



# the Quarterdeck Log

Membership publication of the Coast Guard Combat Veterans Association. Publishes quarterly — Winter, Spring, Summer, and Fall. Not sold on a subscription basis. The Coast Guard Combat Veterans Association is a Non-Profit Corporation of Active Duty Members, Retired Members, Reserve Members and Honorably Discharged Former Members of the United States Coast Guard who served in, or provided direct support to combat situations recognized by an appropriate military award while serving as a member of the United States Coast Guard.

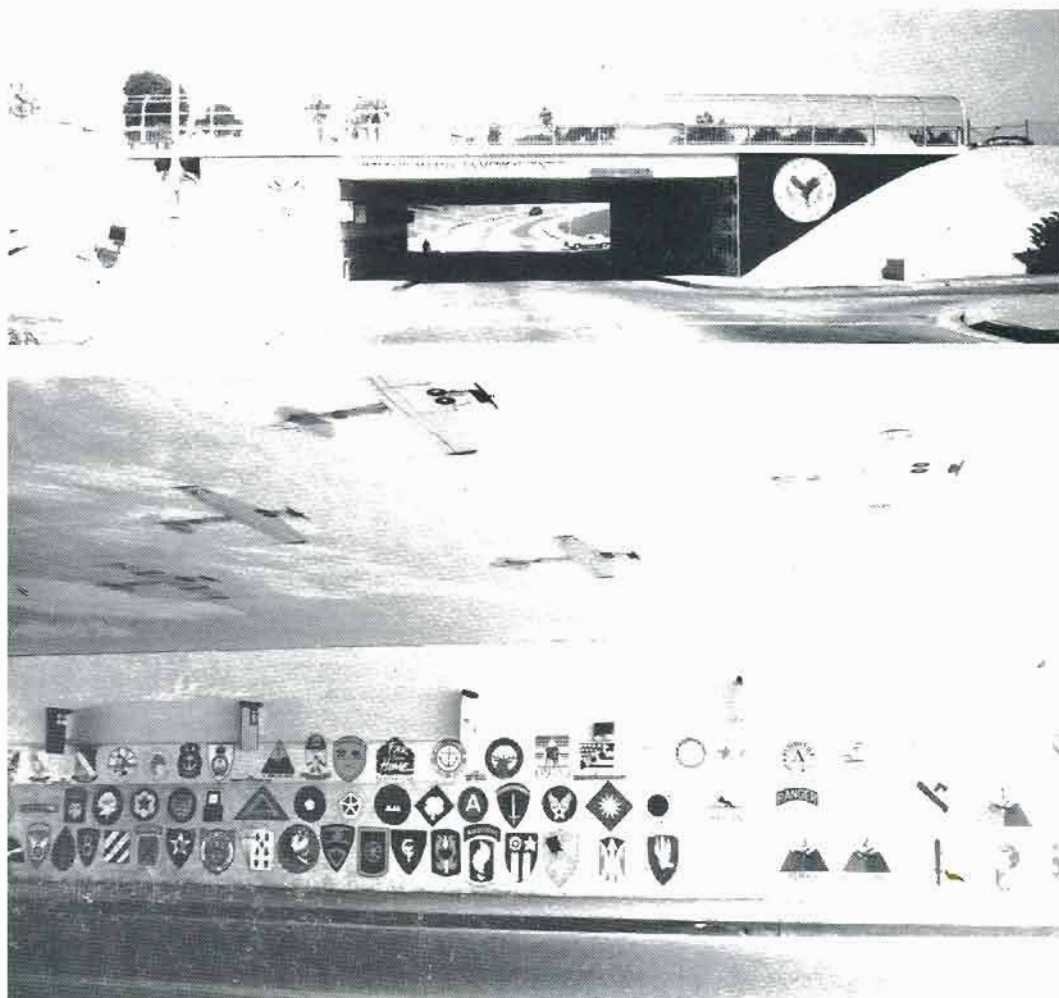
Volume 12, Number 1

## National Veterans Memorial

*Artist salutes Armed Services at West Los Angeles VA Med. Ctr.*

Peter Stewart, a Vietnam veteran, was the artist for an extensive project near the West Los Angeles VA Medical Center, using a Wilshire Blvd. overpass as his canvas for a mammoth National Veterans Memorial.

CGCVA Charter member Noel Bell spotted the impressive sight on his way to the San Diego Reunion. Neil had provided patterns for Coast Guard Squadron One in Vietnam and CGCVA member Chris Wood provided the Squadron Three pattern. Other Coast Guard designs were provided by the 11th District. If you're traveling through Los Angeles, try to stop by.



*Some of the different views of the West L.A. VA Medical Center Veterans Memorial. (top) Approaching the overpass; (above) Unit patches from all services adorn the overpass walls as fighters in the clouds circle above on the overhead; (left) Coast Guard Squadron Three insignia (Vietnam) supplied by Chris Wood; and (far left) Coast Guard Squadron One insignia (Vietnam) supplied to the artist by Noel Bell, a CGCVA charter member.*





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**THE QUARTERDECK LOG**

LCDR. Ed Swift, USCG, Editor-In-Chief

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

*From the President*

Dear Shipmates:

I'd like to thank many of you for your invitations to local events, letters and phone calls; it is great to hear from you.

During the past few months we have been actively assisting the 327 Associations with the "Shipwreck Trail Project," preparing a



**JOE KLEINPETER**

commemoration of the Secretary Class Cutters. Two of the 327s, the *Bibb* and *Duane*, were sunk as artificial reefs and are protected underwater museums at Key Largo, Florida. A televised underwater unveiling of a plaque mounted on the *Duane* is planned for November 1997, along with the establishment of a time capsule to be filled with artifacts supplied by each of the 327 Associations and the CGCVA. Ed Swift, Ed Burke and I met with the "Shipwreck Trail" committee at the Coast Guard Yard in Baltimore to learn more about the event and plan support to the 327 Associations. Local Coast Guard support and a day trip to the underwater site aboard a Coast Guard cutter is anticipated.

Honored member CAPT Alex Larzelere, USCG (Ret.) published the first and only book about the Coast Guard in Vietnam. I suggest each member go to your local library and request a copy of "The Coast Guard At War: Vietnam 1965-1975," printed by the Naval Institute Press. ISBN #1-55750-529-2. By requesting this book through your library, you will ensure the combat history of the Coast Guard in Southeast Asia is known by our descendants. The book can also be purchased by contacting the Naval Institute at (800) 233-8764. On behalf of all the members, I want to thank Alex for preserving our history.

Due to the efforts of John Stamford, one of our Membership Representatives, there are now two CGCVA flags in existence. John is very active in local veterans affairs and was aware of a new VA facility requiring service flags for display. John

(continued on page 26)

## From the Vice President

This past February during Mardi Gras week, my friend "Bubs" and I visited my old shipmate Vincent Signorelli in New Orleans. Vince served as a cook on the cutter 83490 during WWII. We had a great time with "Cookie" and his wife Adelaide and attended many of the parades, checked out the "River Walk," took a ride on the old trolley and, of course, visited the French Quarter.

Probably the highlight of the trip was a visit to the office of RADM Timothy Josiah, the 8th Coast Guard District Commander. Cookie and I spent time with the admiral and I presented him a picture of the plaque mounted in Poole, England during the 50th anniversary of D-Day. CAPT Pokop, his Chief of Staff, by the way is a CGCVA member.

This past winter while in the West Palm Beach, Fla., area, I visited the new Coast Guard Station in Lake Worth and got the grand tour of the state-of-the-art facility. I became friends with several of the crew, including Boatswain's Mates Kevin Keeler and Joe Connell. Joe participated in the Haiti operation "Uphold Democracy" and joined the CGCVA while I was there. He'll soon be transferred to Hawaii and will try to get more eli-

gible Coasties there to join our association.

Recently, Bubs and I had lunch with Fred Obersheimer, my former skipper, and his wife Mimi. He is trying to get in contact with our former shipmates and organize a mini-reunion next year in Corpus Christi.

I am now in the process of sending letters to all CGCVA members, soliciting funds for a plaque which we hope will be erected somewhere in Hawaii in honor of all the Coast Guardsmen and women who have served our country. Part of this letter reads as follows:

"It is my opinion that our members would like plaques of remembrance in honor of the U.S. Coast Guard in areas that have been overlooked. Certainly our plaque at Normandy has received grateful appreciation. We need to remember (other Coast Guard units and personnel as well)." I will keep you apprised of the progress of this project in subsequent *QD Log's*. **Jack Campbell**



**JACK CAMPBELL**

## From the Editor

One of the benefits of my CGCVA membership is when it parallels my Coast Guard community relations job. On 20 April, I represented the Coast Guard at NAS Lakehurst, N.J., as a speaker at the 9th reunion of veterans of "Exercise Tiger." It was a solemn occasion remembering a tragic incident only weeks prior to D-Day, but one few know about.

To prepare for the upcoming invasion, American and Allied troops practiced beach landings in England and in many of these exercises, Coast Guard units participated.

On 28 April 1944, eight LST's and the *HMS Azalea* were enroute to their landing site at



**ED SWIFT**

Slapton Sands on the Devon coast when they were attacked by nine German "E" boats. The torpedo boats struck without warning and three LST's were hit. An hour later, it was over and 749 U.S. Army and Navy personnel were dead, the costliest surprise attack since Pearl Harbor. The entire account was kept secret until months after the Normandy Invasion.

As part of my remarks, I mentioned the CG's involvement during the build-up for and actual D-Day landings, including the importance of Flotilla One. I also recognized Flotilla One veteran Jack Campbell who attended the event. **Swiftly**

**Membership Information**

I have done some counting and the CGCVA membership as of March 10, 1997 was 1,612, broken down as follows:

Regular Members	—	1,252
Life Members	—	319
Officers	—	20
Honorary Members	—	6
Associate Members	—	6
Friends	—	9

During the span of our association, we have had a total of 2,302 members with 81 reports of members crossing over the bar and another 609 have been dropped. It is my feeling that a good portion of the 609 members dropped for non-payment of dues (NPD) may be attributable to their having passed over the bar but since we were never informed, we must drop them. We also have to drop a member when we get a notice that the mail we sent to them is not deliverable with "no forwarding address." As I have said before, this is unfair to the member as we do not have the opportunity to acknowledge their passing. If there are any ideas out there, I would appreciate hearing them.

In regard to our how our current membership of 1,612 is distributed by state, here is the breakdown:

AK (9)	AL (6)	APO (1)	AZ (7)
CA (197)	CO (20)	CT (28)	DC (6)
DE (2)	FL (169)	GA (19)	HI (4)
IO (9)	ID (3)	IL (60)	IN (11)
KY (10)	LA (15)	MA (80)	MD(50)
ME (18)	MI (57)	MN (19)	MO(17)
MS (10)	MT (2)	NC (33)	ND (1)
NE (13)	NH (10)	NJ (107)	NV (13)
NY (138)	KS (11)	OK (5)	OR (24)
PA (61)	RI (13)	SC (12)	SD (2)
TN (5)	TX (66)	OH (57)	UT (1)
VA (61)	VT (6)	WA (79)	WI (28)
WV (7)	WY (1).		

