



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 25, Number 4

Winter 2010

CGCVA Person of the Year Award in Guam

EM1 William N. Horne Recognized for Bravery for Rescue of Five Persons from Flaming Truck

U.S. Coast Guard Sector Guam's commanding officer, Captain Thomas M. Sparks, on Wednesday, December 8, 2010, presented Electrician's Mate First Class William N. Horne with the recognition as the Coast Guard Combat Veterans Association Person of the Year for 2009. The award was the latest in a series of honors that Petty Officer Horne received for heroic acts he performed related to a car accident on February 8, 2009.



*CAPT Thomas M. Sparks (left) and 2009 CGCVA Person of the Year
EM1 William N. Horne*

The Veterans Association award plaque reads, "In recognition of his demonstrated remarkable initiative, exceptional fortitude and heroism while rescuing five people from a pickup truck engulfed in flames ... in Dededo, Guam." Petty Officer Horne also received an appointment as an honorary member of the Coast Guard Combat Veterans Association.

Petty Officer Horne also was previously recognized by the Commandant of the Coast Guard for his lifesaving efforts with the Coast Guard Medal for heroism, was chosen as the Enlisted Petty Officer of the Year for 2009, and received the 2010 Non-Commissioned Officers Association Coast Guard Vanguard award.

A veteran of nearly 10 years active duty, Petty Officer Horne had been stationed in Guam since 2008 and recently moved to a new assignment aboard the Coast Guard Cutter *Wrangell* currently deployed to Bahrain, Persian Gulf. Congrats Bill!

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THE QUARTERDECK LOG

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From the President

Thanks So Much

This is my final column as your National President. I have enjoyed putting together these morsels of information and entertainment during my four years as president and before those, two years as vice president. Thank you for your trust in having elected me. Our bylaws curtail an individual from serving more than two consecutive terms as president. At our reunion-convention in May you will chose a new one. This association is the only one that continuously honors the sacrifice of Coast Guard combat veterans and keeps the memory of their deeds fresh in the public's mind. It is through you, the members, and your personal initiative that keeps these valorous fires kindled. I look forward with expectation to talking with you in May.



Paul C. Scotti

New Reunion Planners

Although we have not completed the May reunion-convention for 2011 it is prudent to look ahead to the planning of the 2013 gathering. That means putting together a new convention planning team as soon as possible. If you are interested in being a part of this team contact **Baker Herbert** at uscgw64@neo.rr.com or by telephone at (330) 887-5539.

A Supreme Virtue

Honor is a supreme virtue. An honorable person will not lie to you; will keep his word; does not need a lawyer to draw up a contract, his handshake is his bond; and an honorable person is a moral one. Where are these people bred in our culture? It starts with the family: with mother, father, grandparents, aunts and uncles. However, upon leaving the fold and entering the adult world with its lures and temptations the honor nurtured in the home is jeopardized. Often times, virtues are mocked by contemporary friends and co-workers. Yet, there is one community that

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

From the President

encourages honor. And that is the United States military. In general, you may trust anyone who has served in the armed forces. Honor among military service members is not an anomaly — it is the norm.

Nicknames

I was thumbing through an old book that I picked up at a library book sale titled *American Nicknames*. It was published in 1937 and revised in 1955. Here are some of those nicknames. There was “The Horse Meat March” in 1876 where General George Crook led a column of soldiers into the rain-soaked Dakotas where the troops, for food, mostly ate the raw flesh of horses.

In the late 19th century in Laurens County, SC, a political group of agrarian reformers termed farm laborers who had only their labor to sell “Clodknockers”. A “stiff” was a common slang word for a working man. Irishmen

who came to America in the early 19th century often found work shoveling dirt to build railroad beds and consequently were nicknamed “Shovel Stiffs”. Mary Todd Lincoln before she married Abe was nicknamed “She-Wolf” because of her frequent temper outbursts.

James Shedden Palmer, a skillful naval commander in the Civil War had such a dignified bearing and fastidious taste that he was nicknamed “Piecrust Palmer”. He would go into battle dressed with scrupulous neatness.

There is one month of the year that is called “Battle Month” because so many important battles in American history have been fought in it. The month: April.

Well, this information will not help you pay your bills but it will give you a diversion that we might give the nickname to of “Bill Ducking”.

Enjoy life...it's an adventure!

Paul C. Scotti

Reunions & Get-Togethers

CGC Dependable

The third reunion of USCGC Dependable (WMEC-626) will be held April 7-9, 2011 at the Holiday Inn Select, 2001 Martin Luther King Blvd., Panama City, FL. Contact: **David Taylor** at daveandbev@cox.net. Ph: 540-362-4474 (home) or 540-353-3842 (cell).

CGC Bibb

A reunion for USCGC Bibb (WHEC-31) shipmates will be held April 6-9, 2011 in Savannah, GA. For more information, contact: **Mike Johnson** at 277 Brandon Lane, Newman, GA, 30265. Email: Oldhippie1249@numail.org or cutterbibb31.com. Ph: 770-251-6680.

CGC Androscoggin

The fifth reunion of USCGC Androscoggin (WHEC-68) will be held June 12-16, 2011 at the Dolphin Beach Resort, St. Petersburg, FL. For further information on the “Galloping Ghost” reunion, contact: **David White** at 727-729-7839 or email: andyreunion2011@tampabay.rr.com.

USCG Investigative Association

A reunion for members of the USCG Investigative Association will be held at the Double Tree Hotel in

Portland, OR. Contact: **Tom Craig** at 1133 Jefferson St., Wenatchee, WA 98801. Email: tc70photo@gmail.com. Phone: 509-663-4015.

Ships Built Prior to 1975

On May 16-19, 2011, a reunion will be held at Harrah's Hotel/Casino, 219 North Center Street in Reno, NV. The reunion is open to all Coast Guard personnel who served on ships built prior to 1975. Contacts: **Doak Walker** at P.O. Box 33523, Juneau, AK 99803. Email: cgcutters@gci.net. **MCPO Jack Hunter** at 5897 South Sherman Way in Centennial, CO 80121-1130. Phone: 303-797-3136.

Rolling Thunder XXIV

The annual Rolling Thunder Ride for Freedom and Demonstration will take place May 29th, assembling in the North Pentagon Parking Lot at 0800. This event, which calls for the full accounting of all POWs and MIAs from all past wars, is open to everyone. The group will leave the Pentagon parking area at noon and ride through Washington, D.C. to the Vietnam Veterans Memorial to pay respect to our rothers and sisters who gave their lives for freedom and to support veteran's rights. For details, go to: www.rollingthunder1.com or contact **Artie** at 908-369-5439.

Address Changes

A special message for Coast Guard Active Duty members...

When you originally applied for membership in the CGCVA, many of you indicated that you wanted your current duty station listed in our records, for future mailings and correspondence. Some of you gave us your home address, since you were deployed and wanted your membership packet sent home, so it would be there when you arrived.

Either way, when you change duty stations, please make a note to notify us of your change of address. We want to keep those *QD Logs* coming, and if you didn't get yours, it's probably because we have an old address. Due to privacy issues, it is difficult for us to attempt to track you down, so please keep us informed of your whereabouts. All you have to do is send an e-mail to cgcva@comcast.net, with your updated contact/ mailing information. We'll keep the *Quarterdeck Logs* coming, but we need some help from time to time.

And God Bless you for your service to this great country!

And For You History Buffs...

Take a look at the Coast Guard Combat Veterans Association history by checking out the *Quarterdeck Log* Archives, on the CGCVA website. Bill Wells has taken a great deal of time to load up nearly every *Quarterdeck Log* published since 1986 (Volume 1, Number 1) and there are some great articles and photos and you can really get a feel for where we,

Welcome New Members

New Member

Francis R. Boyle
George C. Cobb
Robert J. Fowler
James D. Hollingsworth
Edward J. Johnston
CAPT Wm. G. Kelly
Dean A. Kratchmer
Douglas J. Mehrman
Dolores J. Johnsrud
Donald P. Cooley
Robert J. Daniel
Paul H. Ford
Leroy T. Hobson
David H. Humphreys
Charles D. Shorter
Thomas E. Smith
Bradley S. West
Jason A. Young
James K. Cullen
Ronald J. Brooks
Walter A. Fuquay
Tara D. Hunter
Shawn J. Nesser
Grady H. Stribling
Ronald Sysak

Sponsor

Baker Herbert
Joe Kleinpeter
Joe Kleinpeter
Joe Kleinpeter
Joe Kleinpeter
William Donohue
The Association
Joe Kleinpeter
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Joe Kleinpeter
Joe Kleinpeter
Joe Kleinpeter
Baker Herbert
The Association
Joe Kleinpeter
Joe Kleinpeter
The Association
Joe Kleinpeter
Joe Kleinpeter
Larry E. Dixon
Joe Kleinpeter
Joe Kleinpeter
Joe Kleinpeter
The Association

as an Association, came from and as you work forward in the archives, you can see where we are going. Bill Wells did an outstanding job on this and each issue loads up quickly so it's easy to view each issue, and watch some of your fellow members get old and gray. If you're a new member, you can really learn a lot about our history and get up to speed. Semper Paratus!

Gary Sherman

Holiday Call From President Obama

Members of the Coast Guard serving in the Arabian Gulf region received a call from President Obama on Dec. 27th and had an opportunity to share holiday greetings as well as talk briefly with the commander in chief about the Coast Guard's unique missions in Iraq and Afghanistan.

"It was definitely an honor and a cool experience," said PO2 Dustin Monroe, a Missoula, MT native, who is half-way through a year-long deployment to Kuwait,

Iraq and Afghanistan as a hazardous materials inspector. He asked me how things were going so far and wished us a happy holiday season. It was fun and I'm glad I was able to share the experience with my Coast Guard and Army teammates."

Monroe is a HAZMAT inspector assigned to the Coast Guard's Redeployable Inspection-Assistance Detachment (RAID) embedded with Army units. His primary duties involve the inspection and clearance of Army equipment and personnel to ensure they can safely return to the U.S. The RAID team is one of a handful of units assigned to

Coast Guard Patrol Forces Southwest Asia, a 300-member unit based in Bahrain that supports missions throughout the Operations Enduring Freedom and New Dawn theaters.

Crossed The Bar
LM Carl G. Kalvin

AFRH Needs USCG Uniforms

The Armed Forces Retirement Home (AFRH) is in need of Coast Guard uniforms. **Ms. Sheila Abarr**, the public affairs officer for the AFRH in Washington, DC, is looking for Coast Guard uniforms (complete or partial) to be used as exhibit displays at the Home. If you're interested in donating a uniform, be it a complete uniform, hats, work uniform, etc., please contact Ms. Abarr directly at (202) 730-3043 or email: sheila.abarr@afrh.gov.

