



ASSOCIATION

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 17, Number 3

Fall 2002

Reno Reunion Deemed Best Ever

Ninth CGCVA Convention Welcomes 300 Members and Guests

From one's arrival at the Peppermill Hotel & Casino you could sense that the 9th CGCVA Convention & Reunion in downtown Reno would be something special. And it was. For the 300 CGCVA members, Auxiliary members and guests, the next several days would offer an exciting variety of tours and events, in addition to the necessary official business.

Registration was carried out in an expeditious and orderly manner and, once registered and wearing a lanyard with convention ID, attendees easily meandered up a spiral staircase to the Hospitality Suite to enjoy a beverage and chat with ship-mates.

Once everyone found the site of the Opening Ceremony (it's a very large hotel), they were treated to remarks by Coast Guard host CAPT Derek Reiksts, the Chief, Intelligence Division at Coast Guard Pacific Area, Alameda, CA, who was accompanied by his lovely wife Linda.

Both planned tours were sold-out so three bus loads of folks enjoyed a shipboard luncheon on the M.S. Dixie as it cruised Lake Tahoe one day and a visit to Virginia City and Carson City another day.

The CGCVA Business Meeting was very well attended and culminated with the election of officers for the next term. A motion to hold conventions every 18 months was passed and several members offered suggestions regarding ways to increase membership and get more visibility for the

Association. At the same time, the Auxiliary Luncheon was being held, also with a huge turn-out, and officers were elected for the ensuing term. Following both meetings, a slot machine tournament was held. Several players earned cash or prizes and monies provided the Association will be used to purchase phone calling cards for Coast Guard troops deploying overseas.

The Awards Banquet highlighted the convention and, like the CGCVA and CGCVA Auxiliary business meetings, resulted in a packed room. Many special activities took place, including a Table of Remembrance Ceremony, a reading of names of members who had crossed the bar, an emotional poem by Auxiliary President Shirley Ramsey, and a flag-folding ceremony.

Outgoing National President Jack Campbell provided remarks and presented the CGCVA Coast Guard Person of the Year Award to SN Gavino Ortiz of Coast Guard Station South Padre Island, TX. Jack was assisted by RADM Timothy Riker who also served as the evening's keynote speaker, providing insights on the post 9-11 Coast Guard and how it has adapted to fight the threat of terrorism nationwide.

Ending the night was the installation of CGCVA officers, trustees, directors and committee chairmen, followed by camaraderie in the Hospitality Suite. All in all, a most successful convention and reunion. If you couldn't attend, turn to page 19 to see details and more photos on the Reno convention.



CGCVA National President Jack Campbell (right) presents plaque to SN Gavino Ortiz of USCG Station South Padre Island, TX, the CGCVA Coast Guard Person of the Year for 2002. Assisting in the presentation was RADM Timothy Riker, USCGR (Ret.), key note speaker at the Awards Banquet.



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F. MacLeod, LM, Ways & Means Director

From the President

Dear Shipmates:

Thank you for your confidence in my abilities to serve as national president for the next term. I vow to keep our Association moving on an upward track, attracting new members and supporting the aims of the Coast Guard.



ED SWIFT

I certainly have some large shoes to fill as PNP Jack Campbell now moves to chair the CGCVA Board of Trustees. Thanks for all the help Jack... you have always

been one of the Association's hardest chargers and I will gladly continue the many worthwhile projects you initiated while serving as president and vice president.

I'd also like to congratulate Ed Burke, Baker Herbert, Bob Maxwell and Gil "Frenchy" Benoit for all jumping back into the fray. Ed was elected vice president, Baker elected to secretary-treasurer and Bob and Frenchy elected as trustees. The appointees remain in tact (why mess with a good thing). All in all, our Association has an extremely strong, forward-thinking group of officers, trustees and committee chairmen so we should be able to effect considerable positive change during the next 18 months.

That's correct... I said 18 months. One major decision made at our Business Meeting was to hold conventions every 18 months instead of every two years. That means our next convention will be held in the Spring of 2004 in Covington, Kentucky. This vote resulted in a By-Laws change that impacts the term of officers accordingly.

We had about 300 attendees at the Reno reunion and I'm told that's the largest ever. From what I gathered listening to folks there, this was also the best reunion ever so if you missed it, don't pass up our next one. We did a few new things this time around, including a Table of Remembrance Ceremony capped by a reading of the names of our members who crossed the bar since the previous reunion. Also, our Service Officers Gil Benoit and Tom Huckelberry provided timely information regarding veterans benefits and will provide information in each *QD Log* issue. At the next convention we plan to have them offer a benefits session to all who are interested.

Quite a lot of convention/reunion news to report on in this issue so please read on. Again, thank you. I promise to serve you well!

Swiftly

**Next Quarterdeck Log
deadline is February 1, 2003**

From the Vice President

For my first article as national vice president, I want to thank those of you that voted for me at the Biennial Business meeting in Reno, NV. I will attempt to assist the National President Ed Swift and The National Secretary/Treasurer Baker Herbert in anyway that I can. I will continue to serve on Bob Maxwell's committee to search and arrange for our future Reunion/Conventions.

This was to my knowledge the largest group we have ever had and I believe that we all had a great time. I am very sorry that I cannot visit as much as I would like to but as the old saying goes, "Duty comes first". Maybe some day if I can get all of the registrations correct and members can come in and get their envelopes without any hassle, I will be able to visit more with you.

My thanks to the trustee's and chairpersons for their assistance at the Registration Desk. It was well organized, everyone showed up on time, did their job and no one was overworked. We'll continue this method of registration in the future. My wife Nancy was there for the full trip and deserves a lot of credit and a big THANKS for keeping the books straight. The Auxiliary desk was manned by President Shirley Ramsey and Vice President Mare Swift, along with Jane Maxwell, Pearl

Grantham and others.

I look forward to this term in office to serve our group of Coast Guard active, retired and former members that have served this great service over the years. Let us all support our new national president and attempt to enlarge our membership rolls by contacting someone you served with and know their address. Baker will be more than happy to process their applications. Be certain that the application form you give out has the proper/current address for the National Secretary/Treasurer. The simplest way is to make copies of the application form in the Quarterdeck Log and use them. Postage is one of our biggest expenses so applications need to be mailed to the correct address (the first time). Thanks again and I look forward to my term in office with Swift and Baker.



ED BURKE

Ed Burke

CGCVA Board of Trustees and Appointed Committee Chairmen, Directors or Positions



PNP Jack Campbell
Trustee Chairman



Herb Weinstein
One Term Trustee



Patrick Denney
One Term Trustee



Gil "Frenchy" Benoit
Two Term Trustee



PNP Bob Maxwell
Two Term Trustee



Vince Stauffer
By-Laws



Walt Gorr
Parliamentarian



Bill Miller
Chaplain



Bill Figone
Nominating



Patrick Ramsey
Membership



Robert MacLeod
Ways & Means

From the Secretary-Treasurer

Greetings Shipmates:

Looks like you folks weren't buying enough stuff from the Ship's Store to keep me gainfully occupied so I threw my hat in the ring for Secretary-Treasurer and... well you know what they say... be careful what you wish for, you just might get it. Anyway, I may have been sworn-in at the Awards Banquet in Reno but I didn't officially take over the responsibilities of the office until a couple weeks after the Reno reunion when Terry Graviss transferred Association equipment, files and account signature authority to me. I'll do my best to keep the ship running on its course but please understand I'll still have a learning curve. Things are a lot more sophisticated, especially with all this computer stuff, than when we started this Association 17 years ago. Geez... what's this power cord go to? Anyway, please bear with me as I get up to speed on this new job.

As I said, I took over from Terry Graviss and I know he was kept extremely busy the past two years. He made several trips to the Washington, DC area to attend Coast Guard and/or veterans ceremonies as well as representing the CGCVA at the USCGC Tampa ceremony aboard the new cutter Tampa in (where else?) Tampa, Florida. Terry was playing geo-bachelor the entire time and that's not an easy thing to do. In addition, he bought a boat (which became a home) for his wife Jennifer, who is a USCG Reservist serving on an active duty contract. If anyone out there has ever owned a boat, then you realize the amount of time and work goes into one. He was a very busy guy yet, with Jennifer's help, he completely rewrote the CGCVA membership data base and helped establish an automated mailing process for the QD Log. Appreciate all your work Terry! Baker



Ed and Nancy Burke register Evelyn Stent while working the Hospitality Suite registration desk at the convention in Reno. Things were usually much busier than this.

USCGC Campbell Association

The 18th Annual Reunion of the USCGC Campbell (W-32) (W-909) Association will be held May 13-16, 2003 at the radisson Hotel Hampton, 700 Settlers Landing Road, Hampton, VA 23669. All hands who served on the Campbell (W-32) during its 46 years of service as well as all current active duty or former crew members of the Campbell (W-909) are welcome and urged to attend. Contacts: **Mike Truex** at 8 Harvard Ave., Neptune, NJ 07753. E-mail: mtruex@worldnet.att.net. Ph: (732) 922-6245. **James Kelly** at 40 Lisa Lane, Uncasville, CT 06382. E-mail: jkelly3@earthlink.net. Ph: (860) 848-1160.



