



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 27, Number 4

Winter 2012

CGCVA Honors Its 2011 Person of the Year

FS2 Leon Doniphan Recognized for Heroic Rescue While Off Duty With Silver Lifesaving Medal



FS2 Leon A. Doniphan with his wife Vanessa proudly display the Silver Lifesaving Medal certificate and citation following presentation by ADM Robert Papp.



CGCVA National President Ed Swift presents 2011 POY plaque to FS2 Leon A. Doniphan at Coast Guard Headquarters January 15th.

On January 15th, I had the honor and privilege of presenting our Association's 2011 Person of the Year Award to FS2 Leon A. Doniphan at USCG Headquarters. The CGCVA award followed Doniphan's presentation of the Silver Lifesaving Medal by USCG Commandant (and CGCVA Honorary Life Member) ADM Robert Papp. There was a large group crowded into the Commandant's Suite, including CGCVA member VADM Manson Brown and several other flag officers and CGCVA members. CGCVA Trustee Ed Burke also participated in the ceremonies.

Petty Officer Doniphan was flown to Washington, DC

continued on page 14

In This Issue

Cover Story	Page 1&12-14
From the President	Page 2-3
From the Secretary/Treasurer	Page 4-5
Crossed the Bar	Page 5
Auxiliary News	Page 5
Notices & Association News	Page 6-11
2011 Convention & Reunion	Page 15-18
Feature Stories	Page 19-28
2013 Scholarship Form	Page 29
Ship's Store	Page 30
CGCVA Membership Form	Page 31



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

THE QUARTERDECK LOG

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From the President

2013 Convention

By the time you receive this *QD Log* issue you will only have about seven weeks to get registered for the 2013 Reunion/Convention in Reno. If you haven't already done so and plan on attending, please use the registration forms in this issue and get signed in. Getting an early head count really helps the convention planners and they have done a great job to ensure an exciting and fun reunion.



Ed Swift (Swifty)

Silver Legacy Hotel — This place is a home run. It is big, classy and right downtown. The meeting rooms are conveniently located off the lobby area and first rate. The hotel provides free airport shuttle service that picks up at 15 and 45 past the hour. There are plenty of restaurants and cocktail lounges to enjoy — even a piano bar. It's close to the National Auto Museum and the Reno River Walk area — all very nice tourist spots.

Take Me Out To The Ball Game — The featured event will take place on Tuesday evening, April 30th. Our group will be hosted by the Pacific Coast League Champion Reno Aces (Arizona Diamondbacks AAA team) as they play the Las Vegas 51's (New York Mets AAA Team). Before the game we dine at the park in a special area reserved for CGCVA. Menu consists of BBQ chicken, hot dogs, beans, salad, chips, cookies, soda and water. One of our members will participate in the ceremonial first pitch. The ballpark is within easy walking distance from the hotel (2 blocks). All this for only \$35.00 a person.

The Wild West Is Alive and Well — We want to offer a trip to Virginia City once again. This will only be available to the first 50 people (we are reserving only one bus) who want to go on Thursday, May 2nd. Pick up at the hotel at 10 am and return by 3 pm. Cost: \$18.

Regretably, due to restrictions following my recent lung transplant surgery, Mare and I will be unable to attend the reunion but we extend our very best wishes to everyone and we will certainly be there in spirit.

Next QD Log deadline is May 1, 2013.
 Please email articles and photos to the editor at: swiftie1@verizon.net

From the President

By the way, one of the most important parts of our biennial convention is holding a Business Meeting and electing the association's leadership for the ensuing term. To become an elected officer (President, Vice President, Secretary/Treasurer, or Two-Term Trustee) you must attend the Business Meeting in order to be nominated so if you're interested in getting more involved with guiding our association here's your opportunity.

Remembering a Friend

On January 23, 2012, his 60th birthday, our QD Log assistant editor, Frank Bari, crossed the bar after an extended illness. For the past few years Frank has provided me with feature material for our magazine and he will certainly be missed. At the time of this writing, funeral arrangements for Frank had not been completed but I have asked a few CGCVA members residing in or near New York City to try to represent our association at the services which will be held in Mineola, NY. Please keep his mother Sylvia, daughter Geena, and sister Linda in your thoughts and prayers.

Saluting Our 2011 POY

Although it took quite awhile to schedule the CGCVA Coast Guard Person of the Year for 2011 it was well worth the wait. Several months earlier we had selected FS2 Leon A. Doniphan and notified CGHQ of our choice. His command was notified of the selection and a date/time was requested to present the award at CGHQ. ADM Papp's busy schedule and a three-month period of emergency leave by Petty Officer Doniphan to help care for his ill son in Kansas City made setting a date difficult. Still, persistence paid off and I would like to thank Ms. Deneen Day from Medals & Awards and ADM Papp's front office staff for arranging a date that fit everyone's schedule.

Surprisingly, when I initially contacted Petty Officer Doniphan I learned he had not yet been presented the Silver Lifesaving Medal so it was arranged for him to bring the entire award package with him to CGHQ so that it could be presented directly by ADM Papp.

Petty Officer Doniphan is a very humble and likeable young man. Regarding his rescue effort, he feels it was



FS2 Leon A. Doniphan with CGCVA Honorary Life member certificate presented by Ed Swift. Leon's wife Vanessa is in background.

something anyone who is or has been a Coast Guardsman would have done without thinking twice. In his remarks, Doniphan said, "Who knows what it means to face down evil, wrongdoing and their own mortality? To answer the call of the wounded comrade, the fallen one, and the helpless victim. That we were the ones who did not hesitate to answer the call of one in need. I offer my respect to all those who have fallen answering the same call."

PO2 Doniphan and his wife Vanessa have two children, 8-year-old son Javon and 4-year-old daughter Nia. Congratulations again Leon!

Interested in Running the CGCVA "Small Stores" Program?

Our longtime Small Stores entrepreneur Baker Herbert is looking for someone to take over this duty. It is not necessary to attend the Reno convention but if you are interested, please let Baker know ASAP. You would need space to store our current stock of items plus any additional restocks or new items. Some book-keeping skills are needed to accurately track sales and make an annual report to the Secretary/Treasurer for tax reporting purposes. This is a great job for someone with business savvy and who wants to sell items for the CGCVA. All for now. Semper Paratus! **Swift**

From the Secretary-Treasurer

From the Desk of the National Secretary:

There is only one issue that needs to be mentioned as a reminder to all Association members. Please refrain from sending political e-mails of any kind to the Association's e-mail address, which is cgcva@com-cast.net. As a non-profit organization, we are required, under IRS rules, to remain completely neutral and nonpartisan at all times. While it may be a great joke or cartoon or cause that is close to your heart, please do not send it to the Association. I do my best to delete those emails as soon as I determine their content, and I wanted to remind the members that any political issue, whether it's presidential politics, gun control, immigration or any similar subject, is not something you should send to the Association. This ensures that contributions to the CGCVA remain tax-deductible.

From the Desk of the National Treasurer:

There are a couple of items that need your attention. First of all, we complied with a request by Cape May Training Center to sponsor a reception following the Nathan Bruckenthal Barracks dedication at the training center on February 26th. This sponsorship is \$750.00 and we chose to step up and participate financially to this one-time event, to honor this Honorary CGCVA member who was killed in action, in Iraq, in 2004. Additionally, we are determined to purchase a brick at the Coast Guard Enlisted Memorial being built at the Training Center in Cape May. The Marine Corps League (who attends every graduation) has donated \$1,000. Our Cape may Liaison, Terry Lee, has also personally donated \$1,000 to help build this important memorial.

We don't feel we can pass up this opportunity to support this great cause and we should certainly contribute more than our Marine Corps brethren.

We have the funds, in our cash account, to pay for these two events. Occasionally, events like these present themselves and deserve our participation and support.

Unfortunately, however, our Association does not have the cash flow from regular operations to provide funds for important events like these. We operate at a profit during the reunion years and at a loss during the non-reunion years. We raised dues in late 2011 and that helped increase our income, but that increase was offset by a decrease in Quarterdeck Log Booster income, leaving us in the red for 2012.

The bottom line is simple. We need those occasional and very generous contributions that you make to the Quarterdeck Log Boosters and other contributions that allow us to keep the Association going and participating in a few events that are directly related to the purpose of the Coast Guard Combat Veterans Association.

For those of you who can afford to contribute some additional funds, on an occasional basis, we greatly appreciate your generosity. Please pick a cause, and donate what you can, when you can. If you wish to designate how your donation should be spent, please do so. Your contributions are greatly appreciated.

Semper Paratus!

Gary Sherman



Gary Sherman

Welcome New Members

New Member (Sponsor)

Martin P. Sewell (Joe Kleinpeter)
Brian D. Lopes (Tom Huckelberry)
Michael J. Nishikawa (The Assn)
James F. Fay, Jr. (Paul Little)

New Member (Sponsor)

James H. Devitt (Mike Placencia)
Brian J. Mangum (The Assn)
John C. Summers (The Assn)
Chris G. Newton (John Summers)
Leon A. Doniphan (2011 POY)

New Member (Sponsor)

VADM Manson K. Brown (Frank Bari)
Marisa P. Moe (Tom Huckelberry)
Robert W. Gray (The Assn)
Thomas L. Patterson (The Assn)

From the Secretary-Treasurer

Back to Boot Camp

Dear Gary,
 Thanks for a job well done planning the “Back to Boot” Camp event. I went to boot camp at Cape May in 1951. I was in company George-11 (nowadays it would be Golf-11). I was stationed in Oshima, Japan in 1953 and transferred to Elmo-4 Loran Station in Pusan, Korea. We were attached to K9 Air Force Base. I was also stationed on board CGC Tampa, out of Mobile, AL, in late 1951 and early 1952.

