



the Quarterdeck Log

Membership publication of the Coast Guard Combat Veterans Association. Published quarterly — Winter, Spring, Summer, Fall. Not sold on a subscription basis. The Coast Guard Combat Veterans Association is a Non-Profit Corporation of Active Duty Members, Retired 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 8

Fall

Number 4

From the President

It has been a very busy time for both the Association and myself since the last issue of The Quarterdeck Log, so let me bring you up to date on what has been happening.

Spring started off calmly but things started to change with the arrival of Memorial Day. First, I attended the Columbus, Ohio Memorial Day ceremonies as the CGCVA representative.

On June 25th, Baker Herbert, Ed Burke and I met with Vince Stauffer, Pat Denney, LCDR Jim Brewster, USCGR and LT Ed Swift, USCG in Washington, D.C. LCDR Brewster is the Coast Guard representative on the World War II 50th Anniversary staff and is serving on its Battle Monuments Committee. He provided information regarding the committee's plans for Normandy's 50th anniversary recognition and how the Coast Guard (specifically the CGCVA) plays a significant role in that event.

Also at this mini-meeting, Vince Stauffer tendered his resignation from the Board of Directors for personal reasons. I just can't say enough to thank Vince for all he has done for our association. He has been a gracious volunteer and was responsible for running our reunion in Reno in 1992. Due to his efforts in soliciting members from every corner of the country, that reunion had the largest turnout to date. He also turned over \$200 for the Normandy plaque to Baker Herbert. We all owe Vince our deepest appreciation for what he has done for the CGCVA and I know he will continue as one of our most ardent workers and recruiters.

At the same time as Vince's resignation, Pat Denney asked to be relieved of his duties as vice president, due to his work schedule. Pat asked if he could fill Vince's now vacant Director

position until our next meeting in 1994, at which time we will hold biennial elections. I appointed Dick Ahrens to head a selection committee for the vacant Director position and he informed me that Pat Denney will indeed be the replacement. So welcome aboard (again) Pat!

I appointed Baker Herbert to chair a selection committee for a new vice president and it gives me great pleasure to announce that Al Grantham has agreed to accept the position. Al is a retired Coast Guard captain who served aboard the *Lansing* during World War II. I look forward to working with him and feel he will be a great asset to our association now and in the future. With the growth we are experiencing, we will need a man like Al to handle the wheel through our growing pains. Welcome aboard Al!

On July 5th, my community celebrated its 75th anniversary with one of the largest Independence Day parades in Ohio. I rode in a truck and carried the Coast Guard flag. A Vietnam veterans group also had the Coast Guard flag and the mayor carried the World War II 50th Anniversary Commemorative flag.

The Governor of Ohio designated August 4th as Coast Guard Day and the Coast Guard flag flew over the State Capitol in Columbus that day. To make this happen, all it took was a letter. Maybe next year, through the efforts of our members nationwide, we can have Coast Guard flags flying over every state capitol.

On August 9th, the Navy League of Columbus celebrated Coast Guard Day. This consisted of a golf tournament involving lots of former CG personnel and some of our members, then a great buffet dinner with a Coast Guard speaker after dinner. Of the 120 people attending, over 80 were Coast Guard.

(continued)



ASSOCIATION

Coast Guard Combat Veterans Association

Officers

Richard E. Stent, Jr., President
A.D. "Al" Grantham, Vice President
E.P. "Ed" Burke, Secretary
Baker Herbert, Treasurer

Board of Directors

Raymond C. Hertica, Chairman; Gil Benoit, Four-Year; Patrick Denney, Six-Year; Richard E. Ahrens, Eight-Year; Bob Maxwell, Past President

Administrative Offices

Secretary

17728 Striley Drive
Ashton, MD 20861-9763
Messages & Fax (301) 570-5664

Treasurer

P.O. Box 544
Westfield Center, OH 44251
(216) 887-5539

Coast Guard Combat Veterans Association

Auxiliary

Edith Courter, President
Ellen Clawson, Vice President
Jane Maxwell, Secretary-Treasurer

The Quarterdeck Log

LT Ed Swift, Editor

The Administrative Offices are for contact with the Coast Guard Combat Veteran Association for all matters, i.e., change of address, membership, tax-deductible contributions, and articles and photos for *The Quarterdeck Log*

From the President (cont.)

On July 27th, Baker Herbert and I had the honor of welcoming the *CGC Escanaba* with, Mr. Ray O'Malley aboard, to the City of Cleveland. Ray is the lone living survivor from the original *Escanaba* which was torpedoed and sunk in June, 1943. We had a great visit with the *Escanaba's* skipper, CDR J. M. Krupa (and no, he's not related to Gene Krupa, because I asked).

The *Escanaba*, with Mr. O'Malley aboard as their guest, continued on to Grand Haven, Mich. for Coast Guard Day. CGCVA member Bill Herbst, who served aboard the original *Escanaba*, was our representative during ceremonies there. He also sent me a copy of the local paper, and as is usual in Coast Guard City, USA, there was a tremendous welcome for Ray O'Malley and the *Escanaba*. Thanks Bill!

To wrap this up, please take note of the new look of our masthead and these organizational changes, some of which I have already mentioned:

Vince Stauffer resigned as one of our directors and has been replaced by Pat Denney. Al Grantham has replaced Pat Denney as our vice president. Josh Sparrow has resigned as editor of *The Quarterdeck Log*. The editors duties are now in the hands of LT Ed Swift at CG Headquarters.

Beside the style change in our masthead you will see the inclusion of the official Department of Defense 50th Anniversary of World War II Commemoration logo. The CGCVA applied for and has been officially designated as a World War II Commemorative Community. This honor was recently afforded our organization by a letter from Col. Charles Kramer, USAR, Director of World War II Commemorative Communities, along with a certificate and a World War II flag.

That's all from me for now. My best wishes to our new officers and my thanks to the officers and board members who have been serving. And, of course, my thanks to you, the members of the CGCVA. Let's keep our fine association growing even stronger...I urge every member to try to recruit at least one new member before our October 1994 meeting in Norfolk. That would make us over 3,000 strong. Just think about that!

Dick Stent

From the Secretary

Again, I want to thank all of you that have sent in your supporting documents for the records. I sent out a special mailing to some of the members advising them that there wasn't anything in their files. I understand they couldn't believe it, but the good news is I've now received the necessary papers from all but three of them. I hope the others will hurry and send theirs in to me soon. The support is appreciated!

Help Your Association Operate More Efficiently

I don't believe there is any question that postage costs are high, so it's understandable that *The Quarterdeck Log* is our single biggest expenditure.

One thing that you may not know though is that we include the instruction: "Forwarding and Address Correction Requested" with your address information. This means that *The Quarterdeck Log* will get to you, even if you move without our knowledge. This convenience, however, costs us an additional 35 cents each time one is forwarded. And, when we get an average of 25 - 50 with each mailing, it does add up. To alleviate this situation, please include the CGCVA on your list of change of address cards when you relocate. It will make a difference.

Another area in which the membership can save the association some needed bucks is in membership renewal. The date of expiration of your current membership is on your membership card. Please be prompt in remitting renewals so that the cost of mailing out one or more reminders can be eliminated. In the future, we may put membership expiration dates on the address labels to assist you. By the way, if your dues coincide with the convention or reunions, renew before you go to ease the officers workload at the hotel and reduce the cash needed to be carried along.

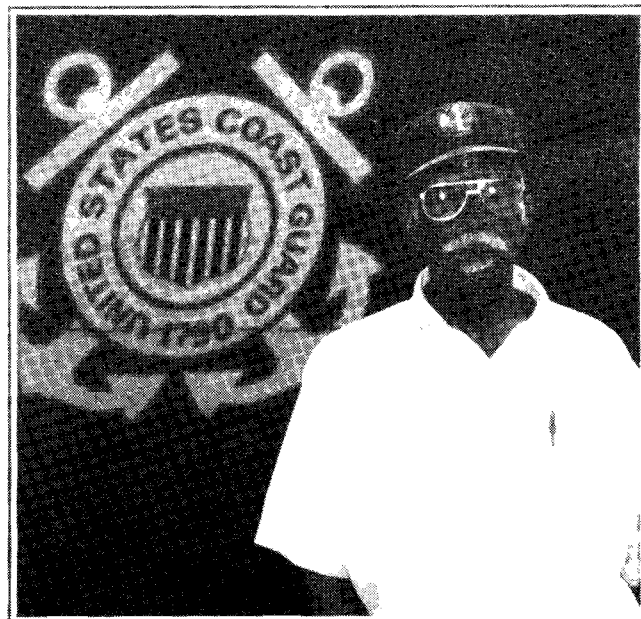
These are somewhat nickel-dime items, but believe me, those nickels and dimes eventually do count up. If you can think of some other ways that will help the association save money and operate more efficiently, please let us know. Remember, your officers do their jobs

because they love this association, and they receive no pay for their efforts, plus they all pay dues. So please do your part and make their job a little easier. Thanks!

Coast Guard Birthday Celebration - 1993

August 4th, 1993, onboard the *CGC Taney*. We had a beautiful day, hot but nice. The crew at the Baltimore Maritime Museum had the old gal looking good. Stanley Kendrick was an early arrival and by 1045 people were arriving in a steady procession. Things got going officially a bit behind schedule but no one seemed to mind; it was a great day for the CGCVA.

The Colors were presented by four members of the Coast Guard's Honor Guard, all bedecked in World War II-era uniforms. The Coast Guard Chaplain, Capt. Thomas Chadwick, provided the invocation, then Josh Sparrow introduced all the guests. Josh then read Resolutions and Proclamations our organization had received in commemoration of the Coast Guard's birthday, including ones from the President of the Baltimore City Council; the City Council of Baltimore; the State of Maryland; and the State of Kentucky. These were later presented to the Commandant's representative,



Theodore R. Brown, 90, was a surprise visitor at the Coast Guard Birthday celebration on the *Taney*. Mr. Brown was a member of the ship's commissioning crew and had not been aboard the cutter for 54 years. He served on the ship for three years, beginning with its commission in October 1936. Mr. Brown retired from the Coast Guard in 1940. (Photo by Ed Swift)

CG Birthday (cont.)

RADM Peter A. Bunch, Chief, Office of Engineering at CG Headquarters. RADM Bunch, in turn, presented the Department of Defense World War II Anniversary Commemoration certificate and flag to the CGCVA. ADM Paul A. Yost, USCG (Ret.), accepted them on the part of the Association, and the flag was hoisted to the *Taney's* yardarm while the CG Headquarters chorus sang *Semper Paratus*.

I had the pleasure to then introduce former *Taney* crewmembers in attendance and there was a pleasant and unexpected surprise. Mr. Theodore R. Brown, a Baltimore resident, had only learned that morning of our Coast Guard Day celebration on the cutter and came down to see it. Mr. Brown is 90 years old, and lo and behold, a plankowner from the *Taney*. Anyway, he was introduced and received a standing ovation. There were two CGCVA members (also former *Taney* crewmen) attending as well, Stanley Kendrick and Charles Roland, and it was good to see them.

Our group presented a framed, matted



Departed shipmates are remembered as Coast Guard Day ceremonies aboard *CGC Taney* come to a close. Ceremony participants included (from left) CAPT Ron Marafioti, RADM Peter A. Bunch, Chaplain CAPT Thomas K. Chadwick, CGCVA Secretary Ed Burke, and ADM Paul A. Yost, past commandant. (photo by Ed Swift)

photograph of the officers and crew onboard the *Taney* to Jennifer Hevell, deputy director of the Baltimore Maritime Museum. The photo was taken August 4th, 1937, exactly 56 years before. Theodore Brown looked at the photo and said, "That's me, right there," pointing to a tall, slim figure near the end of the front row. The framed photo will become part of the floating museum.