For those members who maintain two addresses, you must inform us when you are changing from one to another; we can no longer maintain two mailing lists. Notifying me of a "Temporary Address Change," or "Temp Only -- Return to Old



**E.P. "ED" BURKE**

Address (date)" won't work; you'll have to send me a card with your address change on it. Ed

**CROSSED  
THE BAR**



**Melvin Thorbjornsen**

Joined: October 12, 1994  
Passed: November 7, 1996

**Allan W. Bjorken**

Joined: August 1, 1993  
Passed: February 4, 1997

**CWO4 Merritt O. Wright, Sr.  
USCG (Ret.)**

Passed: February 25, 1997

**Howard S. Thompson**

Passed: November 22, 1996

**William O. Caverly**

**RADM William L. Morrison  
USCG (Ret.)**

**Bruce S. Little**

Passed: February 28, 1996

## Treasurer's Report

**CGCVA ACCOUNTS:** Currently on hand in all funds and certificates of deposit is \$37,602.00. Funds earned but not received are \$2,711.76 from investments in certificates of deposit.

**DUES:** Again, thanks to those members who send in their dues from the expiration date on their *Quarterdeck Log* label. This is a tremendous help. Life members have (exp) after their name on the *QD Log* labels, but that's a computer requirement. Remember, life members never have to pay dues and there is no cost for the *Quarterdeck Log*. What a bargain!

**SMALL STORES:** I have stocked a few more items and, if you would like a list, just drop me a line. We have fore 'n aft caps, beautiful watches, baseball caps, patches, desk flag sets, and I'm trying a few extra-large sweat shirts. I ordered 50 books on the U.S. Coast Guard in Southeast Asia written by CGCVA member CAPT Alex Larzelere, USCG (Ret.). Write me for more information.

**CGCVA HISTORY BOOK II:** This project is cancelled due to lack of interest.

On a personal note, the Vietnam feature story in the Fall '96 *Quarterdeck Log* made it sound like I was a Loran-C expert, which I am not. When I was interviewed by the author over the phone I told him I felt qualified to go to Southeast Asia because I had a very secure family and great in-laws that my wife and children could stay with. I really didn't know what this TOP SECRET project was all about until I met then CAPT Tom Sargent in Washington, D.C. in January 1966. I did feel pretty qualified to handle contracting, money, funds accountability, materials, food, billeting and the many other jobs that we were required to do. Our project was the only major construction project that finished on time or ahead of schedule in Southeast Asia up until we departed in the Fall of 1966.

On the lighter side, I recall CAPT Sargent having the toughest time getting a vehicle to attend meetings with the other armed forces brass. He was thought to be some kind of senior Coast Guard petty officer (a captain sergeant) and usually got the cold shoulder on vehicle requests. Fully understanding this misconception, the good captain changed his name and rank to Colonel Savage and the results were fantastic.

When our construction was completed, CWO Vince Stauffer came along to take over my duties and believe me, Southeast Asia was never the same after that. I think Vince could swap a pen knife for a weapons carrier. The original SGT Bilko trained under Vince in 1940.

Let me know if you need anything. Write me at P.O. Box 544, Westfield Center, OH 44251-0544 or call me at (330) 887-5539. You may also fax me at (330) 887-5639. Please remember though, I'm on EST and I hit the rack at about 8:30 p.m. (2030). I get up about 8 a.m. (0800). Thanks for your continued support. Semper Paratus!

Baker



**BAKER HERBERT**

## Quarterdeck Log

### Statement of Purpose

This publication is designed to be an instrument of information and inspiration for all who hold allegiance to the Coast Guard Combat Veterans Association. Please be aware that any mistakes in this publication are there on purpose and for a purpose; we publish something for everyone and some people are looking for errors!

### Bering Sea Patrol

A very special reunion of the Bering Sea Patrol and Alaska Veterans will be held Sept. 30 - Oct. 2, 1997, in Laughlin, Nev., to honor the crews and ships' *USCGC Storis*, *Spar* and *Bramble* on the 40th anniversary of their historic trip in 1957 around the North American Continent. For more information, contact **Jim Loback** at 10436 Teal Circle, Fountain Valley, CA 92708-7448. Ph: (714) 968-8964. E-mail: LOB96JM@AOL.COM.

### AGC Flagship Alliance

A reunion for the 26 Navy and Coast Guard amphibious flagships that comprised the AGC Flagship Alliance will be held Sept. 30 - Oct. 4, 1997, in Grand Island, N.Y. Eighteen of the Navy ships were decommissioned after service in WWII, some in the Korean conflict and thereafter, then ultimately scrapped. Surviving Navy ships are the *USS Blue Ridge* and *USS Mount Whitney*. The six Coast Guard vessels were converted back to cutter duty after WWII, then later decommissioned.

Contact point for the vessels' *USS Appalachian (AGC-1)*, *USS Blue Ridge (AGC-2)*, *USS Rocky Mount (AGC-3)*, *USS Ancon (AGC-4)*, and *USS Catoctin (AGC-5)* is **Keith Bowsher** at 8 Heritage Drive, Vidor, TX 77662. Ph: (409) 769-5655.

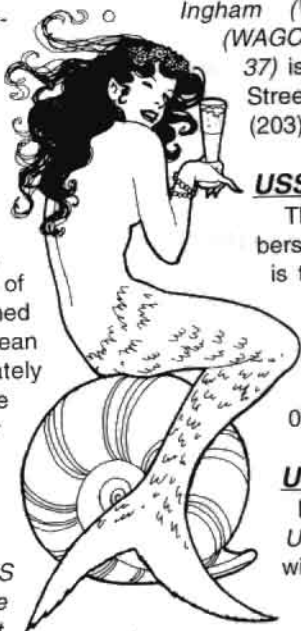
Contact point for the vessels' *USS Duane (AGC-6 & WAGC-33)*, *USS Adirondack (AGC-15)*, *USS Taconic (AGC-17)*, *USS Blue Ridge (LCC-19)*, and *USS Mt. Whitney (LCC-20)* is **Bill Gilliam** at 30 Belknap Street, Dedam, MA 02026. Ph: (617) 329-0473.

Contact for the vessels' *USS Mt. McKinley (AGC-7)*, *USS Mt. Olympus (AGC-8)*, *USS Wasatch (AGC-9)*, *USS Auburn (AGC-10)*, and *USS El Dorado (AGC-11)* is **George Monroe** at 31 Thompson Road, Veazie, ME 04401. Ph:

(207) 942-9861.

Contact for the vessels' *USS Estes (AGC-12)*, *USS Panamint (AGC-13)*, *USS Teton (AGC-14)*, *USS Pocono (AGC-16)*, and *USS Biscayne (AGC-18)* is **Richard Bitting** at 104 Shirtown Road, Narvon, PA 17555. Ph: (610) 286-8844.

Contact for the vessels' *USCGC Bibb (WAGC-31)*, *USCGC Campbell (WAGC-32)*, *USCGC Ingham (WAGC-35)*, *USCGC Spencer (WAGC-36)*, and *USCGC Taney (WAGC-37)* is **Joseph Dantino** at 1443 Bank Street, Waterbury, CT 06708. Ph: (203) 753-8197.



### USS Spokane (CLAA-120)

The second reunion for crewmembers of the *USS Spokane (CLAA-120)* is tentatively scheduled for Sept. or Oct., 1997. Interested crewmen are urged to contact **GMCS R. A. Morgan, USCG (Ret.)** at 8 Chippin Court, Robbinsville, NJ 08691. Ph: (609) 448-5461.

### USS Belfast

Members of the CG-manned WWII *USS Belfast (PF-35)* and the PFRA will gather Sept. 11-14, 1997, at the Holiday Inn in Omaha, Neb. For more information, contact **Art Wells** at 5 Beaverbrook Drive, Toms River, NJ 08757. Ph: (908) 240-9293.

### Looking For Shipmates

I am interested in finding addresses of CG personnel who served aboard the cutter *Serge* in Cordova, Alaska (1957-59) and the cutter *Tamaroa* (1955-97). I am also trying to locate Robert Pecararo from Staten Island, N.Y., who served in the USCG from 1955-59. Any assistance would be appreciated. Please contact **George Thomas** at P.O. Box 8404, Newport Beach, CA 92658. Ph: (714) 723-1869. Fax: (714) 723-0749.

### USCGC Winnebago & Chautauqua

Just now starting to put together plans for our 1998 Reunion, tentatively planned for the first week in August to coincide with Coast Guard Day. Plans are for Sacramento, Calif., and if you want more information, contact **Lloyd Bell** at 2763 Larkspur Lane #9, Sacramento, CA 96864. Ph: (916) 485-8876.

### USS/USCG Lansing

The next reunion for the *USS/USCG Lansing (DE/DER-388 & WDE-488)* will be Oct. 16-19, 1997, in San Diego, Calif. Contact is **Terry A. Moberg** at 902 Cindy Street, Brainerd, MN 56401. Ph: (218) 829-3288. Fax: (218) 828-0592. E-mail: tmoberg@brainerd.net.

### USS LST-787

Shipmates from the *USS LST-787* are invited to gather Sept. 18-20, 1997, at the Comfort Inn at 1321 East 78th Street, Bloomington, MN 55425. Reservations can be made by calling (612) 854-3400 or (800) 228-5150. For more information, contact **Gene Lilledahl** at 5105 Wienzel Point Road, Lake Shore, MN 56468. Ph: (218) 568-4495.

### USS Merrill (DE-392)

The next reunion for crew members from the *USS Merrill* is Sept. 29 — Oct. 3, 1997, at the Executive West Hotel in Louisville, Ky. Contact is **Abner "Flags" Giannino** at 2012 Clover Drive, Monterey Park, CA 91755.

### USCGC Mesquite

I am attempting to put together a "gathering" of *Mesquite* shipmates who served aboard under LCDR George Lawrence (1952-53). LT T.C.

Pennock was XO and E.J. Schwndler was First Lieutenant. Should you be one of the crewmen or know the whereabouts of any, please contact **William Hermes** at 1225 N. Homer Street, Lansing, MI 48912. Ph: (517) 487-9875. Fax: (517) 346-7315. E-Mail: jobitomi@aol.com.

### USS Machias (PF-55)

Reunion planned for Sept. 19-22, 1997, at the Holiday Inn in St. Louis, Mo. Contact: **John R. Jones** at 806 Helene Street, Wantagh, NY 11793. Ph: (516) 731-0442.

### USS Wakefield

Crewmen from the *USS Wakefield (AP-21)* Association will hold their 48th annual reunion June 20-23, 1997, in Catskill, N.Y. Contact: **Carmine A. Ciampa** at 6 Brassie Way, North Reading, MA 01864. Ph: (508) 664-0075.