NYC Takes Over Governors Island

After more than a year of negotiations, New York City has reached a deal to take control of Governors Island from the state, moving a prime 172-acre piece of waterfront real estate into the hands of a land-starved city and closer to an ambitious redevelopment, city and state officials announced recently.

The agreement would allow the city to convert much of the former military outpost into a public park. The city also plans to add a high school, some commercial development and potentially a satellite campus for New York University on Governors Island, which sits a half mile off the southern tip of Manhattan.

Over the years, government efforts at redeveloping the island, long viewed as a rough, underused gem in New York Harbor, have been frustrated by jurisdictional battles, lack of money and unique development constraints.

The city and the state have jointly operated Governors Island since 2003, when the federal government handed over the shuttered military base there after years of lobbying from local leaders.

The island, which still features the historic houses used by officers and more recently built barracks for enlisted men from its years as an Army and a Coast Guard base, has since received more than \$150 million for redevelopment as it was reopened for public use.

Last summer, more than 275,000 visitors took the free ferry service to the island to attend concerts and art festivals, and take advantage of

sweeping views of the downtown skyline and the Statue of Liberty. The island also includes a 22-acre national monument centered on two historic fortresses.

The city, which has set aside about 33 acres on the southern half of the island for new construction, is looking for other tenants. New York University recently proposed building a satellite campus on Governors Island, complete with dorms and faculty housing. City officials did announce that they have secured the first tenants for the refurbished buildings on the island, including artists' studios and a 400-student public high school set to relocate there this summer.

The city and the state were prohibited from developing housing or a casino under the transfer agreement with the federal government.

"Sentinels of the Shore" For Sale

In 1852, Congress established the U.S. Lighthouse Board with the chief objective to hire keepers, conduct inspections and maintain standards. The U.S. Coast Guard assumed those duties in 1939. But now the Coast Guard has many of those lighthouses up for sale. In fact, right now there are eleven on the market.

Historical societies, communities and museums will be first on the consideration list of potential lighthouse buyers. The purchase cost of a lighthouse is the tip of the expense to an owner.

Their spectacular views and unparalleled settings come with a price tag. Repairs for some will start at a million. Factor in lifetime maintenance of these grand dames and the cost goes up exponentially. Once the beacons of the harbor, lighthouses are expensive to maintain and their functions have all but been replaced by modern navigational devices.

Standing sentry along the coastlines of the United States are some 700 of these historic lighthouses. Of those, there are less than fifty with live-in light keepers; those guardians who have chosen solitude over socializing. Both the lighthouses and their light keepers are literally a dying breed.

Without caretakers, these historic structures are succumbing to the rav-



Frankfort, Michigan North Breakwater Lighthouse, is one of several historical structures now up for sale.

ages of time, the elements and sadly, vandalism. Much like cities who aspire to have old ships and aircraft carriers in their ports for tourism and historical purposes, the new owners of a lighthouse will need deep-pockets and deeper dedication. Financial grants are available for government-run and non-profit lighthouses but typically not for those that are privately owned. Recently sold lighthouses fell in a wide price range from \$10,000 to \$260,000.

For more information on locating, visiting or sponsoring lighthouse preservation, contact:

The Lighthouse Preservation Society
4 Middle Street
Newburyport, MA 01950 1-800-727-BEAM

Rifle Volley, not Gun Salute

The caption on one of the front page photos in the Fall 2010 *QD Log* should have been called a rifle volley, not a gun salute. At military funerals, one often sees three volleys of shots fired in honor of the deceased veteran. This is often mistaken as a gun salute. In the military, a “gun” is a large-caliber weapon. The three volleys are fired from “rifles,” not “guns.” Therefore, the three volleys isn’t any kind of “gun salute,” at all. Anyone who is entitled to a military funeral is eligible for the three rifle volleys, subject to availability of honor guard teams. The three volleys come from an old battlefield custom. The two warring sides would cease hostilities to clear their dead from 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:

Rubin Abrams	Michael Hare, Sr.	A. E. Radin	Gene Dugan
Louis Panzieri	Joe Kleinpeter	R. S. Samuelson	Sam King
E. P. Burke	John B. Norall	Eugene Swiech	Mark D. McKenney
Larry Jones	Geoffery Ciereck	Troy Styron	Rosie Styron
Mark Romey	Edward Withrow	Peter Martens, Jr.	

Arthur Whittum (in memory of VADM Thomas Sargent)
Rodney O. Young (in memory of CAPT James Luse)
CAPT Claude Bailey (in memory of VADM Wayne Caldwell)
Nicholas Rossi (for the Greenland Patrol)
Baker and Marylou Herbert (in memory of VADM Thomas Sargent)
Claud Ashcraft (in memory of VADM Thomas Sargent)

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.

battlefield, and the firing of three volleys meant that the dead had been properly cared for and the side was ready to resume the battle. The flag detail often slips three shell-casings into the folded flag before presenting the flag to the family. Each casing represents one volley. Much of the above information compiled from the Naval Historical Society and the Army Center of Military History.

Richard Taylor

Vietnam Awards

I checked the Awards Manual on the two Vietnamese unit awards mentioned on pages 7 and 8 of the last issue.

In a nut shell, everyone who rates the Vietnam Service Medal is authorized except the aviation units flying in an out, the LORAN stations, and Southeast Asia Section Office. The only time period needed is “exceeding 1 day.”

Squadron One personnel do meet the requirements for the Restricted Duty Ribbon.

I hope this answers the question.

Bill Wells

More Homeland Security Missions for the Coast Guard

The gap between homeland security and more traditional missions performed by the Coast Guard increased from 10 percent to 12 percent in 2009 over the previous year, but the service projects that gap will narrow in 2010.

The annual mission performance review by Department of Homeland Security’s Inspector General office showed that the Coast Guard devoted 56 percent of its resource hours — the number of hours aircraft and vessels in use — to homeland security missions. By far the greatest percentage was taken by ports, waterways and coastal security missions — 25 percent of all Coast Guard resource hours.

Other homeland security missions include illegal drug interdiction (11 percent), undocumented migrant interdiction (11 percent)

and defense readiness (8 percent).

Non-homeland security missions garnered 44 percent of resource hours. Those tasks include aids-to- navigation (14 percent), living marine resources (13 percent), search and rescue (8 percent), and marine safety (7 percent) missions.

Homeland security missions took their highest share of resource hours in 2003 and 2004, when the service devoted 62 percent and 63 percent, respectively, to those roles.

Salute to Military Wives

It was just another harried Wednesday afternoon trip to the commissary. My husband was off teaching young men to fly. My daughters were going about their daily activities knowing I would return to them at the appointed time, bearing, among other things, their favorite fruit snacks, frozen pizza, and all the little extras that never had to be written down on a grocery list.

My grocery list, by the way, was in my 16-month-old daughter’s mouth, and I was lamenting the fact that the next four aisles of needed items would wait while extracting the last of my list from my daughter’s mouth, when I nearly ran over an old man.

This man clearly had no appreciation for the fact that I had 45 minutes left to finish the grocery shopping, pick up my 4-year old from tumbling class, and get to school, where my 12-year-old and her carpool mates would be waiting.

I knew men didn’t belong in a commissary — and this old guy was no exception. He stood in front of the soap selection staring blankly, as if he’d never had to choose a bar of soap in his life. I was ready to bark an order at him when I realized there was a tear on his face. Instantly, this grocery aisle road-block transformed into a human.

“Can I help you find something?” I asked. He hesitated, and then told me he was looking for soap.

“Any one in particular?” I continued.

“Well, I’m trying to find my wife’s brand of soap.

I started to loan him my cell phone to call her when he said, “She died a year ago, and I just want to



Salute to WWII and Korean Conflict Veterans

On Nov.10, 2010, a "Salute to WWII and Korean Conflict Veterans," was held on Coast Guard Island at 1100 hours. This clambake was initiated by the author many months before the event by an e-mail to the of the 11th Coast Guard District Public Affairs Office in Alameda, CA.

Ultimately, the idea got to CAPT Keith Turro, the Alameda Base Support Unit commanding officer who organized a committee. At their meeting the following week, Captain Turro and the committee authorized the event to take place and appointed LCDR Szczechowicz to head the committee and formulate the details of the event. Since I initiated the idea, they asked me to sit on the aforementioned committee. I contacted the CGCVA for a list of veterans living in the West Coast area which CGCVA Secretary Gary Sherman provided and authorized me to represent the CGCVA on the Alameda committee.

The Salute took place Nov. 10th and was attended by 50 Coasties and a number of SPARs. Also in attendance were the spouses or guests of the veterans and many dignitaries of the Coast Guard and civilian offices. The luncheon was held in the Point Welcome Room on Coast Guard Island. Vets who attended from out of town were accommodated at a local motel at discount rates.

The event started with the posting of the Colors. Invocation was given by CDR Darell Wesley, the 11th District Chaplain. Opening remarks and veterans recognition was offered by CAPT Turro. Introductory speaker was RADM Joseph R.Castillo, the 11th District commander. The keynote address was given by CGCVA member and Pearl Harbor survivor George Larsen. The Singing Blue Stars of the *USS Hornet*, provided entertainment with their renditions of WWII songs and dance routines. George Larsen was presented with a special baseball hat embroidered with his name and I was awarded a memento and thanked by CAPT Turro for my work on the committee and for the idea of the reunion. CAPT Turro then offered closing remarks and a Benediction was offered by Chaplain Wesley. The ceremony closed with the singing of Semper Paratus.



(Above) Veterans and guests were entertained by the Singing Blue Stars from the USS Hornet.



Coast Guard veterans came from as far away as Minden, NV, Bannan, OR and Southern California. Following the luncheon, guided tours of the *CGC Wasche* were offered. All hands were delighted with the clambake. The courtesies extended by the various associations on the Island were fantastic. The spouses were escorted from their respective automobiles to the Point Welcome Room by enlisted men and officers in their dress blues. CAPT Turro expressed delight with the event and he promised that the next one would include the Vietnam vets as well. **George P. Alton**

(Left) CGCVA member and Pearl Harbor survivor George Larsen served as the event's keynote speaker.

smell her again.”

Chills ran down my spine. I don't think the 22,000-pound Mother of all Bombs could have had the same impact. As tears welled up in my eyes, my half-eaten grocery list didn't seem so important. Neither did fruit snacks or frozen pizza.

I spent the remainder of my time in the commissary that day listening to a man tell the story of how important his wife was to him — how she took care of their children while he served our country.

A retired, decorated World War II pilot who flew missions to protect Americans still needed the protection of a woman who served him at home. My life was forever changed that day.

Every time my husband works too late or leaves before the crack of dawn, I try to remember the sense of importance I felt that day in the commissary. Some times the monotony of laundry, housecleaning, grocery shopping, and taxi driving leaves military wives feeling empty — the kind of emptiness that is rarely fulfilled when our husbands come home and don't want to or can't talk about work.