CAPT Thomas K. Chadwick, the Coast

Guard Chaplain led a prayer for our departed shipmates and there was a moment of silence. The CGHQ Chorus sang the *Coast Guard Hymn*, the Colors were retired and everyone joined in singing *God Bless America*. The ceremony ended and we all enjoyed a delicious lunch, spiced by a number of sea stories by the many ex-Coasties present. All in all, it was a great event with about 100 attendees. Let's do it again next year!

Ed Burke



Members of the Coast Guard's Honor Guard, each wearing World War II-era uniforms, presented the Colors aboard *Taney* in superb fashion. (photo by Ed swift)

From the Treasurer

As of August 12th, our Association had a total of \$6,832.02 in funds. Of this amount \$2,622 has been allocated to the Normandy Plaque and \$3,460 is in the Life Membership Account. We have \$750 available for expenditures. Dues are arriving now and the payment of same is greatly appreciated.

Also as of August 12th, 1490 members have signed up since CWO4 Stanley B. Anderson, USCG (Ret.), *Sequoia*, *Mintaka*, *Gen. Mitchell*, *Taney*, *Chaüttaugua* and *Northwind* sent in the first \$20 on 8/26/87. Up until "Andy's" dues came in, the CGCVA operated entirely on "donations."

The CGCVA has no paid employees, pays very little expenses and uses most of the dues received on our quarterly newsletter, *The Quarterdeck Log*. We are currently purchasing equipment to help with membership processing and provide us with a data base that can be accessed easily.

CGCVA Items Now Available

Here's a list of CGCVA items now in stock, ready for sale and their prices. All items can be ordered by sending a check payable to CGCVA to Baker Herbert, P.O. Box 544, Westfield Center, OH 44251-0544:

- CGCVA Baseball Cap, dark blue with gold lettering; Plain Visor (\$10); Senior Officer "Eggs" (\$12); Flag "Eggs" (13).
- CGCVA 4" Logo Decal for Window (\$2).
- CGCVA Logo Embroidered Patch (\$5).

Besides the CGCVA items available through the Association, here are some general Coast Guard items available through CGCVA:

Coast Guard Line Art. Line art of several Coast Guard cutters and CG-manned naval vessels are now available through the CGCVA. Prints include:

<i>USS Joseph T. Dickman</i>	<i>USS LST 785</i>
<i>Various Landing Craft</i>	<i>CGC Taney</i>
<i>CGC Eastwind</i>	<i>CGC Duane</i>
<i>Sea Cloud</i>	<i>Cobb</i>

There is a limited number of each, so send for yours today. They're only \$10 each plus mailing costs (and it's tax-deductible). Sale of these prints will provide some needed money in the CGCVA coffers and you'll have a professional, suitable for framing print of a famous Coast Guard cutter or CG-manned vessel. Order through the Secretary.

Baker Herbert

Association News

Help With Our Recruiting Goal

We're hoping to have 2,500 members when we get to Norfolk for our CGCVA Reunion and Convention next October. Several of our members such as Al Courter, John Stamford, Al Grantham and Art Green have had their names on many membership applications as sponsors this past year. Let's help them out and our association. As Dick Stent indicated, if each current member could sponsor one new member, we'd have over 3,000 in the CGCVA. Let's give it a try!

A CGCVA membership application form is included in the newsletter (one for our Auxiliary too!) Don't forget to inform prospective members of the need for supporting documentation.

And speaking of membership, congratulations to those listed below who have become life members in the CGCVA:

New Life Members

Hartley B. Anderson	G. Irving Stern
Gregory Tolmas	Ed Jervis
John Carnila	Victor Adams
Jerome Fischer	William Jenkins
Joseph Kleinpeter	Milo Jordan
Neal Nelson	Charles Peterson
John Price	John Stamford
RADM Glenn Thompson	George Tarrant
ADM Paul A. Yost	Walter Swett
Kenneth Bilderback	T. Marvin Duncan
R.T. Allen McKenzie	Dave E. Williams

Association News

(cont.)

Normany Plaque Update

Our Association continues to be a primary representative for the Coast Guard in regards to 50th anniversary celebration activities for D-Day. One project we have undertaken is the purchase, design and placement of a commemorative plaque at Normandy next year. This is quite an endeavor but one that the members of the CGCVA will be very proud of. As such, any support toward this project is appreciated.

Our officers have held meetings with LCDR Jim Brewster, USCGR, who is assigned to the Battle Monuments Committee on the World War II 50th Anniversary Commemorative Committee. Jim has been extremely helpful and has kept us up-to-speed regarding the committee's plans.

D-Day's 50th anniversary is less than nine months away but we expect our plaque to be ready. Wording on this plaque must be approved by the committee and we have already submitted a first draft. We are looking around for the best representative plaque but, at the same time, must be concerned with the cost. While some of the details are still being worked out, be assured that the final product will be a professional and lasting tribute to the Coast Guard, appropriately recognizing our Service's many contributions to the D-Day invasion.

As mentioned, your support is appreciated. All monetary contributions for the Normany Plaque are tax-deductible and should be made payable to the CGCVA.



Attention Members:

This is your last opportunity to get your bio's and/or stories included in our Coast Guard Combat Veterans Association book. To participate, send material as soon as possible to Dick Stent, Jr. This book, being produced by Turner Publishing Company, will be proof-read in December, so all materials to be included must be in their hands no later than October 31st.

This long-awaited book will be published shortly after the first of the year, 1994. It's not too late so get your stories in and place your order using the form below.

Coast Guard Combat Veterans *mail to:* **Turner Publishing Company** **P.O.Box 3101 • Paducah, KY 42002-3101**

PLEASE PRINT

NAME _____		
ADDRESS _____		
CITY _____	STATE _____	ZIP CODE _____
DAYTIME PHONE NUMBER _____		
METHOD OF PAYMENT		
<input type="checkbox"/> CHECK	<input type="checkbox"/> 	<input type="checkbox"/> 
CREDIT CARD NUMBER _____	EXPIRATION DATE _____	
CARDHOLDER'S NAME _____		
NAME TO BE EMBOSSED (UP TO 24 SPACES)		

_ PLEASE SEND ME _____ COPIES OF THE STANDARD EDITION @ \$48.00 EACH.		
_ PLEASE SEND ME _____ COPIES OF THE LEATHER EDITION @ \$84.00 EACH.		
_ PLEASE INCLUDE \$5.00 FOR EACH EMBOSSED BOOK ORDERED.		
_ PLEASE INCLUDE \$5.00 FOR FIRST BOOK AND \$2.50 FOR EACH ADDITIONAL BOOK, POSTAGE AND HANDLING.		
_ PLEASE MAIL ME A FREE MILITARY CATALOG, FEATURING MORE THAN 100 TITLES.		

For office use only: LH 2

Check # _____ Amount _____ Emboss Code _____
Bio _____ Photos _____ Bio. Photo #s _____
Misc. Photo #s _____

Association News (cont.)

1994 CGCVA Reunion/Convention

As you have been previously advised, our next Reunion/Convention will be held October 26-30, 1994, at Norfolk, Virginia. We have contracted with the Howard Johnson Hotel in Norfolk for the cost of \$50 per night (double occupancy) with tax included. The hotel is undergoing renovation at this time and it will be in very good condition when we get there.

We will be provided a large room for registration and displaying memorabilia. The room will also have a double-sided bar to accommodate members. If the anticipated response from the membership is there, we will likely be the only guests in the hotel. Anyway, the price is quite fair for the area and Howard Johnson restaurants are noted for good food.

In addition to the wonderful comradery we'll enjoy, the Norfolk area offers a variety of entertainment, including but certainly not limited to:

Waterside Festival Marketplace
U.S. Naval Base
Douglas MacArthur Memorial
St. Paul's Episcopal Church
Spirit of Norfolk (harbor cruise)
American Rover (sailing vessel)
Wells Theater/Virginia Stage Company
Carrie B (riverboat)
Chrysler Hall and Museum
Virginia Zoological Park
Norfolk Botanical Garden
Norfolk School of Boatbuilding
Norfolk Trolley Tour
Antique Automobile Club of Tidewater
Friendship Park & Taiwanese Tower
Rowena's Jam & Jelly Factory
Adam Thoroughgood House
Hunter House Victorian Museum
d'Art Center
Moses Myers House
Hermitage Foundation Museum
Busch Gardens
Colonial Williamsburg
Jamestown/Yorktown
Air & Space Center
U.S. Coast Guard Base Portsmouth

These are but a few of the things to get you thinking about the fun times at the 1994 Reunion. Of course there will be other surprises, so stay tuned. If you would like more information on the area, write to:

Norfolk Convention & Visitors Bureau
236 East Plume Street
Norfolk, VA 23510
(804) 441-5266 (804) 622-3663 (fax)

So start making notes! Save your money! Get ready for the "big one!" Get ready for Norfolk! Additional information will be provided through *The Quarterdeck Log* as we get closer to the Reunion date. There will be drawings for "Early Registration" prizes. And remember...the goal of 2500.

CGC Taney Historic Photo Available

Black-and-white picture prints (8" x 22") of CGC *Taney's* officers and crew, dated August 4, 1937 at Pier 5A, Honolulu, Hawaii, are available for \$35 each. This is the pier where the *Taney* was moored on December 7, 1941 and a famous painting in the Coast Guard Art program depicts the cutter's anti-aircraft efforts during the attack on Pearl Harbor.

This is the same print that our Association framed and presented to the Baltimore Maritime Museum during Coast Guard Day festivities onboard the *Taney* this past August 4th.

The prints cost \$29 to produce, so, even with the mailing costs, the association doesn't make much. But every bit counts and it really is a lovely keepsake.

If you're interested, send checks to the administrative office at Ashton, Md. Make checks payable to CGCVA and the photographs will be in your hands within 2-3 weeks.

Looking For "Donald Duck" Hats

The Coast Guard Honor Guard is looking for pre-1974 white flathats and/or the white hat covers that went on them. Besides participating in numerous events in present-day uniforms, the Honor Guard makes appearances in historical Coast Guard uniforms as well. Any help would be appreciated. Please send items to the Secretary.

Reunions

AP Transport Association Annual Reunion, June 12-16, 1994 in Omaha, Neb. AP Transports *USS Generals William Mitchell (AP-114)*; *George M. Randall (AP-115)*; *W. H. Gordon (AP-117)*; *W. P. Richardson (AP-118)*; *William Weigel (AP-119)*; *J. C. Breckenridge (AP-176)*; and *Admiral W. L. Capps (AP-121)*. **Contact:** Chuck Ulrich, 35 Oak Lane, New Hyde Park, NY 11040-2339. Phone: (516) 747-7426.

U.S. Coast Guard Rescue Flotilla #1 veterans and their traveling companions: Be part of the Normandy 50th anniversary celebration in England, June 1994. Travel packages from stateside to Poole, England in time for the Normandy celebration. **Contact:** Jack Campbell, 6 Poplar Avenue, West Long Branch, NJ 07764. Phone: (908) 229-2413 or fax (908) 988-5436.

USS Howard Crow (DE-252). Oct. 23-26, 1993 at Adeeb's Sea Turtle Inn, One Ocean Blvd., Atlantic Beach, FL 32233. **Contact:** Nicholas A. Marina, 3651 Pegg Avenue, Columbus, OH 43214

USS DeLong (DE-684). Oct. 10-14, 1993 in Annapolis, Md. **Contact:** Billy Owens, P.O. Box 8024, Norfolk, VA 23503-0024. Phone: (804) 583-4285.

USS Meredith, DD-890, DD-165, DD-434 and DD-726. Nov. 2-6, 1993 in Ashville, N.C. **Contact:** Joe Sufczynski, 812 Oakleigh Beach Road, Baltimore, MD 21222. Phone: (410) 477-5535.

CGC Minnetonka (WHEC-67). Summer of 1994. **Contact:** Jon R. Peltier, P.O. Box 7812, Bend, OR 97708-7812.

