



the Quarterdeck Log

Membership publication of the Coast Guard Combat Veterans Association. Publishes quarterly — Spring, Summer, Fall and Winter. Not sold on a subscription basis. The Coast Guard Combat Veterans Association is a Non-Profit Corporation of Active-Duty, Retired, Reserve, 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 26, Number 2

Summer 2011

Coast Guard Cities: Home Away From Home

Twelve Cities Now Proudly Proclaim Their On-Going Support to Local Coast Guard Units

The Coast Guard is an extended family. The communities that surround, embrace and support the Coast Guard are part this family. Celebrating 221 years of service to the Nation, the Coast Guard commemorates and thanks the communities that have given its members a home away from home.

“Coast Guard Day has always been an occasion to celebrate our history, our people and their devoted service to their Nation,” said VADM Sally Brice-O’Hara, Coast Guard Vice Commandant. “It’s the story of the American people and towns — the hundreds of small coastal communities where our Service members and their families have lived, worked or grew up.”

Established in 1998, the designation of Coast Guard City, USA, was enacted to formally certify the city of Grand Haven, Mich., as the first Coast Guard City. This designation was created to honor and recognize communities who provide a supportive, on-going relationship to their local Coast Guard units.

A city, municipality or county earns the distinction of Coast Guard City by making special efforts to acknowledge the professional work of the Coast Guard men and women assigned to their area. Coast Guard Cities regularly reach out to their local Coast Guardsmen and their families to make them feel a part of the



community.

Sitka, Alaska, became the 12th and most recent city to be declared by a Coast Guard Commandant’s Proclamation as Coast Guard City on Feb. 14, 2011.

This enduring partnership between these cities and the Coast Guard is much more than a designation. It builds bonds between residents and Coast Guard members to help

strengthen and safeguard the places that we all call home.



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THE QUARTERDECK LOG

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From the President

CGCVA Dues

Rates Increased

Our Secretary/Treasurer recently completed a comprehensive evaluation of the Association's current financial status plus a look at where we are headed should things remain as is. He has also provided projected financial data for the CGCVA if a moderate regular dues rate was accepted and our life membership rating scale was adjusted to reflect



Ed Swift

other veterans organizations. He brought up our financial situation at our recent Convention Business Meeting and indicated at that time that increases in both regular and life member dues may be necessary to keep the Association in the black. His evaluation used all the Association financial records at his disposal and I agreed with his consensus.

After reviewing his report, I forwarded it, along with my recommendations, to the Associations Board of Trustees to review and vote on my recommendations. The Board of Trustees has approved the recommended Regular and Life Membership Dues increases and they go into effect immediately. **The Membership Application Form included in this issue reflects the new rate for a two-year Regular Membership of \$40 (a \$5/year increase).**

This moderate increase will help offset the costs associated with the current printing and distribution costs of the *QD Log* and possible increases in those areas in the next few years. In our collective memory, there had only been one regular dues increase since the Association was established and we felt strongly that another moderate increase was necessary.

New CGCVA Life Membership rates are as follows:

Ages 18-24	\$750
Ages 25-34	\$550
Ages 35-44	\$400
Ages 45-54	\$250
Ages 55-64	\$140
Ages 65-74	\$100
Ages 75 and over	\$50

Next QD Log deadline is November 1, 2011. Please email articles and photos to the editor at: swiftie1@verizon.net

Anyone wishing to review the Association's financial status report can request a copy by emailing the Administrative Office.

Sad News

I was called one afternoon in late July by previous Membership Chairman Pat Ramsey who informed me that his wife, Shirley, had succumbed to lung fibrosis and pneumonia ten days earlier. Both Mare and I extend our personal condolences, as well as those of the entire Association to the Ramsey family. When I served as National President in 2003-2005, Shirley was the Auxiliary President and she always livened up the conventions with her wit, her intense patriotism, and her concern for the members of our military, especially those serving in harms way. Shirley was a wonderful lady and she will surely be missed.

I also offer condolences on behalf of the Association to the family of William "Bill" Donohue. Bill crossed the bar not long after our May convention and he too, will be sorely missed. Bill was a tremendous Association representative who often made the watch and certificate presentations to the Jack Campbell Physical

Farewell Shirley Ramsey



Shirley Ramsey with husband Patrick at the 2011 CGCVA Convention Banquet in May.

Farewell Bill Donohue



Herb Weinstein (left) with Bill Donohue prior to a Cape May graduation ceremony in 2010.

Fitness Award winners at Cape May graduation ceremonies. A friendly, congenial man, whose CGCVA uniform was always immaculate, Bill did much to maintain our Association's high reputation with the training center leadership and staff. Fair winds Shipmate!

It is also with deep regret that I announce the passing of DCC Clyde W. "Bill" Allen, USCG (Ret.) on July 8th in Tucson, AZ. The father of former commandant (and CGCVA member) ADM Thad Allen, Bill brought a lot of sunshine wherever he traveled. I fondly recall him attending our convention in Tampa, FL, and getting a chance to spend some time with his son and son-in-law. I also recall his entertaining Coast Guard stories, especially those regarding WWII and Jack Dempsey. You will be missed Bill!

For Shirley, Bill Donohue, Bill Allen, and our other shipmates and friends who have passed, I offer:

*"May the Lord fill our sails with fair wind,
Support our hulls in inviting seas,
Guide our hands upon the tiller
toward pleasant places,
And bring us home, O Lord,
to a safe and loving harbor."*

Semper Paratus!

Swiftly

Association Finances & Dues

When I became a member of the Coast Guard Combat Veterans Association, the Association's dues were \$30 for two years. I thought, "\$15 a year to be associated with this great bunch of shipmates and fellow Coast Guardsmen, plus four magazines a year. What a deal!"

That was about 10 years ago and since that time, I've been receiving a first class magazine, with information on the association's members and many great articles on Coast Guard history.

Unfortunately, we are at a cross roads as an association, where our operational income from dues and unrestricted donations is not sufficient to pay the cost of publishing, printing and mailing the *QD Log*. (even with a volunteer editor).

The QD Log Boosters program helps that shortfall and it has been strongly supported by many members, most of whom have contributed generously to this cause.

However, even with the Booster income, we are operating in the red and a non-profit organization must make a profit to survive. The "non-profit" status only means we don't have to pay taxes. It is not an operational imperative to be taken literally.

With the recent approval by our Board of Trustees of an increase in Membership and Life Dues, we will be financially sound and be able to continue providing our members with a great magazine and an organization that has a future.

Our current Life Dues rates have never been increased in our 26 year history. When interest rates for a money-market fund (a very conservative investment) were hitting 5%, we could invest the life dues and use the interest to fund operations. With today's interest rates, the average Life Membership dues will only generate about \$1.50 a year in interest. If interest rates rise, we can look to adjust Life Membership Dues, but for now, Life Dues needed to be adjusted to reflect current economic times. The current level reflects the cost of publishing, printing and mailing the *QD Log* to that life member for the remainder of their life, based on life expectancy tables.

The Board of Trustees, in approving these dues increases has also received information regarding similar veterans associations and what they charge for Membership Dues and Life Memberships. We remain at the lower end of the spectrum compared to the VFW, Marine Corp League, Vietnam Veterans of America and the American Legion. And we don't have the benefit of having 8,000 to 10,000 members, which gives them additional buying power. We are an organization devoted solely to our Coast Guard membership and we sincerely hope these changes don't place an undue hardship on any of our members, but we need to keep our financial house in order. We're not Congress.

We are a non-profit organization, and donations to the CGCVA are tax deductible. However, we are not a charity, in the typical sense. We give away scholarship money, as a conduit, passing a restricted donation on to the recipient, giving the donor tax deductibility status.

Perhaps our founding members didn't expect our membership to reach almost 1,900 members and there was no expectation of raising excess cash that could be donated to a worthy cause. SP! **Gary Sherman**

Welcome New Members

New Member

RADM Cari Thomas
Philip S. Baxa
William C. Buchanan
Jose R. Capiglioni
Curtis A. Hawkins
Brent R. Hooper
Douglas R. Johnson
David E. landry
George T. McClintock
Richard A. Swift
Lindell R. Gentry
Alexander B. Meters
Rebecca J. Polzin
Sean R. Reagan
Hugh J. Sharpe

Sponsor

The Association
The Association
The Association
Joe Kleinpeter
Joe Kleinpeter
Joe Kleinpeter
The Association
Mike Johnson
The Association
The Association
The Association
Joe Kleinpeter
Mark McKenney
Joe Kleinpeter
The Association

Crossed The Bar

CAPT John M. Austin, LM
Jere Bennett
DCC Clyde W. "Bill" Allen, LM

Hey “Chaser’s...”

The 2011 Chase Association Reunion recap has been posted on our web site at the top of the news section. Please flow down to all Chasers. If you do not see it click on your refresh button to get the latest.

<http://www.cgcchaseassoc.org/news/news.html>

Once a Chaser — Always a Chaser, SP! **Woody**

WWII USCG Veterans Share Memories at Reunion

At times during their reunion, they were 18 years old again — young men, some fresh out of high school, heading off to war. There was good-natured ribbing, occasional pranks and acknowledgment of a special bond.

It might have seemed like only yesterday that the six Coast Guard veterans served on the *USS Wakefield*, transporting troops and supplies during World War II. But it's been almost 70 years.

Today, their hair is grayer, their walk is a little slower, but their wits are sharp, as noted in the stories they love to tell of the time they spent sailing the open waters as silent heroes. They were participants in history.

“But when you’re a teenager, you don’t realize the importance of the moment,” said Danny Springer, 84, of



USS Wakefield carrying troops.

Hagerstown, PA. “It’s the passage of time that helps you develop a pride for what you accomplished.”

Now in their 80s and 90s, former crew members of the *USS Wakefield* come together each year to renew their friendships and reflect on their years of service. “We’ve met continuously for the past 62 years,” Springer said.

This year’s reunion was held this in Hagerstown, PA. At one time, about 500 people attended the reunions, which have been held in various parts of the country, Springer

Celebrating July 4th in Alameda

The Coast Guard had a prominent place in the annual Alameda 4th of July Parade. The Coast Guard Color Guard was the overall leading unit and Pacific Area Commander, VADM Manson Brown and his wife were among the VIP’s leading the parade, riding in a vintage cadillac owned by CWO3 Lorne Gould, USCG (Ret.).



CWO3 Lorne Gould, VADM Manson Brown, and CGCVA LM Dave Desiderio

said. Only a half-dozen veterans, some accompanied by family members, were on hand this year, meeting at the Ramada Plaza.

"We don't have the number of people we once did," said John Hanisak, 86, of Pittsburgh. "We've lost quite a few and others no longer drive and can't attend. Some are 91, 92 years old. We're now down to a few."

Attending this year's reunion were Springer and

Hanisak, as well as Robert McGinty, 84, of Pennsylvania, Marvin Hattaway, 86, of Georgia, Stan Godlesky, 84, of New Jersey; and Herbert Dehnert, 84, of Virginia.

While dwindling numbers, age and infirmity have taken their toll, those who regularly attend the reunions said it's an opportunity to get together with people who have become like family.

