



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 16, Number 4

Winter 2001

## Collins Tapped For Fourth Star

### *Current Vice Commandant Nominated by President Bush to Lead Coast Guard*

Congratulations are extended from the Coast Guard Combat Veterans Association to current Coast Guard Vice Commandant, VADM Thomas H. Collins, on his presidential nomination to be the 22nd Commandant of the Coast Guard. He has served in his present post since June 2000. Prior to that, VADM Collins served as Commander, Pacific Area and Commander, 11th District in Alameda, CA. From 1996 to 1998, he was Commander, 14th District in Honolulu, HI and from 1994 to 1996, he served as Chief, Office of Acquisition at USCG Headquarters.

Admiral Collins completed a number of other operations and staff assignments since he began his Coast Guard career in 1968, including first



*Vice Admiral Thomas H. Collins  
Vice Commandant, U.S. Coast Guard*

lieutenant aboard *CGC Vigilant*, commanding officer aboard *CGC Cape Morgan*, Deputy Group Commander in St. Petersburg, FL, and Captain of the Port in Long Island Sound.

A native of Stoughton, MA, Admiral Collins graduated from the Coast Guard Academy and served as a faculty member within the Humanities Department from 1972 to 1976. He earned a Master of Arts degree from Wesleyan University and a M.B.A. from the University of New Haven.

Following Senate confirmation, Admiral Collins will relieve Admiral James M. Loy on May 30, 2002 in ceremonies in Washington, DC.

Congratulations again Admiral... we hope you will join us at our Reunion in Reno, NV. **Editor**

### PLEASE NOTE:

**INCORRECT REUNION DATES WERE PUBLISHED IN THE LAST QD LOG. 2002 CGCVA REUNION & CONVENTION WILL BE HELD OCTOBER 28 - NOVEMBER 1 AT THE PEPPERMILL HOTEL & CASINO IN RENO, NV. SEE CENTER SECTION FOR ALL DETAILS & REGISTRATION. SORRY FOR THE CONFUSION!**



**Coast Guard Combat Veterans  
Association  
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\* use the Administrative Office for contact  
with the CGCVA on all matters.

**Coast Guard Combat Veterans  
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Miller, LM, Chaplain; PNP Robert J. Maxwell,  
LM, Budget Director & Convention Planning  
Director; Patrick Ramsey, Membership  
Chairman; Robert MacCloud, Ways & Means

**From the President**

Dear Shipmates:

This time of year  
always finds me in  
sunny Florida so I  
cannot make my  
usual weekly visits to  
the Coast Guard  
Training Center in  
Cape May to present  
the CGCVA awards  
to designated gradu-  
ating recruits. I hope  
other members have  
been able to visit there and make our presenta-  
tion during the fall and winter months... I feel this  
is a very valuable program for us.



**JACK CAMPBELL**

Apologies are in order for publishing the incor-  
rect dates for our Reno Convention & Reunion.  
Revised information sheets and registration  
forms can be removed from the center section of  
this *QD Log* issue for reference and to do your  
mail-in. By the time this issue goes to print all  
CGCVA members will have received a flyer from  
the Peppermill Hotel & Casino indicating the cor-  
rect dates, plus the costs of the various rooms  
available. Hopefully, this did not cause too much  
disruption for member plans. I'd like to thank the  
two members who contacted the Association  
after first trying to make reservations at the  
Peppertree for the dates published in the last *QD  
Log*. That popped a flare and the Reunion  
Committee scrambled to get things corrected  
quickly. I hope to see many of you there and  
please pass the word to other Coast Guard vet-  
erans association and reunion groups that they  
can hold their own reunions along with us in  
Reno and get the discount rates our fine Reunion  
Committee has negotiated.

Finally, my personal congratulations to VADM  
Thomas Collins on his nomination to be the next  
Coast Guard Commandant and my thanks to  
ADM James Loy for his tremendous support to  
the CGCVA the past four years!

**Jack**

**Next Quarterdeck Log  
deadline is May 1, 2002**

## From the Vice President

### Reno Reunion News

Kudos to our National Membership Chairman Pat Ramsey for providing information on the CGCVA Convention & Reunion in Reno to 21 military publications. Pat researched a number of national publications and came up with a comprehensive list of ones that will run reunion notices at no cost to the organization. This should certainly help in getting the word out and hopefully increasing the number of attendees and other reunion groups that opt to have their own reunions under the CGCVA special price umbrella. Great work Pat!

P.S. Pat is working overtime to develop ways to attract new members but he could sure use your help. He's looking for members across the country with ideas and to serve as regional CGCVA recruiters.

### Sometimes I Forget

When I dress in the morning, I try to remember that I wear the uniform of a military that protects the greatest symbol of democracy and freedom in the world... but sometimes I forget.

I also try to remember the people who dress as I do every morning, the ones who have dressed this way so many days before me, and those who will follow me... but sometimes I forget.

I try to keep in mind just one of the fallen heroes who wore this very same uniform. The one who lost his life in it, and the one who still wears it, as he lies in his final resting place in a national cemetery... but sometimes I forget.

Every morning, when I go to work, I try to remember to say good morning to my co-workers, military and civilian. I try to remember these people protect my freedom as I work beside them each day... but sometimes I forget.

I try to remember that my job is the greatest in the world... but sometimes I forget.

I try to remember that although this uniform may be a little too warm in the summer and just not warm enough in the winter, thousands of my comrades remain missing in action, and others were imprisoned for years on foreign soil, suffer-

ing torture and abuse inconceivable to humanity — all while wearing this uniform... but sometimes I forget.

During the day, when I think of all the other things I would rather be doing with my life, I try to remember the role I take part in while wearing this uniform, try to remember this world is still a dangerous place, and we must work extremely hard to safeguard the freedom we take so for granted, so that our children will know the freedom we have always known... but sometimes I forget.

I try to remember as I pledge my allegiance to Old Glory, this awe-inspiring symbol of freedom and democracy, that others entrust my comrades and me with her safekeeping... but sometimes I forget.

At bedtime, as I kneel in prayer before God, I try to remember the hundreds of thousands of families who lost their loved ones in the defense of this great land... but sometimes I forget.

I try to remember that I would die for this country, but would much rather live for it... but sometimes I forget.

Yet at times like this, when I remember to take these things into account, there is no way I can explain the pride I feel and the honor I embrace while serving this country. And when I leave this world, my spirit will echo words known to me since childhood, "One nation under God, indivisible, with liberty and justice for all."

**Airman 1st Class Joshua Wilks, USAF**

*Note: This was sent to me by MCPO-CG Vince Patton and it seemed quite appropriate. Swifty*

In English pubs, ale is ordered by pints and quarts. So, in old England, when customers got unruly, the bartender would tell them to mind their own pints and quarts and settle down. Later, the phrase was shortened to "mind your P's and Q's."



**ED SWIFT**

## From the Secretary-Treasurer

### Welcome New Members

A hearty "welcome aboard" to the following new CGCVA and Auxiliary members. New Member names are boldfaced and sponsors are in parentheses:

#### NOVEMBER 2001

**Donald E. Brian** (Irwin Abelson); **Earl L. Bushnell** (Donald Kahler); **Arthur J. Cosgrove** (Albert Russo); **John T. Davis** (George Harris); **Bradley A. Hokanson**; **Matthew W. Jarmusz** (Bill Wells); **James G. LaBarre** (Ed Swift); **Timothy M. O'Leary** (Bill Wells); **Gregory J. Sanial** (Terry Graviss); **Richard F. Verbrugge** (Joe Kleinpeter); **John M. Verhine** (Leo Paglione); **Chris H. Wille** (Albert McNeely); **Herman E. Woodward** (Joe Kleinpeter); **President George W. Bush** (The Association); **Secretary of Transportation Norman Y. Mineta** (The Association); and **Paul W. Kantlehner** (Joe Kleinpeter).

#### JANUARY 2002

**Peter M. Chase** (Howard Smith); **Robert F. Dunlop** (George H. Needham); **Charles W. Ellis**; **William D. Heath** (Joe Oxley); **Dexter A. Roberts** (Ed Reading); **Robert Holland** (Terry Lee); **John B. Johnson**; **Royal Remley** (Joe Kleinpeter); **Sam A. Terzo** (Bill Wells); **John A. Green** (Joe Kleinpeter); **Traviss T. Lackey, Jr.** (George Himmelright); and **Bernard J. Phelan** (Edward Gorka).