Greenland Patrol. Oct. 10-14, 1993 in Daytona Beach, Fla. **Contact:** Al F. Courter, 14334 Thornwood Trail, Hudson, FL 34669 or John Stamford, 1533 Wales Avenue, Baldwin, NY 11510. Guest speaker will be CDR Bruce E. Melnick, USCG (Ret.), the only Coast Guardsman to make a space flight on the *Endeavor* and *Discovery* space shuttles.

USS Callaway (APA-35). Oct. 4-8, 1993 in Virginia Beach, Va. **Contact:** R. L. Stambach, 4283-b Island Circle, Fort Myers, FL 33919-4427. Phone: (813) 481-0359.

USS Aquarius (AKA-16). Oct. 7-11, 1993 in San Diego, Calif. **Contact:** Jim Martin, 200 El Camino, Space 359, Oceanside, CA 92054. Phone: (619) 433-6508.

USS LST 789. Oct. 7-10, 1993 in San Antonio, Tex. **Contact:** Charles E. Searcy, 10628 Northboro, Dallas, TX 75230. Phone: (214) 739-8033.

USS Rhodes (DE-384). Oct. 10-14, 1993 in Charleston, S.C. **Contact:** Irvin Blaszyński, 7060 Monroe Street, Niles, IL 60714.

USS LST 69. Oct. 14-18, 1993 in San Antonio, Tex. **Contact:** Doc Iverson, 8840 Major Avenue, Morton Grove, IL 60053. Phone: (708) 965-0698

USS Howard D. Crow (DE-252). Oct. 23-26, 1993 in Jacksonville, Fla. **Contact:** Wally Dusablon, 1544 York Road, Hartsville, PA 18974. Phone: (215) 675-6313.



Reunions

continued

Looking for CGC Sassafras crewmembers. Would like to hear ideas for a 50th anniversary celebration of cutter's commissioning and reunion in May, 1994. **Contact:** James F. Lucke, 223 West Washington Street, Apt. 10, Medina, OH 44256.

Looking for USS Belle Grove LSD-2 crewmembers for 50th anniversary reunion of all former crewmembers and marines in transit. Would like to hold reunion in July, 1994 in Des Moines, Idaho (flooded out in 1993). **Contact:** Del Catron, 14732 Van Buren Street, Midway City, CA 92655. Phone: (714) 897-1787.

Classified Ads

V.I.P. TRAVEL - MEDINA

5041 Victor Drive, Suite C., P.O. Box 1408
Medina, OH 44258-1408 (216) 722-5554
1-800-926-5554 or fax (216) 722-6639

Going to Norfolk in '94?

Are you planning to attend the Coast Guard Combat Veterans Convention/Reunion in Norfolk in October, 1994? If so, let V.I.P. Travel - Medina handle all the travel arrangements for you! It's at no extra cost to you and it helps the group earn free air travel for an attendee who otherwise would not be able to attend.

We will again be obtaining special rates for the group but will use the lowest airfare available, which in most cases is the senior citizen discount. These rates and schedules will be available right after the first of the year so be thinking about attending and call **Peg Boksner at V.I.P. Travel - Medina at (800) 926-5554** and make your CGCVA Convention/Reunion reservation.

Anyone planning to go to France in June, 1994, to attend the 50th Anniversary of the invasion of Normandy, should be making their reservations now. Space is limited and will be at a premium.

Call Peg to check on fares, schedules and savings that are available to you. We look forward to working with you for all your travel needs!

Miscellaneous

- Coast Guard Clock that runs on one "AA" battery, available through CGCVA member Chester Csontos at 5212 State Rd., Wadsworth, OH 44281.

- Beautiful Miniatures, 5" high that can be painted in CG uniform of your choice. **Contact:** CGCVA member RADM Ken Wiman, USCG (Ret.) at 305 Rexburg Ave., Ft. Washington, MD 20744.

- Belt Buckles, Hopefully, CGCVA member **William Blomstrom** at HCR 77, Box 41312, Pahump, NV 89041, is still making the beautiful belt buckles with our CGCVA logo.

Classified Ads

(continued)

1994 Calenders.

Coast Guard in Action calender is our best yet! This year as always, each month features a spectacular photograph of the Coast Guard. Four **FREE** postcards are included. Choose from the following at the low, low price of \$3.95 per calender, plus shipping and handling:

- **1994 Coast Guard in Action**
- **1994 Marines in Action**
- **1994 Beautiful Light-houses**

Available through Horizon Images, Inc., 6841 Pershing Street, Hollywood, FL 33024. Phone: (305) 962-0868 or (800) 658-0001.

Vietnam: Our Story, One On One.

Gary D. Gullickson, VV Publishing, Vietnam Veteran, P.O. Box 296, Byron, MN 55920. This is a special book, not because it was written by 59 Vietnam veterans, but of what the book has done. It brought together those 59 veterans and they wrote about the darkest time in their lives and now their efforts may help someone else in need.

In the first year of its release, 1992, this book gave back several thousand dollars to Vietnam veterans, their families, and the

children of this country. The goal of this book is not to achieve fame and fortune, but to help others. Your support is needed now. This book has no financial backing, no distributors, and is not stocked in any bookstore. It is sold one at a time to people who care. Be one of them and show these veterans you care for them and their cause.

The below order form is provided to obtain your copy of

Send **VIETNAM: OUR STORY, ONE ON ONE** to:

Name: _____

Street/P.O. Box: _____

City/State/Zip: _____

Make check or money order payable to:

Gary Gullickson or VV Publishing

Mail to: P.O. Box 296, Dept. G, Byron, MN 55920

Special Price \$15.00

Includes shipping and handling

Please check box if you would like to be on our mailing list
500 numbered hard cover copies available \$25.00

Please feel free to make copies of this form

YOUR COMMENTS ARE WELCOME

Mail Buoy

The following section is for letters, notes, photographs and other materials submitted by you, our readership. Here's your chance to "Sound Off." We would appreciate if your items be typed or printed legibly. No guarantees that it will be printed but give it a shot anyway. The Quarterdeck Log doesn't have a staff of writers, that is unless you count the entire membership of the CGCVA. In that case, we have plenty. How about trying your hand at a story. I'm sure the readership would enjoy it!

Mail Buoy

(continued)

Dog Mascots On Coast Guard Cutters

CGCVA member Jim Bunch is seeking stories, tales, and photos regarding the below named "dog" mascots of the respective cutters:

Mackinaw (Maggie); Klamath (Max); Northwind (Oliver); Westwind (George); Winona (Champ); Taney (Soogie); Storis (Red Dog); Androscoggin (name unknown: aboard in late 50s, early 60s).

He would also appreciate similar information and photos on other ships' "dog" mascots. Photos will be copied and returned. Forward materials to: James C. Bunch, P.O. Box 871, Floral City, FL 34436

World War II 50th Anniversary Coins

Coins minted in commemoration of the 50th anniversary of the United States involvement in World War II are now available.

Public Law 102-414, signed by President Bush on Oct. 14, 1992, authorized the minting of gold five-dollar, silver one-dollar, and cuprobrass clad half-dollar coins symbolic of the involvement of the United States.

The commemorative coins can be ordered in 13 separate options, ranging in price from \$10 to \$485.

For further information, call 1-800-892-9944 or write: United States Mint, Customer Service Center, 10001 Aerospace Drive, Lanham, MD 20706.

USCGC Escanaba Remembered

On June 13, 1993, on the occasion of the 50th anniversary of the sinking of the USCGC Escanaba (WPG-77), a memorial service was held on board the current Escanaba (WMEC-907) at the

USCG Support Center, Boston, Mass.

In attendance, and addressing those in the audience along with First District Commander RADM Joel D. Sipes, was CGCVA member Raymond O'Malley, the only remaining survivor of the still undetermined explosion which sank the cutter. It is widely believed to have been a torpedo from a German U-boat, but never confirmed.

Attention Georgia Veterans

The State of Georgia has enacted legislation entitling Georgia veterans, who have been awarded the Purple Heart, to receive one free license plate. If the eligible Purple Heart veteran desires more than one of the plates, they must pay the regular license fee plus the manufacturing fee of \$40.

Also, in other veterans legislation, disabled Georgia veterans, not rated by the Department of Veterans Affairs, can apply for a distinctive disabled veterans' license plate.

Veterans are entitled to the distinctive plate if they are disabled to the degree specified in Georgia Code 40-2-69, regardless of whether they suffer from a service-connected or non-service-connected disability.

Georgia veterans should contact the nearest field office of the Georgia Department of Veterans Services.

Apologies go out to members of the CGC Alexander Hamilton (WPG-34) Memorial Survivors Association for the error in their ad in the last *Quarterdeck Log*. Donations should have been directed to Thomas V. Mullings, 8002 Aladdin Drive, Laurel, MD 20723 and **NOT** to the USCG Academy Public Affairs Office, New London, Conn. Sorry for the error!

Mail Buoy

(continued)

Vietnam Squadron One

CGCVA member **Jim Bunch** desires to hear from crewmembers of the below Vietnam Coast Guard Squadron One cutters involved in the enemy trawler actions of Feb. 29 - Mar. 1, 1968: *USCGC Points Grace, Grey, Hudson, Marone, and Welcome*.

Jim can be reached at P.O. Box 871, Floral City, FL 34436.

Pearl Harbor Survivors Dedication

On Oct. 15, 1993, the Pearl Harbor Survivors Association (PHSA), will dedicate a Memorial Plaque at the Coast Guard Academy in New London, Conn.

CGCVA members desiring further information can contact the PHSA Connecticut State Chairman, **Mr. Arthur Schreier**, 113 Cutlet Street, Watertown, CT 06795; or call him at (203) 274-3630.

Dallas -Fort Worth National Cemetery

The U.S. Department of Veterans Affairs has begun land acquisition and master planning actions to develop a National Cemetery in the Dallas - Fort Worth, Tex. area.

The cemetery will be located in the Southwest Dallas - Hill County area on the eastern shore of Mountain Creek Lake, immediately adjacent to the Baptist University. The project's initial construction (contingent upon Congressional appropriation of funds) could begin as early as Oct. 1994, with the first phase available for burials in 1997.

Georgia Veterans Memorial State Park and Museum

The Georgia Department of Natural Resources operates and maintains the "Georgia

Veterans Memorial State Park", located at Cordele. Also located at the park is a "museum" which is set up by "wars" and artifact displays of the various branches of the armed forces, dictated by donations. At this time, the information on the Coast Guard's participation in America's wars and conflicts is very limited, as are the exhibits.

CGCVA member Jim Bunch has been in contact with the Park personnel, and has been advised that the Museum is in the process of being changed and augmented. They are desirous, at this time, of adding exhibits highlighting the Coast guard's actions, contributions and achievements in America's wars and conflicts. They are particularly interested in obtaining information from Georgia Coast Guard veterans.

Those CGCVA members wishing to donate some Coast Guard artifacts, photos, etc., should write to (or call): **Mr. Mike Goodwin**, Interpretive Ranger, Georgia Veterans Memorial State Park and Museum, 2459-A Highway 280 West, Cordele, GA 31015. Phone: (912) 276-2716.

Please do not forward any materials or artifacts before contacting Ranger Goodwin first.

Iwo Jima Remembered.

A memorial service and banquet commemorating the 49th anniversary of the bloodiest battle in Marine Corps history, Iwo Jima, will be held at the South Seas Mesa Staff NCO Club, Camp Pendleton, Oceanside, Calif. on Saturday, Feb. 19th, 1994, preceded by planned activities the day before. The men, wives and friends of the Third, Fourth and Fifth Marine Divisions, as well as those Army, Navy, Air Force, Coast Guard and Merchant Marine personnel involved in the operation and the general public are cordially invited to participate. **Contact:** Jack Claven, 403 Primrose Place, Glendora, CA 91740. Phone: (818) 335-2483.

Mail Buoy

(continued)

Looking for QMs and/or SMs that went to Signal School at Ellis Island. **Contact:** Bob Iles, 339 Pennbrook Avenue, Lansdale, PA 19446.

Looking for crewmembers from the CGC Tupelo. **Contact:** John J. Tracey, 11 Session Street, Wellesley, MA 02181.