"When you're confined on a ship, friendships really

QD Log Booster Club

The printing and postage for the *QD Log* is by far the largest expense item we have and it was determined that if every member contributed \$5.00 to the CGCVA each year it would pay for all the expenses that go into the magazine. The idea was hatched at our Tampa Convention and several members contributed at that time, thereby creating the QD Log Boosters Club. Donations can be sent to the Administrative Office (marked as "QD Log Booster Club") and all those contributing will have their names listed in the subsequent magazine. Contribution amounts will not be published but all contributions are greatly appreciated. We have been told many times we have the best reunion magazine out there and we'd like to keep it that way.

Since publication of our last magazine, the following individuals have made donations and become members of the QD Log Boosters Club:

John F. Ebersole	Gerald G. Warren	Ed Burke	Edward Floyd
Robert Urban	Bert Compton, Jr.	Irving Jenkins	Robert L. Wines
Cameron B. Palmer	Charles Hawken	Wilbert Huebner	Armond Lisle
Rex Messling	Milton Croall	Jon Uithol	Robert Samuelson
Thomas Meriweather	Edward Bartley	Robert Bibens	Colin Woodbury
Lois Csontos	Jerry Lemon	Richard Trevallee	

Arthur Whittum in memory of Ross Bell

Richard Dubbs in memory of John "Jocka" Mahoney

Jack Hamlin in memory of Jack Campbell, Joe Siano, and John Stavey

Gene D. Costill in memory of CWO Harry Earley

Baker & Marylou Herbert in memory of Jack Campbell, Bill Donohue, and VADM Thomas Sargent

Robert Swaney in memory of USCGC Northland

Edward Bachand in memory of QMCS Carl Backman, Jr.

Gary & Janie Sherman in memory of QMCS Carl Backamn, Jr.

Joyce Kaut for Charles Rummel

Edward R. Bartley: "Pro Patria for the Officers and Men of the Cutters' Bedloe and Jackson, lost at sea, Sept. 12, 1944."

Thanks to all to have become QD Log Booster Club members so far! All contributions are appreciated! And remember, these deductions are tax deductible as we are 501.c.

develop — friendships that last a lifetime,” Hanisak said. Hanisak said he and Marvin Hattaway have stayed in touch with each other over the years, regularly picking up the telephone to converse. But for most of the men, the reunions are the time when they “hash it all out again,” Hanisak said. “We forget what we said last year and repeat it.”

McGinty said the role of the *Wakefield* crew was to deliver military personnel — as many as 8,000 to 10,000 troops — and supplies, including food, to the war front. “We carried the 8th Air Force to Normandy,” he said. Most trips were made to England, France and Italy, and later to the Pacific and Africa, Hattaway said.

The *Wakefield*, named for the home of George Washington, originally was a luxury liner, the *USS Manhattan*, the men noted. In 1941, the name was changed and the ship was turned over to the U.S. Navy. In 1942, the ship sustained a direct bomb hit by the Japanese while taking troops to Singapore. It was rebuilt and several years later became ready for transport duty. It was scrapped in 1964.

Though they usually sailed the oceans alone, the men said they seldom felt in danger. “Once again, maybe it was because we were so young,” Springer said. “But it was something we didn’t think about.”

“The storms in the North Atlantic were the biggest dangers,” Hanisak said. “They could be horrendous.”

Each man said they enlisted in the Coast Guard for different reasons.



USS Wakefield in wartime camouflage.

“I was 17 and didn’t know what I wanted to do,” Springer said. So I joined the Coast Guard. I knew I would be drafted and wanted to pick a branch of the service I knew I would like.”

The men also have individual memories of their time while serving on the *Wakefield*.

For Hattaway, “I remember that we carried boxer Jack Dempsey overseas. We each got our picture taken with him and he invited us to go to New York and have a drink on him at his restaurant. He kept his promise.”

Godlesky remembers, “Being in China with a couple of crew members and walking down the street. We came across a Chinese man who was reading an American-Chinese dictionary. It was kind of funny because he asked us the meaning of a word and we didn’t know it.”

Springer said his most important memory is when he heard the war was over in Europe. “My birthday was May 7, and they declared the end of the war on May 9, 1945,” he said. “I had just turned 18. So I’ll never forget that.”

At the end of World War II, the men said they returned home to more normal routines. “I went back to high school,” Springer said. But over the years, he has continued to attend reunions to recall his time in the Coast Guard.

“The more you get together, the more you learn about the past,” he said. “Plus, we were a loyal group. That’s why we do this every year.”

Marie Gilbert

The Hagerstown Herald-Mail
Saturday, June 18, 2011



USS Wakefield arriving Boston.

From Our 2010 POY

To the fine men and women of the CGCVA and their Auxiliary:

Following the shock of being selected as Coast Guard Person of the Year by the CGCVA, I was even more shocked with the red carpet treatment that your Association provided to Javaughn and I during the entirety of your 2011 Convention and banquet. I was treated like a hero by actual and true American heroes. Javaughn and I were truly honored just to be invited to participate and get to know many of you during that week. As a Coast Guard veteran of 10 years active duty and 17 years reserve, you showed me how the generations of Coasties continue to pass on the traditions and ethos that make the Coast Guard the finest maritime organization in the world. I thank you personally for the sacrifices that you all went through to make the Coast Guard what it was when I joined in 1983. And I cannot thank you enough for the week in Herndon, VA/Washington, DC that we will never forget.

Even months past the Chieu Hoi bidding at the banquet, Javaughn is still itching and hounding me to not let an admiral out bid us next time in order to “win and borrow” the mascot for a year. We look forward in trying to outbid RDML Thomas at the next convention. But I can tell you that Javaughn has taken immense pleasure in her raffle

prize and has the deer butt proudly displayed and hung above our fireplace. And we have enjoyed the game you presented her at the banquet with “Shut the Box.” I finally made it home after months of TAD and we broke it out with some good friends recently for a great time. It brought back memories of all those wonderful hours in the Hospitality Room we spent getting to know you and having such a great time.

I don't have enough room to thank all of you that helped to make our trip so special. But I specially need to thank Paul Scotti and Gary Sherman for making the trip happen for us. And Paul, thank you for the book. I just finished reading it on my flight back home. The incredible history made me believe even more in the mindset and quality of people that are attracted to join the Coast Guard. Many thanks to Terry and Rene O'Connell who took us under their wings and made us feel like family within just minutes of arrival and throughout the week. Ed and Mary Swift also made us feel right at home. Liz and the Ladies Auxiliary — thank you for everything you did to make our trip special. There are many others — you know who you are, and we thank you. All of you, along with the rest of the members at the Convention, made us feel like the Coast Guard family that we are and always will be.

Thank you again for the hospitality and camaraderie. This was truly an honor and a lifetime experience that I will never forget. Javaughn and I very much look forward to seeing you at the next convention.

Semper Paratus!

LT Kenneth (Wayne) Miller, USCGR

Benefits of Being a CGCVA Member

In May, 2006, the crew of the *CGC Castle Rock* had a reunion at the Training Center in Cape May. It was a lot of fun, ending with us attending a Friday graduation ceremony.

Upon arriving at the base, the civilian guard directed us to park with the parents/families, and go to the auditorium, to watch some training movies. At the end of the movies, they asked all of us (parents, family and *Castle Rock* veterans) to walk over to the auditorium for



2010 CGCVA Person of the Year LT Wayne Miller, USCGR, and his wife, Javaughn, at Arlington National Cemetery.

graduation. At the ceremony, they announced that veterans of the *CGC Castle Rock* were attending their reunion today. There was some applause from the crowd, as we stood up to be recognized.

After graduation, we were told to head to the enlisted chow hall. We bought lunch and gathered outside the enlisted mess, said our good-byes and hit the road. It was

a great reunion.

In early August, 2006, about three months later, I got notice of a CGCVA "mini-reunion" in Cape May, and my shipmate, Stan Vilitski and I decided to attend.

We pulled up to the guard shack and identified ourselves, and were told we could park right next to the auditorium. We waited inside the auditorium and before

Iraqi Coast Guard Veteran Honored

Chief Petty Officer Rebecca Polzin's 12 years in the Coast Guard have taken her all over the world, from protecting oil platforms in Iraqi waters in the Persian Gulf, to the usual rescues of wayward boaters off California and New Orleans. Most recently, she has been in command of the 21-person Michigan City station. Yet through all her travels, Polzin probably never had to deal with the prospect of stage fright as she did the night of Jan. 16, 2011.

Polzin is normally in charge of recommending Coast Guard personnel under her command to the USO for the honor of standing on the ice with an older armed services veteran while Jim Cornelison sings the National Anthem in front of 21,000 Chicago Blackhawks fans at the United Center.

Seeking a female service representative for the ceremony, the USO turned the tables on Polzin, selecting her to represent the Coast Guard the following month. Another Coast Guard enlisted person at the station was soon scheduled for deployment to the Middle East, however, so he was chosen for the December ceremony, pushing Polzin's turn in the spotlight to the game against the Nashville Predators. It was also the first Blackhawks game for the Minnesota native.

"I've heard from the guys who have gone on the ice that it's an experience of a lifetime," she said. "I've been told I do (have a good

stand-at-attention stance). I've never watched myself do it."

Having teams honor active-duty personnel is a huge morale boost to troops deployed around the world, especially in combat zones and the Blackhawks have had their anthem arrangement with the USO for the past two seasons.

Having been deployed in the Middle East, Polzin agrees on the morale boost.

The slower mid-winter pace of life at the Michigan City station was a perfect time for Polzin to take the ice at the United Center.

"We're definitely a little bit lower key now," she said. "We're definitely training for ice rescue. We still respond to anybody possibly falling through the ice. But nothing near to the operations we have in the summertime."

"I like being able to interact with people just coming into the service, and be able to help them map their career and push them in the right direction," Polzin said. "Be a mentor for their career. It's a very rewarding part of my job. A lot of determination whether these people stay in the service is whether they work for a person who cares enough to push them in the right direction."

Story by George Castle
Chicago Times Correspondent
Submitted by LM Mark McKenney



Armed forces veterans were honored at all Chicago Blackhawks home games during the 2010-2011 season.

the movie started to play, the PIO came in and asked all the Coast Guard Combat Veterans to muster outside (Apparently we didn't need to watch the film). When we got outside, they said we were to meet the commanding officer, CAPT Odom, at the Vietnam Memorial. When CAPT Odom arrived he shook each of our hands, and slipped us a Cape May Training Center medallion. We attended graduation and during the ceremony, they announced that the Coast Guard Combat Veterans Association was in attendance. They asked the WWII veterans to please rise, and the crowd stood and applauded. (this was when I met Jack Campbell). There were no Korean Vets that day, so they asked the Vietnam Vets to rise, and the crowd literally went nuts. It was embarrassing, and quite unlike the reception we got when we came home from Vietnam. They continued on to the Desert Storm vets as well. It was a great feeling for me, for sure!

After graduation, I was talking to this guy in our group. He asked me and Stan where we served and he indicated he was on a 378 in Vietnam. I indicated that I made SK2 in two and a half years and if I had stayed in, I might have made admiral (of course that would have required imbecility on the part of management). As we were standing there, the command master chief came over to the guy we were talking to and said, "Vice Admiral Hull, we're all going over to the Chief's Club for lunch.

