so much in service to their country. A sailor could find much in the CG: comrades-in-arms, pride in self and country, mastery of the seaman's trade. An adolescent could find adulthood.

In years to come, when sailors are home from the sea, they will still remember with fondness and respect the ocean in all its moods — the impossible shimmering mirror calm and the storm-tossed green water surging over the bow. And then there will come again a faint whiff of stack gas, a faint echo of engine and rudder orders, a vision of the bright bunting of signal flags snapping at the yardarm, a refrain of hearty laughter in the wardroom and chief's quarters and mess decks.

Gone ashore for good they will grow wistful about their CG days, when the seas belonged to them and a new port of call was ever over the horizon.

Remembering this, they will stand taller and say, "I WAS A SAILOR ONCE."

Author Unknown

Sea Service Memorial Log

Please help share the following information with current members and veterans of the U.S. Navy, Marine Corps, Coast Guard, and Merchant Marine.



RADM Sally Brice-O'Hara and CGCVA PNP Ed Swift with the Coast Guard Distinguished Public Service Award at the annual CG Ball. RADM O'Hara was the flag sponsor of the award.

Now through the end of July 2006, all members and veterans of the Sea Services are able to enroll in the U.S. Navy Memorial's Navy Log without charge and without any obligation. The U.S. Navy Memorial, located on Pennsylvania Avenue, in Washington, D.C., is a national memorial to those who served, and are serving, in America's Sea Services - Navy, Marine Corps, Coast Guard and Merchant Marine.

The heart of the U.S. Navy Memorial is the Navy Log. The log is the permanent public registry

where Sea Servicemembers and veterans can record their service information - name, duty stations, awards, photos and memories.

Family members and friends can record service information for veterans who are deceased or those who are unable to record their own information.

The Navy Log may be viewed at the U.S. Navy Memorial, or via the Internet at <http://www.lonesailor.org>.

The goal of the Memorial is to record the service history of all eligible uniformed individuals and veterans.

To enroll your information or to enroll family members simply visit <http://www.lonesailor.org>.

If you have any questions, please contact the Navy Log Department of the U.S. Navy Memorial, at 1-800-NAVY LOG (1-800-628-9564).

Helpful New Website

Military Connection is pleased to announce the launch of our new military website, MilitaryConnection.com. This website offers the most comprehensive online directory of information and resources for each branch of the U.S. military, including all active duty military such as Army, Navy, Air Force, Marines, Reserves, National Guard, Coast Guard, as well as Veterans, Retirees, DoD civilian employees and their families.

This military website provides all types of useful informa-

tion including military pay charts, salary calculators, federal jobs, government jobs and civilian jobs, a Directory of Employers featuring thousands of employers, military school directories and military education benefits, as well as free coupons and databases of military commissaries, exchanges, military news and military benefits.

Supporting Deployed USCG Units

Our CGCVA Service Officer, **Tom Huckelberry**, recently sent 50 AT&T International Pre-Paid Phone Cards to the Association for distribution to Florida-based Coast Guard units deployed overseas. The \$10.00 cards were donated to the CGCVA by Post 303, Ladies Auxiliary & Sons of the American Legion, in Bonita Springs, Fla., for that specified purpose. These in turn were hand delivered to VADM Thad W. Allen's office at USCG Headquarters. Our thanks to Tom and the fine folks at Post 303 for their strong support to the Coast Guard.

CGC Pontchartrain's "Ringers"

Here's a story having to do with the *CGC Pontchartrain (W-70)* and her shakedown cruise at the end of WWII.

I served on board as a SM3/C as did our entire baseball team, which spent most of the war at the Coast Guard's training center at Curtis Bay, Md.

Our destination was Guantanamo Bay, Cuba which will be remembered by all who stopped there as the Navy's playground. Available (primarily to officers) was tennis, golf and swimming pools.

When our cutter came up over the horizon, one of the Navy ships signalled with their arc lamp, asking if we had a baseball team and, if so, were we interested in playing them. Unknown to them was the baseball team we had aboard from Curtis Bay was composed of about ten professional minor leaguers and three major leaguers — Mickey Witek (New York Yankees), Sid Gordon (New York Giants), and Hank Majeski

Tips For The New Year

1. If you are choking on an ice cube, don't panic. Simply pour a cup of boiling water down your throat and presto — the blockage will be almost instantly removed.
2. A mouse trap, placed on top of your alarm clock, will prevent you from rolling over and going back to sleep after you have hit the snooze button.
3. If you have a bad cough, take a large dose of laxatives. Then you will be too afraid to cough.

The day after his wife disappeared in a kayaking accident, an Anchorage man answered his door to find two grim-faced Alaska State Troopers.

"We're sorry Mr. Wilkens, but we have some information about your wife," said one trooper.

"Tell me! Did you find her?" Wilkens shouted.

The troopers looked at each other. One said, "We have some bad news, some good news, and some really great news. Which do you want to hear first?"

Fearing the worst, an ashen Mr. Wilkens said, "Give me the bad news first."

The trooper said, "I'm sorry to tell you, sir, but this morning we found your wife's body in Kachemak Bay."

"Oh my God!" exclaimed Wilkens. Swallowing hard, he asked, "What's the good news?"

The trooper continued, "When we pulled her up she had 12 twenty-five pound king crabs and 6 good-size Dungeness crabs clinging to her."

Stunned, Mr. Wilkens demanded, "If that's the good news, what's the great news?"

The trooper said, "We're going to pull her up again tomorrow ! "

(Philadelphia Athletics).

We returned their signal and accepted their challenge. We were tied up outboard of three Navy PC boats, one of which had done the signalling. To get ashore, we had to cross over all three Navy boats and needless to say, it wasn't always a pleasant trip. However, in the course of our transits back and forth ashore, several bets were made with those innocent Navy lads who were soundly thrashed by our team.

Word spread with the results of the game so many more challenges were received and accepted. A lot of money changed hands! We even beat a Marine Corps team and a team of Cuban All-Stars.

The *Pontchartrain* was a very potent Coast Guard ship — twin turreted 5" 38's fore and aft and quad 40mm's fore and aft. She was slow as molasses but very seaworthy (particularly to anyone like myself who had served on board the *CGC Campbell* for a year). Only about a dozen of us had any sea duty prior to serving on board the *Pontchartrain*.

Sea sickness was widespread aboard, including many of the officers and the ship had a foul aroma. It wasn't a happy ship after we left Gitmo and returned home. **H.A. (Bud) Hoover**

90 and Going Strong

I am in receipt of the *QD Log* and in reading about CGCVA dues I decided to celebrate my upcoming 90th birthday (March 25, 2006) by making a monetary contribution to the Association. I also wanted to contribute some information about my Coast Guard service.

My ship assignments began on board the *USS Menges (DE-320)*. We were with the 8th and 10th fleets and on our second crossing we took the largest convoy (200 freighters with 22 escort vessels plus a baby flat top and 75 mine sweepers. We later learned that many of the vessels were involved in the D-Day invasion. On our way home, the *Menges* was torpedoed (but not sunk) in the Mediterranean and I was sent back to the



CGC Menges during WWII

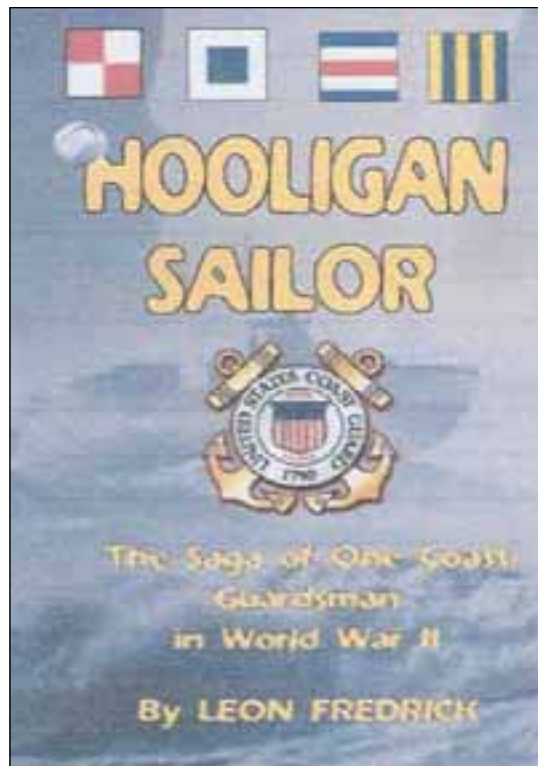
States on a transport. After 30 days leave I was sent to HFDF school in Casco Bay, Maine, then assigned to the *FS-270* and sent to New Guinea. I then had my first airplane flight, and was transferred to the Philippines, and assigned to the *FS-387*. When the war was officially over, I was assigned to the *USS Murzim (AKA-97)*, an ammunition ship assigned to the 3rd & 5th fleets.

If you would like more information concerning my activities while in the service, I will be glad to share them with you. Some of my story has been published and I also have a tape in the Holocaust Museum in New York City. The Coast Guard History was also given some publicity on TV on the Fox News Network in May, 2004 and I have a tape of the program. It includes a photo of the *USS Menges* taken in Casablanca in 1944 and if you look carefully, you can find me.