Nevada State Cemetery

On Feb. 18, 1993, the Department of Veterans Affairs announced the awarding of a \$135,980 grant to the State of Nevada for improvements to the State Veterans Cemetery in Boulder City.

This grant covers one-half of the total estimated cost of the \$271,960 project, which involves the development of eight acres providing an additional 3,824 gravesites.

Nevada currently has no national cemetery and the nearest one, open for burials, is Riverside National Cemetery in California.

World War II Memorial Act Signed

On May 25, 1993, Public Law 103-32 was signed by the president. This Act now authorizes the construction of a memorial on federal land in the Washington, D.C. area, to honor members of the United States Armed Forces who served during World War II, and commemorates our country's participation in that great conflict.

The major source of funding for the construction of the World War II Memorial will be from the sales of World War II Commemorative Coins (PL 102-414).

Vietnam Veterans Wanted For Study

Researchers at the University of California in Irvine are conducting a study of the after effects

of the Vietnam experience among veterans of that war. Participants in the study will be provided, and asked to complete, an anonymous and confidential mail questionnaire which **is not** associated with the DVA or any other government agency. The information will be studied statistically and **will not** reveal any participant's identity.

Vietnam veterans who would like to participate in this study can call 1-800-359-3694 or write to: Roxane Cohen Silver, Associate Professor, School of Social Ecology, University of California Irvine, Irvine, CA 92717.

Coast Guard Clinic Dedicated in Memory of World War II Medical Officer

On June 13, 1993, the Medical and Dental Clinic at Coast Guard Training Center Petaluma, Calif., was dedicated in memory of "**Assistant Surgeon Ralph R. Nix, USPHS.**"

Dr. Nix was the medical officer assigned to the *USCGC Escanaba (WPG-77)* in 1943. He was posthumously awarded the Navy Commendation Medal for his performance when the *USAT Dorchester* was sunk on Feb. 3, 1943. As the *Escanaba* picked up 133 survivors from the frigid waters off Greenland, Dr. Nix, with the assistance of *Escanaba* crewmembers, organized, directed, and carried out a massive first aid effort. This effort resulted in saving many lives who otherwise would have perished.

Dr. Nix was among the 101 men who perished June 13, 1943 when the *Escanaba* was sunk.

In addition to the dedication plaque hanging in the Clinic, a bronze plaque has been mounted on a piece of granite in the Clinic's garden.

Mail Buoy

(continued)

Persian Gulf Veterans National Medal

Another recently signed Public Law authorizes the minting of the Persian Gulf Veterans National Medal. Purchasers can choose between two display options -- a Presentation Package for \$15.50 or a Collector's Package for \$12.50.

For further information, call 1-800-892-9944 or write: United States Mint, Customer Service Center, 10001 Aerospace Drive, Lanham, MD 20706.

DAV Scholarships

Disabled American Veterans scholarships for the 1994-95 academic year are now available. To be considered, applications must arrive at DAV National Headquarters before Nov. 15, 1993.

These scholarships, ranging from \$200 to \$3000 a year, are for children of disable veterans who are unable to afford the cost of college. Membership in the DAV is not required, but one parent must have a disability recognized as service-connected by the DAV or a branch of the armed forces.

Scholarships are limited to four years, and are awarded on the basis of scholastic records, test scores and financial need. All applicants must take either the SAT or ACT.

For further information and details about this program, write to: DAV National Headquarters, Scholarship Program, P.O. Box 14301, Cincinnati, OH 45250-0301. Remember, applications must be received by Nov. 15th.

World War II Uniforms Needed

The Coast Guard Academy is seeking the use of three World War II-era uniforms, one each of Coast Guard, Army and Army Air Corps. They have already already obtained Navy and Marine

Corps uniforms from that period. The uniforms will be used by the Academy Cadet Color Guard during spring and fall parade reviews. It doesn't matter if the uniforms are enlisted or officer.

If you have or know of a uniform the CG Academy can borrow through the end of 1995, contact CAPT Myron Tethal at (203) 444-8280.

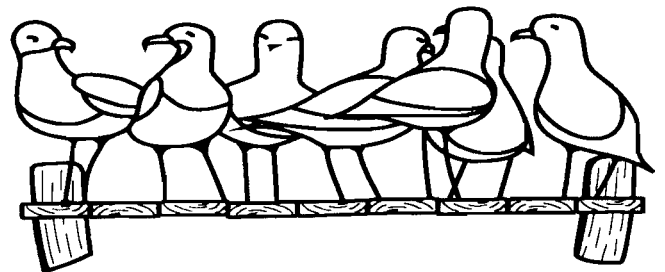
Attention Florida CGCVA Members:

As your state CGCVA membership chairman, I want your ideas and input on how we can improve our association. We are a national group but only really get to see and hear each other once every two years at the Reunion. I'd like to open the lines of communication a little wider.

If you can't attend the next reunion, send me your message and I'll see it gets passed along. Keep in mind though, nominations for office, suggested changes to the by-laws and other items you may come up with all have to be in the Board of Directors hands at least six months before the Reunion or Fall, 1994 meeting. So you've got until next spring to get your ideas to me.

I know there's a lot of good ideas and material out there, so put on your thinking caps and let's do it for the association. Semper paratus!

Albert F. Courter, CWO4 (Ret.)
14334 Thornwood Tr.
Hudson, FL 34669
Phone: (813) 856-7387



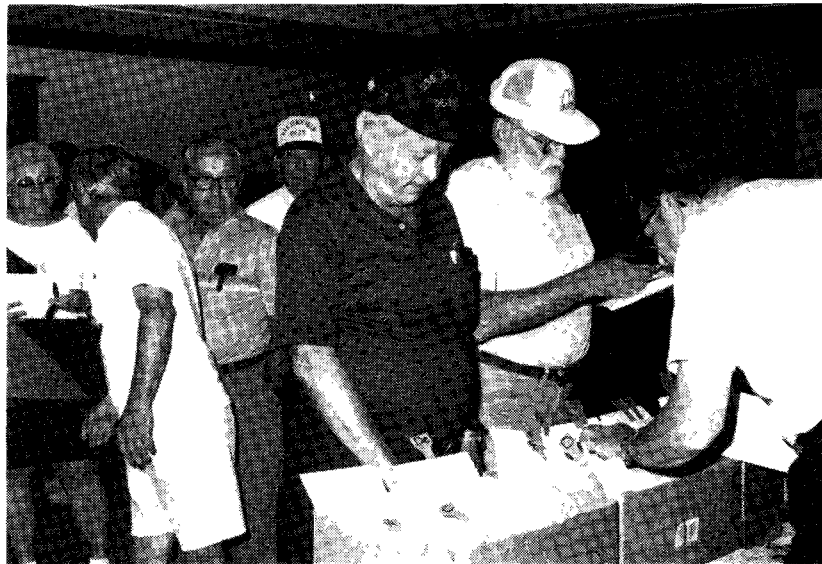
Special Photo Coverage...

***DESA Reunion in Nashville, TN
September 6 – 10, 1993***

All photos by Art Green – CVCGA Official Photographer



23 crew member survivors who attended the USS Menges reunion are: Seated ... Henry E. Ford, Harold Brewster, Harvey J. Post, Ernest Vernachio, George Thompson and Marion Todd. Second row ... Art Green, Frank McCabe, Norman Yankovich, Warren G. Tubbs, Horace Nethery, Bob McMichael, Robert Babcock, George Duffy and John Lawless. Back row ... Walter Lloyd, Carl Dize, Bill Sealy, Frank Bice, L.W. Nolen, Earl Huntzinger, Clete Waldmiller and Toney Logan.



Getting their credentials at the registration desk of the DESA convention in Nashville, TN are: Ed Hopfgarten (with the dark hat), USS Savage DE 386, and Russ Mullin, USS Goss (with the white hat).



Coastguardsmen of the USS Richey DE 385 meet at their ship's reunion in Nashville and display a new dramatic painting of the Richey. Seated, left to right, are: Roger Tyler of Louisville, KY.; Don Pavey, Olathe, KS.; and Donald Marks, Sebastian, FL. Standing are: Charles Bennett, Albany, N.Y.; Jim Rich, Blue Springs, MO.; Hank Konrad, Livonia, MI.; and Bill Mansfield, St. Petersburg, FL.



Three Coast Guard DE's represented by this group of four men. Left to right ... George Mann, Jr., Sellstrom, DE 255; Dr. Martin Davis, USS Petit, DE 253; Cleveland Bell, USS Mills, DE 383; and John Cosco, of the Mills.



Two Coastguardsmen of the DE 390 fill out an application for membership in the CGCVA: William W. Sachtleben (left) of Clifton, N.J., and Max E. Moore of Hollywood, FL. Moore is a harbor pilot and marine surveyor.



Herb Reith in his mobile wheel chair handing an application for membership in the CGCVA to Morey P. Miller of the DE 383 at the DESA convention in Nashville.



At the USS Menges reunion in Nashville on September 6, two gunners mates who loaded the same 40mm meet for the first time in 49 years. Carl Lipner (left) and Earl Huntzinger greet each other. Between them are Sandy Austin, Frank McCabe, skipper of the Menges, and Norman Yankovich.



Walter Lloyd, Carl Dize, Clete Waldmiller, Henry Ford and Earl Huntzinger.



Some of the women at the Menges reunion September 6 to 10 in Nashville are: Emma Treadway, Dolly Nolen, Ann Ford, Helen Lloyd, Betty McCabe, and Joan Huntzinger.

Day Unto Day: The U.S. Coast Guard speaks on it's 154th birthday.

a 1944 Service tribute by Nick Kenny

I am the Coast Guard of the United States.
I was launched as the "U.S. Revenue Marine"
In 1790 by Alexander Hamilton under
The Treasury Department, with ten cutters,
To assure the collection of customs...

From 1797 to 1801 in undeclared war with France
My cutters operated with the U.S. Navy for the
First time, capturing eighteen of twenty-two
French vessels seized and assisting in the
Capture of two others...

In the war of 1812 my cutter "Jefferson" made
The first capture of the war, the British brig "Patriot."
My cutter "Louisiana" fired the last naval shot
At the Battle of New Orleans...

It was I who stamped out piracy in American waters
From 1814 to 1819, when my cutters chased down
Pirate ships in the Caribbean and the Gulf of
Mexico. My cutters "Alabama" and "Louisiana" finally
Destroyed Breton's Island, the pirate stronghold...