I wish I lived closer to Cape May. I have a lot of memories of that place. What fun we had there in 1951.

Thanks again for a job well done. It was a great time!
CWO4 H. H. LePrell, USCG (Ret.)

Crossed The Bar

**Ralph Ahlgren
 Frank Bari
 William Fisher
 Ray Houttekier
 Richard Ratzlaff
 Robert C. Reichstetter
 Claude Sawyer**

Auxiliary News

Auxiliary Members,

As I write this the Reunion in Reno is just a couple months away. Paul and I have lists galore since we will be traveling by car. We look forward to seeing old friends and meeting new people. Reunions are always so special. We have missed a few but have been part of the group since the first get together in 1985. New officers will be elected so anyone interested in being an officer for the Auxiliary please let me know.

We’ve gotten through holiday time and birthdays. We’ve had lots of special family moments the last few months. Seeing two of our grandchildren and having phone calls from the other two is always neat. A granddaughter graduated from college and has begun grad school.

Travel safe and see you in Reno.

**Liz Scotti Auxiliary President
 (321) 474-0007**

COAST GUARD COMBAT VETERANS AUXILIARY ASSOCIATION

Membership Information: NEW _____ RENEWAL _____ RETURNING _____ (Please print clearly)

Name: _____ Date: _____

Phone Number: _____ Cell: _____

Address: _____

City: _____ State: _____ Zip: _____

E-mail address: _____

Member name & relationship: _____

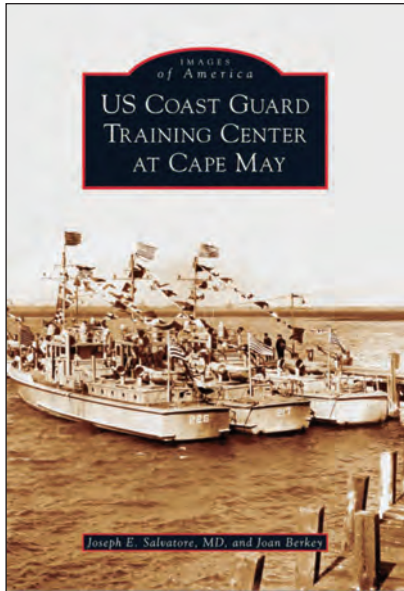
MAY 2011 renewal — \$15 for two year membership to expire in May 2013. In order to increase auxiliary membership, we would like to make this offer to new as well as elapsed members. Qualifications: Members limited to spouses of members in good standing of the Coast Guard Combat Veterans Association. For additional information please contact: **Liz Scotti** (President) at els699@aol.com or (321) 474-0007. Or **Mimi Placencia** (Secretary/Treasurer) at (661) 444-0186 or mimiplacencia@hotmail.com. Mail completed application and check (payable to CGCVA Auxiliary Assn) to Mimi Placencia at 9804 Iroquois Lane, Bakersfield, CA 93312.

Notices & Association News

New Book Details Coast Guard at Cape May, N.J.

Joseph E. Salvatore, MD, and architectural historian Joan Berkey recently completed work on their second Arcadia Publishing's "Images of America" series. The book titled, "U.S. Coast Guard Training Center at Cape May" was released on December 10, 2012 and is now available for purchase at the Naval Air Station Wildwood (NASW) Aviation Museum gift shop or online at www.usnasw.org.

The new book details the unique history of the only Coast Guard recruit training center in America. Hundreds of photographs are used to help chronicle the history of the base from



its earliest days when it was used to house dirigibles, submarines and minesweepers during World War I to its present role as an active training center graduating more than 4,000 recruits per year. Commissioned as Navy Section Base 9 in 1917, the U.S. Coast Guard Training Center stands on the site of a former amusement park. The station protected the coast line from German U-boats during World War II. The Coast Guard took over the facility in 1946.

The Images of America series celebrates the history of neighborhoods, towns, and cities across the country. Using archival photographs, "US Coast

Guard Training Center at Cape May" presents the distinctive story of the base and how it has shaped the

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:

Bernard Czymbor	Robert Heater	Frank Boyle	Stephen Van Rensselaer
Eugene Dugan	Maurice Stopa	John E. Palmer	Wayne Borchsenius
Ed & Nancy Burke	John Sprague	Dean Rademaker	Thomas Merriwether
Ed Floyd	Duane Gatto	William Michels	

Baker & Marylou Herbert IMO VADM Jack Sargent and Jack Campbell
 Dick & Ruth Gobble IMO VADM Thomas Sargent
 Thomas Johnson IMO grandson Matthew Moser

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.

Notices & Association News

character of Cape May.

For more information, email **Bruce A. Fournier** at aviationmuseum@comcast.net or call (609) 886-8787.

VA Diabetes Mellitus Care

Health officials at the Veterans Administration unveiled a pilot program October 5th aimed at reducing the rate of diabetes among military veterans. The 16-week program for overweight or obese people with pre-diabetes helps them get more exercise, improve their eating habits and lose weight. The program is expanding to include VA medical centers across the country. Vietnam veteran Jon Soder, who has diabetes, says the program helped him lose 85 pounds and improve his health. Before he participated in the program, Soder said he was unable to walk. Now he walks on his own. "I used to take three different kinds of diabetes medicine, and now I only take one," he said "And I used to take two kinds of cholesterol medicine and now I don't take any, so there was a real benefit from it." When the program was tested at YMCAs in St. Paul and Indianapolis, it reduced the diabetes rate among participants by 58 percent. About one-fourth of the nation's veterans have type 2 diabetes.

TRICARE Access to Care

Have you had trouble finding a health care provider that accepts TRICARE within the past year? If so, you are encouraged to take 3-4 minutes to fill out a brief TRICARE access survey. DoD has asked The Military Coalition (TMC) to help identify areas of the country that may be having access issues so they can better target their formal surveys to identify and address problem areas. If TRICARE beneficiaries in your area have been having problems, here's your chance to try to do something about it. The survey can be accessed at: www.surveymonkey.com/s/JS9ZZTV

VA Cemeteries

The Department of Veterans Affairs announced the award of 18 grants totaling \$47,462,135 to 15 states and one tribal government to establish new Veterans cemeteries and to expand or improve others. "VA is committed to helping state and tribal Veterans cemeteries meet national shrine standards and honor

Liberty Ships

I just finished reading about the USS Serpens in the last QD Log. The Coast Guard had other ammunition ships as well. The USS Murzin (AK-95) was a liberty ship on which I served. Before being turned over to the Coast Guard, the ship's name was the Brigham Young. The Murzin was credited with shooting down one Japanese aircraft during the invasion of the Philippine Islands. Also on board the Murzin at one time was "Roots" author Alex Haley. There are two liberty ships in port at this time... the J. Stevenson in San Francisco and the John Brown in Baltimore.

Pasquale Panzarino



(Above) Coast Guardsmen onboard USS Murzin.
(Below) USS Murzin (AK-95 during WWII.



Veterans with dignified burials," said Secretary of Veterans Affairs Eric K. Shinseki. "It is vitally important that state and tribal governments have the resources necessary to offer quality services to our Nation's veterans and their families." VA provides grants to states and tribal governments to establish, expand or improve Vet-

Notices & Association News

erans cemeteries, and for operations and maintenance projects. Information on VA burial benefits can be obtained from national cemetery offices, by calling VA regional offices toll-free at 800-827-1000 or from the Internet at: www.cem.va.gov.

Shingles Awareness

Shingles will impact 50% of us by age 80 unless countered. This is intended to get subscribers to acquaint themselves with the facts on shingles at that web site and to get vaccinated. The National Institutes of Health National Institute of Allergy and Infectious Diseases provides readily understood information on risk factors, preventive measures, recognition of symptoms, treatments, and the preventive measure at the links at the cited web page.

Those who have ever had chicken pox are carrying the virus for shingles (for life) but others may also get

shingles. Those who have not had chicken pox may get chicken pox from contact exposure to someone with shingles. Conditions that weaken the immune system can also put people at risk for shingles. Shingles is especially dangerous for anyone who has had cancer, radiation treatments for cancer, HIV/AIDS, or a transplant operation. There is an effective vaccine that provides protection that may be taken before or after (but not during) cases of shingles. To learn more, go to: <http://nihseniorhealth.gov/shingles/aboutshingles/01.html>

Need to Correct Your Service Record?

If you believe you are the victim of an error or injustice which affects your military record, you may apply for a Correction of Military Records.

Seeing the Sights

In May, our Daughter in Missouri arranged for me to take an "Honor Flight" to Washington, D.C., for a guided tour of the WWII Memorial and other sights. It was a wonderful experience with an escort of 523 motorcycle bikers. Our flight didn't return home to Nevada until 0200 though! In late July, Phyllis and I visited friends in Blaine, Wash., and, as a surprise gift to me, they had arranged a visit to Coast Guard Station Bellingham. It was most interesting seeing the "Ready Room" where they showed all the ships in the area on a large wall map. The station personnel then showed us a 38-foot search and rescue boat and surprised us both with a cruise around the bay. What a difference from the LCVP's I drove in WWII. It was truly a great experience!

Milt Croall



*(Above) Milt Croall with boat crew members.
(Left) Milt checks out the cabin of Station Bellingham's 38-footer prior to riding it on a harbor patrol.*

Notices & Association News

Army, Air Force, Navy and Marine Corps may submit forms found online at Corrections.

Examples of Corrections which might be desired are: upgraded discharge, promotions, retired pay, household goods, pay date change, and bonuses.