BAKER HERBERT

USS William Seiverling

The USS William F. Seiverling (DE-441) Association will hold their 39th Reunion Sept. 30 through Oct. 3, 2003 at the Ramada Express Hotel & Casino, 2121 South Casino Dr., P.O. Box 7771, Laughlin, NV 89028. Call the hotel directly at (800) 243-6846, (702) 298-6281, or their fax: (702) 298-6325. Hosts: **Bob & Pat Green** at 2095 East Sundown Rd., Kingman, AZ 86401. E-mail: mukamuki@aol.com. Ph: (928) 757-2638. Other contact **Henry Jasper Love** at 2084 Hollywood Drive, Bay St. Louis, MS 39520. E-mail: Lovede441@aol.com. Fax and Phone: (228) 467-8538.

Membership Report

At the close of the year 10/1/2002, the following breakdown of membership is provided:

	<u>1996</u>	<u>1998</u>	<u>2000</u>	<u>2002</u>
Regular Members	1309	1249	1235	1220
Life Members	297	402	435	484
Officers	16	19	15	9
Honorary		6	6	14
Friends	8	7	7	8
	<hr/>	<hr/>	<hr/>	<hr/>
	1630	1683	1698	1735

During the past two years, 44 members cross the bar.

USCGC Duane Association

The USCGC Duane Association will hold its 11th Annual Reunion in Baltimore, MD on Sept. 25-27th, 2003. Events include breakfast aboard the former *USCGC Taney* (*Duane's* sister ship), self-guided tours of the WW11 Submarine *Torsk*, Lightship *Chesapeake*, and the *USS Constellation* (built in 1854, the only surviving Civil War vessel still afloat). Discounted all-day Water Taxi tickets will enable us to visit Fort McHenry National Monument (site of the 1814 inspiration for Francis Scott Key to compose the words to our National Anthem) and 31 other harborside sites. On Saturday, the USCG Yard will host a luncheon and will help us to explore whichever cutters and boats are in port on that day. For more details, please contact Paul Turner at 1103 Wharton Hollow Rd, Summit, NY 12175 or paulturner@midtel.net or (518) 287-1900.

USCGC Winona

Tentative dates for the 4th All Crews Reunion for the USCGC Winona (WPG/WHEC-65) are 12-14 Sept. 2003 in Port Angeles, WA. Plans are still in the works but if you have suggestions, please contact Cliff Rocheleau at 215 Applegate Lane, Sequim, WA 98382. Ph: (360) 582-0925. E-mail: roch@olympen.com.

255 Sailors Reunion III

The third reunion of all thirteen 255's will again be held at the Plaza Hotel in downtown Las Vegas, NV. Dates of the reunion are May 4-8, 2003. Registration forms will be mailed to members in 2002 and will include reunion information and special rates from Southwest Air Lines and Alaska Air Lines. To save money on mailing, I will send out information via e-mail to those members who can receive it. If your e-mail address has changed or you have a new one, please send it to me at doak17@gci.net and I will update our membership database. Contact: Doak Walker at P.O. Box 33523, Juneau, AK 99803. Ph: (907) 789-2579. Fax: (907) 789-2780.

Oldest USCG Retiree Passes

The funeral for CSC Eracleo Alimpolo, USCG (Ret), formerly the oldest living retired Coast Guardsman, and life member of CGCVA, was held on Saturday, 12



CGCVA representatives Vince Stauffer and Trustee Pat Denney at the funeral of CSC Eracleo Alimpolo, USCG (Ret.) in Seattle on Oct. 12, 2002.

October, 2002. CSC Alimpolo was born April 22, 1938 in La Castellana, Philippines and he died Oct. 2, 2002 in Bellevue, WA. Our organization was represented by Trustee Pat Denny and myself. It was a small gathering but very nice. There were three very nice flower arrangements, one of which was provided by the CGCVA. An honor guard was provided by the 13th CG District and did an exemplary job. It was nice knowing Chief Alimpolo and I enjoyed the several times I visited him.

Vince Stauffer

83-Footer Information Needed

I am a retired Coast Guardsman who is interested in obtaining any and all information on the 83-foot patrol boats used at Normandy June 6, 1944. I am planning to build one in 1/48th scale (one inch equals four feet) using wood and plastic model figures and parts. If any CGCVA members would be willing to share information with me, especially photos, it would be most appreciated. I may be reached at 1767 White Oak Lane, Interlochen, MI 49643 or e-mail at: dkmacin@chartermi.net. Thanks!

ASM1 Don Mac Intyre, USCG (Ret.)

Florida Reunion Ideas?

As CGCVA members residing in Florida Nov. 15th through April 15th each year, we would like to get involved in USCG reunions, meetings or cookouts while we are there. We would like to meet with other USCG combat veterans located between Miami and West palm Beach and we're willing to plan get-togethers if we have a listing of members in the area. If you'd like to help out and be part of a Florida group, please contact Joseph

Reunions & Notices

Teller at 14460 Strathmore Lane, Delray Beach, FL 33446. Ph: (561) 495-1512. You can also contact **Morris Zimmerman** at 6655 Kensington Lane, Apt. 101, Delray Beach, FL 33446. Ph: (561) 495-6753.

Correction

I believe there was incorrect information included in the article on the *USCGC Storis* in the Vol.17, #2 issue of the *Quarterdeck Log*. The *Storis* was NOT the first foreign military vessel to visit Russia. What about Lend Lease? Also, the *USCGC Southwind (WAGB-280)* was docked in Murmansk during 5-7 Sept. 1970 and it was the first vessel into a Russian port since WWII. Wreaths were placed at the graves of American and other Allied sailors lost on convoy duty and the bombing of Murmansk. By the way, *Southwind* also made it to 83 degrees, 1 minute and back out... a record that stood for many years. **Allen T. Warner**

Oregon Chapter U.S. LST Association Reunion

This past June 6-7, a reunion of the Oregon Chapter of the U.S. LST Association was held at the Embarcadero Resort and Marina, overlooking Yaquina Bay in Newport, OR. Following the posting of colors by two young Coast Guardsmen, the group walked to the boardwalk overlooking the marina. They were surprised to be met by an approaching 52-foot USCG rescue boat with four crewmen standing at attention on the bow. The LST group was then saluted while the boat's coxswain thanked them for their service during WWII. That evening at the banquet, CWO John Dodd, commanding officer of the Yaquina Bay and Depoe Bay



The crew of the 52-footer at attention as the boat enters the Yaquina Bay marina to salute the LST veterans.

Stations provided information on the post 9-11 Coast Guard and even related the history of *LST 19* (which greatly pleased the skipper). **Walter Nasmyth**

USS Wakefield

On June 21, 2002 the 53rd reunion of the *USS Wakefield (AP-21)* was held at the Friar Tuck Inn, Catskill, NY. CGCVA member **Frank D. Seigel** of Park Ridge, NJ, formerly with the *USS Allentown (PF-52)*

attended along with his nephew. Prior to the reunion Frank and fellow CGCVA member **Anthony Spurduto** received the New Jersey Distinguished Service Medal at the Teaneck Armory in Teaneck, NJ. Anyone wishing to attend the next *USS Wakefield* reunion should contact **Carmine A. Ciampa** at 6 Braissie Way, N. Reading, MA 01864. Ph: (978) 664-0075.



CGCVA member Frank D. Seigel wearing the New Jersey Distinguished Service Medal he received in May.

Combat Radiomen

I am a disabled Army combat veteran, a survivor of Omaha Beach and the Battle of the Bulge. I am writing a true story of combat radiomen under fire (since I was one). I am looking for information regarding the type of radio sets that the Coast Guard used during WWII when on land. Also, the type of telephones that were used. Any help will be greatly appreciated. Please send information to: www.wwilbuddy.com. **Al Yascavage, Sr.**

USS Richey Reunion

The annual reunion of the *USS Richey (DE-385)* was held in Oneonta, NY on Sept. 10-13, 2002. Attending were 19 shipmates and 20 guests, representing nine states. A welcoming dinner was held at Brook's Barbeque Sept. 10th and a Memorial Service held the next day, followed by a visit to Cooperstown's

Notices & Association News

Baseball Hall of Fame, the Farmers Museum and the Ommegang Brewery. Our Farewell Dinner was held Sept. 12th at the Farmhouse in Oneonta. Next year's reunion is in the planning stage and all *USS Richey* shipmates from WWI and Korea are invited. Joe Nelson, Jr.

Beware of the Dark

On Feb. 9, 1945 the *USS Callaway* (APA-35) loaded an artillery battalion of the 3rd Marine Division at Apra Harbor, Guam. The loading process was interrupted several times by air raid alerts and the manning of battle stations. At 1300 loading was complete. Following several additional air raid alerts and manning of battle stations, *Callaway* departed from



Most of the USS Richey shipmates and guests who attended the ship's reunion in Oneonta, New York.

Guam on Saturday, Feb. 17th at 1040.

After a relatively brief journey (for Pacific Ocean cruising), *Callaway* arrived at Iwo Jima in the Volcano Islands, approximately 600 miles east of Japan, on Feb. 20th. The initial landing of Marines had taken place earlier in the day. Because of the conditions on the beach and the very high surf that threatened to capsize small landing craft, the artillery battalion was not to go ashore.

On Feb. 23rd, I was assigned as boat officer of an LCM (Landing Craft Mechanized, 50-feet in length) with orders to transport ammunition from an ammunition ship anchored nearby, to the beach for use by the Marines. It was late afternoon when we arrived at the ammo ship only to find that there were several other landing craft ahead of us, also waiting to receive ammunition from the ship.

Darkness had fallen when our turn came to go alongside the ammo ship and receive cargo. Several cargo nets of ammunition were loaded and we departed for the beach in total darkness. On arrival at what we thought was our designated landing spot, we were chagrined to find no facilities to remove the ammo from our LCM (a cherry picker crane was required). After a period of waiting and indecision, I decided to go on the beach and locate the personnel who would offload our cargo.