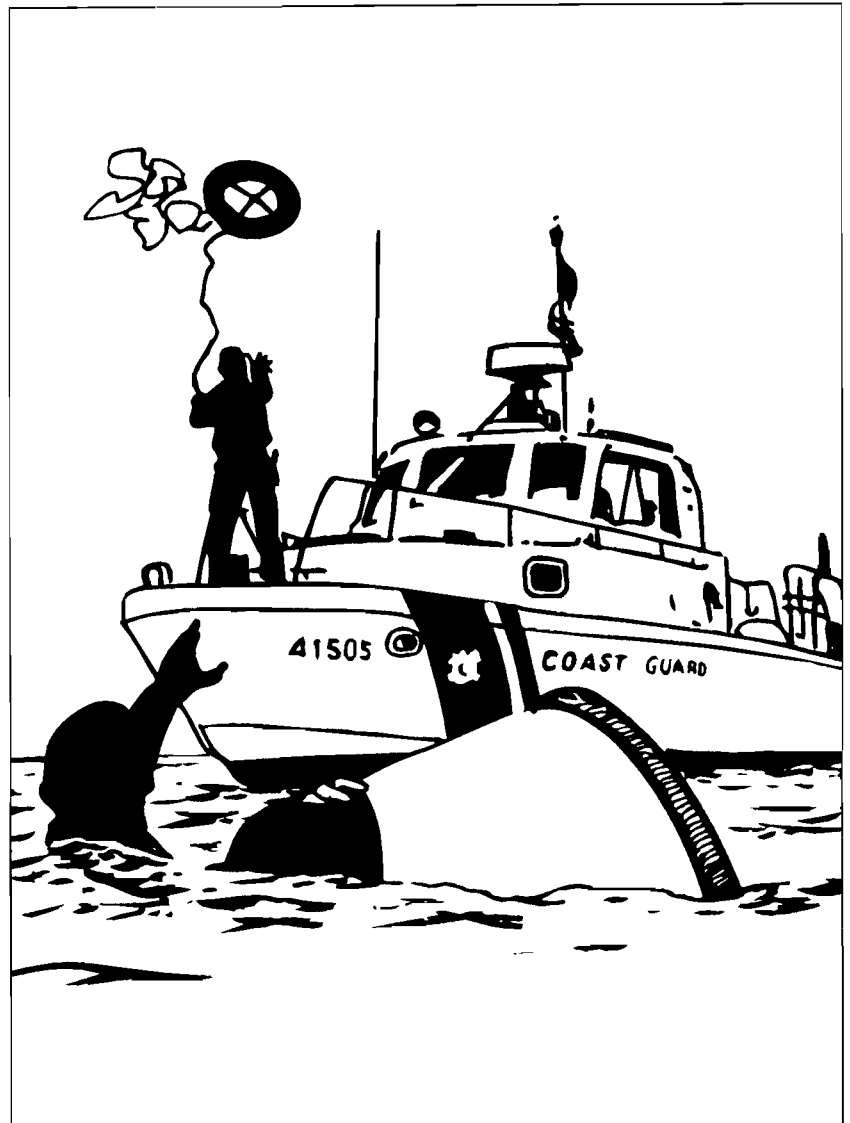
From 1836 to 1839 in the war against the
Seminole Indians my cutters guarded our forts
While my Coast Guardsmen chased invisible savages
Through the Everglades and swamps...

If you were alive in 1848 you must remember
How my cutters successfully blockaded
The coasts of Mexico in the Mexican War...
And from 1861 to 1865
In the tragic Civil War
Most of my cutters were on the side of the North
I blockaded Southern ports and my cutter "Harriet Lane"
Fired the first naval shot of the Civil War,
Returning fire on Fort Sumter.

My boys were commandos before the word
Was ever invented. My cutter "Lincoln"
Was the first U. S. ship in Alaskan waters
When Uncle Sam purchased Alaska in 1867.

My cutter "Bear" saved the whaling fleet
When it was icebound for 103 days in the Arctic
In 1897 in a daring rescue.
My cutters fought with Dewey in the
Spanish-American War,

It was my cutters that
Pioneered ship-to-shore radio communications in 1904.
I was officially called "The Coast Guard"
By an act of Congress in 1915,
Combined with the Life Saving Service.



In World War I and World War II
My boys have distinguished themselves
On the Seven Seas and on every fighting front...
I am 154 years old today...
Still full of pep...and fight...and ready for action
Whenever and wherever our priceless heritage, freedom,
Needs a two-fisted, seagoing champion!

The endless whisper of the sea is my music...
The sighing of the winds over the graves
Of my brave sons who were gathered
To the arms of mother ocean
Tears at my heart...
It is sad, sweet music...
But the sweetest music I could ever hear
Would be the bells at Christmas time this year
Pealing out the joyous tidings of a just and victorious

Old Glory

(taken from the Cumberland Military Review)

Some people call me "Old Glory," others call me the "Star Spangled Banner," but whatever they call me, I am your flag, the flag of the United States of America.

I remember some time ago people lined up on both sides of the street to watch the parade and naturally, I was always there, proudly waving in the breeze.

When your daddy saw me coming, he immediately removed his hat and placed it over his heart. Remember? And you, I remember you standing there straight as a soldier. You didn't have a hat but you were giving the right salute.

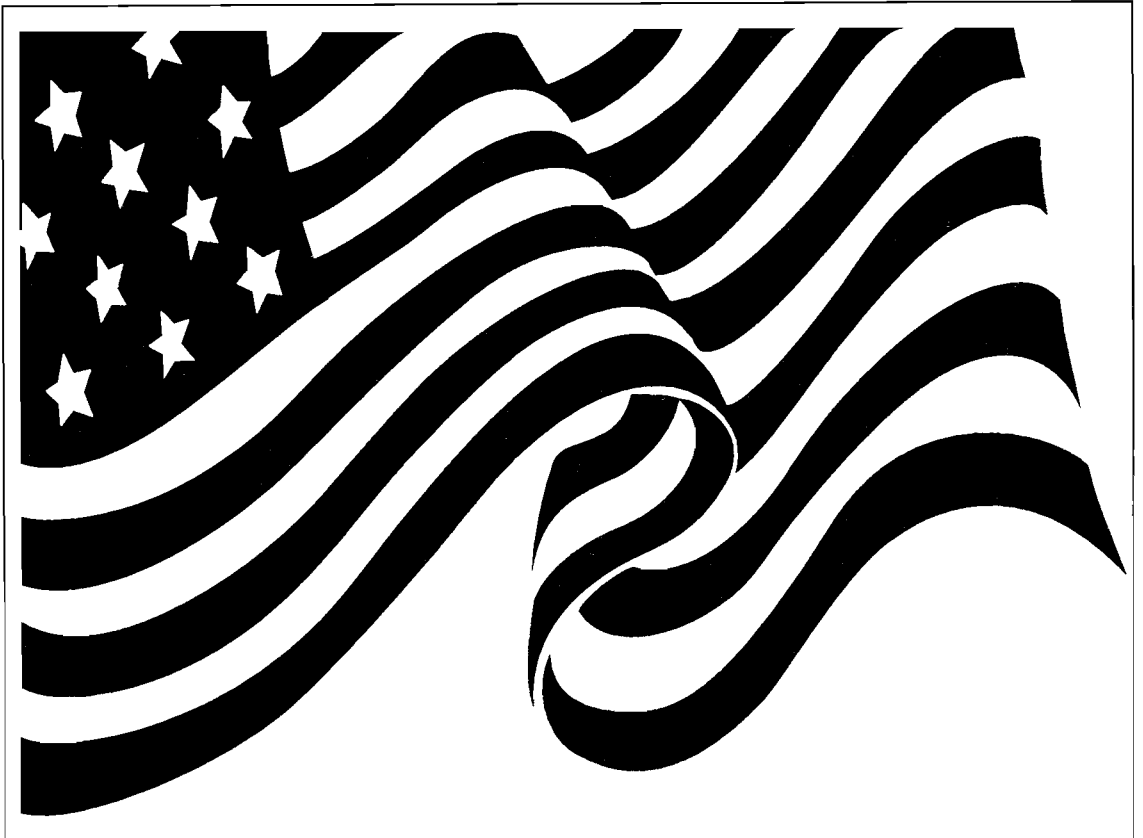
Remember your little sister? Not to be outdone, she was saluting the same as you, with her hand over her heart.. Remember?

What happened? I'm still the same old flag. Oh. I have added a few more stars since you were a boy, and a lot more blood has been shed since those parades of long ago. But I don't feel as proud as I used to. When I come down the street, you just stand there with your hands in your pockets. I may get a small glance, but then you look away.

I see the children running around and shouting. They don't seem to know who I am. I saw one man take off his hat and look around. He didn't see anybody else with his hat off so he

quickly put his back on. Is it a sin to be patriotic? Have you forgotten what I stand for and where I've been? Anzio, Normandy, Omaha Beach, Guadalcanal, Korea, Vietnam and Desert Storm.

Take a look at the memorial honor rolls some time. Look at the names of those who never came back in order to keep this republic



free. One nation under God. When you salute me, you are actually saluting them. ~

Well it won't be long until I'll be coming down your street again. So, when you see me, stand straight, place your right hand over your heart. I'll salute you by waving back, and I'll know you remembered.

Thank you!

Coast Guard Combat Veterans

Auxiliary

To all Auxiliary members:

Look! We now have a page in the CGCVA newsletter, so let's use it! Send in articles of interest to other members and maybe we'll get even more space.

With the progress of the CGCVA group and the number increase in the Auxiliary, a pin for the Auxiliary has been proposed. I thought it should be similar to the CGCVA pin, except smaller, and the association agreed. Of course the wording would be different. This will be put before the membership for approval. The Board will discuss the issue of by-laws, which have to be chartered. A rough draft will be ready for your approval and vote at our next meeting which will be held in 1994 at the CGCVA Reunion.

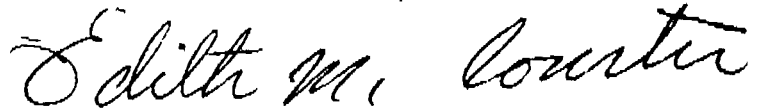
Our quilt has started to take shape as the pieces come in. We do, however, have a long way to go and need more response from the membership. If you don't know how to make

your square for the quilt, please send me a self-addressed, stamped envelope, and I'll send you the information to get you started; or just give me a call at (813) 856-7387.

The holiday season will soon be upon us and will have passed to a new year by the time the Winter issue of The Quarterdeck Log comes out, so let me take this opportunity to wish all of you and yours a healthy and happy holiday season.

Again, don't forget to send in articles and try to get some new members. A membership application for the CGCVA Auxiliary is below.

Semper Paratus!



Edith M. Courter, President
14334 Thornwood Tr.
Hudson, FL 34669

Coast Guard Combat Veterans Association

Membership Application

Coast Guard Combat Veterans Auxiliary

Name: _____ Spouse: _____
Last First Init. First

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.

Make Checks Payable To: CGCVA AUX

Jane Maxwell, Secretary/Treasurer

PO Drawer 2790

Burney, CA 96013

CGCVA Form#3A(Rev.7/93)

Remembering CGC 83490 Fifty Years

Later by Jack Campbell

Fifty years ago, the crew of *Coast Guard cutter 83490* had their first meeting in Staten Island, N.Y. Recently, they assembled in Pompano Beach, Fla., to recall their experiences

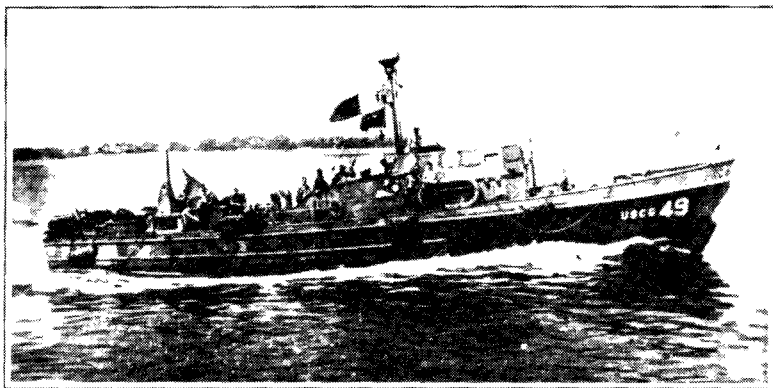
on the cutter during World War II. Fred Obersheimer, the skipper, and nine of his original crew were on hand.

This is the most complete showing of an original crew from any of the 83-foot patrol boats, and for the *CGC 83490*, it was their fifth reunion.

The crew served together for three years and saw duty in the Greater Antilles, Gulf of Mexico, North Atlantic and the European Theater. In Europe they were assigned to Coast Guard Rescue Flotilla One and were part of the Normandy Invasion.

Many people are not aware that the Coast Guard rescued over 1500 members of the Army, Navy, and Air Force during the Normandy Invasion and the operations that followed.

The reunion was organized by Joel Jayson and attended by LCDR Jim Brewster, USCGR, of the World War II 50th Anniversary Commemoration Committee.



Coast Guard Cutter 83490 underway circa 1943



Crew of the CGC 83490 aboard the cutter in England, circa 1944

I have also received some commitments from the CGC 83490 crew and other CG crewmembers from Flotilla One for a reunion in Poole, England in June, 1994.

Normandy's 50th anniversary should be a tremendous time

and anyone interested in being part of this return to England can write me at 6 Poplar Avenue, West Long Branch, NJ 07764 or call me at (908) 229-2413.