If Coast Guard military service records require a change or correction, submit DD Form 149 or, to change your discharge status, you will generally need to submit DD Form 293, to the DHS Office of the General Counsel, Board for Correction of Military Records.

SSA Widow(er)'s Benefits

In the event of a veteran's death the surviving spouse, starting at age 60, is entitled to collect monthly benefits on the veterans' Social Security account. His/her decision on whether to start drawing benefits at age 60 or later requires taking a number of factors into consideration. The decision on when to start benefits is complicated and you should get counseling. The Social Security Administration website at www.socialsecurity.gov has a great deal of information on survivor's benefits as well as contact numbers to reach counselors. For more information about working after starting benefits check out "How Work Affects Your Benefits" Publication Number 05-10069 at: www.socialsecur-ity.gov/pubs/10069.html.

CGC Winona Reunion

A CGC Winona Crew Reunion is planned at the Coeur d'Alene Inn in Coeur d'Alene, ID. for Sept. 19-21 2014. It will include a Lake Coeur d'Alene Cruise on the 20th. For more information, please contact me at: amundson1693@roadrunner.com or call 208-292-4840.

Darlene Amundson, Chairman
USCGC Winona Reunion Committee

CGC Barataria Roster Needed

I need your help folks. If you attended the 2011 CGCVA reunion in Herndon, VA, and inadvertently took the mimeographed copy of the sailing roster of the

Registry at WWII Memorial

As long as you are getting things ready, here is a little something else to complicate your life. This is the print out of my record in the database at the WWII Memorial. Every veteran of that war can be included in that database by submitting their record at WWII Memorial on the internet. Sadly there are not too many of us left to do that, time is of the essence!

Jim Brown



World War II Honoree

World War II Veteran



James L. Brown

BRANCH OF SERVICE
U.S. Coast Guard

HOMETOWN
St. Louis, MO



ACTIVITY DURING WWII

BOOT CAMP, U.S. COAST GUARD TRAINING STATION, ALAMEDA, CALIFORNIA; RADIO OPERATOR SCHOOL, U.S. COAST GUARD TRAINING STATION, ATLANTIC CITY, NEW JERSEY; HIGH FREQUENCY DIRECTION FINDING OPERATOR SCHOOL, ANTI SUBMARINE, U.S. NAVAL TRAINING STATION, CASCO BAY, MAINE; HIGH FREQUENCY DIRECTION FINDING OPERATOR, AIR/SEA RESCUE, U.S. COAST GUARD TRAINING STATION, ATLANTIC CITY, NEW JERSEY; DETACHED TO ARMY AIR CORPS AS HIGH FREQUENCY DIRECTION FINDING OPERATOR, AIR/SEA RESCUE; KAUI, HAWAII, KWAJALEIN, MARSHALL ISLANDS, TARAWA, GILBERT ISLANDS, MAJURO, MARSHALL ISLANDS; RETURNED TO COAST GUARD END OF HOSTILITIES, U.S. COAST GUARD DIRECTION FINDING STATION PAUWELA POINT, HAWAII.

crew of the CGC Barataria (WHEC-381) that went to Viet Nam as part of Squadron 3 in 1967, I really need it back. Apparently the ship qualified for the Republic of Viet Nam Galantry Cross Unit Citation for our service in Viet Nam which none of us received. I have been in contact with Ms. Deneen Day, Medals & Awards at USCG Headquarters and she has requested a copy of the ship's roster (which I now no longer have) to help further this. If you happen to have this roster, please email it to me at: rjp-cgnam@comcast.net.

Much appreciated shipmates!

Rick Poole

Notices & Association News



Larry Eastman, 101, poses with a U.S. Coast Guard Honor Guard at the Memorial Day parade in Coos Bay, May 26. Eastman served as the parade grand marshal. He passed away Sept. 26, 2012 in Coos Bay.

Oldest USCG Veteran Dies

Funeral services for the nation's oldest U.S. Coast Guard veteran were held at Ocean View Memory Gardens in Coos Bay, Oregon. Larry Eastman, who died Sept. 26, served 27 years in the U.S. Coast Guard, and was discharged in 1957 with the rating of chief engineman. Eastman's service record included port security duties during World War II and life-saving duties in Oregon and Alaska. Eastman retired to Coos Bay with his wife Ruby and took up painting memories of his service in later years. He served as grand marshal of Coos Bay's 2012 Memorial Day Parade and was a long-time fixture of the American Legion.

58,000 service men and women who died in the Vietnam War were hung from the ceiling of the National Vietnam Veterans Art Museum in Chicago on Veterans Day, November 11, 2010.

The 10-by-40-foot sculpture, entitled *Above & Beyond*, was designed by Ned Broderick and Richard Steinbock.

The tens of thousands of metal dog tags are suspended 24 feet in the air, 1 inch apart, from fine lines that allow them to move and chime with shifting air currents. Museum employees using a kiosk and laser pointer help visitors locate the exact dog tag with the imprinted name of their lost friend or relative.

New Monument in Astoria, Oregon

Standing on the 17th Street Pier in Astoria, Ore., you'll witness the ebb and flow of a bustling

maritime community as fishermen prepare for the days catch and tug and pilot boats set out to safeguard commercial ships.

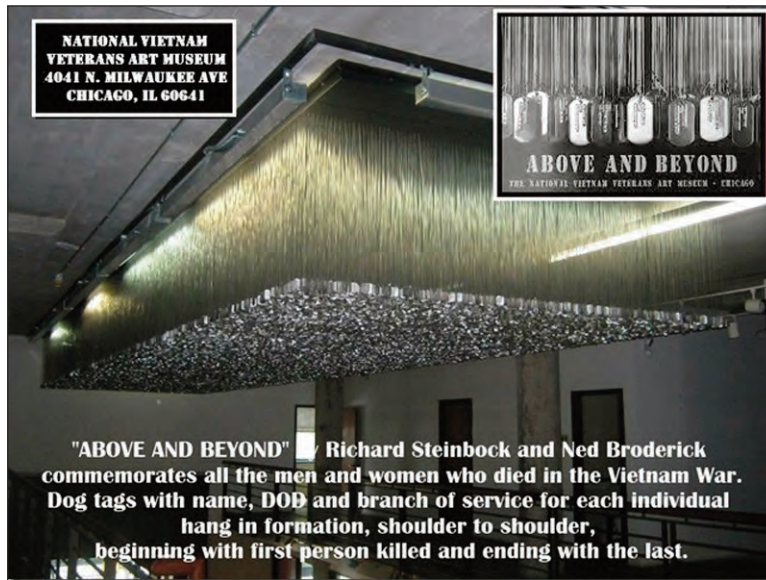
But there's a new addition to the pier in the form of a simple black granite slab. The monument is plain but what it stands for is a rich respect and partnership that has lasted for generations. Six words are etched in the granite to symbolize this respect — "Astoria an official Coast Guard City".

Astoria was officially recognized as a Coast Guard city by Congress during the city's 2011 bicentennial celebration but the newly erected monument, located outside the Columbia River Maritime Museum, serves as a permanent reminder of the strong relationship between the

National Vietnam Veterans Art Museum in Chicago

When visitors first enter the museum, they will hear a sound like wind chimes coming from above them and their attention will be drawn upward 24 feet to the ceiling of the two-story high atrium.

Dog tags of the more than



**NATIONAL VIETNAM VETERANS ART MUSEUM
4041 N. MILWAUKEE AVE
CHICAGO, IL 60641**

ABOVE AND BEYOND
THE NATIONAL VIETNAM VETERANS ART MUSEUM - CHICAGO

"ABOVE AND BEYOND" Richard Steinbock and Ned Broderick commemorates all the men and women who died in the Vietnam War. Dog tags with name, DOD and branch of service for each individual hang in formation, shoulder to shoulder, beginning with first person killed and ending with the last.

Notices & Association News



Coast Guard and the people of Oregon's north-west coast.

Astoria is home to more than 2,000 members of team Coast Guard, including active duty, reserve, civilian, auxiliary and families. In fact, Coast Guard men and women perform their missions from almost every type of Coast Guard unit. There are two medium endurance cutters, a sea-going buoy tender, an air station, an aids to navigation team, a motor lifeboat station, a sector, an electronic support detachment and a buoy depot. **LT Stephanie Young**

CGC Bramble Recognized

The *CGC Bramble* has recently been added to the National Register of Historic Places. The *Bramble* is significant because it's one of the first American vessels to successfully circumnavigate the North American continent through the Northwest Passage. It was decommissioned in 2003 and is moored in Port Huron.

CG Auxiliarist Uncovers Mystery of Forgotten POWs

Uncovering the mysteries of our nation's past can shed light on historical events, along with providing insight on how our past shaped our future. In preparation for last year's bicentennial celebration of the War of 1812, one Coast Guard auxiliarist took on a laborious adventure into seeking uncovered facts about our service's wartime history.

Bill Nelson has been in the Coast Guard Auxiliary for about four years. In working his auxiliary duties he divides his time between supporting the Atlantic Area

2012 Philips Van Campen Taylor Scholarship Awarded



CGCVA Life Member Emil R. Frohnert with his granddaughter Renee M. Frohnert. Renee was awarded a \$2000 check as the recipient of the 2012 Philips Van Campen Taylor Scholarship. She is attending Penn State University. Congratulations Renee!

*Dear Mr. Ed Swift (and the CGCVA),
I want to thank you for awarding me the CGCVA/Philips Van Campen Taylor Scholarship. This will help me pay for my education at Penn State University. Engineering is very interesting to me, and I am very excited to see where the future takes me in this major. Thank you again for everything.
Renee Frohnert*

historian's office, Marine Safety Detachment Coram, N.Y., and Aids to Navigation Team Moriches, N.Y.

