



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 23, Number 4

Winter 2008



Reunion Time Nears!

*Sign Up Now For April CGCVA Reno Reunion:
Deadline for CGCVA Rates is March 27th!*

Great news! The good folks at Atlantis have lowered our room rate from \$ 89/night to a very affordable \$75/night. Use the Reunion/Convention forms inside to register early and sign-up for the Virginia City tour, CGCVA Business Lunch or Auxiliary Friendship Lunch, and the Awards Banquet where we honor our Coast Guard Person of the Year.

Sad News:

*Association Loses Three Significant
Life Members Over the Holidays:*

— CGCVA Past National President John W. "Jack" Campbell, veteran of D-Day, dies on December 23rd.

— Sen. Claiborne Pell, retired USCGR captain and WWII veteran dies on January 1st.

— Longtime CGCVA Chaplain, retired BMC Bill Miller dies on January 1st.

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Coast Guard Combat Veterans Assn.

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Terry O'Connell, LM, National Vice President
Baker W. Herbert, LM, National Secretary
Bill Ross, LM, National Treasurer

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Ernest "Swede" Johnson, LM
One-Term
PNP Robert J. Maxwell, LM
Michael Placentia, LM

ADMINISTRATIVE OFFICE*

National Secretary
P.O. Box 544 6629 Oakleaf Drive
Westfield Center, OH 44251
Phone: (330) 887-5539
E-mail: USCGW64@neo.rr.com
Website: www.coastguardcombatvets.com
*use the Administrative Office for contact with the CGCVA on all matters.

THE QUARTERDECK LOG

Editor In Chief -- PNP Ed Swift, LM
(Send submissions to swiftie1@verizon.net)

AUXILIARY OFFICERS

Shirley Ramsey, National President
Rene O'Connell, National Vice President
Jane Maxwell, National Secretary-Treasurer

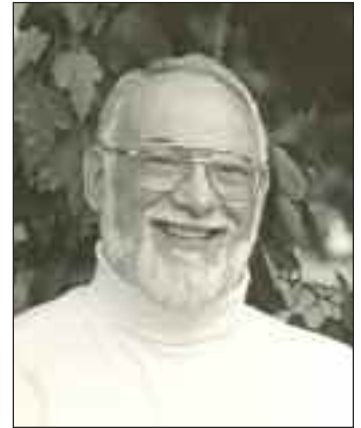
APPOINTED OFFICERS

Thomas W. Hart, LM (By-Laws); PNP Robert J. Maxwell, LM (Convention Planner); Patrick E. Ramsey, LM and Floyd Hampton, LM (Membership); Mike Placentia, LM (Parliamentarian); Paul C. Scotti, LM (Historian); Josh Sparrow (Awards); Thomas Huckelberry, LM and Floyd Hampton, LM (Service Officers)

From the President

Be A QDL Booster

Our quarterly magazine is an outstanding bearer of current and historical Coast Guard information. It is our Association's face and personality. Without it we would be virtually invisible. The quality of the magazine comes with a price though. Currently, it consumes 62% of our annual income. The QD Log Booster Club was conceived in 2005 to help defray printing and distribution of the publication. So, if you have a few bucks to donate from time-to-time I encourage you to send them to our Administrative Office with the notation "QDL Booster Club." Make checks payable to CGCVA. No amount is too small and offerings are tax deductible.



Paul C. Scotti

Scholarship Program

Do not miss this opportunity. We are offering three \$2,000 scholarships this year! These education awards for students in Science, Technology, Engineering, or Math are made possible by the joint generosity of Kristin Taylor, her husband Dr. Andy Chang, her sister Melissa Shecter and Qualcomm. The form with requirements is in this issue of the *Quarterdeck Log*. Get moving members. Go to General Quarters and get your qualified relatives sponsored.

Tamaroa Is Alive

Before she became a Coast Guard cutter in 1946, *Tamaroa* was commissioned *Zuni* in the Navy, in 1943. As a 205-foot long fleet tug, *Zuni* earned four battle stars and supported combat vessels during the Iwo Jima invasion. *Tamaroa* was decommissioned in 1994 and since then has been drifting about in search of a homeport. The latest effort to save the vessel is the The Zuni Maritime Foundation, which will register her as *M/V Zuni/Tamaroa*. The plan is to restore to operational status for use in sea training, fundraising, and media cruises. The Coast Guard comman-

(continued on page 27)

Next QD Log deadline is May 1, 2009.
Please email articles and photos to the editor
at: swiftie1@verizon.net

Dec. 19, 2008 — Port Clinton, OH. USCG Port Security Unit 309 returned home to Ohio on Dec. 19th following a six-month deployment to the Middle East. The 152-person unit, based in Port Clinton, Ohio, traveled to the Middle East for Operation Enduring Freedom to conduct anti-terrorism and force protection for U.S. operations. The unit is one of 27 deployable, specialized units that conduct law enforcement, respond to hazardous material releases and ensure port safety. The PSU 309 personnel are trained to provide protection, both in the water and on land, for shipping and port facilities around the world. They have been deployed three times since 2001.

(Editor's Note: All members of PSU 309 who completed this most recent deployment are now eligible for an initial free membership in the CGCVA.)

Dec. 19, 2008 — New London, CT. The Coast Guard Foundation has chosen a waterfront lot at Fort Trumbull to build a new museum and has appointed a president to the National Coast Guard Museum Association to start raising money for the project. The long-planned museum dedicated to the U.S. Coast Guard will be built on the so-called Parcel 1 off Nameaug Street Extension, according to Anne Brengle, president of the Coast Guard Foundation. A portion of the 10-acre site was originally slated for a hotel and conference center in the Fort Trumbull Municipal Development Plan, and the museum was to have been located on a different part of the Fort Trumbull peninsula that was not on the waterfront. Brengle said the plan now is to eventually share the waterfront property, and parking, with a hotel. Since the site is on the waterfront, there is potential for the 60,000-square foot museum to have access to several piers, she said. "The secret to the success of this is partnership," she said. "It's getting everyone working together." A museum is still five or six years away, but developments over the past year have pushed the project ahead, Brengle said. "It's a priority for the Coast Guard," she said. "It's just very, very exciting. We are at the pinnacle of everything that's come before this." The Coast Guard is the only military service that does not currently have a national museum to recount the institution's history, service and missions.

(Kathleen Edgecomb, The New London Day)

Jan. 5, 2009 — Newport, R.I. In four minutes of perfect precision, the U.S. Coast Guard's Ceremonial Honor Guard brought U.S. Sen. Claiborne Pell's body into Trinity Church beginning at 8:41 a.m. One of the honor guard members spoke commands as the other five followed, "Step, step, step" as they were pulling the casket out of the hearse. He paused, then said, "Heads." All of them raised their heads and looked across the dark wooden casket at each other. Slowly they walked up a slate walkway that was wet but not icy, up a few stairs and into the north side of the church. The honor guard, led by LT David Block, included six pallbearers, two of whom received Pell Grants, the college grants named after the late senator. Typically, all the presidential ceremonial honor guards would be represented in the funeral of a senator; but Pell, who served in the Coast Guard during WWII and remained in the Coast Guard Reserve until he retired as a captain in 1978, requested the Coast Guard escort his casket.

(Kate Bramson, The Providence Journal)



PSU 309 reports back from their six-month deployment in Afghanistan.



Family members welcome PSU 309 members back home.

Reunion Update

As a final reminder, you will need a current CGCVA membership card to enter our Business Meeting in Reno and the MAA will be checking this closely. Let me know early on if you have any questions about this or if you need a replacement membership card.

Our "Slots Tournament" will be held on Thursday from 0900-1100 so sign up with Baker once you've checked in at the hotel.

For those staying at Atlantis, when arriving at Reno Airport, use the free shuttle to Atlantis. It runs every 30 minutes at quarter to the hour and quarter past the hour.