Ten of CGC 83490's "original" WWII Crew, 50 years later.

Potpourri - a collection of short stories, news clippings and "things" scattered about in no particular order (primarily because the editor didn't want to re-keystroke or re-create everything. Neat stuff though!

USS RAMSDEN (DE-382) NIGHT AIR ATTACK ON CONVOY IN MEDITERRANEAN SEA

We always had a night attack on the convoys we escorted into the Mediterranean. The convoys always went through the Straits of Gibraltar in daylight. After darkness the convoys would regroup and the Destroyer Escorts would act as the outer screen. The men knowing we would be attacked, slept at their gun stations. The attack begins when high flying German bombers drop their magnesium flares on the convoy. Meanwhile a British heavy cruiser gets into the center of the convoy opens up with terrific anti-aircraft fire. The Destroyer Escorts are out in the outer screen. The flares and anti-aircraft fire light up the waters like a lighted ballfield. After the German bombers drop their bombs, they then swoop low over the water and head back to their base which is in Southern France. On the night in question this German Dozier Bomber with a crew of 13 came at us flying low. The light behind the bomber caused it to be silhouetted so that it looked like a big black box car. Our 20mm and 40mm opened fire and you could see the tracers go in and not come out. The plane badly hit, belly landed. A remarkable feat, as the plane went down our Ordnance Officer Mr. Welton was so elated he said over the P.A. system, "Amen Brother." The men below decks hearing all the gunfire and then hearing Amen Brother over the P.A. system thought the worst and came piling onto the top decks. Meanwhile the Germans who had got out of the plane and onto a rubber raft, began shooting off their flare pistols and we will pick you up when the all clear is sounded."

Our Captain had a man on the bridge who could speak German. His name was Hockstetter (now deceased). He said in German "— in the water — in the water — stop shooting the flare pistols and we will pick you up when the all clear is sounded."

The all clear sounded at daybreak and we proceeded to try and pick them up. All the Germans were now gone except one man who was laying half on the rubber raft.

The Chief Boatswain Mate climbed out on the prop guard rail to reach down to grab the man on the raft. But the ship was gliding forward too much and the order was given to back up. The churning screws backing down sucked the remaining German off the raft and chopped him up in the screws. It of course scared the hell out of the Chief Boatswain who was standing on the guard rail. All we got was a rubber raft. That was long ago, but I can see it in my mind very clearly.

We had many sub contacts during the war and dropped many depth charges and fired the hedge hogs. The closest encounter we had was one night when a torpedo flashed just ahead of our bow at night. The torpedo at night causes the phosphorus to glow so you can see it plainly. If it had been another 12 ft. closer it would have blown off the bow.

After Germany surrendered we went to "Attu" and scouted off the Kurile Islands which was then Northern Japan. The gun crews were excellent. My first loader on the 3" 50 cal. gun once had his arm hurt by gun recoil at night firing. So he had to stay down in the mess hall. But the next time we were night firing — during a lull I looked around and there was O'Mally with his arm still in a sling. I said "what are you doing up on the gun?" He said, "I just couldn't stand it down below and not knowing what was going on." He was a great first loader.

I sign off now

Yours sincerely,
Walter Palmer
Gunners Mate 1/c
USS RAMSDEN (DE 382)

Seagulls in the Bilges

by H. D. "Red" Smith, MM 3/c

During WWII on the Coast Guard-manned troop transport *Gen. W. P. Richardson (AP-118)*, a mysterious event occurred. We were carrying a load of troops to Naples, Italy, and were a day out of New York. In the evaporator flats we had made a hot plate to heat coffee and cook snacks during the long night watches. As our "A" Division had the keys to the food storage spaces to check cold temperatures, we could sneak food out in small quantities from time to time.

One midnight watch a hungry MM 1/c called "Rog" was cooking a chicken stolen from the mess stores. The odor of the chicken cooking must have drifted upwards into other spaces since it attracted the interest of a young engineering Ensign who shall remain nameless. He followed the fragrance down to the lower evaporator ladder.

I yelled to Rog the code word "deep six!" Rog pulled the hot plate plug, tipped the pan and chicken into the bilges and went to study the gauge board. The Ensign sniffed around awhile and left with a frustrated look on his face. He knew we were guilty but could find no evidence. We then poked around in the bilges with a snare, found the pan but not the chicken. Oh well, we could steal another chicken the next watch.

When it came time to pump the bilges, we soon had trouble getting pump suction. The Engineering Watch Lieutenant was notified and he came to

(continued next page)

Seagulls in the Bilges (continued)

the evaporator room along with the young Ensign. The deck plates were lifted up and lo and behold, up against the pump screen was a grimy, oily chicken carcass. The Ensign said loudly, "That looks like a chicken!" The Lieutenant, who was an old pre-War Chief, winked at Rog and me and said, "That's an old seagull!"

The Ensign excitedly popped off, "But it's got no head, feet or feathers!" The Lieutenant said, "Mister, all those sharp edges under the deck plates must have scraped those parts off the seagull as it sloshed around down there."

The Ensign sputtered, "But how could a seagull get way down here in the ship?" The Lieutenant said, "You never know what you'll see on these long ocean hauls. Now you men clean that screen and get that pump going now if you want liberty in port. And let's make sure no more damn seagulls get into the evaporator space!"

Needless to say, we sprang to our feet and got on with the job as they both left. What a day, saved by a seagull!

H.D. "Red" Smith

P.S. Back then, I used to write a column called "Murmurs from the Bilges" for the ship newspaper about the "black gang" members.

Over the Bar

Joseph R. Burch (9/26/92); Notified 7/31/93

John D. Gibbons (11/92); Notified 7/22/93

Keith H. Jorgenson (7/31/93); Notified
8/10/93

Paul M. Pritchard (7/25/91); Notified
8/16/93

**USCG RADIO SCHOOL
AT ATLANTIC CITY, NJ**

Arrived at Atlantic City Radio School knowing only the international Morse Code and having failed algebra in high school. I was assigned a hotel room with three of the sharpest guys I'll ever know, two Mexican-Americans from CA and a handsome Irishman from Spokane. Our classes began in a Jewish center next door to the hotel. A chief radioman with a deep southern drawl called us to order. We were all seated in front of mills (salty for typewriter). Each sailor had a hand key for answering the chief's call. We laboriously learned touch-typing for a week or so and then began receiving code via our headphones and endeavoring to type the words on our typewriters.

What a lash up! An entirely strange and new concept that must be mastered unless! Unless? Old chief would opine that you wash out here and your a... is headed for sea duty. It was too early to threaten a washout with LST duty.

One day after the O.D. heard that I had a bugle in my sea bag, he "invited" me to become ship's bugler. For four months I was ship's company bugler sounding reveille, To The Colors, chow call, liberty call and Taps. Taps offered a deeply moving experience. The squawk box would blare, "Now here this: It's lights out and silence about the decks." I would

then sound Taps into the open stairwell. Finally, I would lay below to the hotel's second story veranda and wail away. As I sounded my final notes, the civilians assembled below responded with loud applause and huzzahs.

Graduation approached with visions of our very first crew, Radioman 3C, the pressure mounted as we increased our typing and code copying speed. Our final code copying exam entailed the chief sending us via code the daily scandal sheet's blow-by-blow description of Errol Flynn's statutory rape case. Needless to say, no one missed more than a few letters on their test papers.

It was tough to leave the ambiance of Atlantic City with its beach, boardwalk and magnificent steel pier; five cent jitneys (private taxis) took one the length and breadth of the main street. Bars, bars, bars and girls. Many bars had live juke boxes. Deposit your dime (nickel?) and a sultry voice asked for your choice of record. Eventually, we got to date the juke box voices and actually sat in the studio with girls on our laps while we faked a gal's voice on the speaker. No one was the wiser.

Ah, Atlantic City, circa 1942!

Edward Decker, LST 327

Potpourri (continued)

Somewhere in North Africa

(from LST Scuttlebutt, Jul-Aug 1993)

Bizerte Harbor: Impending invasion! Troops are loading aboard our *LST 327*. A drunken GI returning from a pass, attempts to board and slips and falls, hitting his head on the ramp of the opened bow doors. As the quartermaster on duty (actually an RM), I was pressed into service as an "assistant." The drunken GI had torn a long and ugly cut across his eyebrow. What a lash up! Our patient is bleeding, loud and raucous, and thrashing about.

All attempts to sedate the soldier fail, including a hypo and pills. "Roll him on his gut!" explodes Doc, "I'm giving him a suppository!" Doc and I wrestle the drunk on his stomach and "half-mast" his GI drawers. A mighty struggle ensues as old Doc inserts the suppository. The groggy dogface assaults us with foul language that would make a chief bos'n's mate turn scarlet. As the patient continues to battle, he blurts out, "I know what you're doing, you queer you."

The following morning enroute to our invasion of Italy, a sheepish GI (what a hangover and what a head), accosts old Doc. He points to a near perfect stitching job over his eye and profusely thanks Doc Lambert.

Somewhere in Italy, 1944: After four invasions, our ship, (*LST 327*), was tied up in Palermo Harbor. It was Christmas eve and in a city of a plethora of Catholic churches, we attempted to locate a Protestant service. Virtual free-gangway as many of us left the ship for services.

The next thing we know British vans pull up, a sergeant dismounts and with spit and polish barked orders to

clamber down, form ranks and march "hut two, three, four" into the edifice. On the other hand, American soldiers casually entered, armed to the teeth, located pews and sat down. They proceeded to unlimber rifles, pistol belts and grenades. As the noise subsided, an Army chaplain donned his robe and services began. In the midst of a war we were able to take time out for Christ. It was without a doubt, my church service of all time!

Ed Decker, *LST 327*, USCG

(reprinted from DESA News, Sep-Oct 1993)

Ship Story

DE TORPEDOMEN IN THE U.S. COAST GUARD

by Joseph F. Brand, TM 2/c
USS RHODES (DE-384)

Much can be said about the varied and unconventional things that were utilized to win World War II. When the U.S. Coast Guard suddenly found that they would have Destroyer-Escorts in their fleet, the fact that they had torpedo tubes mounted on them made it necessary to train men to man them. I was in Boot Camp at Sheepshead Bay, Brooklyn, New York when the urgent call went out. I believe that the first class was made up of 66 boots who were sent to Naval Torpedo School at Norfolk, Virginia. It was explained to us that we would be the first Coast Guardsmen to be stationed on this Naval Base and it was expected that we would conduct ourselves as Coast Guardsmen. It was an interesting experience among all those "swabbies."

We were a proud group to be offered this opportunity to advance from a seaman to Torpedoman Third Class in just three months after boot camp. At that time we knew that we also would be out to sea as soon as we left Norfolk. The picture of the class dated October 5th, 1943 only shows 58 Torpedomen. I have no idea what happened to the other eight who were supposed to be in the class. One of the memories I have of the class was the terrible explosion that happened at the Naval Air Station which was right next to the Torpedo School. Another memory was when a plane crashed next to our building. Two of the class got the pilot out of the plane and put out the fire. I help the pilot with first-aid as best I could but help was fast in getting there so there was not much to do. The pilot did recover with a couple broken ribs but I'm sure he went on to be a Naval flier.

To the best of my knowledge there was only one other class to take Torpedo training at Norfolk. As soon as training was over we were all assigned to DE's. I was assigned to the USS Rhodes (DE-384) which was being built at the Brown Ship Yard in Houston, Texas. Our ship was launched June 29, 1943 and commissioned in the same city October 25, 1943. We were outfitted in Galveston, Texas and put to sea November 13, 1943 for a shakedown cruise off Bermuda.

The Rhodes escorted convoys to Casablanca, French Morocco, twice to Bizerte being the first United States ocean escort to enter the Mediterranean. On April 1, 1944 the convoy was attacked by 18 German JU-88 and DO-217 planes. Twice her mast was nearly destroyed by low flying German attackers, but each time her stubborn fire turned the enemy away. The last convoy I served as a torpedoman was to Liverpool, England across the north Atlantic in August 1944.