Having proceeded a short way down the beach on my search, I was startled when a gun was jammed into my ribs. When I said "Ouch!" in English, the holder of the rifle, a Marine in battle fatigues and black face hissed, "What the hell are you doing here?" After a brief explanation, he told me I should "get the hell outta there before I got shot!" Considering that to be excellent advice, I



The beach at Iwo Jima, several days before my stroll there to find help to unload my LCM.

returned to my boat and we immediately shoved off from the beach.

Realizing that the *Callaway* would be less than enthusiastic to take aboard an LCM loaded with ammunition, we returned to the ammo ship, explained the situation and requested they take the ammunition back. Their response was "Please accept our apology (or words to that effect) but our job is to off-load ammunition, not to load it."

After milling about in the dark for a while an innocent ruse was devised. We went alongside the ammo ship and in a very excited voice I announced that we had an emergency and were taking on water rapidly. Out of the goodness of their hearts, they lowered a cargo hook and we quickly attached the cargo nets containing the ammunition. When the cargo was lifted clear we disappeared into the night at full speed.

Much to our annoyance, but not a surprise, *Callaway* was not at her anchorage when we returned. It had been standard procedure for the transports to put to sea at night to place them out of range of the Japanese shore batteries. Here we were, the coxswain, the engineer, the seaman and myself in an open landing craft with the entire night before us. *Callaway* would not return until sunrise. The weather at this time was uncomfortably cold and after cruising in the southern latitudes we were neither accustomed to cold weather nor dressed for it.

As we contemplated our plight we sighted a Navy PC in the vicinity. These vessels were about 95-feet in length. Coming alongside we requested and were quickly granted permission to tie up and come aboard. Making our way to the mess deck we sat down with the skipper, a LTJG about 25 years old, and several of his crew. After a few pleasantries during which I explained that we were from a troop transport, he asked me if we ever had lettuce and fresh vegetables aboard *Callaway*. When I admitted that we did indeed have those items on our menus occasionally, he proceeded to tell me that they had not had an item of fresh food in months.

The Wisdom Of Will Rogers ...

- * Never slap a man who's chewing tobacco.
- * Never kick a cow chip on a hot day.

Following the discussion of fresh vegetables, the LTJG seemed to be in deep thought when he asked if we had ice cream on our ship. I told him that we had a machine that made excellent ice cream but I didn't mention that we frequently ate large servings of it in our soup bowls. After telling me how long it had been since he and his crew had tasted ice cream he made a remark that touched me deeply. "You know," he said, "We're allies too. Don't you think you should share some of those goodies with the small ships?"

Considering the plight of the young skipper and his crew, I promised if he would let me and my crew remain aboard until daylight, I would do what I could to provide him and his ship with fresh vegetables and ice cream. Unfortunately, I was not able to deliver on my promise.

During the daylight hours, *Callaway* anchored about a half mile from the beach and received a continuous stream of casualties from Iwo Jima. The seven doctors and their hospital corpsmen were kept extremely busy treating the 272 wounded and dying Marines who were taken aboard. It was not until Feb. 27th, a week after the initial landing, that the Marine Artillery Battalion aboard the *Callaway* was finally landed on Red-2 Beach.

On March 2nd, four of the Marine casualties aboard died and were buried at sea. On March 5th and 6th, individual marines died aboard and were buried at sea. After departing from Iwo Jima on March 5th, *Callaway* anchored in Apra Harbor, Guam on March 8th where all remaining casualties were transferred to the Naval Hospital ashore. CAPT William E. Murphy, USCG (Ret.)

Looking For Bob Reader

When I joined the Coast Guard in 1942 I was sent to boot camp at Government Island in Alameda, CA. Upon graduation, I was assigned to a patrol boat there at the base and worked for BM1/c Bob Reader. I spent a year on the boat, patrolling San Francisco Bay and along the waterfront. We patrolled the submarine nets across the Golden Gate and covered ship launchings in the upper bay and at the Mare Island shipyards. I haven't seen Bob Reader since leaving the patrol boat in 1943 so if anyone can assist me in locating him, it would be most appreciat-



Joe Rosenthal's memorable photo of the second Iwo Jima flag-raising inspired the official poster of a war bond drive that raised \$220,000,000 and was produced on a commemorative stamp.

ed. He lived in the Bay area but I don't know where he went after WWI. I can be reached at 1458 Mulberry St., Riverside, CA 92501. Ph: (909) 684-3706.

Clifford Heron

Serving In The Pacific

I joined the Coast Guard in Sept. 1942 and served until July 1945. I was BM2/c aboard the *USS Murzim (AK/AE-95)* for 18 months in the Pacific. The liberty ship was originally a cargo vessel. We did a lot of island hopping for the first 10 months, then it was converted to an ammunition ship in Australia. I was the senior no-com on deck in charge of cargo operations at number one, two and three hatches. Also onboard was another former longshoreman, Gaspar Romano, from Brooklyn, NY, who was in charge of number four and five hatches. We became very close friends and when he passed away in Florida in 1985, I was there with him.

It seems that the *Murzim* skipper did not choose to change the ship's designation to AE-95, considering we were anchored in Leyte Harbor since D+3, Oct. 23, 1944. We encountered many kamikaze planes and even got credited with shooting one down, earning a Presidential commendation. I can understand the skipper's concern regarding the designation change because the Japanese certainly would have come after an ammunition ship in the harbor. Very few Navy personnel knew there was a Coast Guard ammunition ship as part of the Philippines invasion.

We had a ship's newspaper but I don't recall if it came out once or twice a month. One of the columnists was Alex Haley (Roots).

Most of the crew were from California and I don't think our ship ever held a reunion. The skipper was from Brooklyn -- an ex-Merchant Marine Master. The XO was an ex-Merchant Marine from Massachusetts. The other officers on deck were 90-day wonders who knew little or nothing about cargo ship operations.

BM2/c Gaspar Romano became a superintendent of four Port Authority piers in Brooklyn while I went with the government, eventually becoming Director of Transportation for the Military Sealift Command Atlantic. I retired in 1981 after 34 years with the government.

Dominick Nizzare

WWII Monument

I recently read in the *Quarterdeck Log* about the group in Florida who didn't want to put the Coast Guard emblem on their World War II monument. I hope by now they have changed their minds.

At about the same time, I received a photo of a WWII monument dedicated in my home township of East Greenwich, NJ. Lo and behold, there was the Coast Guard emblem looking at me.

During WWII, our township (three small towns of Mount Royal, Clarksboro and Mickleton) had a population of 500-600 in each. There were only two of us in the Coast Guard and the other one ultimately became my sister-in-law. She was ENS Ruth Doermann, a graduate of the Coast Guard Academy. Ruth has crossed the bar but I know she would have been as proud as I am that our township didn't forget our contribution to the war.

This memorial is outside the newly constructed township building in Mickleton. It honors not only WWII veterans but all veterans who served and are now serving our great nation. Inside the building are the names of all who served in WWII from the township. I left there in 1958 but



The Veterans Memorial of East Greenwich, New Jersey.

I return often to visit family. The Memorial Committee tracked down everyone who went to war from the township, even those who had passed away or moved away, to ensure they included all the names. This was certainly a difficult job to undertake 57 years after the war ended but I know their efforts are appreciated by all of us still alive and the families of those who have crossed the bar.

Carroll R. (Lou) Logue

The Wisdom Of Will Rogers ...

- * Never miss a good chance to shut up.
- * Always drink upstream from the herd.

Baptism By Fire

"What are your coastal defense forces doing in England?"

The question from the Englishman on the street corner in Torquay in the spring of 1944 surprised me for a moment. Then I realized that he had just seen a group of U.S. Coast Guardsmen, so identified by the ribbons on their flat hats that we all wore in those days, and wondered what they could be doing so far from home. It took a bit of explaining, but I think he eventually grasped that they were doing exactly what the rest of us, with "U.S. Navy" on our hatbands, were doing -- manning landing craft in preparation for the upcoming invasion of Normandy.

Hundreds of LCI crews, along with those of LSTs, LCTs, LCVPs and a multitude of other craft were crowded into those ports of southern England -- Falmouth, Dartmouth, Weymouth, Portland and Southampton -- waiting and training for the great day, and among them were the Coast Guard men of Flotilla Ten, veterans of landings in North Africa and Sicily. Under their commander, CAPT Miles Imlay, many of the 24 LCIs of Flotilla Ten were harbored along with our U.S. Navy Flotillas at Dartmouth. Nearby Torquay was our liberty town where the puzzled Englishman asked his question.

It was crowded in the narrow harbor of Dartmouth where Navy and Coast Guard LCIs mingled. Many of us were assigned anchorages far up the river Dart, not far from novelist Agatha Christie's estate, Greenway House. The 16th century mansion had been requisitioned by the Admiralty and assigned as a headquarters to Flotilla Ten. (Among the officers on CAPT Imlay's staff was one Jack Dempsey).

And so our Navy LCI crews often met and fraternized with the Coast Guardsmen of Flotilla Ten in Torquay. Good natured jibes from us at the "Hooligan Navy" were fielded and returned with gusto by the Coasties. Day in, day out, we worked and trained alongside each other. I am quite sure that there were official relations between our Navy LCIs and the Coast Guard, for in the log of our

LCI-502, I found references to the directions of "Flotilla Commander Imlay."