Nelson's love for both maritime history and the Coast

Notices & Association News

Guard led him to his research project. When he heard the Coast Guard needed more information on the War of 1812 prisoners of war specifically, he gladly jumped in working with Atlantic Area historian Dr. William H. Thiesen and project officer Capt. Steven H. Pope.

The lesser-known War of 1812 is centered on the maritime battles between a young nation struggling for survival and another nation losing its grip as a world power. For Nelson, an avid lover of maritime history,

finding valuable clues in history would depend on identifying the men who fought these bloody skirmishes on the high seas as well as understanding the mission that called them to duty.

During the war, several revenue cutters and their crews were captured by the British. The history of their fate was lost and these brave men gallantly defended our fledgling nation from the tyranny of a foreign invader were forgotten .

In researching and compiling a database for POWs from the War of 1812, Nelson painstakingly examined 10,000 British prison records to track down 86 Revenue Cutter POWs. He also made some interesting discoveries.

“Much of my work was considered groundbreaking as I uncovered very, very detailed info on our POWs,” said Nelson. “This included our POWs being from up and down the East Coast, some were as young as 15 years of age, several being ‘men of color or mixed race’ and several black men who were slaves fighting the British.”

In addition to the research, Nelson spent countless hours to honor these men by creating a memorial board of their names. The memorial traveled to numerous commemoration events aboard Coast Guard Cutter Eagle and will become a permanent fixture aboard the barque.

“It was an amazing experience to be a part of helping to remember these men who gave so much for their country,” said Nelson. “They were somewhat forgotten for 200 years, but we finally told their story.”

For his efforts, Nelson recently received the Coast Guard Auxiliary Meritorious Service Medal.

Uncovering this mystery didn’t just satisfy curious minds; it evoked the bravery of veterans past and linked the unbroken legacy of the Revenue Cutter Service’s maritime defense then to the Coast Guard’s mission in homeland security today.

SCPO Sarah B. Foster

***Editor’s Note:** For more detailed information, see “War is Declared: The War of 1812” by Atlantic Area*

2012 Don Kneip Award



On January 15th, I had the privilege to present the 2012 Don Kneip Distinguished Effort Award to longtime CGCVA member Ed Burke. The CGCVA national president has the authority to honor an association member each year with this award to recognize that individual’s considerable efforts and support to the CGCVA. In Ed’s case, he took on the awesome responsibilities as national secretary soon after joining in 1989, a position he held for several years. He also served as national secretary/treasurer when the two positions were combined, as well as a term as national vice president and several terms as a trustee. As secretary, he went through boxes and boxes of association records, electronically entering the data into a computer and creating our first organized member records system. Ed created the Ops Manual which provides continuity for the elected and appointed officers and defines in detail the many projects our association carries out. Basically, Ed has kept busy since Day One and continues to do so. Thanks so much Shipmate!

The fattest knight at King Arthur’s round table was Sir Cumference. He acquired his size from too much pi.

Notices & Association News



ATFORSWA Deputy, Commander Fair Kim, visiting members of the PATFORSWA RAID over the holidays. In this picture they are enjoying their holiday meal in one of the many fine Afghanistan dining facilities.

Historian William H. Theisen in the last QD Log.

Physical Fitness Awards

Below are recent boot camp graduates who earned the CGCVA/Jack Campbell Physical Fitness Certificate and CGCVA watch:

- FA Haran W. Ellis of Lansing, MI.
- SA Krista N. Shirley of Louisville, KY.
- SA Macie L. Wienke of Minneapolis, MN.
- FN Phoenix A. Hanna of Vancouver, WA.
- FN Cornelius Brazile of Greensboro, NC.
- SA Joseph M. Ferrante of Cleveland, OH.
- SN Renee E. Hartsman of Oxnard, CA.
- SN Ilaria H. Basnett of Jacksonville, FL.
- FA Ryan F. Hlava of Minneapolis, MN.
- SN Mariah J. Randall of Portland, ME.
- SA Mary L. Hauptman of Anchorage, AK.
- FN Ryan J. Taylor of Corpus Christi, TX.
- FN Carly C. Smith of Greensboro, NC.
- FA Devin M. Fitzgerald of Savannah, GA.
- SN Tyler M. Vanderhaden of Seattle, WA.
- SN Robert S. Shinagawa of Honolulu, HI.
- FN John M. Malosh of New Orleans, LA.
- FN Chad C. Chao of San Diego, CA.
- SA Eberlee A. Santander of New York, NY.
- SN Jordan A. Siegrist of Brooklyn, NY.

I thought I saw an eye-doctor on an Alaskan island, but it turned out to be an optical Aleutian.

USCG Middle East Ops



Crews from the cutters Adak (top), Maui (center) and Baranof. They are three of the six 110' Island Class Patrol Boats the Coast Guard has in Bahrain as part of Coast Guard Patrol Forces Southwest Asia (PATFORSWA). PATFORSWA personnel are serving in support of U.S. Navy Central Command (NAVCENT) national security objectives in the Arabian Gulf. The Coast Guard has maintained a presence in the NAVCENT 5th Fleet area of responsibility since 2003, specializing in Vessel Boarding Search and Seizure operations and Maritime Infrastructure Protection.
MCPO Mark A. Pearson

Notices & Association News

continued from page 1

from Panama City, FL, and his wife Vanessa was flown in from Kansas City, MO, courtesy of the Coast Guard while the CGCVA paid their hotel and meal expenses while in town, as per our agreement with the Coast Guard. On years when a CGCVA convention is held, the Coast Guard pays for transportation for the POY recipient and spouse to the convention site and they are the CGCVA's guests while there.

Petty Officer Doniphan was selected from three candidates whose award packages were provided for consideration. Our POY Award program recognizes outstanding/heroic performance and the feat involved should indicate a high degree of risk on the part of the candidate, meriting a special award such as, in Petty Officer Doniphan's case, the Silver Lifesaving Medal.

Hi citation reads in part, "For heroic action on the evening of 10 September 2011, when Petty Officer Doniphan courageously rescued a distressed girl from drowning in the Columbia River, Astoria, Oregon..."

Responding to a report that a teenage girl had fallen off a floating dock and had been swept by the river's current more than 100 yards through scattered pilings, Doniphan demonstrated tremendous initiative and bravery by sprinting down the pier, scaling a moss-covered breakwall and diving into 57-degree water. He swam against a 2.4-knot current to the girl, who was desperately hanging on to an anchored buoy but was in danger of being swept beneath it. Upon reaching the girl, he instructed her to hold onto his back and he began to swim

(Right and Far Right) PO Leon Doniphan rescues a distressed girl and gets her safely back to shore.



(Above) Coast Guard Commandant ADM Robert Papp presents the Silver Lifesaving Medal citation and certificate to FS2 Leon A. Doniphan January 15th at USCG HQ.



(Left) FS2 Doniphan's Silver Lifesaving Medal, citation and certificate.

back to shore but the current swept them both further down river. Recognizing the desperate situation, Doniphan reached for a nearby anchor chain attached to the buoy and managed to pull them both along the chain to the rocky outcrop on shore, where Doniphan and a shipmate helped the girl up the breakwall to safety.

"His unselfish actions and valiant service reflect great credit upon himself and are in keeping with the highest traditions of humanitarian service."



2013 CGCVA Convention & Reunion

Coast Guard Combat Veterans Association

REUNION/CONVENTION REGISTRATION FORM

April 29 to May 3, 2013
SILVER LEGACY RESORT CASINO
407 North Virginia Street
Reno, NV 89501
Reservations: 1-800-867-8733 or 775-325-7401



Room Rates: Single or Double occupancy
\$72.00 plus 13.5% tax

PLEASE BOOK YOUR ROOM DIRECTLY WITH THE HOTEL
(Be sure to ask for the CGCVA room block at the Silver Legacy Resort Casino)



Fees to register, tours, luncheons and banquet are shown on the following page. After selection of the activities you wish to attend, fill in the corresponding amounts and total them. Send this page and reservation form with your Tour/Meal selections along with your check to:

Mike Placencia
9804 Iroquois Lane
Bakersfield, CA 93312-5323
Phone: 661-401-0609
cgmasterchief22@hotmail.com

(Please type or print clearly)

Name: _____

Address: _____

City/State/Zip Code: _____

Phone: _____

Arrival Date/Time: _____

Name of Spouse/Guest: _____

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

Vessels/Units: _____

2013 CGCVA Convention & Reunion

Coast Guard Combat Veterans Association

Registration/Tour/Banquet/Lunch Reservation Form

CGCVA Registration:

<u>Early:</u>	Cost	How Many	Total
Received by April 12, 2013	\$25.00/person	X _____ =	_____
<u>Late:</u>			
Received After April 12, 2013	\$35.00/person	X _____ =	_____

Tuesday, April 30, 2013 5:30 p.m.

Baseball Game at the Reno Aces with Dinner

\$35.00/person X _____ = _____

Wednesday, May 1, 2013 11:30 a.m.

CGCVA Business Meeting/Luncheon

\$20.00/person X _____ = _____

Poultry: ____ Beef: ____ (Note: If you have dietary requirements, advise Mike)

Wednesday, May 1, 2013 11:30 a.m.

Auxiliary Friendship Luncheon

\$20.00/person X _____ = _____

Poultry: ____ Beef: ____ (Note: If you have dietary requirements, advise Mike)

Thursday, May 2, 2013 10 a.m. to 3 p.m.