#### FEBRUARY 2002

**Bernard J. Kempler** (William O'Keefe); **Phillip S. Rockefeller** (Joe Kleinpeter); **Joseph F. Walker** (Matthew J. Bell); **Edwin W. Coleman** (Don Kanler); **James E. England** (Joseph Oxley); **Birdel F. Jackson, Jr.** (Joe Kleinpeter); **Eugene G. Ostlund** (Bill Demander); and **George P. Keyes**.

### Life Memberships

In response to numerous inquiries, here are the CGCVA Life Membership rates. Remember, it is

our policy to apply bi-ennial dues payments to the life membership payment if within 90 days of the bi-ennial payment.

Under 30 (\$200); 31-40 (\$185); 41-50 (\$165); 51-60 (\$145); 61-70 (\$115); 71-80 (\$85); 81-90 (\$50); Over 90 (No cost).



**TERRY GRAVISS**

### Soul Searching

Instead of my usual administrative drivel, this issue I am going to give you an editorial. Since September 11, 2001, I have not been my usual self. I have just come to understand what is wrong and am going to share with you my newly gained insight.

Most of you are like me... we're used to being in on the action and doing something. I learned from MCPO-CG Vince Patton that a number of Coast Guard retired members called up shortly after the tragedy and offered to return to the Coast Guard in any way that would be useful. I learned this because I was calling for the same reason. I was proud to do this but sorry (as I'm sure many others were) to learn that we could not be of use. This hit home pretty hard that my day had passed. It may have hit me a bit harder than others since my wife, Jennifer, is on active duty in the Coast Guard and performing a valuable service. Anyway, I have been in a funk (depression in psycho babble).

I still want to do something and I hope we as an association can do something. Perhaps specific ideas will surface but for now we have to support the current Coast Guard force as strongly as we can. Please keep up the great work you have always done and be thankful that so many great people have followed us. Semper Paratus!

The "sixth sick sheik's sixth sheep's sick" is said to be the toughest tongue twister.

## Reunions — Notices

### USCGC Androscoggin

Crew members from the *USCGC Androscoggin* (WHEC-68) Vietnam Deployment of 1967-68 will meet in September 2002 in the Jacksonville Beach, FL area. For details, contact **RMCM Joe Thomas (Ret.)** at 6605 Morocco Dr., Louisville, KY 40214. E-mail: nbnp374@aol.com. You can also contact **RMCM Jack Cunniff (Ret.)** at 1130 Oceanwood Dr., Neptune Beach, FL 32266. Ph: (904) 246-7741. E-mail: rmcmjack@aol.com.

### USCGC Campbell Association

The 17th annual reunion of the USCGC Campbell (W-32/W-909) Association will be held May 15-18, 2002, at the Radisson Hotel, Charleston, SC. All hands who served on the *Campbell W-32* during the 46 years she served, as well as all current and former crew members of *Campbell W-909* are welcome. Contact: **James Kelly** at 40 Lisa Lane, Uncasville, CT 06382. Ph: (860) 848-1160. E-mail address: jkelly@uconnect.net.

### CGC Duane Association

The USCGC Duane Association will hold its next reunion in Portland, Maine on Sept. 27-29, 2002. That's two in one year! The reunion will include a harbor tour aboard the *M/V Chippewa* and a Downeast Lobster Bake on House Island. Contact: **Paul Turner** at 1103 Wharton Hollow Road, Summit, NY 12175. Ph: (518) 287-1900.

### Coast Guard League

Coast Guard Auxiliarist, retired CG Reservist and historian **John T. Lincoln** is seeking information on Auxiliary members who were members of USCG Reserve "T" (temporary) during WWII. He hopes to build a collection of personal stories, documents and photographs. In particular, he is looking for information on the Coast Guard League, formed in July, 1945. Contact

John at 1309 Emerson Ave., N. Cape May, NJ 08204. E-mail: jlincoln@bellatlantic.net. Ph: (609)886-6364.

### Dallas Area "CG Family"

A get-together lunch (reunion) will be held for all "Coast Guard Family" members, including ex-Coasties, in the Dallas, TX area at noon on April 4, 2002 at Mercado Juraz off NW Highway in Dallas, TX near the Trinity River levee. No reservations, no fees... just buy a lunch and join in. For details, contact **James Blaine** at Rte. 2, Box 226, Honey Grove, TX 75446. E-mail: jimblaine@neto.com.

### CG Army Manning Detachment

A reunion of all WWII Coast Guard personnel who served in the Coast Guard Army Manning Detachment ships will be held in conjunction with the CGCVA Convention & Reunion in Reno, NV Oct. 28-Nov.1, 2002. Our group will hold our meeting at 0930 on Oct. 30th, prior to the CGCVA Business Meeting. Contact: **George P. Alton** at 2524 Longview Dr., San Leandro, CA 94577, or **John Weddel** at his e-mail address: marjon35@juno.com.

### USCG LORAN

USCG LORAN Construction and Operations personnel from WWII and all subsequent years will hold their 25th reunion Sept. 5-7, 2002, at The Lodge At Palmer Gulch in the Black Hills of South Dakota (just five miles from Mt. Rushmore). Contact: **Roger Kehm** at 2610 S. Hawthorne Ave., Sioux Falls, SD 57105. Ph: (605) 338-0234. E-mail: rldmk@dtgnet.com.

### USS Cavalier

The USS Cavalier (APA-37) WWII Association, Inc. will hold a joint reunion of its Coast Guard and Navy crews (1943-68) on Sept. 29 - Oct. 3, 2002, at the San Remo Hotel, Las Vegas, NV. Contact: **CWO4 John E. Giles (Ret.)** at P.O. Box



## Reunions — Notices

325, Pacific City, OR 97135. Ph: (503) 965-6732. E-mail: jegiles@oregoncoast.com.

### USS Falgout

It is with great regret that I must announce the cancellation of the *USS Falgout (DE-324)* reunion. Despite this setback, we hope to hold a reunion in 2002, along with the Coast Guard Combat Veterans Assn. in Reno, NV. Contact: **Bill O'Keefe** at 192 Indian Mtn. Lakes, Albrightsville, PA 18210. Ph: (570) 722-0054.



*CGCVA President Jack Campbell (left) presents an Association ballcap to ABC-TV Newsman Jack Ford following Ford's remarks at the Pearl Harbor 60th anniversary ceremonies at Brookdale Community College on Dec. 7, 2001. The event was presented by the College's Center for World War II Studies.*

### USS Furse

The *USS Furse (DD/DDR-882)* Association is looking for shipmates who served between 1945 and 1972 for a reunion to be held Oct. 16-20, 2002 in Myrtle Beach, SC. Contact: **Maurice C. "Tut" Tuttle** at P.O. Box 890, Shelter Island, NY 11964. Ph: (631) 749-0274. E-mail: ussfurse@aol.com.

### USS Hurst

Since 1984, when GM2 Chuck Laird located and reunited them, *USS Hurst (DE-250)* shipmates, along with their wives or companions,

have gathered annually. Our 2001 reunion (our 18th) was held last October in Pittsburgh. Of the 200-plus Coast Guardsmen who served aboard *Hurst*, fewer than 95 remain. Our next reunion is scheduled for October 2002 in Annapolis, MD and all surviving crew members are cordially invited to attend. Contact: **Del De Louise** at 4028 Huron Ave., Culver City, CA 90232.

### USS LCI National Association

A reunion for the members of the *USS Landing Craft, Infantry, National Association* will be held April 17-21, 2002 at the Four Points Riverwalk North Hotel in San Antonio, TX. For more information, contact **Armed Forces Reunions, Inc.** at 242 W. 22nd St., Norfolk, VA 23517, Attn: LCI or the *USS LCI Nat'l Assn* at 20 W. Lucerne Circle #615, Orlando, FL 32801.

### USS/USCGC Lansing

A reunion for the *USS/USCGC Lansing (DE/DER-388, WDE-488)* will be held Oct. 16-20, 2002, at the Best Western Landmark Hotel, Metairie, LA. Contact: **Terry A. Moberg** at 902 Cindy St., Brainerd, MN 56401-3959. Ph: (218) 829-3288. E-mail: tmoberg@brainerd.net. Web contact: [www.uslansing.org](http://www.uslansing.org).

### USS Seiverling

The 38th reunion of the *USS William F. Seiverling (DE-441)* Association will be held Oct. 2-6, 2002 in San Antonio, TX at the Woodfield Suites, 100 West Durango Blvd. Ph: (210) 212-

\* At the time of Pearl Harbor, the top U.S. Navy command was called CINCUS (pronounced "sink us"), the shoulder patch of the U.S. Army's 45th Infantry division was the Swastika, and Hitler's private train was named "Amerika." All three were soon changed for PR purposes.