### USS LST-22

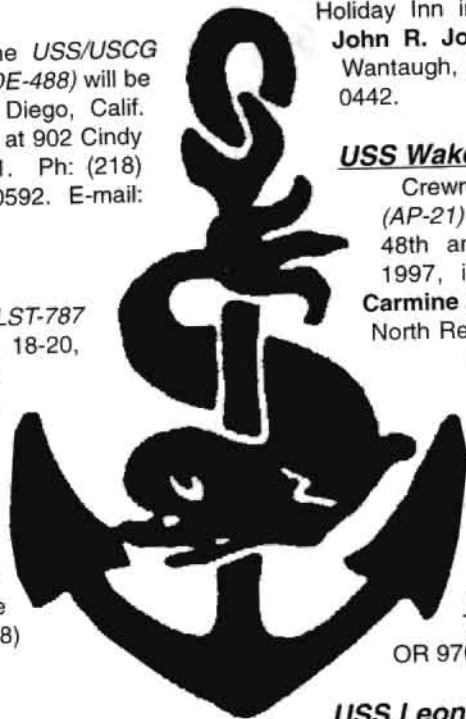
The 3rd annual reunion for crewmen of the *USS LST-22* will be held Sept. 25-28, 1997, in San Diego, Calif. Contact: **Jack A. Pfeifer** at 11325 S.W. Timberline Drive, Beaverton, OR 97008. Ph: (503) 644-0048.

### USS Leonard Wood (APA-12)

A reunion for the *USS Leonard Wood* is scheduled for Oct. 5-7, 1997, at the Holiday Inn in Reno, Nev. Contact: **Dan Smart** at 13212 N.W. 43rd Court, Vancouver, WA 98685. Ph: (360) 574-5502.

### USS Calloway (APA-35)

The 31st reunion of crew members of the *USS Calloway* will be held Sept. 9-11, 1997, at the Mayflower Hotel, 405 Olive Way, Seattle, Wash.



A five-day post-reunion Alaskan cruise is available at extra cost. For more details, contact: **Wallace Shipp** at 5319 Manning Place, N.W., Washington, DC 20016. Ph: (202) 363-3663.

### USS Theenim (AKA-63)

The 5th reunion of the *USS Theenim* is planned for Oct. 13-16, 1997 in Branson, Mo. The organizer for this event is **Leon Frederick**.

### USCGC Modoc

The 10th reunion of the *USCGC Modoc (W-46)* will be held May 29 - June 2, 1997, at the Holiday Inn Koger in Richmond, Va. Contacts: **Bob Woodbury** at 18 Ninth Avenue, Halifax, MA 02338. Ph: (617) 293-7992. **Moe Stienberg** at P.O. Box 178, Carle Place, NY 11514. Ph: (516) 334-5309.

### Nat'l Assoc. of Fleet Tug Sailors

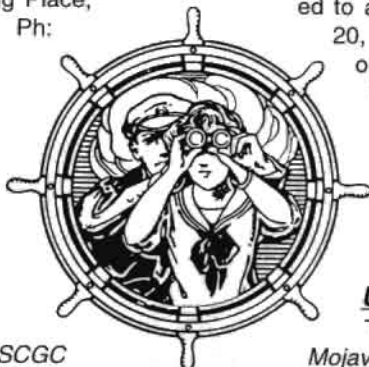
This group, whose motto is: "The difficult we do today — The impossible may take until tomorrow," is seeking former and current crew members of the Navy, Coast Guard and Army "work-horses" (tugs and salvage ships classified as ATF, ATA, ATR, ATO, ATS, ARS, ex-Navy WMEC, Army LT and WSA, and all TY-class ships). Their 8th reunion will be held Sept. 11-14, 1997, in Richmond, Va. Contact: **George Kingston** at 1611 Woodbridge Circle, East, Foley, AL 36535. Ph: (334) 943-7823.

### Sheliak & General Greene Reunion

Crewmen from the *USS/USCGC Sheliak (AKA-62)* and *USS/USCGC General Greene (W-140)* before or during WWII are invited to attend a reunion Nov. 5-9, 1997, at the Embassy Suites Hotel S.W., San Antonio, Texas. Contact: **Fred Mientka** at 2123 Sussex Lane, Colorado Springs, CO 80909. Ph: (719) 475-7621 daytime, or (719) 596-6745 evenings.

### USS Lowe (DE-325)

WWII crewmen from the *USS Lowe* are invited to attend their 7th reunion June 17-20, 1997, at the Captain's Quarters on Cape Cod, North Eastham, Mass. Contact: **Tom Taylor** at 1604 Burke Road, Baltimore, MD 21220. Ph: (410) 335-2970. All DE, DER and WDE sailors from the *USS Lowe* are welcome.



### USCGC Mojave

The next reunion for the *USCGC Mojave* will be held Sept. 25-28, 1997, in St. Louis, Mo. Contact: **Ethel Lacourse** at 10 Radcliff Street, Norway, ME 04268.

### USS/USCGC Spencer

The annual reunion for crew members of the *USCGC Spencer (WHEC-36)* will be held Nov. 6-8, 1997, at the Menger Hotel in San Antonio, Texas. All former *Spencer* crewmen are invited, including crew members from the current *USCGC Spencer (WMEC-905)*. Contact: **James Tierney** at 100 Cambridge Street, Manchester, CT 06040.

### USS Allentown

The 37th reunion for crew members of the *USS Allentown (PF-52)* will be Sept. 11-13, 1997, at the Hilton Hotel in Allentown, Pa. Contacts: **James Godlesky** at 14000 Oakview Drive, McKeesport, PA 15131 or **John Dean** at 200 Adamsburg Road, Jeanette, PA 15644.

### Greenland Patrol

All ships, Coast Guard & Navy personnel, shore stations, aircraft units and Army 500th AAA Battalion from the WWII Greenland Patrol (1940 - 1945) will hold their reunion Sept. 16-20, 1997, in Milwaukee, Wisc. Contact: **John S. Stamford** at 1533 Wales Avenue, Baldwin, NY 11510. Ph: (516) 223-1467.



### USCGC Duane

A reunion for members of the *USCGC Duane* Association will be held Sept. 5-7, 1997, at the Sheraton Tara Hotel in South Portland, Maine. Contact: **Albert Viau** at P.O. Box 3268, South Attleboro, MA 02703. Ph: (508) 761-6014.

### USS General Howze

A reunion of the *USS General R.L. Howze (AP-134)* will be held Aug. 31, 1997, in Reno, Nev. Contact: **Leo Albright** at 233 Redbud Drive, Paradise, CA 95969. Ph: (916) 872-7173.

### USS LST-829

The CG-manned *LST-829* will hold its 15th reunion Sept. 11-13, 1997, at the Best Western Lincoln Plaza Hotel in Springfield, Ill. Contact: **Albert J. Ryzner** at Star Route 1, Box 206, Lewis Run, PA 16738. Ph: (814) 362-1810.

### USS Joseph T. Dickman

The 38th annual reunion of the *USS Joseph T. Dickman* will be held Oct. 15-19, 1997, at the Holiday Inn Sun Spree Resort, Virginia Beach, Va. Contact: **Louis L. Grossman** at 109 Beall Avenue, Rockville, MD 20850.

### LST-763

Crew members from *LST-763* will meet Sept. 19-21, 1997, at the Salt Lake City Ramada Inn. Contact: **Neal Bulger** at 1917 Grays Inn Road, Columbia, SC 29210. Ph: (803) 798-6916.

### AP Transports

A reunion of AP Transport sailors will be held June 5-8, 1997, in Tuscon, Ariz. Contact: **Chuck Ulrich** at 35 Oak Lane, New Hyde Park, NY 11040. Ph: (516) 747-7426.

## Let Your Name Live On

For years, the Coast Guard Combat Veterans Association has been operating from day-to-day through the collection of dues and the contributions of our members. The time has come for us to be more concerned about the future. Will you consider naming the CGCVA in your will? Any help in the form of cash, stocks, or life insurance policies will help assure the future of the Coast Guard Combat Veterans Association. It can be as easy as using one of these sample forms of bequest:

— (Whatever is left after other bequests have been granted.) "All the rest, residue, and remainder of my estate, including real and personal property, I give, devise and bequest to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address)."

— "I give, devise, and bequest to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address), \_\_\_\_\_ % of my estate."

— "I give, devise, and bequest to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address), the sum of \$ \_\_\_\_\_ for the (Name a specific fund), the principle of which shall remain in perpetuity."

**USS Aquarius (AKA-16)**

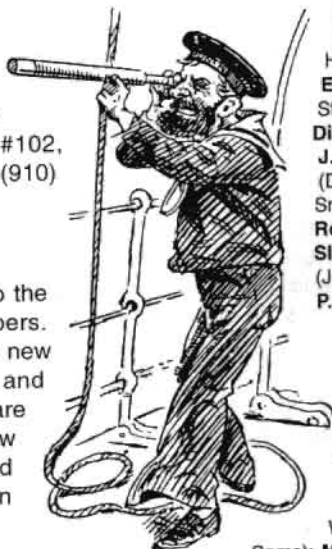
A reunion for the USS Aquarius will be held Sept. 15-19, 1997, in Las Vegas, Nev. Contact: **Evelyn Amacher** at 4103 Hearthside Drive #102, Wilmington, NC 28412. Ph: (910) 452-7491.

**Welcome New Members**

A hearty "welcome aboard!" to the following new CGCVA members. Sorry I overlooked including the new members from August and September 1996. Here they are with those so far in 1997. New member names are boldfaced and sponsors are indicated in parentheses:

**AUGUST 1996**

**Truman B. Lord** (Chuck Ulrich); **James H.**



**Vanhooser** (Lee Threinen); **Sidney J. Gold** (Howard Block); **Arthur C. Guessford**; **James W. Hutchinson** (Stanley Haraburda); **David L. Moyer** (Bill Wells); **Edward L. Schindler**; **John Eklund** (Dick Stent); **Emil R. Frohnert, Jr.** (Leroy Farren); **Dillard H. Gates** (Roger L. Kehm); **Theodore J. Payton** (Donald Moore); **Allan B. Nixon, Jr.** (Donald Moore); **Wayne A. Clausen** (Bill Smith); **William E. Butler** (Albert F. Somma); **Robert E. Olsen** (W.G. North); **Louis E. Slattery** (Paul Wheeler); **William J. Murphy** (J. Larday, Jr.); **Elwood T. Elder**; and **Marshall P. Faust** (Leonard Fuchs).

**SEPTEMBER 1996**

**Frederick Baer** (Don Larson); **Michael J. Neumann** (Sam Belfiore); **Jerome L. Szuminski**; **Harvey Brittle** (Bob Iles); **Jack Shuler** (Ed Swift); **David E. Carpenter** (Ed Swift); **Fred W. Williams, Jr.** (Michael Neumann); **Edward B. Donnelly** (Dan Whitaker); **Clarence B. Conklin** (Robert Sams); **Michael A. Kristula** (Rod Whalen); and **CPO Robert W. Murphy**.