We need to be reminded at times of the important role we fill for our family and for our country. God bless our military spouses for all they freely give.

Author Unknown

Welcome to Boot Camp

I was interestingly amused by the greeting extended to Christopher Wood when he arrived at boot camp, i.e., “Get your asses off the bus and move it, move it, ladies!” as published in the previous *QD Log*.

My amusement stems from the following: After a long, warm bus ride from Miami to St. Augustine, FL, and then a lengthy walk to a hotel that had been modified to become a boot camp, I walked into the hotel and was directed to the Supply Office. I told them I was a 17-year-old newly enlisted man there to be admitted.

They obligingly fitted me with a uniform and other goodies which were all stuffed into a seabag. I was then directed to a narrow stairway and told to go up three flights. Just as my head topped the third floor I heard a loud voice booming. “You might as well give your heart to God because your ass is mine!”

And that's how I was introduced to my platoon leader. Funny the things you can remember.

Benjamin T. Shuman (age 85)



Toys For Tots

As a result of my presenting the Jack Campbell Award at every Cape May recruit graduation ceremony as the CGCVA representative, I now have some good friends among the Marine Corps League, which also makes a presentation. They invite me to all their functions and tell me I am considered a “brother”. We often have lunch together, sharing some laughs and the usual embellished “sea stories”. Only a few of them spent any time in Europe so they are always interested in my stories.

In December I helped them with their Toys For Tots drive, working in the warehouse sorting and bagging toys and helping them to solicit toys at a local strip mall. Several active-duty Coast Guard folks were also there with a trailered rigid-hull smallboat. We set up in front of a Big Lots store and it had to be the coldest day of the year.

Bill Donohue

CGCVA Gets Recognized

Sometimes people forget that the United States Coast Guard, the smallest of our Nation's military services, has participated in nearly every war, declared and undeclared, since 1790, when the Revenue Cutter Service was founded.

The Coast Guard Combat Veterans Association does its best to remind the Nation of this fact. Formed in 1985, the Association is a non-profit fraternal organization made of Active Duty Coast Guardsman, Reservists, Retirees, and Honorably-discharged Coast Guard Veterans who served in combat or provided direct support to combat operations. The mission of their 1,500 member group is to promote the knowledge and awareness of the Coast Guard's role in these historical events.

Notices & Association News

“The Coast Guard has so many missions, and when most people think of the Coast Guard, they think of search-and-rescue and law enforcement,” said Association member Terry Lee. “It’s important for people to know that we currently have members in Bahrain, Iraq, and Afghanistan, and that, yes – we do go to war.”

The Coast Guard Combat Veterans don’t only look towards history or global events. They have carved out a unique and meaningful way to remain intimately involved with the Coast Guard of the future – by appearing at recruit training program graduations to honor some of the Nation’s newest Coast Guardsman.

“We present a certificate and wristwatch during every graduation to the physical fitness award recipient,” said Mr. Lee. “It’s important for these young men and women to know early on in their careers about the Coast Guard’s role

in combat operations.”

The award has been presented since 1996. During that year, recruit graduations were regularly attended by Coast Guard combat veterans Jack Campbell, Herb Weinstein, and Terry Lee.

Last year, the award was renamed after Mr. Campbell, a Coast Guard hero of WWII who participated in the Normandy Invasion of Europe. Mr. Campbell passed away two years ago.

“Attending recruit graduations was very important to Jack”, Mr. Lee remembered. “He was always so proud of the men and women that chose to join the Coast Guard to protect our country.”

Vice Admiral Sally Brice-O’Hara recently attended the graduation of one of the newest Coast Guard recruit companies, Company Delta-184, a group of young Coast

From Our Cape May Liaison

First of all, let me tell you about my recent lunch with the Vice Commandant. It began when Terry Lee called and asked me if I knew that VADM Saly Brice-O’Hara would be attending the upcoming recruit graduation ceremonies. I did and Terry said he would also be attending so he asked me make reservations for four at the Lobster House Restaurant in Cape May for lunch after graduation. Terry comes down for graduation several times a year and always stops at my house for breakfast first. He said the reservations were for the two of us plus VADM Brice-O’Hara and her husband. He said he and Jack Campbell had known the admiral for many years and they often had lunch at the Lobster House after graduation. When I told my wife who I’d be dining with that day she thought it was real funny and believes that Terry is delusional.

We continued on to Cape May and participated in the graduation ceremony, with Terry and I presenting the Physical Fitness certificate and CGCVA watch to new graduate SN William Weinold. Following graduation, guess what happened? VADM Brice-O’Hara, her husband Bob, Terry and I departed the training center for the Lobster House Restaurant. My fellow CG Auxiliary friends looked a little dumbfounded. We enjoyed a great lunch and I told the admiral about my old ship, the *Courier*, the only cutter to remain outside CONUS for more than 12 years. I was

surprised how knowledgeable she was about the *Courier* and she feels it never received proper credit for what it did for America.

Several times during lunch, recruit graduates stopped by to speak with her and didn’t bother her in the least. She even left the table to go and meet their parents, returning to a cold lunch. Quite a lady!

I truly enjoy my role in the graduation ceremonies at Training Center Cape May and am very proud to represent the CGCVA.

Bill Donohue

(Left to right) Bill Donohue, SN William Weinold, VADM Sally Brice-O’Hara, and Terry Lee following a recent Cape May graduation.



Guard men and women she helped mentor during the training program. “By reaching out to our newest members, the Coast Guard Combat Veterans are forging strong links among Coast Guard Shipmates past, present, and future,” said the admiral. “In faithfully carrying out such a generous recognition program, the Combat Vets have willingly chosen to remain on duty – serving with us to shape our next generation.” (Reprinted from [Military.com](#))

Congratulations Graduates

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

SA Eric D. Schwimmer (Bravo-184) of Los Angeles, CA, reports to *CGC Venturous*, St. Petersburg, FL.

SN Travis A. Schade (Charlie-184) of Seattle, WA, reports to USCG Station Seattle, WA.

SA William V. Weinold (Delta-184) of Brooklyn, NY, reports to *CGC Naushon*, Ketchikan, AK.

SN Jeyson M. Arboleda Munoz (Echo-184) of Atlantic City, NJ, reports to EM “A” School, Yorktown, VA.

FN Joshua M. Brandsma (Foxtrot-184) of Atlanta, GA, reports to USCG Aids to navigation Team, Charleston, SC.

FN George A. Chihara (Golf-184) of Honolulu, HI, reports to USCG Station Quillayute River, La Push, WA.

SN Casey J. Coyne (Hotel-184) of Long Island, NY, reports to *CGC Sherman*, Alameda, CA.

SN Samuel B. Mathes (India-184) of Portland, ME, reports to USCG Sector Northern New England, South Portland, ME.

SN James D. Ahlberg (Juliatt-184) of Sacramento, CA, reports to USCG Port Security Unit 312, San Francisco, CA.

SN Bryant R. Pope (Kilo-184) of Atlantic City, NJ, reports to USCG Station Cape Disappointment, Ilwaco, WA.

***Don't pick a fight with an old man.
If he is too old to fight, he'll just
kill you.***



Commandant's Direction 2011

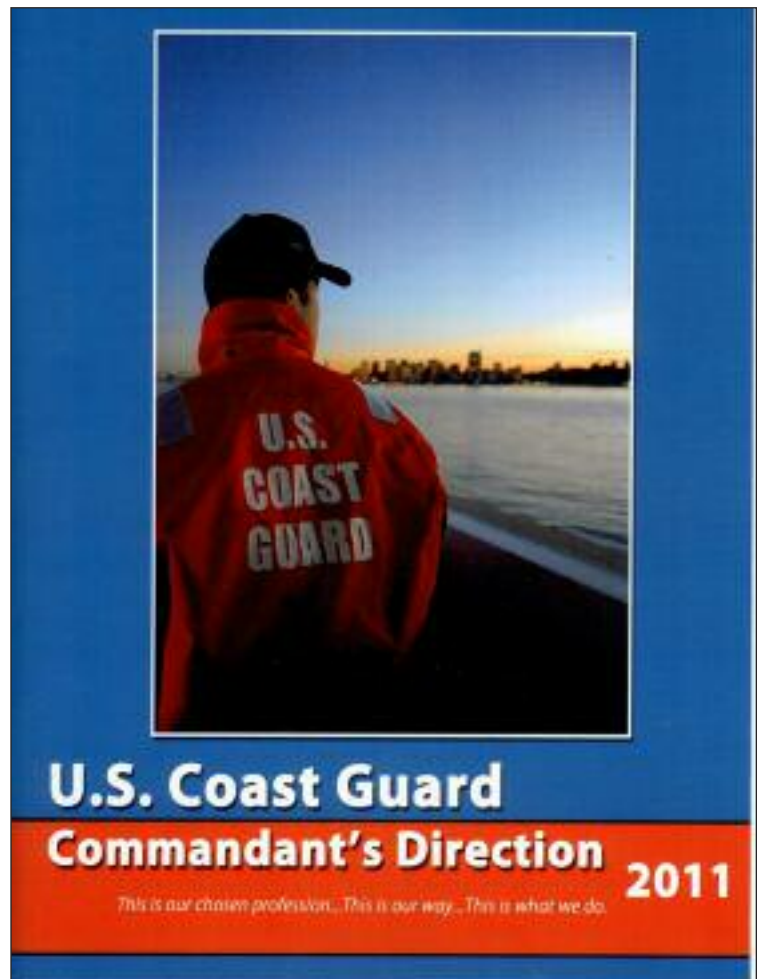
Shipmates,
I am pleased to release my Commandant's Direction 2011, which sets the course for our service through 2014 and beyond. In my State of the Coast Guard Address, I quoted the legendary football coach Vince Lombardi who said, “We are going to relentlessly chase perfection, knowing full well we will not catch it. But we are going to relentlessly chase it, because in the process we will catch excellence.”



Admiral Bob Papp

My direction is our playbook for catching excellence. So I need you to link to it, read it, and learn it: <http://www.uscg.mil/seniorleadership/docs/ccgs-direction-2011.pdf>.

My direction begins with our heritage, our value and



role, our future operating environment, and our greatest strength, you, our people. This is who we are, this is what we do. It is followed by my priorities and objectives, which are derived from my four guiding principles. To ensure we remain always ready, we will sustain mission excellence, recapitalize and build capacity, enhance crisis response and management, and prepare for the future.

Each of you — active duty, reserve, civilian and auxiliary — in both mission execution and mission support, deliver extraordinary service on a daily basis. Our nation is safer and more secure because of your actions.

I am proud to be your Commandant. Semper Paratus.