At lunch I clarified the point about me making admiral (and injected the imbecility part, which I think made much more sense to VADM Hull). Nevertheless, we had a great lunch and afterwards I was asking the command master chief if he thought it would be alright if I wheeled my shipmate over to the reviewing stand to get some pictures of us in front of the new "Home of the Enlisted Corps" sign. Before the master chief could answer, CAPT Odom overheard my question and came over, put his hand on my shoulder, and said, "Sir, you can go anywhere on this base you wish!"

Now this was slightly different than the way our *Castle Rock* reunion went a few months earlier, and was more than just slightly different than the way I was treated as a member of recruit company Papa-76, in 1969.

I'm not sure why our reception as members of the CGCVA was so much better than my previous experiences. Perhaps it was the attendance of Jack Campbell. I don't know, and I can't guarantee members will get that kind of reception, but that's what I experienced as a CGCVA member.

Gary Sherman

USS Aquarius (AKA-10)

Aquarius (AKA-16) was laid down under a Maritime Commission contract (MC hull 205) on 28 April 1943 at Kearny, N.J., by the Federal Shipbuilding and Drydock Co.; launched on 23 July 1943; sponsored by Mrs. Edmund E. Brady, Jr.; acquired by the Navy on 20 August 1943; and commissioned on 21 August 1943, CAPT R. V. Marron, USCG, in command.

Manned by a Coast Guard crew, she conducted brief shakedown training in Chesapeake Bay and sailed on 15 September via the Panama Canal to the west coast. Reaching San Francisco on 19 October, she loaded cargo and embarked passengers for transportation to Hawaii. She reached Pearl Harbor on 28 October and then returned to San Diego where she reported for duty to the 5th Amphibious Force, Pacific Fleet, and was assigned to Transport Division 24. Following a repair period lasting until 25 November, she embarked Marines and got underway for amphibious training exercises off the California coast.

On 4 January 1944, she sailed for Hawaii. She joined Task Force (TF) 53 at Pearl Harbor and sortied on 22 January for the invasion of the Marshall Islands. She stood



into the transport area off Roi and Namur Islands, Kwajalein Atoll, on 31 January and from then until 6 February, unloaded her cargo and disembarked troops. On 10 February, she arrived at Funafuti, Ellice Islands, where she joined the 3d Fleet. During the remainder of February and into early March, she operated in the Solomon Islands conducting amphibious training exercises with Army troops. On 21 March, she moved to Noumea, New Caledonia; loaded Army personnel and equipment; and took them to Emirau Island to serve as a garrison force. From Emirau, she embarked troops of the 4th Marine Regiment and took them back to Guadalcanal. Between 20 April and 28 April, she carried elements of the Army's 40th Division to Cape Gloucester, New Britain, and returned the 1st Marine Division to the Russell Islands.

Following repairs at Espiritu Santo, *Aquarius* returned to Guadalcanal to conduct rehearsals with the 3d Marine Division for the projected assault on the Marianas. On 4 June, she departed Guadalcanal with TF 53 and proceeded to Kwajalein, the staging base for the operation. This force had orders to act as a floating reserve during the Saipan landings and, when directed, to invade Guam. TF 53 sortied from Kwajalein on the 12th. However, the engagement with the Japanese Mobile Fleet in the Battle of the Philippine Sea and the unexpectedly fierce resistance of the Japanese garrison on Saipan caused the invasion of Guam to be postponed. After standing-by for over a fortnight, *Aquarius* and the other ships for TF 53 put into Eniwetok on 28 June to await further orders.

They sortied again on 17 July and reached Guam on 21 July. By 26 July, all of her cargo was unloaded, and she sailed for Eniwetok. From there, she proceeded on to Espiritu Santo, where she arrived on 6 August. After a week of provisioning, she moved to Guadalcanal. During the rest of August, she took part in training exercises for the assault on Peleliu. She got underway with TG 32.17 early in September and entered the transport area off Peleliu on 15



USS Aquarius (AKA-16) and USS Titania (AKA-13) at Pavuvu, Russell Islands, 28 April 1944, after bringing veterans of the Cape Gloucester Campaign to a rest camp. LCPs in the foreground, are from USS Wayne (APA-54), and being used as water taxis.

September. She remained in the area unloading cargo and receiving casualties from the beach until 22 September.

Aquarius then headed for Hollandia, New Guinea, where she arrived on 25 September. After embarking Army personnel for exercises in the Humboldt Bay area, she sortied on 13 October with TG 78.1 for the invasion of Leyte. On A-day, 20 October, she was anchored in San Pedro Bay and began unloading her cargo. She left the area the next day and returned to Hollandia, and made another run to Leyte in mid-November. By the end of November, she was at Aitape, New Guinea, to load more Army units. She sailed on 28 December with TG 78.1 to support the landings at Lingayen Gulf.

She reached the invasion area on 9 January 1945, completed unloading the next day, and retired to Leyte on 13 January. She took on cargo and personnel for the impending Zimballes-Subic Bay operations. She reached that area on 29 January and two days later was back in Leyte. Late in February, she proceeded via Hollandia to Guadalcanal and held training exercises off Guadalcanal until sailing for Ulithi on 15 March. On 27 March she sortied with Transport Division 36 for the assault on



Okinawa.

Aquarius remained off Okinawa from 1 April to 9 April, resupplying other ships. She got underway again on the latter day; called at Saipan on 13 April; Pearl Harbor on 26 April; and arrived at Seattle, Wash., on 4 May to begin overhaul.

The yard period ended on 12 July, and she conducted

refresher training off the west coast. While she was still in California waters Japan capitulated. She departed San Diego on 18 August, arrived at Guam on 4 September, and moved to Saipan three days later to load cargo and troops for use in the occupation of Japan. On 23 September, she anchored in the harbor of Nagasaki to begin unloading. Departing Japan on 26 September, she proceeded to

Greetings From PSU 313

Hey Joe (Kleinpeter),

Just wanted to take this time to thank you and the other Coastie vets who made the CGCVA possible. My fellow PSU 313 shipmates and I will carry on the proud tradition that you and many others have carried before us.

I appreciate the stamps and I will make sure to pass them on to my son as well as other military memorabilia that I have acquired during my military career.

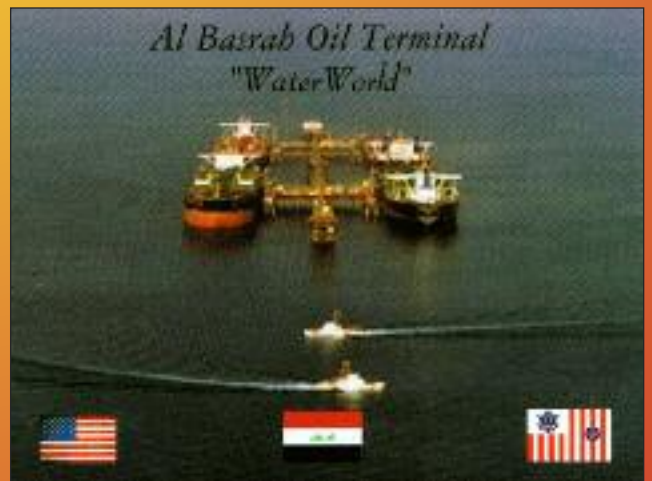
My deployment in the Persian Gulf is coming to an end shortly and we should be back home to Washington by Aug. 13th. I will be in New York visiting family in late August and early September and, if possible, I'd like to stop by and visit you and perhaps grab some lunch. I will be in Central Islip where my parents stay.

I also plan on attending the Douglas Munro memorial in late September when I return to Washinton. I am enclosing a postcard from one of our missions in Iraq, my unit patch, and an Old Glory flown in Kuwait on one of our boats. I hoisted it and took it down myself, then folded it with another shippy.

See you when I get back. Semper Paratus!

Jose Capiglioni

Editor's Note: Jose is an ME2 who has served in the Coast Guard since March 2009 and was sponsored for CGCVA membership by PNP Joe Kleinpeter. Prior to joining the Coast Guard, Jose served in the Navy from June 2002. Welcome aboard Jose!



(Left) Flag, patch and certificate sent to CGCVA from USCG Port Security Unit 313.

Mindoro and Manila Bay, Philippines. On 23 October, she sailed from Manila with TG 78.7 bound for Hong Kong. During the next two months, she shuttled Chinese troops and supplies between Hong Kong, Chinwangtao, and Tsingtao. She returned to Seattle on 13 December.

She remained on the west coast until February 1946, then proceeded to New York where she was placed out of commission on 23 May. She was turned over to the War Shipping Administration on 12 September, and her name was struck from the Navy list on 13 November 1946. She was subsequently sold to U.S. Lines on 12 February 1947.

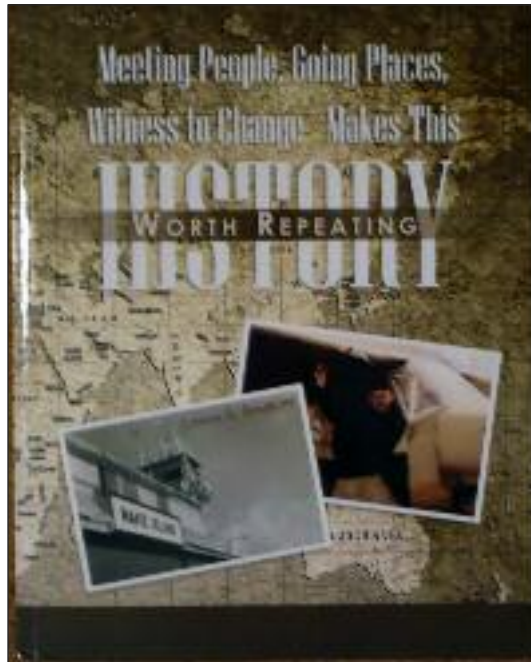
Aquarius earned eight battle stars for her World War II service.

Submitted by Herb Weinstein

Memoirs of a CGCVA Member

CGCVA member Joshua S. Sparrow has recently written and published a book, "History Worth Repeating". The book started with an idea of naming 100 famous people he had met over the past 75 years and then the number grew to 200. In the process, Josh met up with another crew of folks he thought would make his book even more interesting, and so the original premise went into Mode 2. He then started naming famous places, parks and campsites he had visited so it became Mode 3. According to Josh, his entire life has been an unparalleled one and his completed book included more than 600 people and places that he feels are histories worth repeating. The list includes presidents and sailors, writers and readers, professionals and retirees. Who knows... maybe you are included.

"History Worth Repeating" sells for \$16.50 from Amazon plus shipping. It can also be ordered directly from Josh at 1259 Jasper St., Cantonment, FL 32533.



'Beach Parties' No Picnic

I was going to a party!

After 16 months of duty aboard a Coast Guard cutter doing convoy escorts duty in the North Atlantic, our ship

went into dry dock in Boston for repairs and new equipment. There I received temporary orders to a replacement station, where I would await permanent orders and assignment.

"You've had enough sea duty," said a clerk at the replacement station. "You will probably get a base job. Maybe right here in Boston."

A week later, my orders arrived: "You are to report to the commanding officer, USCG Section, at Camp Lejeune, NC, where you will be assigned duties with Beach Party No. 4, now being formed there." So I boarded a train heading south. I had no idea whatsoever as to the duties of a "Beach Party."