Virginia City Bus Trip (Note: Only 50 seats available)

\$18.00/person X _____ = _____

Thursday, May 2, 2013

Cocktail Hour (6-7 p.m. with Cash Bar); Awards Banquet (7 p.m.)

\$55.00/person X _____ = _____

Poultry: ____ Beef: ____ Fish: ____ (Note: If you have dietary requirements, advise Mike)

TOTAL AMOUNT ENCLOSED FOR ABOVE ITEMS: \$ _____

Please help the committee by making your reservations as early as possible. We must provide headcounts in advance. It takes a lot of time and effort negotiating to get the best deals possible so you can come and everything is in place when you arrive. So again, please help us by filling out these forms and sending them with your check to Mike Placencia as early as you can. I realize that we still have some time to go but six (6) months is not too early. Thanks for your help and consideration!

2013 CGCVA Convention & Reunion

Coast Guard Combat Veterans Association

Reunion/Convention Itinerary
SILVER LEGACY RESORT CASINO
407 North Virginia Street
Reno, NV 89501

Sunday, April 28

4 p.m. — Board Meeting of CGCVA Officers, Trustees and Appointed Officers, followed by dinner.

Monday, April 29

9:30 a.m. to 2:45 p.m. — Hospitality Room & Registration/Information desk open.

3 p.m. — Opening Ceremony. Hospitality Room reopens following Opening Ceremony.

Tuesday, April 30

9:30 a.m. — Hospitality Room & Registration/Information desk open all day.

5:30 p.m. — Baseball Game at the Reno Aces with Dinner

Wednesday, May 1

9:30 to 11 a.m. — Hospitality Room & Registration/Information desk open.

11:30 a.m. — CGCVA Business Meeting/Luncheon. CGCVA Auxiliary Friendship Luncheon. **(BE SURE TO BRING YOUR LUNCH TICKETS)**. Guests of CGCVA are invited to the Auxiliary Friendship Luncheon unless separate meeting luncheon has been arranged for their group. Hospitality Room will reopen at the conclusion of the CGCVA Business Meeting.

Thursday, May 2

9:30 a.m. — Hospitality Room & Information desk open until 5:30p.m.

10 a.m. to 3 p.m. — Virginia City Bus Trip

6 p.m. — Cocktail Hour (Cash Bar). 7 p.m. — Awards Banquet. Hospitality Room will reopen after Awards Banquet.

Friday, May 3

Check Out. Have a safe trip home. Next convention is in two years.



Note: Upon arrival at the Silver Legacy, be sure to check the times of the events and tour as they are subject to change.

Silver Legacy Double Room on left; King Room on right.



2013 CGCVA Convention & Reunion

Coast Guard Combat Veterans Association

General Information for Members and Visiting Associations

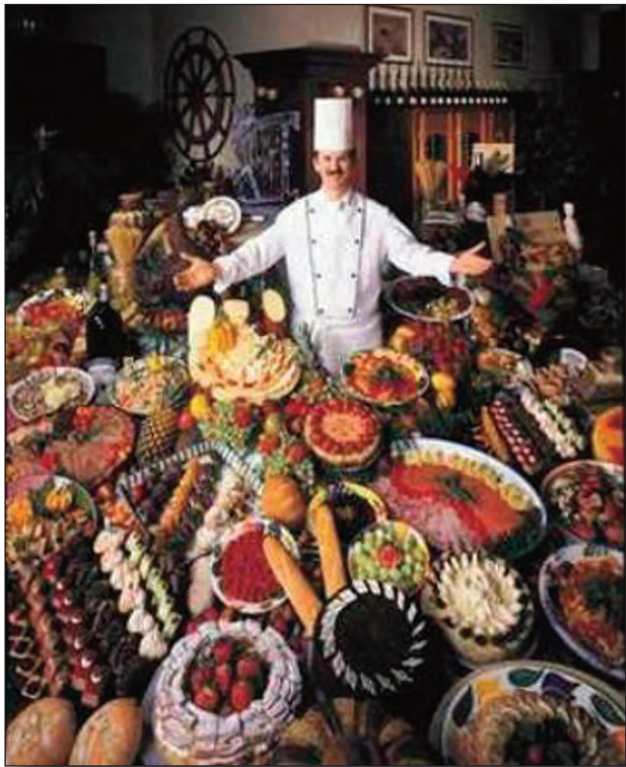
Please wear your name tag at all times while in the Hospitality Room. You will not be served without it. There are special discounts when you wear your name tag around the hotel. If you registered early and indicated such, your ship/station/group name will be included on your name tag. This will make it easier to be recognized and attract others to speak up and get acquainted.

If your visiting group wants a separate meeting room and luncheon contact Mike Placencia and he will do his best to have the hotel accommodate your needs. Please be advised that it is highly unlikely that the hotel will be able to provide a different meal from what the CGCVA & Auxiliary are having without a price difference, if they have the staff to accomplish another meal. Please accomplish this type of request prior to your arrival at the Silver Legacy to give Mike time to accomplish your request. You can contact Mike at 661-401-0609 or cgmaterchief22@hotmail.com.

Remember, guests are encouraged to attend the CGCVA Auxiliary Friendship Luncheon. We have tried to set up everything to make you comfortable and welcome to this reunion and the CGCVA Convention. If we have overlooked anything, please let us know what it is.

Refund Policy: Requests for refunds of all payments will be honored for compelling reasons if they are received by March 28, 2013. Refund requests after that date honored after the convention, subject to the availability of funds, after all convention expenses are paid, Registration fees are not refundable. This is due to the fact that the monies have already been spent for necessary convention items. All other refund

requests are subject to a \$25 administrative fee. Please be advised that when we pay the bills based on the registrations received, we cannot refund the monies as they have already been spent whether or not you show up.



Silver Legacy Lobby Area

Feature Articles

Coast Guard Island Honors Vietnam Veterans

Story and photos by PA2 Barry Pena

A ceremony honoring the service of Coast Guard Vietnam War veterans was held at Coast Guard Island, in Alameda, Calif., Nov. 8, 2012.

About 80 Coast Guard Vietnam War veterans were invited to Coast Guard Island to reminisce about their faithful and heroic actions during the Vietnam conflict. A large number of the veterans in attendance served on the 255-foot Owasco Class, 311-foot Casco Class, and the still-in-service 378-foot Hamilton Class cutters.

“To find the veterans in order to invite them was a task in and of itself,” said Audra Jacques, event coordinator. “The search included blogging on various veteran websites, networking at a military retiree seminar, mailing flyers to VA hospitals and Vet Centers, calling and emailing veteran organizations and depending on the veterans to forward the invitation to their shipmates.”

In addition to Vietnam-era vehicles, a UH-1 Huey helicopter made an appearance and landed on the soccer field. Spectators, including children from the Child Development Center, were allowed to view and climb aboard a helicopter that was actually used and shot down twice during the Vietnam War.

“My son is absolutely fascinated by helicopters, so I’m certain this is a day he will never forget,” said Petty Officer 1st Class Robert Parent from Coast Guard Base Alameda. “I’m really grateful we could view such an important piece of history up close with the heroes who actually operated them.”

The veterans also had the opportunity to tour the Coast Guard Cutters *Morgenthau* and *Waesche* —



Coast Guard active duty personnel, Vietnam War veterans and their guests enjoy lunch provided by Coast Guard Base Alameda, Calif., during a ceremony held at Coast Guard Island in Alameda Thursday, Nov. 8, 2012. Coast Guard Vietnam veterans from as far as Florida were in attendance for a ceremony honoring their service during the Vietnam War.

reliving their Vietnam days while viewing what technology hold for the new generation of Coast Guardsmen.

Keynote speakers during the event were Vice Adm. Paul Zukunft, Pacific Area commander, retired Cmdr. Keith Barker, crewmember aboard the cutter *Minnetonka*, and retired Petty Officer 2nd Class David Nelson.

“I was a Gunners Mate 2nd Class on the *Point Lomas* from April 1969 to March 1970,” said David Nelson, a Coast Guard Vietnam veteran. “For my first nine months, the cutter was based in Danang, Republic of Vietnam. In January 1970, we transferred to Division 13, based in Cat Lo.”

Zukunft praised the veterans for their roles and actions during the Vietnam War while Barker and Nelson provided the guests in attendance a brief look into their lives during the Vietnam War.

“We rendezvoused at sea with larger Coast Guard cutters and U.S. and Australian Navy ships for supplies and information,” said Nelson. “In port, I occasionally stood shore patrol duty to help police off-duty military

Feature Articles

personnel.”

Putting a ceremony like this together was no easy task. It was the efforts of many organizations and people that brought this event from paper to real life.

It took sponsorships from the Coast Guard Officers, Chief Warrant Officers, Chief Petty Officers and Enlisted Associations, the Coast Guard Auxiliary, and Northern California Coast Guard Retiree Council to make this event happen. In addition, a buffet-style lunch was provided by the East Bay Coast Guard Spouses Club. It was all brought together by Jacques.

“Helping to organize the Salute to Coast Guard Vietnam Veterans was both a privilege and an honor,” said Jacques. “It was a joy speaking with every veteran who called inquiring about the event and then meeting them in person.”



A caravan of Vietnam War era vehicles drive through Coast Guard Island, Alameda, Calif., Thursday, Nov. 8, 2012. Coast Guard Base Alameda personnel hosted a ceremony honoring the service and sacrifices of Coast Guard Vietnam War veterans.



A Vietnam-era HU-1 Huey helicopter lands on the soccer field in Coast Guard Island in Alameda, Calif., Thursday, Nov. 8, 2012. The helicopter was brought in for a ceremony honoring Coast Guard Vietnam War veterans to showcase some of the aircraft used by the veterans during the war.