ADM Bob Papp

Robert Parker Remembers

My plans of making the Coast Guard a career date back to 1939 when FDR was elected president and the famous Economy Act was passed. Under the Economy Act, the old U.S. Lighthouse Establishment and its activities were absorbed and put under the U.S. Coast Guard. I came from a family that was well acquainted with the activities of both the USLHE and USCG.

My father and three of my brothers did construction and sub work for the USLHE. My older brother, Leslie W. Parker, was hired by the USLHE as an Assistant Light House Keeper, working at the Devils Island Light on upper Lake Superior in 1925. My brother Walter started with the USLHE in 1932 and retired from the Coast Guard in 1956 as a Warrant Machinist. In fact, Walter and I were both stationed on the cutter *Woodrush* in Duluth, MN, at the time of his retirement. Being a Chief Boatswain's Mate, I had the pleasure of piping him over the side. I am now 89 years old, having retired from the Coast Guard as a Chief Warrant Officer in 1961.

After graduation from high school in 1940, and while living with my brother Walter, who had adopted me after my parents passed away, I made contact with the Coast Guard through their lifeboat station at Grand Marais, MI. I passed all the

required tests, had a physical, then waited quite a long time before being called up to enlist. Finally, in February 1941, I was sworn in along with 16 other volunteers in Chicago. We were then put on a train in first class and our destination was Algiers, LA, just across the Mississippi River from New Orleans.

Algiers was U.S. Navy property, temporarily turned over to the Coast Guard as a new training base since the other training facility at Curtis Bay, MD was already full with recruits. I was a part of Company A, the first platoon of recruits to graduate from Algiers. From there we were off to Ellis Island, NY, where a group of us were sent over to

CGCVA 2009 Person of the Year

Coast Guard Medal Citation

to

EM1 William N. Horne

Petty Officer Horne is cited for heroism for rescuing five people from a pickup truck involved in an accident in Guam on 8 February 2009. While off duty with his family, Petty Officer Horne witnessed a major automobile accident along Route 3 in Dededo, Guam. After stopping his vehicle, he saw a pickup truck on its side near an adjacent burning car. Seizing the initiative and bringing order to the chaos unfolding around him, he directed an onlooker to retrieve a fire extinguisher from a local restaurant and then he approached the flaming vehicle to gauge the likelihood of survivors. Assessing the catastrophic damage to the car and the unrelenting flames enveloping it, he made the decision to disengage from the car which was now burning uncontrollably and in danger of exploding. Petty Officer Horne found the pickup's doors inoperable due to the contorted metal. At great peril to his safety, he used the fire extinguisher to shatter the windshield and gain entry. Hearing a voice within the pickup cry out for him to save the children first, Petty Officer Horne removed the youngest child and handed her to a bystander. He then extricated a 9-year-old boy and placed him at a safe distance from the crash. Another bystander assisted the third child, and Petty Officer Horne returned again to assist the parents from the pickup truck. He continued to protect those at the scene by controlling the growing crowd of onlookers and directing traffic until the arrival of the Guam Police Department and Guam Fire and Rescue. Petty Officer Horne demonstrated remarkable initiative, exceptional fortitude, and daring in spite of imminent personal danger. His courage and devotion to duty are in keeping with the highest traditions of the United States Coast Guard.

Hoboken, NJ, for guard duty of a group of five foreign ships. They had been held up from shipping due to German U-boat attacks along the Atlantic coast. These ships, the *Alberta*, *Arsa*, *Ausa*, *Brenero* and *San Leonardo*, were unarmed and helpless, and their crews had been removed.



After this tour of duty I was transferred to Lifeboat Station Short Beach on Long Island, NY. I had been there for some time before the U.S. entered WWII. In fact, I was on my first leave, heading home on a train loaded with VIPs who were making the trial run of a Stainless Steel rail unit to Chicago when we learned of the Pearl Harbor attack. I had stopped in Detroit for a brief visit with my brother Walter. He was working on a buoy tender so he and his wife were temporarily living with my aunt there.

When the attack news came over the radio at my aunt's, I said, "Now I'll bet I get a call from my brother Les to say my leave has been cancelled and I have to return to Short Beach." No sooner had the words left my mouth when the phone rang. It was Les, who was a keeper at the Duluth Light Station, and I had in fact predicted the ensuing conversation correctly. The train I had arrived in Detroit on was immediately emptied and only military personnel were permitted to board. It was turned around and returned to New York, stopping often to pick up other military personnel.

Back at Station Short Beach I built upon my training at boot camp, eventually receiving the rate of Boatswain's Mate Third Class, or "coxswain". I was later transferred to the Marine Base at New River, NC for further training in the operation and handling of landing craft, making mock landings of Marines on beach areas there. This training paid off as I ended up on the Navy Combat Cargo Ship, *USS Libra*, and later aboard the USCG Transport

Hunter Liggett during the invasion of Bouganville, operating one of the ship's landing craft.

I hope some folks enjoy reading of my Coast Guard time. To me, reading about other CGCVA members in the *Quarterdeck Log*, their exploits in the Coast Guard, wartime adventures and experiences on various ships and at various duty stations, is what helps keep me young. Keep up the good work. Semper Paratus!

CWO2 Robert E. Parker, Sr., USCG (Ret.)

Coast Guard Reserve Turns 70

The Coast Guard Reserve was founded in 1942 when Congress amended the Coast Guard Auxiliary and Reserve Act. On Feb. 19, 2011, we celebrate its 70th anniversary and commend the men and women of the Coast Guard Reserve for another year of exceptional service.

Looking back, 2010 was a demanding year. In addition to ongoing operations overseas, we saw unprecedented

Reserve mobilizations in response to the earthquake in Haiti, floods in the Midwest, and the Deepwater Horizon oil spill. Al told, more than 40 percent of the Coast Guard Reserve force deployed last year, adding another page to our rich Coast Guard history.

To our Reservists: You are a vital component of the Coast Guard and I am proud of your

commitment and selfless service. I encourage all Team Coast Guard members to congratulate their Reserve shipmates on this 70th anniversary of the Coast Guard Reserve. Semper Paratus!

ADM Bob Papp

Local Veterans Video Museums

My book, *Lucky Thirteen: U.S. Coast Guard LSTs in the Pacific*, is still selling and has gone to paperback, although I lose more than I gain going to book signings. It seems that the book has opened a lot of eyes. From it all, I have found that people still want me to come and be a speaker to tell the Coast Guard story of WWII. I am amazed at how little people know about that whole mid twentieth century world environment. Backed to the wall, with thousands of miles of ocean closing in on us, we had to attack from the sea. My presentation that catches the eye of everyone is



***If you find yourself in a fair fight,
your tactics suck.***

the APA (Attack Transport) and the Higgins boats, manned at first only by the Coast Guard that was the point of the spear at 100 invasions. I take nothing away from the Army, Navy, Army Air Corps, Marines, Seabees or merchant marines, but the Coast Guard does not need to be overlooked.

I am moving forward with my program of Local Veterans Video Museums (LVVM) and beginning the third pilot program in Watagua County, NC. It's purely non-profit but very effective. Rather than interviewing a few veterans from a community, we get the community to target all of the veterans and keep their DVD life stories in a LVVM in their own community. Next step – a national network of community LVVM's under the Veterans Administration. Wish me luck!

Ken Wiley

Pearl Harbor Survivor Gets Honorary Promotion

On Nov. 23rd, former Coast Guard Petty Officer First Class George C. Larsen was promoted to honorary chief petty officer at USCG Training Center Alameda for his service during the attack on Pearl Harbor and for his continued contributions to the community. Larsen served in the Coast Guard from 1939 to 1945 as a radioman.

Larsen was promoted to honorary chief petty officer in a traditional Coast Guard ceremony. He had anchors, the insignia signifying the rank of chief petty officer, pinned on his shirt collar by two active-duty servicemembers. The collar device, a fouled anchor with a shield superimposed on its shank, represents stability, security, flexibility and strength.

As a radioman, he worked on deciphering top-secret Japanese military code in the months leading up to the infamous attack on Pearl Harbor. He also served on a Coast Guard buoy tender, pulling out harbor lights to black out the island in case of further attacks.

At age 93, Larsen continues to speak at various military functions and to community organizations such as the Lions and Rotary Club about his experience during the surprise attack. He also serves as president of the Pearl Harbor Survivor Association San Francisco Bay Area Chapter 2. During his presentations and speeches to various organizations, Larsen always ties his experiences with the Coast Guard's core values of honor, respect and devotion to duty. Through story telling, he keeps alive the memories of his

shipmates, respecting those who paid the ultimate sacrifice every Dec. 7, 1941

"I was very surprised to receive this honor and see fellow Pearl Harbor survivors in attendance," said Larsen.

Attn: Tarawa Veterans

Calling all Coast Guard personnel who served in any capacity with Task Force 53 (Operation Galvanic —the Battle of Tarawa, November 1943). An 'open' roster for all living Tarawa veterans exists. It is found on the homepage of <http://tarawaontheweb.org>. Its 'open' nature means that additions, changes and corrections can be made at any time. Time works against these older folks, so prompt replies from Coast Guard veterans who were at Tarawa 67+ years ago are essential.

I hope to contact U.S. Coast Guard personnel who participated in the Battle of Tarawa. I want to include their name, unit, role and memories on the above site. To date, I have input from only U.S. Marines, U.S. Navy, and Naval Construction Battalions (Seabees).

It is known, though not commonly, that U.S. Coast Guard personnel performed many valuable roles in the Battle of Tarawa, and the Living Tarawa Veterans Roster is an effort to publicly recognize and thank these people for their commitment and sacrifice.

My contact info: **John Oberg** at: jcoberg@shaw.ca.



CAPT Turro, George Larsen, VADM Castillo, and other D11 officers with the Singing Blue Stars at the Salute to WWII and Korean Conflict Veterans at USCG Base Alameda on Nov. 10, 2010.

When seconds count, the cops are just minutes away.

Coast Guard Combat Veterans Association

REUNION/CONVENTION REGISTRATION FORM



4-8 May 2011
CROWNE PLAZA DULLES HOTEL
Dulles Toll Road, Exit 10
2200 Centreville Road
Herndon, Virginia 20170
(703) 471-6700



Room Rates:

Single or Double occupancy \$89.00 plus 9% tax (Current). If you like, occupancy w/Breakfast for 2 is \$109.00 plus 9% tax (current). Rates apply for three (3) days prior and three (3) days after the convention. Our hotel is ADA approved, be sure to advise of your requirement(s) when you make your reservations. There are several Smoking Rooms available, first come first serve.

PLEASE BOOK YOUR ROOM DIRECTLY
WITH THE HOTEL

(Be sure to ask for the CGCVA room block at the Crowne Plaza Dulles Hotel)

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 (made out to CGCOMVETS) to:

E. P. BURKE
17728 Striley Drive
Ashton, MD 20861-9763

(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: _____

Coast Guard Combat Veterans Association

Registration/Tour/Banquet/Lunch
Reservation Form

CGCVA Registration:

<u>Early:</u>	Cost	How Many	Total
Received by 4/20/2011	\$25.00/person	X _____ =	_____
<u>Late:</u>			
Received After 4/20/2011	\$35.00/person	X _____ =	_____

Thursday, May 5, 2011 (Load Bus(s) @ 7:45a.m. Depart @ 8 a.m.)