**Coast Guard Flag Officer Assignments Summer '97)**

**Commandant: ADM Robert E. Kramek**  
**Vice Commandant: VADM Richard D. Herr**

**ATLANTIC AREA**

**Area Commander: VADM Roger T. Rufe**

- D1: RADM Richard M. Larrabee, III
- D7: RADM Norman T. Saunders
- D8: RADM Timothy W. Josiah
- D9: RADM John F. McGowan
- MLC Atlantic: RADM
- JIATF East: RADM John E. Shkor
- Sr. Reserve Officer: RADM Richard W. Scheider

**PACIFIC AREA**

**Area Commander: VADM James C. Card**

- D13: RADM J. David Spade
- D14: RADM Thomas H. Collins
- D17: RADM Terry M. Cross
- MLC Pacific: RADM Fred L. Ames
- JIATF West: RADM Joseph J. McClelland, Jr.
- Sr. Reserve Officer: RADM Jan T. Riker

**USCG HEADQUARTERS STAFF**

**Chief of Staff: VADM James M. Loy**

- G-A: RADM Paul E. Busick
- G-CRC: RADM Thad W. Allen
- G-WK: RADM Joyce M. Johnson, USPHS
- G-WP: RADM Gordon G. Piche
- G-W: RADM Gerald F. Woolever
- G-WT: RADM Thomas J. Barrett
- G-L: RADM Paul M. Blaney
- G-M: RADM RADM Robert C. North
- G-O: RADM Ernest R. Riutta
- G-OP: RADM James D. Hull
- G-S: RADM John T. Tozzi
- G-St: RADM George N. Naccara
- CNO Liaison: RADM John L. Parker
- DOT Liaison: RADM Paul J. Pluta

**USCG HEADQUARTERS UNITS**

CG Academy: RADM Douglas H. Teeson

### JANUARY 1997

Walter R. Schmersal (Roger L. Kehm); Leslie Koehn (B. Chiswell); Jean P. Stone (C.B. Conklin); LM Kenneth Hamilton; Arthur R. Whittum (Bill Wells); Roy R. Leimkuehler (Joe Christannelli); David J. Valentine (Dick Stent); Anthony A. Kloska (Richard E. Rudolph); John J. Mulligan (M. Murphy); Frank Kilburn (Bob Maxwell); and Marion D. Dorn.

### FEBRUARY 1997

William P. Blair; Thomas J. Barnes; James H. Wihlberg (R.E. Williams); Richard H. Campbell (Warren James); Thomas A. Smith (A.H. Iverson); Denis A. Auger (George Kotros); Leslie E. Burkins (George Kotros); Roland W. Johnson (Joe Hannan); Frank Busch (Al Duffield); Mari G. O'Keefe; and Bruno Muraca (Ed Swift).

### MARCH 1997

Adam S. Gwozdz (Robert Sams); Carleton F. Thomas (Gerald K. Barker); James C. Sykes (Chuck Ulrich); LM Hugh D. Larkin; Joab B. Harrell, Jr. (Robert Swaney); Wade O. Johnson (Dick Stent); Robert L. Brown; Scott A. Hutcherson (Robert Ziehm); William C. Rendall; Frederick C. Obersheimer (Jack Campbell); James B. Ward (Alvin Ford); Joseph P. Connell (Jack Campbell); Daniel R. Singer; James N. Jarrett (Dennis Auger); James C. Verhille (Nels Kjellin); Rex M. Wessling (Bill Wells); Sidney N. Blinder (Herb Weinstein); and Stephen C. Hudson.

### APRIL 1997

Michael K. Holcomb (Ed Swift); Jack Shapiro (John Stamford); Thor B. Pearson (Paul Scotti); Laurence J. Murphy, Jr. (Joe Kleinpeter); and Thomas C. Senkiw (Al Courter).

## Homeward Bound

The *USS General William H. Gordon (AP-117)* was a troop transport commissioned at Bayonne, N.J., on June 29, 1944. She made 12 round trips across the Atlantic, putting troops ashore in major ports in Europe and returning with prisoners and wounded to the U.S.

After VE Day, May 8, 1945, it became our pleasant duty to bring troops home but, on an



*Coast Guard Lands At Martin State. A fairly rare event took place at the Maryland Air National Guard Base in Middle River March 17th when a USCG HC-130 "Hercules" transport touched down there on a training mission. On hand to witness the event was the ninth grade class of Our Lady Queen of Peace School, several parents, teachers and friends of the plane's pilot, LT Thomas Jenkins. A local boy, Jenkins instructed the students on the plane's multi-faceted usefulness to modern day military and police actions. (submitted by CGCVA member Hank Rogers)*

August return trip from Italy we learned that our destination had been changed to Ulithi Atoll in the Pacific. As we headed for the Panama Canal, it looked as if we would be ferrying the invasion force for Japan; not good news for a ship full of soldiers who thought that their war was over. Before we arrived, however, the two atomic bombs were dropped and the war had ended so we left the soldiers in Manila and headed to San Francisco.

The *Gordon* made two more trips across the Pacific with occupation troops for Korea and Japan but one last trip remained before being decommissioned. Leaving dry dock in Bremerton, Wash., to Portland, Ore., we began embarking passengers there on Dec. 23, 1945.

It soon became obvious that this would be a different kind of voyage. Entire Japanese families, young and old, began filing up our gangways, part of the 125,000 people who had been incarcerated since the Spring of 1942 under the Civilian Exclusion Act which required all civilians of Japanese descent be moved to internment camps inland. Many were U.S. citizens, either through naturalization or by virtue of having been

### Homeward Bound (continued)

born on U.S. soil. No matter, they all had to be taken to Japan.

The Japanese culture is built around respect for family, especially for the older generation. Some of the grandparents aboard had never learned English and were not even aware that Japan had lost the war. Newspapers of the time reported that many of these older Japanese thought that Japan had won the war and the Emperor had required the U.S. to return his people to their homeland. The younger ones, however, knew exactly what was going on and many were heard to say, "I'll be back. I'm an American citizen you know."



The USCGC Sorrel at an Army weather station in Greenland, circa 1945.

The *Gordon's* log book of Dec. 28, 1945 recorded: "Moored as before. Completed embarking Japanese repatriates from pier. Total of Japanese repatriates embarked: 4,311."

I've often wondered what expectations those people had. Did they expect a welcoming committee or an honoring ceremony upon their return to Japan? I wish I knew. We didn't even get to see them touch their "homeland" because we debarked them to landing craft offshore. After that, the *Gordon* sailed for Yokohama to pick up American soldiers who really were going home.

I have often thought about what happened to those repatriates. The great tragedy was that 70% of them actually were American citizens. I've heard that all but one of those eligible eventually returned to the U.S. but organizations who worked with them will not confirm that or provide any personal information.

I would appreciate hearing from any *Quarterdeck Log* readers who served aboard other transports involved in this repatriation mission. Except for the loading and unloading, I have no memories of any interaction with crew

members and passengers. Please contact me if you have any stories regarding this different type of "homeward bound" mission. I can be reached at 80 Perrin Avenue, Pompton Lakes, NJ 07442. My phone is (201) 835-8799 or fax 839-9786.

Joe Hannan

### Remembering The Sorrel

While reading Vol. 11, No. 3 issue of the *Quarterdeck Log*, I was surprised to learn that the *USCGC Sorrel* had been decommissioned.

I served on the *Sorrel* in 1944-45 and would like to hear from any of the shipmates from that era to perhaps organize a reunion. I have already met two shipmates from Massachusetts and I ran into Mr. Bob



(Above) Chiefs and officers from the *USCGC Sorrel*, circa 1945. (Below) The *Sorrel's* enlisted crew during the same period. (Submitted by Gerald Rubino)



### Remembering the *Sorrel* (continued)

McMichael at the CGCVA Norfolk reunion in '84. If anyone is interested in getting a *Sorrel* reunion going, please contact **Gerald Rubino** at 7 River Street, Fryeburg, Maine 04037. Thanks!

### RTC Yorktown to Honor Vietnam Vet

With the rehab of Bldg 212 (formerly the firehouse at USCG Reserve Training Center Yorktown, Va.), the commanding officer has indicated a desire to rename the building after a Coast Guardsman killed during Vietnam. The Coast Guard Historian has provided a listing of names to CAPT Robert Powers for consideration.

The building will now house the International Training Division.

### Speaking of Vets

CGCVA member Robert Stoneham has suggested to Coast Guard Commandant ADM Robert E. Kramek that the Service consider naming new cutters after Coast Guardsmen killed in action during WWI, WWII, and Vietnam. He further suggests that plaques containing the history of those men be placed on forward bulkheads of those cutters.

During the past year Stoneham served on a committee that dedicated a memorial to Douglas A. Munro, the Coast Guard's sole recipient of the Medal of Honor, in Crystal River, Fla. Bob served aboard the *USS Sheliak* (AKA-62) in WWII.

### CG Cutters Become Artificial Reef

Two decommissioned 82-foot Coast Guard cutters were sunk March 31, 1997, becoming part of the reactivated Bass Grounds Reef, eight miles east of Ocean City Inlet, Md. The cutters joined a steel clam dredge, the *Kathleen Riggan* and a dragger, the *Pharoby*, previously sunk at the reef.

Commissioned in 1966 as *Point Lookout* and *Point Whitehorn*, the cutters served the Coast

Guard in various capacities, including law enforcement and search and rescue work in the Florida Starits. The Coast Guard vessels, sunk in approximately 50 feet of water, will continue useful service by providing vital habitat for marine life and recreational opportunities for fishermen and divers.



War memorial on "Monument Avenue" in Dayton, Ohio looking out on the Great Miami River. Includes the Coast Guard emblem at bottom. (Submitted by CGCVA member Michael L. Bertke)

### Searching For Help

I am looking for information, pamphlets, photographs, patches, personal recollection, etc., from former Coast Guardsmen who served in *USCGC Avoyel* (WMEC-150), a 205-foot Auxiliary Ocean Tug, while it was stationed on the north coast of California, 1956-1969.

This vessel, formerly the *USS Avoyel* (ATF-150) from 1945-47 is a WWII combat veteran and I'd also like to hear

from anyone who served aboard during that period. If you can assist me, please contact **BMC Paul Evans, USCG (Ret.)** at P.O. Box 1041, Eureka, CA 95502-1041. Thanks!

## LT Maurice D. Jester — USCG Hero

(one of a series of USCG Combat Heroes being compiled by CAPT A.D. Grantham, USCG (Ret.)

In the early months of WWII, the United States had suffered a series of defeats at sea and through mid-1943, U.S. forces had destroyed only 11 U-boats in the Atlantic; six of which were destroyed by Coast Guard cutters. USCGC *Icarus* was to score the second of those 11 kills.

A 165-foot WPC, *Icarus* was built for catching rum runners during Prohibition and was commanded by a 51-year-old, 25-year Coast Guard veteran, LT Maurice D. Jester, an officer with considerable seagoing experience.

On 7 March 1942, while on routine ASW patrol under the control of Commander, Eastern Sea Frontier in a position 13.5 miles SE of Atlantic City, N.J., *Icarus* had a submarine contact at 2100 yards. At the conclusion of a 25-minute depth charge run, large quantities of cork and oil were observed. *Icarus* was not credited with the kill however, as Navy officials doubted the ability of a WPC to successfully attack and sink a sub.

Barely two months later, on 9 May, *Icarus* was cruising at 14 knots enroute from its old homeport of Stapleton, Staten Island, N.Y., to its new assignment as an ASW-convoy escort vessel based in Key West, Fla. At 1615, the Soundman on watch advised the Bridge of a contact only 100 yards away. They tracked the contact for nearly 10 minutes when an explosion occurred 200 yards off the *Icarus*' port quarter. LT Jester

ordered the ship hard aport and alerted his engineering officer to brace for a depth charge run in the shallow waters. LT Jester laid a diamond-shaped pattern of five depth charges, the first from the stern rack followed by two from the Y-gun, then two more from the stern rack. The first charge blew the deck gun off the submerged *U-352*. The Y-gun charges straddled the conning tower and the next one exploded over the sub's engine room, blowing both propulsion motors off their mounts.