I entered the service on July 23, 1942 and was discharged on December 17, 1945. My service time was three years, four months, and 25 days. Semper Paratus!
Hillard Gabrilove

“Hooligan Sailor” Book

CGCVA member **Leon Fredrick** has written a book, “Hooligan Sailor — The Saga of One Coast Guardsman in World War II” and it includes five chapters describing his experiences on board the *USS Theenim*. The book is receiving considerable nationwide attention. It is the story of a young man who was a senior in high school when the Japanese attacked Pearl Harbor. He enlisted in the Coast Guard and the book tells of his experiences in WWII, both in the Atlantic and



Pacific Theaters. The book is listed on top of the Coast Guard’s list of Best Books in Print on Coast Guard History by the USCG Historian’s Office and it is listed on four veterans’ internet web sites.

For more information or to order a copy of the book, contact Leon Fredrick at 109 Oxford Drive #4, Branson, Mo. 65616. Ph: (417) 334-1973. E-mail: tiny@interlinc.net.

Sinbad of the Coast Guard

Many have heard about Sinbad, the *CGC Campbell’s* famous mascot, and now everyone can

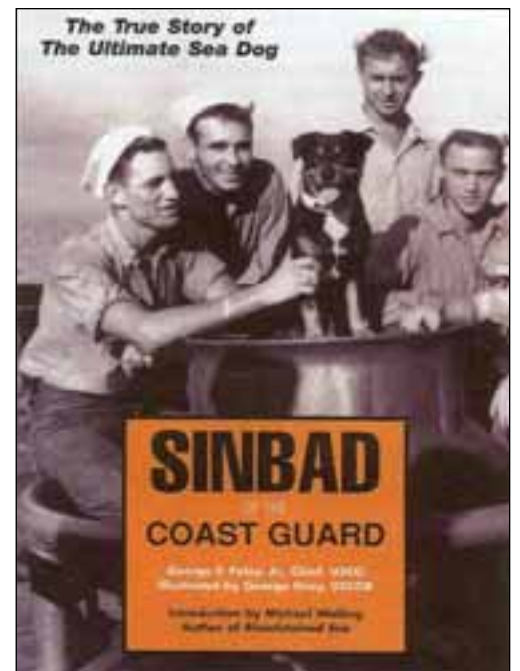
read about this colorful canine character. “Sinbad of the Coast Guard” is the adventurous, true story of Sinbad, whose exploits on the *Campbell* during WWII became legend. His chunky black and tan figure was known in a hundred ports, from Greenland — where he nearly caused an international incident — to Africa, where he was the guest at a Sultan’s Palace, and as far away as Japan.



Sinbad

Although famous to thousands of people in many nations, Sinbad was happiest at sea, treading the decks of the sleek *Campbell*, where he was treated as just another member of the crew. Battles and hurricanes never dulled his love of standing

on the heaving deck with spray breaking over his wiry body. To Coast Guardsmen and sailors all over the world he was a



hero and a real salty dog!

Appropriately, Sinbad's story was told by a fellow member of the Coast Guard, Chief George F. Foley, Jr., while the fine pictures were drawn by the late George Gray, famed combat artist and prior CGCVA member.

The new edition, the first in 60 years, includes photos of Sinbad, information about the *Campbell*, and an introduction by Mike Walling, author of "Bloodstained Sea, the U.S. Coast Guard in the Battle of the Atlantic 1941-1944."

The book's reading level is for 4th grade and up but we all love a good sea story. It is available through Flat Hammock Press at 5 Church Street in Mystic, Conn. 06355 or on the web at: www.flathammockpress.com. Ph: (860) 572-2722.

They Also Served

When thinking of sea duty, we always seem to think of "fighting ships." However, there are more "non-combat" than "combat" vessels. This is about the group of men who served on the FS Ships. Although you had no choice in where you would serve, you served where sent and did your job well.

Under a Joint Chiefs of Staff agreement signed March 14, 1944, the Coast Guard was designated to man small Army Transportation Corps vessels, some of which were already operating in the Southwest Pacific and manned by civilians. The agreement read that "Due to the decrease of civilian category for defense of the United States, the Coast Guard will have some personnel available to man ships and craft for which civilian personnel cannot be obtained."

Four categories of Army vessels were specified: AMRS, TF, LT, and FS (for Freight and Supply). There were 288 of

these FS ships that were manned by the Coast Guard. They averaged 176 feet in length, had a beam of 32 feet, and cost an average of \$754,000 each. There were at least 10 ship builders, with the Higgins Company of New Orleans being the largest provider with 77 built. All were built between April 1944 and March 1945.

Unlike the "fighting ships," these were very short on ordinance. I was a Gunner's Mate 1/C on the *FS-262* and the *FS-182*. Our largest gun was a 40mm with three 20mm's and two .50 caliber machine guns. Not much defense if we ran into an enemy with a 5-inch gun.

Of the 177 vessels reviewed, 170 of them were assigned to the Southwest Pacific. These were called "Island Hoppers"

and for good reason. They were flat-bottomed, drew only eight feet, and were very, very slow. We traveled in convoy and carried supplies to all of the islands from Funafuti in the Ellice Group to New Caledonia, New Guinea, the Marshalls, and the Philippines that we covered from one end to the other.



These ships could carry over 300 tons of cargo from Army boots, ammunition, jeeps or anything the Army had to be moved. The Army FS ships hauled only Army supplies. Some however, were owned by the Navy (like the *FS-182*) and hauled only Navy supplies. Most FS ships had a routine schedule, doing their best to keep the war effort going, although a few had some pretty harrowing experiences.

All in all, to the members of the FS fleet, "You done good!" You were the workhorses of the Southwest Pacific and although many of you never saw the enemy, "You Also Served!"

R.G. "Mac" McAllister

Arlington National Cemetery Book Project

Funds are now being raised to produce a professional coffee table book on Arlington National Cemetery. A total of \$315,000.00 are needed to produce an initial run of 10,000 books, half of which will be presented to the families of Service Members killed during our county's War on Terrorism who have loved ones buried at Arlington



National Cemetery. It also recognizes the fact that many families simply do not have the means, time, distance, and/or money to visit their loved one's grave. This book will be given as a remembrance and further extension of gratitude by our country and those who believe in our men and women in uniform. The remaining 5,000 will be available for purchase.

Donations are being requested through service and veterans organizations, rather than from individuals or corporate sponsors. The Coast Guard Combat Veterans Association would like to be listed in the book as a contributor however our Association coffers simply aren't healthy enough to do so. As such, donations are requested from all CGCVA members. If you wish to contribute to this most worthy cause, please make out checks to "CGCVA" and send them to Baker Herbert at the CGCVA Administrative office. Mark "ANC Book Project" on your check.

Families of Service members killed in the War on Terrorism and interred at Arlington dating back to Sept. 11, 2001, will automatically receive a copy of the book. The books provided to families will be embossed with a serial number for registration and include a leatherette slip case, die cut to hold an Arlington National Cemetery Coin. The pages will be printed in 7-color process with varnish. Each of the books provided to families will include special slip pages in the front and back to allow a letter from the President or Service secretary to the family along with a picture of their loved one's gravesite.

Each Service has provided their best photographers to assist on this project, as had *National Geographic*. The book will photographically cover all four seasons and literally every aspect of what takes place throughout the year at Arlington. The project is expected to be completed by late 2006 and books will be available after that time. Additional print runs will be made and all contributing service and veterans' organizations will continue to have their names listed as contributors in all reprints.

This sounds like a very good project for the CGCVA to be involved with but it requires donations from you, the CGCVA member. Please try to make a donation so we can be listed in perpetuity as a contributor. Remember – We have a least one Coast Guardsman buried at Arlington who was a victim of the War on Terrorism – Honorary CGCVA Member DC3 Nathan Bruckenthal.

Editor's Note: *I am a voting member (representing the Chief Warrant & Warrant Officers Association, USCG) on The Military Coalition and it's Veterans Affairs Committeein Washington, D.C. I attended a briefing by the folks coordinating this project and if was obvious that the funds are needed quickly. If the necessary funds are not received from service and veterans' organizations, contributions will be solicited from corporate sponsors. Personally, I'd prefer to see a lengthy list of veterans organizations (including the CGCVA) rather than corporate sponsors so I hope you will consider making a donation to this project.*



One of many, many photographs included in the upcoming Arlington national Cemetery coffee table book.

Aiding the War

Aids to Navigation entered Vietnam as an afterthought. The rapid rise in tonnage of materiel being

delivered to Vietnam to support the growing American presence quickly outstripped the Vietnamese French-developed aids to navigation system. The lone Vietnamese buoy tender was ill-prepared and ill-manned to handle the task. Later, one Coast Guard officer reported it took the Vietnamese buoy tender 42 days to set eight buoys.

In early 1966, the Navy's concern over this important function led to an informal request by the Commander in Chief, Pacific Fleet, for the services of a Coast Guard buoy tender. The Coast Guard agreed, making the cutter *Planetree* (WLB-307) available for the placement of, at first, sixteen mooring buoys at four different Vietnamese ports. Deploying from Honolulu in April 1966, much of the *Planetree's* time was spent positioning Vietnamese floating aids back to the Vietnamese (international) system and using creative methods to solving problems not encountered



A 6,000-lb. harbor entrance buoy is hoisted aboard CGC Blackhaw (WLB-390) near Black Rock Quarry, southeast of Danang in 1970.

in the U.S. and its territories.