\* Following a massive naval bombardment 35,000 U.S. and Canadian troops stormed ashore at Kiska, in the Aleutian Islands. 21 troops were killed in the firefight. It would have been worse if there had been any Japanese on the island.

## Notices — Association News

5400. Contact: **Henry Jasper Love III** at 2084 Hollywood Dr., Bay St. Louis, MS 39520-8826. Phone/Fax: (228) 467-8538. E-mail: lovede441@aol.com.

### AP Transport Group

A reunion for the WWII transports *USS Generals Mitchell (AP-114)*, *Randall (AP-115)*, *Gordon (AP-117)*, *Richardson (AP-118)*, *Weigel (AP-119)*, *Hodges (AP-144)*, and *Breckinridge (AP-176)*, and the *USS Admirals Benson (AP-120)*, *Capps (AP-121)*, *Eberle (AP-123)*, *Hughes (AP-124)*, and *Mayo (AP-125)* will be held in Dallas, TX, on June 6-9, 2002. Contact: **Chuck Ulrich** at 35 Oak Lane, New Hyde Park, NY 11041. Ph: (516) 747-7426.

### Gamewardens of Vietnam

The Gamewardens of Vietnam Association, Inc. will hold a reunion Aug. 1-4, 2002 at the Hotel Inter-Continental in New Orleans, LA. For hotel reservations, contact the Inter-Continental Hotel at 1-800-445-6563 and mention the Gamewardens/Navy River Patrol Reunion to receive the special per night rate. For more information, contact the Gamewardens of Vietnam Association, Inc. at 4420 Sunrise Dr., Casper, WY 82604-5106.

### LST-202

Coast Guard combat veterans of the landing craft *LST-202* gathered for their Ninth Annual

Reunion at the Lake Crescent Lodge west of Port Angeles, on Sept. 14, 2001. Members attending included: Jay Loucks, Havana Lee, Rod Tredway, Frank Mello, Curt Ellis, John Valmino, and Willis Gholston, who all live on the west coast and drove to the reunion. The tragic events of Sept. 11th precluded the five east coast members from attending. **Charlie Caldwell**

### USS LST 787

A reunion for *USS LST 787* will be held Sept. 27-29, 2002, at the Silver Club Hotel in Sparks, NV. Contact: **Jade Tree Travel Corp.**, at 3600 W. 80th Street, Suite 45, in Bloomington, MN 55431. Ph: (800) 653-8733.

### USS LST 829

The Coast Guard-manned *LST-829* will hold its 20th Ship's Reunion Sept. 26-29, 2002 in the Lafayette Plaza Hotel in Mobile, AL. Contacts: **CDR Robert Pinkerton, USNR (Ret.)** at 616 Sawara Ct., Pensacola, FL 32506-6208. Ph: (850) 453-3553 or **CWO Albert J. Ryzner, USCG (Ret.)** at 4 Autumn Court, Dartmouth, MA 02747-5315. Ph: (508) 995-0734.

### Reserve Unit Owensboro

A reunion for USCG Reserve Unit Owensboro, KY will be held April 27, 2002, at the Shadyrest Restaurant, Rte. 60, East Owensboro, KY. Contact: **LT Les Allen, USCGR (Ret.)** at (502) 495-2457, E-mail: leswallen@hotmail.com or **CWO Gene Radin** at (859) 885-1236, E-mail: gpradin@juno.com.

### Helping Our Veterans

For some time now I have been collecting magazines and books and taking them to the Newton D. Baker Veterans Hospital in Martinsburg, WV. The staff there are eager to receive reading material for the patients and the Volunteers Office asked me what organization I belonged to. I proudly told them the Coast Guard Combat Veterans Association. Perhaps other CGCVA members will consider helping out

\* The first German serviceman killed in WWII was killed by the Japanese (China, 1937); the first American serviceman killed was killed by the Russians (Finland, 1940); and the highest ranking American killed was Lt.Gen. Lesley McNair, killed by the U.S. Army Air Corps... So much for Allies!

\* More U.S. servicemen died in the Air Corps than the Marine Corps. While completing the required 30 missions, your chance of being killed was 71%.

\* The German submarine U-120 was sunk by a malfunctioning toilet.

## Notices — Association News

the veterans in VA hospitals around the country by donating magazines and other reading materials in the name of our Association. I can tell you the vets will really appreciate it. **H. Don Smith**

### **National Sonar Association**

The next reunion of the National Sonar Association will be held Sept. 18-22, 2002, at the Landmark Hotel in Myrtle Beach, SC. Call the hotel at 1-800-845-0658. Contact: **Clayton E. Clark** at 4111 Belmont Park Drive, Myrtle Beach, SC 29588. Ph: (843) 903-4048. E-mail address: genecl@sccoast.net.

### **Saluting Top Recruits**

Each week, at the graduation ceremonies at Coast Guard Recruit Training Center Cape May, NJ, the award for Physical Fitness is presented to a graduating recruit. That award, consisting of a watch and certificate, is provided by the CGCVA. Nearly every week, a CGCVA member is at Cape May and makes the presentation. If you happen to be in the Cape May area early on a Friday morning, consider watching the graduation ceremonies. If you want, you could even make the CGCVA presentation.

Since the last *QD Log*, the following recruits have received the CGCVA -sponsored Physical Fitness Award:

**FA Alex H. Dann** (Zulu-160) of Denver, CO, assigned to USCG Station Alexandria Bay, Wellesley, NY.

**SA Jason W. Marsh** (Charlie-161) of Hartford, CT, assigned to USCG Station Gloucester, MA.

**SA Nicholas E. Lajoie** (Delta-161) of Providence, RI, assigned to TC "A" School, Petaluma, CA.

**SA Godfrey Mooror, Jr.** (Echo-161) of Miami, FL, assigned to USCG Base Mayport, FL.

**SA David N. Woodbury** (Foxtrot-161) of Bloomington, MN, assigned to *USCGC Acadia*, Charlevoix, MI.

**FA Daryl Mixan** (India-161) of Omaha, NE, assigned to USCG Station Rio Vista, CA.

**SA Johnathan D. Spicer** (Juliet-161) of Memphis, TN, assigned to FS "A" School, Petaluma, CA.

**FA Jason M. Leahr** (Kilo-161) of Cincinnati, OH, assigned to USCG Activities Baltimore, MD.

### **Coast Guard Ball**

On Nov. 17, 2001, the Coast Guard Ball was held at the Crystal Gateway Marriott in Crystal City, VA, with several hundred attendees ranging from non-rated personnel to flag officers and the Secretary of Transportation. To help offset costs and allow more junior enlisted to participate, the CGCVA provided tickets to USCG Headquarters and Activities Baltimore. It was a tremendously successful event and our Association was included as a sponsor in the Coast Guard Ball program. Both Jack Campbell and I received "Thank You" letters to the CGCVA from RADM Sally Brice-O'Hara, the Director of Personnel Management at Coast Guard Headquarters and from CAPT Roger B. Peoples, Commander, Activities Baltimore, who both expressed appreciation to the CGCVA for this gesture. **Editor**

\* The youngest U.S. serviceman was 12-year-old Calvin Graham, USN. He was wounded and given a Dishonorable Discharge for lying about his age. (His benefits were later restored by act of Congress)

\* Generally speaking there was no such thing as an average fighter pilot. You were either an ace or a target. For instance, Japanese ace Hiro Yoshi Nishizawa shot down over 80 planes. He died while a passenger on a cargo plane.

\* Among the first "Germans" captured at Normandy were several Koreans. They had been forced to fight for the Japanese Army until they were captured by the Russians and forced to fight for the Russian Army until they were captured by the Germans and forced to fight for the German Army until they were captured by the U.S. Army.

\* German Me-264 bombers were capable of bombing New York City but it wasn't worth the effort.

### The Hooligan Navy

A new book, "The Hooligan Navy," a true story about the old Coast Guard of the 1950's, has been published. The 500-plus pages are about a Coastie that had just gone through a world war and into the 50's. It is a humorous account of a young ex-Navy sailor who finds out the hard way the Coast Guard is no shallow water outfit. To get your copy, send a \$32.50 check payable to CGCVA to Baker Herbert, USCG (Ret.) at P.O. Box 544, Westfield Center, OH 44251. The price includes shipping. Note "Hooligan Navy" in the check's memo area. You can e-mail Baker at [uscgw64@aol.com](mailto:uscgw64@aol.com).