Meanwhile, somewhere in the echelons of command, decisions were being made as to what LCIs should do,

where and with whom. Assignments were made to all the beaches whose names were unknown to us at the time but are familiar household words now -- Omaha, Utah, Gold, Sword and Juno. And in that decision-making process the experience of Flotilla Ten in those North African and Sicilian landings must have been noticed, for they were ultimately assigned to the toughest of all beaches -- Omaha and Utah.

The 24 LCIs of Flotilla Ten were dispersed among the various task groups that landed U.S. troops on those beaches: twelve to Omaha and twelve to Utah. Of the twelve assigned to early landings on Omaha Beach, four were lost -- the 85, 91, 92 and 93. Two others, the

83 and 88 were severely damaged but repaired and returned to service. Seldom in the history of naval warfare has there been so high a casualty rate of ships. It was truly a baptism of fire.

Excerpts from the action reports of three of those LCIs tell the story of the hell endured and the bravery shown:

LCI-91

The 91 sailed from Weymouth at 1715 on June 5, 1944, joining thousands of other ships and craft. Her load of army engineers and part of the 7th Naval Beach Battalion were needed early in the landings. Carefully directing the 91 around stakes and beach obstacles, LTJG Arend Vyn got 75 yards from shore before grounding the vessel for troop disembarkment. He kept the 91 moving forward as the load lightened and the tide rose until the tide swung the bow into stakes with teller mines attached. One exploded, damaging the port bow.

With some 60 troops still aboard, VYn retracted and sought out another beaching spot but 88mm fire from shore blasted into the 91's well deck and exploded in the fuel tanks below, engulfing the deck in flames. Enduring continual 88mm and small arms fire and without sufficient



Officers of LCI (L) 91, left to right: H. Clark Eteridge (XO), Arend Vyn (CO), and Robert Barber, former CO.

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water pressure to fight the blaze, Vyn reluctantly gave the order to abandon ship. Survivors waded to the beach or were picked up by an LCS but the 91 could be seen burning throughout the day.

LCIs 92 and 93

Action reports for the 92 and 93 would undoubtedly reveal similar stories of the hell and bravery of those early hours of D-Day, but unfortunately they are not available. It is known that the 92 beached alongside the 91, was able to unload its troops but was destroyed by German artillery fire and mines.

The 93 safely disembarked its first load of troops, returned to the *Samuel Chase* for another load, but on that second voyage to the beach it received at least 10 direct hits from German artillery and had to be abandoned.

LCI-85

Strong tides pushed the 85 off her assigned beaching area on Easy Red, grounding it in water too deep for the soldiers to wade ashore. Under heavy machine gun and shell fire, SN/1c Gene E. Oxley jumped in the water and swam for shore through obstacles, towing a line to assist the troops in getting ashore. Oxley was ordered back because the water was too deep and the 85 retracted to another site.

Under even heavier fire, the 85 landed again and once more the valiant Oxley took the line down the ramp and waded through chest-deep water onto the beach. As the LCI grounded, a teller mine exploded under the bow, splitting the void tank and blowing the port ramp off the sponsons. With wounded men jamming her decks, the 85 unloaded her remaining unwounded troops by small boats and was again forced to withdraw, this time leaving Oxley stranded ashore.

The 85 made her way back to the *Samuel Chase* with some 15 dead and 30 wounded aboard. Strenuous efforts by the crew to fight the fires and control flooding were in vain and the LCI ultimately capsized and sank.

Meanwhile, the stranded Oxley tried to get off the beach by catching a small landing craft. This craft hit a mine and he was forced to abandon ship once more. Making his way to the beach, he found his way to LCI(L)-93 which he boarded as it was leaving after depositing its first load of troops. Remaining with the 93 for its second load, he was aboard during the heavy shelling and direct hits that eventually crippled the LCI. For the third time in one day, Oxley was forced to abandon ship.

Recognition of the heroism of the Coast Guard crews



Riddled with damage from artillery fire and mines, LCI 91 sits abandoned on Omaha Beach

who were so badly battered on D-Day was not long in coming: Ten Silver Stars (including one for SN Oxley) and five Bronze Stars were awarded to the officers and crews of these LCIs.

With the passage of time the memory of their gallant deeds faded. Not, however, to the men who were there. As a result of efforts of some of those survivors, ADM James M. Loy, then commandant of the Coast Guard, awarded the Coast Guard Unit Commendation to Flotilla Ten, citing their "exceptionally meritorious service during the invasion of Normandy" and noting that "The dedication and devotion to duty exhibited by the crew of Flotilla Ten... are in keeping with the highest traditions of the United States Coast Guard."

John Cummer

"The Elsie Item" Sept 2002

Editor's Note: The Summer 2002 Quarterdeck Log included an article "Every Man Distinguished Himself" by Jack Sullivan describing the exploits of many of the Coast Guard 83-footers in the D-Day Rescue Flotilla.

Welcome MCPO-CG Frank A. Welch

On Sept. 13, 2002, QMCM Franklin A. Welch was selected to serve as the 9th Master Chief Petty Officer of the Coast Guard. He officially took over the post from MCPO-CG Vince Patton in a Change of Watch Ceremony on Oct. 10th.

In his most recent assignment, MCPO-CG Welch served as OinC of USCGC *Sockeye* (WPB-87337) in Bodega Bay, CA. He has a diverse background in Coast Guard operations, serving as OinC of USCGC *Point Chico* (WPB-82339) and aboard the cutters' *Sweetbriar*, *Harriet Lane*, *Vigorous* and *Galveston Island* during his 22-year career. He has served as "Gold Badge"

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Command Master Chief for the 9th Coast Guard District, Cleveland, OH, as Master Chief of the Coast Guard Chief Petty Officer Academy in Petaluma, CA, and he was designated as a Master Training Specialist by Commander, Training Command, U.S. Atlantic Fleet.



MCPO-CG Frank Welch

Editor's Note: I had the pleasure of attending the Oct. 10th Change of Watch and meeting MCPO-CG Welch. Both Jack Campbell and I attended MCPO-CG Patton's Retirement Ceremony at Training Center Cape May, NJ on Oct. 12th. We offered our continued support to MCPO-CG Welch and Fair Winds and Following Seas to CGCVA member MCPO-CG Patton as he embarks on his new career in the ministry.

Saluting Top Recruits

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 Lindsay S. Garrod (Golf 162) of Lansing, MI who reports to Marine Safety Office Toledo, OH.

SN Nicholas W. Pardi (Hotel 162) of Alexandria, VA who reports to the Military Examination & Processing Station, Baltimore, MD.

SN Troy E. Meyer (India 162) of Portland, ME who reports to USCGC *Dauntless*, Galveston, TX.

SN Fletcher C. Duddy (Juliatt 162) of Pgiladelphia, PA who reports to Station Cape May, NJ.

SN Zach M. Sahlberg (Lima 162) of Tacoma, WA who reports to USCGC *Rush*, Honolulu, HI.

SA Vincent Hamill (Mike 162) of Norfolk, VA who reports to USCGC *Vigorous*, Cape May, NJ.

Whoa! Whoa Damn You... Whoa!

On July 21, 1942 my boot training started at Government Island, Alameda, California.

Our company consisted of recruits from San Francisco, Los Angeles and the State of Okalahoma. When marching from one point to another sometimes a

'Boot' would be given the chance to handle the company. One such time when we were herded to be scalped at the local barbershop, an 'Okie" recruit by the name of **William Eslie Kirby** got the chance to herd the group. The barbershop was near the dock area so we headed in that direction. Our fearless guide was trying to remember the command to turn us. Closer to the open water we headed. He panicked and finally just shouted, "Whoa! Whoa damn you... whoa! That did it...we stopped!

Later on during the war at Holandia, New Guinea, he was about to step off the dock into a waiting LCVP, I spotted him and yelled, "Whoa! Whoa damn you... whoa! He damn near fell into the drink. What a laugh we had.

In November 1945 as I was being processed for discharge, I spotted him on a loading dock in San Francisco at Bay and Powell Streets. I gave him the "Whoa! Whoa damn you... whoa!

Unfortunately, I haven't heard of him since. Hope he gets to read this. If so, please contact **Howard Smith** at 5292 Harbord Drive, Oakland CA 94618. Alias H.M.I. Smith (Former mailman of *LST 18 & 168*)

E-Mail Addresses

To assist our Association members in contacting each other, here is an alphabetized list of member names and their e-mail addresses. This list is published as they are received. Previously listed e-mail addresses will be shown regular-face; new and changed addresses will be shown in bold-face:

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The Wisdom Of Will Rogers ...

*** Good judgment comes from experience,
and a lot of that comes from bad judgment.**

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The Wisdom Of Will Rogers ...

**** The quickest way to double your money is to fold it and put it back in your pocket.**
**** There are three kinds of men. The ones that learn by reading. The few who learn by observation. The rest of them have to pee on the electric fence for themselves.**
**** If you're riding' ahead of the herd, take a look back every now and then to make sure it's still there.**
**** Lettin' the cat outta the bag is a whole lot easier'n puttin' it back.**



Jerry Edelstein (left) and CGCVA member George Alton met in San Leandro, CA 57 years after their chance meeting in the Pacific during WWII. Edelstein was a LTJG on a destroyer that was attacked at Okinawa by kamikazes. After an R&R period in the Dutch West Indies, he was sent back into action, picked up by a Coast Guard-manned FS (freight & supply ship). That's where he met LTJG Alton and learned they were both graduates from the same class at the University of California at Berkeley. They hooked up again prior to the 60th class reunion to talk about their college days and the war. Alton, who attended the CGCVA convention in Reno, wrote a book about the FS ships and he had several copies available at the reunion.