Following *Planetree's* initial and eye-opening experience, regular deployments to Vietnam were made by Coast Guard buoy tenders, including *Ironwood* and *Basswood*, although they remained 14th District assets. During November 1967, to ease the transit time and wear and tear on vessels, the cutter *Blackhaw (WLB-390)* was reassigned to be the dedicated Vietnam buoy tender. She was transferred from Honolulu to Sangley Point in the Philippines and became, outside the patrol boats in Vietnam, only the second cutter permanently stationed outside U.S. ports. The other was the cutter *Courier* in Athens, Greece, serving with the Voice of America.

Blackhaw's crew expanded to seven officers and 63 enlisted men, about 13 more than a stateside cutter, or about the compliment of a medium endurance cutter.

In March 1968, *Blackhaw* began her adventure into the combat zone, the first of 15 deployments to work the 70 U.S.-set aids and all the Vietnamese aids. The Vietnamese had all but ceased working their aids – they didn't have to since the Americans were doing it for them.

The agreement was still informal until July 1968 when the Joint Chiefs of Staff formalized the 1966 agreement. Although not signed until February 1969, it set out reimbursement parameters. Essentially the Coast Guard would provide services to the aids to navigation it had been doing all along but now the Army and Navy would pay for it – officially – the Army paying 60 percent, the Navy 40 percent.

The work of the *Blackhaw* took her into some dangerous waters. Before her final Vietnam deployment in May 1971, she was awarded more Combat Action

Ribbons (7) than any other cutter to serve in Vietnam. The cutter was ultimately transferred to San Francisco.

RM3 Philip McNish (1968-72)

Author's Note: *I was assigned to the CGC Blackhaw in 1970-71 and did two deployments to Vietnam on her although the cutter did about 15 total. The Coast Guard did an incredible job of aids to navigation in Vietnam and should be considered the constructors of the system there. Buoy tender crews began with no charts, radios or even instructions save go and do. Nevertheless, they did their job*



CGC Blackhaw (WLB-390)

magnificently and I was proud to have done my part in this "non-combative" role.

Name That Ship

In the Fall '05 issue of the *QD Log*, the picture on page 6 is of the commissioning crew of the PC-590. We had just finished six weeks of training at a Navy base in Miami, Florida. The rest of the crew met us in New Orleans and the ship was commissioned in October 1942. I am the BM1/c in the front row.

Sherwood Patrick

One Golden Moment

We all seem to let a few of the memorable moments in our previous life as a 'Coastie' slip away. In reading Tom Taylor's account of some of the action seen on the *USS Camp (DE-251)* in the Fall '05 *QD Log*, I think that one "golden moment" was omitted. I was on the *Camp* at the time and although I checked my records I have accumulated over the years I could not tell if Tom was on the ship when I was or if he had already left for the states.

I joined the ship in San Diego as it prepared to sail to the Pacific Theater. The *Camp* and crew were involved in a memorable event in September 1945, one I like to repeat when an opportunity arises.

The ship was in Majuro and on Sept. 12th was ordered to the Isle of Mili to supervise the surrender and evacuation of the Japanese garrison there. The Japanese had never been fired on, as this was one of the islands that had been cut off from the Japanese supply line and never invaded. After taking control of the island in September, we were finally relieved by a complement of Marines on Oct. 14th. This was our Golden Moment in the Pacific. We were able to tell the Marines, all standing in formation, that we were turning the Japanese garrison over to them, all weapons had been accounted for, and they were now safe to handle the situation! Now that was a winner! By the way, the commanding

officer of the *Camp* at that time was LCDR Russell R. Waesche, Jr.

Let them never forget: We were there, many times before others were placed ashore!

Ralph Brookins

Author's Note: *One of our members, James E. Jones (former QM3/c) was instrumental in arranging the first USS Camp Reunion on June 3, 1988. He has acquired a copy of the ship's log, as well as the roster of crew members. He has a world of information on the Camp, having been a member of its crew from its first to last day as a Coast Guard ship.*

[Fighting In The Atlantic](#)

As I read a newspaper story on the anniversary of the U.S. Offensive in the Pacific (August 7, 1942), I decided to check out the U.S. Offensive in the Atlantic (which began Nov. 8, 1942). The U.S. A-3 Escort Group and Iceland Group were the only U.S. forces fighting the enemy prior to that time. I was stationed on board *USCGC Bibb*, assigned to U.S. Naval Base Escort Group in Iceland in April 1942. We ran convoys all over the place and the only way to really know what you were doing was to get the name of a sunken ship from the survivors, or to obtain records after the war. On incident I recall was the sinking of the freighter *SS Pennmar*.

The *Pennmar* had escaped two earlier attacks. The first on Sept. 23, 1942, when a torpedo was seen approaching the ship from the starboard quarter. This torpedo was avoided by a hard left rudder. Another torpedo then passed ahead of the ship. The attack was apparently the work of two submarines. Later that day, a sub surfaced on the starboard quarter about two miles away. The gun crew fired four rounds from the 4" stern gun and the sub submerged.

A little before midnight, a torpedo struck on the *Pennmar*'s port side, about 30 feet from the bow near the fore peak oil tank. There was considerable leakage of oil at the point of impact and all damage was well below the waterline. The engines were put full astern to get the headway off the ship but she still sank in 11 minutes.

The ship was abandoned by all hands in one lifeboat and two life rafts. Those on the rafts had to jump overboard in order to get aboard them. One crew member was crushed between a raft and the ship while another drowned near the ship's propeller. The survivors were rescued by the *Bibb* the following day after a distress call had been answered by Lands End, England. Survivors were taken to Reykjavik, Iceland, arriving there on Oct. 2, 1942. *Bibb* lowered two lifeboats to pick up the *Pennmar* survivors. This was standard procedure for USCG cutters picking up survivors but it was the only time we used it during WWII. The *Bibb* crew could lower and raise lifeboats with their eyes closed and could do this with the ship underway. We carried four lifeboats but one was always on the destroyer tender *Melville* for repairs, due to damage caused by heavy seas.

Alphonse J. Balsis



CGC Bibb (WPG-31) wearing its WWII camouflage markings.

Author's Note: At anchor in Hualfjordur, all crew members who had extra duty at captain's mast would work their time off by rowing around the Fiord... it was good practice!

[Remembering the A-Bomb](#)

More than 60 years ago, the *Enola Gay*, a B-29 bomber commanded by Col. Paul Tibbets, dropped an atomic bomb on the Japanese city of Hiroshima, population 343,000. The bomb, nicknamed 'Little Boy,' exploded about 2,000 feet above the city with a blast equivalent to 15,000 tons of dynamite. An estimated 66,000 people died.

Three days later, the *Bockscar*, another B-29 bomber, flown by Maj. Charles Sweeney, circled the city of Kokura, site of a large Japanese arms factory. But Kokura was obscured by clouds that day. Sweeney made three trial runs over the city and then, with fuel running low, headed to the secondary target, a shipbuilding port called Nagasaki, population 242,000.

At 1102 that day a second atomic bomb was dropped. That bomb, nicknamed 'Fat Man,' exploded about 1,540 feet above the city with a blast equivalent to 21,000 tons of dynamite, killing an estimated 39,000. Five days later, Japan agreed to surrender.

Len Fuchs, a combat medic with the U.S. Coast Guard, arrived in Nagasaki on September 23rd, six weeks after the Fat Man. "Sightsee? There was nothing to see," remembers Fuchs. "We came up the river and the city was on the right-hand side. It was like you were in a valley and all you saw was devastation and one skeleton of a building sitting there. It couldn't have been three stories high. You'd look out and all you see was clutter. A hurricane was beautiful compared to this."

Fuchs was 22 then, but even six decades later the memory makes his voice go soft. "And the smell," he groans. "Oh God. We were sent ashore to see if we could help the people. Most of the bodies had been removed, but there wasn't even a hospital left. It was a sickening thing, to be honest. I try to forget these things."

On Sept. 2, 1945, Japan signed the official statement of surrender aboard the battleship *USS Missouri* in Tokyo Bay. "Around 4 p.m., they announced the war was over," Fuchs recalls with a smile. "They tried to blow the ship's whistle and it wouldn't blow because it was full of water. Everybody went crazy. Liquor showed up. I don't know where it came from

because I don't drink... but I think I did that day!"

Within a year, Fuchs came home – 405,399 other Americans didn't.

Ron Hayes – Palm Beach Post Staff Writer

The “Forgotten Fifty”

On December 30, 1941, fifty recruits from the Eastern Pennsylvania, South Jersey and Baltimore areas were sworn into the Coast Guard in the Federal Building in Baltimore. They were then transported to the nearby Coast Guard boot camp at Curtis Bay. Arriving in the darkness of night, they were told to find empty bunks in a barracks building. The next day the contingent was issued clothing and time was spent watching another group of boots drill on the field. Those drilling had been at boot camp for more than a month.

On the third day, which was New Year's, some of the newly enlisted were granted liberty. The remainder found a social room where they listened to football games on the radio. Those on liberty had to return to the camp early and that night the entire fifty were transported to the Baltimore waterfront where an excursion boat was docked. The men went aboard and some slept while others spent the night in the ship's gambling casino. At dawn the piers of Norfolk were visible. The “Forgotten Fifty” divided, with a few going to the seagoing tug, *Raritan*, some to the cutter *Bibb*, while 33 (including myself) were sent to the cutter *Mojave*.