Keeping the memory and legacy of these heroes alive is important as it gives us a glimpse into the Coast Guard’s past and allows us, if for a brief moment, to relive what these Coast Guardsmen chose to do — and do gallantly.

“I was in my glory — for war, rare war, is what we chose and trained to face,” said Nelson. “I have lived a good life and feel enriched by having faced and overcome that trial and survived, intact — to cherish a life-long memory of a great adventure and test. I feel most fortunate not to have missed it.”

D-Day Through the Eyes of a Coast Guardsman

by Clifford W. Lewis

Editor’s Note: The below story ran in *Coast Guard Compass* on June 4, 2012. It includes excerpts from a diary kept by Motor Machinist’s Mate 1/c Clifford W. Lewis, a crewman aboard CG-manned LCI(L)-94 which was part of Flotilla 10. LCI(L)-94 was an amphibious assault unit that landed Allied troops during invasion of Sicily, Salerno, Normandy and the Pacific. Lewis describes what it was like before, during and after the bloody assault at Normandy For more, go to the link: <http://goo.gl/DyMGE>.

28 May 1944:

At 0115 we were awakened by a bomb exploding close by. More explosions followed immediately which shook the ship. I was dressed and half-way up the ladder when the alarm sounded. Jerry had sneaked in close behind our own planes returning from raids on France, thus fooling the radar. When I emerged on deck and began getting my gun ready, the sky was filled with tracers and searchlights. Ships out-board of us got

Feature Articles

underway, but we remained at the dock. We weren't allowed to fire for fear of revealing our position. The ack-ack batteries in Portland were firing right over our heads and many shells exploded about us on the ship and dock. The noise was deafening and shrapnel careening about furiously. Buncik, MoMM3/C, who was stationed in the steering room had his head protruding from the hatch, when a 20mm slug or large piece of shrapnel pierced his helmet and cut a crease in his head. Our Pharmacist Mate gave him prompt attention and he was soon taken to a hospital for treatment. The night fighters soon were in action and the raiders chased off. A JU-88 was caught in the lights and came in, in a wide arc losing altitude rapidly. He was soon lost to sight, but no doubt he went down. A 20mm slug dropped thru the top deck and into the officers shower. No one was hurt however. The "All Clear" sounded at 0245, but warning was given to be on the look out for delayed action and butterfly bombs. Took an hour for my nerves to calm down so I could get to sleep. About eight men in the flotilla were wounded. Had an alert at 1830. No action however.

29 May 1944:

At 0200 General Quarters sounded. Searchlights were probing the skies when I reached my gun. Radar operated batteries were firing at unseen targets and shells were exploding high in the darkened sky. Obviously Jerry didn't have any gifts for Weymouth, as nothing was dropped. All clear at 0245.

30 May 1944:

About 11 assault transports moored in harbor including *U.S.S. Samuel Chase*, *Joseph T. Dickman*, *Charles Carrol* and *Bayfield*. LCV's in and out all day with ammo and army supplies. British small boats were also picking up U.S. material.

31 May 1944:

Muster after colors. Mr. Mead gave us orders: No one to leave or board ship without an escort, no liberty, no conversing with base personnel or personnel of other ships. Strictest security from here on in. We were issued more gas clothing, also a cartridge belt and water canteens.



A Coast Guard-manned LCVP from the USS Samuel Chase disembarks troops of Company E, 16th Infantry, 1st Infantry Division on the morning of June 6, 1944 at Omaha Beach. (U.S. Coast Guard photo by CPHOM Robert F. Sargent)

1 June 1944:

Under 0700. Anchored in harbor. At colors a letter from Adm. Kirk was read pertaining to the invasion of France which is very near. At 1000 we tied up at dock in Weymouth again.

2 June 1944:

Received print of crew and officers and a letter from Gen. Eisenhower.

3 June 1944:

Troops are on board. We have 29th Division infantry, MPs and medics. A Navy LCI next to us has First Division men. Many rumors floating around as to place & time. Pool gotten together as to

Feature Articles

D-Day. (10 shillings)

4 June 1944:

Still the same. Ship is still secure.

5 June 1944:

Still waiting patiently although we know much already as to where we are to land, etc. At about 1700 we got underway. Skipper called us all into the crews quarters and had a long diagram or photograph of the beach on the mess table. All pill boxes, machine guns, mines, entanglements and other obstacles. Our beach is to be Red Dog, close to Easy Green. He said we could expect plenty of mines and that subs and E-Boats would be active. New weapons were expected and 1950 enemy planes were available for use against us. He wished us the best of luck and then Mr. Mead checked over all our names for correct serial numbers & beneficiaries.

6 June (D-DAY) 1944:

Coming on watch at 0400, we wore our full gear: impregnated suit, socks, gloves and shoes, life jackets, helmets, cartridge belts, with canteens of water and sheath knife. Gas masks, eye shields and vesicants. At 0715 we were called to General Quarters. While at gun I noticed hundreds of ships & craft all about us. Spitfire's and P-48s were constantly flying back and forth over the area. We gradually left the main body of ships behind us



Coast Guard Captains Edward Fritzche (left) and Miles Imlay (right) discuss the invasion of Omaha Beach on a relief map laid out in the hold of USS Samuel Chase. (U.S. Coast Guard photo)

as we proceeded toward shore. A few LCVPs were returning and some LCTs were returning loaded evidently not getting a chance to beach. Smoke hovered over the beach and a number of ships could be seen to be burning furiously. Tracer shells began skipping out over the water towards us. They exploded very close and shrapnel clattered against the ship. At 0745 we were called to man our beaching stations. I made a dash for the engine room hatch and could feel and hear shrapnel and machine gun bullets careening by. I took my place at the throttles beside Sorensen. Hass stood by the clutches. We crunched on the beach at 0747 amid loud explosions which made the ship shudder. We disembarked our troops and started out when the skipper noticed we had fouled an LCVP with a line and started back in to assist them. At that moment three shells burst into the pilot house and exploded killing thee of my shipmates and wounding two, including an officer.

Couldn't do any more for the LCVP so we cut the line and started off the beach again after the pilot house was cleared and hand steering put into operation. We had been on the beach 50 minutes and were now high-tailing it out minus the port ramp which had to be cut away. A Life photographer came aboard our ship from the beach and was soaking wet. He came into the engine room to get dry. I was



The 83401 and 83402; two of the 60 Coast Guard cutters sent to England to serve as rescue craft off each of the invasion beaches during the Normandy Invasion. (U.S. Coast Guard photo)

Feature Articles

relieved and went top side to cool off and assist. The temp had been 120° in the engine room and it made it twice as hot with all the clothes we had to wear. Went topside on the boat deck just aft of the pilot house. The pharmacist mates were working over a couple of shapeless hulks lying in wire baskets and covered with blankets. It was a horrible sight with blood and flesh splattered over everything. DeNunzio had both legs blown off and part of his stomach, but was still living. I helped the doc give him plasma, but it was hopeless. He died 15 minutes later. Buncik was decapitated and occupied only half a stretcher. Burton was still intact but was killed by the concussion. Anthony had shrapnel in the feet and legs and was in great pain. He was given morphine and he and Mr. Mead, who was shocked and had shrapnel in his back, were put aboard the *Chase*. The bodies were later put aboard an LST and were later buried on the beach. Most of our lighting and power from the pilot house had been shot away and we went about for some time with great difficulty. The *LCI(L)-85* was near a transport with troops still aboard



The Coast Guard LCI(L)-85, battered by enemy fire after approaching Omaha Beach, prepares to evacuate the troops she was transporting to an awaiting transport. The "85" sank shortly after this photograph was taken. (U.S. Coast Guard photo)

and was listing badly. She finally got her troops off before she sunk.

We were called alongside a transport and took on Navy relief crews for LCMs. We had the ship pretty well cleaned up by now. We laid a couple miles off the beach and LCMs came alongside to change crews. After that morning no more craft beached until that evening. The battleships *Texas* and *Arkansas* and three cruisers including the *Augusta* and 14 destroyers incessantly shelled the beach. Many craft were careening crazily about,

some burning, some with huge holes ripped in their sides. Of the nine LCIs that beached on Red Dog, four were still usable. Night time found Jerry over us. Bombs were dropped and some mines.

7 June 1944:

Laid around as mother ship for LCMs. Warships keep up shelling and beaches were quieting down. Armored equipment was being put ashore; now mostly on Rhinos.

8, 9 & 10 June 1944:

An average of five raids a night. Much flak was sent up and planes were hit. Bombs and shrapnel fell. Went out at 0200 to look for ammunition barges and numerous mines were known to be in the vicinity. First real raid wasn't until 0330. Dive bombers attacked and two bombs screamed and exploded near a petrol barge anchored only 50 yards off our port quarter. Raids continued until broad daylight or after 0600. Shrapnel and 50 cal. slugs were picked up on deck.

12 June 1944:

Not many air alerts in early hours of morning. Our bombers continually flying back & forth. Exploding



U.S. Army troops aboard a Coast Guard-manned LCI(L), during the night of June 5, 1944. (U.S. Coast Guard photo)

Feature Articles

bombs & demolitions heard most of the time. Night of June 11th we were called to rescue an LST which struck a mine just outside the transport area. By the time we arrived all survivors were picked up by other LCIs and 83-footers. In the afternoon of June 12th, about six of us went ashore in a Higgins boat. The beach was a turmoil of activity and was strewn with twisted wreckage of landing craft and vehicles. The dust was very thick. We looked over the numerous pill boxes and gun emplacements which were made of thick concrete and dug into the side of the hills which dominated the beaches. Pill boxes left intact were being used as command posts and communication centers. We walked to the top of the hill

being careful not to fall in somebody's foxhole and turned to look out over the vast panorama of ships. Ships of all shapes, sizes and descriptions as far as the eye could see. We had a Coast Guard photographer with us taking color movies and he was well pleased with the material at hand. On top of the hill poppies grew. Everywhere could be seen the pretty red flowers and at once I recalled the poem we had always read in school on Memorial Day; "In Flanders Field the Poppies Grow." German prisoners were digging graves for our many dead nearby and I thought of my three shipmates who were laid to rest there.