Good news from the folks at Atlantis... they have lowered the room rate for our group from \$89.00 per night to \$75.00 per night. The cut-off date for our special group rate is Friday, March 27th so please call the hotel and make your reservations early. See the detailed Convention information on pages 15-18 in this issue.

CGCVA Small Stores will be handled on a somewhat limited basis in Reno and I will have a limited number of caps and patches. No books will be available at the convention so if you want any Small Stores items ahead of time, please order them soon. In Reno I will be handling Reunion finances only.

Book Review

Some time back, CGCVA Life Member Wally Cudlipp asked the CGCVA to contact Michael Walling to see if we could sell his book, "Bloodstained Sea — The U.S. Coast Guard in the Battle of the Atlantic, 1941-44" in our Small Stores. I did and Mr. Walling suggested I contact the publisher but I simply didn't get a warm and fuzzy feeling about that. More recently, CGCVA member Bill Donohue, our Cape May representative,

Crossed The Bar

C. William Bailey, LM

Joined: 7-23-2002 CTB: 3-28-2008

Robert P. Brannon, Sr., LM

Joined: 2-15-1993 CTB: 11-24-2008

PNP John W. "Jack" Campbell, LM

Joined: 6-23-1993 CTB: 12-23-2008

Helmer R. Christensen

Joined: 2-7-1990 CTB: 3-18-2007

William K. Espe, LM

Joined: 2-27-1993 CTB: 10-16-2008

Y. W. "Bill" Glazebrook, LM

Joined: 10-29-2002 CTB: 9-15-2008

Waverly R. Hammond

Joined: 3-1-1990 CTB: 2008

John P. Mahoney, Jr., LM

Joined: 4-15-1990 CTB: 11-29-2008

Chaplain William G. Miller, LM

Joined: 3-1-1995 CTB: 1-1-2009

Senator Claiborne Pell, LM

Joined: 2-17-1988 CTB: 1-1-2009

Bernard C. Webber

Joined: 8-28-1987 CTB: 1-24-2009

sent me the book and I did start reading it when I had a chance, which was somewhat infrequent. Then CGCVA Life Member Poliski from Sault Ste. Marie, MI wrote me telling me about the book and how every Coast Guardsman should read it. Needless to say, I finished the book so here's my review:

From the beginning, this is a fascinating history of what our Coast Guard did between 1941-44, which actually starts with the sinking of the British ship SS Athenia on Sept. 3, 1939. In June of that year the Coast Guard only had 11,000 members but by September it was authorized 2,000 more. Rescue operations in the North Atlantic were started immediately by the Coast Guard as was the "Neutrality Patrol" which was directed at Greenland and to some extent Iceland.

The story of the U-boats and the Coast Guard cutters is the best I've ever read and the details are graphic and accurate. Michael Walling certainly

did extensive research. The details are so well stated that the reader is actually there, feeling the cold, pulling in the survivors and dropping the "ash cans". We see the workings of the "Huff-Duff" high frequency radio direction finders and most of all the history of the very brave Coasties who worked under extreme circumstances to protect our convoys and save those who were the victims of the U-boat wrath. There are wonderful quotes from individuals who were there, both Coast Guardsmen and those who were rescued. Highly recommended. A very good read!

Fraternally and Semper Paratus,

Baker

"Farewell Jack Campbell, we hate to see you go.

But the mighty powers of heaven are something we don't know.

We will meet you later on and when we do, we'll steer our rudders

Cross your bow and ask you how you like God's Coast Guard cutters."

USS Bisbee Reunion

Former shipmates of the *USS Bisbee* (PF-42) will hold their 31st annual ship's reunion April 26-31, 2009 in conjunction with the Coast Guard Combat Veterans Association at the Atlantis Casino Resort Spa -- Reno in Reno, NV. We will also be celebrating the *Bisbee's* 65th anniversary since she was launched at Long Beach, CA. For further information, contact: **Thom Weber** at (605) 332-1709. Email: loftyginger@hotmail.com.

USS Gallaway Reunion

All Hands from the USCG-manned Attack Transport *USS Gallaway* (APA-35) are invited to attend the ship's 43rd reunion October 12-16, 2009 at the Grand Plaza Hotel in Branson, MO. Contact: **Wallace E. Shipp** at 11240 John Kline Ln., Broadway, VA 22815-2687. Ph: (540) 896-1194.

2009 National Memorial Day Parade

The 2009 National Memorial Day Parade in Washington, DC is now accepting applications for the 5th Annual Parade, scheduled to step off at 1400 on Monday, May 25, 2009. This parade has grown to be a significant event in Washington, DC in just a short time. Information on the event and applications for parade marching units can be obtained at (610) 431-1121 or email: undersunpr@aol.com. You can also visit the parade website at: www.nationalmemorialdayparade.com. Completed parade application forms should be mailed to Todd Marocco, Coordinating Producer/Memorial Day at 882 South Matlack St., Suite 202, West Chester, PA 19382.

USCGC Chase Reunion

The CGC Chase Association will hold its 4th biennial reunion on July 17-19, 2009 at the Falmouth Inn, 824 Main Street, Falmouth, MA 02540 (Cape Cod). All shipmates from all eras are welcome to attend. Reservation Phone: 1-800-255-4157. Web: www.falmouthinn.com. Contact: Terry, but anyone will help you. Cost is \$145 per night plus taxes. They have 50 rooms set aside until April 30th. Chase

Welcome New Members

A hearty "Welcome Aboard!" to the following new CGCVA and Auxiliary members. New member names are **boldfaced**, followed by sponsors' names (in parentheses):

OCTOBER 2008

Samuel R. King, LM (Baker Herbert) and Scott A. Rae (CGCVA Website).

NOVEMBER 2008

Jack D. Naus (CGCVA Website); Anthony J. Warren (BMCM Mark McKenney); James B. Chamberlin (CDR Ray Houttekier); and William R. Fischer (Butch hampton).

DECEMBER 2008

Paul E. Grutsch (Pat Ramsey); Richard C. Williams (The Association); Peter J. Bouffard (Pat Ramsey); Peter a. Rossi (Butch Hampton); and Jesse O. Rowe (Marcel Bujarski).

JANUARY 2009

Theodore B. Gangsei (Pat Ramsey); Alfred Philips, LM (The Association); Harold R. Brock, LM (Baker Herbert); Lauren Kowalewski (CGCVA Website); and CDR James E. Kenney (CGCVA Website).

Association contact is **Pete Levine**. Ph: (617) 930-8887 or **Chris Wood** Ph: (860) 684-4170 or e-mail: chasepres@verizon.net. A field trip to Woods Hole is being planned.

CGC Eastwind Reunion

Former shipmates of the *USCGC Eastwind* will hold a reunion June 12-14, 2009 at the Ramada 1776 Historic Williamsburg, 725 Bypass Rd., Williamsburg, VA 23185. Contact: **LeRoy Grant**, Eastwind Association Treasurer at P.O. Box 292, Albany, NH 03818. Ph: (603) 447-6040. Email: junelee.1@roadrunner.com. For hotel info, go to: www.ramadainn1776.com.

Rolling Thunder XXII

Rolling Thunder, the annual motorcycle demonstration for POW/MIA's and Veterans issues will be held during

A penny saved is obviously the result of a government oversight.

Memorial Day weekend on Sunday, May 24, 2009. Assembly area is the North Pentagon Parking Lot at 0800. At noon, participants will ride through Washington, DC to the Vietnam Veterans Memorial to pay respect to all who gave their lives and to stress the need for the full accounting of all POW-MIA's. For details, contact Rolling Thunder, Inc. at P.O. Box 216, Neshanic Station, NJ 08853. Ph: (908) 369-5439. Website: www.rollingthunder1.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. Since the last *QD Log* issue, the following recruits have received the CGCVA-sponsored Physical Fitness Award:

SA Peter A. Ward (November-180) of Baltimore, MD, reports to *USCGC Spencer*, Boston, MA.