On January 6th, the *Mojave* sailed and the boots listened to scuttlebutt that the facilities at Curtis Bay were crowded so we were on our way to the New Orleans boot camp. The truth was the *Mojave* was headed for a weather station somewhere in the area of the Azores.

On their twelfth day of Coast Guard service, the boots heard the horns of “general quarters” sounding and it was then that all concerned learned there were 33 men aboard with no training. They were herded below to a mess deck and told to sit in circle groups while the existing crew and officers manned their



CGC Mojave “Wrecking Crew” Signalman 3/c Jim Lefwitsch (right), Coxswain John W. Steverson (center), and unidentified cook (left).

respective battle stations. The ship's current watch had detected a submarine in the area. Hours later, when “general quarters” was secured, the officers learned that the new boots not only were untrained, but most came onboard without documentation, including personal health records. The following day the boots, as they came off their watches, lined the passageway

to Sick Bay for inoculations. For several days afterwards, when off duty, they attended classes in the wardroom to learn some basics, such as how to fold and roll clothing to fit in a sea bag, how to differentiate a chief petty officer from a commissioned officer, and who and how to salute.

Most of the original 33 were aboard the *Mojave* when a submarine attacked her convoy between Labrador and Newfoundland, sinking a freighter and the troopship *Chatham*, and later, when the *Mojave* served as flagship of the convoy which suffered the loss of the *Escanaba*.

One of the original 33 was transferred to the *Escanaba* and lost his life. Another man was transferred to a radio operator school and then lost his life aboard a DE in the Mediterranean. Another transferee was sent to Officers Training.

Art Ungerleider

Author's Note: I have proposed a story to the Coast Guard Historian's Office regarding the “Forgotten Fifty” but need information on those individuals from their service records, which I cannot obtain. My story would capture the rank and rate at time of discharge of as many of the group as possible, plus some of the highlights during their war-duty years. If you were one of the “Forgotten Fifty” or can provide me additional information on this group, please contact me at 1000 Dalebrook Dr., Alexandria, Va. 22308. Ph: (703) 360-4137. E-mail: artunger17@aol.com.

Hiding Painful Memories

His family used to ask him to describe D-Day. They saw the movie “Saving Private Ryan” and asked him if that's what it had been like on Omaha beach on the morning of June 6, 1944. He never really answered. “Yeah, but...” he would say.

George O'Connor never talked much about the invasion of Normandy. His family knew he had been wounded, but they never knew how he'd been wounded. His son, Greg, said they still don't know. They knew he turned down the Purple Heart and they kept asking him for more details.

He finally wrote down his memories of that day, not long before he died in February, 2004, at the age of 82. He served as a signalman in the Coast Guard and was on a Landing Craft, Infantry, known as an LCI, delivering Army troops to Omaha Beach on the morning of the invasion.

He described approaching the beach in LCI-83 in a thick fog. As the fog began to lift, he wrote that he could see thousands of ships on the English Channel, the most unbelievable sight he had ever seen. “It was the beginning to the most unforgettable day of my life,” wrote O'Connor, who worked as a commercial artist after he came home from the war.

He wrote that his ship was scheduled to land with the sec-

ond wave of the invasion, but that troops from one wave after another became bogged down together in rough seas and then got trapped together on the beach, taking refuge from gunfire by crowding near a seawall.

“It soon became apparent there were no waves,” he wrote. “Timing and plans were mixed up. troops were pinned down on the beach as more landing craft were coming in. There was nowhere for anyone to go. As we approached the beach, we hit a mine, which blew a 2-foot by 2-foot hole in the hull. We stuffed blankets into the hole to keep out the sea and kept going toward the beach.”

He wrote that an artillery shell hit his landing craft just a few feet from where he had been sitting, the blast lifting the boat out of the water. It killed or wounded 23 men.

“They never even made it off the boat, and most of them were barely 20 years old,” O’Connor wrote. “We continued toward the beach. I prayed all the way in.”

The boat’s ramps were lowered about 150 yards from the beach and troops poured out and began wading toward shore. The tide was coming in and the boat, according to O’Connor, was an easy target for German guns. The crew was forced to abandon ship, he wrote, and join the troops on the beach. he and others carried wounded troops to the beach in neck-high water. Everyone crowded together at the seawall, where they were pinned down by machine gun fire.

“Most men were stunned, soaked, disoriented and some still seasick,” O’Connor wrote. “Officers were yelling, ‘Get goingin! Get off the beach!’ We had no protection against the mortars (and machine guns) that were overhead. We had to leave any wounded on the open beach. Only medics were allowed to go to them. New troops kept coming in and were getting trapped with us.”

American tanks that started rolling off Landing Ship Tanks, known as LSTs, began arriving at the beach. Some soldiers could not get out of their way.

“One of the most horrible sounds that I will never forget was that of a wounded man futilely screaming for his life while being crushed by one of our tanks...” O’Connor wrote.

He wrote that he watched a “fantastic duel” between a german 88mm gun and the USS Doyle, a destroyer that had come in close to the beach. The Doyle fired its guns on one side of the ship and then turned around to fire its guns on the other side while the first guns reloaded. Finally, it landed a direct hit on the Germans. “An overwhelming cheer went up from our troops and we were thankful for the fearless captain and crew of the Doyle,” O’Connor wrote.

Some troops began pushing inland, O’Conner wrote, and after about three hours his captain told him to get back to the boat. The fighting had begun to calm down by then, he wrote, but it was difficult getting back to the boat

because everyone else was going the other way. He wrote that 3,000 German prisoners were standing on the beach, waiting to be brought to England. A downed German plane burned on the beach.

The crew of LCI-83 stuffed mattresses and blankets into the hole in the hull and set off to cross the channel. The boat began listing to one side. “An escort ship called for us to abandon ship, but we refused,” O’Connor wrote.

They pulled up alongside a larger ship and transferred the dead and the wounded before continuing to England, arriving in the evening. A couple of days later, after the boat was repaired, they crossed the channel again and began bringing dead and wounded troops back to England.

“One of the worst jobs I ever had was helping to carry and load the dead into the boat,” wrote O’Connor. “The bodies were stiff and bloated with rigor mortis. The horrendous stench of decaying flesh permeated the air. many of the wounded had missing limbs and open wounds. I had to distance myself emotionally and mentally from what I was doing.”

Abbott Koloff, Morris County, N.J. Daily Record

***Editor’s Note:** The article above was submitted by CGCVA member John Stevens of Rockaway, N.J. It was published as a salute to D-Day veterans in the newspaper’s Sunday, June 6, 2004 issue. Stevens has made contributions to both the CGCVA and the Veterans memorial park in Surf City, N.J. Thanks John!*

A Stroll Down Memory Lane



Crewmen from the Gen. D.E. Aultman (P-156) in the jungles of New Guinea in 1945 pose by a downed Japanese plane. Photo provided by William C. McLeod (standing on right behind two sailors in white hats)

Being A Coastie

Having just returned from two wonderful adventures, I thought it would be a good idea to pass along some of the details. It is not often that one aged 72 has the opportunity to relive old Coast Guard Experiences and talk of them with delight.

The first was a trip to Korea, courtesy of the Korean War Veterans (Graybeards) Association, June 21-28, 2003. This was an offer to permit me to return to Korea, after a few brief visits while attached to SAR Group, Wake Island, Pacific, April through Dec. 12, 1953. What was then a devastated and woefully country, had transformed into the ninth greatest economy in the World and Seoul was now a city of 11-million.

I visited the DMZ on the eve of the commencement of that "Police Action," on June 25, 1950; then was escorted around the Punmonjun area. I visited the Truce Zone and actually walked on the north side, technically standing in North Korea. Believe it or not, our escort, a Captain in the U.S. Army, came from the same part of Brooklyn, NY, I grew up in. I was a South Korean Governments guest at a wonderful ceremony and presentation at the Olympic Stadium. There were a total of 17 of us, along with some 30 Turkish, 50 Philippine and some 500 ROK service men and women. I was the only shallow water sailor in the lot.

The day was concluded by a dinner and medal presentation by the President of the Republic of South Korea. Most homes in South Korea are high rises of some 30 to 40 stories. There is neither public intoxication, nor homelessness there today. The streets are wide and the avenues and boulevards have four lanes in each direction, with cars made in South Korea.

The second experience took place Sept. 9-10 in New Orleans, where some of the crew of the *USS Richey*, later to become *Coast Guard Cutter Richey (WDE-485)*, met as they have done for more than 50 years. Here I found crewmen — many of whom were plank owners — who sailed the ship from its christening in Texas, across the Atlantic to participate

in more than eight crossings and being part of the Armada of D-Day on June 6, 1944, to end the war in Europe. If they did not have enough by that time, the ship was moved to the Pacific to proceed to participate in the end of WWII with Japan. The ship was awarded several medals, some said seven or eight, for its participation, and with sharing in elimination of W-boats with its K-guns and depth charge apparatus. These, however, were not what these men were most proud of — it was the fact that they were credited with saving 158 lives in the Atlantic and other operations.