### 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 will be published as they are received. Previously listed e-mail addresses will be listed regular-face, new and changed addresses will be listed in **bold**.

Adams, Arnie. [ackack@coastalnet.com](mailto:ackack@coastalnet.com)  
Ahlin, John. [jahlin@acad.umm.maine.edu](mailto:jahlin@acad.umm.maine.edu)  
Albright, Leo. [usshowze@aol.com](mailto:usshowze@aol.com)  
Ames, Richard M. [richard.m.ames@verizon.net](mailto:richard.m.ames@verizon.net)  
**Anderson, Jeff L. [toot23@peoplepc.com](mailto:toot23@peoplepc.com)**  
Anderson, John. [jaga2869@worldnet.att.net](mailto:jaga2869@worldnet.att.net)  
Ard, Edward J. [edard@pilot.infi.net](mailto:edard@pilot.infi.net)  
Asprion, Ray [RASprion@aol.com](mailto:RASprion@aol.com)  
Austin, CAPT John M. [jaustin@sault.com](mailto:jaustin@sault.com)  
**Averill, Jack. [javerill@cfl.rr.com](mailto:javerill@cfl.rr.com)**  
Barnes, Thomas. [WWW.LaPrivateEye.com](http://WWW.LaPrivateEye.com)  
Baxter, Gordon L. [gib-w7ayd@juno.com](mailto:gib-w7ayd@juno.com)  
**Beck, Craig. [BARATARIA\\_ASSOC@webtv.net](mailto:BARATARIA_ASSOC@webtv.net)**  
Beckwith, Bill. [gm2uscgwph@mindspring.com](mailto:gm2uscgwph@mindspring.com)  
Benoit, "Frenchy". [CGFrenchy@aol.com](mailto:CGFrenchy@aol.com)  
Bishop, Roland. [Oakauth1@aol.com](mailto:Oakauth1@aol.com)  
Black, Ken. [knb@ime.net](mailto:knb@ime.net)  
**Blaine, James G. [jimblaine@neto.com](mailto:jimblaine@neto.com)**  
Boyle, C. Lee, Jr. [Leeruth2@aol.com](mailto:Leeruth2@aol.com)  
Borchert, MCPO Ray. [d9rcmcuscg@gbonline.com](mailto:d9rcmcuscg@gbonline.com)

## 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 the 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 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.

## Notices — Association News

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\* It was a common practice on fighter planes to load every 5th round with a tracer round to aid in aiming. This was a mistake. Tracers had different ballistics so (at long range) if your tracers were hitting the target 80% of your rounds were missing. Worse yet, tracers instantly told your enemy he was under fire and from which direction. Worst of all was the practice of loading a string of tracers at the end of the belt to tell you that you were out of ammo. This was definitely not something you wanted to tell the enemy. Units that stopped using tracers saw their success rate nearly double and their loss rate go down.

\* When allied armies reached the Rhine the first thing men did was to pee in it. This was pretty universal from the lowest private to Winston Churchill (who made a big show of it) and Gen. Patton (who had himself photographed in the act).

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Between 1937 and 1945, Heinz produced a version of Alphabet Spaghetti especially for the German market that consisted solely of little pasta swastikas

### MEET YOUR CHAIRMEN

Our National Chairman, CGCVA Ways & Means Committee is Robert F. MacLeod, a Vietnam veteran who served aboard the *USCGC Point Gray* at Cat-lo in 1968-69. Robert has a B.S. in Criminology and a Masters in Social Work, both from Boston College. He is Past President of the Lightship Sailors Association and Founding President of the Metrolina Vietnam Veterans Association. Here's Robert:



*Robert F. MacLeod  
Chairman, CGCVA Ways  
& Means Committee*

"First and foremost, I welcome any and all input from members, and invite you to be a part of this most important committee, for it will help the organization to be exposed at a different level to the people of the United States and to inform the public on the goals of the CGCVA. The primary goal of this committee is fundraising, which can encompass a large area of ideas, with the end goal to be an on-going Educational Fund to benefit active duty, Reserve and CGCVA members' dependents. A separate committee will have the selection responsibilities that will choose the awardee from criteria already set in place."

"Once again, I look forward to hearing from you, the members, to let me know what you can do to assist this committee. Let our good work be our legacy to the Coast Guard families and to the people of this country. Please e-mail me at: rgbysheast@aol.com. Thanks! and Semper Paratus!"

**Robert MacLeod**

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### USS Sheboygan Painting

During a program held on Veterans' Day at the Mead Library in Sheboygan, WI, a painting of the Coast Guard-manned *USS Sheboygan (PF-57)* was unveiled. More than 80 people gathered to pay tribute to the ship, including crewmembers Paul Larkin and Robert Renner, both CGCVA members. Renner also provided a copy of the ship's log.

The *Sheboygan* was built in Superior, WI and launched April 17, 1943. Commissioned as a combat frigate on May 26, 1944, she sailed down the Mississippi River to the gulf, then on to Tampa, FL, where she was converted to a weather, anti-sub vessel. Recommissioned in October, 1944, she

Built in 1943 at a cost of \$3-million, the *Sheboygan* was decommissioned three years later and sold to Belgium for \$25,000.

Robert Renner



Participants gathered at the unveiling of the *USS Sheboygan* painting in Sheboygan, WI, included (left to right) Alderman Terry Van Akkeren, *Sheboygan* crew members Howard Seelye, Paul Larkin, Carl Swanson and Robert Renner, and event organizer Karen Wagner.

### Cavalier Attacked

On January 29, 1945, the CG-manned *USS Cavalier (APA-37)* participated in the invasion of the Philippines near San Miguel, just north of Subic Bay. The ship left the area at 2023.

I served on the *Cavalier* in the engine room as a MM2/c. After watch that night at 2400, the mates who bunked aft usually sat on a park bench next to the 5-inch gun to cool off

before going below to take our showers and hit the sack. The park bench was smuggled aboard the ship in dock while the ship was being fitted.

In the early morning of January 30th, at 0133, a Japanese torpedo hit just aft of number 5 hatch on the port side. The ship shook violently, throwing most of the mates out of their bunks and knocking over lockers and anything not secured. I was sleeping portside aft about 30-feet from where the torpedo hit. After the large thump, general quarters was sounded. The lights were out and there was nothing but confusion and speculation of what had just happened.

After struggling through and over the fallen lockers, we passed the head. There was a mate knee deep in water. I asked him, "What the hell are you doing?" He said he had dropped his wallet and had to find it because his girlfriend's picture was in it. Without thinking I said, "The ship's sinking and you're looking for a wallet!"



Artist Roger Lahm shows off his painting of the WWII Coast Guard-manned *USS Sheboygan*. The painting will be displayed at the *Sheboygan, WI Mead Library*.

sailed to Bermuda for a shakedown cruise, to Boston for engine repairs, then to her home port in Argentina, Newfoundland for duty in the North Atlantic.

The topside decks were buckled and split at the number 3 hatch. Steerage was lost and the turbine engine came to a stop when the shaft was bent. As I entered the engine room I was told to check the bilges. I took some deck plates up and went underneath to check for leaks and damage. I crawled around and searched with a lantern becoming coated with grease and sweat. After what seemed like an eternity, I started back up through the plates. An officer stopped me and asked, "Where do you think you're going?" I said, "Sir, I just discovered oil and was coming up to stake a claim to it." Growling back at me, the officer said, "Get you butt back down there and keep looking!"

At 0300 the *Cavalier* was taken in tow by the tug *USS Rail (ATO-139)*. One DE was left with us and circulated around the rest of the night for protection. The main convoy continued on.

The torpedo must have been a dud because it did not explode on contact. General quarters were secured about 0500. Most of the mates stayed topside the rest of the night. After all the excitement, I realized why my feet were hurting. I was fully clothed but realized that I had on someone else's shoes, and they were about two sizes too small for me.

The next afternoon some Baby Aircraft carriers passed us and sent the message, "We sank the SOB's who hit you last night!" which had been

signed by FDR, Jr. They believed the Japanese sub was following up to hit us again at dusk. We were towed back to the Southern Philippines and later back to Pearl Harbor. At the request of our reunion committee, the Japanese government recently confirmed in writing that the submarine was sunk with no survivors. **Ulysses De Pompei**

### Pacific Wing Opens

On December 7, 2001, the National D-Day Museum in New Orleans, LA opened its new Pacific Wing in a gala ceremony and parade..