At 1709, after repeated attacks by the *Icarus*, the mortally-damaged *U-352* surfaced in an attempt to engage its attacker with its surface gun, unaware that it had been blow off. The sub rapidly began to sink until only the conning tower and bow were visible but 33 crew members managed to get out. By 1800, the *Icarus* crew had captured the 33 survivors including *U-352*'s commanding officer.

LT Jester Recognized For Action

### LT Jester Recognized For Action

The citation that accompanied the award of the Navy Cross to LT Jester read, "for distinguished service as commander of the *CGC Icarus* during a successful action on May 9, 1942, with a German submarine. His persistence, alertness, determination and judgement both during and after the attack resulted in sinking the enemy submarine and capturing the commanding officer, one other officer and 31 crew members."

Maurice Jester enlisted in the Coast Guard on 11 May 1917, was promoted to warrant officer in 1926, retired as a commander on 1 Dec 1944, and died at Chincoteague, Va., 31 Aug 1957.



Coast Guard LT Maurice D. Jester, as he appeared on the cover of the Dec. 14, 1942 issue of Life Magazine.

### Remembering Our Lost Shipmates

"On behalf of myself, my crew and their families, I want to thank (the CGCVA) for sending your condolences and holding us in your thoughts. We, along with the family members of those lost, have been supported in our grief by a caring nation, a nurturing community and our fellow service members in the U.S. and Canada. The outpouring of love and support has been overwhelming."

"I cannot put into words the feelings of loss and regret that I personally have been experiencing. The healing process is going to take a long time. Knowing how my small crew feels, I marvel at the strength and courage that compels them to face another day of duty. BM2 David A. Bosley, MK3 Matthew E. Schlimme, and SN Clinton P. Miniken will be part of the heritage of this Lifeboat Station and the U.S. Coast Guard forever."

"I truly wish I had the opportunity to personally thank everyone for their help in getting us through this, but I must re-devote myself to taking care of my crew. The angry ocean is still waiting. It doesn't care how weak and weary we are."

"Again, thank you for remembering us in your thoughts and may God bless you."

G. A. LaForge, BMCS, USCG  
Officer in Charge  
USCG Station Quillayute River  
La Push, Washington

### Looking For APA Crew Members

I am trying to contact anyone who served on the following Coast Guard-manned APA's during WWII: *USS Bayfield (APA-33)*; *USS Leonard Wood (APA-12)*; *USS Joesph Dickman (APA-*

*13)*; *USS Cambria (APA-36)*; *USS Calaway (APA-35)*; *USS Hunter Liggett (APA-14)*; *USS Artur Middleton (APA-25)*; and *USS Cavalier (APA-37)*.

The purpose for contacting these associations is to discuss plans to erect a monument or bronze plaque at the USCG Academy, New London, Ct., honoring all who served aboard the APA's. Please contact **Bernie Muraca**, President of the *USS Samuel Chase (APA-26)* Association, at 105 Vance Drive, Bristol, CT 06010. Ph: (860) 582-9190.

### CGC Point Barrow Items Wanted

I am hoping to locate replacement items for a former *CGC Pt. Barrow (WPB 82348)* crewman who lost several things in a fire. In particular is a photo of the cutter taken during submarine operations with the U.S. Navy during some very heavy weather. The photo was taken from a helicopter and the only part of the ship not out of the water is the stern. I'm also looking for an embroidered *Pt. Barrow* patch or any other items that would help bring back some memories of his tour on the cutter from 1975-78. Any help or leads should be directed to **Anita Purvis** at HCR 3, Box 25B, Del Rio, Texas 78840. Thanks!

### USS Glendale (PF-36)

A reunion for crew members from the *USS Glendale* will be held Sept. 19-22, 1997, in St. Paul, Minn. Contact: **I.J. Conkling** at 11500 Freund Canyon Road, Leavenworth, WA 98826. Ph: (509) 548-7129.

### Beware of Reunion Photographers

This is to alert potential reunion groups of a scam involving photography. For our 1996 *USS/USCGC Lansing* Association Reunion in San Antonio, Texas, we contacted the city's *The "Lucky Chase" APA-26*



### **Photography Scam** (continued)

convention bureau for help (which they provided). Our trouble began when they published our reunion notice in their business newsletter.

A James R. Palmieri contacted our association, offering to take an official photograph and deliver copies to members at our reunion. He collected \$15 from each person who wanted one but didn't deliver. He then promised to mail them within four weeks but that didn't happen either. Finally, after making dozens of calls, I received a b&w print for our newsletter but the promised color prints were never sent. As a result, I have filed formal complaints with the Texas Attorney General Consumer Protection Division (which has received several other complaints about this individual). Shipmates, please beware of such photography scams at your next reunion!

**Terry Moberg**

### **LST-224 & West Lock Incident**

A former Navy Pharmacist's mate is looking for shipmates of *LST-224*, a CG-manned LST involved in the West Lock Incident. Anyone who can help should contact: **Bill Kalencik** at 641 Monk Square, Pirate Cove MHP, Garden City Beach, SC 29576.

### **Another Coast Guard "Web" Page**

CGCVA member **Bill Wells** has created a web page dedicated to the military actions of the Coast Guard called "Coast Guard Warriors — Part of the Mix." It has different sections related to different conflicts but he can always use more photographs and illustrations. This web page is accessed at: <http://www.aug.edu/~libwrw/>.

### **Combined Reunion Planned**

Crew members from the CG-manned *USS Poole (DE-151)* and Navy-manned *USS Gandy (DE-764)* will hold a combined reunion Oct. 9-11, 1997, in Greenwich, Ct. Contact: **Donald**



*Eighth CG District Commander RADM Timothy Josiah (left) accepts photo of Rescue Flotilla One plaque at Poole, England from CGCVA VP Jack Campbell during Jack's visit to New Orleans in February. Also attending was CGCVA member Vincent Signorelli (center).*

**Macchia** at 256 Spruce Street, Bloomfield, NJ 07003. Ph: (201) 748-0731.

### **USS Centaurus Reunion**

The next reunion for members of the *USS Centaurus (AKA-17)* will be held Oct. 9-12, 1997, at the Safari Resort, 4611 Scottsdale Road, Scottsdale, AZ 95251. Reservations can be made by calling (800) 845-4356. Contact: **Frank and Betty Brewer** at 6241-N 10th Place, Phoenix, AZ 85014. Ph: (602) 265-3045.

### **Aboard the "American Seaman"**

Here's a part of the Coast Guard that may have been forgotten. It's about my time aboard the *American Seaman*, a 457-foot maritime training ship homeported in St. Petersburg, Florida.

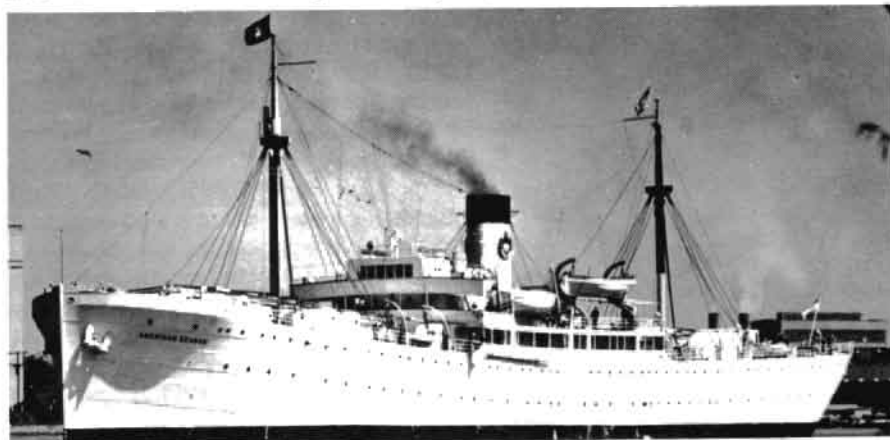
I joined the Coast Guard in July 1940, right out of high school and was sent to "boot camp" at the Coast Guard Yard at Curtis Bay, Md. After graduating, I stayed at Curtis Bay, working at the Pipe Shop and eventually training as a Motor Machinist. About the middle of 1941 I was transferred to the *American Seaman*, at the time in the ways at the Bethlehem Steel Works in Baltimore being fitted with a new steam generator.

What a beauty she was! Weighing 10,000



**American Seaman** (continued)

tons, she was painted white with oak over steel decks that had to be kept "holy-stoned" all the time. She had two of the largest floating evapo-



The "American Seaman" Maritime Training Ship at its pier in St. Petersburg.

rators in the world and could carry a million gallons of water. Her top speed was 13 knots and she had a sister ship, the *American Sailor*.

When Pearl Harbor was bombed, we were off the coast of Cuba, training Maritime sailors so



Some of the "American Seaman" crew members at a farewell party at the Colosseum in St. Petersburg, Fla. I'm second from the left in the back.

they could get their A.B. and fireman's papers.

Soon after Pearl Harbor, the Naval Base at Key West grew by leaps and bounds. The Germans

were sinking ships left and right in the Caribbean. The base grew so fast they couldn't keep up with the demand for fresh water so we started delivering it to them from St. Pete. The *American Seaman* was

soon painted gray and her beautiful wooden decks were taken off.

One time we were on a secret mission. We met the *Queen Mary* off the coast of Key West and gave her fresh water. She was on her way to Australia

with 15,000 troops. We looked like a row boat next to her.

Finally, sometime in 1941, they transferred our Coast Guard crew off the *Seaman* and turned her over to the Naval Reserve. I had been aboard for about 10 months.

After leaving the *Seaman*, I served on the buoy tender *Hawthorne*, cutter *Ingham*, patrol frigate *Muskegon*, and on 83-footer #6, part of the Rescue Flotilla at Omaha Beach. After the Normandy Invasion, I served at a rescue station and on a rescue cutter on the Seine River in the town of Le Trait, France. I got out of the Coast Guard in 1946 as a MM1/c.

I hope that some of the guys in the photo will recognize themselves and that many are still with us.

Leslie E. Sizemore

**An Omaha Beach Memory**

I have written to several sources attempting to obtain information about the beach landing I made at Omaha Beach during the Normandy Invasion. So far, no luck in finding the information I've been looking for so maybe the CGVA

## Omaha Beach (continued)

can help.

I was with F Company, 16th Infantry Regiment of the 1st Infantry Division. We off-loaded from the *USS Samuel Chase* early on the morning of 6 June 1944 into six LCVP's. Until recently, I never sought to learn much about what happened so many years ago, since I was seriously wounded-in-action about a week after landing at Omaha Beach.

I'm trying to learn the numbers of the six LCVP's in hopes of remembering which one I was on. I'd also like to know the names of the Coast Guard coxswains who took us ashore. As I recall, our

coxswain was from New England. He used a map to try to locate the beachmark where he was to take us in on the east sub-sector of Easy Red Beach. We landed, however, to the east of our touchdown point, on Fox Green Beach instead. I'm wondering if anyone has a map like the one our coxswain had or knows where I might find one.