Amongst those at the reunion was the ship's Gunner (who after the war joined the priesthood and is now afflicted with a severe case of

Parkinson's Disease). He climbed the stairs of the D-Day Museum with his cane faster than those who could walk alone. The group included the Motor Mach and a couple of ship's Boatswains. What a delight to be among them.

Same complaint from all — our little service and its Auxiliary do a fantastic job of life saving and water safety, vessel examinations and such, but to this day are ignored in most cases. They and I complained that the D-Day Museum, save for our flag, made no mention of the Coast Guardsman who served and most especially Douglas A. Munro, our sole Congressional Medal of Honor Winner, who gave the ultimate sacrifice while serving as a Coxswain of a Landing Craft at Guadalcanal.

Mind you, the D-Day Museum is in New Orleans because that is where the Higgins Boats (which were largely manned by CG Coxswains) were built and sent into the war. One of the missions (the last convoy of the war), the *Richey* Crew, escorted hundreds of vessels at speeds not to exceed eight knots, so that the landing craft could go at full speed, across the Atlantic in the spring of 1944.

I graduated Coast Guard Boot Camp at Cape May, New Jersey, on March 19, 1952. Then off to the Custom House on Canal Street in New Orleans to give tests and issue Seaman's



The USS Richey, later to become CGC Richey (WDE-485).

Documents. This was followed by duty at Receiving Station, N.Y., on Ellis Island. As the war worsened, I was off and running to Hawaii, via Oakland and Alameda, California. A brief stay in Honolulu at Sand Island and then off to the forward area, French Frigate Shoals, Midway, and then to Wake Island



The USS Richey

through the end of the Korean Conflict. Wake was the home base of a group of 18 sailors who manned an 83 footer (lot of good it could do with the next closest island some 660 miles away), a LORAN Station and the SAR Group, which consisted of bi-weekly crews coming from Barbers Point, Oahu, to touch off the next crew and to cover forward area trips to Subic Bay, Japan and Korea.

At war's end I was put on board the *Richey* to be its yeoman. Sadly I returned with the crew to Long Beach and ultimately to the yards at San Diego, where all movables were removed from the ship (one way or the other) to be set into a dry dock, and decommissioned. The engineering officer, who was the only Coast Guardsman on board beside myself, left after the Navy survey crew placed the ship on huge chocks in a dry dock. I remained for a few more days when I was informed to close the ship, remove the flag and read the decommissioning document. This was read aloud but there was no one there to listen so I removed the flag and pennant and departed for New York. To finish my tour a couple of desks over from Alex Haley ("Roots") at the Third Coast Guard District Headquarters, surveying, identifying and creating the documentation, to convey every light, lighthouse, mooring, base and property of the United States Coast Guard in the Third CG District. I made a mistake by leaving the service then but it's always a Monday morning quarterback that plays the Sunday game best.

Being back in the fold of the Coast Guard is a great feeling. I thought I would enlist the crew of the *Richey* into the Auxiliary, but just to talk them all was wonderful and they have already given to the max. I have a couple of articles writ-

ten by one the old timers, published in *Reader's Digest*, about our "Forgotten Service" which will follow.

Most important, I enjoyed my Coast Guard Service, the skills and seamanship I learned (and retain, though changed in a great part, I have not forgotten), the thrill of boat handling, and that great small boat splash. Semper Paratus

Josh Sparrow, FSO-IS, Flotilla 14

On The Edge Of War

I read in the last *QD Log* that the USCG Historian's Office is still looking for first-person accounts and memoirs by Coast Guard WWII veterans. Here is part of my story:

Hitler had already attacked Poland and now was bombing Paris; the United States was talking about drafting young men for the Army.

I was 21 years old by then and figured I'd be the first to be drafted (and the last thing I wanted to happen was to be drafted into the U.S. Army). The Depression was still going and the work I was doing was only part-time warehouse work. Still living at home motivated me to join either the Navy

or Marines.

I saw a news reel at the local theater about a new record for life saving by the U.S. Coast Guard. It was about launching a life boat and saving a person who had fallen overboard in the open sea. They did it in less than two minutes! One of the seamen on the rescue team was a local sailor whom I recognized. After checking out the Navy's recruiting requirements (six-year enlistments), I found out that the Coast Guard had a three year enlistment requirement. So I quickly made up my mind to join the Coast Guard, which I did on October 29, 1939.

I went through boot camp at Port Townsend, Washington. The training camp was in the throes of being organized and we had lots of things go wrong but we had a lot of training marching in the rain and howling winds of the Pacific Northwest.



CGC Taney during WWII.

Most of the recruits came from Omaha, Nebraska and Council Bluffs, Iowa. We played a lot of football on the weekends. That's where I came to respect those Midwesterners — they were tough, healthy young guys!

After training camp, I was transferred to Government Island just before Christmas in 1939. How lucky can you get?! I was only across the San Francisco Bay from my folks home in Mill Valley. As you probably know, the island

is now called Coast Guard Island. My first duty there was working on the decommissioned ice breaker *Northland*. That lasted about a week. Then I was assigned to the cutter *Ariadne*, a 165-foot ship that was doing patrols up and down the California Coast watching for illegal drug drops from foreign ships and any necessary life saving help that was needed.

After three months they transferred two of us for duty on the now famous cutter, the *Roger B. Taney (W-37)*, which was stationed in Oahu, Hawaii. Seaman 2/C Scott Berryman and I (also a Seaman 2/C), were taken from the Coast Guard Base to Ft. Mason in San Francisco on a 75-foot patrol boat, where we boarded the Navy transport *USS Henderson*. This AP1 was the transport that carried most of the Asiatic fleet sailors to China, dropping us off in Pearl Harbor, where we were taken by car to the *Taney*. After four more months of training on the *Taney* and swimming in the harbor with Soogee, the ship's mascot, a female mongrel, I was transferred to the buoy tender *Kukui*, a 185-foot twin-screw ancient vessel built around 1909.

I made Seaman 1/C and started to strike for the rating of radioman early on and made it in about seven months, thanks to RM2/C Earle Blackwood. After doing maintenance on automatic range lights, climbing tall towers and handling radio traffic on board they transferred me to the shore radio station NMO, located at the Diamond Head Lighthouse. The radio station was built in the light keepers cottage, which was a two-bedroom, one-bath house. before starting my assignment there I had to take a second oath, given by CWO H.M Anthony, that I would never tell anyone what kind of activity they were doing at the station beyond handling regular commercial and Coast Guard communication traffic. I took this oath very seriously and never told a soul about the activity until 1995 when I saw many articles regarding that type of work (the U.S. Navy's secret communication work during the war).

What they were doing was copying Japanese Army and Navy signals from their headquarters to all their stations, such as fleet or army orders, or vica versa. We called it the "Orange



The 165-foot cutter Ariadne

started much speculation on whether we were going to get in the war with Japan and Germany, and it certainly looked like it from all the news media stories we saw. We learned that Gen. Short, the Army's commanding general in control of the Hawaiian Frontier, was afraid of a fifth columnist factor in the Islands, and that was the reason for the .45's.



Diamond Head Lighthouse in 1945.

Code.”

I was ordered to start studying this strange code while working as a regular shore station operator. One of the experts in this field, RM1/C M.E. Corey, was my instructor and he told me if I became good at this I would never get out of that assignment! I wondered what he meant by that? Then, in November 1941, we were ordered to keep a loaded .45 pistol at our operating positions. This

On December 7, 1941, I was awakened at 0755 local time by a rattling and shaking of the building. I had come off watch at 0200 and was very irritated that an earthquake had broken me out of a good sleep. Earthquakes were quite common in Hawaii. When I realized it wasn't an earthquake, I blamed the disturbance on the Army and their war games. It was then that my watch partner, who had relieved me a few hours earlier,

came off watch and told me that the *Ward*, a WWI four-stacked destroyer, had depth-charged a submarine off the entrance to Pearl Harbor. He said they had sent the message into NPM (the Navy shore station) and that he only recorded it, figuring we didn't have to send it in to our headquarters downtown. I said, "You might hear about this from H. M. Anthony," which he did later on.

By then I was getting up and just as I slipped on my dungaree pants I heard airplane engine noise approaching. I quickly ran to the back door of our house and got outside just as the planes were over head. There were three

planes flying below the rim of Diamond Head, about 500 feet above me in V formation. The planes were low-wing type with big red dots on their underside, about two feet in diameter. They flew right over me and, as they disappeared towards Pearl Harbor, I dashed back in the house to tell everyone that they had to be disguised Army planes since I was still thinking WAR GAMES only! Boy was I embarrassed when we realized they were Japanese torpedo planes.

Chief Kearns immediately started to organize the group into wartime status, although we still didn't know what was going on. He assigned me back to covering 500 and 2670 KCS (HRZ now), which was okay with me. Since I could see the entrance to Pearl Harbor out of one window and the Pacific Ocean westward out of another window from my operating position, I had a fairly good picture of what those Japanese planes were doing. The first thing I witnessed was three huge geysers about 25 feet apart in line from each other. I wondered

if an enemy ship had fired three heavy shells towards the shore.

By this time we had learned through the local AM radio broadcast station in downtown Honolulu that it was a real attack. So, as the geysers were collapsing I braced myself for the impact of the shells, thinking the entire Japanese Navy was just over the horizon. When no shells arrived I thought maybe it was bombs dropped from a plane. I thought maybe they were



(Left & Above) Coast Guard crewmen stationed at Diamond Head Lighthouse, Oahu, Hawaii, during World War II.

dropped from a high altitude and that strong winds that come over the mountains from the East may have pushed them past Diamond Head to hit in the ocean between us and the Diamond Head buoy, which we could see from my position. Later on I thought they could have been dropped by accident or some pilot chickened out, but not likely.