*Crowds cheer and confetti flies during the parade in New Orleans celebrating the opening of the National D-Day Museum's new Pacific Wing.*

The Pacific Victory Parade launched three days of WWII-related events, including a "Gathering of Eagles" WWII fair and "Conversations With Veterans" in which veterans recount their experiences at the Ernest Morial Convention Center. There were also battle reenactments on the shores of Lake Pontchartrain and a memorial service at St. Louis Cathedral.

The Pacific Wing dedication ceremony took place in front of the museum's glass facade. Speakers included former president George Bush, Medal of Honor winner Joseph J. Foss, New Orleans Mayor Marc

Morial, Oscar-winning actor Tom Hanks, and museum founder Stephen Ambrose.

Hopefully, the Pacific Wing will include several Coast Guard exhibits. Coast Guard exhibits in the main museum are limited. **Editor**

## Catalina Island WWII Book

The Catalina Island Museum Society is planning to publish a book in 2002 regarding WWII activities on the island. Since the Coast Guard maintained a training station there from 1942-45, the Society requests stories, photos, or other information from Coast Guard WWII veterans who trained or served on Catalina. Contact or send material to: Curator of Collections, Catalina Island Museum Society, Inc., P.O. Box 366, Avalon, CA 90704-0366.

## Pearl Harbor Research

I am researching a book on Pearl Harbor and am having difficulty locating Coast Guard veterans from that day. I'd like to hear from any CGCVA members who were present at Pearl Harbor on December 7, 1941. Please contact MMC (SW) Ken Hackler, USN (Ret.) at my e-mail address: KBHackler@aol.com.

## Coast Guard in Vietnam Program

I was recently approached by Mr. Sibley J. Smith, Jr., the Director of Education at the Vietnam Era Educational Center at the New Jersey Vietnam Veterans' Memorial. He has planned a program for June 15, 2002 at the Center (located just off the Garden State Pkwy at Exit 116) in Holmdel, NJ and is hoping to have a number of Coast Guard Vietnam veterans there to participate. He had previously contacted me about a panel discussion program in which CWO Bob Krikorian, USCG (Ret.) participated.

Any Coast Guard Vietnam veterans living in the New Jersey area are invited to participate in this June 15th event. Please contact me at 8 Harvard Ave., Neptune, NJ 07753. Ph: (732) 922-6245 or (800) 982-0130. E-mail: mrtruex@att.net. To contact the Educational Center directly, call (800) 648-VETS. Thanks! **Mike Truex**

## Pensacola WWII Memorial

No doubt many CGCVA members, especially those residing in or near Pensacola, FL, have heard quite a bit about the planned WWII veter-

ans memorial there. And no doubt there will be much more discussion.

Of primary concern was the exclusion of the Coast Guard in the memorial plans. An old and familiar story for many of us. The plan is to erect five statues, one each representing the Army, Navy, Marine Corps, Air Force and the Women's Services. The committee explained that the Coast Guard would not be included since it came under the Navy during WWII. Needless to say, I disagreed with their logic and sent the committee a letter explaining the many contributions made by the Coast Guard in combat zones throughout the war.

I pointed out that the Marine Corps also fell under the Navy and that the Air Force didn't even exist at that time (it was the Army Air Corps). I indicated that it was absolutely imperative that any and all memorials be historically accurate and that by not placing a Coast Guard statue with the others, it would be stating to current and future generations that the sacrifices and lives that Coast Guard men and women made during WWII were less significant than those of the other armed services.

Anyway, I strongly urged them to reconsider their plans and include the Coast Guard. Not sure exactly what will happen but you too can express your feelings by writing to: Chairman, Wall South Foundation - WWII Memorial, 4400 Bayou Blvd., Suite 34, Pensacola, FL 32503.

**Editor**



## CROSSED THE BAR



### **George H. Boggs, LM**

Joined: 2-3-93 CTB: 11-17-01

### **Charles L. Boyle**

Joined: 4-25-88 CTB: 12-2-01

### **Fisher, William R.**

Joined: 12-15-88 CTB: 9-1-01

COAST GUARD COMBAT VETERANS ASSOCIATION

**REUNION/CONVENTION**

**Reno, Nevada, 2002**

**REGISTRATION**

October 28 – November 1, 2002

**PEPPERMILL HOTEL CASINO**

2707 South Virginia Street

Reno, NV 89502

775-826-2121 \* 800-648-6992 \* [www.peppermill.com](http://www.peppermill.com)

**PLEASE BOOK YOUR ROOM DIRECTLY WITH HOTEL**

(Be sure to let them know you are with CGCVA)

(Please Type or Print Clearly)

Name:

Address:

City/State/Zip Code:

Phone:

Organization:

Arrival Date/Time:

Name of Guest/Spouse:

Name(s) to Appear on Badge(s):

Fees for Registration, Tours, Luncheons and Banquet are shown on the following page. After selection of the activities you are to attend, fill in the corresponding amounts and total them. Send this page and the page with your selections along with your check to:

E. P. "ED" BURKE, LM  
17728 STRILEY DRIVE  
ASHTON, MD 20861-9763

## Registration/Tour/Lunch/Banquet Reservation Form

CGCVA Registration:

**EARLY:** (Rec'd. By 10/1/02)  
\$10.00 per person, \$18.00 Couple

**LATE:** (Rec'd. After 10/1/02)  
\$12.50 per person, \$23.00 Couple

	<u>Cost</u>	<u>How Many?</u>	<u>Total</u>
<b>Registration Fee</b> (See Above)	_____		_____
<b><u>TOURS:</u></b>			
<b><u>October 29, Tuesday</u></b>	<b><u>\$40.00 ea</u></b>	X	_____
Dixie II with tour of Lake Tahoe and Truckee. Depart 10:00 am			
<b><u>October 31, Thursday</u></b>	<b><u>\$25.00 ea</u></b>	X	_____
Virginia City/Carson City. Depart 10:30 am			

### **LUNCH:**

<b><u>October 30, Wednesday</u></b>			
<b>CGCVA Business Lunch</b>	<b><u>\$14.50</u></b>	X	_____
(Add \$1.50 after 10/1/02)			
<b>CGCVA Auxiliary Lunch</b>	<b><u>\$14.50</u></b>	X	_____
(Add \$1.50 after 10/1/02)			
<b><u>AWARDS BANQUET:</u></b>			
October 31, 2002	<b><u>\$28.50</u></b>	X	_____
(Add \$1.50 after 10/1/02)			

Poultry: \_\_\_\_\_

Beef: \_\_\_\_\_

**TOTAL AMOUNT ENCLOSED:** \$ \_\_\_\_\_

(Make check payable to: CGCOMVETS)

**Please Register Early**

**If you have dietary requirements advise Bob Maxwell upon arrival.**

# Reno, NV 2002

## Itinerary

- Monday,  
28 October
- 09:30a.m. Hospitality Room Open. Registration/Info.  
4:00p.m. Opening Ceremony. Immediately after opening ceremony the Hospitality Room will be open until closing.
- Tuesday,  
29 October
- 9:30a.m. Hospitality Room Open. Registration/Info.  
9:45a.m. Load onto buses for 10:00a.m. Grand Tour. M.S. Dixie II, Lake Tahoe Tour. To return about 5:00p.m.
- Wednesday,  
30 October
- 9:30a.m Hospitality Room Open. Registration/Info.  
11:30a.m. CGCVA Business Meeting/Luncheon and the CGCVA Auxiliary Meeting/Luncheon. Be sure to bring Your lunch ticket. Guests of CGCVA are invited to the Auxiliary Luncheon unless there has been a meeting luncheon set up for their group. After the meeting is over the Hospitality Room will reopen. Slot Machine Tournament immediately after meeting.
- Thursday,  
31 October
- 9:30a.m. Hospitality Room Open. Registration/Info.  
10:15a.m. Load bus for 10:30a.m. Tour of Virginia City and Carson City, You will return to the Peppermill by 4:00p.m. 6:00p.m. Cocktail Hour w/cash Bar.  
7:00p.m. Awards Banquet. Hospitality Room will reopen at the end of the Awards Banquet.
- Friday,  
1 November
- 9:00a.m. Meeting of Officers and Trustee's. Departure of attendee's as scheduled.

**Thanks for coming and have a safe trip home.**

## **General Information for Members & Visiting Associations**

Please wear your nametag at all times while in the Hospitality Room. You will not be served without it.