SA Alexander E. Jobe (Oscar-180) of Phoenix, AZ, reports to USCG Station Chetco River Harbor, OR.

SN Mark R. Prijic (Quebec-180) of Milwaukee, WI, reports to USCG Group/AirSta North Bend, OR.

FN Andrew D. Lyon (Romeo-180) of Philadelphia, PA, reports to *USCGC Active*, Port Angeles, WA.

SN Nikkolas E. Kemp (Sierra-180) of San Jose, CA, reports to *USCGC Long Island*, Valdez, AK.

SA John H. Lowenstein (Tango-180) of Baltimore, MD, reports to *USCGC Swordfish*, Port Angeles, WA.

SA Eric B. Bereveskos (Uniform-180) of Indianapolis, IN, reports to USCG Station Niagra, Youngstown, NY.

Remembering Bill Miller

I was saddened to hear about Bill. He retired as BMC and was stationed up in Maine a good portion of his career with the majority of his time on weather ships and a buoy tender. We had a few drinks together at each convention as you can imagine and I was the one who talked him into becoming our Chaplain (which I had to get him drunk before he agreed). Afterwards, several of us went to his VFW Post in San Diego and informed the bartender that Bill was now our chaplain

and they were to treat him with respect. The bartender when she got her breath back couldn't believe what we had told her. Bill gave me hell for telling them and laughed that they didn't believe that we were that nuts!! He was a great drinking partner and we had a lot of fun at the reunions.

PNVP Ed Burke, LM

Remembering Jack Campbell

"Jack was a Coast Guardsman of the highest order — his enthusiasm for, dedication to and love for the Coast Guard were inspirations for all of us. We, of the retired community, owe him so very much for all his efforts to bring us together. Rest well, my friend, we are so much better for your friendship but you will be missed. With respect and Semper Paratus." **VADM Thomas Sargent, LM**

"With, Respect and Dignity, I will remember this Coast Guard hero. He was and will continue to be forever in my mind as a fellow Coastie who cared for all. Fair winds, Jack." **Robert MacLeod, LM**

"Jack was sponsored by PNP, the late Dick Stent. Jack was 100% Coast Guard, wanted the CGCVA Members at Cape May to wear the fore n' aft cap, Coast Guard shirt with CGCVA and combat area patches, loved the CGCVA watch and achievement certificate presentation and was just an all around good guy who put quite a bit of his personal funds into our programs. Jack was our personal friend, the few times we played 'Spades' with Jack and Bubs were



CGCVA PNP Jack Campbell (left) and CGCVA member Terry Lee at a Recruit Graduation ceremony at USCG Training Center Cape May, NJ.

priceless. Marylou and I are so very glad that we have a CGCVA because, in addition to our CG friends that we have known while in the CG we have been able to meet so many more great CG dedicated people. Jack will again be with his fellow 83-footer Coasties who have crossed over. One thing is for certain, Jack knew we all loved him.”
Semper Paratus Shipmate! **Baker Herbert, LM**

Jack Campbell loved visiting USCG Training Center Cape May and was there for the change of command on May 22, 2008. (l to r) CGCVA member Terry Lee, CAPT Cari Thomas, CAPT Sandy Stosz, PNP Jack Campbell, and CGCVA member Bill Donohue.



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:

Andrew Sloto	Steve Patersen	F. R. Wingate	CDR Ray Evans
Dorothy Evans	Shannon Brooks	Sam King	Edward Bartley
John Milovancevic	Bill Ross	David Koons	Ed Burke
Robert Kanning	Nicholas Rossi	Rodney Young	CAPT Leroy Reinburg
Kenneth Dossett	Harold Steindler	Joseph P. Martin	Robert Oxenger
David Koons	Rose Ross	Nancy Burke	Henrietta Siodlowski

In Memory of PNP Jack Campbell:

Carol Bowie	Michael Bowie	Chris Hatfield	Christopher Hatfield
Peter Kennedy	Ethel Kennedy	Sandra Rubino	Sue Readwin (UK)
Stanis B. Mihm	Joseph Whalen	Mary Whalen	Dennis Readwin (UK)
Dora Siciliano	Sheldon Vogel	Ann Vogel	Baker Herbert
Marylou Herbert			

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.

All Hands Modernization Update

To the Men and Women of the United States Coast Guard:

Last summer I announced that the coming year would be a vital period for our Service's pursuit toward a more agile, flexible and responsive organization. As we embark on a new year, I wanted to take this opportunity to personally remind you that real changes are taking place for our

Service. The start of 2009 has already seen major Modernization milestones, and I am pleased to provide you the highpoints of our recent progress toward a modernized Coast Guard.

On January 15, 2009, we took a critical step toward building our mission support organization when we realigned the reporting chains for the Atlantic and Pacific Maintenance and Logistics Commands (MLCs) from the Area Commanders to the Coast Guard Chief of Staff. The Chief of Staff will become the Deputy Commandant for Mission Support (DCMS) upon Congressional authorization. For details on the MLC Realignment see the "MLC Realignment" post at: www.uscg.mil/modernization.

On January 16, 2009, key elements of "Version 1.0" of our new organization were approved including primary functions of the organizational design for our planned Coast Guard Operations Command (OPCOM), Coast Guard Force Readiness Command (FORCECOM), as well as the four Logistics/Service Centers that remain to be established. These centers will be stood up in the immediate future and will bring to life the vision of a unified mission support organization to provide 24-hour customer service, one-stop technical support and assistance for all maintenance, logistics, and supply matters that go beyond the expertise of the unit. In my last Modernization update, I shared with you that we still need legislative authority to fully implement our Modernization changes and this is why we are starting with "Version 1.0."

On 26 January, the Surface Forces Logistics Center (SFLC) and the Asset Product Office (APO) were established in Baltimore, Maryland. The SFLC will provide the surface fleet with depot level support services. Organized along product lines, including patrol boats, small boats, MECs, HECs/NSCs, ATON vessels, etc., the SFLC will unify support for our surface forces under a single organization just as the Aviation Logistics Center (ALC) has done for our aviation assets since its stand-up on October 30, 2008.

The APO will be responsible for enrolling new assets into the new product line support model. It will support acquisition and life cycle management, and the implementation of integrated logistical support for all legacy and newly acquired assets to ensure

Let Your Name Live On

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

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

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

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

Please remember: The CGCVA is a Non-Profit Association. All donations are tax-deductible.

First-Day Covers Presented to USCG Taney Museum

December 7th marked the 67th Anniversary of Pearl Harbor and the *CGC Taney* was once again the site of a significant memorial ceremony. This year's keynote speaker was ADM Thad Allen, Commandant of the U.S. Coast Guard. Following the memorial ceremony, CGCVA past national presidents' Joe Kleinpeter and Ed Swift, along with CGCVA member ADM Thad Allen, presented framed first-day covers depicting the *Taney's* launching, commissioning and decommissioning to Mr. Paul Cora, curator of the Baltimore Maritime Museum.

PNP Kleinpeter had found the historical covers and donated them for the special presentation while PNP Swift got the three covers, plus an engraved plate, professionally matted, mounted and framed. Mr. Cora gladly accepted the gift and reported only days later that it had been mounted in the captain's cabin on the cutter.

In addition to members of the Pearl Harbor Survivors Association, and numerous veterans from all services and time periods, the Pearl harbor memorial ceremony was attended by quite a number of other 327'er Association members including those from *Bibb, Campbell, Duane and Spencer.*



(Above) Framed first-day covers from USCGC Taney's launching, commissioning, and decommissioning ceremonies. PNP Joe Kleinpeter found the covers on eBay and decided they should be on the ship they represented.