I never wanted to go back to Omaha Beach, as I had lost so many friends there. My 1st Sergeant went back in 1984 when President Reagan spoke there. He told me I should go back and "pay my respects" but I waited another five years to do it. I was also at the 50th anniversary commemoration in 1994 and saw the CGCVA plaque at Utah Beach. Most recently, I returned there in Sept. 1996 and also visited Paris.

I'm hoping someone out there can fill in some

of the blanks I have regarding my landing at Omaha Beach. Thanking you in advance. Please contact me at 6161 Bandera Ave., Dallas, TX 75225. My phone is (214) 691-1455.

Ralph W. Widener, Jr.



Ralph Widener during a recent visit to Paris

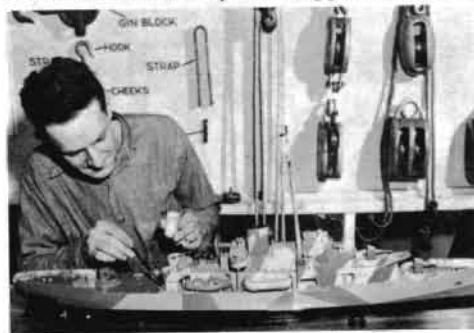
## Long Time No See!

In 1943, while I was serving in the Coast Guard at the Manhattan beach Training Station, Brooklyn, N.Y., I constructed a four-foot model of the *USCGC Campbell*. When the model was completed it was used as a seamanship training aid for recruits.

In 1944, I was directed to bring the model to the CG District Office in New York City where I met the Commandant, VADM Russell R. Waesche. He thought the model should be displayed around the country as part of a war bond drive, so away it went.

I heard no more about the model until 1985 when I was invited aboard the *USCGC Mackinaw* in Chicago. I met RADM A.M. Danielsen, the 9th District Commander and showed him a photo of me working on the model in 1943. He recognized the *Campbell* model from the Museum at the

Coast Guard Academy and suggested I write the



Anthony Kloska working on his model of the *USCGC Campbell* at Coast Guard Training Station Manhattan Beach, N.Y., in 1943.

curator there about it. He called me back to say that my name was indeed on the bottom of the base.

### Long Time No See (continued)

And so it was, on Sept. 21, 1985 I paid a visit to the Academy and again saw my model of the *Campbell*, only 41 years later. It was still in excellent condition and seeing it again brought back many fond memories. I hope that any WWII *Campbell* crew members visiting the New London, Ct., area get a chance to see it too.

Anthony A. Kloska

### Looking For Shipmates

I would very much like to hear from any crew members of the Coast Guard *LCI-95* which went to the South Pacific during WWII. I have tried to find out if this vessel ever held a reunion but without success. Please contact **Joseph Plumeri** at 114 Royal Park Drive 2F, Oakland Park (Fort Lauderdale), FL 33309. Hoping to hear from you.

### West Coast "Cannon Cockers"

A photo sent in some time ago from Mr. A. A. Adams shows him with the 11th District Ordnance gang in 1943 (below). The photo was taken at the advancement of Mary Ellis to GM3/c and she was probably the first SPAR gunner's mate in the Coast Guard at the time. Originally an insurance executive, GM3/c Ellis by stint of

hard work, met the pre-war CG standards for promotion, as insisted upon by a hardnosed ex-Chief (Swede Martinson).

LT Greenaway, brought out of retirement as a CHGun, USCG, had an interesting background. In WWI he served as a 1st Lt in the Army, in command of American and Russian troops at Vladivostok.

### Surviving Lightships

There are only 15 lightships left and many of them are in either financial trouble or in poor overall condition. The surviving lightships include:

*LV-79, WAL-506 Barnegat* — now at the Camden, N.J. Museum and Learning Center.

*LV-83, WAL-508 Relief* — now at Kirkland, Wash. (only steam-powered lightship surviving).

*LV-84, WAL-509 Brunswick* — Interior gutted for restaurant. Sunk in Erie Basin, N.Y., in 1966.

*LV-87, WAL-512 Ambrose* — now at South Street Seaport, NYC.

*LV-101, WAL-524 Portsmouth* (pseudo name) — Dry berthed at Portsmouth, Va., as the Portsmouth Lighthouse Museum.

*LV-103 Lake Huron* — now a museum and



From left, GM1/c G. L. Anderson, LT A. R. "Red" Greenaway, GM striker Mary E. Ellis, GM1/c A. A. Adams, CHGun C. E. List, and LTJG C. B. Martinson, Jr., the 11th Coast Guard District Ordnance Department in 1943.

### **Surviving Lightships** (cont.)

dry berthed at Port Huron, Mich.

LV-107, WAL 529 *Winter Quarter* — completely gutted, pilot house removed and in use as marina behind Statue of Liberty in Morris Canal, N.J.

LV-112, WAL-534 *Nantucket* — now at Bridgeport, Ct., as a museum. Still operational.

LV-114, WAL-536 *New Bedford* (pseudo name) — now at New Bedford, Mass.

LV-115, WAL-537 *Frying Pan* — interior gutted but still operational; now moored at NYC.

LV-116 *Chesapeake* — now at the Baltimore Maritime Museum, Baltimore, Md.

LV-118, WAL-539 *Overfalls* — on display at Lewes, Del., by the Lewes Historical Society.

WLV-604 *Columbia* — now at Columbia River Maritime Museum and operational.

WLV-605 *Relief* — at U.S. Lighthouse Society at San Francisco, Calif., and operational.

WLV-612 *Nantucket I* — owned by Metropolitan District Commission, moored at Quincy, Mass., and operational.

WLV-613 *Nantucket II* — now at Charleston Navy Yard in East Boston, Mass. Temporarily being tended by the Lightship Trust pending final disposition. Last lightship built by the U.S. Coast Guard.

### **"Ve Vas Dere, Charlie" Or Saga of the CGC Modoc's Encounter With the German Battleship Bismark**

(printed courtesy of the CG Academy Alumni Bulletin; submitted by CGCVA member VADM Thomas Sargent, USCG (Ret.)).

There have been few references to the presence of a U.S. Coast Guard cutter in the immediate vicinity of the German battleship *Bismark* during that famous chase by the British Fleet in 1941. Most historians pass the incident as inconsequential since the U.S. was not at war at that time. A group of us who were present on that occasion, however, have a somewhat different view.

The *CGC Modoc*, out of Wilmington, N.C., had been assigned to the Greenland Patrol as COM-GREPAT long before all the talent arrived some years later. Shortly before this incident, the Danish government had turned Greenland over to the U.S. as a Protectorate. The basic mission involved the security of the cryolite mine at Ivigtut on the southwest coast. Cutters *Northland* and *General Greene* were also assigned, doing double duty as Greenland Patrol and International Ice Patrol.

After departing from St. Johns, Newfoundland, about 20 May 1941, the *Modoc* was ordered to proceed and search for survivors of a British convoy which had lost many ships to the Nazi wolf-pack in the Battle of the Atlantic. The search proved fruitless as we were continually buffeted by heavy North Atlantic seas and snow squalls, reducing visibility to zero (and life expectancy on *Modoc's* forecandle head to about the same).

Sunday, 24 May dawned as a fairly good day, considering we were slightly south but well east of Cape Farewell, Greenland. Visibility rose to about six miles and the seas were relatively calm. Observing Sunday routine, *Modoc* piped a matinee movie on the mess deck at about 1400. All hands not on watch settled down to at least the 20th showing of Lana Turner, Betty Grable, et al.

In the evening dusk, a huge gray shape appeared on our starboard horizon. In short order it was properly classified as a battle wagon, but of unknown nationality and intentions. Our enterprising quartermaster of the watch leapt to the flying bridge, cranked up the powerful carbon-arc signal light and commenced flashing "AAs" — the international signal meaning "What ship?" or "Identify yourself." *Bismark* did not deign to reply; she just crossed our bow and passed down our port side some two miles off. We even tried to contact her by radio to determine if she had spotted any debris but upon reflection realized she was too smart to break radio silence and reveal her position.

After the huge ship had dropped astern about

**"Ve Vas Dere, Charlie"** (cont.)

3-4 miles a plane was heard overhead, triggering the sounding of the General Alarm. Midst much grumbling about missing the rest of the movie, to general quarters we went to man the two five-inch guns mounted fore and aft and the three-inch fifty which was the quote anti-aircraft battery unquote.

We hastened to set our watertight integrity (we closed both screen doors), secured U.S. flags horizontally and vertically to establish our neutrality, and settled down to watch developments. It didn't take long. Suddenly seven British swordfish torpedo planes were using us as a point of departure flying low over our masthead, wagging their wing tips, and heading for that distant gray shadow.

Well, a fourth of July display like nothing ever

before seen soon embellished the evening twilight. Those of us not accustomed to warlike intentions were enjoying the show when a couple of brilliant flashes and tremendous explosions brought us back to reality. Next, the entire Home Fleet appeared about equidistant from us as we were from the *Bismark*. We quickly learned what being caught in the middle is all about. *Modoc* squatted down her stern and we slithered at a whopping 14.7 knots out of the line of fire.

Soon the fire fight was over. Visibility dropped and *Bismark* limped away in the darkness. *Modoc* headed in the opposite direction, soon raised Cape Farewell, rendezvoused with *CGC Northland*, and again took up the search for survivors.

No doubt, *Modoc* played a vital role in the discovery of the *Bismark* as the German admiralty



*Modoc* Officers: Top (L to r) LTJG George Boyce; LT William Stimson, USPHS; LTJG Victor Bakanas; ENS Hershel Sanders; ENS James Cornish; Middle (l to r) LTJG Robert Wilcox; LCDR Robert Furey; LCDR Harold Belford; LCDR Walter Anderson; LT Emmet Calahan; Front (l to r) LTJG Richard Bacchus; ENS Thomas Sargent; and ENS Benjamin Chiswell.

**“Ve Vas Dere, Charlie”** (cont.)

revealed in a news release shortly after the encounter. Due to the serious damage suffered in the engagement which we watched, *Bismark* was apprehended by the British fleet several days later. Her destruction was a severe blow to the German war effort and certainly, history has not given full due to the saga of the *CGC Modoc*.

On 27 May 1941, *Bismark* was southwest of Ireland attempting desperately to make a French port. Her guns were silenced, her mast blown away, and smoke and flames poured skyward. She finally turned over and sank with only 110 survivors out of a crew of 2,400.

VADM Thomas Sargent, USCG (Ret.)  
CAPT Benjamin Chiswell, USCG (Ret.)

**PC-556 — Sub Chaser**

**Repulses Attack Off Sicily**

The *PC-556* was commissioned 1 Sept. 1942, and served as control vessel for the *USS*

*Leonard Wood* during the invasion of Sicily.

Shortly after midnight and through the early morning hours of 20 July 1943, the CG-manned Navy submarine chaser *PC-556* repulsed an attack by enemy torpedo boats on a convoy entering the harbor of Syracuse, Sicily. The convoy, consisting of two merchant vessels and two LST's, were being escorted by the *USS Niblack* and *PC-556*. The convoy was being led into the swept channel toward the Syracuse net entrance by the *Niblack*, leading a single column in close formation.