The Torpedoman stayed on the DE's until the sea warfare was over in the Atlantic and the tubes were taken off to be replaced with more 20 and 40mm aircraft guns. It was with great reluctance on the "Ramblin' Rhodes" and to be one of the first Torpedomen in the U.S. Coast Guard.

Potpourri (continued)

World War II Quiz #2

by Al Courter

1. How many "Treasury Class cutters" were there?
2. How many of these 327-footers can you name?
3. Which "Treasury Class cutter" sank two German submarines?
4. Which one rammed and sank a German submarine?
5. Who was the Coast Guard commandant during World War II?
6. Not counting landing craft carried by the transports, how many CG-manned vessels were there in the Normandy invasion?
7. The Coast Guard rescue flotilla at Normandy was comprised of what type cutters, and how many were there?
8. All the CG-manned LSTs and LCIs in the Normandy invasion participated in what other landings?
9. How many CG-manned vessels were there in the "Leyte" campaign?
10. On what day did President Truman announce Japan's surrender?

(Answers on another page) Hey! Help me out. Send me questions and verifiable answers about the Coast Guard in Korea, Vietnam, Desert Storm, etc. I'll arrange them in quiz format, credit you, and send 'em to the newsletter, or simply send 'em in yourself to the Secretary.

11325 S.W. Timberline Drive
Beaverton, OR 97005

July 28, 1993

RECEIVED
AUG 4 1993

Mr. Josh Sparrow, Editor
The Quarterdeck Log
14736 McKnew Road
Burtonsville, MD 20866

Dear Mr. Sparrow:

Just received my summer edition of The Quarterdeck Log and as usual it was read from cover to cover. Of particular interest was your article on the state of the U.S. Merchant Marine. While far from an authority on the matter, I do participate in several organizations involved with the current and historical record of the maritime industry including the World Ship Society.

To be sure, the U.S. Merchant Marine is having its problems at the present time and certainly doesn't project a very favorable image of the greatest nation in the world. On the other hand, your vitriolic attack on all other seamen world-wide was not only untrue in some respects, but certainly unbecoming of such a noble organization as the Coast Guard Combat Veterans Association.

Your allegations that there are no drills on foreign cruise ships, that their equipment is untested and the lifeboats are rusted to the davits, just is not true from my experience. For the past dozen years my wife and I have averaged a cruise a year, repeating on the same vessel only twice. Every ship has held a lifeboat drill for passengers the first day out and usually there was a second one on lengthy cruises. At some port, often while most of the passengers were ashore, a similar lifeboat drill was held for the crew in which several lifeboats were launched, each under the supervision of an English speaking member of the crew, usually an officer.

I am not familiar with the incident off the coast of Brazil mentioned by you. A few years ago a Greek cruise ship did go down off the coast of South Africa amid allegations the captain and several officers were among the first to leave the sinking ship. An heroic cruise director took charge and oversaw the safe evacuation of all the passengers. It should be noted, however, that this vessel did not sail from any U.S. ports at the time and was therefore not subject to any of the inspections and regulations of the U.S. Coast Guard.

A dozen or so years ago a Holland-America passenger vessel with Dutch officers and an Indonesian crew, caught fire off Alaska. All passengers were safely evacuated by lifeboat before the burning vessel sank while under tow. In recent years an older cruise vessel went aground off New England and all passengers were evacuated safely. March 1, 1993 the OCEAN PRINCESS struck a submerged object in the Amazon River and was grounded with the lower decks awash after which all passengers were safely removed. So you see, the records for the foreign cruise ships calling at U.S. ports and catering to U.S. passengers is pretty good. It hardly merits being painted with you broad brush of derision.

The situation is somewhat different on the foreign freighters calling at U.S. ports and conditions on some of them are deplorable. Since they do not carry U.S. passengers the requirements of the U.S. Coast Guard are somewhat less stringent. Foreign vessels are supposed to comply with the laws of the country in which they are registered and whose flag they fly. In some countries, the so-called flags of convenience, such laws often are not enforced if, in fact, they exist at all. But, all of the foreign seamen calling at our ports are not "malingerers and unqualified dangerous sailors of fortune" as you state. Many foreign seamen, the Scandinavians for example, come from a long seafaring tradition and certainly are ever bit as competent as U.S. seamen — and it isn't their fault our Merchant Marine is in the doldrums. The Greeks also have a long tradition on the sea, although it may have been temporarily tarnished by the incident off South Africa. I can recall a couple of news accounts of Greek seamen being praised for risking their lives to rescue other seamen from sinking vessels during storms at sea.

Granted, our Merchant Marine is ailing, but let us not fire caustic broadsides at all foreign seamen, most of whom are only trying to make a living. Instead, let us direct our energy and anger at Congress where the solution lies.

Sincerely yours,

Jack Pfeifer

Mr. Pfeifer's letter is in response to the Editorial in the last Issue

Coast Guard Vets Honor "Spencer"

Mary Ellebracht

On Saturday, April 17, 1993, the U.S. Postal Service honored the C.G. Cutter Spencer with a pictorial stamp cancellation at the USCG Museum in New London, Conn. That day, April 17, also marks the 50th anniversary of the cutter's greatest exploit, the widely publicized sinking of a U-Boat in the North Atlantic. The incident made news at the time not only because of the striking photos by photographer Jack January, but the fact that a CG Cutter had bested a U-Boat and because of what happened once the submarine was forced to the surface.

With German sailors already in the water, a boarding party from the Spencer made its way to the stricken sub which was down at the stern. Lt. Ross Bullard, who had been standing in the bow of the boarding boat with a .45 automatic pistol and a bag of hand grenades, climbed onto the sub's conning tower. Finding three dead Germans there, he then tried

making his way to the control room but had to leap from the sub before it sank. He was credited as the first American in more than a century to board an enemy warship underway at sea.

"This really is a special day for me," says George Pritchitt, who was part of the ship's crew when it was originally commissioned in January 1937. Though no longer assigned to the Spencer when it sank the U-175, he feels a close kinship to all the men who served on the Spencer during its 44 year CG history.

A former captain of the Spencer, Karl Zittel, said he remembers leading a convoy to Casablanca on the ship before it was equipped with radar. "This ship had a phenomenal record even without radar," he said. "It's one of the most magnificent sea boats I've ever had the pleasure of serving on."

"I guess it felt pretty good," says Ira Metzger of York, Pa. The sinking and boarding of the submarine was a major C.G. event in WWII, thus the Department of Defense designated this week as "A Grateful Nation Remembers," with the military service celebrating the anniversary of the Spencer's victory.

On Monday, May 24, 1993, some former shipmates of the Spencer will be attending a commemoration honoring the Spencer at the Intrepid Museum in NYC at 10 a.m. There will be a wreath laying ceremony at the base of the Spencer's mast. Other guests will be a former skipper of a British Corvette and a former skipper of a German U-boat, Herbert A. Warner. He is the author of the book "Iron Coffins." Mike Hall will represent the Spencer Assoc. for interviews with the media.

Answers to World War II Quiz

1. Seven.
2. Duane, Campbell, Taney, Spencer, Ingham, Bibb and Hamilton.
3. Spencer.
4. Campbell.
5. Admiral Russel R. Waesche.
6. 97.
7. 83'ers, 60 of them.
8. Sicilian and Italian landings.
9. 35.
10. Aug. 14, 1945



THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON, D.C. 20593-0001

6 August 1993

Dear Ed,

Rear Admiral Bunch passed to me the proclamations that were presented to the Combat Veterans Association on the 4th; many thanks.

I understand the ceremony on Taney was outstanding, and that the affair was yours and Joshua Sparrow's brainchild. I appreciate your efforts to highlight the Coast Guard's extraordinary contributions during WWII as well as all of our nation's conflicts. The Coast Guard has a rich heritage and through the efforts of volunteers like you, that heritage will be kept strong.

Congratulations on being accepted as a commemorative community. I look forward to hearing of the Association's programs in the future.

Sincerely,

J. W. KIME

Admiral, U.S. Coast Guard

Mr. E. P. Burke
Secretary, Coast Guard Combat
Veterans Association
17728 Striley Drive
Ashton, MD 20861



(l to r) Mr. Raymond O'Malley, CGCVA Treasurer Baker Hebert, and CGC Escanaba Supply Officer during Escanaba's port call in Cleveland. Mr. O'Malley is the only living survivor from the sinking of the original Escanaba 50 years ago in the North Atlantic.

The Coast Guard Museum: It's Improving

Ms. Valarie J. Kinkade
Curator, Coast Guard Museum

Ref: Proposed —
A Coast Guard History Foundation,
by LCDR Tom Beard, USCG (Ret),
The Bulletin, Feb. '93, pp. 16, 17.

After publication of the referenced article, I was contacted by several people asking, "Are all the problems and shortcomings pointed out about the Museum and the Coast Guard in general, true?" My response was "Well, yes, and no." I was urged to write and relate some of the background on this issue.

LCDR Beard is definitely on the mark when he says that the crux of the problem is that not enough resources have been allocated to address archival and artifactual management and preservation in the Coast Guard. Having made this observation, Mr. Beard should only expect that "THE Coast Guard Museum ... does little more than provide decorations for the Academy Library." But it is improving and I'd urge LCDR Beard to visit the Museum to see the progress that the Academy has made during the past few years towards correcting this perception. Again, progress can only be made where funding is available. Some facts follow which may help to illuminate the reasons why the Museum is functioning at less than its potential:

- Total appropriated operating support for FY 93 was \$3,000. (No, this is *not* a typo). These funds have come from the Academy's budget and are not HQ directed.

- From '89 to '93 the Coast Guard Foundation has provided *no* support to the Museum. The Coast Guard Academy Alumni Association, on the other hand, has generously supported museum projects with over \$10,000 of funding during the past 2 years.

- The estimated amount of unrestricted operating support needed to run the museum is \$15,000 per year. This amount assumes that all delayed maintenance on artifacts and facilities has been accomplished.

- Federal ethics legislation prohibits the Museum Curator from soliciting gifts or donations for the Museum. This prohibition applies to objects as well as funds. Thus, I'm prohibited from doing what most museum administrators are able to do to improve their institutions.

LCDR Beard is correct that the majority of the Museum's collections are not on display. This is *not* because the intention has been to squirrel away priceless Coast Guard treasures, but for more obvious reasons. First, the museum consist of one large room 70'x120'.

This space is inadequate for the size and scope of the collections. Second, many items in the collection are in dire need of conservation or repair, so much so that currently they are undisplayable. As a result, some 700 objects are in storage and will remain there until funds can be made available for their repair/restoration. Third, the only procedure now in place to deaccession (dispose of) objects from the collection are considered to be unethical by modern museum standards. For those acquainted with Defense Reutilization Management Organization (DRMO), the same procedures apply to artifacts as do to scrap iron and office chairs. There are few rules protecting manuscript materials, by the way. They can simply be thrown out.

One action which would get more, or at least different, objects on display would be a reinstallation of the Museum's exhibit space. This has *not* been a command priority for the Academy and rightly so. We have such a backlog of uninventoried artifacts that we're far more worried about losing control of the collection than putting up displays.

LCDR Beard posed a few questions in his letter that should be answered. Artifacts located throughout the country at bases and stations are not considered the property of the Coast Guard Museum. My jurisdiction as Curator of the Museum is provided by the Academy Superintendent and thus, except for a few items that are out on loan, doesn't go beyond the Academy's walls. Who's in charge? Two years ago a Resource Change Proposal (RCP) was initiated by the Coast Guard Public Affairs Office at Headquarters. With the guidance of the Coast Guard Historian this RCP created a Coast Guard Curatorial Services Division. That Division, using temporary billets, hired the first Coast Guard Curator. This individual has jurisdiction over the Coast Guard's collections and the Division has been formulating a collections plan.