(Left) The framed first-day CGC Taney covers in the CO's cabin aboard Taney in Baltimore Harbor.



cross-programmatic standardization. The APO will work hand-in-hand with each of the Service/Logistics Centers to vastly improve the Coast Guard's ability to deliver operational capability within established economic and schedule constraints.

In February 2009, the Shore Infrastructure Logistics Center (SILC) and the C4IT Service Center (C4ITSC) are scheduled to stand up. The SILC, which will be located in Norfolk, Virginia, will consolidate support provided by our Facility Design and Construction Centers, Civil Engineer-

ing Units, and MLCs. The SILC will provide all depot and intermediate level support for our shore facilities.

The C4ITSC, which will be located in Alexandria, Virginia, will consolidate electronics and IT support, including that provided by the C2CEN, TISCOM, MLC's and Operations Systems Center (OSC) in order to provide depot level information technology support for all mission execution requirements.

On February 13, 2009, the current Personnel Service Center in Topeka, Kansas will be renamed the Coast Guard Pay and Personnel Center. This name change will precede the March 16, 2009 stand-up of the mission support organization's Personnel Service Center (PSC) in Arlington, Virginia. The new PSC will unify, within one service

center, all Coast Guard personnel and human resource support currently provided by the Personnel Command, the Pay and Personnel Center, the Recruiting Command, as well as some functions currently carried out by Headquarters, the MLCs, and ISCs, including services such as housing, MWR, CGES, educational services, health and safety, and work-life.

Although I've listed the intended locations for each of the Centers, this in no way suggests we plan on moving large numbers of people to or from these locations. To better serve Coast Guard operators world-wide, we anticipate establishment of Center detachments and/or detached duty assignments at geographic locations remote from the Centers themselves. A team has been working on the

Poole Quay Ceremony

In November, at the completion of the local service of remembrance at Poole Park, a 12-vehicle convoy from the Military Vehicle Trust, U.K. (MVT) proceeded on the short journey to Poole Quay to place a wreath at the Coast Guard memorial. From this site on the June 6, 1944, Coast Guard cutters known as "the matchbox fleet" sailed from port to protect the invasion beaches stormed by U.S., British and Canadian forces on the Northern coast of France.

The MVT convoy consisted of both wartime and post war vehicles to including a BSA motor cycle, six jeeps (four Fords, one Willys, and one Hotchkiss), a Morris commercial general service lorry, a GMC, a Daimler armoured car (ferret), a humber pig, and a lightweight landrover.

On arrival MVT member Steve Morande spoke about the role of the USCG during WW2. The ceremony ended with the placing the wreath and taking the salute, a way of saying thanks from us to all who served in the fight for freedom.

Ashley Case (MVT)



Dedication



Wreath near the memorial



Line up of vehicles on the quay

concept of enhancing our use of a geographically dispersed workforce (GDWF). For details on the GDWF concept see the “Modernizing How We Work” post at www.uscg.mil/modernization.

On January 22, 2009, unions were provided detailed information for many of these approved design plans. This information included functional realignment of positions, as well as proposed sequential steps to be taken by LANT and PAC Area management for organizational alignment, such as transitioning to numbered staffs prior to the full implementation of OPCOM and FORCECOM pending Congressional approval. We are committed to meeting our bargaining obligations prior to implementing changes in employee working conditions.

As I have stressed since we began to work together to modernize our Coast Guard, the success of our Service is a direct reflection of our people. A primary goal of Modernization is to retain every person in the Coast Guard, and every effort is being made to that end to minimize the effect organizational change has on our workforce.

Over the coming weeks leadership will provide you more specific detail in regard to the Modernization milestones I’ve discussed, including how they may affect or potentially affect you directly.

I encourage you to continue to review the Modernization Section on CG Central, the www.uscg.mil/modernization web site and Commandant's Corner 2.0 in order to stay “smart” on the exciting future we are building for our Service.

Thank you for the dedicated commitment you give the world’s best Coast Guard — our Coast Guard. Semper Paratus!
ADM Thad Allen, Commandant

Vince Patton Receives “Mack” McKinney Award

On Jan. 24, 2009, retired Master Chief Petty Officer of the Coast Guard (and CGCVA member) Vincent W. Patton III was honored with the Mack McKinney Award from the Down East Chapter of the Non Commissioned Officers Association. The award is presented to those who demonstrated professionalism, dedication and service to the country and its military over a sustained period of time, according to the organization.

Patton is the director of Community Outreach, also known as “Military.com,” the largest Web site devoted to

the military community, covering benefits, information and transition. In addition, he is chairman of the editorial board for the U.S. Naval Institute and serves on the board of visitors for the National Defense Intelligence College.

He was the first African-American to hold the Coast Guard’s senior-most enlisted ranking position as the Master Chief Petty Officer from 1998 to 2002. He earned his doctorate of education in 1984 from American University in Washington, D.C., while on active duty. He received a master of theology in applied religious studies from the Graduate Theological Union in Berkeley, Calif. after his military retirement.

Patton said the award meant a lot to him because Mack McKinney was a personal friend and a mentor. “This is one of the biggest highlights of my life,” he said.

“In the 20 years I knew Mack, both personally and professionally... we really bonded. He taught me, particularly on active duty, the kinds of things to say and do to care for people. You have to feel blessed to have had a person like him in your life.”

Suzanne Ulbrich

The Jacksonville (NC) Daily News

A World War II Memory

At the end of WWII, the *USS Bisbee* and other frigates in our division were to be turned over to the Soviet Union in compliance with our Allies’ lend-lease agreement. I was among the skeleton crew remaining onboard to train the Russians. As we signed off our individual departments we were released for new assignments or discharged. Being in the ordinance department, my job was to train the operation of the range finder. A point system was established, releasing us according to



FCl/c Thom Weber at Range Finder Station on USS Bisbee in 1945 at Pearl Harbor drydock for repairs, prior to his next assignment in the Aleutian Islands.

length of service and combat duty overseas. I had more than enough points to qualify for immediate discharge.

My next stop was Ellis Island, NY, which was used for holding Coast Guard personnel waiting for release. Upon arrival I was assigned a bunk, a place for gear, and told I'd be there about two weeks. I was allowed to go on

liberty every day, reporting back by 8 p.m. My home in New Jersey was an hour bus ride away. After all details and instructions were in place, and anxious to see my wife (I hadn't seen her since I left for the South Pacific two months after our wedding), I dashed to a bank of telephones, about 15 of them, all in use by servicemen calling home to their loved ones. My wife worked at Western Electric HQ on Broadway in New York City, just two blocks from the Ellis Island dock known as "The Battery". When she answered my call I told her where I was and that I would meet her in front of Trinity Church on Broadway in 30 minutes. She said she couldn't leave her office. Being fresh from the rugged three years of war at sea, and feeling very 'brassy', I told her if she didn't come down I would come up and get her. That did it. She not only came down but she was given the rest of the day off, compliments of an understanding boss. I received special permission to go home for 24 hours.

During my second week at Ellis Island I was summoned to the CO's office. Entering with apprehension and not knowing what to expect, his broad smile as I saluted was a relief. He informed me that due to my participation in the liberation of the Philippines at Leyte Gulf, I was to represent the Coast Guard as part of an honor guard in a ticker-tape parade up Broadway for General Jonathan Wainwright, who had been held prisoner by the Japanese on the island of Guam. The three other honor guard members represented the Army, Navy and Marine Corps.



USS Bisbee (PF-46) had a Coast Guard crew from 28 February 1944 to 28 April 1945.

We assembled at the Battery, positioning ourselves around the general's car, led by the U.S. Army Band and followed by cars with the Mayor of New York City and other political dignitaries. We stepped off to the stirring "Stars and Stripes Forever". Almost immediately, paper began fluttering down on us from the high-rise buildings along Broadway... It was thrilling! After the

speeches, General Wainwright turned to the honor guard seated directly behind him and humbly thanked each of us for our service (he had been briefed ahead of time regarding our respective war backgrounds). We each returned sharp salutes in recognition of his kindness.