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Library of Congress Project

My name is Tom Venezio and I am USCG Auxiliarist in the First District Southern Region. We have become partners in the Veterans History Project of the Library of Congress, which sets out to interview combat veterans on videotape. We then convert the tapes to DVD, sending one copy to the veteran and the other to the Library of Congress. We're interviewing veterans of all wars and all services, however we are partial to the Coast Guard. At this point we can interview veterans in the NY/NJ and CT areas. I expect the project to grow over the coming year to other districts. If any CGCVA members would like to be interviewed for this project, please contact me at my e-mail address of tvenezio1@nycap.rr.com.

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CROSSING THE BAR

by **Elfred Lord Tennyson**

*Sunset and evening star, and one clear call for me,
And may there be no moaning of the bar,
When I put to sea,
But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the boundless deep
Turns home again,
Twilight and evening bell, and after that the dark!
And may there be no sadness of farewell,
When I embark,
For though from out our bourne of time and place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crossed the bar.*

CPO Eracleo Alimpolo

Joined: 4-23-98 CTB: 10-2-02

Edward Allatt, Jr.

Joined: 6-7-99 CTB: unknown

John H. Baer

Joined: 4-1-90 CTB: 8-12-02

Robert J. Barker

Joined: 5-23-88 CTB: 10-31-02

Joseph A. Barnell

Joined: 3-14-92 CTB: 11-21-01

John J. Dyer

Joined: 8-22-89 CTB: 7-26-02

William D. Lewis

Joined: 3-21-92 CTB: 4-1-02

Roy O. Maki

Joined: 9-26-94 CTB: 9-26-00

Arthur W. Simpkins

Joined: 3-18-94 CTB: 5-4-02

The "Gold Dust Twins" 1939-1945 (part II)

by CDR Raymond J. Evans, Jr., USCG (Ret.)

Ray Evans and Douglas Munro were boyhood friends who found themselves going to war. Ray survived the war but Douglas didn't. This is the rest of Ray Evans' story of his friend, Doug, who ultimately became the Coast Guard's only Medal of Honor recipient.

LT Clemens, formally with the British Colonial Service, came down the mountain on the day following the amphibious landing and reported to GEN Alexander Vandergrift, Commanding General of the 1st Marine Division (Reinforced) and became liaison between the Marines and the now-named Fiji Island Defense Force. Reinforced refers to Navy and Coast Guard contingents as well as other Marine units assigned to the island. The Defense Force, under the command of LT Clemens, went with the Marines and Army as far as New Georgia and was cited for bravery in the rescue of a trapped Marine company on Munda. Clemens went on to become a Coastwatcher for the allies until the action moved far to the north.

Since September the Marines had been ineffectively trying to drive west across the Matinikau River but with little or no success. They had directed a force across the river high up on the mountains and on Sept. 27 launched an attack by water to land at Point Cruz, charge inland and link up with the land force, encircling the Japanese. Our part in this came when CDR Dexter ordered Munro and I to report to him. He directed us to take charge of a number of LCVP and LCT vessels to transport a battalion of Marines from the Base at Lunga Point to Point Cruz and land them in a small cove on the eastern side of the point.

The boats loaded, Munro and Evans were in separate LCVPs, each with an air-cooled Lewis, .30 caliber machine gun and ammunition. The flotilla proceeded to a point about one mile off shore of Point Cruz and rendezvoused with the destroyer, *USS Ballard*, which laid down a covering barrage and then gave us the go ahead to land. Shallow water and reefs that prevented the landing from occurring where planned marred the landing. The battalion major learned that as soon as they landed he should direct his troops to go to the left to compensate for the landing site but as it tamed out he was killed

instantly by a Japanese mortar round and did not so direct his troops. They charged through a narrow fringe of trees and jungle at the beach and emerged into a field rising steeply up to a ridge that they started to climb, only to find Japanese in single-man pits with camouflaged lids behind them. Those Marines had charged right up the hill past these defensive positions and were then placed under a murderous field of fire that forced to fight their



In a snapshot taken by a shipmate, Douglas A. Munro climbs the ship's Jacob's ladder.

way back to the beach and losing about 25 casualties.

Meanwhile the battalion major had requested that when the boats unloaded and returned to Lunga that one LCVP remain offshore for a short time to receive immediate wounded. I volunteered to do this while Munro led the other boats back to base. The coxswain, Samuel Roberts and I lay off the beach waiting. Due to our inexperience we did not anticipate fire from the beach and allowed our boat to lay to close in. A sudden burst from a Japanese machine gun hit the coxswain. I slammed the combined shift and throttle lever into full ahead and raced the four miles back to the Lunga Point Base. Roberts was placed on an air evacuation plane to Espiritu Santos, New Hebrides, but I understand he later died en route.

I should add that the Japanese gunner had punctured

Feature Article

all three hydraulic control lines on the LCVP so that arriving at the base at full throttle, I could not shift the engine out of gear so ran full speed up on the gently sloping sand beach. Scratch \$1 million LCVP.



SM1/c Douglas A. Munro.

I arrived at the base where Munro and I learned that the Marines were in trouble and that evacuation from that same beach on Point Cruz was their only hope for survival. We headed back to get them off with the same LCVPs and LCTs. On arrival Munro and I elected to stay in an empty LCVP with our two Lewis guns and furnish some sort of covering fire for the Marines as they boarded the boats. As the LCVP we, were in would be filled we would scramble into an empty one until, at last,

all the Marines were loaded, including about twenty-five walking wounded, and the last boat, an LCT and our LCVP turned and headed for sea. We passed the end of the point and saw another LCT loaded with Marines stranded on the beach and unable to back off. Munro directed the LCT with us to go in, pass a line, and get them off, which it did. This procedure probably took about 20 minutes. There was no gunfire from the Japanese nor did we observe any movement on the beach. Both LCTs were headed out to sea so we fell in behind them. We were at full power when I saw a line of waterspouts coming across the water from near the grounded LCT and realized it was machine gun fire. I don't think Munro saw the line of bullets since he was facing forward and did not at first react to my yelling over the engine noise. When he did turn he received a round through the neck at the base of the skull. SM1 Munro died shortly after arriving back at the NOB on Sept. 27,

1942.

I think it was about mid October when a Navy Construction Unit (CUB) came ashore to tower replace the original log tower that had been blasted apart by "Pistol Pete" with one made of steel. My duties were to work with LT Clemens; this included trips down the coast 35 miles to Aola, the former British Colonial Service headquarters, and two trips in which I captained a 26-foot BCS schooner with a native crew. It had a 3-cylinder diesel engine that drove it at exactly 6 knots. One trip carried a Marine scouting platoon around to the north side of the island to Father DeClark's Mission Station from where the Marines scouted the mountain trails for information on Japanese troop movements. I returned a week later to bring them back to base. That second trip started me on my malaria trip that eventually saw me relieved from duty on Guadalcanal. I was transported to Noumea, New Caledonia, to Admiral William "Bull" Halsey's flagship (Commander South Pacific Forces) for reassignment. ADM Halsey, citing the Point Cruz action, promoted me from Signalman First Class to Chief Signalman. The Coast Guard concurred in, reluctantly, I think, because field promotions had never before been an experience of



SM1/c Douglas A. Munro.

Feature Article

the Coast Guard.

In the beginning I think we all had some images of landing on a jungle-covered island and much of it was. The lowland area around Lunga Point that made an airfield a possibility was covered with coconut palm trees. As we landed and rushed into the trees we found ourselves in a coconut plantation; immediately we were struck by the straight rows, of trees extending in all directions, with very little underbrush. Later we found lush meadows in plantation open glades where the grasses grew over our heads.

It seemed to rain heavily every day about noon for about 30 minutes at the rate of two to three inches an hour. The road, a foot lower into the plantation floor by our heavy trucks, would fill up level with rainwater, which would dissipate in the sandy soil in a matter of minutes. Then with the sun out, the humidity became unbearable. Breathing was difficult and everyone was soaking, wet with sweat. Late evenings, after sunset and early mornings were the only pleasant (if that's a good word) part of the day.

Munro and many others were buried in a military cemetery established on a little hill with a small chapel having thatched walls and roof. Many, including Munro, were eventually exhumed and transferred home for burial. Many others remain there today and must not ever be forgotten. They turned the war in the Pacific, around and started the Allies on the road to eventual victory over the Japanese Imperial Forces. Without Guadalcanal, the 1st Marines (Reinforced) and their selfless sacrifices the war would have gone on much longer and cost many more lives. I am proud to wear a Presidential Unit Citation bar on my old uniform awarded by the President to the First Marine Division (Reinforced) for its bravery on Guadalcanal, British Solomon Islands. I am proud to say I served at Guadalcanal with the 1st Marine Division even though I was spared the mud, blood and rotting jungle they had to surmount to a victory.

I didn't escape my time in the Southwest Pacific unscathed, however. One day an U.S.

pilot was reported shot down off Savo Island. A boat crew and I rescued him and on the return back to Lunga

noticed a line of Japanese landing craft anchored offshore at Cape Esperance. We thought it would be simple to swing in and machine-gun the waterlines and sink a few. We were met however by heavier machine gun fire from the beach and retreated hastily but not before I was rewarded with a .25 caliber bullet in my right calf muscle after it ricocheted off the coxswain's armor plate. Fortunately, it was minor and didn't rate a Purple Heart.