**Bus Tour of Vietnam Wall, WWII, Korean, & Lincoln Memorials
w/lunch, then tour of Arlington National Cemetery & Iwo Jima.**

\$65.00/person X _____ = _____

Friday, May 6, 2011 11:30a.m.

CGCVA Business Meeting/Luncheon

Auxiliary Friendship Luncheon

\$17.00/person X _____ = _____

Saturday, May 7, 2011

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

\$50.00/person X _____ = _____

Poultry: ____ Beef: ____ (Note:If you have dietary requirements, advise Ed/Baker)

TOTAL AMOUNT ENCLOSED FOR ABOVE ITEMS: \$ _____

(Make checks out to CGCOMVETS)

Please help the committee by making your reservations as early as possible. It is very difficult when you wait until the last minute, then we are supposed to give the hotel, bus service counts of how many are coming for meals & tours to be ready the first thing on opening day. Some do not realize how much time is spent on your behalf getting these reunions put together. Take it from us, it takes a lot of time and effort negotiating to get the best deal possible so you can come and everything is in place and you have nothing to worry about, we have it under control. So again, please help us by filling out these forms and sending them with your check to Ed Burke 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!



Coast Guard Combat Veterans Association

Reunion/Convention Itinerary

4-8 May 2011

CROWNE PLAZA DULLES HOTEL

2200 Centreville Road, Exit 10

Herndon, Virginia 20170



Tuesday, 3 May

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

Wednesday, 4 May

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.

Thursday, 5 May

7:45 to 8 a.m. — Load bus for Washington, D.C. veterans' memorial tour and lunch, then visit Arlington National Cemetery and Iwo Jima Memorial **(DO NOT FORGET YOUR TOUR TICKETS)**.

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

Friday, 6 May

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.

Saturday, 7 May

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

6 p.m. — Cocktail Hour (Cash Bar). 7 p.m. — Awards Banquet.

Hospitality Room will reopen after Awards Banquet.

Note: Upon arrival at the Crowne Plaza, be sure to check the times of the events and tours as they are subject to change. Also, there are several places such as an air museum, shopping areas, Wolf Trap Outdoor theatre and others. Arrangements can be made with the hotel for shuttle transportation. They will favor a group using the shuttle and not just a single or few. Try to set up a group to go shopping as there are plenty around the area. we will obtain a schedule for Wolf Trap and have available for the appropriate dates. If anyone wants to rent a car to look around the area and sightsee on your own, there is a car rental available at the hotel. We have tried to cover everything for you, SO ENJOY!

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 Ed 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 Crowne Plaza to give Ed Burke time to accomplish your request. You can contact Ed at 301-924-3727 or his Fax at 301-570-5664. Email is epbbmcs@verizon.net.

All attendees that require disabled accommodations must notify the hotel when registering. Also, there are two (2) R/V hook-ups. Inquire at the hotel to learn if it is still available for your use.

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. At this reunion we have rates three (3) days prior and three (3) days after completion of the reunion.

The hotel has set aside several rooms for smoking. There is No Smoking anywhere else in the hotel, only your smoking room. We are having only one (1) tour during this reunion and it is a good one. Be sure and sign up early so you will not be left out. You will not be able to find a better deal anywhere.

Refund Policy: Requests for refunds of all payments will be honored for compelling reasons if they are received by 5 April 2011. 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.



Lt. John A. Pritchard and His Epic Story of Search and Rescue on the Greenland Ice Cap

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

There are so many Coast Guard service personnel whose devotion to duty has put them in harm's way that it would take a lifetime to write an article about every one of them. But the history of the Coast Guard includes the exploits of countless personnel who have sacrificed their lives in the line of duty and the story of Lt. John A. Pritchard is one of them.

"Johnny" Pritchard graduated from the Coast Guard Academy in 1938 and earned his wings at Pensacola Naval Air Station in 1941. His initial tour of duty began in Miami before he was re-assigned to the Greenland theatre of operations, referred to as the Greenland Patrol. Not long after joining ice-breaking cutter *Northland* off the east coast of Greenland, Pritchard volunteered to lead the search party for three Royal Canadian Air Force aviators that had crash-landed on the Greenland ice cap. On 23 November



1942, Pritchard led the party 2,000 feet up the coastal mountains to the ice cap and traversed the heavily crevassed ice at night using only a flashlight to guide him to the exhausted Canadian flyers. Pritchard received the Navy and Marine Corps Medal for leading this search and rescue effort.

Earlier that same month the U.S. Army Air Corps had lost a C-53 transport aircraft on the ice cap. The aircraft and crew would never be found; however, on 9 November, a B-17 Flying Fortress took to the skies in

an effort to find the missing transport. Poor visibility caused the bomber to crash on the ice cap and, for the next two weeks, the B-17 and its crew of nine became the subject of a second search and rescue effort.

On 28 November, within days of his successful rescue of the Canadians, Pritchard and Radioman 1/c Benjamin Bottoms departed *Northland* to search for the downed bomber crew in the cutter's J2F Grumman Duck. Within a few hours, Pritchard and Bottoms had located the crash site and landed on the ice cap near the Flying Fortress. While Bottoms stayed with the J2F to man the radio, Pritchard hiked back to the B-17 testing the heavily crevassed ice with a broomstick over the two-mile stretch. Pritchard took two survivors back to his small amphibious biplane and planned to evacuate the rest of the bomber's crew two at a time in a series of roundtrips to the cutter. When he returned to the cutter that evening, *Northland* had to use its search-light to light the way.



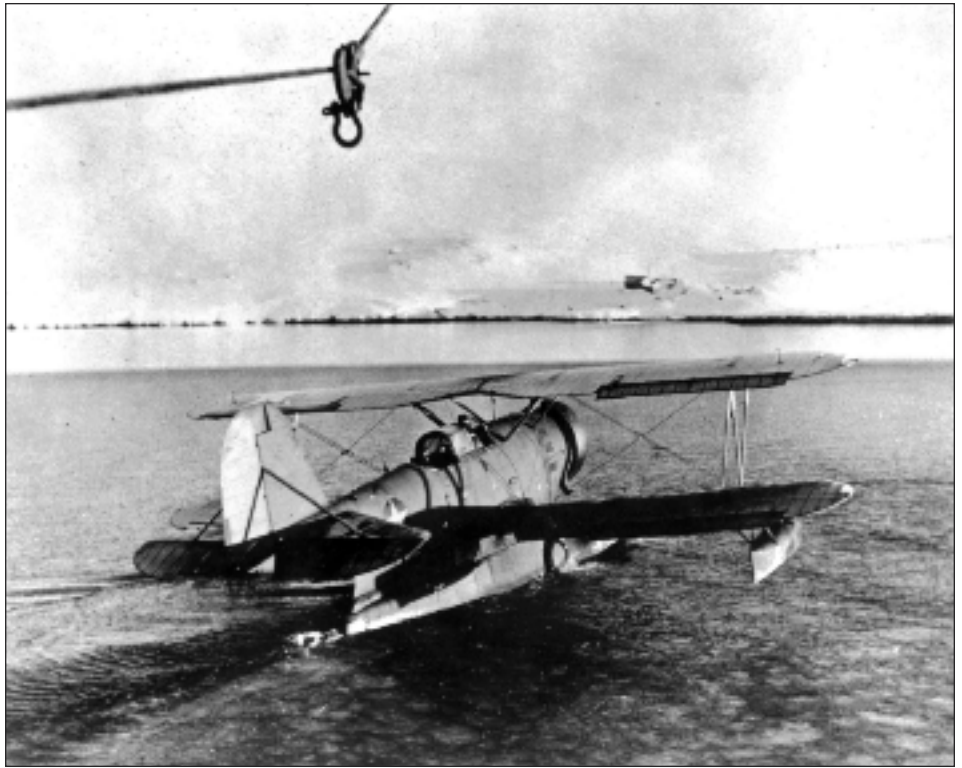
Lt. John A. Pritchard in his formal portrait service photograph. (photo courtesy of U.S. Coast Guard)

(Left) Pilot Pritchard on board CGC Northland, beginning flight preparations in the November cold of Greenland. (photo courtesy of U.S. Coast Guard)

On the morning of the 29th, Pritchard and Bottoms completed another successful ice landing near the downed bomber using his aircraft's floats as makeshift skis. By coincidence, an Army rescue party using motor sleds approached the crash site at the same time as Pritchard. Before the Army party arrived at the crash site, one of the motor sleds broke through a snow bridge carrying an Army officer into the deep fissure below. Fog began to surround the area and visibility grew worse, so Pritchard decided to return to *Northland* for men and equipment to help rescue the lost Army rescuer. One of the B-17 survivors climbed on board the Grumman J2F and the three men flew up into the fog.

That was the last that anyone saw of Pritchard and his crew. As dense fog and blowing snow closed in, the amphibian's radio signals grew weaker until they were heard no more. Once again, the rescuers became the subject of a large search effort as *Nothland* sent out rescue parties on foot over the next month. Four months after Pritchard's disappearance an Army aircraft spotted the crash site of the J2F Duck, but the crew was never located. Treacherous ice and weather conditions postponed evacuation of the B-17's crew until early spring 1943 when a Navy PBY Catalina flying boat repeated Pritchard's daring feat of landing an amphibious aircraft on the ice cap.

For his air rescue of the B-17 crewmembers, Pritchard



Pritchard's Grumman J2F "Duck" amphibian aircraft in the icy waters of Greenland before taking flight on his final rescue mission. (photo courtesy of U.S. Coast Guard)

posthumously received the Distinguished Flying Cross, although some believe he deserved the Congressional Medal of Honor. The lives, equipment and time invested in this rescue effort testify to the incredible sea, air and land conditions experienced by Coast Guard personnel that served in World War II's Greenland Patrol. However, Pritchard's particular story exemplifies the Coast Guard's core value of "devotion to duty."

Racing to Find Aviators Entombed in Ice

by Monique Mugnier, *The New York Times*

KOGE BAY, Greenland — It was December 1942 and the height of World War II when three Coast Guard aviators were listed as missing after their plane lost radio contact — and presumably crashed — during a storm off the southeast coast of Greenland.

68 years later, the Coast Guard commissioned a private recovery team to try to locate, excavate and repatriate the three men entombed in a J2F-4 Grumman Duck biplane in a glacier here. The team set out in August with an arsenal of top-of-the-line technology: ground- penetrating radar,

which can detect metallic objects close to the surface; advanced ice-melting equipment, which can pinpoint buried objects as it dissolves the ice around them; and a camera that can take pictures from inside deep hollows of ice.