I can't answer Mr. Beard's point about a display plan Coast Guard-wide, but I can address this from the standpoint of the Coast Guard Museum. In 1991 and 1992 funds were requested to hire consultants to design a major reinstallation of the collection. Each time the request was not placed at a high enough priority to be funded. Mr. Paul Johnson, former Academy Librarian and Curator of the Coast Guard Museum, completed no less than four RCPs for the same thing between 1972 and 1989. All of these were rejected. Thus, the answer is "no," there is no museum display plan. What is the estimated volume of the Coast Guard's collections? Unfortunately, I do not know. The estimate for the Academy's holdings are around 6,000 objects — not including manuscript material.

Another factor compounding the Coast Guard Museum's perceived lack of records

management is the fact that the Museum has no jurisdiction or control over the manuscript collection at the Academy. This is the job of the Academy Librarian. The Librarian, under the Academy's Dean of Academics' direction, has been told to focus what limited resources she has to supporting the engineering curriculum — the reason is that it's hard to justify expending already limited resources on this group of manuscripts when there is no course taught in Coast Guard history. The Museum has even fewer resources available for the proper management of these records. Thus, it would not be responsible for me to advocate the Museum's own stewardship of the manuscripts. The unfortunate result of this may be felt very soon. As this issue of *The Bulletin* goes to press the National Records Administration is contemplating the removal of manuscripts from the Academy — to join Record Group 26 in D.C.

The National Archives Record Group 26 which LCDR Beard refers to is somewhat of a "black hole." The main reason for this is that the Archives has a huge responsibility and it takes years for them to get to collections and catalogue them sufficiently for use. However, most records are never recorded at the level of detail necessary for a scholar on a limited schedule. Thus, realistically much of Coast Guard history is irretrievable.

While the establishment of a Coast Guard History Foundation would definitely help, this will take a number of years. Our needs are much more urgent. The Curator's position in Washington and my job as Curator of the Coast Guard Museum at the Academy are only temporary billets. If these billets are not made permanent only one person, the Historian, stands between the Coast Guard and an historical Dark Age.

I would encourage Mr. Beard and others to put concerns and words into deeds by becoming advocates for Coast Guard history and the Museum within the currently established institutions. What we need is a champion on the Coast Guard Foundation's and the Alumni Association's Boards. We also need people who can fundraise for the Museum in tandem with these groups. Actions such as these would go a long way towards the realization of a Foundation or some other program to support Coast Guard history nationwide.

LCDR Beard is again correct when he says that the longer action is delayed, the bigger/more expensive the problem becomes.

The Bulletin June 1993

Rebuttal to LCDR Beard's article in our last issue by
V.J. Kinkade, Curator, U.S.C.G. Museum

Potpourri (continued)

Dr. Dennis L. Noble

The proposal put forth by Mr. Beard is one that has been needed for many years. As one who has spent nearly 19 years researching and writing on the history of the Coast Guard, I know the difficulties in obtaining historical information concerning the Service. I wish to stress that my comments do not reflect upon the efforts of those who have served as Historian of the Coast Guard. Indeed, I think it is remarkable that they have accomplished as much as they have with such a small staff.

I have had more than one professional historian remark to me that the Coast Guard has a unique and remarkable story to tell, but how can one tell it without access to records? As Mr. Beard points out, Professor Robert E. Johnson in the latest, and best, history of the Coast Guard, *Guardians of the Sea*, brings up this point in his book. Perhaps one of the problems can be summed up in a saying that I heard many years ago: "We (the Coast Guard) are an operational organization and don't care about historical matters."

I believe that the Coast Guard should encourage and assist both professional and amateur historians to tell its story. This can only rebound to the Service's credit. Mr. Beard's proposal, coupled with more historian and record management billets, would go a very long way in bringing out the many accomplishments of the Service.

RADM L.L. Zumstein (Ret), '51

Congratulations to LCDR Beard. A wonderful idea! Why didn't I think of that?

Although it was most pleasant to see reference to a memo that I had signed all those years ago, I must give credit to those whose efforts made it possible. I was Office Chief of what was then the Office of Public & International Affairs. Three people on my staff - Dr. Sheiner (CG Historian); Mr. Jim Ward; and CAPT Carl Swickley, Deputy Office Chief - were instrumental in conceiving the idea, doing the spade work and drafting the memo.

Jim Ward and Doc Sheiner had been working for years to preserve CG history in the difficult climate that Tom Beard describes. When Carl Swickley came on board as Deputy Office Chief, he quickly realized the importance of their efforts, gave them his support and convinced me that something must be done. These three deserve all the credit for whatever was accomplished!

Don't let Tom Beard's concept lay fallow. We must take action. Let's get started!

The Bulletin June 1993

Last survivor of WWII sinking sails again aboard his vessel's successor

CLEVELAND (AP) — The only remaining survivor from the World War II sinking of the U.S. Coast Guard cutter *Escanaba* says he's pleased to be aboard the latest vessel bearing that name.

Raymond O'Malley, 73, of Chicago was in Cleveland last week as the modern *Escanaba* — the third in Coast Guard history to bear the name — made a goodwill tour of the Great Lakes ports.

The original *Escanaba* sank June 13, 1943, off the coast of Newfoundland after being struck by a German torpedo. Only two of the 103 crewmen survived. The other survivor, Melvin Baldwin, died about 40 years ago, O'Malley said.

O'Malley, a 23-year-old seaman when the original *Escanaba* sank, will place the wreath at the Grand Haven, Mich., memorial to the vessel later this week.

The second vessel to bear the name *Escanaba* served in both the Atlantic and the Pacific from 1946 to

1974, primarily relaying weather data and serving as radio beacons for ocean-hopping aircraft.

The current vessel, commissioned in 1987, has a crew of 99 officers and men. It has served in the fight against illegal drugs and helped to rescue Haitian refugees whose overloaded boats have foundered while attempting to reach the United States.

O'Malley joined the modern cutter's voyage in Boston on July 19 and will disembark when *Escanaba* reaches Grand Haven.

O'Malley said it's an honor for him to place the wreath at the memorial.

Capt. John Krupa, the commander of the *Escanaba*, said O'Malley has been a positive influence.

"Having Ray on board means a lot to not only me but to the entire crew," Krupa said. "I think he has brought the crew closer together. There is now a tighter bond between each other."

Krupa said O'Malley has become an unofficial leader.

"We like to know if Ray approves of what we're doing when we are patrolling. He kind of supervises our actions," Krupa said. "His being on board forces the crew to do its best."

O'Malley, who served eight years in the Coast Guard, said the responsibilities of the Coast Guard haven't changed since he was on duty.

"The ships have changed, but the actions and the responsibilities haven't changed — they have only increased," he said. "They have more aliens and immigrants and the tremendous drug smuggling to worry about."

The Grand Haven memorial ceremony takes place during the week-long Coast Guard Festival, marking the service's 203rd birthday. Alexander Hamilton created the Coast Guard cutter service Aug. 4, 1790, to enforce U.S. tariffs on imports.

Potpourri (continued)



DEPARTMENT OF THE ARMY
OFFICE OF THE SECRETARY OF THE ARMY
WASHINGTON, DC 20310-0107



Jul 19, 1993

50TH ANNIVERSARY OF WORLD WAR II
COMMEMORATION COMMITTEE

Coast Guard Combat Veterans Association
Attn: Mr. Joshua Sparrow
14736 McKnew Rd.
Burtonville, MD 20866

Dear Mr. Sparrow:

Your committee's application has been received and reviewed, and it is with great pleasure that we notify you that the COAST GUARD COMBAT VETERANS ASSOCIATION has been officially designated as a World War II Commemorative Community.


Your plans for commemoration events are exciting and we look forward to hearing the results of your endeavors throughout the commemorative period.

The official Commemorative Community Certificate of Designation, personally signed by the Secretary of Defense, is enclosed along with the distinctive World War II Commemoration Flag.

In the near future we will provide you the Department of Defense 50th Anniversary of WW II Commemoration lapel pin; one for each committee member designated in your application. We hope that you will have a suitable presentation ceremony and that each individual will wear the pin proudly throughout the commemorative years.

Again, we are proud to have your organization join with us in honoring those men and women who sacrificed so much for our country that we might live in peace today.

Very respectfully,


Charles J. Kramer
Colonel, USAR
Director, Commemorative
Communities

2 Enclosure
1. Certificate
2. WWII Flag (1ea)

Welcome New Members (Name/Sponsor):

Ahern, Frederick V. (Al Courter)
Bader, Marcel
Barry, Robert M. (Al Courter)
Bell, George A. (Al Courter)
Bilus, Herbert (Dick Stent)
Bjorken, Allan W. (Dick Stent)
Brown, Sr., Robert N. (John Stamford)
Burke (O'keefe), Jane A. (Dick Stent)
Callan, Francis J. (Al Courter)
Cochran, Robert F.
Colbath, John E. (Jim Bunch)
Coons, Edward R.
Coughlin, Thomas J. (Al Courter)
Covar, Lester J. (Carmine Ciampa)
Cowburn, Arthur L. (Dick Stent)
Dusterville, Carol D. (Dick Stent)
Eppens, Glen R. (Art Green)
Forsythe, Robert C., (Art Green)
Gilbert, George A. Al Courter)
Gilbert, Ralph L. (Don Larson)
Hall, Frederick A.
Hickman, Morris D. (Baker Herbert)
Johnson, Martha (Dick Stent)
Kaut, Joyce M. (Dick Stent)
Kendrick, Stanley D.
Lamp, Sr., Kenneth T.
Levy, Bernard (Dick Stent)
Marchi, Aldo A. (Dick Stent)
McCray, Elizabeth M. (Dick Stent)
Melchiona, James V.
Michels, HJohn H. (Al Courter)
Newman, Wallace (Al Courter)
Pearsall, Benjamin F. (Dick Stent)
Pearsall, Mary S. (Dick Stent)

Pereslete, Robert (Don Larson)
Pierce, Robert E. (American legion Magazine)
Pugh, Charles O. (Dick Stent)
Shaw, Arnold T. (VFW Magazine)
Smith, Frederick W.
Smith, Billy C. (Gene Dugan)
Smith, Jr., Arthur H.
Stackhouse, Clyde E. (Jim Bunch)
Steindler, Harold A. (John Stamford)
Tartarkin, Sidney B. (Jim Bunch)
Taylor, Charles H. Al Courter)
Treen, June R. (Dick Stent)
Wanasek, Robert A.
Weiss, Cyrus I. (Al Courter)
Wright, Robert O.



Coast Guard Combat Veterans Association Membership Application

(Please Print)

Name: _____ Date: _____
Last First Middle Init.

Date Of Birth: _____

Address: _____

Telephone Number(s) _____

City: _____

State: _____ Zip Code: _____

Sponsored By: _____

Military Service

Branch of Service	Service Number	From	To
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Medals/Campaign Ribbons

Type	Date(s)
_____	_____
_____	_____
_____	_____

(Continue awards on reverse if necessary)

List Combat Units Served With, Their Location and Dates On Reverse

(As Required)

Rank/Rate at Present, at Retirement or Discharge: _____

Amount of Membership Dues enclosed: \$_____ **Dues: \$20.00 Every 2 years**

Make Checks Payable to: CGCOMVETS

Signature: _____ Date: _____

Important: Include a COPY of DD-214 or other Applicable Separation Document To:

E. P. "ED" Burke, Secretary

Coast Guard Combat Veterans Assoc. Tel: (301) 924-3727

17728 Striley Drive, Ashton, MD 20861-9763

THE QUARTERDECK LOG

**COAST GUARD COMBAT
VETERANS ASSOCIATION
P.O. Box 544
Westfield Center, OH 44251
(216) 887-5539**

BULK RATE
U.S. POSTAGE PAID
MEDINA, OHIO
PERMIT NO. 279
NON-PROFIT ORGANIZATION

Forwarding and Address
Correction requested

POSTMASTER: Dated Material -Please Do Not Delay