That evening at dinner, on a special overnight leave due to the occasion, my wife told me of the parade she watched that day at work and how she threw paper down from her 14th floor office window on "some war hero". We both had a good laugh when I told her who the hero was and who else was with him wading through the tons of ticker-tape.

FC1/c Thom Weber

Weather Patrols Follow-Up

I read with interest the story about USCG involvement in Weather Patrols by Bob Marzen and the addendum by CDR Ray Evans. I too remember well that type of duty.



CGC Mojave (WPG-47) in 1943. The cutter rescued 293 survivors from the Army transport Chatham on 27 August 1942.

Notices & Association News

The *CGC Mojave (W-47)*, a 256-foot cutter carrying a complement of 90 men during peacetime but with added armament increased the full crew to 250, participated in three weather patrols during WWII. In January and February 1942 we captured weather data off the Azores. Our March patrol was somewhere in the North Atlantic.

In all three patrols we carried personnel from the Commerce Department's Weather Bureau. These civilians would inflate balloons with gas, attach telemetry devices and send them aloft. The gathered data was given to our radiomen who would break radio silence and send it to the USCG radio receivers in Alexandria, VA. This would occur about every four hours and immediately after each

transmission the ship would scamper in zig-zag patterns to avoid detection by German subs. The weather at the sites often was less than calm.

The *Mojave* sailed from Norfolk, VA on Jan. 6th for its first 1942 patrol. Aboard as crew members were 33 apprentice seamen, including myself, who had been sworn into service only a week earlier in Baltimore, MD. After our swearing-in ceremony, we were sent to Curtiss Bay Station where we received clothing, boxed up our civilian clothes for mailing home, and then trucked to a Wilson Line excursion ship which powered down Chesapeake Bay to Norfolk.

There had been other 'boots' at Curtiss Bay who had

Death of an Honored CG Veteran

The following is the text of ALCOAST 627-08 regarding the passing of PNP John W. "Jack" Campbell:

"It is with deep regret that I announce the passing of a prominent World War II Coast Guard veteran, John W. "Jack" Campbell. Mr. Campbell was 84 years of age, and served until the end as a true ambassador of the Coast Guard.

Born on February 17, 1924 in Long Branch, New Jersey, Mr. Campbell was sworn into the Coast Guard on December 12, 1942. After being designated a gunner's mate he was assigned to CG Flotilla 1 in Poole, England, a primary staging area for the D-Day operations.

During the D-Day invasion of Normandy, France on June 6, 1944, Mr. Campbell was assigned to the 83-foot boat USCG-49, which operated near the landing areas as a rescue craft.

After he left the Coast Guard, Mr. Campbell exhibited great dedication in ensuring that those who braved enemy fire to land troops on hostile foreign shores would not be forgotten. By bringing their histories to life he brought honor to our Service and the Nation.

He became a life member of the Coast Guard Combat Veterans Association and served as their national president from 2001 to 2002. A few of his many accomplishments with the CGCVA include the establishment of a Coast Guard memorial in Poole, England and beginning the sponsorship of the Recruit Training Award for Physical Fitness. Mr. Campbell regularly attended Training Center Cape May graduations until recently to present that award, and inspire thousands of our newest guardians.

In recognition of his contributions, he was named an honorary Coast Guard Chief Petty Officer in December 2007. His life long commitment to his Country and Coast Guard was an inspiration for all Guardians. His passing is a great loss for all of us.

VADM Vivien S. Crea, Vice Commandant, USCG



Members of the USCG Ceremonial Honor Guard serve as casket-bearers during the funeral for PNP Jack Campbell. Jack's internment was at St. Catherine's Cemetery in Spring Lake, NJ.

been there drilling, etc., for six weeks before we arrived but they were not with us for the trip to Norfolk or when we went aboard the *Mojave* so scuttlebutt developed that we were being transported to the boot camp in New Orleans. However, like most scuttlebutt, this was at best a poor rumor.

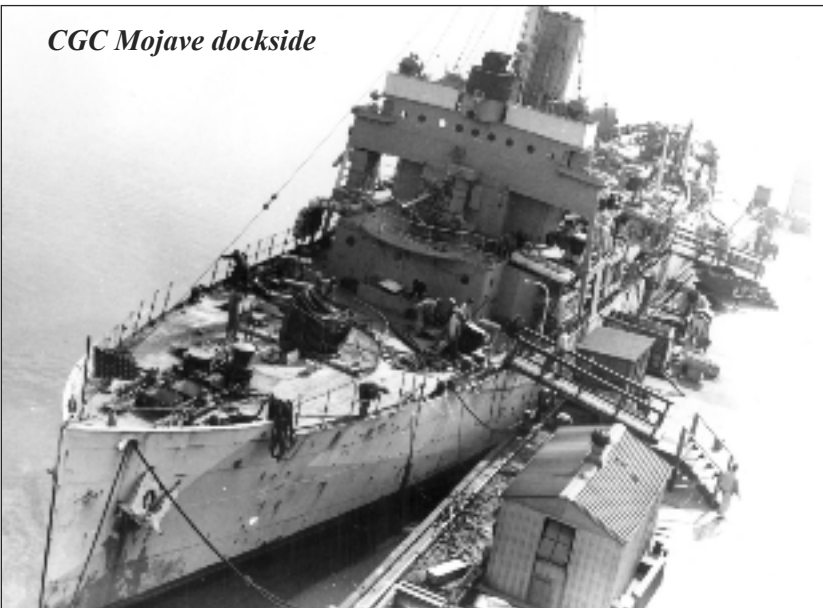
On Jan. 10th, General Quarters sounded and 33 'boots' who had no physical exams, no shots and no battle stations stood watching fellow shipmates scurrying to their battle stations. Eventually we were ordered to go below to the mess deck and sit in a circle, out of the way. Several weeks later we received inoculations and six weeks after boarding the *Mojave* we received our pay records. Of course by that time we were way too salty to be sent to a training camp.

Twice while on weather station, the *Mojave*, a single screw, steam-driven vessel, lost suction. I'm not an engineer but I do know that when suction is lost all power ceases, except flashlights, and the ship turns broadside to oncoming waves. That inactive period lasted about 16 hours. During the "lost suction" periods the *Mojave* had two lifeboats swung outboard from second deck davits and the waves rolled just under their bottoms. Weeks later someone provided a copy of *All Hands*, a Navy publication. It carried a story which stated a new deck paint had been invented which would prevent crew members from slipping even if their ship rolled four degrees. We never stored any of the new Navy paint in our paint locker.

CDR Grogan was commanding officer of the *Mojave* during those weather patrols. He crossed the bar recently but prior to his passing he was reported as the oldest living graduate of the Coast Guard Academy. The *Mojave* went on to join the Greenland Patrol doing mostly convoy duty. She was decommissioned in the 1950's.

Art Ungerleider, LM

CGC Mojave dockside



Civilian Friends vs. Veteran Friends

CIVILIAN FRIENDS: Get upset if you're too busy to talk to them for a week.

VETERAN FRIENDS: Are glad to see you after years, and will happily carry on the same conversation you were having the last time you met.

CIVILIAN FRIENDS: Have never seen you cry.

VETERAN FRIENDS: Have cried with you.

CIVILIAN FRIENDS: Keep your stuff so long they forget it's yours.

VETERAN FRIENDS: Borrow your stuff for a few days then give it back.

CIVILIAN FRIENDS: Know a few things about you.

VETERAN FRIENDS: Could write a book with direct quotes from you.

CIVILIAN FRIENDS: Will leave you behind if that's what the crowd is doing.

VETERAN FRIENDS: Will whip-up on a crowd that's left you behind.