Inside a large fenced-in enclosure were many German prisoners. They were sitting about on the ground in a semi circle as an army sergeant read off their names. Most of them were Czechs, Poles, French or Russians and most were either real young or old. Another enclosure contained officers and as I watched they frisked eight new ones being brought in. A truck came up with six French civilian snipers under heavy guard. We walked on down a small dusty road and into the nearby village of Les Moulins. Only a few houses and a church which had been hit by shells and mortars. We walked into the church yard where an old bent over

Frenchman was replacing the disturbed tombs and monuments. We talked to the caretaker until the smell of embalming fluid got too much for us. We stopped at a small cafe where an old man with his arm in a sling and a young boy were clearing up the debris. We caught a ride in a jeep, but were stopped by an MP who said that Naval personnel were restricted from going beyond the beach and that our blue helmets and clothing were a perfect target for snipers who were still active in the area.

We took the long road back to the beach and were constantly warned of land mines. Once again on the beach we made our way to where our sister ships the 91, 92 and 93 lay broken, twisted and charred by fire. Seeing them made us realize even more how lucky we were. Tanks, trucks and equipment were constantly coming ashore and bulldozers were grinding here and there assisting wherever needed.

Our time was nearly up so we started back to where we were supposed to meet our boat. Our boat was late and we had to wade some distance into the surf to reach it. There were only two air raids that night, but a person is so tense expecting raids any minute, that sleep is almost out of the question.

26 July 1944:

Went ashore in the evening with Qullien, Cuss and Davis. Rode LCVP and transferred to a duck. Hit Dog Red Beach. Walked up road toward St. Laurent. Visited graveyard. Saw Buncik, DeNunzio and Burton's graves. No's. A-4-71, A-9-174, 6-1-12. It's fixed up nice and the little white crosses are lined up neatly in two directions. A flag pole, a mast from some ship is in the center and flowers are planted around it. (some Colonel paid the French \$5 to bring the flowers.) Many more graves being dug. The graveyard is about a mile from the beach and overlooks a pleasant green valley.



Coast Guard Flotilla 10 prepares to sail the English Channel and invade Nazi-occupied France. (U.S. Coast Guard photo)

Feature Articles

Hispanic-American Lifesavers Pablo Valent, Mariano Holland and Indalecio Lopez and the Florida Keys Hurricane of 1919

by William H. Thiesen, Ph.D, USCG Atlantic Area Historian

Editor's Note: "The rescue of the crew of the water-logged schooner Cape Horn on September 16, 1919, by the crew of Coast Guard Station No. 222 (coast of Texas) affords an instance of wreck service in which superb surfmanship, added to dogged grit, overcame well-nigh insuperable difficulties and brought success to hazardous effort." *Treasury Department Annual Report, 1920*

Hispanic American personnel have served in search and rescue operations since the nineteenth century. For example, in 1899, James Lopez of the Provincetown (Massachusetts) Life-Saving Station became the first Hispanic American service member to receive the Silver Lifesaving Medal. But the greatest number of Hispanic American personnel served not in stations along the East Coast, but in Florida and along the Gulf Coast.

In Texas, the Brazos Life-Saving Station, now known as the South Padre Island Station, employed several distinguished Hispanic lifesavers. In 1897, surfmen Telesford Pena and Ramon Delgado became two of the first Hispanic Americans to join the U.S. Life-Saving Service. Over the years, the Brazos crew endured numerous storms and hurricanes, including the deadly Galveston Hurricane of 1900; however, none of them proved as memorable as the killer storm of 1919.

Early September 1919 found Hispanic American personnel BM1 Pablo Valent and surfmen Mariano Holland and Indalecio Lopez serving out of the Brazos Station. Unknown to these men, a tropical disturbance in the Lesser Antilles had spawned a hurricane, which grew rapidly into a category four storm. The hurricane grazed the Florida

Keys and headed into the Gulf of Mexico. This hurricane would later be named the "Florida Keys Hurricane" and in its path sailed numerous unsuspecting vessels, several of which would be lost with all hands.

One of these ships, the seventy-seven-ton schooner *Cape Horn*, had been fishing far out in the Gulf. The storm descended on the schooner and its crew of eight on the night of September 13th, capsizing the vessel and flooding the hold. The crew managed to cut away the sails and rigging allowing the mastless vessel to right itself and, for the next two days and nights, the men clung to the foundering hulk as the super hurricane pushed it to toward the Texas coast.

On the morning of September 16th, the Brazos Station lookout spotted the *Cape Horn* lying low in the water with stumps for masts. It was obvious that the schooner was about to sink and action was necessary. Along with keeper Wallace Reed, Valent, Lopez, Holland and the rest of the boat crew launched the surfboat in some of the worst sea conditions ever experienced in the area. Waves broke as far out as

the eye could see and the bar over which they passed to reach the Gulf was a cauldron of cross currents, roiling seas and angry whitewater. The surfboat shipped seas constantly, throwing the crew from side to side, putting the surfboat on beam ends and ejecting the boat over bruising combers. Several times the surfboat jumped clear of the water only to come crashing down into the troughs below. Keeper Reed, a veteran of twenty years had never had such a fight.



Pablo Valent shown later in his career as a chief bosun's mate. (U.S. Coast Guard photo)

Feature Articles

After battling the elements for two hours, Valent, Lopez, Holland and the rest of the crew managed to reach the foundering schooner. *Cape Horn's* dispirited crew clung to the hulk even with heavy seas surging over her decks. To avoid wrecking the surfboat against the submerged vessel, the Brazos crew rowed their boat to the rescue in the interval between each breaker, snatching off the schooner's survivors one at a time. The eight survivors crowded in with the seven Brazos Station crewmembers for the ride back to shore.

Unfortunately, the trip to shore appeared more perilous than the struggle to reach the ship as heavy seas formed into huge waves cascading toward the beach. And there was no turning back, because the *Cape Horn* had slipped below the waves shortly after the survivors were taken off. As the surfboat neared the shore, Keeper Reed found the surf pummeling the beach furiously and had to choose a landing point two miles from the original embarkation point. Though men like Valent, Lopez and Holland were skilled surfmen, the boat shipped seas constantly as seas boarded the vessel from the stern.

With his crew soaked and exhausted and the *Cape Horn* survivors clutching the thwarts and gunnels for safety, the odds weighed heavily against a safe landing. Keeper Reed deployed the surfboat's drogue, a service-issues canvas bucket device designed to work like a sea anchor. This contrivance controlled the boat's speed as it surfed the accelerating waves and helped Reed steer the boat in the direction of the beach.



A Type "E" 36-foot motor surfboat similar to the one used by the Brazos Station crew to rescue the crew of the schooner Cape Horn in 1919. (U.S. Coast Guard photo)



A rare photograph of the Brazos Life-Saving Station (later the South Padre Island Station) in 1919. (U.S. Coast Guard photo)

Disaster struck within 100 yards of land when heavy seas burst the drogue. With deadly breakers curling all around, the loss of the drogue could send the surfboat into the oncoming rollers, overturning the boat and killing or injuring those inside it. In more than one such instance, the entire Coast Guard crew of the surfboat had been lost. But Valent, Lopez, Holland, Keeper Reed and the rest of the crew managed to hold the boat steady using their oars and with the aid of the boat's engine powered onto a towering wave headed for shore. Riding on the crest of the roller, the surfboat accelerated toward the beach and, without any final effort by the crew, landed high and dry without spilling overboard any of the fifteen occupants.

The Cape Horn rescue proved a complete success. In addition to bringing back the schooner's crew alive, the Brazos crew skillfully navigated their surfboat back onto the beach without serious damage. For their death defying feat, the Brazos men, including Valent, Lopez, Holland and the rest of the crew received the Silver Life-Saving Medal. This was only the second time in history that Hispanic American lifesavers had received the award. The men also received the Grand Cross Medal from the American Cross of Honor Society for their act of "unusual heroism." And BM1 Pablo Valent had a successful career in the Coast Guard, taking command of the Brazos Station (a.k.a. Port Isabel Coast Guard Station) in 1935, becoming the first Hispanic American in the service to do so. Valent retired in 1940, after twenty-eight years of service in the U.S. Coast Guard. The Florida Keys Hurricane of September 1919 was one of the worst in Texas history. It heavily damaged the Brazos Station and leveled the Coast Guard Station at nearby Aransas. In addition to the scores of men and women lost in the Gulf, hundreds lost their lives along the Texas Coast.

Feature Articles

CDR Maurice David Jester, USCG

courtesy Coast Guard Historian's Office

One of the earliest submarines to reach the Coast under Operation Drumroll was *U-352*. When *U-352* arrived off the East Coast the largest anti-submarine combatant in the immediate area to oppose it was the diminutive 165-foot cutter *Dione*. The cutter's patrol area extended from Norfolk, Virginia, to Morehead City, North Carolina, one of the busiest areas for shipping off the East Coast and also an active submarine hunting ground. It was here that the U-boats performed their most damaging work. For several months the daily routine of the patrol vessels off North Carolina was filled not only with hunting submarines but also with the rescue of hundreds of men from torpedoed ships. There were so many torpedoings that these small cutters spent much of their time shuttling between reported attacks and actual sinkings.