The team also installed two GPS devices that will track the movement of the glacier in question. The goal was to find the servicemen before their relatives are dead and the ice where they are buried moves out to sea.

"Any branch of service wants to recover their fallen

members, if they can,” said John Long, a Coast Guard master chief petty officer and the head of the “Duck Hunt” recovery mission. “It’s the right thing to do,” he said.

The 15-member team, including three from the Coast Guard and a reporter, had expected to spend no more than five days investigating six sites that had been identified as promising. But relentless rain, harsh winds and low visibility kept helicopters grounded, leaving the team stuck on the ice and unable to explore all the sites. Eleven days passed before everyone was able to return to the airport in Kulusuk.

The recovery effort began three years ago, when Chief Long began piecing together historic clues.

The original 1943 accident report included a hand-drawn map from Col. Bernt Balchen, the American polar aviator who ran a training base in Greenland during the war. Chief Long determined that the crash had taken place within a three-square-mile area about 2,300 feet above Koge Bay.

In 2008, Mr. Long ordered an aerial survey of the region using Essex ground-penetrating radar, which transmitted electromagnetic waves from a P-3 Orion airplane flying 3,500 feet above the glacier. A large metallic object like the J2F-4 Grumman Duck — which would be a valuable artifact to recover, since only 32 of them were made — would show up as a white blotch. Of the blotches on the Essex map, three coincided with the coordinates on Colonel Balchen's map, and one had the shape of a biplane.

To move the project forward, the Coast Guard hired a private contractor, Luciano Sapienza, chief executive of North South Polar Recoveries of Jersey City. In 1992, he was part of the expedition that recovered the “Glacier Girl”, a P-38 Lightning airplane downed over Greenland in 1942.

With most ground-penetrating radar, “we would have to set up a grid and go from point A to B, physically marking on the ice where we picked up a reading,” Ms. McKinley said. With the Mala, exact coordinates are tracked via GPS. “It is like driving a boat over the surface of the ice with a fish finder,” Ms. McKinley said.

The radar detects anything metallic, as well as bedrock and crevasses, within the first few hundred feet. The readout shows a cross-section of the ground on a black and white screen with hyperbola-shaped anomalies. When Ms. McKinley found an anomaly that looked promising, she marked the spot for drilling. Altogether, she was able to mark 10 spots before the rain made the ice too slushy.

Weege Smith, 57, a specialist in building custom field

instruments, moved in next, operating a powerful ice-melter. The contraption siphoned water from a well Mr. Smith had dug and heated it to 180 degrees. Mr. Smith sprayed the hot water on the target area, digging a shaft 130 feet deep.

Unfortunately, “the ice melted with no resistance the whole way down,” Mr. Smith said. Resistance, he said, would have indicated “that we hit something and it was time to take a look.”

On the third day of drilling, he did feel some resistance, so it was time to bring in the subsurface camera. Designed by Alberto Behar, 42, an electrical engineer at the NASA Jet Propulsion Laboratory, the camera has a fish-eye lens surrounded by 27 LEDs that could illuminate the shaft Mr. Smith had made and transmit real-time images. Any indication of the J2F-4's metal, oil or paint chips would prompt Mr. Smith to drill more holes.

While all this was going on, two other teams set out to find the other candidate sites on the glacier, carefully navigating sinkholes, snow bridges and eight-foot crevasses. They marked the secondary locations and installed two permanent GPS units, which track the movement and speed of the glacier.

“One of the biggest challenges to this mission was not knowing how fast the glacier is moving or in which direction,” Dr. Behar said. His GPS units send signals via satellite every four hours to a remote receiver in Los Angeles. Eventually, the data will give Mr. Sapienza's team a better idea of how far the plane may have traveled since the crash.

After four days of drilling in freezing rain and wind, the scientists saw no indication at the primary site that the anomalies detected by radar were anything but large crevasses. Effectively, the team was able to rule out this location and focus on other sites.

Time is running out for the Coast Guard, which has already spent \$579,000 on the Grumman Duck recovery effort, including \$314,000 for the recent trip. With warmer temperatures, scientists say, the glacier and plane are advancing more quickly toward the ocean than previously estimated.

“This is the warmest summer Greenland has seen in 150 years,” Ms. McKinley said.

Mr. Sapienza said, “We are disappointed we couldn't do more, but we learned a great deal and the Coast Guard is on track for the next steps. These men made the ultimate sacrifice, and it's our duty to bring them home.”

Memories Are Real — Woody’s Story (continued)

by Frank Bari, Assistant Editor

Christopher F. Wood, known as “Woody” by shipmates had traveled many emotions since enlisting in the Coast Guard. Assigned to the high endurance cutter *Chase*, he was experiencing a feeling he had never before felt while gazing at the sea as he stood on the deck of *Chase* as it left for war.

It all flashed back in his mind — from the moment he stepped into the U.S. Coast Guard Recruiting Office with his father in their hometown in Connecticut, to the training at Cape May, where besides getting a haircut he learned to march. From getting yelled at as he arrived with the other new recruits on the bus at Cape May to be awakened by the sounds of crashing garbage cans courtesy of the Company Commanders in the middle of the night. Called in early by the Coast Guard for Boot Camp, he watched his dreams of traveling to a farm in New York state called Woodstock slip away. This was reality — he was on patrol in a small but very active place in the Mekong Delta called Song Onc Doc.

Song Onc Doc was a Viet Cong hot spot as well as a location for Coast Guard patrols, U.S. Special Forces and the like. It was close to Christmas and *Chase* was providing naval gunfire support near Song Onc Doc.

The Coasties on *Chase* received word that there was an injured child in the village and they formed a MEDCAP to go and get her and her father. The small girl and her father were saved and brought safely on board *Chase* to be treated by *Chase*’s Doc Brown and the ship’s corpsman. Woody was sad to see the young girl cuddled in the arms of her father as she she was brought on



Rescued child and her father from the village of Song One Doc.

board. It appeared she had been shot in her foot or leg. However, the Doc and corpsman did a great job and the small child smiled as she knew she would be fine. Many of the men on board *Chase* gave her gifts; she and her father were happy now. Woody’s happiest memory of the incident was when the girl and her father were taken to the galley and given trays of food, including mountains of rice. Woody thought, “Wow, they must really be hungry.” Woody always remembered that incident and often thinks of it. He often wonders what became of that young girl. He likes to think she survived the war and is happy with her life. Maybe she is and she remembers the men of *Chase* and a young seaman, who missed Woodstock only to be amazed as she chowed down with her father in the *Chase*’s galley.



Woody at USCG Training Center Cape May, N.J.

Boot Camp memories are still engraved in Woody’s mind. The night he was called down to the Chief’s office and was asked to be the

Company's guideon. The guideon is responsible for carrying the Company's Flag at all times instead of a rifle, and in fact, it is an honor. Woody remembers calling cadence, "I don't know but I've been told, Arctic Duty is mighty cold, sound off, 1, 2, sound off, 3, 4, bring it on down, 1, 2, 3, 4, bring it all down now, 1, 2, 3, 4, 1, 2 — 3, 4."

Boot Camp began to be a challenge for Woody, one that he respected and even though it's hard to admit, a smile comes to all who had the Boot Camp experience. This is something only service members can relate to. Training in class on tying knots, learning Coast Guard history, learning to function as a group — as a team. The PT, weapons training, picking out your rack, having clothing thrown at you, the "stylists" at the Barbershop — Welcome to The Coast Guard, Woody. After eight weeks, boot camp was ending and the time to march to the quad at Cape May as real Coast-Guardsman had arrived. There was a lot of emotion and pride.

Woody took a 10-day leave and went home to spend time with his family and friends in Connecticut. Soon enough he had to report to Base Boston, which was in Boston's old Italian North End, full of all kinds of history from Paul Revere midnight's ride to the silent walls of old Italian speakeasies from The Prohibition Era.

Woody and another newly-minted Coastie were hanging around waiting for orders. It turned out that the yeoman was looking for them with orders to report to the Boston-based Cutter, *Chase*, which was leaving in two days from the Coast Guard Yard in Baltimore. The Coasties made it in time to catch a flight from Boston's Logan Airport to Baltimore. Now they were thinking, "What kind of cutter

was the *Chase* and was it being deployed to Vietnam?

They were met at the Baltimore airport by members of *Chase's* crew. Woody immediately called his folks and told them where he was and that he would be leaving for Vietnam in two days. His father said the family would drive down to see him off.

When the crewmen arrived at the Coast Guard Yard,

Woody looked up at the bow to see a large '718' painted there. Woody thought the *Chase* looked beautiful and he was shocked at her size. He reported aboard and was confused as to where he was going to be berthed (the crew said they would take care of that tomorrow). In the meantime they told him to just grab a rack. Of course, Woody grabbed the wrong rack — one belonging to a burly gunner's mate nicknamed, "The Claw" who promptly escorted him off the rack by grabbing his neck and dragged him to a small couch.

After, explaining to his chief about seeing his parents, Woody swore he was not going AWOL and was able to spend time with his parents, who had made the drive down to Baltimore. Woody knew his parents were worried as they knew where he was going.

Before he knew it, it was time to get underway. *Chase's*

first stop was Coast Guard Ordnance Depot at Yorktown, Virginia to pick up a load of ammo for The *Chase's* weapons. Woody and his new shipmates loaded 5-inch projectiles, torpedoes, anti-submarine Hedge Hogs and small arms ammo. Woody started thinking that this is real and wondered what adventures laid ahead for him.

So began Woody's journey on *Chase*.

(Continued in the next QD Log)



LORAN Station #339 (Nov. 1944 — March 1946)

by John R. Wilson, USCGR

I was attending Pasadena Junior College in California when I received a letter stating that I was selected by my friends and neighbors and the President of the United States to serve in the armed forces. That's right — I had been drafted! I chose the Coast Guard as the Navy had turned me down when I was 17 and I had a friend that I thought had good judgement and was a graduate of the Coast Guard Academy.

I boarded a train and arrived at the USCG Training Station on Government Island, near Alameda, CA. Boot camp lasted three weeks and was good training. The actor, Caesar Romero, was in my group and added a lot of interest to the time. We were mostly 18-20 year old untrained men with little experience at anything. A test was given to each man to determine his best talent potential. I had some electronic knowledge so that was to be my direction. I again boarded a train and arrived in San Diego for radar training at Point Loma. A six-month class was condensed to a meager three weeks, not enough time to really learn but at least we got the basics. We were to be housed at the Navy Training Station but one night was enough to realize that neither the accommodations or the food was adequate for some spoiled Coast Guard people. We moved the following day to the USCG Air Station in San Diego and even got a van for transport — much better! We received our diplomas on May 25, 1944 and returned to San Francisco to a transfer barracks at Bay and Powell Streets. It was a converted warehouse near Fisherman's Wharf. I was there three weeks awaiting assignment but at least I had liberty every night and weekend. It was great bumming around the city but it wasn't helping the war effort. One day a friend said there was a chance for me to volunteer for a great assignment. he said, "You will not find better duty in this war," so, without any further information, I accepted.