"Probably has something to do with stuff like USO shows around the country," I daydreamed happily. "Or maybe something like that Hollywood canteen in Los Angeles. Lots of movie stars and gorgeous chorus girls around all the time!"

Then — I arrived at Camp Lejeune. What a revolting experience! No glamorous movie stars. No gorgeous chorus girls. Dreams of fun and games disappeared within the first five minutes when I found myself assigned to a tent with seven other new arrivals. No furnishings except old cots to sleep on — which meant that we would be "living out of our sea bags."

Right after we dropped our gear, we were mustered out in a hot, sandy, open square, along with 35 other bewildered new arrivals. A lieutenant and an ensign faced us.

"My name is LT Robert Perry," the officer said, "And I am in command of

U.S. Coast Guard Beach Party No. 4 — which means you men. ENS Jack Winslow (nodding toward the ensign) is my executive officer."

"We all begin training at 7 a.m. sharp, tomorrow, as a beach party. Which means that we will be learning to operate all types of amphibious landing craft — LCVP, LCM, LCT, Alligators, etc., etc. And we will be establishing markers to indicate where the follow-up troops, equipment, ammo, water, first aid, food and everything coming ashore in the follow-up waves will land. After we do all that, a marine colonel will be critiquing our work, explaining what we did right or wrong. Then we will pack

up all our equipment, get back in our landing crafts, go back offshore, turn around, hit the beach again and set it back up. Over and over and over — seven days a week until we are shipped out of here for assignment to an assault transport ship in the Pacific for the real thing.”

Well, we did just what he said — seven days per week, dawn until dusk, rain or shine, and finally to our assault

ship.

Aboard the ship, we were part of the regular crew, doing whatever our rank/rate called for. In my case it was on the signal bridge doing blinker light, flag hoist and semaphore signals. When the ship took part in an invasion, we (Beach Party No. 4) went ashore with the Marines or Army troops. So I had the pleasure of attending ‘beach parties’ in the

Memorial Day in Manila

I represented the Coast Guard Combat Veterans at the Memorial Day Service at the American Military Cemetery (AMC) at Fort Bonifacio in Manila.

A Flower Wreath was placed for the 58 Coast Guardsmen who are listed on the “Tablets of the Missing” representing 57 KIAs & one POW, whose remains are interned there.

While there I was interviewed by a reporter from Reuters News Service and she also took several photographs of me at the CG Wall.

I also met with U.S. Ambassador Thomas and spent some time with USAF General Gary North, Commander Pacific Air Forces. The general is a big fan of the Coast Guard! We exchanged coins and stories, a great guy!

Next year I plan on putting a Coast Guard Flag on each of the 58 Graves for Memorial Day.

Numerous Veterans Associations had large flower wreaths in front of the podium. I plan on providing a larger wreath from the CGCVA with the others next year.

I already have numerous military retirees to accompany me to the “Day of Valor” Ceremony at Cabanatuan POW Camp on April 9, 2012. And I have started a campaign to have a CG cutter named in LT Crotty’s Honor!



J. J. O'Neil places a wreath at the Manila AMC Coast Guard Wall on Memorial Day 2011.



Graves with flags on Memorial Day 2011 at AMC Manila



A Bataan Death March survivor with friends

Sorry it took so long to get this to you, but I have been sick and traveling back and forth to the U.S. Fair Seas,
“J.J.” O'Neil

Philippines, Iwo Jima, Okinawa, and eventually, with the first troops into Japan itself.

Know what? I never saw a movie star or a gorgeous chorus girl at any of those 'parties'... not a one! Furthermore, I don't accept invitations to beach parties — I don't want any more surprises like the Coast Guard handed me in WWII. **Edward Winthrow**

Honor Flight Helps WWII Veterans

On June 3 and 4, 2011, I joined 110 WWII veterans on an all expenses paid trip to Washington, D.C. The night before the trip the veterans, spouses, and other family members were guests at a local American Legion hall for dinner and instructions as to our activities for the next two days. Each veteran received an ID badge to be worn at all times, an Honor Flight cap, two blue sports shirts, a lightweight jacket, and an overnight bag for personal items.

At 5:30 a.m. on June 3rd we congregated at the Sioux Falls, SD Regional Airport where we were met by local dignitaries and a Color Guard for our farewell to those gathered to see us off. During the chartered flight we were served breakfast and upon arrival at Ronald Reagan National Airport we boarded three waiting buses. Each bus had a doctor, a nurse, 10 wheelchairs, and five "Guardians" wearing red sport shirts to assist us. We veterans ranged from 85 to 98 years of age; some of us used canes, some needed wheelchairs, and all of us were glad for the close attention paid to us by our "Guardians" who were there with cold water and anything we needed. The first day we visited the Air Force Memorial, the Iwo Jima Memorial, and Arlington National Cemetery for the Changing of the Guard.

Next, we checked into the Westin Hotel in Alexandria, VA, to rest up until the "Hero's Banquet." After dinner and speakers we were called upon to share our favorite war stories. Some were humorous, others not. We then all turned in to our 'racks' at this five-star hotel.

On Saturday we had breakfast on the buses as we headed for the WWII Memorial where we had group photos taken



CGCVA life member Thom Weber is greeted by Army and Rolling Thunder representatives at the Sioux Falls, N.D. airport following his two-day Honor Flight to Washington, DC in early June.

by the photographers who accompanied our flight. Getting 110 people into one photo took a lot of body shifting. We spend two hours at the memorial and found it very moving to be greeted and thanked by other tourists at the site.

We also toured the Lincoln, Korean War, Vietnam, and FDR Memorials and were driven past many of the city's most important buildings, with a chance for photographs. The National Museum of the U.S. Navy, dating back to the American Revolution, was the final visit of our trip before we headed to the airport for our return flight home.

As we winged closer to our destination the sun was beginning to set in a glorious display of color. When the plane dropped altitude we could make out the fields being prepared for summer crops and the farmland lights were already on for the night. Through the dark the lights of the Sioux Falls airfield showed us the way until our wheels thumped down to a slow roll and stopped. It was 9:30 p.m. and we were home.

Gripping our carry-on bags, we remained seated until our wheelchair buddies were safely off the plane. As we entered the terminal we were greeted by an Army Color Guard squad. I saluted the Colors and stepped down onto the down elevator. At the bottom, four Army men in fatigues grasped my hand warmly. A huge crowd of television cameras, family, friends, and townsfolk burst into loud applause and cheering — and tears. I walked through

a passageway created by the Rolling Thunder Color Guard holding large American flags to find my wife and family welcoming me home. It was an emotional, overwhelming homecoming, reminiscent of our welcome 66 years ago when, convinced by two atomic bombs, Japan surrendered. The formal signing took place on Sept. 2, 1945, aboard the battleship *Missouri*, bringing with it an end to rationing plus happy reunions with loved ones and a chance to build new lives.

The Honor Flight meant all of this and more to a bunch of “old timers” as we headed to our homes, tired but grateful for this wonderful experience. **Thom Weber, LM**

Editor's Note: Honor Flight is a non-profit organization created solely to honor America's veterans of WWII. Thirty states have sponsored similar flights. This flight was South Dakota's 12th and last. Thom Weber served on the CG-manned Patrol Frigate USS Bisbee (PF-46) in the South and North Pacific during WWII.

How I Spend My Retirement

CGCVA member **Lee White**, a former YN1 on the CGC *Half Moon*, can relate to Thom Weber's adventures depicted above since Lee serves as Vice President of Operations for Rocky Mountain Honor Flight where he coordinates Guardian/Volunteer applications. Bravo Zulu to Lee and all who participate in this wonderful program. For more information, go to: www.honorflight.org.

Congratulations Graduates

Each week at graduation ceremonies at USCG Training Center Cape May, N.J., the CGCVA sponsors the Physical Fitness Award to a graduating recruit. A CGCVA watch and certificate are presented, often by an attending CGCVA member. The below listed Cape May graduates have been awarded the PNP Jack Campbell — CGCVA Physical Fitness Award since the last *QD Log* issue:

SA August J. Maher (Xray-184) of Providence, RI, reports to CGC *Alex Haley*, Kodiak, AK.

SN Michael M. Ikedachandler (Yankee-184) of Memphis, TN, reports to Sector Lower Mississippi River, Memphis, TN.

SN Keith E. Williams (Zulu-184) of Aiea, HI, reports

to CGC *Mellon*, Seattle, WA.

FN Russell W. Grizzard, Jr. (Alfa-185) of Dallas, TX, reports to CGC *Ouachita*, Chattanooga, TN.

FN Zane H. Kanadjian (Bravo-185) of Lakewood, CA, reports to WMSL Crew (Alfa), Alameda, CA.

SN Joseph S. Foss (Charlie-185) of Colton, CA, reports to Station Noyo River, Fort Bragg, CA.

SA Randy J. Hafner (Delta-185) of Cleveland, OH, reports to CGC *Morganthau*, Alameda, CA.

SN Ryan J. Gordon (Echo-185) of Richmond, VA, reports to USCG Ceremonial Honor Guard, Alexandria, VA.

SA Elijah D. Jennings (Foxtrot-185) of Honolulu, HI, reports to CGC *Morro Bay*, New London, CT.

SN Lureida J. Soto-Gonzalez (Golf-185) of Aguadilla, PR, reports to Recruiting Office Miami South, Culter Bay, FL.

SN Nathan B. Alpaugh (Hotel-185) of Tampa Bay, FL, reports to WMSL Crew (Charlie), Alameda, CA.

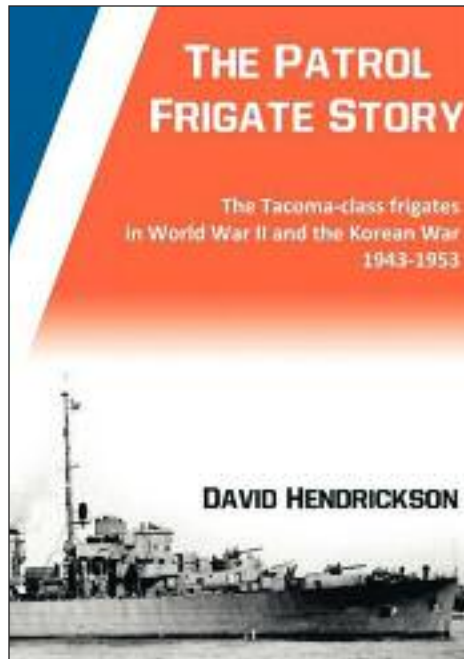
The Patrol Frigate Story

Former Coast Guardsman David Hendrickson has written “The Patrol Frigate Story” which details the Tacoma-class frigates used in WWII and Korea 1943-1953.

As the former historian for the Patrol Frigate Reunion Association, Hendrickson seeks to preserve the memory of the patrol frigates of WWII and Korea. One hundred frigates were authorized for construction in Dec. 1942, four later cancelled, 75 manned by the Coast Guard, and 21 loaned to the British Royal Navy as Colony-class frigates.

The Coast Guard-manned frigates served in every theater from the North Atlantic to the

South Pacific. In the North Atlantic many served as weather ships, others assigned escort duty across the Atlantic. Twenty-one frigates served with the 7th Fleet Amphibious Division on the march from New Guinea to Leyte in the Philippines. The majority of frigates were scrapped after WWII, many sold or given under treaty to



nations around the world, only to disappear over the years.