SM1 Douglas Albert Munro United States Coast Guard, Medal of Honor, was initially buried on Guadalcanal in the American Military Cemetery and later transferred and buried in his family cemetery plot in Cle Elum, Wash.

The Veterans of Foreign Wars helped erect a memorial to all the deceased war veterans of Kittitas County. It sits on the site between two field artillery pieces. A dedication took place in September 1999 - 57 years after the Point Cruz action that took Doug's life.

For more on the life and career of Douglas Munro, visit the Coast Guard Historian's website at: <http://www.uscg.mil/hq/g%2Ddcp/history/munro%20index>.



Engraved reverse side of Munro's Congressional Medal of Honor



Mr. & Mrs. James Munro present painting of their son, Douglas Munro, to the Coast Guard Academy on Dec. 14, 1951.

Reno Reunion/Convention

Pre-Convention Concerns

Like any major event, an inordinate amount of pre-planning has to be done. Even then, Murphy's Law can always jump out and surprise you at the last minute. As one of those involved with some of the convention planning, I am pleased to report that Murphy must have been busy elsewhere because he certainly didn't attend the CGCVA Convention/Reunion in Reno. The real kudos for that go to our meeting planners, Bob Maxwell and Ed Burke, as well as their mates Jane and Nancy. This hard-working team organized what turned out to be the most well-attended and successful CGCVA convention ever. Thank you all for the exceptional work!

The registration procedure went by nearly flawlessly and every attendee received a variety of useful items, information and keepsakes at registration. Lanyards with IDs made it easy for everyone to recognize each other and for the bartending corps to know "Is you is or is you ain't" supposed to be here.

Secretary-Treasurer Terry Graviss set up his "Ship's Office" adjacent to the registration desk and was able to process a number of new members and current members upgrading to Life Membership on the spot, even printing out membership cards and certificates in color.

Baker Herbert and Herb Weinstein set up the "Ship's Store" in the same area and made a substantial number of sales and orders.

Several members brought along exhibits and literature and there

were stacks of past issues of the *Quarterdeck Log* and Coast Guard magazine inserts for the taking.

Perhaps most importantly, the Hospitality Suite bar was fully stocked and a stellar corps of bartenders (Janis Stephens

and David and Scott Andrus) were prepared to serve a thirsty throng.

Monday, October 28th

At 9:30 a.m., the Hospitality Room opened for business and the first stream of convention attendees eagerly streamed in, ready to register and meet old friends. Ed & Nancy Burke greeted everyone as they entered the room and asked folks to sign in. They then quickly checked persons on their main list and provided them a package complete with the appropriate tour, luncheon and/or dinner tickets, along with lanyards, ID cards, and souvenir pins for the 9th CGCVA Reunion. Shirley Ramsey and Mare Swift used that opportunity to attract new members to join the CGCVA Auxiliary and get current members to renew by paying dues. And before folks could go up the spiral staircase to the bar, Jane Maxwell



Terry Graviss registering new members.



Members of the CG Army Manning Detachment who held a reunion in conjunction with the CGCVA Convention.

inquired if they wanted to sign-up for Wednesday's Slot Machine Tournament. Even with three possible stops, folks cycled through quickly.

After an initial rush, the crowd dwindled to a constant stream throughout the morning and into the afternoon. Small groups organized in the upstairs Hospitality Suite and the bar (as expected) did a brisk business. As always, the bar was free and offered a good selection of call brands of liquor plus two kegs of a delightful microbrew, provided by the Reno VFW. The bartenders are volunteers so any monies received in the tip jars at the bar go straight back into the Association coffers. This is



"Settin' them up" were Hospitality Suite hosts (l to r) Scott Andrus, Janis Stephens and David Andrus.

Reno Reunion/Convention

how we continue to provide a free bar so all who donated are thanked for their support.

The Hospitality Suite closed at about 3 p.m. in order for everyone to prepare for the Opening Ceremony. At 4 p.m., Meeting Planner Bob Maxwell took centerstage to welcome everyone and make introductions. Following remarks by the Reno Mayor (Elect), the VFW California State Commander, Mr. Jerry Anderson, was introduced and provided welcoming remarks. The next speaker was CAPT Derek Reiksts, Chief of Coast Guard Pacific Area's Intelligence Division in Alameda, CA. CAPT Reiksts made everyone feel right at home and provided some helpful information regarding the Coast Guard's activities on the West Coast. It was determined that CAPT Reiksts was eligible for membership in the CGCVA and he was invited to join. He was also presented a CGCVA ball cap. Information was also provided by the hotel's hospitality staff and Ed Burke offered some helpful suggestions regarding the Hospitality Suite and the tours. The entire ceremony lasted about 45 minutes and then it was back to the Hospitality Suite, sightseeing or trying your luck in the casino.

Tuesday, October 29th

Although the Registration Desk and Hospitality Suite were opened early, most of the activity surrounded the buses parked in front of the Peppermill. Three buses were quickly filled and at 10 a.m. they departed for Lake Tahoe to meet the paddle-wheeler M.S. Dixie II for an exciting luncheon cruise. The tour was a sell-out and included a visit to Truckee. From all accounts, the tour



A few of the CGCVA gang who enjoyed their luncheon cruise aboard the M.S. Dixie II on Lake Tahoe.



National Secretary-Treasurer Terry Graviss reads his report at the CGCVA Business Meeting.

was a huge success and upon return to the Peppermill, everyone was avidly talking about the beauty of Lake Tahoe and the good times they had.

For those remaining at the Peppermill, the Hospitality Suite took on the look of a crime scene when

Bob Maxwell dropped three gallons of Bloody Mary mix behind the bar. The hotel staff was on it quickly though so there was no need to call out the homicide squad.

Wednesday, October 30th

The Hospitality Suite was opened early and offered coffee and screwdrivers (for some reason, Bloody Mary's were not as available as the day before). The Suite was closed at 11 a.m. so folks could prepare for the CGCVA Business Meeting and CGCVA Auxiliary Luncheon.

CGCVA BUSINESS MEETING

National President Jack Campbell called the CGCVA Business Meeting to order after receiving the announcement that all present were members from Chief Master At Arms Walt Gore. Chaplain Bill Miller provided the Invocation and Trustee Herb Weinstein led everyone in the Pledge of Allegiance. President Campbell provided a recap of his activities the past two years and was followed by National Secretary-Treasurer Terry Graviss who gave his report. Following acceptance of the Secretary's Report, the meeting was halted for lunch.

While the attending members continued with lunch, National Vice President Ed Swift provided a recap of his activities the past two years and made introductions. Asked to stand and be recognized at this time were the following members:

Rear Admiral Bud Sparks, USCGR (Ret.) who is a veteran of more than 50 years service. He may also be the only Coast Guard flag officer who was also a



National Vice President Ed Swift consults the CGCVA By-Laws during the Business Meeting.

Reno Reunion/Convention

chief petty officer.

MCPO George Ingraham, the Reserve Force Master Chief.

Mr. Larry Varirreal, Silver Star recipient from service while in Vietnam.

Past National Presidents Robert Maxwell and Al Grantham.

Ms. Eva Schmidt, a SPAR from World War II.

Committee Reports were provided from Patrick Ramsey (Membership), Robert MacLeod (Ways & Means) and Gil Benoit (Service Officer). A number of



Among those introduced at the Business Meeting were (l to r) RADM Bud Sparks, USCGR (Ret.); Larry Varirreal, a Vietnam Silver Star recipient; and MCPO George Ingraham, Reserve Force Master Chief.

Based on the vote regarding the convention schedule, Meeting Planner Bob Maxwell informed everyone that a contract had already been accepted by the management at the Drawbridge Inn in Covington, KY for an as yet unspecified week in Spring of 2004. A similar contract had also been approved at that site for an unspecified

week in Fall 2004 in case the motion did not pass.

The final bit of business was to elect officers for the ensuing (18-month) term. Ed Swift as nominated for national president. No other nominations were made and

he was elected. Ed Burke was nominated for national vice president. No other nominations were made and he was elected. Baker Herbert was nominated for national secretary-treasurer. No other nominations were made and he was elected. Five persons were nominated for the two positions of two-term trustee, to replace outgoing trustees Bill Figone and Baker Herbert. The five nominees (Terry Graviss, Bob Maxwell, Gil Benoit, Ernest Johnson and Robert MacLeod) were escorted outside the room while voting was carried out. When the smoke cleared, Bob Maxwell and Gil Benoit had been elected.

With business completed, Chaplain Bill Miller offered the Benediction and the meeting was closed.

AUXILIARY LUNCHEON

While the CGCVA Business Meeting was being held in one large room, the Auxiliary Friendship Luncheon was held in a room next door. About 80 persons attended this event, the largest crowd ever.



Using floor microphones, members could easily voice concerns and make suggestions during the Business Meeting. And comments came from all directions.

excellent ideas surfaced in each of these area from the gathered members following each report and the committee chairmen appreciated the ideas. Vince Stauffer (By-Laws) read a suggested change that the biennial convention/reunion be held every 18 months instead. Following some discussion, a vote was held and the motion passed. Vince indicated that as a result of this vote, other portions of the By-Laws would be automatically impacted, specifically the term of office for elected officers and trustees.