If you registered early, your ship/station/Group will be entered on your nametag. This should make it easier to be recognized and attract others to speak up and get acquainted.

If you want a separate meeting room and luncheon for your group, contact Bob Maxwell. His telephone number is: (530) 335-3876 & the Fax number is: (530) 335-3304. Hopefully, you will accomplish this prior to arrival at Peppermill.

All attendee's that require Handicap Accommodations must notify hotel when registering.

R/V parking is available for self-contained units at a nominal fee. (Check w/hotel, you must register)

Remember, you are entitled to participate in all activities with one exception and that is, you cannot attend the CGCVA Business Meeting. The By-Laws state that only members can attend.

All guests are encouraged to lunch with the Auxiliary luncheon. We have tried to set up everything to make you comfortable and welcome to this reunion & CGCVA Convention. If we have overlooked something, please let us know what it is.

Different from past gatherings, this time the rates go up Friday, Saturday and Sundays. Should you want to arrive early or stay late be aware that the rates will increase. This does not include Friday, November 1, 2002.

# The Forgotten Service in the Forgotten War

## The U.S. Coast Guard's Role in the Korean Conflict

by Scott T. Price, Assistant Coast Guard Historian

On June 25, 1950, six North Korean infantry divisions, supported by large armor and artillery forces, brutally attacked and invaded its neighbor, South Korea. The onslaught caught the South, as well as much of the world, completely by surprise. As the Soviet-equipped divisions advanced towards the capital, Seoul, Coast Guard officers stationed on the peninsula received word that they would have to evacuate.

The officers were based at the former Imperial Japanese naval base at Chinhae, South Korea, where they had been training the nucleus of what would become the South Korean navy. This little known operation was a typical example of the Coast Guard's role during the coming conflict; based in obscurity but nevertheless important to the United Nations' efforts to halt and reverse the Communist onslaught.

The U.S. Navy determined what the Coast Guard's missions for any post-World War II conflicts were to be. In 1947, the Chief of Naval Operations sug-

gested that in future conflicts the Coast Guard should limit its contribution to those peacetime tasks in which it specialized. His suggestion stated that the Coast Guard's "war time functions and duties assigned should be those which are an extension of normal peacetime tasks." Additionally, "Coast Guard personnel, ships, aircraft and facilities should be utilized as organized Coast Guard units rather than by indiscriminate-

ly intergrating them into the naval establishment." These duties included port security, maritime inspection and safety, search and rescue, and patrolling ocean stations. There, therefore, were the Coast Guard's primary missions during the Korean war.

### CHINHAE

In 1946 the U.S. Army, which commanded the military forces in South Korea, asked for a contingent of active-duty Coast Guard officers to organize, supervise, and train a small Korean coast guard. The Coast Guard quickly complied.



(Top) Sohn Won Yil, head of the Korean Navy, and CDR William Achurch, USCGR. (Above) The Coast Guard's Advisory Team

## Feature Story

CAPT George McCabe, a Coast Guard hero of WWII, was the first to command the contingent, which arrived in South Korea on 23 August 1946. Indeed, he actually commanded the nascent Korean coast guard until the Korean government appointed LCDR Sohn Won Yil as its first native commanding officer. From then on, McCabe and Sohn jointly commanded the service.



*CDR Achurch discusses the value of training aids with a Korean naval officer and a U.S. advisor.*

Their task was extremely complicated. First, they had to establish an enlisted training facility and began recruiting operations. Then they needed to establish an officer candidate program to train officers to command the service. They also agreed to develop an academy, complete with a four-year degree program much like the service academies in the U.S. Due to a pressing need for personnel, however, the degree program was cut to two years. Despite the language difficulties, a lack of equipment, and a high initial desertion rate, McCabe and his staff successfully nurtured the beginnings of a new coast guard for the Korean nation.

They acquired former Japanese navy warships to serve as training vessels and refurbished equipment left behind by the Japanese occupation forces. They repaired the buildings and built barracks for the trainees. In general, the Coast Guard did what it has always done, successfully fulfilled an assigned task with little or no resources. The whole structure of this effort, however, was soon to undergo a significant change.

In May 1948, CDR William C. Achurch arrived in Korea and became the "Head Advisor to Commander, Service Forces, Korean Coast Guard" and commanding

officer of the U.S. Coast Guard Detachment at Chinhae. When the South Korean government decided that it would change its coast guard to a navy in 1948, the active USCG officers returned home. As one officer put it, "The U.S. Coast Guard didn't feel obligated to train a foreign navy and the U.S. Coast Guard Detachment was withdrawn." The U.S. Army then hired a number of

retired or reserve Coast Guard officers and men to assist the new Korean Navy, including CDR Achurch.

Training continued unabated for the next few years. The training teams continued to struggle with a number of difficulties including cultural differences and, as always, funding. The base gained some notoriety when Achurch hosted a conference between the Nationalist Chinese leader, Chiang Kai-shek and the president of South Korea, Syngman Rhee for a three-day meeting in August of 1949. Later, President



*U.S. advisors visit a class at the Korean Naval Academy.*

## Feature Story

Rhee became a frequent visitor to the base as his interest in his new navy grew.

On 19 August 1949, a WWII Coast Guard veteran, CDR Clarence M. Speight, retired from the service for a physical disability and took over Achurch's duties as "Advisor Chief, Korean Navy." Achurch remained as the commanding officer of the Coast Guard contingent. Both men wore their uniforms proudly and carried on the operation as a Coast Guard-commanded team.

### INVASION

CDR Speight found himself in Taiwan preparing a new vessel for the Korean Navy when the North Koreans attacked. His wife and two children in Seoul fled to Inchon. Speight arranged



for their transport on board a freighter bound for Tokyo and he then returned to Seoul. Six hundred fifty other refugees swarmed on board the freighter designed to carry only twelve passengers. Mrs. Speight and her two children stayed on the main deck for the three-day trip despite the cold weather and rain. Speight barely managed to leave Seoul and watched as the large bridge over the Han River was blown up. After



*The USCGC Durant (WDE-489)*

crossing the river on a small boat, he eventually made it to Pusan where he met up with CDR Achurch. Both were ordered back to the U.S. in July and so ended the Coast Guard's role in creating a navy for South Korea.

### PACIFIC OCEAN STATIONS

The ocean station program, established before WWII, proved to be a vital wartime Coast Guard task and was perhaps the most direct contribution made by the Coast Guard to the United Nations' effort. Cutters assigned to the stations carried teams of meteorologists from the U.S. Weather Bureau. These men carried out weather observations, assisted by specialists in the Coast Guard crew. The cutters also served as

*(Left) The bridge of the USCGC Minnetonka on ocean station duty in the Pacific. (Below) The radio room on the Minnetonka.*



aids to navigation by providing checkpoints for military and commercial maritime and air traffic and communication "relay" stations for aircraft on transoceanic flights. They provided needed medical services to

## Features & Association News Story

merchant ship crews as well as any others in need and served as search and rescue platforms. Some aircraft actually ditched near the cutters and were quickly rescued, such as the famous rescue of the *Bermuda Sky Queen* by the crew of the *Bibb* in 1947.

Coast Guard cutters were stationed at two ocean stations in the Pacific prior to the outbreak of the Korean conflict. In concert with the Navy, the service decided to add three additional stations in the North Pacific.

The new stations provided complete weather data and greater search and rescue coverage for the growing trans-Pacific merchant and military traffic brought on by the Korean conflict. Indeed, 95 percent of the war material bound for Korea went by ship but nearly half of the personnel went by air, making the ocean station vessels a vital link in the United Nations' logistic effort. Furthermore, the Coast Guard established a chain of air search and rescue detachments on islands



stations, the Coast Guard needed to find vessels to augment the already extended cutter fleet. Fortunately, a ready source existed within the mothball fleets of the Navy. The Navy turned over a number of destroyer escorts, which the Coast Guard commissioned as cutters. The old war-horses had served as convoy escorts in WWII, 33 of which had been manned by Coast Guard crews during the war. These vessels were refitted with a shelter on the stern for weather

balloon storage and armed with depth charges and a variety of anti-aircraft weapons. The first two to join the Coast Guard fleet were the *Koiner* and



(Left) Checking wind speed and direction. (Right) Launching the weather balloon.

throughout the Pacific to supplement the search and rescue capabilities of the Ocean Station cutters. Cutters were also assigned to these search and rescue stations to augment their search and rescue capabilities.