The next thing that happened as I was trying to digest all that was going on, I spotted a destroyer coming out of the mouth of the Pearl Harbor entrances, showing a lot of smoke from her stack and running very slowly, as if she didn't have any power.

I watched her as she gained more power and was speeding up when a huge geyser erupted just behind her. It was as if she had dropped a depth charge or a plane had dropped a bomb that luckily missed her. Later on I found out the name of the destroyer was the *Aylwin* and one of the crew members on board belonged to our local PHSA. His name is Frank Larsen and he confirmed what I saw that day. We call each other brother now since his last name is spelled exactly like mine, with an "E".

The next thing that happened was a commercial sport fishing boat called me on 2670 by radio phone and said, "An Army pilot had gone crazy and was shooting at them, wounding a guest on board, a lieutenant colonel, and we are sinking!" I sent the MAYDAY message into the District Office.

The *Lurline*, a Matson passenger ship, called me on 500 HRZ wanting to know what was going on and I sent them word that we were being attacked by unknown enemy planes. Chief

kearns and I thought that the answer would be politically correct since there was no contact with the higher-ups at the time and we opted to play it safe.

The second wave was now on their bombing run and we could see dog fights and heavy smoke billowing over Hickam Field and Pearl Harbor. At noon, Chief Kearns put me on guard duty with a .45 automatic and a pocket full of .45 cartridges. I put on my dungaree jacket in order to carry an extra clip and the cartridges. I checked out the perimeter of the grounds around the lighthouse to the edge of the down slope to the beach and to the highway in front of our place. While doing so I noticed three Army six-by's go past the station

loaded with soldiers and unload about 200 yards down the road from our location where an old search light site was located.

About 2200 I heard two rifle shots ring out. I recall the soldiers just past us telling me not to get too close to that side with nervous soldiers around. It was completely dark and with the blackout regulations in effect now, we had to be careful. When the guys inside heard the shots, they panicked and sent a message to the District Office by teletype that I had been shot! They were very relieved when I walked into them digging a foxhole in our nice lawn. They thought that the Japanese had already invaded the island.

At 0600, three SOC biplanes (Navy) flew by heading for Pearl Harbor with their running lights on. They were about 500 feet above ground zero, about level with me as they passed by. I aimed my pistol at them thinking if they were Japanese, just maybe I could hit one of them. Just as they passed Fort Derussy, some trigger-happy Army machine gunner let loose with his 30-cal., throwing up a tracer every fifth shell, trying to hit them. It only took the rest of the anti-aircraft gunners about a second to start firing. The results — they shot down all three planes. I was told that a Coast Guard vessel on patrol near Hilko saw the shells exploding and they thought that it was another Japanese raid.

I patrolled the grounds until 0800 December 8th. After finishing breakfast, I was told to grab a few things (like a tooth brush and a change of clothes) because I was being transferred temporarily to the *Kukui* buoy tender. They needed an extra operator because they were going to put out all the automatic lights on the islands. During our trip to the Island of Kauai and

the surrounding area, we put out a light atop a 750-foot rock north of Niihau by shooting tracers at the gas bottle house because it was too rough to land at the only landing spot. It turned dark after we eliminated that light and, as we started back, we got a message from NPM that there was a Japanese submarine lurking on the east side of Kauai. The skipper got nervous and started running very close to shore on our way to Port Allen, Kauai. We ran aground and being so close to shore I thought I saw coconut tree branches brush the side of the ship. Not really, but I was prepared to abandon ship. I had my carton of cigarettes and the strip cypher code boards in their leaded sacks safely in my hands. Being an expert skipper, he got us off easily and we made it into Port Allen early in the morning.

While at Port Allen, the Army requested us to help them recapture Niihau Island, as a Japanese fighter pilot had crashed on the island and had taken over control of the natives with the help of two Japanese workers. So we went to Niihau, arriving a little after dusk with a squad of Army raiders and four of the ship's crew. They were all armed to the teeth and ready to go. One of the men was my radio operator, a former Marine, so I wisely volunteered to man the radio shack on board the ship. They came back around midnight with the pilot's belongings. They assembled in the radio shack, as this was the best quarters on the ship to discuss what they had accomplished and to view what they had found.

They told us that the pilot was dead, killed during a fight with a Hawaiian. Apparently, the pilot was holding a pistol on the Hawaiian at point blank range and shot him three times in the groin area. The enraged Hawaiian, a 6'6" giant, didn't go down but instead grabbed the pilot around the waist, turned him upside down, and smashed his head into the ground, killing him. They ended the story by telling us the Hawaiian's wife took out a knife and cut both the pilot's ears off.

We then got to inspect all the items they brought back with them. There was a synchronized machine gun from the fighter plane and a water-proofed fish skin wrapping that the pilot had worn around his waist. This contained item such as a high school student card from a local Oahu High School, local maps, money and things necessary if he had to bail out over Oahu. The machine gun still had about 20 bullets hanging from the breach of the gun. I snapped one cartridge from the belt figuring it would be an easy souvenir to keep, which it was. I presented it to the Kauai Museum on January 10, 1991.

The wounded Hawaiian was brought on board for treatment and I asked what happened to the pilot. I was told that the natives on the island were going to bury him. The team figured that the stuff they took from him would be enough to verify that



Diamond Head Lighthouse and buildings on the grounds in 1945.

he had been taken care of. One of the Japanese servants committed suicide and the other one wasn't helping the pilot as first thought. The Hawaiian walked on board the ship and when we got back to Port Allen he insisted on walking from the ship to the ambulance, even with three bullets in his groin. He was one tough native!

After putting out all the automatic lights around Kauai, we headed back to Oahu. Before going into Pier Four in Honolulu Harbor, we were directed to go into Pearl Harbor

and mark all the shipping hazards in the harbor. It was an ugly sight. Being on loud speaker radio watch, I was able to view all the damage that had been done. I could even see the badly bombed out hangars and wrecks over Hickam Field.

After a day of marking all the hazards, we returned to Pier Four. The cutter *Tiger* was tied up in front of us and my friend Scott was stationed on her now so we met on the dock as soon as we tied up. He told me they were looking for another radioman and would I like to take the assignment. Without hesitation I said yes, I'd love to be on a fighting ship like a sub-chaser. I felt that being on a ship fighting submarines would be better than working at the shore station NMO which is where I would return to after the temporary assignment to the *Kukui*. I was assigned to the *Tiger* (W-132) the next day.

H. M. Anthony came down to the ship to tell me he wanted to see me downtown at the District Office that afternoon. So downtown I went and met with Mr. Anthony. All he said was, "Larsen, can you copy 20 words a minute?" My answer was, "Yes sir." He said, "Good. You are now a Second Class." Wow! You could have knocked me over with a feather. This all happened within less than a week! **George C. Larsen**

Author's Note: I agree with all those Coast Guard veterans who are unhappy about the way they have been classified as anything but military. I'm the president of the San Francisco Bay Area Chapter Two Pearl Harbor Survivors and there are only two of us (Coast Guard) in the chapter.

Coast Guard's TAG Team Air Crews

During LT Todd Fisher's first tour as a young helicopter pilot, at Hunter Army Airfield, Ga., he would peer across the tarmac to Coast Guard Air Station Savannah, and notice not



CGC Kukui buoy tender

only the colorful paint scheme of Coast Guard helicopters but the timing of their deployment.

"Every time we'd be coming back in, because the weather was bad, the Coast Guard guys would be going out," Fisher recalled.

Six years ago, Fisher transferred his skills to the Coast Guard. He never appreciated the move more than this month, after participating in perhaps the greatest sustained rescue operation the service had seen.

Forty-three Coast Guard helicopters from 11 air stations converged on the Gulf Coast, in the wake of Hurricane Katrina, to save more than 12,500 lives. Coast Guard small boats and cutters rescued another 11,600 and combined service units evacuated 9,400 patients from hospitals.



Most of the rescues occurred from August 30, the day after Katrina hit, through September 3, when an unprecedented swarm of Coast Guard units was joined by units from other armed forces, as well as federal, state and local law agencies. By then, Fisher, with his co-pilot LT Dennis Waters, and rotating teams of enlisted crewmen, had rescued 58 residents of New Orleans, including four infants.

If, as officials suggest, Fisher's experience was typical of pilots, Jeff Lowe's story was typical of Coast Guard rescue swimmers. Within three days, this 26-year-old aviation survival technician (AST3) had

hoisted 25 women, children and men to safety. They were the first lives Lowe had saved since joining the Coast Guard five years earlier.

Katrina brought unprecedented devastation to millions but it created a mother lode of opportunity for rescuers to test their training and courage. In contrast to other parts of the government, the Coast Guard's performance in Katrina's wake matched its motto of *Semper Paratus, Always Prepared*.

Both Fisher and Lowe are assigned to Air Training Center

Mobile, Ala. As Katrina approached, Fisher, an instructor pilot, joined others in flying ATC helicopters to Jacksonville, Fla., out of the storm's path. They returned late Monday, in time to be buffeted by Katrina's outer bands while en route.