In WWII, the author's ship, *USS Albuquerque (PF-7)*, endured a 14-month tour of duty in the Bering Sea, performing unending patrols, escorts and emergency steaming to ships in distress to the point that some aboard *Albuquerque* feared that they had crossed the line — forgotten by the Navy and destined to roam the seas a ghost ship in company with the *Flying Dutchman* until Judgement Day.

"The Patrol Frigate Story" is a trade paperback from Fortis Publishing, ISBN-13: 978-9846371-0-2. It retails for \$12.95. For further information, contact Dennis Lowery at DMLowery@Fortis-Publishing.com.

A Thank You to all Vietnam Veterans

A guy gets time to think over here and I was thinking about all the support we get from home. Sometimes it's overwhelming. We get care packages at times faster than we can use them. There are boxes and boxes of toiletries

and snacks lining the center of every tent; the generosity has been amazing. So, I was pondering the question: "Why do we have so much support?"

In my opinion, it all came down to one thing — Vietnam Veterans. I think we learned a lesson, as a nation, that no matter what, you have to support the troops who are on the line, who are risking everything. We treated them so poorly back then. When they returned was even worse. The stories are nightmarish of what our returning warriors were subjected to. It is a national scar, a blemish on our country, an embarrassment to all of us.

After Vietnam, it had time to sink in. The guilt in our collective consciousness grew. It shamed us. However, we learned from our mistake. Somewhere during the late 1970's and on into the 80's we realized that we can't treat our warriors that way. So, starting during the Gulf War, when the first real opportunity arose to stand up and support the troops, we did. We did it to support our friends and

Morning Muster

Ensign Montgomery was holding morning muster (roll call) and he's calling out the names...

**"Jackson?"
"Here!"**

**"Kirby?"
"Yo!"**

**"Stephens?"
"Present, sir."**

**"Seeback?"
(no answer)**

**"Seeback?"
(still nothing)**

"Dammit Seeback!"

The chief quietly tells the ensign, "Turn the paper over, sir."

family going off to war. But we also did it to right the wrongs from the Vietnam era. We treat our troops of today like the heroes they were, and are, acknowledge and celebrate their sacrifice, and rejoice at their homecoming — instead of spitting on them.

And that support continues today for those of us in Iraq. Our country knows that it must support us and it does. The lesson was learned in Vietnam and we are all better because of it. Everyone who has gone before is a hero. They are celebrated in my heart. I think admirably of all those who have gone before me. From those who fought to establish this country in the late 1770's to those I serve with here in Iraq. They have all sacrificed to ensure our freedom. But when I get back home, I'm going to make it a personal mission to specifically thank every Vietnam Vet I encounter for THEIR sacrifice. Because if nothing else good came from that terrible war, one thing did. It was the lesson learned on how we treat our warriors. We as a country learned from our mistake and now we treat our warriors as heroes, as we should have all

along. I am the beneficiary of their sacrifice. Not only for the freedom they, like veterans from other wars, ensured, but for how well our country now treats my fellow Marines and I. We are the beneficiaries of their sacrifice.

Semper Fidelis!

MAJ Brian P. Bresnahan, USMC

USCG KIAs From the WWII Philippines Campaign

Some months ago I received a spreadsheet from Mr. Bert Caloud of the American Battle Monuments Commission containing the names of numerous USCG KIA's from the WWII Philippines Campaign. Mr. Caloud requested assistance in finding missing information, relative to these men. Specifically, he is trying to fill in the blanks so if any CGCVA members can assist him, please send information to him at caloudb@abmc.gov.

As you can see by the following chart, there are several

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areas that still need to be filled in, including one service number, two engagement locations, and several units/squadrons the individuals were assigned. The Remarks section indicates how the individual was killed. Again, if you have any information on any of these Coast Guardsmen, please send same to Mr. Caloud. Many thanks!

J.J. O'Neil

NAME	RANK	SER. NO.	UNIT/SQUADRON	ENGAGEMENT/LOCATION	REMARKS
ANDERSON, ROY F.	F2	576427	USS LST-167	VELLA LA VELLA, SOLOMONS	ENEMY ACTION
BUBECK, SHELDON T.	COX	514967	USS LST-167	VELLA LA VELLA, SOLOMONS	ENEMY ACTION
CARTER, CLEMMIE	ST3	205634			
CARTER, GLENN B.	SEA1	546220		PHILIPPINES	
CONSTABLE, GODFREY H.	LTJG		USS CORONADO (PF-38)	PHILIPPINES	
CRAMPTON, DUANE R.	SEA2	7009301		PHILIPPINES	
PUSATERI, ANDREAS A.	COX	228413		PHILIPPINES	
SEUTTER, DONALD JOHN E.	SC2	7009324	USS CALLAWAY (APA-35)	PHILIPPINES LINGAYEN GULF	KAMIKAZE
SMITH, BILLY C.	SEA1	508959		PHILIPPINES	
WEEKS, JOHN L.	CMMM	222382		PHILIPPINES	
WILLIAMS, EVERETT E.	SEA1	633783			

Will It Get Harder to Find a TRICARE Doctor?

The debt ceiling deal may make it more difficult to find a TRICARE provider. The main reason — low reimbursement rates — the amount physicians get from TRICARE for providing services to military beneficiaries. Low reimbursement rates are the number one reason physicians say they turn away TRICARE beneficiaries. This means that access to health care for TRICARE Standard and TRICARE Extra beneficiaries may get harder as Congress looks for ways to meet their deficit-reduction requirements.

A True Story

When I was a CPO in charge of the Ninth Coast Guard District Pay Office in 1955, a WWII “deserter” whose name I have forgotten was brought in. I received an order from the Personnel Office to open up his pay record, which I did, and got his serial number from CGHQ. He was a Seaman 1/c in 1944. A Court Martial Board was convened and a few days later I received information from Personnel to close his pay record and forward it to CGHQ. What happened is that

the Seaman testified before the Court Martial Board — he said he was onboard a cutter and he spilled paint at the Quarterdeck, and may have splashed some on the OOD. The OOD told him to get out of his sight and something to the effect that he never wanted to see him again. The Seaman left the ship and didn’t return. The Court Martial Board contacted the OOD who was now a civilian and was told that the Seaman was a constant screw-up and that he probably told him to get out of his sight, or some such language. The Seaman went home with a General Discharge.

Baker Herbert

Are We Old Yet?

Hospital regulations require a wheelchair for patients being discharged. However, while working as a student nurse, I found one elderly gentleman already dressed and sitting on the bed with a suitcase at his feet, who insisted he didn’t need any help to leave the hospital. After a chat about rules being rules, he reluctantly let me wheel him to the elevator. On the way down I asked him if his wife was meeting him.

“I don’t know,” he said, “she’s still upstairs in bathroom changing out of her hospital gown.”

Medals and Awards

Individuals requesting replacement of awards or verification of eligibility for awards not previously issued, should contact the Coast Guard Medals and Awards Team. Those requesting award replacement or verification of eligibility should provide name, current mailing address, phone number, DD-214, and documentation or statement that could be used to help verify eligibility for the award(s) in question. If documentation cannot be provided, we will order your record from the National Personnel Record Center which will take approximately 4-6 weeks to process. All mailed, faxed, or emailed award requests must contain the signature of the member or the primary next of kin. POC: Ms. Deneen Day at 202-475-5386 or email: Deneen.A.Day@uscg.mil.

“She Did Her Duty” USCGC Dione (WPC-107)

by Stephen McElroy, USCG Auxiliary D5SR Historian

With the surprise attack on Pearl Harbor, the United States was thrown into an ill-prepared war with an obsolete, slow, and inappropriate naval force that could not perform the duties necessary to protect the nation. This was especially true of vessels needed for anti-submarine warfare. The Japanese attack compelled Adolf Hitler to declare war on the U.S. in January 1942. The Germans had been at war for some time and had already devised a plan of action to halt the shipment of goods from the United States to Britain and the rest of Europe. Rear Admiral Karl Donitz, Commander Submarine Forces, had a plan called Operation Paukenschlag (or Drumroll) and it called for a swift, decisive submarine assault on the American Eastern Seaboard to take advantage of the ill-prepared Americans. Five U-Boats were assigned to the operation and not even RADM Donitz could foresee the success these few U-Boats would achieve in a very short period of time.

The Naval Commanders were holding the fleet and preparing them for surface battle when and if the German Navy appeared and they could handle the submarine forces with a small group of ships that were available. It was argued that those ships were old and too slow to effectively out maneuver any U-Boat. The opening days of this battle proved them correct.

As a result, Allied merchant ships went down at an alarming rate. From the middle of January to June, 1942, a staggering 397 ships were lost to the marauding German

Wolfpack. They also very quickly realized that the best “hunting grounds” were around Cape Hatteras, NC. For hundreds of years, Hatteras has been the navigational focal point for many merchant ships. The Germans sank so many ships that they started to refer to the area as “Torpedo Junction.”

The *Coast Guard Cutter Dione (WPC-107)* was the only naval presence in this area in the opening days of the attacks. This gallant, 165 foot, cutter was not built for this type of duty. Designed during Prohibition to thwart rum-runners, the *Dione* was a fine Coast Guard vessel. Alone against tested German U-Boats she was simply over-matched. Equipped with World War I sonar, ineffective engine speed, and a new crew of raw recruits she was asked to give more than ever intended. But give she did. Her orders were simple, maintain patrol to protect shipping and assist in recovery should any shipping be attacked. Her secondary mission was to hunt for the submarines.

In early February, the *Dione* was ordered back to Little River, Virginia for resupply and to receive a new commanding officer. LT James Alger pulled some strings to be relieved of staff duty in Washington and to be assigned sea duty. From his first encounter with the crew, they realized that their new skipper was determined to see that the ship did her duty while making sure that the crew was prepared. As later related, his address to the crew inspired them to perform superbly. One day after taking command, Alger



USCGC Dione in 1941, just after being outfitted for war.

ordered the ship back to sea to begin a new hunt. His leadership abilities served the crew and the ship well during this period.

Training the crew was his first priority, since many were new to the Coast Guard and had received minimal basic training. Every day during escort duty, they trained at the depth charge racks, listened for sonar contacts, and continually maneuvered the ship to learn her abilities and her limitations. After escorting merchant shipping each day through the area, LT Alger would turn to hunting at night. Endless hours were spent searching for U-Boats with very limited success. There were several reasons for the lack of success.

The main problem was that the *Dione* was just too busy and asked to do too much. As the attacks intensified, she was consistently searching for survivors or assisting damaged vessels back to port. Nightly she would come upon ships that had been attacked, find injured or dead seamen, see ships sinking or badly damaged, and when sonar contact was made she was unable to continue the chase due to her slow speed over the surface. The U-Boat captains had figured out that they could outrun her on the surface.

Secondly, the *Dione* did not have the ability to sustain lengthy sea duty. She lacked a fresh water system and adequate food storage and could only carry a limited number of depth charges, all of which limited her to a five day patrol period. This continued throughout the first six months of 1942. However, these limitations did not deter the skipper or the crew's determination to do their duty. There were several patrols where the *Dione* dropped more depth charges than any other ship on the East Coast. Their continuing harassment of the Germans



LCDR Alger with sexton aboard the Dione in 1942.

undoubtedly saved lives and kept the number of sinkings down from what could have been. No confirmed kills were ever credited to the ship, but many of the U-Boat logs later confirmed that there was always one little ship that caused problems in the North Carolina shipping lanes.