The German submarines began moving their attacks further south, therefore the Navy shifted anti-submarine vessels in this direction. The 165-foot *Icarus* received orders to proceed to Key West, Florida where the cutter would work the southern end of the "Bucket Brigade Convoys." *Icarus* had spent the first months of the war making patrols out of the New York area and left for Florida early on May 8th. The small cutter began the routine trip south, passing a couple of convoys, and arrived off the Coast of North Carolina a day later. Armed with obsolete sound detection gear, a World War I era Y-gun, stern depth charge racks, a 3-inch deck gun and a combination of six .50 caliber and Lewis machine guns, *Icarus* was much less of a threat to a U-boat

than a destroyer.

U-352 meanwhile continued to hunt for its first victim. Kapitanleutnant Rathke thus far had been either the unluckiest U-boat commander or the poorest shot. On the 9th of May he thought his luck would change. Shortly after 4 p.m. the radioman on board *U-352* heard propeller noises. Relaying the news to Rathke, the commander decided to

attack, even though it was daylight and thus more dangerous. Looking through the periscope Rathke saw a mast and passed the word for two bow tubes to be loaded. Making a crash dive, Rathke, ordered the attack periscope up and fired two torpedoes. Several moments later, the sub shuddered from an explosion. Rathke thinking he had finally succeeded in sinking a ship, ordered the sub back to periscope depth. Looking through his sights, he discovered that instead of sinking a merchantman, the Coast Guard patrol vessel *Icarus* was heading straight for him.

Icarus was commanded by Lieutenant Maurice D. Jester. Jester was not a young officer lacking experience. He was 52 years old, having enlisted in the Coast Guard in 1917 as a

surfman. During the next twenty years he served on five cutters, advancing to Chief Boatswain in 1935. In December 1941, he received a commission as a lieutenant and a month later was given command of the *Icarus*.

About the time that Rathke spotted the mast of *Icarus*, Jester retired to his quarters. With the *U-352* nearby, the soundman on board the cutter picked up a "mushy" sound contact. The sound came from off the port bow at a range of about 1900 yards. Jester was called on the bridge. The



Feature Articles

sharpness of the contact improved and its location began to draw abaft of the beam. Suddenly, an explosion rocked the little cutter and Jester ordered the crew to battle stations and turned the *Icarus* hard aport toward the suspect sound. Everyone on the bridge realized that they had just been missed by a torpedo that struck the ocean bottom. *Icarus* steamed toward the contact and for the first time picked up propeller noises on the listening gear.

Rathke saw the speeding cutter in his periscope and knew that his vessel had been detected and that he had to try to escape. He maneuvered *U-352* toward the area where the torpedo exploded hoping to hide in the sediment and the disturbed water that was stirred from the bottom. The nose of the submarine pushed into the soft bottom where Rathke planned to wait until the warship made one pass. Since his adversary was only a patrol craft, he thought he might escape or surface to periscope depth and use torpedoes and possibly the deck guns to destroy the Coast Guard vessel. The spot where the torpedo struck, however, was where Jester and *Icarus* began the search.

With *U-352* on the bottom, Jester temporarily lost contact. Calculating the sub's location he made a pass and dropped five depth charges in the shape of a diamond with one charge in the middle. *Icarus* dropped one charge from a rack, followed by two from the Y-gun, releasing another single charge from the rack and finishing the pattern with another rack charge. Jester then reversed course and detected the submarine moving west. Moving to intercept, three more depth charges were dropped in a V pattern at a point on the U-boats apparent track. Large bubbles began to break the surface and the *Icarus* doubled back to drop a single charge on this spot. Not satisfied with the results Jester had one more charge dropped to the right side of the previous spot.

The *U-352* took a pounding! During the cutter's first run, two of the depth charges fell near the conning tower, one near the deck gun, one over the engine room and the last fell astern. All the gauges in the control room shattered, the lights went out, the attack periscope was damaged, the

motors had been knocked off their mounts, the deck gun was gone and the conning tower officer was dead. Rathke knew he could not attack now. His remaining hope was to remain motionless on the bottom and hope the cutter would not be able to detect his boat and then leave. *Icarus*, though, had not finished. The soundman still hearing the sub moving slowly across the bottom prompted Jester to order subsequent attacks.

Shortly after the last charge was dropped Rathke decided that the *Icarus* knew where his sub lay and ordered the ballast tanks blown to bring the sub to the surface. He ordered the men into their life jackets and diving lungs and gave instructions for the vessel to be scuttled. The sub broke the surface forty-five minutes after the battle began

only one thousand yards from the cutter. The gun crews of the *Icarus* immediately opened fire with all six machine guns to prevent the sub's crew from manning their deck guns. Turning *Icarus*, Jester put it on a course to ram the sub if necessary. Now the three-inch gun on the cutter's bow bore on *U-352* and opened fire. The first round was short but ricocheted through the conning tower. The second round passed over the sub, but the next twelve rounds either hit or came close to their mark.

Moments after the sub surfaced the sub's crew began to jump in the water and *U-352* quickly sank beneath their feet. The *Icarus* continued to circle the spot where the sub sank and unleashed one last depth

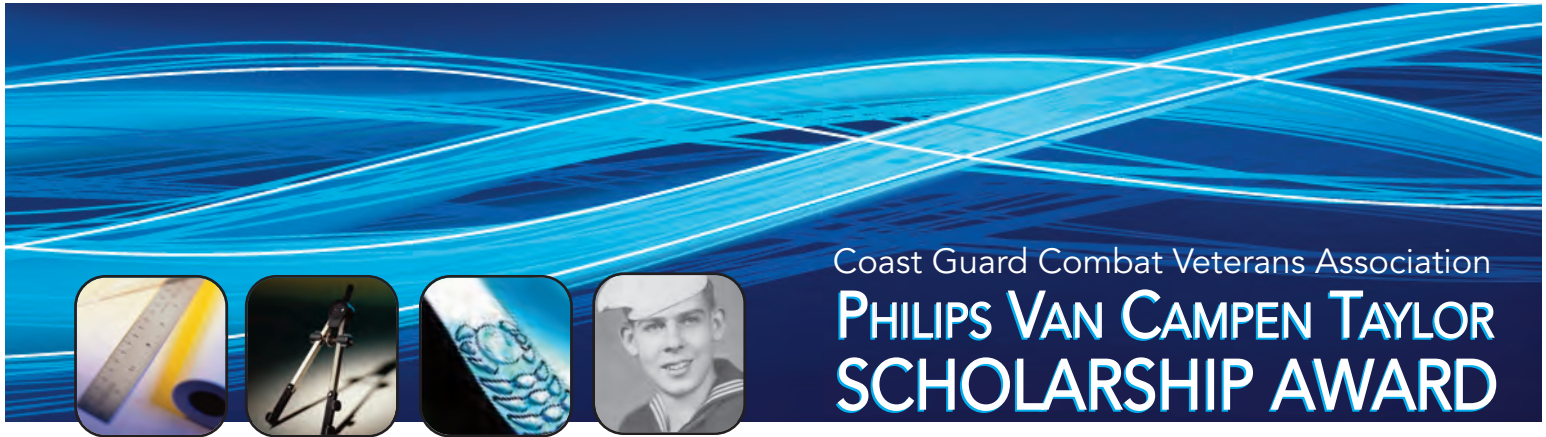
charge over the wreck of the *U-352*.

Sinking an enemy sub fell within the orders issued to Jester, but none were in force for rescuing German survivors. Calling both Norfolk and Charleston, Jester finally received permission to pick the men up thirty minutes after the sinking. *Icarus* picked up thirty-three prisoners but one died enroute. Among them was Kapitänleutnant Hellmut Rathke. Several of the crew spoke English and talked freely with the American sailors. The prisoners arrived at the Charleston Navy Yard the next day providing the Coast Guard with opportunities to photograph the first U.S. captured German U-boat officers and men.

This action was notable because the *U-352* was larger, faster and more heavily armed than *Icarus*. For his actions in sinking the *U-352*, Lieutenant Maurice Jester was awarded the Navy Cross.



CGC Icarus ties up at Charleston Navy Yard with prisoners from the sunken U-352.



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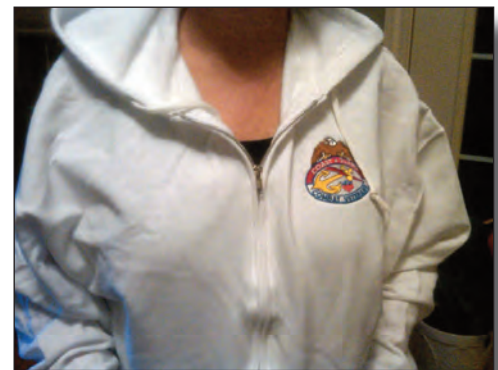


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John Anderson of Fort Myers, Florida visiting the Coast Guard Heritage Museum in Barnstable, MA. John and his wife flew to Rhode Island on Sept. 11th then drove to Cape Cod to visit his ailing Vietnam buddy Dick who had been diagnosed with defoiland cancer. They talk weekly but this was the first time they had seen each other in 15 years. They all met at the museum and thoroughly enjoyed their tour, saying the staff was wonderful and there were terrific items to see, including a Coast Guard Ensign from the CGC Point Welcome that John had allowed his son Scot to donate to the museum. John had carried it home in late 1967. For details on the museum, go to: www.cgheritage.org or call 508-362-8521.