We loaded a ship, partly by hand, around the clock. The ship was the *Menkar (AK-123)* and it was 441 feet in length with a 57-foot beam. LCDR Niels Thompsen was the commanding officer. He and a chief gunner's mate appeared to be the only experienced seamen on the ship. Most of us were new to the sea. We sailed beneath the

Golden Gate Bridge into the Pacific and wouldn't see home for the next two years. That night and the following day I really thought I had mde a big mistake. The entire world was off balance and I was seasick. To compound things, someone turned the wrong valve and dumped most of the fresh water overboard. Saltwater showers really aren't all that bad though. By the second night I was okay and had a good appetite for dinner. A storm hit us the next day with immense swells but I was fine. After some target practice and instruction in the operation of the ship we docked at Oahu near Honolulu. I left the ship for a temporary stay on Sand Island next to the Italian POW camp. as soon as I was granted liberty I bussed over to the Kaimuki district to see a friend I had known all my life. He and his wife were glad to see me and arranged a luau for the following Saturday, complete with pig roast and beer — a great party!

I had been on Oahu about a week or so when I boarded a Pan Pacific PBY and flew south to Canton Atoll, with a stop at Palmira Island for fuel. The landing at Canton was made on the second try as the waves were six feet and we didn't have enough fuel to return to Palmira as the pilot had hoped. I slept on the beach with the sand fleas as they were better than the bed bugs in the Transient Barracks. Next morning a Coast Guard LCM picked me up and I got my first look at a LORAN Station. This would be my duty for the remainder of the war. It was a new electronic navigational system but there was not a school for us, although others had gone to MIT. The station on Canton Atoll was one of the units in operation and we needed on-the-job training (another crash course). We had regular watches with an experienced person and one of my instruc-

tors was Ed McMahon. There was a British military unit just up the beach from us. They wore white shirts, short pants, white shoes and socks up to their knees.

I'm not sure what they were doing there and they probably didn't know what we were doing either — the island had several functions.

One day I heard a boatswain's mate by the name of Kenny Forman and some other folks were coming in from the Tokelau group of islands in an LCM. The name rang a bell so I asked where he was from. One fellow said he

"You will not find better duty in this war,"

thought it was California and sure enough it was the fellow I knew from South Pasadena. He had loaded the landing craft with 55-gallon drums of fuel and piloted across some 300 miles of open ocean without proper navigational equipment in a boat designed only to land troops on a beach during an invasion. Kenny and I spent a lot of time on the coral reef across the channel admiring the tropical fish. One day I spotted a manta ray directly under me.

It was so close I could touch it. I heard they were harmless but it was nearly 20 feet across and looked big enough to be dangerous.

After about two weeks I flew to Baker Island on a C-47 for a week or so of more on-the-job training. The sand island, which was used as a weather station before the war, is about a mile long and three quarters of a mile wide with a metal landing mat extending across the island, and one lonely tree. Someone said the Japanese had strafed the island the day after Pearl Harbor, killing the two men assigned there. The island was home for thousands of “goonie birds” (albatross) which were very graceful in the air but awkward on land. On my third day there a Japanese sub surfaced nearby so everyone not on watch broke out guns, although none of them could do any damage to a sub. The sub remained surfaced for more than an hour, then left, but it certainly made for a change in the monotony.

I returned to Canton Atoll in the C-47 and then flew to Tarawa Island where I got my first look at the results of war. It had been some time since the invasion there but the destruction and smell remained. There were bunkers and trenches all along the beaches and scarcely a palm tree standing without major damage. I joined two other LORAN folks and we flew to Makin Island where we refueled and continued on to Majuro Island, where we spent the night before continuing on to Kwajalein in a different plane. Next we arrived at Eniwetok Island, where we stayed for a couple days before flying to Sipan Island. The C-46 we took had a broken tail wheel but there were no spare parts available on Eniwetok. We landed on Sipan without incident but the plane wouldn't be taking off again before repairs were made. Just as we left the plane we heard a siren and three Marines came running across the field. They said Japanese kamikaze planes were headed our way but luckily all were shot down first. Our ship, the

Menkar, was in the harbor so we got onboard. Sipan was secured on July 31st but the mop-up wasn't complete until October. My companions and I flew to Tinian island and waited until Nov. 9th to fly to Guam. Tinian was finally secured on Jan. 1, 1945.

We landed at Tryan airfield in a C-47 and waited for the rest of our people to gather. The *Menkar* docked in Apra Harbor Nov. 11th and unloaded our equipment and supplies, enough to last

for the next two years. That was a sobering thought. Everything was loaded onto trucks, including 20 LORAN people and 50 construction detachment men with their equipment and tools. Our convoy proceeded north through 25 miles of jungle to the station site. The jungle got thicker the further we drove and the last few miles were totally blocked but a bulldozer managed to create a usable road without much effort. A road had been there before the war for the coconut plantations. The jungle will totally claim an area in about three months. In my free-time I later used this road many times to get supplies from the Naval Supply Depot at Sumay, about 25 miles south by road. The station site was about a mile and a half southwest of Ritidan Point, the northern most point of Guam, and on the edge of a 180-foot cliff where we could see some of the deepest ocean in the world. We could also see Rota Island that was still occupied by the Japanese. The temporary site was cleared and tents set up. Mosquitoes were big and yellow jackets small but we learned how to cope with both and it didn't take long to appreciate mosquito netting. Our station had seven quonset huts, a wooden frame garage, a water tower and tank, a food storeroom covered with canvas, two walk-in refrigerators, and a canvas-covered outhouse. One hut was for the LORAN and radio equipment, one for the diesel generators, one for the galley and mess, one for the recreation and stores, and the remaining three for barracks. All of this and the 110-foot radio poles were operational in 10 ten days after our arrival, a record time for this type of station.

Within three weeks the construction people were gone and we were standing our regular watches and guard duty. This routine continued around the clock for about three months until we got the attack dogs and their handlers, which ended any potential security problems. We were a monitoring station for three sending stations — Sipan,

Mosquitoes were big and yellow jackets small but we learned how to cope with both and it didn't take long to appreciate mosquito netting.

Cocos, and Ulithi Islands. We had a real cook who could do wonders with Spam and bully-beef. Hacker could also do well with the local crops like french-fried Mother Hubbard squash and venison. Horton, our baker, made fresh bread every day without fail and the weevils didn't distract from the good taste of the bread.

Northwest Airfield was completed about February or March of 1945, mainly for the B-29 Super Fortresses although there were also P-38 Lightnings and P-47 Thunderbolts. This was a big boost for us and we were able to get some things that we otherwise wouldn't have. The XX1 Bomber Command crews came to visit our station to see where the new navigational signals were coming from and asked if there was anything they could get us. Of course we already had a list prepared — washing machine and a motion picture projector. The work we did was relied upon after a B-29 crew got lost in a storm returning from a bombing mission to Japan and used LORAN as a last resort. They were only 1700 yards off when they arrived at Sipan after 16 hours in the air. This event convinced them to reduce their fuel and increase their bomb loads. We never asked where they got the washing machine!

We had been at Unit #339 about a year when a Chamoro family moved in across the road and built a saw mill. They cut and milled a wood called "ethyl". Some of it was used to panel ADM Nimitz's offices at Agana. A few times we hiked down a gully to the beach for swimming and fishing. You could walk out on the coral about 200 yards and then one more step was straight down. I dove down 15 feet or so but looking on down was totally black. We always had a guard on duty when we were down there.

One afternoon in 1945, three of us were on the trail to the beach. Paul Scampo and I were out for some fishing. The jungle was dense in this area on the way to the canyon that leads to the beach. A rifle shot came through the jungle on our left and a twig and leaf fell from just above my head. We all hit the ground and Scampo jumped back up and ran back to the base. We later found out we went face down into a yellow jacket nest. The sniper was nowhere to be found so Paul and I returned, our fishing discouraged for the day. Back at the base, Scampo's face was swollen and even his mother wouldn't have recognized him.

One night, about 2 a.m., I was awakened by rifle fire. The base came alive and there was a Japanese soldier within our compound, one of several times we had trouble with them stealing. The next morning we found blood on the 8-foot fence he went over. This problem went away after we got the attack dogs. The dogs and their handlers were a great help. Our guard duty was reduced by half and the Japanese were not so much repelled by us as they were the dogs.

I believe our primary purpose was to support the B-29s. LORAN was new and like all new things had to be proven. I watched the construction of Unit #339 from start to finish and only once was there a casualty — when a bulldozer operator was shot by a sniper. Coral made an excellent surface for the airfield. The aircraft mechanics were continually servicing aircraft and, since it rained part of most every day, they built a pipe frame and covered it with canvas to roll over the B-29 engines so they could work 24-7 under cover.

We did a lot of reading and playing cards during the little off-time we had. Mostly, we stood our watches and kept the place clean. Once, some people from the Island Command came out for a visit. We dug into our seabags to find enough uniform items

to be presentable. Ordinarily our dress of the day was short pants and shoes with the toes cut out. Normal temperature in Guam is 85 degrees with 90-100 percent humidity. We had a lot of trouble with skin diseases we called "jungle rot" and Doc and the pharmacist's mate painted them with medicines of various colors but open air was the best solution. We simply cut the toes out of our shoes and took daily showers.

Ultimately, the B-29 bombing of Japan brought about the end of the conflict in the Pacific. Japan had already lost the war when we successfully invaded the Mariana Islands and of course, in August of 1945 the atomic bombs were dropped and that about ended all the fighting.

I think it was late 1945 when CDR Jack Dempsey and his followers came to our base on the north tip of Guam. It was an "attaboy" visit and he stayed for lunch. Being a fighter, he gave us some pointers, saying, "Don't be concerned about this ju-jitsu stuff, just hit them." He also said that his first fight was a street fight with bare knuckles

"I have no idea what the operation of this unit is but if I don't get any bad reports I'll sign whatever you generate."

ENS R.G. Bowman, C.O.

and he made \$5.

On the day the war was declared over, our CO, Ensign Bowman came out with a full case of hard liquor. Officers were allowed a quart per month and the CO didn't drink. By afternoon, Hiram Brown, the CO and I were the only sober ones on the base. We stood the watches that afternoon, all night, and part of the next day.

Ensign Bowman was an auditor in civilian life. Prior to our initial operation he got us together for our first orders. He said, "I have no idea what the operation of this unit is but if I don't get any bad reports I'll sign whatever you generate." For the next year and a half he did just that.