Tuesday, at first light, all seven of the center's HH-65 "Dolphins," the Coast Guard's short-range helicopter, deployed south and west of Mobile to find survivors. Fisher flew the newer C model, with its more powerful engine and load capacity. He welcomed the shift from instructor to operator but, that day, his crew saw only destruction and no one to rescue.

Lowe, patrolling in a separate HH-65, sped 60 miles offshore to inspect a raft torn from an oil rig. It was empty. Flying west to Bay St. Louis, Miss., the crew picked up three adults in need of medical care, moving them to a nearby railroad track for hoisting, away from trees and power lines.

Fisher's HH-65C was back up the following afternoon, this time over New Orleans where broken levees had caused city-wide flooding, stranding thousands atop homes and apartment buildings.

"It was absolutely desperate," said Fisher. "We could see people everywhere, waving their arms." Fisher's crew

hovered above a crowd gathered on higher ground near an orange sport utility vehicle, west of the Superdome. His rescue swimmer and flight mechanic began hoisting by basket. When loaded, the helicopter flew to a highway clover leaf to drop them off and return.

Each time the helicopter returned to the orange SUV, the water was higher, finally reaching its windows. Other helicopters arrived and Fisher's crew moved on to begin plucking survivors from roof tops. Coast Guard air crews are used to open-sea rescues, away from trees and power lines. New Orleans had both, and they became harder to spot after sunset.

With no electricity, the city turned black except for a constellation of flashlights and helicopter searchlights. Every few hours, crews refueled at Air Station New Orleans. Pilots and co-pilots switched seats. With so many to rescue, crews communicated by radio constantly, noting survivors left behind and sharing global positioning system (GPS) coordinates to find them.

Fisher directed his rescue swimmer to triage victims on roofs, taking the injured off first followed by children, women

and men. At one point Fisher turned around to see a newly-recovered woman in his plane blowing kisses to him while hugging the rescue swimmer.



Pilots can fly six hours only, followed by 10 hours of mandatory rest. Returning from New Orleans that first night, Fisher had logged 8.4 flight hours. "We pushed it as far as we could," he said.

As exhausted crews returned, fresh crews got aboard. Fisher gave a "high-five" to a replacement pilot he had flown with out of

Miami.

"The maintenance guys were unbelievable, turning aircraft around like you wouldn't believe," he said. "Our aircraft were flying 24 hours a day."

Every rescue felt familiar, like training, Lowe said, until the family at a window passed him a child. "All of a sudden this kid's life is in your hands, ..." he said. Lowe said he slowed down a little to consider the new responsibility, then cinched the strop and signaled thumbs up.

For several days, the air rescue effort seemed to be Coast Guard-only show, one that pilots and crew said they would never forget. "Talking to people who've been in 20 or 30 years," Lowe said, "nobody had seen anything like this."

Many had rescued more lives in a single week than they would throughout the rest of their careers, Fisher agreed.

But then Coast Guard attention shifted — to Hurricane Rita!

Tom Philpott
North County Times

Editor's Note: Tom Philpott is a prior Coast Guard officer who granted permission to use this article, which was published in the September 24, 2005 North County Times.



Pentagon Health Chief Defends Retiree Fee Increases

To their credit, Assistant Secretary of Defense (Health Affairs) Dr. William Winkenwerder and his principal deputy, Dr. Steve Jones, went out of their way to talk to military association representatives about why the Defense Department wants to double or triple TRICARE fees for retired beneficiaries. On January 11th, they came to Alexandria, Virginia to spend an hour with more than 50 representatives of The Military Coalition (TMC), including CGCVA PNP Ed Swift, representing the Coast Guard Chief Warrant & Warrant Officers Association.

But it was a frustrating meeting on both sides, as Coalition members had lots of questions about the specifics of the new proposals that Winkenwerder said he couldn't yet answer. While there have been published summaries of the DoD plan received from multiple reliable sources, the official plan may not be released until the President submits his budget for FY07.

Pressed about whether published reports have been accurate, Winkenwerder chose his words carefully, saying, "I wouldn't want you to think that what you've seen is what will be done." While that might mean the Administration is doing some rethinking, it might also mean there is more to the plan. In that vein, the initiative is also likely to include a proposal to increase a "third tier" \$22 pharmacy copayment and establish a new "fourth tier" of drugs for which the beneficiary would have to pay the full cost.

Barred from discussing details, Dr. Winkenwerder briefed the Coalition on why the Department feels the need to shift more costs to retirees. His principal points were:

*Health costs are rising faster than the rest of the Defense budget, mainly because of legislated benefit expansions, increasing retiree use of care, and general health inflation.

*Retirees will consume 65% of defense health spending by 2011, vs. 43% in 2000 (mainly because of the enactment of TRICARE For Life in 2001).

*There has been no change in retiree health fees since 1995.

*The military health benefit is "extremely rich," with military retirees averaging \$680 in out-of-pocket health costs a year, vs. \$3700 for retirees from civilian employers.

*As private sector employers have cut back on health bene-

fits, the percentage of retirees actually using TRICARE has risen from 66% in FY2002 to 78% for FY2006, and is expected to rise to 87% by 2011 if current trends continue.

*Limiting DoD health costs to the current 8% of the DoD budget would save \$20 billion a year by FY2015.

*Pharmacy costs tripled from FY2001 to FY2006, due to enactment of pharmacy coverage for Medicare-eligible retirees in 2001.

*Current health cost projections "can't be funded without dramatic incursions into Service line budgets or significant Defense budget increases."

When Dr. Winkenwerder solicited TMC comments, one member said comparison of military vs. civilian health costs fails to consider some critical points. Military retirement benefits are the only offset provided for the unique and extraordinary demands inherent in a 20-30 year military career. Military retirees have paid far greater premiums than civilians; they just paid most of them in service and sacrifice rather than in cash. Further, he said the Pentagon should be asking Congress for a bigger defense budget to pay for the needed benefit improvements Congress has enacted rather than seeking to fund those other defense needs out of retirees'



CGCVA Service Officer Tom Huckelberry holds the Legion of Honor Award from the Chapel of Four Chaplains at the American Legion Convention.

pockets.

80% of the savings associated with these proposals come from the assumption that the fee increases would drive 600,000 retirees out of TRICARE. Asked whether the Defense Department would propose additional fee increases if that level of migration and savings didn't materialize, Dr. Winkenwerder indicated that option might be among those considered if the assumptions prove wrong.

Please urge your legislators to oppose these misguided fee increases.

VA's Online RX Refill Service

Tens of thousands of military veterans are now receiving their prescription drug refills from the Dept. of Veterans Affairs (VA) with greater convenience, speed and security, thanks to a new service available to veterans over the Internet.

More than 70,000 prescriptions have been refilled using the latest service added to VA's "MyHealthVet," the personal online health record system designed for veterans in the VA health care system. The prescription refill service began

August 31, 2005.

The secure online prescription refill service has quickly emerged as one of the more popular features in the MyHealthVet system, which connects with VA's widely respected electronic records system.

When a veteran orders a prescription refill, the request is routed to VA's computer system to be filled by one of the department's outpatient mail pharmacies. The refill is then sent directly to the veteran, eliminating the need for a trip to the pharmacy and a wait in line.

To sign up to use MyHealthVet, go to the VA website at: www.myhealth.va.gov.

Locating Graves of Deceased Veterans

Grave markers for more than five-million burial locations provided by the VA are now available on the internet. Internet users only need to provide the last name of the deceased veteran or dependent. Veterans whose discharges are other than dishonorable, their spouses and dependent children may be buried in a national cemetery, regardless of where they live. No advance reservations are made. VA provides perpetual care, as well as a headstone or marker, a burial flag and a memorial certificate to survivors.

VA burial benefits information is available from a VA website at: www.cem.va.gov and from VA regional offices by calling 1-800-827-1000. The VA's gravesite locator database has

been expanded with the addition of 19 million records for veterans buried in private cemeteries. This program helps family members, former comrades-in-arms and others find the graves of the veterans. Information is available from: gravelocator.cem.va.gov.

Personnel Locator

If you are searching for an individual, we can help. Place your personal correspondence to that individual in a sealed envelope, making sure to include how they can get in touch with you. On the outside of that envelope, address it to them with their full name and rank/rate (for military). Please write your return address and attach a stamp on the envelope. Then, place that envelope in a larger envelope and address it to: Commanding Officer (RAS), USCG Personnel Service Center, 444 SE Quincy Street, Topeka, KS 66683-3591

RAS will complete the person's address and place it in the mail.

Need a Corrected DD-214?

If your DD-214 is incorrect and you want a corrected one, send a request in writing to: Commander CGPC (ADM-3), U.S. Coast Guard, 4200 Wilson Blvd., Suite 1100, Arlington, VA 22203-1804. Make sure to include your name, rank/rate, SSN, and date of retirement.

Tom Huckelberry

Let Your Name Live On

For years, the Coast Guard Combat Veterans Association has been operating from day-to-day through the collection of dues and contributions of our members. The time has come for us to be more concerned about the future. Will you consider naming the CGCVA in your will? Any help in the form of cash, stocks, or life insurance policies will help assure the future of the Coast Guard Combat Veterans Association. It can be as easy as using one of these sample forms of bequest:

(Whatever is left after other bequests have been granted.) "All the rest, residue, and remainder of my estate, including real estate and personal property, I give, devise and bequeath to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address)."