Visibility was good, with bright and continuous moonlight. Sea condition was calm, no swells. The *PC-556* was screening the convoy to seaward when the first evidence of the attack occurred. An explosion took place about 300 yards off the starboard bow, throwing up a 40-foot spout of water. Seconds later, a similar explosion took place 75 yards dead ahead. With full realization that the enemy mine fields were



The Coast Guard-manned Navy submarine chaser *PC-556*, circa 1944.

close at hand, engines were immediately shifted from one-third ahead to one-third astern. Sixty seconds later, when the *PC-556* had gathered good sternway, the wake of a torpedo was clearly visible from starboard to port close aboard the bow. The engines were ordered full speed ahead and general quarters sounded. Before full speed was attained, a second torpedo was reported passing astern, close aboard and moving from starboard to port. The rudder was put over hard right and before the ship had completed a reversal of course, a third torpedo wake was sighted 50-100 yards ahead and crossing the bow from port to starboard.

Scanning the direction of the origin of these wakes, two small sleek forms were seen on the surface apparently motionless. Turning left toward them and closing the distance, the *PC-556* swerved rapidly to the right to avoid a possible fourth torpedo and to bring all guns to bear on the target.

The boats had the outline of torpedo boats. Challenged twice with no reply, fire was opened with first the forward 20mm guns followed by the after 20mm and 40mm aft. Hits were registered immediately and smoke issued from one boat at once. Firing continued for 15 minutes while the boats were visibly in range. The torpedo boats fled at full speed, laying a dense smoke screen as they fled. The *PC-556* gave chase for a short time, then turned back to cover the convoy from further attack. At least ten 20mm shells were seen to explode on the sides of one boat as both torpedo boats were literally sprayed with 20mm shells at close range. No damage was suffered by either the convoy or the escorts and the convoy was delivered safely at daylight.

Charles E. Reis

### The Splinter Fleet (Subchasers)

*They sing the praises of the Battleship,  
The Carrier is the Queen of the sea.  
The cruiser is tops on the sailor's list,  
For a fighting ship is she.*

*The Destroyer sails the sea with pride,  
The Submarine work is neat.  
But we are the legion of forgotten men,  
The sailors of the S.C. fleet.*

*We are indeed a motherless child,  
A long, long way from home.  
Our base is any port we make,  
For our destiny is to roam.*

*No concern is shown for the work we do,  
No thought for the way we live.  
Like sardines packed in wooden crates,  
Which generally leak like sieves.*

*We bounce around like a piece of cork,  
No rest is to be had at sea.  
The duty is tough and never ends,  
But the life we lead is free.*

*Our chow all comes from box or can,  
Nothing fresh ever comes our way.  
We do our laundry in the propeller wash,  
It's a system that is here to stay.*

*We comb our hair with Ki-Yi brush,  
Take showers in water from the sea.  
Our one trade mark is ruggedness,  
Yes a salty bunch are we.*

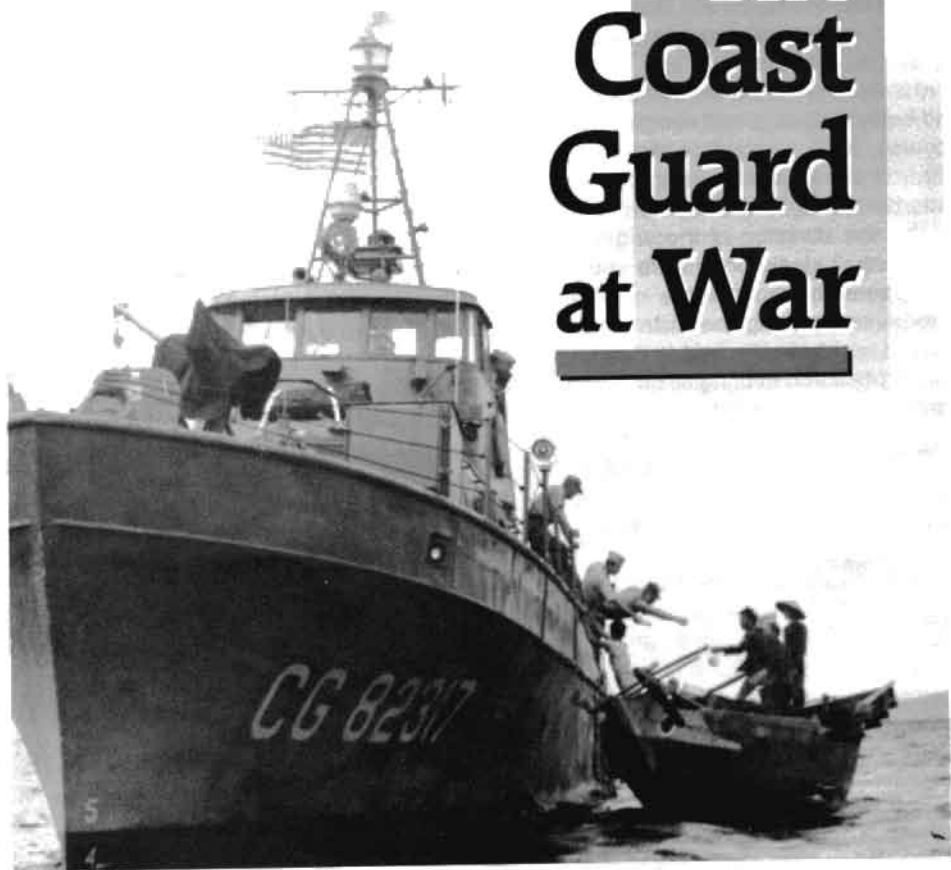
*Our stay in port is never long,  
For we have much work to do.  
We've forgotten the ease of civvy life,  
and are happy where the water is blue.*

*Wooden ships and iron men  
Are a tradition centuries old.  
We live up to that on the S.C. Fleet,  
When on convoy and patrol.*

*Our purpose is like the Concord Light,  
A continuous vigil at sea.  
Protecting ships from submarines,  
To keep our country free.*

— author unknown

# The Coast Guard at War



Alex Larzelere



*The Coast Guard at War: Vietnam 1965-1975, is the first book devoted to the Service's role in Vietnam. In the book, Captain Alex Larzelere combines action narratives with historical detail to describe the varied missions of the nation's smallest armed force during the War. Coast Guardsmen served with the Navy, Army, Air Force and State Department in Vietnam. The book was written from scores of interviews, extensive research, and the author's personal experiences. The book is published by Naval Institute Press and may be ordered by calling (800) 233-8764. The description of the following incident in the Gulf of Thailand is excerpted from the book.*

## Deadly Souvenir

A Coastal Group Kien Giang junk was on patrol on the afternoon of 14 February 1966. Just after 1600, her crew heard an explosion. When they turned, they saw a smudge of black smoke rising from the water offshore from Three Sisters. The area, dominated by three prominent hills — Nui Hon Dat, Nui Hon Me, and Nui Hon Soc — was a known VC stronghold. The junk came about and headed for the smoke to investigate. When she got closer, her crew saw a Navy Swift boat's gun-tub and the top of her cabin sticking out of the muddy water. The sea was strewn with bits of debris. The junk's crew pulled PCF-4's officer in charge and two crewmen from the water — one of the enlisted men was dead. The other three crewmen were missing. On shore, 250 yards to the northeast, Viet Cong guerillas were preparing to come out to the wreckage. The junkmen quickly reported their situation and then made several runs between PCF-4 and the shore, forcing the VC back with their one .30-caliber machine gun.

The blast occurred while the Swift's crew was cutting a Viet Cong flag from a bamboo pole stuck in the shallow water. The command-detonated mine exploded under the bow, lifting the boat and tearing a 10-foot hole in her aluminum hull. She was sitting on the muddy bottom in ten feet of water in a matter of seconds.

The USCGC Point Clear (WPB 82315) was on patrol 25 miles west of Three Sisters when she received a FLASH message, directing her to proceed at maximum speed to the site of the sinking. Her commanding officer, Lt. Jon C. Uithol, was on the bridge when the message arrived. He set a course and ordered full speed. It was just after sunset when Point Clear arrived;

Uithol was designated OTC (officer in tactical command). Five Swift boats, PCFs 3, 5, 10, 11 and 12 also converged on the scene.

The Point Clear anchored 500 yards off the coast. On shore, dense jungle began just beyond the rocky coast line, sloping up a small rise. Tall palms towered over the lush vegetation. Uithol said, "We formed a half-moon around the wreckage. We could direct fire from different angles." When Coastal Group junks arrived, they were able to put into the line. Uithol requested air support and when gunships arrived on scene, he gave them targets. He said, "Puff the Magic Dragon" gunships hosed the area down all night. When they fired, there was a loud humming-buzzing noise. Tracers were so many and so close together, it was like a pink light coming down from the plane to the ground. It was continuous, almost like a laser beam. When one



Gun crew aboard the cutter Point Clear prepares to fire her 81mm mortar against Viet Cong positions ashore. Seventeen 82-foot WPBs arrived in Vietnam in July 1965.

plane got low on ammunition, it left and another arrived." Uithol stayed up all night, working with the aircraft. When it started to get light, the planes left; they were too vulnerable to ground fire during daylight.

The sun came up hot and bright under a clear sky; the muddy waters were calm. In the morning light, Uithol saw the damage gunships had done. He said, "They made tossed salad out of the whole area. They just pulverized everything." Boats on the line provided cover while divers from the *USS Krishna (ARL 38)* worked from a rubber raft within rifle range of the shore. The divers removed the mortar, machine guns and some of the ammunition from the wreckage; bodies of two more crewmen were recovered. Fire from ashore intensified when an *LCM-8* (landing craft, mechanized) with a crane came out from Rach Gia to attempt

to raise the hulk. The equipment was borrowed from RMK (Raymond, Morrison-Knudsen) construction company doing work in Rach Gia. At 1400, two WPBs, four PCFs and eight junks closed to 400 yards from the beach and opened fire while the LCM moved in with the crane. Uithol said, "There was a lot of shooting. Lots of

noise and smoke. We were beam to, firing mortar and machine guns." Two armed helicopters attacked with machine guns and rockets. Uithol retained command of patrol units even after more senior officers arrived on scene. He said, "My recollection

is that I kept it (OTC) the whole time. They told me, 'You've handled it this far, go ahead and keep it. We're busy getting the boat out.'"

While the VC were pinned down, the 74-foot LCM hooked onto the Swift with the

**" 'Puff the Magic Dragon' gunships hosed the area down all night. They made tossed salad out of the whole area. They just pulverized everything."**



Navy PCF-3 moored at An Thoi in the Gulf of Thailand. Aluminum-hulled 50-foot "Swifts" were manned by a crew of six — one officer and five enlisted men.

crane. Uithol said, "They tried to lift the wreck, but couldn't. But, they did manage to break it loose from the muddy bottom. The other 82-footer (*Point Mast*) went over and put a tow line on the LCM-8. While the crane kept the wreck partially off the bottom, she (*Mast*) towed the 'mike boat' out 2,000 yards."

An old stone structure used by the VC for firing on salvage efforts, was destroyed. It turned out to be a Buddhist monastery. Commander Coast Guard Squadron One said, "We had no time to be particular. That's where the firing was coming from." Later, *USCGC Point Mast (WPB 82316)* towed the submerged wreckage another eight miles off shore into 24 feet of water where *Krishna* could get to it. When *Krishna* raised the *Swift*, she was a total loss.