With the addition of the new

*Falgout*. Once commissioned, the new cutters underwent shakedown training under the supervision of the Navy and then sailed to their new homeports.

Ocean station duty could be monotonous at one moment and terrifying the next, as the vessels rode out storms that made the saltiest sailors green. One crewman noted: "After 21 days of being slammed around by rough cold sea swells 20-50 feet high, and wild winds hitting gale force at times, within an ocean grid the size of a postage stamp, you can stand any kind of duty."

The *Koiner's* operations provide a good example of the duty. After she arrived in Seattle, where she joined the cutters *Bering Strait*, *Klamath*, *Winona*, and the *Wachusett*, a hodge podge fleet of ex-Navy seaplane tenders and



*Liberty in Japan!*

## Features & Association News

255-foot Coast Guard cutters, she was first sent to Ocean Station Nan in the North Pacific. There she steamed in endless circles around the ocean station for three weeks before being relieved by the cutter *Low*.

While on ocean station the crew quickly fell into a routine. They assisted the five weather observers from the San Francisco office of the U.S. Weather Bureau who accompanied each patrol. Radar and radio were manned around the clock. Twice daily the crew launched 6-foot diameter helium-filled balloons that measured air temperature, pressure, and humidity to an altitude of 10 miles. They launched another smaller balloon to measure wind speed and direction. The crew also checked water temperature every four hours down to a depth of 450 feet with a bathythermograph instrument. Serving as a floating aid to navigation, they contacted passing aircraft and ships by radio and provided radar and navigation fixes. The contact with anyone from the outside

world, even if only for a brief moment, at least broke up the monotony for the crew. Then there were the daily drills such as fire, collision, and boat drills. For recreation they had movies, pistol matches, skeet shooting, volleyball games, and fishing. Though this was often enough to keep from going stir crazy, the crew invariably counted the days until their next liberty.

After returning to Seattle, the crew of the destroyer escort received welcome liberty. Then she set sail for Ocean Station Victor, midway between Japan and the Aleutian Islands, via the

Midway Islands. While at Midway, she stood search and rescue standby duty, then set sail for Yokosuka, Japan for a 12-day layover which included liberty for all hands. Afterward, she steamed once again out to the North Pacific to Ocean Station Sugar. Another three weeks later

her relief arrived and the *Koiner* returned to Seattle. And so it went, month by month, year by year.

These cutters assisted a number of merchant ships and aircraft that were transiting the North Pacific during the war. The *Forster* assisted the larger number of vessels while on patrol. Her crew searched for and found the *M/V Katori Maru* drifting and burning on 16-17 August 1952. Thereafter they assisted five more merchant and fishing vessels. The Pacific ocean station cutters in all assisted over 20 merchant and Navy vessels, as well as one transoceanic airliner, during the war.

During 1950, Nan was the busiest of all the ocean stations, reporting that the cutters gave 357 radar fixes per

patrol. Each patrol averaged over 700 hours on station. The cutters steamed an average of 4,000 miles per patrol. These numbers increased considerably after the patrols were lengthened and expanded after the start of the Korean conflict. Twenty-four cutters served on the stations that fell within the perimeters of the Korean conflict and thus, they and their crews earned the Korean Service Medal. Unsung but always ready, the cutters insured the timely and safe arrival of United Nations' troops and supplies throughout the Korean conflict.



*The cutters on patrol maintained a constant state of combat readiness. (Top) Manning the 40mm anti-aircraft gun. (Above) Loading the anti-submarine mortar.*

### Iwo Jima Landings

February 19, 1945, D-Day for the Amphibious Operation and Landing on the beaches of Iwo Jima. The small pork chop-shaped island is 4-1/2 miles long by 2-1/2 miles wide. Mount Suribachi, an extinct volcano 550 feet above sea level, is located on the southern tip of the island.

The Japanese began to fortify Iwo Jima after the Island of Saipan fell to the Marines in July, 1944. Mount Suribachi was lined with almost impenetrable and interconnected tunnels containing artillery, mortars and machine guns. These could be retracted during naval shelling or aerial bombardment. Iwo Jima was defended by over 23,000 Japanese troops, including the Emperors Imperial Marines.

At 0645, the signal was given to Land the Landing Force of 70,000 men, supported by 900 ships plus naval and Marine Corps air strikes. Despite greater numbers, the landings proved difficult due to steep beaches and strong undertows. The armored vehicles could get no traction and the various types of landing craft had problems due to the accumulating debris.

The first landings included 8,000 Marines who within two hours had cut the island in two at the base of Mount Suribachi. Heavy casualties were inflicted by the hidden Japanese weapons and at days end the Marines had suffered 2,400 casualties. Two flag raisings occurred on Feb. 23, 1945, the second being Joe Rosenthal's famous photo which became the model for the Marine's Iwo Jima Memorial.

Iwo Jima was considered to be of prime impor-

Before thermometers were invented, brewers would dip a thumb or finger into the mix to find the right temperature for adding yeast. Too cold, and the yeast wouldn't grow. Too hot, and the yeast would die. This thumb in the beer is where we get the phrase "rule of thumb."



(above) LST-764 attempts to land tanks at Iwo Jima. (left) Getting troops and equipment ashore.



tance for the future invasions of the Japanese mainlands. It contained two airfields with another under construction. Taking those fields allowed fighter planes to accompany and protect B-29 bombers to and from their missions and allowed for damaged planes

to land without having to ditch in the ocean, possibly saving hundreds of lives.

Iwo Jima was secured on March 17th although isolated fighting continued until the 26th when the final of 23,000 Japanese defenders were either killed or captured.

Of course the Coast Guard was there with the Marines, manning 18 LST's, the *USS Bayfield (APA-33)*, *USS Callaway (APA-35)* and the Sub Chaser *PC-469*. LST's 758 and 760 were hit by Japanese shell fire. LST-792 suffered 13 hits by Japanese 80mm guns. LST-764 was credited with 18 beachings in 31 days. Still one other Coast Guard-manned LST served over 5,000 cups of coffee and hot food to Marines and also took wounded Marines aboard.

The Marines knew we were there!

Bill Broderick, USCGC LST-795

### Last Chance For Cutter Mohawk

For the last 11 years, a number of people (including myself) have attempted to bring to the attention of the American public the plight of the *USCGC Mohawk (WPB-78)*, a cutter that ably served U.S. in peacetime and wartime.

Built by Pusey and Jones Shipyard in Wilmington, DE, the *Mohawk* was launched Oct. 1, 1934 and, after commissioning, was sent to break ice in the Hudson River in New York, prior to arriving at her homeport of Cape May, NJ. Although the 18th Amendment had been repealed, there was still a lot of illegal liquor being smuggled into the U.S. and Cape May was one of the favorite ports of entry for the liquor smugglers.

At first, the population of Cape May did not seem too happy to have *Mohawk* there (since she was used to catch the illegal liquor smugglers) but her value in search and rescue work soon changed the minds of the local fishermen.

During WWII, *Mohawk* received orders to proceed to Greenland/Iceland waters to become part of the 50 Coast Guard and seven Navy vessels that comprised the Greenland Patrol. During the winter of 1942-43, recorded as the worst ever, *Mohawk* had to fight both the weather and the Germans. During one attack, a torpedo went under *Mohawk*, striking and sinking the freighter *Arlyn*. Another torpedo

crossed in front of our bow and may have been the one that struck the Navy tanker *Laramie*. The tanker did not sink and *Mohawk* stayed with her all night, running down possible sub contacts and later escorting *Laramie* to Sydney, Nova Scotia.

Following the war, *Mohawk* spent time in Boston, at the Coast Guard Yard in Curtis Bay, MD, and back at Cape May. Her status changed several times and her crew complement was reduced. Finally, on Oct. 24, 1947, CDR Robert S. Lecky, *Mohawk's* last commanding officer, held muster and *Mohawk* was decommissioned. Coincidentally, Lecky was part of *Mohawk's* original crew (as an Ensign) in 1935.

Although decommissioned by the Coast Guard, *Mohawk's* value and sailing days were far from over. The Pilots Association of the Bay and Delaware River obtained the *Mohawk* to replace their vessel *Philadelphia*. For the next 30 years, *Mohawk* (renamed *Philadelphia*) served on station as a Pilot vessel. In 1978, when the Pilots quartered ashore, using small boats to get to ships entering the Delaware River, the ex-cutter was no longer needed and was donated to the Delaware Technical Community College in Lewes, DE.