"I give, devise, and bequeath to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address), _____% of my estate."

"I give, devise, and bequeath to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address), the sum of _____ for the (Name a specific fund), the principle of which shall remain in perpetuity."

Please remember: The CGCVA is a Non-Profit Association. All donations are tax-deductible.

Can you believe it's another year already? Seems it was only a few months ago when I was trying to remember to write 2005 and now we're a couple months into 2006!

We (or rather I) haven't taken a vacation since our Florida Reunion. Between illnesses and doctors appointments, we haven't had time. Well, neither of us have appointments for several weeks so we're taking off (but I don't have a clue where!). Ask me next time you see me.

Sure hope everyone's holiday season was better than ours! Although I am thankful for everything, I also pray that we (Pat and I) never have another Christmas like this past one. A few days before Christmas, Pat became very ill and was hospitalized with acute renal failure. For a few days it was touch and go as he was placed on oxygen and a heart monitor in Post Intensive Care. We also learned he had congestive heart failure. He later had dialysis twice. After a week he was released from the hospital and has since totally recovered. His doctor said he should count every day he lives as a bonus day because he cheated death again. You know we all should count every day as a bonus day because we aren't promised tomorrow.

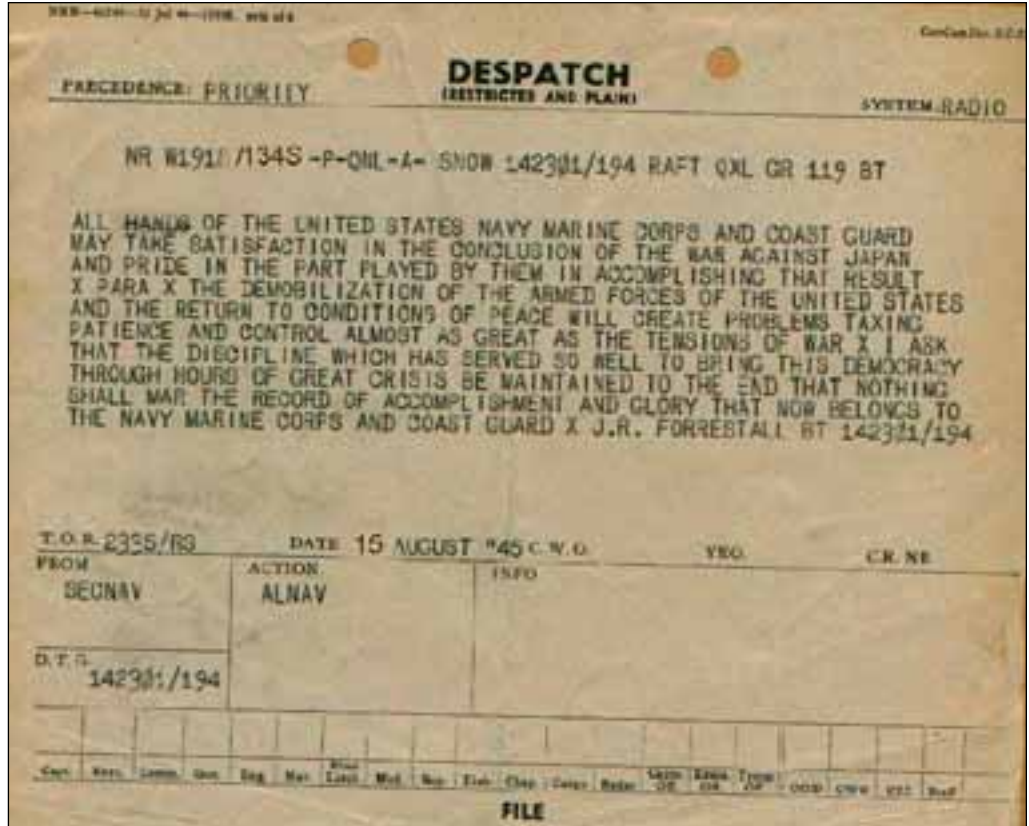
Please don't forget our troops. It would be a great idea to write to someone you don't even know and tell them how proud and grateful you are that they are fighting for us! Remember our Nation

too!

What do you think about the Pledge of Allegiance? Should the phrase "One Nation under God" remain? Write me at 522 Stanley Spencer Mountain Road, Gastonia, NC 28056 or e-mail me at ramseypatrick@bellsouth.net to tell what you think and why.

Take care All!

Shirley Ramsey



To many CGCVA members, this was their favorite ALNAV message.

Coast Guard Combat Veterans Auxiliary Membership Application

Name: _____ Date: _____
Last First Init.

Address: _____
Street or Box Number City State Zip Code

Eligibility: _____ Sponsor's Name: _____
Wife, Husband, Son, Other

Amount of Membership Dues enclosed: \$ _____ Dues are \$10.00 every two years.
Make checks payable to: CGCVA AUX and mail to: Jane Maxwell, Secretary-Treasurer, P.O. Box 2790, Burney, Ca., 96013.

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, or white, gold lettered CGCVA with logo, full back. One size fits all. Plain visor **\$11.00** With senior officer scrambled eggs on visor. **\$15.00**. Add \$3.00 and up to six gold letters will be sewn on the back of your cap. Example: "SWIFTY"

CHRISTMAS TREE ORNAMENTS: 255' Owasco Class; 378' Hamilton Class; 311'; 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. **\$7.00** each (shipped in display box).

CGCVA GARRISON CAP: Fore'n aft cap with embroidered CGCVA color logo and "Coast Guard Combat Veterans Association" in white lettering. Only sizes 6-7/8 and 7 remaining. Must state size. **\$25.00**

LAPEL PINS: U.S. Flag above USCG logo. **\$4.00** each; two for **\$7.00**; and three for **\$10.00**.

Pewter Yellow Ribbon surrounding USCG Emblem. \$5.00. **NEW ITEM**

Pewter Yellow Ribbon surrounding Coast Guard Combat Veterans Association Emblem. \$5.00. **NEW ITEM**

BOOKS: "Coast Guard Navy of WWII" by William Knight. **\$20.00**. "Coast Guard Action in Vietnam" by CGCVA member Paul Scotti **\$20.00**. "Coast Guard In World War One" by CGCVA member CAPT Alex Larzelere **\$30.00**. "Rescue At Sea" by Clayton Evans **\$40.00**. Coast Guard Combat Veterans, Turner Publishing **\$35.00**. "Always Ready - Today's U.S. Coast Guard" by Bonner and Bonner **\$15.00**. "The Coast Guard At War, Vietnam 1965-1975" by CAPT Alex Larzelere **\$30.00**. "Hooligan Sailor" by Leon Fredrick. **\$9.00**. **NEW ITEM**

CGCVA GOLF SHIRT: Short sleeve, polyester/cotton, CGCVA logo on right side with name over left pocket (Please specify preference of script or block lettering). Available in white, red or blue in sizes S, M, L, XL. **\$35.00**. Must state name for pocket. Size XXL, add \$2.00. Size XXXL, add \$3.00.

CGCVA BOLO TIE: USCG Emblem with gold lace. Beautiful! **\$20.00**. Only one remaining in stock.

ZIPPER PULL: USCG Emblem, Dept of Homeland Security Emblem and U.S. Flag Emblem. **\$2.00** each.

PATCHES: ROONE, CON-SON, ELD, ELD-Eagle, Sattahip, Market Time, and CG-TAC. Each one is **\$5.00**. Tonkin Gulf Yacht Club **\$6.00**.

PLAQUE: 3-D Hand-crafted CGCVA Emblem, made from various woods and felt, 11-inch diameter. **NEW ITEM**. **\$35.00**



11-inch CGCVA Wooden Plaque

Waiting in the Judgment Line

A curious fellow died one day and found himself waiting in the long line of judgment. As he stood there, he noticed that some souls were allowed to march right through the Pearly Gates and into Heaven. Others, though, were led over to Satan, who threw them into the burning pit. But every so often, instead of hurling a poor soul into the fire, Satan would toss a soul off to one side into a small pile.

After watching Satan do this several times, the fellow's curiosity got the best of him. So he strolled over and asked Satan what he was doing.

"Excuse me, Prince of Darkness," he said, "I'm waiting in line for judgment, but I couldn't help wondering, why are you tossing those people aside instead of flinging them into the Fires of Hell with the others?"

"Ah, those..." Satan said with a groan, "They're all from the Pacific Northwest... they're still too wet to burn."



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: Baker Herbert, LM, CGCVA National Secretary-Treasurer, P.O. Box 544, Westfield Center, Oh., 44251. Phone: (330) 887-5539.



It was a wonderful evening all around at the annual Coast Guard Ball in Arlington, Virginia on December 9, 2005. This year's ball honored Coast Guard World War II veterans and 11 of the 22 special invitees were members of the Coast Guard Combat Veterans Association.

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

**COAST GUARD COMBAT
VETERANS ASSOCIATION
P. O. BOX 544
WESTFIELD CENTER, OH 44251
Change Service Requested**

U. S. POSTAGE PAID
WESTFIELD CENTER, OH
PERMIT NO. 2

NON-PROFIT ORGANIZATION

POSTMASTER Dated Material, Please Do Not Delay