Four days after *PCF 4* sank, crews from the three off-patrol WPBs came ashore in an LCM to the Advisory Compound on 18 February 1966. They joined *Swift* boat crews at a memorial service for their compatriots killed in the blast. The men stood under a searing morning sun, waiting until it was time to take their seats. They sat on folding metal chairs, arranged in ragged rows in the sand. The air was still and hot. The temperature was in the nineties by the time memorial service for the four Navy crewmen — BM2 Tommy E. Hill, GMG2 Dayton L. Rudisill, EN2 Jack C. Rodriguez, and SN David J. Boyle — began. The chaplain opened with, "The Lord is my shepherd; I shall not want." Crews lowered their eyes to avoid the glare of the sun. Dogs, camp mascots, wandered curiously among the rows of chairs. Crews sang "Onward Christian Soldiers," squinting at the words on the backs of mimeographed programs. Hesitant strains, faint in the open air, drifted over the water. Men shifted their weight on chairs which tilted in the soft sand; their shirts were wet with perspiration. When the service ended, they got up and moved back toward the water. Talking in lowered voices, they lit cigarettes. They thought about their shipmates and the words in the program, "May we who live, live in such a way that we may die in honor before God and man."

After the incident, there were several reports of AVC flags sighted on poles in the water along the coast. Small brightly painted sampans, flying VC flags, were also spotted anchored near the shore. Warnings about probable booby traps were widely circulated among patrol forces.

**"May we who live, live  
in such a way that we  
may die in honor  
before God and man."**

*Note: CGCVA member Alex Larzelere is a retired Coast Guard captain. He commanded two patrol boats with the Coast Guard's first deployment to Vietnam. During his career, he commanded five cutters and served as the first Coast Guard Aide to the President. He is a graduate of the Coast Guard Academy, the Naval War College, and the National War College and holds a master's degree in international affairs from George Washington University. While a senior fellow at the National Defense University, he wrote a book about the 1980 Cuban Boatlift. His awards include the Legion of Merit from President Richard Nixon and the Bronze Star Medal with Combat "V".*

### **From the President** (cont. from page 1)

lobbied to have our flag selected as part of a collection. I was called upon to provide the flag design and it will be made at no cost to the CGCVA. John, like many of our members, regularly promotes the Coast Guard and CGCVA, and deserves a salute for his efforts.

I have recently subscribed to America-On-Line and accessed the Internet to view Coast Guard Web pages, *USCG* at [www.dor.gov/dotinfo/uscg/](http://www.dor.gov/dotinfo/uscg/) and *Fred's Place* at [www.fredsplace.org/](http://www.fredsplace.org/). I was very impressed with both and recommend you try them out. The Coast Guard Web page is the starting point for anything Coast Guard and *Fred's Place* allows you to hook up with old shipmates. *Fred's Place* lists each ship or unit and allows you to look up the ship you served on and leave a message such as your name, date served, and some conversation about your tour. Anyone else who may have served on your unit checking into *Fred's Place* will see your name and be able to contact you. We have had members join the CGCVA through accessing our information on the computer. If you don't have a computer, contact your local library or public school.

Concerning CGCVA membership, I need your help! Consider this request an S.O.S. to

**From the President** (cont)

increase membership and publicize our existence. Please write your local newspaper and request publication of the following announcement on their veterans page:

*"The Coast Guard Combat Veterans Association offers membership for any active, reserve, retired or honorably discharged U.S. Coast Guard member who served in combat missions. Applicants must show discharge documentation such as a copy of a DD-214 Discharge Certificate. For an application, contact Ed Burke, National Secretary at (301) 570-5664."*

On March 26th, I attended the Commandant's annual State of the Coast Guard address and luncheon in Washington, D.C. with several CGCVA members. We were informed of developments in the five major areas of Coast Guard involvement, acquisition of new vessels and the future of the Coast Guard. ADM Kramek also recognized civilian, active-duty, reserve and Auxiliary personnel for outstanding performance and noted the importance of everyone interested in the progress of the Coast Guard. I was honored to meet an old shipmate still on active duty — Vice Commandant, VADM Richard Herr. Thirty-four years ago, LTJG Herr was my Deck Officer aboard the *USCGC Escanaba (W-54)*. We reminisced about the joys of North Atlantic weather patrols during the winter months. How time flies when you're having fun!

This year, National Vice President Jack

Campbell and I will be attending the Coast Guard Week Festival in Grand Haven, Michigan and would like to see you there. There are many festivities centered around the Coast Guard and community events. The festival will be held July 25 - August 3. For more information, contact the Festival Committee at P.O. Box 694, Grand Haven, MI 49417. Ph: (616) 846-5940.

On April 7th, I attended the Long Island Coasties Luncheon. What a turn out! It was nice to meet so many of our members since the fall luncheon and I want to thank all of you for congratulating me on my appointment to National CGCVA President.

Speaker Gary Gerth representing the local Veterans Service Agency informed members of the latest development regarding veterans benefits. It seems that with the scale down of the military, your benefits are also being scaled down. I suggest contacting your local veterans service agency and learn how your support can preserve your benefits. Speaker Gerth also gave an update on the new veterans service agency facility. Each branch of the service will have a dedicated office and telephone for veterans counselling. There are a myriad of federal, state and local programs available to veterans, and the missions of the agency is to ensure that you are receiving the benefits and services you are entitled to.

A CGCVA member is assembling a book of Coast Guard patches and would like to hear from members who have patches he could make a color copy of and return to you. Patches are part



*Support for the CGCVA comes in all shapes and sizes!*

### **From the President** (cont)

of our history and they should be preserved for the future. Contact **Rex** at 122 Timber Ridge, Durham, NC 27713 or call him at (919) 493-5989.

**J. C. Carney** is writing a book about the three *Escanaba's* and would like to hear from anyone who may have crewed or been involved with them. Write him at 113-1/2 West 3rd Street, #1, Park Rapids, MN 56470. Ph: (218) 732-1346.

**Robert E. Johnson** of 61 The Downs, Tuscaloosa, AL 35401, is writing a book about the Owasco Class 255-foot cutters and would like to hear from crew or anyone involved with the ships.

**Joe Kleinpeter**

### **Fitness Report Funnies**

When the British military judges its officers, it sometimes does so with the droll humor of a Noel Coward play. Here are some excerpts taken from actual Royal Navy and Marine fitness reports:

*"His men would follow him anywhere, but only out of curiosity."*

*"This officer is really not so much of a has-been, but more of a definitely won't be."*

*"When he opens his mouth, it seems that this is only to change whichever foot was previously in there."*

*"This officer has delusions of adequacy."*

*"Since my last report he has reached rock bottom, and has started to dig."*

*He sets low personal standards and then consistently fails to achieve them."*

*He has the wisdom of youth, and the energy of old age."*

*Works well when under constant supervision and cornered like a rat in a trap."*

*"This man is depriving a village somewhere of an idiot."*

### **Auxiliary News**

Dear Members and Friends:

I thought it would be a nice idea to share with

the new members how our Auxiliary originated, its purpose and achievements.

On 16 July 1988, at the Hilton Hotel in Reno, Nevada, the CGCVA Auxiliary was authorized and formed. We were asked to get in a corner and set up the Auxiliary. We had 10 ladies who became members and the following officers were elected: Liz Scotti (President); Edith Courter (Sr. Vice President); Marylou Herbert (Jr. Vice President); and Jane Maxwell (Secretary - Treasurer). We voted to have dues set at \$10 for two years (and they still are!). It was decided that the purpose of the Auxiliary was to assist the Association at the reunions, help raise funds and build membership.



By the next reunion on 20 July 1990, at the Marriott Hotel in Baltimore, Md., we had 15 members and \$150 in the treasury. At that time we voted to drop from our purpose, fund raising for the Association. Marylou Herbert was elected as President, the remaining officers were re-elected. Linda Benoit was appointed Membership Chair.

The 6 October 1992 reunion was at the Sands Hotel in Reno, Nevada. We had a significant rise in membership to 93, with \$776.70 in the treasury. We made a donation of \$253.50 to the Association memorial. Our raffle totaled \$181 which one half was donated to the Association. Also, we had an Auxiliary raffle with prizes for those members present. Elections were held with the following results: Edith Courter (President); Ellen Clawson (Vice President); and Jane Maxwell (Secretary - Treasurer). These officers held those offices for two terms (four years).

The next reunion at the Howard Johnson Hotel in Norfolk, Va., found our membership holding at 90 members and the treasury with \$800.28. We spent \$150 for awards, donated \$90 to the Normandy Plaque Fund, purchased \$387.61

**Auxiliary News** (cont.)

worth of pins for members and \$300 for food, corsages and flowers for the reunion.

This brings us to our reunion at the Radisson Hotel in San Diego, Calif., which was a huge success. Our treasury had over \$900. We donated \$500 for the *Quarterdeck Log*, over \$300 for Opening Ceremony refreshments, \$200 to the Association, and purchased corsages for the banquet and flowers for the ladies at our luncheon totaling over \$130, plus some other items.

To date, we still have over \$800 in the CGCVA Auxiliary Treasury. As you read in the last *Quarterdeck Log*, our new officers are: Jane Maxwell (President); Pearl Grantham (Vice President); and Nancy Burke (Sec'y - Treasurer).

Our goals remain the same...to aid our Association in funds and assist at the reunions.

Our membership is down slightly to 72 members. I am sure those of you who would like to help out at the reunions would not mind contributing \$10 for dues, knowing these funds will be well managed. The reunions are so much bigger and better and so well worth it to see these veterans renew their friendships, enjoy the tours and just plain have fun.

It is really a pleasure to be a part of the CGCVA Auxiliary and to know we are doing something good for the Association. We do not limit the Auxiliary membership to wives — it is for all members of the family related to a member of the Coast Guard Combat Veterans Association. This allows them to come to the reunions and know they are part of the action.

Loyally,  
Jane Maxwell



## Coast Guard Combat Veterans Auxiliary Membership Application

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

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

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

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

Make Checks Payable to: CGCVA AUX

Nancy Burke, Secretary/Treasurer

17728 Striley Drive,

Ashton, MD 20861-9763

CGCVA Form 13A (Rev. 12/96)



## Coast Guard Combat Veterans Association

# MEMBERSHIP APPLICATION

(Please Print Clearly)

### Personal Data

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Last

First

Init.

Address: \_\_\_\_\_

Street

City/State/Zip: \_\_\_\_\_

Telephone: ( ) - \_\_\_\_\_ Date Of Birth: \_\_\_\_\_

Do you have two(2) Residences?  Yes  No

If Yes, furnish the following information: (This is for the Quarterdeck Log mailings)

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Telephone: ( ) - \_\_\_\_\_ When There?: \_\_\_\_\_ To \_\_\_\_\_

Sponsored By: \_\_\_\_\_

### Military Data

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

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

Dues: \$25.00 For 2 Years. Amount of Membership Dues Enclosed: \$ \_\_\_\_\_

Make Check/M.O. Payable To: CGCOMVETS

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Send To:

E. P. "ED" Burke, LM, National Secretary  
17728 Striley Drive, Ashton, MD 20861-9763  
Tel: Msg. or Fax (301)570-5664



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