Coast Guard Unit #339 was abandoned and we moved south near Agana, combining with Unit #335. I was relieved in April 1946 and got a ride on a USCG LORAN test plane (a PB4Y2). We landed at Oahu following two stops. I boarded the aircraft carrier *USS Roosevelt* for the trip to San Diego. We were all anxious to once more be in

the U.S. We spent one agonizing day in sight of San Diego before entering the bay and docking. From San Diego it was a short bus ride to San Pedro and the following day, May 5, 1946, I was honorably discharged without any ceremony but with my final pay and streetcar fare for my trip home to Pasadena.

The experience of being in a strange environment isolated with 20 other young men, learning to live with a loaded rifle and the constant threat of Japanese still living in the area near the jungle was a fast way to grow up. R.G. Bowman, R.L. Bernard, and Ed Bartley were great guys and always supportive of our efforts. We believed that what we were doing was not only important but saved many lives, especially of the B-29 crews that may not have found their way back before running out of fuel. We are proud of the work we did and everyone strived to do their best.

Going to the 2011 Convention?

The 2011 CGCVA Convention/Reunion at the Crowne Plaza Dulles Airport Hotel will be one to remember so make your reservations NOW! Not only is there a fantastic tour planned but the hotel is located in very close proximity to a multitude of historic sites and shopping areas.

Within one-quarter mile of the hotel you will find the Worldgate Centre (across the street from the hotel), Elden Street Marketplace, and Herndon Parkway Crossing.

Restaurants within walking distance of the Crowne Plaza include Taco Bell; Wendy's; Bertucci's; and of course Houlihan's within the Crowne Plaza Hotel.

Just one-quarter mile from the hotel, at the Worldgate Centre you will find the following restaurants: A-Deli Italian Food & Wine; The American Cafe; House of Wing; Charlie Chiang's; Cold Stone Creamery; The Grill Room at Marriott Suites; Pamir Kabob House; Matsutake Japanese Restaurant; Pho 2000 Vietnamese Restaurant; Qdoba Mexican Grill; Starbucks; Subway; Supper Club of India; Tara Thai; T.G.I. Friday's; and TurCuisine. The Worldgate Centre also houses the Phoenix Theatres Worldgate 9; the Worldgate Sport & Health Center; and the Serenity Spa & Wellness Center. Go to: www.worldgatecentre.com for a map of shopping center.

Also just one quarter mile from the hotel is the Elden Street Marketplace where you will find Baskin Robbins; Hunan Cafe; Einstein Bagels; Giant Food Store and

Pharmacy; and a Virginia ABC Liquor Store.

At the Herndon Parkway Crossing you will find Masala Wok; Foster's Grille; Grill Kabob; and Potbelly Sandwich Shop.

So, regardless of your food choices you will find what you like nearby.



CGCVA Small Stores

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

CGCVA Baseball Cap

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

CGCVA Baseball Cap (NEW ITEM)

Embroidered CGCVA emblem, \$22.00. Will sew on up to six gold letters on back of cap for additional \$3.00. Limited number of caps as this is a trial item. Colors royal blue, navy blue and black. "Stretch-Fit" (no plastic strap on back).

Books

"Coast Guard Navy of WWII" by William Knight. **\$21.00**.
"Coast Guard Action in Vietnam" by CGCVA member Paul Scotti **\$21.00**. Coast Guard Combat Veterans, Turner

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

CGCVA Garrison Cap

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

Patches

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

Auxiliary News

Hello All:

We are never too old for change and surprises. Many have happened for the Scotti Family recently. Paul's mom at age 94 is moving to a new apartment. We have been busy with helping her pack and getting settled once again. She had lived in the old apartment for 29 years. She had things under and behind everything in her small apartment. What a bonanza we found when we opened an old suitcase and found it full of photos of family members who are long gone. We will make sure we have copies of them to put on our walls of photos. Mom Scotti already thinks we live in a museum with all the photos and mementos from our travels during our Coast Guard time and then in our RV lifestyle. For those of us who love to have our memories out where we can enjoy them it is a wonderful experience.

Paul had a surprise when Martin Lindahl who was the CO of the *Point Dume* called and came to visit for lunch one day in early January. Paul hadn't seen him since 1967

in Viet Nam. I had never met him and enjoyed getting to know him. I look forward to meeting his wife. He says they will come for a visit soon.

My January birthday is usually shared with a nephew-in-law and a great nephew who live in the area. This year they had their own celebration and I had mine. Our daughter and family decided to surprise me by showing up from out of state. Now, that makes for a special time. They gave me a spectacular crystal chandelier for my dining room. An item I've always wanted but never expected to have. There were a dozen family members here the next day for a party. This makes for a memory for all of us.

Coming up will be more birthdays and parties. Then it will be off to Virginia for the CGCVA Reunion. We will look forward to more surprises with friends to see, new people to meet, and things to do. We look forward to seeing each of you.

Liz Scotti
CGCVA Auxiliary President
(321) 474-0007

Coast Guard Combat Veterans Association
**PHILIPS VAN CAMPEN TAYLOR
 SCHOLARSHIP AWARD**



One scholarship for \$2000 is being offered in recognition of academic excellence in the areas of Science, Technology, Engineering or Math (STEM)

STUDENT

.....
 Last Name First Middle Initial

 Street Address

 City State Zip

 Age Date of Birth Social Security Number

 Telephone Email

 Signature Date

SPONSOR

.....
 Last Name First Middle Initial

 Street Address

 City State Zip

 CGCVA Expiration Relation to Applicant

 Telephone Email

 Signature Date

OFFICE USE ONLY

.....
 Received By Date
 Complete Yes No Approved Yes No

 Award Date Presenter Date Mailed

QUALIFY

- be 17-19 years of age
- have a 3.9 GPA
- be a relative of a current CGCVA member
- be pursuing a minimum 4-year degree in Science, Technology, Engineering or Math (STEM)
- able to show financial need

INCLUDE

- at least two letters of reference (sponsor, teacher, pastor, etc.)
- proof of GPA
- a picture and bio outlining your career goals in the STEM arena

DEADLINE

Application with supporting documents must be received on or before **June 1, 2011**

SEND PACKAGE TO:

**Baker Herbert
 P.O. Box 544
 Westfield Center, OH 44251**



semper paratus
 ALWAYS READY

Agent Orange Exposure Update

A ships list has been developed (and continues to be updated) as a resource for VA regional offices to determine whether a particular Navy or Coast Guard veteran of the Vietnam era is eligible for the presumption of Agent Orange herbicide exposure based on the operations of the veteran's ship.

The presumption of herbicide exposure requires that the veteran's service involved "duty or visitation in the Republic of Vietnam." For those veterans who served aboard ships operating primarily or temporarily on the inland waterways of Vietnam, their service involved "duty" in Vietnam. In such cases, the evidence must show that the ship was on the inland waterways and the veteran was onboard at that time. For those veterans who served aboard ships that docked and the veteran went ashore, their service involved "visitation" in Vietnam. In cases involving docking, the evidence must show that the veteran was aboard at the time of the docking and the veteran must provide a statement of personally going ashore. In cases where shore docking did not occur, the evidence must show that the ship operated in Vietnam's close coastal waters for extended periods, that members of the crew went ashore, or that smaller vessels from the ship went ashore regularly with supplies or personnel. In these cases, the veteran must also provide a statement of personally going ashore.

The list includes three categories of ships:

— Ships operating primarily or exclusively on Vietnam's inland waterways.

— Ships operating temporarily on Vietnam's inland waterways or docking to the shore.

— Ships operating on Vietnam's close coastal waters for extended periods with evidence that crew members went ashore or that smaller vessels from the ship went ashore regularly with supplies or personnel.

Ships operating primarily or exclusively on Vietnam's inland waterways include all Coast Guard cutters with hull designation WPB (Patrol Boat), WHEC (High endurance Cutter), WLB (Buoy tender), and WAK (Cargo vessel) during their Vietnam tours.

VA Claims Backlog Update

Veterans Affairs Department officials say they can now see an end to the long nightmare of an ever-growing mountain of disability and compensation claims that has long infuriated veterans and their families. By 2012, they expect dramatic improvements in both the speed and accuracy of claims processing. Progress is difficult to discern now. VA has more than 783,000 pending claims, about 44 percent of them pending for more than 125 days. The total is up by 20,000 since the start of the year. Success should come early in 2012, when the number of claims processed each week will begin to exceed the number of new claims. This will happen once a temporary flood of 200,000 Agent Orange-related claims – the result

of a recent rules change – works its way through the system, possibly as early as September.

Veterans Benefits Information

During my last visit to the VA here in Sioux Falls, SD, I received a copy of Federal Benefits for Veterans, Dependents and Survivors 2010, S/N 051-000-00238-5, published by the Department of Veterans Affairs. It is thorough, informative, and even offered some surprises. The booklet is available free at local VA facilities. You can also order them from: U.S. Government Printing Office at P.O. Box 979050 in St. Louis, MO 62197-9000 at a cost of \$5 per single copy.

Thom Weber





Coast Guard Combat Veterans Association

MEMBERSHIP APPLICATION

(Please Print Clearly)

Personal Data

Name: _____ Date: _____
Last First Init.

Address: _____
Street

City/State/Zip Code: _____

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

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

Address: _____

City/State/Zip Code: _____

Telephone: _____ When There? From: _____ 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 CGCVA member in "Good Standing," stating that you served with him on a particular ship/station during a particular period of time.

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

Signature: _____ Date: _____

Dues: \$30.00 for two (2) years. Amount of Membership Dues Enclosed: \$_____ **Make checks or money orders payable to: CGCOMVETS** and mail to: Gary Sherman, LM, CGCVA National Secretary-Treasurer, 3245 Ridge Pike, Eagleville, PA 19403. Phone: (610) 476-8061. E-mail: cgcva@comcast.net

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

**COAST GUARD COMBAT
VETERANS ASSOCIATION**

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A bust of Coast Guard Petty Officer 1st Class Douglas A. Munro and a replica of his Medal of Honor is displayed aboard the cutter Munro for the crew Jan. 14, 2011. Munro was killed in action during the World War II Battle of Guadalcanal rescuing 500 stranded Marines earning him the Medal of Honor, the nation's highest honor for military personnel. (USCG photo by Petty Officer 3rd Class Jonathan Lally)



Retired Army Maj. Drew Dix, left, retired Marine Master Sgt. Richard Pittman, center, and retired Marine Col. Jay Vargas, right, stand with a bust of Coast Guard Petty Officer 1st Class Douglas A. Munro on the cutter Munro Jan. 5, 2011, honoring the memory of his heroic actions during World War II. Dix, Pittman and Vargas were part of a ceremony on the cutter presenting to the crew a bust of Munro and a replica of his Medal of Honor. (USCG photo by Petty Officer 3rd Class Jonathan Lally)