Enjoying camaraderie at the Business Meeting

Reno Reunion/Convention

Each table was adorned with homemade centerpieces, courtesy of Kathy Betzold, a friend of VP Mare Swift. The centerpieces were painted styrofoam liferings resting on waves with Coast Guard emblems in the center. Arranged on each were eight small glass lighthouses. Each attendee received one of the lighthouses and one person at each table took home the centerpiece.

Jane Maxwell read the Secretary's Report and Treasurer's Report in the absence of Jennifer Graviss. It was announced that Jennifer was unable to attend because she was on temporary additional duty aboard a Coast Guard cutter for a few weeks.

As entertainment at the luncheon, president Shirley Ramsey and VP Mare Swift led everyone in doing the Hokey-Pokey which was quite a riot.

Nominations for Auxiliary officers resulted in Shirley remaining on as president, Linda Benoit elected as vice president, and Jane Maxwell elected as secretary-treasurer.

Following the business meeting and friendship luncheon, all those who signed up for the Slot Machine Tournament headed for that area in the casino. It was a



Just a few of the CGCVA competitors in the Slot Machine Tournament.



Enjoying some cool, fresh air near Virginia City

spirited event with players sitting at two rows of slots. When the "Go" signal was given, players hit the spin button on their machine as fast and often as they could for five minutes. There were two groups and each group played twice, totalling their scores from both rounds. Most found five minutes to be an eternity when all you do is continually hit the same button and there were some very creative ways of keeping the action going the entire time. Whether they used a one-hand or two-hand method of hitting the button, every player had their own cheering section and it got louder and louder as the time ran out. Afterwards, everyone meandered back to the Hospitality Suite and prizes were awarded to the top scores. Even the player with the lowest score got his initial investment

back. All in all there were no losers because the profits received by the Association will be used to purchase VFW phone calling cards which will be distributed to Coast Guard troops being deployed overseas.

Thursday, October 31st

As usual, the Hospitality Suite was opened early to provide coffee and other beverages, primarily to the folks participating in the Virginia City and Carson City tours. Again, the tour was a sell-out so three packed buses took the revelers from the Peppermill at 10:30 a.m. A number of historic sites were seen along the way, even some infamous legalized brothels. The



Ed and Mare Swift outside the Bucket Of Blood Saloon.

Ponderosa of Bonanza fame and the Bucket of Blood Saloon were also among the sites on the tour. The buses returned to the Peppermill about 4 p.m. and everyone prepared for the Awards Banquet.

AWARDS BANQUET

At 6 p.m., the Peppermill's Tahoe Ballroom, site of the CGCVA Awards Banquet, was beginning to fill. CGCVA members and guests continued to pour in throughout the Cocktail Hour. At 7 p.m., President Jack Campbell



Chaplain Bill Miller offers the Invocation at the Awards Banquet

called everyone to order and Chaplain Bill Miller provided the Invocation. Outgoing Auxiliary VP Mare Swift led the Pledge of Allegiance. The next item on the agenda was a very emotional and moving Cross The Bar Remembrance ceremony. Ways & Means Director Robert MacLeod narrated a Table of Remembrance ceremony, assisted by Parliamentarian Walt Gorr. Mac's deep voice and familiarity with the script enhanced the program

considerably while Walt pointed out items on the table with only one chair and place setting, representing members who had crossed the bar. At the conclusion, Secretary-Treasurer Terry Graviss read the names of 44 CGCVA members who had crossed the bar since the last convention. It truly was a memorable ceremony, one that will likely become a mainstay at future conventions.

Following an exceptional dinner, Vice President Ed Swift introduced several individuals. Besides those introduced at the Business Meeting, he made mention of Past National President Bill Hoover and Evelyn Stent, whose husband, PNP Dick Stent, had crossed the bar since the last convention.

Ed then introduced the evening's keynote speaker, RADM Timothy Riker, USCGR (Ret.) who presented information on the Coast Guard's anti-terrorism planning that was developed prior to 9-11 and how those plans became reality with the establishment of Port Security



The Table of Remembrance

Units (PSUs) and more recently as Maritime Safety and Security Teams (MSSTs). Admiral Riker, who is a CGCVA member, has spoken to our Association before and his remarks are always timely and informative.

The next item on the agenda was the real focus of the Awards Banquet, the presentation of the CGCVA Coast Guard Person of the Year Award. The recipient for 2001 was SN Gavino Ortiz of Coast Guard Station South Padre Island, TX. Ortiz was selected for single-handedly saving seven persons from drowning in a rip tide off South Padre Island on August 4, 2001, a daring feat that earned him the Coast Guard Medal for heroism.

To begin this presentation, VP Swift first introduced Ortiz' boss, CWO Patrick



(left) CGCVA Auxiliary President Shirley Ramsey reads a poem she wrote for the banquet.

(Above) RADM Timothy Riker, keynote speaker for the Awards Banquet

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Culver, executive officer at Station South Padre Island, who spoke about his charge in glowing terms. Everyone who attended the convention could easily relate to CWO Culver's remarks because both he and Ortiz attended the entire reunion, including tours, and made a point to interact with all the CGCVA members and guests. Gavino is truly a stellar representative of the Coast Guard's young sailors and he was most deserving of the CGCVA award.

Ortiz' Coast Guard Medal citation reads:

"Seaman Apprentice Ortiz is cited for extraordinary heroism on the afternoon of 4 August 2001 while rescuing seven swimmers caught in a rip tide off the beach of South Padre Island National Seashore, Texas. He



SN Ortiz address the gathering after receiving the CGCVA Coast Guard Person of the Year Award

arrived on scene at Beach Access Number 5, to a chaotic scene of local fire-rescue personnel shouting and pointing to five people in the water, 75-100 yards offshore in danger of drowning. With two Coast Guard small boats unable to reach the group due to sandbars and a six-foot breaking surf, he instinctively plunged into the water and swam toward the victims, using their cries for help as his reference to their location. He recovered a 59-year-old man, placed him on a nearby tourist's inflatable mattress, and then recovered two other individuals nearby who were drowning. One of the men slipped underwater, overcome by fatigue, forcing Ortiz to dive beneath the surface to recover him. He then turned his attention to two other individuals who were drowning 20 yards further out to sea. Quickly swimming to their location, Ortiz dove beneath the surface to recover one of the men and revived the man with a stomach thrust while swimming him to the inflatable mattress.



CGCVA VP Ed Swift presents SN Gavino Ortiz with a CGCVA Honorary Membership.

Swimming to shore with the inflatable mattress and all five victims in tow, Ortiz then noticed a Cameron County Texas Parks Police officer exhausted and struggling in the surf line. Pushing the raft through the surf line, he placed the officer amid the group and continued swimming to shore. He then received a line from shore, attached it to the raft, and all six people were safely hauled onshore. Although thoroughly fatigued, Ortiz again returned through the surf line in a 40-yard swim, recovered a fire-

man caught in a rip tide and delivered him to safety. Seaman Apprentice Ortiz demonstrated remarkable initiative, exceptional fortitude, and daring in spite of imminent personal danger in this rescue. His courage and devotion to duty are most highly commended and are in keeping with the highest traditions of the United States Coast Guard."

President Campbell, assisted by RADM Riker, presented the CGCVA Coast Guard Person of the Year Award to Ortiz and Gavino provided heartfelt remarks to thank the Association not only for the award but for their tremendous contributions to the Coast Guard and the country. Ortiz was also presented a certificate naming him a CGCVA Honorary Member.

By the way, CWO Patrick Culver learned he was eligible for membership in the CGCVA and joined on the spot.



(Left) SN Gavino Ortiz and his girlfriend Kristen.

(Above) Sn Ortiz with his boss, CWO Patrick Garvey, executive officer at USCG Station South Padre Island, TX.

Reno Reunion/Convention

Glad to have you onboard Pat!

Other awards included a Distinguished Service Award plaque to Jack Campbell in recognition of his many contributions to the Association as both national president and vice president. Certificates of Appreciation were presented to the Hospitality Suite hosts Janis Stephens and David and Scott Andrus.

Next was the swearing-in of the newly elected and appointed officers, trustees, directors and committee chairmen. PNP Bob Maxwell conducted the procedures.

Ed Burke then conducted a flag-folding ceremony, describing the significance of the 13 folds of the American Flag while Bill Figone and Tommy Bowden did the actual folding. The folded flag was then provided to



(Above Left) As Ed Burke narrates, Bill Figone and Tommy Bowden display and fold the American Flag. (Above Right) Tommy Bowden does his part in the 13 Folds of the American Flag ceremony.



newly installed National President Ed Swift for safe-keeping until the next convention. Chaplain Bill Miller concluded the banquet and the convention with the Benediction.

As I said, it was a great reunion. Hope to see many of you in Kentucky. Semper Paratus!

Editor



Janus Stephens, Tommy Bowden and Shirley Ramsey in the Hospitality Suite



Enjoying the Business Meeting

Convention Photos



SN Gavino Ortiz, Ed Swift and CWO Patrick Ramsey at the Awards Banquet

Convention Photos



Bill Miller, Pat Denney, Herb Weinstein and Jack Campbell at the Business Meeting



Shirley and Pat Ramsey in the Hospitality Suite



Silver Star winner Larry Varirreal



One of the many animal shelters located in the Reno area.



Ways & Means Director Robert MacLeod (center) with SN Gavino Ortiz and CWO Patrick Ramsey

Convention Photos



They came from everywhere, even Area 51, to be at the CGCVA Reunion in Reno



Both tours were sold out and three buses were needed to transport everyone.