Alger's leadership while on the *Dione* is well documented in the book, "Torpedo Junction", written by Homer H. Hickam, Jr. and repeatedly expressed during interviews, this year, with a surviving crewman from those days. BM1 Harrison Ochs, of Kirkwood, MO, stated, "The crew would do anything that man asked and that his actions saved their lives and got them through." Throughout the interview he referred to the skipper and the ship as being essential to the war

efforts during early World War II.

The *Dione* had a long and successful career with the Coast Guard. Commissioned on June 30, 1934, she had continual service until she was decommissioned on Feb. 8, 1963 at Port Arthur, Texas and sold. She was used as an oil exploration vessel in the Gulf of Mexico until the late 1980's. In 1988 she was sold to the Al Rashid Corporation and converged into a barge for dive operations in the Persian Gulf until she capsized in choppy waters off the coast of Bahrain, near the Iraqi port of Basra, on Dec. 22, 2006.

James A. Alger, Jr. had a long and highly successful career with the Coast Guard. The son of a Coast Guard admiral, he was commissioned as an ensign on July 13, 1931, following graduation from VPI with a degree in Electrical Engineering.

After serving on the *Dione* and several other vessels during WWII, he was assigned to the Coast Guard Yard at Curtis Bay, MD, several cutter assignments, and was



RADM Alger as USCG Chief of Staff.

confirmed a flag officer on Feb. 3, 1961 as Rear Admiral. He became Chief, Office of Engineering at USCG Headquarters. and later Coast Guard Chief of Staff on June 20, 1962. Several district commands followed and on July 1, 1967 he retired.

Just before his death, the USCG 125' and 165' Cutter Association honored RADM Alger, at its first reunion since the war. He was the keynote speaker and received the cheers from those who served with him and was overwhelmed by his reception.

The members of the Coast Guard Auxiliary, Fifth District-Southern Region, have taken on a special project to honor the service of the *Dione*. An artist rendition of the *Dione* will be presented to the Sector commanding officer on August 5, 2011 during Coast Guard Day celebrations at Station Atlantic Beach, N.C. Artifacts also have been donated for a display at the Museum of the Graveyard of

the Atlantic. That will open next year.



The Al-Rasid (formerly the CGC Dione) just before it sank. Decks had been restructurd as a dive platform.

“Oh What a Lonely Boy...”

by Frank Bari, QD Log Assistant Editor

The young petty officer had seen action in Vietnam. He had joined the Coast Guard straight out of high school and at the same time had married his childhood sweetheart. Having been assigned to a cutter directly out of boot camp, he was rarely home. He put in for a small boat station and eventually got his wish. This allowed more quality time at home with his wife and their new baby boy. Life seemed almost as normal as it can get. Though he put in many hours at the station, he was home every night.

He enjoyed playing with his son. Though only a baby, the young Coastie brought him to baseball games and just about everywhere he went when he was off duty. The station was in the same city as the Coastie's parents so they often went to visit. The baby and the Coastie's father became inseparable. The Coastie's father, having served close to 30 years in The Marine Corps, was retired and had plenty of free time to drop by the Coast Guard base, where his son lived with his family.

The tough retired Marine was putty in the hands of his grandson, and the adoration of the now young boy was mutual. As the Coastie continued to advance his career, he found himself away from home more and more.

Still, he always kept in touch and spoke daily to his little boy even over a telephone. The Coastie was grateful that his father, the retired Marine, would pick up his child from

school, help him with his homework, and just be there.

However, the toll was taking another price — one the young Coastie was unaware of. His marriage was falling apart — something he learned during a monsoon in Vietnam while trying to read a letter that included divorce papers. He was numb and stuck in his situation so he signed the divorce papers. Following his tour of duty in Vietnam he thought he could fix things up.

When he did come home, he had to get a Court Order to see his son who did remember him but wanted to see his grandpa. No problem.

At the time, the movie hits by Sylvester Stallone were starting to influence every underdog in the Nation. “Rocky,” was a hero to all for many reasons. The music made you cheer. The Coastie took his son to Philadelphia to run up the Art Museum steps made famous in the movie. He took his son to the Italian Market in South Philly where they ate cheese steaks at Gino's. The Coastie and his son had great times together. They made unforgettable memories.

Still the apple of his grandfather's eye, he decided to stay with grandpa when his father the Coastie went back out to sea on a new assignment. He wasn't gone for long and returned to his son in a short while. The fun continued — The Coastie, the retired Marine grandpa and the growing

boy. There were dinners out, camping trips and movies.

Then one day the Coastie received news that he was to be assigned to a cutter based out of state. The cutter made lengthy patrols to South America, fighting drug dealers. "Hey, little man," he said to his son, "this is part of the job, this is what Coasties train for, just like "Rocky," when he trains for a fight. Grandpa and your Mom will be around and grandma too. I'll write as much as I can. You'd better practice your boxing because when I come back I'll be as strong as Apollo Creed and whup you good, so get training for when I come home, Okay." said The Coastie. "Yeah, sure," his son said.

He was already in high school when his father left for the cutter. The Coastie remembers driving near his home and saw his son walking alone down the street, just kicking a can.

"Did I make him this way, he looked so all alone," thought the Coastie. There was an aura of emptiness about him. It made the Coastie sit in his car and cry — he too was alone. He turned his car around and drove another way home. I don't know why he didn't pick up his son, I don't think he knows why.

Things became strained between the Coastie and his son. There was little communication until after The Twin Towers Attack on 9/11/01. The Coastie heard from his father that the boy, his son, had joined the Marine Corps

like his grandfather. After that, news about his son only came to the Coastie through his own father. After, Paris Island, it was on to Camp Lejune. The Coastie wrote his son, but received no response. Eventually he heard from his own father that his son was headed for Iraq.

A few months later his father wrote his son, still aboard the cutter. His grandson, the Coastie's son, had been killed in combat by an IED and would be buried in a national cemetery. He was just 19 years old.

The Coastie attended the funeral and bought two pairs of boxing gloves, to be placed in his son's coffin. He stood next to his father as they both rendered a salute as "Taps" was played. The flag folded, his mother took it. Nobody said good-bye as the funeral ended and people left.

The Coastie hugged his father the Marine, and told him he loved him. He returned to duty aboard the Coast Guard cutter he was assigned to and at night, when he requested the midwatch, he scanned the skies and it's bright lights and clear salty air.

All he could think of was an old song from his youth, which he hummed, "Oh What a Lonely Boy ..."

Assistant Editor's Note: While I have made no direct identification in this story, it is a true story based on a real person that I know.

The Day the Coast Guard Hanged a Man

by CAPT Robert F. Barber, USCG (Ret.)

It was done. For the first and only time in its long history, the Coast Guard had hanged a man. The date was August 17, 1929 — the place of execution a gallows especially built inside a Coast Guard seaplane hangar at Base Six, Fort Lauderdale, FL. The prisoner, James Horace Alderman, with a long list of federal crimes on his records, had flaunted the law one time too many, had shot and killed three federal lawmen in a frenzy of hot blood on the seas between Miami and Bimini, two years earlier.

On August 7, 1927, a pleasant summer afternoon on the Gulf Stream, the 75-ft. Coast Guard patrol boat *CG-249* was en route from Fort Lauderdale to Bimini, Bahamas, with a



Horace Alderman

passenger on board, Special Agent Robert K. Webster, of the Treasury Department. Webster was to investigate reports that counterfeit American currency was circulating in the British colony, presumably introduced by American rumrunners in payment for illicit cargoes of whiskey.

Skipper of the *CG-249* was Boatswain Sydney C. Sanderlin, his Engineer was Motor Machinist's Mate Victor A. Lamby. Five other enlisted men filled out the crew. At 1 p.m., a 40-ft. open cockpit motorboat was sighted ahead. Rumrunners often used small speedboats for dashes into U.S. ports, sometimes in daylight. As the motorboat reversed course and increased speed,

Sanderlin fired a blank round from his one-pounder. Another burst of machine gun fire, not to hit the rummy, but to warn him, did the trick. The 40-footer hove to. *CG-249* came alongside. Alderman was in charge of the suspect vessel. His one crewmember, Robert E. Weech, appeared innocuous. There were no signs of any weapons on their vessel. Coast Guard crewman John Robinson jumped over onto the 40-footer and quickly located about 20 cases of liquor stacked in the engine room. He called: "It's a rummy!"

Sanderlin ordered both men to come aboard the *CG-249* and be searched. No weapons were found on them. Sanderlin then went into the pilothouse to radio Fort Lauderdale and ask for new orders. A loaded service .45 lay on the chart table beside him. Out on the deck, Alderman asked the crewmen if he could return to his boat and get a coat he had left behind. Receiving assent, he soon returned to the *CG-249* wearing a coat. Nobody knew that he now carried a pistol inside his coat. Just as Sanderlin was starting his call, Alderman stepped into the pilothouse, fired his pistol at Sanderlin's back, killing him instantly, and grabbed the .45. He whirled to face the others, a deadly weapon brandished in each hand.

Victor Lamby heard the shot and ran for the small armory where he could get another .45. Alderman fired, hitting Lamby squarely in the spine, severing his spinal cord. Lamby collapsed over the engine room hatch and fell into the room in desperate pain, unable to move his legs. Robinson grabbed a wrench and hurled it as hard as he could at Alderman, but missed. As Alderman turned to shoot him, Robinson dove overboard, escaping the bullet. Weech just stood by, gawking. Now in control, Alderman ordered the remaining five Coast Guardsmen and the Treasury Agent to board the rum boat, shouting he would kill them all and burn the *CG-249*. He ordered Weech to go into the engine room of the *CG-249* and break gasoline lines to get ready to burn the cutter. Boatswain's Mate Frank Tuten spoke up: "Wait a minute. You'd better get this boat away from the 249 before you light that gasoline, or the explosion may blow us all sky high."

Alderman said: "Shut up," but the idea sank in. The six captives were now huddled on the stern of the rum boat,

with Alderman training his guns on them. Weech tried to start the rum boat's engine, but it coughed and backfired. Alderman turned to see what the trouble was.

It was now or never for the captives. Acting as one, they threw themselves at Alderman, with Agent Webster and



A typical Coast Guard patrol boat circa 1929 used to combat rumrunning.

Tuten in the lead. Alderman reacted in time to start shooting. The .45 barked first, catching Webster directly over the heart, killing him instantly. Tuten grabbed for Alderman's other arm and managed to hold that arm while Hollingsworth knocked the gun out of Alderman's hand. Firing wildly with the .45, Alderman hit tough little Jodie Hollingsworth, the bullet penetrating Jodie's left chest below the arm, continuing up through his throat and temple, and destroying his right eye. Jodie fell overboard. Luckily, the cool water revived him so that he could swim a little and save himself from drowning.

By this time, four men were on Alderman, beating him unmercifully. He fell to the deck unconscious. Tuten, Caudle and Robinson turned on Weech, who offered no resistance. Robinson threw him overboard and the wounded Jodie Hollingsworth tried to drown him by dragging him under. Robinson leaned over the side with a stout oar and swatted Weech's head. Weech went limp as a rag. He was hauled aboard the rum boat where he and Alderman were manacled, arms behind their backs.