CIVILIAN FRIENDS: Are for a while.

VETERAN FRIENDS: Are for life.

CIVILIAN FRIENDS: Have shared a few experiences...

VETERAN FRIENDS: Have shared a lifetime of experiences no citizen could ever dream of...

CIVILIAN FRIENDS: Will take your drink away when they think you've had enough.

VETERAN FRIENDS: Will look at you stumbling all over the place and say, 'You better drink the rest of that before you spill it!' Then carry you home safely and put you to bed...

CIVILIAN FRIENDS: Will talk crap to the person who talks crap about you.

VETERAN FRIENDS: Will knock the hell out of them... for using your name in vain.

COAST GUARD COMBAT VETERANS ASSOCIATION
**REUNION/CONVENTION
REGISTRATION FORM**

26-30 April 2009
Atlantis Casino Resort Spa-Reno
3800 Virginia Street
Reno, Nevada 89502
(800) 723-6500

Room Rates: Single or double occupancy \$75.00 plus 12% tax (current). An energy surcharge will be in effect during periods of dramatically increased costs of energy. A surcharge of \$3.00 per room, per night will be charged to all hotel guests.

**PLEASE BOOK YOUR ROOM
DIRECTLY WITH THE HOTEL**

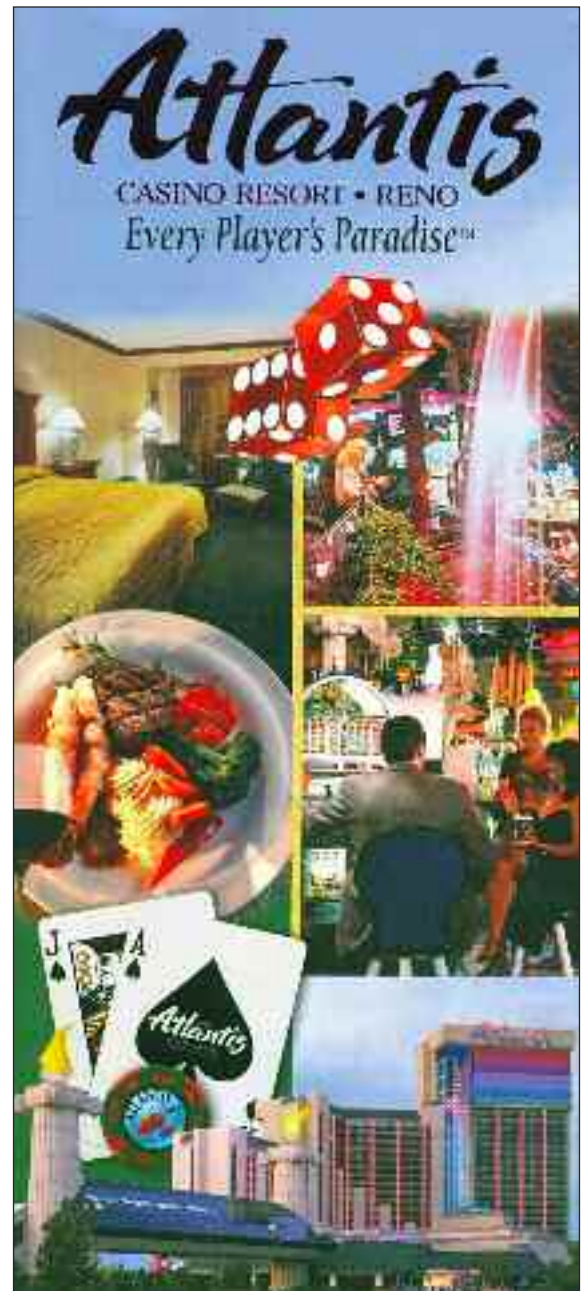
(Be sure to let them know you are with CGCVA)

There are NO early or late rates, only the days of the convention. Cut-off date for getting the CGCVA rate is March 27, 2009.

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

Name(s) to appear on Badge(s):

Registration/Tour/Lunch/Banquet Reservation Form

CGCVA REGISTRATION

EARLY: Received by 26 March 2009
\$20.00 per person or \$32.50 Couple

LATE: Received after 26 March 2009
\$25.00 per person or \$37.50 Couple

Registration Fee : Single: _____ Couple: _____ Total: _____

TOURS/LUNCH/BANQUET	COST	HOW MANY
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<u>Tuesday, April 28th</u> Bus trip to Virginia City departing hotel at 9 a.m. and returning by 2 p.m.	\$25.00 ea.	X _____ = _____
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<u>Wednesday, April 29th</u> 11:30 a.m. CGCVA Business Meeting/Lunch (Add \$5.00 after 26 March 2009)	\$22.50 ea.	X _____ = _____
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<u>Wednesday, April 29th</u> 11:30 a.m. CGCVA Auxiliary Friendship Lunch (Add \$5.00 after 26 March 2009)	\$22.50 ea.	X _____ = _____
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<u>Thursday, April 30th</u> Cocktail Hour 6-7 p.m. (Cash Bar) Awards Banquet 7 p.m. (Add \$10.00 after 26 March 2009)	\$40.00 ea.	X _____ = _____
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POULTRY: _____ **BEEF:** _____ **CHEESE TORTELLINI:** _____

(Note: If you have dietary requirements, advise Bob Maxwell upon arrival)

82-Footer Raffle Tickets (see details below and on page 3)
 \$5.00 ea. or 6 for \$20.00 **NO. OF TICKETS:** _____ **TOTAL COST:** _____

TOTAL AMOUNT ENCLOSED FOR ABOVE ITEMS:
 \$ _____

PLEASE MAKE ALL CHECKSPAYABLE TO:
“CGCOMVETS”

A 1/32 scale 82'er model (30" long, 16" tall with a beam of 5.25", constructed of hard wood with brass, zinc or poly resin parts will be raffled off at the Thursday evening Awards Banquet. Advance tickets may be ordered now so, if interested, please indicate number of tickets desired and total cost above.