Just one of the informal CGCVA groups having fun at the Peppermill



Taking in the sights at the fabulous Peppermill casino



Enjoying the casino at the Peppermill

CGCVA Auxiliary News

Hello Everyone:

If you missed the Reno Reunion, you really missed it! We had a wonderful time! I want to thank our team the past two years. My best to Jennifer Graviss who unfortunately wasn't able to attend since she was assigned to a west coast ship for several weeks temporary duty. And to Mare Swift who attended so many activities and provided the beautiful centerpieces for our luncheon. Actually, Mare says a girlfriend of hers created them so my thanks also to the talented Kathy Betzold. This term, Mare opted not to run for office as she will be busy helping her husband Ed, the new CGCVA national president.

For the coming term, Linda Benoit will serve as our vice president and Jane Maxwell will be our secretary-treasurer, while I stay on as president. I teased at the CGCVA Business Meeting when we were introduced that the three of us had something in common with Saddam



CGCVA Auxiliary President Shirley Ramsey with outgoing Auxiliary Vice President Mare Swift

Hussein... we all received 100% of the vote (because we were the only ones on the ballot).

During the CGCVA Awards Banquet, Pat and I were honored to sit at the head table with RADM Timothy Riker, outgoing CGCVA National President Jack Campbell and the CGCVA Coast Guard Person of the Year, SN Gavino Ortiz and his girlfriend Kristen.

I want to thank everyone who joined our Auxiliary. It was indeed a pleasure to meet each and every one of you and I hope to see you in Covington, Kentucky in Spring 2004 for our next

reunion. You really helped make this one a memorable occasion.

I'm very interested in what our many Auxiliary members are doing so please keep me informed. Feel free to e-mail me at reliancepi@aol.com.

Thanks again!

Shirley Ramsey

Editors Note: The following poem was written and delivered by Shirley Ramsey at the CGCVA Awards Banquet in Reno. It's message is most appropriate and it was very well received. Thanks Shirley!



CGCVA Auxiliary Officers for the ensuing term (l to r) Secretary Treasurer Jane Maxwell, President Shirley Ramsey, and Vice President Linda Benoit.

*We were the young of yesteryear,
Some of you are the young of today,
While most of our trials are over, yours are still on the way.*

*While some of you young Coasties were not even a thought
Some paid with their lives, for your freedom they fought.*

*We fought our wars, our battles were great,
And we saved a lot our lives from certain fate.*

*We served our country and a lot of us fell,
While trying to preserve our freedom we love so well.*

*We have done our time and are in our silver or golden years
You can expect in your future to see new wars,
And feel our past fears.*

*Heroes, yes! We have had a few,
Though at times it was hard to save ourselves and others too.*

*We paid our dues, we have done our best,
Now it's up to you... can you stand the test?*

*Do you get the picture we're trying to paint?
We've told you a lot, but we don't claim to be saints.*

*We drank our share and we said our bad words,
And we did some things we hope were never-heard.*

*Now it's up to you to protect us, as we're old and gray,
For where we are now, you will be someday.*

*Hug your spouse, your sons and daughters too,
And let them know they're truly loved by you.*

*Live everyday as if it were your last,
And may God bless all our Coasties, present and past.*

*We've run a race, we've run it hard.
We thank God for everyone in our Coast Guard!*

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, fax at (330) 887-5639, or e-mail at USCGW64@worldnet.att.net. Please make checks payable to CGCVA. Prices shown include first-class mailing with the exception of Christmas Tree Ornaments, which require special packaging.

BASEBALL CAP: blue/black, gold lettered CGCVA with logo, full back, plain visor. White baseball cap also available. One size fits all. **\$11.00**

CHRISTMAS TREE ORNAMENTS: 255' Owasco Class; 378' Hamilton Class; 270' Class; 210' Class; and USCGC Mackinaw. Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. **\$12.50** 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. Must state size. **\$25.00**

MODEL KIT: 378' Hamilton Class, 47" in length, composite plastic kit includes decals and deck hardware. Suitable for radio control or static display. This is a kit for the experienced model builder! **\$200.00**

PORTFOLIO: 9-1/2" x 13" zip-up with embossed CGCVA logo, leather-like. Only eight left. **\$25.00**

T-SHIRT: white with color CGCVA logo on front. Available in Large, XL or 2XL. **\$8.00**

CGCVA BUMPER STICKER: Great membership tool... put one on your car! **\$2.00** each or 3 for **\$5.00**

PATCH BOOKS: Volume 1-B (Black Cutters) **\$8.50** Volume 1-C (Red Cutters) **\$6.50** Volume 2 (Aviation) **\$10.50** All booklets are spiral-bound.

BOOKS: "Coast Guard Navy of WWI" by William Knight. Special reduced price **\$19.95** "Coast Guard Action in Vietnam" by Paul Scotti **\$20.00**

From the Service Officers

Military Service & Social Security

The earnings of people who serve in military services on active duty or on active duty for training have been covered under Social Security since 1957. Inactive service in the armed forces reserves (such as weekend drills) has been covered by Social Security since 1988. However, people who served in the military before 1957 did not pay into Social Security directly, but their records are credited with special earnings for Social Security purposes that count toward any benefits that might be payable. Additional earnings credits are given to military personnel depending on when they served.

PAYING SOCIAL SECURITY AND MEDICARE TAXES

While you're in military service (from 1957 on), you pay Social Security taxes the same way civilian employ-

ees do. Those taxes are deducted from your pay and an equal amount is paid by the U.S. government as your employer. In 2000, the tax rate is 7.65 percent up to a minimum of \$76,200. If you earn more than that, you continue to pay the Medicare portion of the tax, 1.45 percent, on the rest of your earnings.

HOW YOU EARN SOCIAL SECURITY "CREDITS"

You earn Social Security credits when you work in a job in which you pay Social Security taxes. Before any benefits can be paid on your record you must have credit for a certain amount of work covered by Social Security. In 2000, you earn four credits (the maximum) if your annual earnings are \$3,120 or more. (You can earn one credit for each \$780.) The amount needed for each credit will increase in future years to reflect increases in average wages. The number of credits you need to qualify for

From the Service Officers

Social Security depends on your age and the type of benefit you might be eligible for. Nobody needs more than 40 credits (10 years of work or military service) to be eligible for Social Security. In some situations, you can qualify with less than 40 credits.

WHEN ADDITIONAL EARNINGS ARE ADDED TO YOUR MILITARY RECORDS

The amount you get from Social Security depends on your earnings averaged over much of your working lifetime. Generally, the higher your earnings, the higher your Social Security benefit.

Under certain circumstances, special earnings can be credited to your military pay record for Social Security purposes. The extra earnings credits are granted for periods of active duty or active duty for training. These extra earnings may help you qualify for Social Security or increase the amount of your Social Security benefit. Here's when the additional earnings are granted:

SERVICE IN 1978 AND LATER

For every \$300 in active duty basic pay, you are credited with an additional \$100 in earnings up to a maximum of \$1200 a year. If you enlisted after Sept. 7, 1980, and didn't complete at least 24 months of active duty or your full tour, you may not be able to receive the additional earnings.

SERVICE IN 1957 THROUGH 1977

You are credited with \$300 in additional earnings for each calendar quarter in which you received active duty basic pay.

SERVICE IN 1940 THROUGH 1956

If you were in the military during this period, including attendance at a service academy, you did not pay Social Security taxes. However, your Social Security record may be credited with \$160 a month in earnings for military service from Sept. 16, 1940, through Dec. 31, 1956, under the following circumstances:

- you were honorably discharged after 90 or more days of service, or you were released because of a disability or injury received in the line of duty; or
- you are still on active duty; or
- you are applying for survivor benefits and the veteran died while on active duty.

You cannot receive these special earnings credits if you're already receiving a federal benefit based on the same years of service. But there is one exception to this rule: if you were on active duty after 1956, you can still get the special earnings for 1951 through 1956, even if

you're receiving a military retirement based on service during that period.

WHEN YOU APPLY FOR SOCIAL SECURITY BENEFITS

There are many kinds of benefits available from Social Security besides those for retirement and disability. Members of your family and your dependents can receive survivors benefits if you should die. There's also Medicare coverage and Supplementary Security Income (SSI) payments. For more information about these benefits, ask

Social Security for a copy of the booklet, *Understanding The Benefits* (Publication No. 05-10024).

IF YOU GET BOTH SOCIAL SECURITY AND MILITARY RETIREMENT

You can get both Social Security benefits and military retirement. Generally, there is no offset of Social Security benefits because of your military retirement. You'll get your full Social Security benefit based on your earnings. However, your Social Security benefit may be reduced if you also receive a government pension based on a job in which you didn't pay Social Security taxes.

FOR MORE INFORMATION

You can get recorded information about Social Security 24 hours a day by calling 1-800-772-1213. People who are deaf or hard of hearing can call 1-800-325-0778. You can also obtain Social Security information on the Internet at www.ssa.gov.

Editor's Note: CGCVA Service Officer Gil "Frenchy" Benoit provided a brief overview of the Social Security benefits situation and other information regarding benefits to veterans at the CGCVA Business Meeting in Reno. He and fellow Service Officer Tom Huckelberry later held an informal information session in the Hospitality Suite for all interested. Frenchy and Huck have asked to present a more comprehensive training session at the next convention/reunion in Kentucky in Spring 2004. In the meantime, they will continue to provide veterans benefit information through the Quarterdeck Log. Thanks guys!



CGCVA Service Officer Tom "Huck" Huckelberry suggests that the membership at the Business Meeting vote to purchase a POW-MIA flag. The motion carried.