A quiet August afternoon in the blue-green waters off Florida had exploded into a living Hell. Fear, hatred, viciousness and murder had burst upon the small Coast Guard crew with terrifying speed. Webster and Sanderlin were dead. Lamby died four days later. Hollingsworth was

badly wounded.

The stage was set for a two-year drama. Would Alderman and Weech pay with their lives for their brutal rampage? Overriding all other factors were the questions in many Americans' minds as to whether the "Noble Experiment" of Prohibition was worth this bloodshed and waste of lives. After two years in jails in Miami and Jacksonville, Alderman and Weech were brought to trial in Federal Court. Weech was convicted only of violating Prohibition laws and given a year and a day. Alderman was convicted of murder and piracy and sentenced to be hanged

at the Broward County Jail. Broward County officials were most reluctant to hang a murderer in its most tourism-conscious city, Fort Lauderdale. Ritter then ruled that the execution take place on the nearest Federal post — the Coast Guard Base Six in Fort Lauderdale!

Reluctantly, the Coast Guard built a gallows inside the seaplane hangar. On August 17, 1929, in the greatest of secrecy and at 5 a.m., Alderman arrived at the hangar in the custody of U.S. Marshals and quickly paid the supreme penalty for murder and piracy.

Collecting Coast Guard — The End of Woody's Story

by Frank Bari, QD Log Assistant Editor



Woody's Coast Guard Collection began 20 years ago with a few models.

From then on it has been an ongoing thing. There is a readily available supply of USCG collectables and toys to be had on the web market as well as in the big box stores and the on-line auction site eBay always has something to offer. Some of the drawings, paintings and posters Woody did himself but the large Cutter *Chase* painting was won by Woody at the CGC Chase Association's 2nd reunion. It was the top prize in the raffle.

Woody always keeps an eye out while cruising Tag Sales and Flea Markets too because there are all kinds of treasures to be found. Some of his more rare items are Squadron 1 and Squadron 3 plaques, a Commander, Squadron 3 ash tray, a Squadron 1 patch and hand made belt buckles (all originals from the Vietnam War) as well as many Zippo lighters from the cutters and shore units Woody served at.



There is also a generous supply of cutter photographs and various kinds of artwork available for a fair price found by searching the web. Indeed, searching the web is the fun part about what Woody likes about collecting Coast Guard because he never knows what he'll find.

Once you get a collection started, your family and friends will also be on the lookout for items and you will be surprised at the things they will find for you. Woody has many Coast Guard documents, books, pamphlets and magazines.

Woody, continues to look



for things to add to his huge collection and he is quickly running out of space in his home to display everything. Maybe, Woody will have to try getting stuff to hang from his ceiling.

***Epilogue:** I hope you have enjoyed the various installments regarding Woody's joining the Coast Guard, going through boot camp at Cape May, serving at units and in Vietnam, and his joy of collecting Coast Guard memorabilia. Woody's actual draft was lengthy enough to be a book and perhaps he will eventually consider doing just that. It's been fun to get to know Woody and to be part of the process of telling his story this past year. I hope you have enjoyed.*

Frank Bari

From the War in Iraq to the Door of NY Harbor

by Frank Bari, QD Log Assistant Editor

Chief Petty Boatswain's Mate Adam Noorigian has spent more than 13 years in the U.S. Coast Guard. He had been a member of the Coast Guard for six years when he was called to serve in Bahrain aboard the *CGC Adak*.

He was first sent for special training in Virginia, where one of life's metaphors happened —it's a small world. While checking into the hotel the military had sent him to, he was told by the hotel clerk that he was already checked in. "No I'm not," he insisted. The clerk showed him the hotel register and sure

enough “A. Noorigian” had already checked in. Thinking there must be some mistake, he did some investigating. He found “A. Noorigian, U.S. Coast Guard.” That’s Aram Noorigian, a former Navy man and also Chief Adam’s second cousin, now a Machinery Technician in the Coast Guard. He was also heading for the Middle East. Adam’s wife, Jessica, said, “It’s no surprise people mix the two cousins up. The male Noorigian men are very much alike. They’re military men with a strong family resemblance.” This encounter started a close friendship between the cousins preparing to go to a war zone.

Chief Adam Noorigian served on *Adak* and his cousin Aram was assigned to a group supporting *Adak* and other Coast Guard cutters with maintenance and machinery support when they arrived in Bahrain. They depended on each other for camaraderie and emotional support in the Iraqi war zone.

Adak had an important mission in Operation Iraqi Freedom. The cutter was responsible for, among other missions, to keep a keen eye out for terrorists seeking to do harm to Navy units as well as merchant supply vessels, as well as patrolling the ports and sea. The crew of *Adak* bonded as did Noorigian with his cousin Aram.

Patrolling in the region became more intense and vigilant as the war in Iraq intensified. *Adak* was on high alert for terrorists vessels as well as boarding suspected ships. *Adak* participated in the blockade to make certain nothing of a military nature would get through to the enemy by sea.

“We were just making the best of a bad situation” states Chief Noorigian. The war in Iraq was at its height and the Coast Guard patrols among its many missions in the war zone. The Coast Guard cutters protected the supplies in the ports including ammo. *Adak* was thrust into the heart of Coast Guard missions in the war zone.

“We had been patrolling and guarding a port with supplies and ammo when we were relieved.” The relief suddenly spotted a suspect craft speeding towards them. The Coasties on board took immediate action and challenged the craft heading towards them. The suspect boat had terrorists with explosives and in the midst of what ensued the Coast Guard experienced its first casualty in the war — DC2 Nathan Bruckenthal, a native New Yorker. He was killed instantly as the boats collided.

“Petty Officer Bruckenthal and his crew had just relieved us on watch,” recalls Chief Noorigian. “That could

very well had been us on *Adak*,” the Chief stated.

Chief Adam Noorigian’s tour was over and he was assigned as Officer in Charge at Kings Point Coast Guard Station in New York. It’s the gateway into New York City’s East River. According to the chief, Station Kings Point is “The back door of New York Harbor.”

Their missions at Station Kings Point are many. They are assisted by Coast Guard Auxiliary Flotilla 12-08. They do everything from search and rescue to boating safety to aids to navigation to special ops, always keeping a vigilant watch. The station has two 25-footers, one 41-foot utility boat, 25 crewmembers, 11 Reservists and of course the Auxiliarists.

Chief Adam Noorigian has an awesome responsibility being in charge at Station Kings Point, but he is energetic, experienced, and is a very squared away Coastguardsman. He is the definition of *Semper Paratus*.

He does miss his cousin, as they became close during the war. His cousin is at another location and they stay in touch by e-mail.

With Chief Adam Noorigian at Station Kings Point, the back door to New York Harbor is safe, as are the many boaters plying the waters in their pleasure crafts.



BMC Adam Noorigian in his Station Kings Point office.

Amphibious Operations

by Joseph Larday

I entered boot camp at Manhattan Beach in Brooklyn in July 1943. This was a place that New York Daily Mirror columnist Walter Winchell called “the only legal concentration camp in the U.S.” It was quite an experience!

Following completion of boot camp, I was selected to attend Radio School in Atlantic City, N.J. Being from the Bronx, I was able to get home almost every weekend. I aced the technical side of the curriculum and handled code all week until the Friday Test Day, when I sort of froze. That being said, I was sent to the Receiving Station at Little Creek, VA in March 1944, for reassignment.

A group of us were called into the office and were told to pack our sea bags and that we were going to school. We piled into trucks and left for the Marine Corps Base at Camp Lejeune, NC. Once inside the camp at our section a sign greeted us that read “The School of Amphibious Warfare”. We occupied a section of the base that was the old Balloon Barrage area. Nearby was Couthouse Bay with our landing craft. Camp Lejeune spread all over the area and included a mock-up troopship on the Inland Waterway with access to the ocean for landings. We held joint maneuvers with Marines using the mock troopship to head for the beaches for landings. We had gunnery practice from the landing craft, firing at hard to hit targets during choppy seas. We were also sent to the Marine rifle range for small arms training, where we became familiar with the Garand rifle, carbine, and Thompson submachine gun as well as explosives. Great instructors those Marine Gunnery Sergeants. I was able to qualify for the Expert Rifleman Medal.

Our boat crews were at Camp Lejeune for eight months. Every one of the crew could operate any of the landing craft. Finally, we received orders and again packed up our

sea bags, heading to the Brooklyn Navy Yard for our ship. The public was invited and my girlfriend, mother and sister attended the ship’s commissioning ceremony. After a shakedown cruise to Chesapeake Bay and landing maneuvers at Solomon Island, MD, we returned to the Brooklyn Navy yard for repairs and tuneups. We then went to the Naval Supply Depot in Bayonne, NJ, and were loaded with supplies of all types for our transit to Pearl Harbor.

We traveled through the Panama Canal and crossed the Pacific to Hawaii where we underwent landing maneuvers off the west coast of Maui, at time being interrupted by whales. What a sight they were!

We loaded a combat load and departed for Guadalcanal and Tulagi. From there we went to the anchorage at Ulithi



USS Sheliak (AKA-62)

to join the other vessels in our task force, then hook up with the 5th Fleet. Our ships were escorted by destroyers and a fast carrier task force. It’s still hard to envision all of those ships.

Our ship was the *USS Sheliak (AKA-62)* which was 451-feet in length and I was part of landing Force “L” Division. We had eight 50-foot Landing Craft Mechanized (LCMs), each with a five-man crew, 15 36-foot Landing Craft Vehicle/Personnel (LCVP’s), each with a four-man crew, plus one 36-foot LCP(L). “L” Division included 120 men (seamen, coxswains, boatswain mates, machinist

mates, carpenters, and radiomen) and seven officers. It was a complete unit itself, designed to allow the unit to operate with full effectiveness in the event it was separated from the ship.

Aboard ship, our division stood gun watches underway and manned the guns during General Quarters (GQ) but not during a landing operation. We maintained our boats when not on watch and at ports "L" Division transported liberty parties and hauled supplies, provisions, and equipment back to the ship.

On Easter Sunday, April 1, 1945, while in the East China Sea and in view of the jagged cliffs and irregular slopes of western Okinawa, we dropped anchor. We were in a GQ mode, Landing Operation and our boats were put over the side in darkness. My boat was *LCM 62-4*. We had painted a kneeling nude on the wheelhouse and called our boat "The Lucky Lady". We were armed with two .50-cal. machine guns and I was the starboard side gunner. We were stocked with C and K rations, a water keg, and TNT blocks (to be used if we encountered Japanese frogmen). We wore helmets and packed Thompson submachine guns.

We were ordered to proceed to another AKA to be loaded with a Marine-manned 105mm field piece. At first light the bombardment began with the battleships firing about 12 miles offshore. Next, the heavy cruisers, light cruisers, destroyers and rocket launchers began firing. Intelligence showed the landing area hills had large gun emplacements.