COAST GUARD COMBAT VETERANS ASSOCIATION

REUNION/CONVENTION ITINERARY

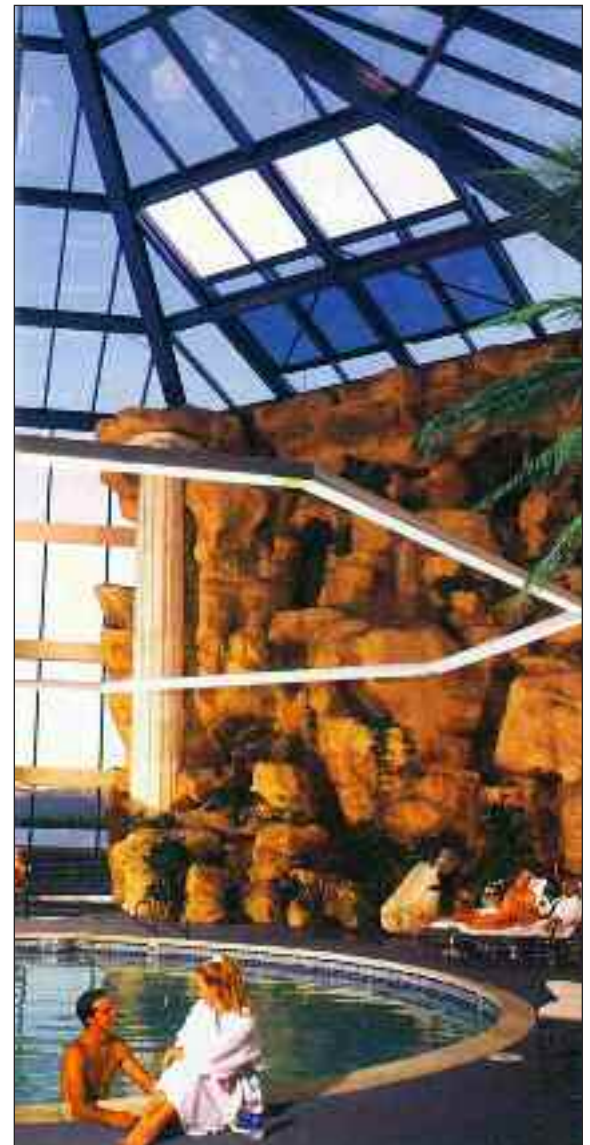
26-31 April 2009

Atlantis Casino Resort Spa-Reno
Reno, Nevada 89502



- Sun., 26 April** **4 p.m.** — Board Meeting of CGCVA Officers, Trustees and Appointed Officers, followed by dinner.
- Mon., 27 April** **9:30 a.m.** — Hospitality Room & Registration/Information Desk open until 2:45 p.m.
3 p.m. — Opening Ceremony. Hospitality Room reopens following Opening Ceremony.
- Tues., 28 April** **8:45 - 9 a.m.** — Load bus for Wild West Tour in Virginia City, NV. Bus departs hotel at 9 a.m. and returns by 2 p.m. (DO NOT FORGET YOUR TOUR TICKETS)
- Wed., 29 April** **9:30 a.m.** — Hospitality Room & Registration/Information Desk Open until 11 a.m.
11:30 a.m. — CGCVA Business Meeting & Luncheon and CGCVA Auxiliary Friendship Luncheon. (BE SURE TO BRING YOUR LUNCH TICKETS).
Guests of CGCVA are invited to the Auxiliary Friendship Luncheon unless a separate meeting luncheon has been arranged for their group. The Hospitality Room will reopen at the conclusion of the CGCVA Business Meeting.
- Thurs., 30 April** **9:30 a.m.** — Hospitality Room & Info Desk open until 6 p.m.
9-11 a.m. — Slots Tournament (sign up at Reunion. Cost and site TBA).
6 p.m. — Cocktail Hour (Cash Bar)
7 p.m. — Awards Banquet. Hospitality Room will reopen after Banquet.
- Fri., 1 May** Departure

(Note: Upon your arrival at the Atlantis Casino Resort, be sure to check the times of the events and tours as they are subject to change)



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 your name tag is worn 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.

All attendees that require Handicapped Accomodations must notify the hotel when registering. R/V parking is available for self-contained units at a nominal fee. Check with the hotel about this because you must register with them.

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 CGCVA Convention. If we have overlooked anything, please let us know what it is. At this reunion, there are no rates for early arrivals or late departures.

Refund Policy: Requests for refunds of all payments will be honored for compelling reasons if they are received by **26 March 2009**. Refund requests after that date will be honored after the convention, subject to the availability of funds, after all convention expenses are paid. **Registration fees are not refundable** due to the fact that the monies have already been spent for necessary convention items. **All other refund requests are subject to a \$25.00 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.**

VIRGINIA CITY TOUR

“Relive the Old West... Be a Pioneer for a Day!” Ascending from the Truckee Meadows, your Reno Ambassador will set the mood for the day by sharing the history of the Great Bonanza Trail and the gold seekers who blazed the first trails for the white man into the area.

Virginia City, once the richest place on earth! Guests will hear the many “rags to riches” and “riches to rags” tales that surround Virginia City. The silver and gold discoveries had tremendous impact on the entire country as evidenced by Nevada being made a state because the Union needed Virginia City’s riches to finance their Civil War effort.

After arriving, you’ll be escorted through the town — see historic mines, the old red light district and the mansions built by the mine owners and supervisors. Browse the old-time shops and see such things as the Suicide Table at the Delta Saloon or just stroll the boardwalk imagining what it was like back in the Old West.

While you and other guests may not write a book about the region, everyone will certainly bring back memories to last a lifetime. The Reno Ambassador will be with the group throughout the tour, not only to share their knowledge of the area, but to ensure that all the activities run smoothly and that we have someone along to answer questions and make sure that a “good time is had by all.”

Fort Drum, Philippines

As one enters and exits Manila Bay, there is no more arresting sight than a ruined concrete fort jutting out of the sea with four big guns pointing seaward.

Passengers of ships passing near the island usually gawk at the ruined fort, wondering what it is. In all my trips to Mindanao for the past three years, I have heard no one identifying the fort correctly.

The ruined concrete fortification is Fort Drum, formerly El Fraile Island, a concrete battleship, the only unsinkable battleship in the world, and one of the greatest military fortifications of all time.

Fort Drum is a historic island and military fortification. It deserves to be promoted as a tourist spot, and its story is worth retelling.

Philippine defense became the United States' responsibility when it annexed the country in 1898. As part of its defense plan for its new colony against future invaders, the United States fortified four islands at the mouth of Manila Bay beginning 1909 up to 1913.

The four islands were Corregidor, Caballo, Carabao and El Fraile, which became Fort Mills, Fort Hughes, Fort Frank, and Fort Drum, respectively.

War Plan Orange

According to War Plan Orange, the forts were to deny enemy warships from entering Manila Bay and to provide assistance in Bataan where Filipino and American soldiers were to fight a delaying action for six months.

Of the forts, Corregidor was the biggest and most important; however, El Fraile or Fort Drum, the smallest, was the most unique. It was shaped like a battleship complete with a forecastle. No wonder Fort Drum was also called USS Drum — because passengers of passing ocean liners often mistook it for a ship, albeit a strange one.

To build Fort Drum, the US Army Corps of Engineers cut El Fraile, a small rocky island to the mean water line, and, using the rock as foundation, erected a concrete fortification shaped like a battleship. The "battleship" was 240 feet long, 160 feet wide, and 40 feet above the water line. The walls were 30-40 feet thick and the deck 20 feet deep. Inside, there were four levels connected by an axial tunnel



Fort Drum as it appears today.

running through the island.

Fort Drum bristled with 11 guns: Battery Wilson, a rotating turret with two 14-inch guns that can sink any known warship within 22,500 yards; Battery Marshall, the rotating turret at the front, also with two 14-inchers; Battery Roberts, a casemated battery with four 6-inch guns for minefield defense; and a battery of three 3-inch guns

two of which were anti-aircraft guns.

In addition, Fort Drum had two 8-foot searchlights for night fighting. A garrison of 200 men were stationed at the fort.

It took 11 years to construct Fort Drum, from 1909 to 1919. When it was completed, it was considered impregnable to all known armaments then, and impregnable it turned out to be.

Pearl Harbor

War came to the Philippines with the bombing of Pearl Harbor in December 1941. Fort Drum received its baptism of fire when Homma's air force bombed Corregidor and its sister islands on Dec. 29, 1941, and again on Jan. 2-6, 1942.

Fort Drum was hardly nicked. Corregidor was heavily damaged, but not its guns, the anti-aircraft taking an appreciable toll on Japanese planes. The raids were costly and did not impair the fighting capabilities of the fortified islands. Thus, the Japanese stopped the bombing until later.

Beginning Jan. 25, when the Usaffe was ensconced in



Fort Drum as it looked during WWII with a U.S. Navy ship in the background.

Bataan, the Japanese began emplacing artillery pieces in Ternate, Cavite, to shell the island forts. The battery, commanded by Maj. Toshinori Kondo, commenced shelling on Feb. 5 with four 105-mm guns and two 150-mm howitzers. The prime target on the first day was Fort Drum, which was hit 100 times without effect.

From then on, Kondo's fire on the four islands became regular. It intensified in mid-February with the addition of two more 150-mm howitzers.

The defenders responded with their big guns, but they were handicapped by lack of forward observers to give them the exact locations of Kondo's guns. Only after Maj. Jess Villamor successfully took aerial photos of the Japanese batteries did they score direct hits.