Unfortunately, the college had little use for the *Mohawk* and she lay alongside their pier without moving. Ideas were put forward for her use, but nothing panned out.

Eventually, a group of businessmen heard of the

ship and formed a *Mohawk* Committee, hoping to include the ship in their plans to revitalize the Wilmington, DE waterfront. A volunteer crew, including some WWII *Mohawk*



*The historic cutter Mohawk as she looked in October 2001 at her dock on the northern end of Staten Island, NY.*

## Features & Association News

crew members, got together and began restoration of the vessel at the *Mohawk's* new pier, just a quarter mile away from where she was built and launched in Wilmington. By May, 1983, restoration was completed and *Mohawk* was rededicated.

Until 1990, *Mohawk* greeted ships visiting Wilmington and Philadelphia and ports in the Chesapeake Bay. Her volunteer crew continued to do what they could to keep the ship operating but funds dried up and the ship was not dry-docked for more than five years. The city of Wilmington seemed to lose interest, hoping the ship would simply go away while *Mohawk* lay at her dock slowly growing older and neglected.

The *Mohawk* did go away eventually, bought privately and moved to Perth Amboy and other sites before finally ending up at her current dock on Staten Island, near the Bayonne Bridge. Her owners have no plans for the vessel and insist she must leave.

So what happens now? Attempts have been made for the past 10 years to convert the *Mohawk* into a floating or even land-bound museum but a lack of funds and a suitable location are lacking. It's a shame to see her slowly deteriorate and be vandalized, especially for someone like myself who served aboard her. Hopefully, things will work out but for now, the historic *Mohawk* sits alone at a pier on Staten Island.

John Stamford

### ONE HUNDRED YEARS AGO...

- The average life expectancy in the U.S. was 47.
- Only 14% of U.S. homes had a bathtub.
- Only 8% of U.S. homes had a telephone.
- There were only 8,000 cars in the U.S. and only 144 miles of paved road. Maximum speed limit in most cities was 10 mph.
- More than 95% of all births in the U.S. took place at home.
- One in ten U.S. adults couldn't read or write. Only 6% of all Americans graduated high school.

### Rolling Thunder XV

On Memorial Day Weekend, motorcyclists from across the nation will ride to Washington, DC to be part of Rolling Thunder XV, an annual rally that draws attention to POW and MIA issues. Assembly area is at 0800 on May 26, 2002 at the Pentagon's North Parking Lot. The procession will depart at noon for a ride through Washington, DC to the Vietnam Veterans Memorial. A program will be held at the Reflecting Pool, including speakers and music with live national television coverage.

The purposes of Rolling Thunder is to support our President and our troops in the war on terrorism, to demand a full accounting of all POWs and MIAs from all past wars, and to restructure the Veterans Administration Health Care System. For more information, contact: Rolling Thunder, Inc., National Chapter 1, P.O. Box 216, Neshanic Station, NJ 08853. Ph: (908) 369-5439. Fax: (908) 369-2072) or [www.rollingthunder1.com](http://www.rollingthunder1.com).

### FS-362 In Manila

The Japanese had occupied the Philippine Islands for three years. They thought they were there to stay; they even had tons of pesos imprinted "The Japanese Government."

After the long struggle in the southwest Pacific, the U.S. had pushed the Japanese back to their last stronghold, the island of Luzon. Manila, the capital of the Philippines, is located on Luzon and the Army needed to take it. On the afternoon of Feb. 5, 1945, the Army crossed the Tulihan River and entered the suburbs of Manila.

The Coast Guard-manned Army FS-362 followed the Army on its 150 mile hike northward by delivering supplies to various ports including Lingayen and Subic Bay. On March 1st, FS-362 dropped anchor in manila harbor and a newspaper headline the next morning told us our ship



## CGCVA Auxiliary News

Greetings everyone:

Well it's time to write something for the *QD Log* again. Time has just slipped away. I don't know if I'm getting older or time is getting faster? I choose to think it's the latter.

Does anyone have a VA Hospital experience they would like to share? I'm curious to know if my husband Pat's experience is similar to everyone elses.

Are you still in the minus mode from the effects of September 11th or are you beginning to recover? I don't know what is happening in your home town but here in North Carolina our people are still losing jobs and things are not looking very good. I know that some of you (CG combat veterans) were directly affected by the events that took place in New York and Washington, DC. Tell us about them.

This column is supposed to be to you, for you,

and about you. So far I've received only one E-mail that let me know someone read the last *QD Log* column. Now quit procrastinating... get busy and let me know what is on your mind.

I especially need to know what you can do at our October Reunion in Reno. The Auxiliary is usually involved in providing refreshments following the Opening Ceremony and assisting with registration. We do many other things as well, even tending bar at times, so I'd really appreciate hearing from you to see what you can help out with. E-mail me at [reliancepci@aol.com](mailto:reliancepci@aol.com). Shirley



**SHIRLEY RAMSEY**



### Coast Guard Combat Veterans Auxiliary Membership Application

Name: \_\_\_\_\_ Date: \_\_\_\_\_  
Last First Init.

Address: \_\_\_\_\_  
Street or Box Number City State Zipcode

Eligibility: \_\_\_\_\_ Sponsors Name: \_\_\_\_\_  
Wife, Husband, Daughter, Son, Other-Explain

**Amount of Membership Dues enclosed: \$ \_\_\_\_\_ Dues: \$10.00 Every 2 Years**

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**Jennifer Graviss, Secretary/Treasurer**

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**Shalimar, FL 32579-1242**

CGCVA Form #3A (Rev. 12/96)

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## Coast Guard Combat Veterans Association

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**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 member of the CGCVA in "Good Standing," stating that you served with him on a particular ship/station during a particular period of time. Haitian service has recently been authorized the Armed Forces Expeditionary Medal that qualifies for membership.

Rank/Rate: Present  @ Discharge  @ Retirement  \_\_\_\_\_

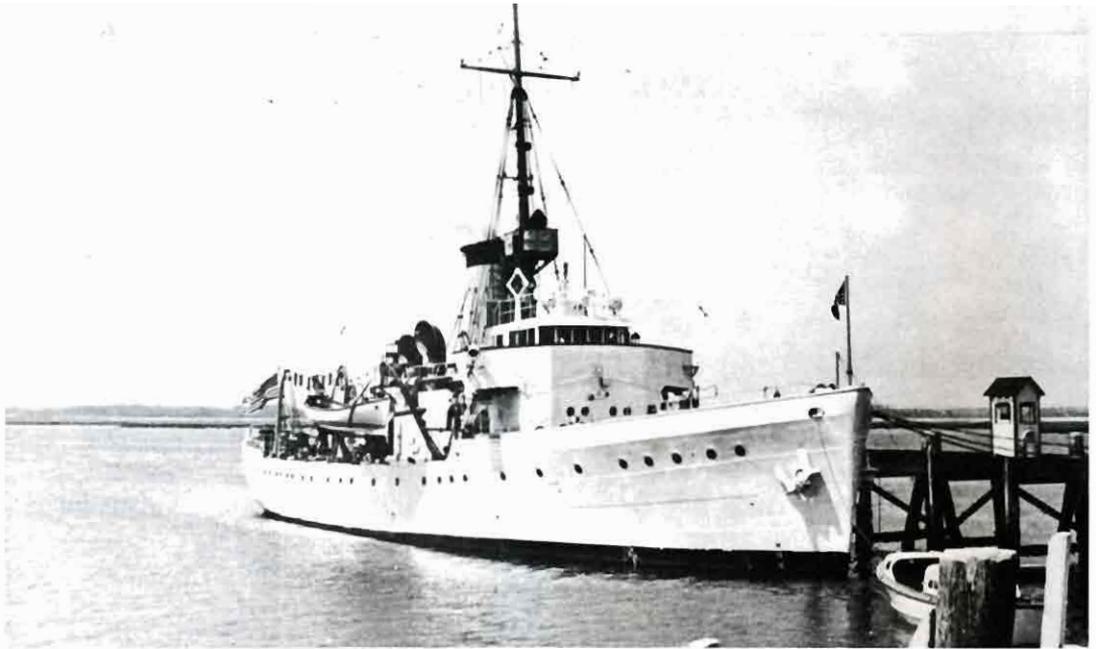
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*The USCGC Mohawk (WPG-78) at her berth in Cape May, NJ, circa 1941. Today, the historical cutter is in disrepair and docked on the northern end of Staten Island, NY. See related story on Mohawk by John Stamford inside this issue.*

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

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