Five minutes before "L" Day the shelling stopped. We were in the 3rd wave and hit the beach at 0815. We had no idea what to expect — a soft landing or return fire from the hills. Our assignments were handled by the beachmaster

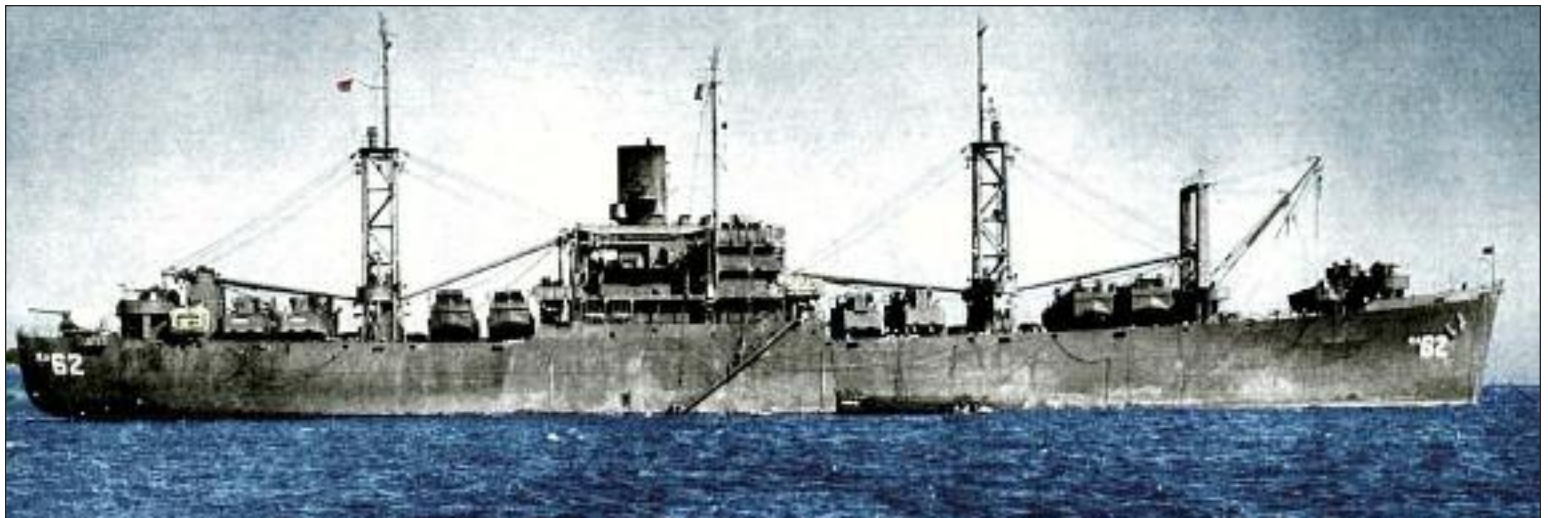
who directed operations.

By early Monday morning we were high and dry on the beach when a few Japanese planes strafed the area. One day ran into another and eventually the C and K Rations tasted good. There were no toilet facilities on the landing craft so we adapted to the call of nature with the roll of the craft. We had a load of .30-cal. ammunition and the beachmaster said it would be late that night before it could be unloaded. We asked permission to go ashore and were told to return by 1700.

The methods of communication back then is nothing like today. The beachmaster and passing boats provided most of the information we received. We would look to the big ships' flag yardarms for the color being flown — Green for all clear, Yellow for caution, and Red for danger, imminent attack.

We welded brackets on the bottom of our craft and slid in raw oak timbers to be used as skegs. This was to protect the bottom area from damage by the coral outcroppings. If our propellers became bent, propulsion would be diminished.

We were ordered to the *USS Casa Grande*, a floating dry dock, whose rear bulkhead was lowered to allow us to float in. Our craft was cradled and water pumped out in the holding area. We were given a hot meal after all those days on rations and also had a hot shower. The next morning, after sleeping in a bunk instead of the deck of the landing craft, we had a hot breakfast (and it wasn't SOS). We floated out of the dry dock and reported to the beachmaster for assignment. The following day we ran into a little squall and went into the lazerette for our foul weather gear and discovered that it had all been purloined by



USS Sheliak (AKA-62)

Feature Articles

someone from the *Casa Grande*.

On our 15th day there, at about 1600, the big ships' Red flags went up. A Japanese kamakazi came over the island and dropped to about 20 feet over the water. Ships began firing at it and it was apparent the plane was heading for the *USS Solice*, a hospital ship painted white with red crosses per the Geneva Convention. The plane was about 200 feet from our landing craft so another gunner and I opened up with tracers. We successfully hit the engine and cockpit areas and the pilot was quite visible. We continued firing until the plane splashed down and exploded. We took the boat over and among the floating debris was a boot with a foot in it — the remains of the kamakazi pilot.

The *Sheliak* downed two planes. In 19 days the ship underwent 69 air attacks in her area. The *Sheliak* knew little about our encounters just as we knew little about what was occurring with the ship.

Eventually, we were rounded up and returned to *Sheliak*. Our new orders were to proceed to Ulithia to bury "L" Division SN Walter Pruski who had died. We buried our shipmate in the Naval Cemetery. New orders then sent us to Pearl Harbor for repairs but our hull design couldn't be handled there so we were rerouted to San Francisco where we rode anchor for two weeks until Todd Shipyard in

Richmond, CA, could take us. We all enjoyed liberty in San Francisco.

Next, we were given a milk run hauling ammunition from the Port Chicago Naval Ammo Depot to NAD Pearl Harbor. As we were unloading the third trip news came of the Japanese surrender and we returned to Port Chicago for unloading.

I left the *Sheliak* to go to the Naval Hospital in Oakland, CA, for some repairs but none were needed and I was sent to the Receiving Station in Alameda where I received a 30-day leave and travelled cross country by train — four days and four nights. That was quite a nice experience. While at home I became engaged to my fiancée and tried to get an extension to my leave but it was denied and I returned to Oakland by train.

Upon return to Alameda I was assigned to the *USS ADM H.T. Mayo (AP-125)*, a 620-foot, 20,000-ton troop transport that could carry up to 10,000 troops. We went to Jinsen (Inchon), Yokohama, Tokyo, Nagoya, Okinawa, Midway and Bikini. I rode out my tour as the 1st Lieutenant's yeoman and decommissioned the ship in Brooklyn.

Editor's Note: This article was previously provided to Michael Walling who requested information on Amphibious Operations in the QD Log Summer 2010 issue.

Auxiliary News

Hello All:

It is once again time for my column. I still think about the reunion in May with many fond memories. I am sure all of those who attended are still reliving the great memories. I hope next time that even more people will be able to attend a reunion.

The last Space Shuttle launch has taken place. It is sad to see the program come to an end. Paul, our daughter Ann and I were here for the first launch of a shuttle in April 1981. That launch was very moving. We were stationed in Miami at the time, but with Paul's brother working at the Space Center it seemed the thing to do to be here for the launch. Over the thirty-year career of the shuttles we were here for numerous launches and saw many from the Space Center.

When looking back over a military career and all the places we lived and all the things we have done it is always amazing. With all the photo albums where we can now get to them it is fun to find photos from many special events in

our lives. Our children still remind us of things special to them. Our son and daughter-in-law were just here for a visit from Arizona. There was space, beach and family time, so many more memories were made.

Happy 221 Birthday to the Coast Guard on August 4. We will be attending the local station celebration.

Until next time,

Liz Scotti
CGCVA Auxiliary President
(321) 474-0007

P.S. It was after I had already sent my Auxiliary column to the editor when I learned of the passing of Past CGCVA Auxiliary President Shirley Ramsey. Shirley did a tremendous job as our Auxiliary president for several terms and also a term as our secretary/treasurer. She was a wonderful friend. At every convention she would always start her remarks with a joke and end her remarks with a prayer. Please keep her memory alive and keep her family in your prayers.

CGCVA Small Stores

The following CGCVA items are now available. Send orders to Baker Herbert at P.O. Box 544, Westfield Center, Oh., 44251-0544. Call Baker at (330) 887-5539 or e-mail at USCGW64@neo.rr.com. Please make checks payable to CGCVA. Prices shown include first-class or "Book Rate" postage. WE DO NOT ACCEPT CREDIT CARD ORDERS.

CGCVA BASEBALL CAP

Blue/black, gold lettered CGCVA with logo, full back. One size fits all. Plain visor **\$12.00** With senior officer scrambled eggs on visor. **\$16.00**. Add **\$3.00** and up to six gold letters will be sewn on the back of your cap. Example: "TOMMY". Regular CG Baseball Caps, blue or pink \$16. Add name \$3.00.

CHRISTMAS TREE ORNAMENTS

255' Owasco Class; 378' Hamilton Class; 270'; and 210' Classes; and USCGC Mackinaw. Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. **\$8.00** each (shipped in display box).

BOOKS

"Coast Guard Navy of WWII" by William Knight. **\$21.00**. "Coast Guard Action in Vietnam" by CGCVA member Paul Scotti **\$21.00**. Coast Guard Combat Veterans, Turner Publishing **\$36.00**. "Always Ready - Today's U.S. Coast Guard" by Bonner and Bonner **\$16.00**. "A WWII Sailor's Journey" by T.J. Piemonte **\$12.00**. New Books: "Blood Stained Sea" by Michael Walling **\$21.00**. "Choke Point" by Michael Walling (Hero Coast Guard Centered) **\$20.00**. "Sinbad" by Michael Walling **\$21.00**. Toy Sinbad **\$16.00**. Walling books will be autographed to the individual, etc., if indicated in order.

CAP, CGCVA GARRISON

Fore'n aft cap with embroidered CGCVA color logo and "Coast Guard Combat Veterans Association" in white lettering. Must state size. **\$25.00**.

PATCHES (some shown here)

CGCVA (small) **\$4.00**. CGCVA (large) **\$5.00**. RONONE, CON-SON, ELD-Eagle, Market Time, and Squadron Three. **\$5.00** each. Tonkin Gulf Yacht Club **\$6.00**.

(Phone or email Baker about CGCVA embroidered white hooded shirts)





Coast Guard Combat Veterans Association

MEMBERSHIP APPLICATION

(Please Print Clearly)

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Name: _____ Date: _____
Last First Init.

Address: _____
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Telephone: _____ E-Mail: _____ Date of Birth: _____

Do you have two (2) residences? Yes _____ No _____ (This is for Quarterdeck Log mailings)
If Yes, please furnish the below information:

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Telephone: _____ When There? From: _____ to _____

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

Important: This Application MUST be accompanied by either a copy of your Discharge (both sides); or, a copy of a DD-214; or, a copy of a DD-215; or, a copy of NAV/CG-553; or, a copy of your letter of awards; or, a copy of some other "official" document that states your participation in or your direct support of a combat situation. You may further get a certified statement from a former shipmate who is a CGCVA member in "Good Standing," stating that you served with him on a particular ship/station during a particular period of time.

Rank/Rate: _____ Present _____ @Discharge _____ @Retirement _____

Signature: _____ Date: _____

Dues: \$40.00 for two (2) years. Amount of Membership Dues Enclosed: \$ _____ **Make checks or money orders payable to: CGCOMVETS** and mail to: Gary Sherman, LM, CGCVA National Secretary-Treasurer, 3245 Ridge Pike, Eagleville, PA 19403. Phone: (610) 476-8061. E-mail: cgcva@comcast.net

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

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