By late February, the fire from Kondo's guns had diminished. But while Kondo's fire was slackening, the Japanese were emplacing ten 240-mm howitzers in the Pico de Loro hills in Calumpang, Cavite, close to Fort Frank. This new artillery detachment under Maj. Masayoshi Hayakawa started unleashing deadly shells against the four islands on March 15.

Hayakawa's shells, the deadliest in the Japanese arsenal, damaged most of Fort Frank's guns. Fort Drum's two searchlights and two anti-aircraft guns were destroyed, but not its 14-inch batteries even though many shells landed on the top, sides and face of the turrets.

Fortunately, Hayakawa's monsters were pulled out to Bataan on March 22 to join in the final assault of the peninsula. By then, Fort Drum was pock-marked with hits from Japanese shells which chipped at least four inches of

concrete.

Following the surrender of Bataan on April 9, 1942, the Japanese prepared to take Corregidor and its sister islands.

On April 11, the Japanese started shelling Corregidor,

Fort Hughes, Fort Frank, and Fort Drum with 110 guns ranging from 75 mm to 240 mm. The guns of Corregidor, Fort Hughes, and Fort Frank countered as best they could, but it was an unequal artillery duel.

The Japanese not only had more guns but

also had observers on the ground and in the air with sensitive instrument for range-finding the islands' batteries. Moreover, an average of 50 Japanese bombers had been bombing the islands since March 24. The defenders could lob only a few salvos before being plastered with Japanese



Fort Drum as it looked before its dramatic facelift.



Fort Drum after the U.S. Army Corps of Engineers construction.

shells. But the guns of Fort Drum were never silenced, affording the defenders much needed protection.

Japanese shellings and bombings intensified on April 29, Emperor Hirohito's birthday. To get rid of the pesky guns of Fort Drum, the Japanese subjected the fort to a

glide-bombing attack which effected only a minor misalignment of Battery Marshall. The intense bombing-shelling continued for the next four days.

By May 5, Corregidor's guns had been silenced, except for one 12-inch 1898 mortar of Battery Way and a few roving 155- and 75-mm guns which had not disclosed their positions.

On the night of May 5, the Japanese launched their 2-battalion Corregidor invasion force. The gallant defenders destroyed two-thirds of the invaders, but the remainder made a successful beachhead with armor and three tanks.

The defenders were outflanked, and reinforcements were immediately shelled by Japanese guns to keep them from containing the invaders. General Wainwright had no choice but to surrender Corregidor on May 6.

Through all these, Fort Drum's guns continued to blaze until minutes before the surrender.

The Americans returned on Oct. 20, 1944, and started the liberation of the Philippines. By Feb. 3, 1945, a flying column had reached Manila and a month-long battle liberating Manila from the Japanese ensued.

While the battle of Manila was raging, the Americans started clearing the fortified islands of Japanese to open Manila Bay for shipping. Fort Drum was the last to be liberated.

To liberate Fort Drum, which was impregnable to gunfire, the Americans devised special tactics. On Friday, April 13, a Landing Ship Medium (LSM) pulled up along-

side Fort Drum and discharged two platoons of soldiers by means of a specially built ramp on top of the LSM. One platoon consisted of crack snipers to cover every opening where Japanese soldiers may appear. The other platoon comprised engineers assigned to plant demolition charges.

When the charges were in place, a Landing Craft Mechanized (LCM) that had also sidled alongside the fort poured 3,000 gallons of oil into one of the vents while explosives were dumped into another vent. The fuses were lit, and the LCM and LSM moved to a safe distance. The charges were detonated, resulting in a series of explosions that hurled Fort Drum's one-ton, one-meter diameter manhole cover 50 meters straight up into the air.

It was not until April 18 that the Americans could enter the fort. They discovered 65 charred bodies.

Today, Fort Drum stands a ruined hulk in the mouth of Manila Bay, no longer defiant but still unsinkable. But sadly, Fort Drum and nearby Fort Frank are neglected as tourist spots.

The Coast Guard's Role at Pearl Harbor

On the quiet Sunday morning of 7 December 1941, an initial attack force of 183 Japanese naval aircraft attacked ninety-four ships of the United States Navy at Pearl Harbor. This strategic surprise attack on America's largest Pacific naval base truly became a day of infamy. Today it is clearly



USCGC Taney (WPG-37); CO: Comander Louis B. Olson, USCG. Taney was homeported in Honolulu; 327-foot Secretary Class cutter; Commissioned in 1936; Armament: two 5-inch/51; four 3-inch/ 50s and .50 caliber machine guns.

Feature Articles

the most recognizable of all American battles or events. Historians have well documented the Navy's role in the attack, but have all but forgotten that Coast Guard vessels also participated. The Coast Guard, while only a small force at Pearl Harbor, actively took part in the battle.

President Roosevelt began transferring portions of the Coast Guard piecemeal to the Navy several months before the attack. In May and June various vessels were transferred, the 14th Coast Guard District went under naval control in August, and the whole service that November. All six of the Coast Guard's 327-foot cutters were transferred to the Navy at least a month before the rest of the service due to their value as escort ships. Stationed in Honolulu were the 327-foot cutter *Taney*, the 190-foot buoy tender *Kukui*, two 125-foot patrol craft, *Reliance* and *Tiger*, two 78-foot patrol boats and several smaller craft. At the time of the attack, *Taney* lay at pier six in Honolulu Harbor, *Reliance* and the unarmed *Kukui* both lay at pier four and *Tiger* was on patrol along the western shore of Oahu. All were performing the normal duties for a peacetime Sunday.

At 6:45 am while on regular patrol, *Tiger*, intercepted a dispatch from the Navy destroyer *Ward* that claimed the destruction of an enemy submarine. Thirty-five minutes later, *Tiger* detected an underwater object on her rudimentary sonar apparatus near Barber's Point. Believing that this might also be a submarine, *Tiger* maneuvered to get a better position and stopped both engines to reduce sonar

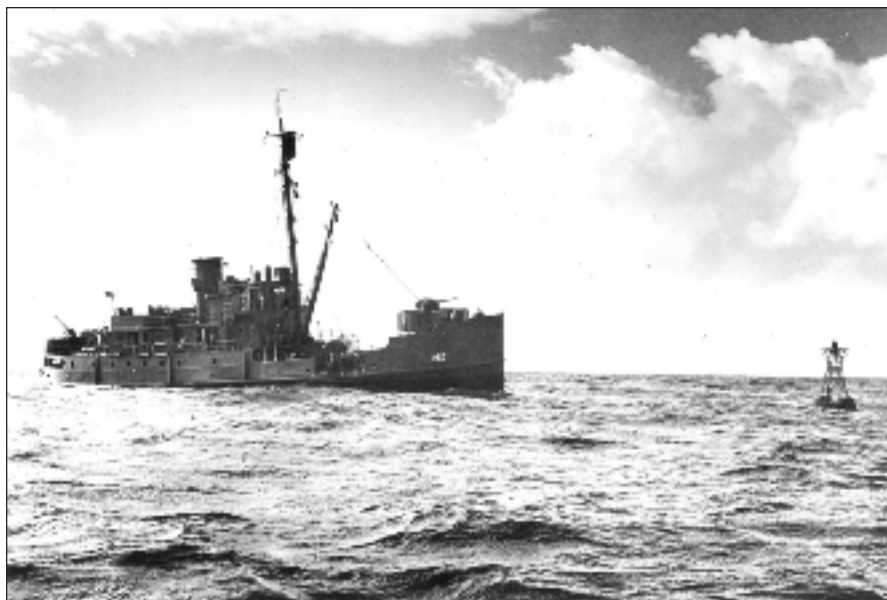


CGC Taney fires on Japanese planes as they fly near the ship in Honolulu Harbor, Dec. 7, 1941. Painting by Keith Ferris

interference. Hearing motor noises, *Tiger* continued trailing the sound toward the harbor entrance. The small cutter tracked the object toward the left side of the channel but abandoned the search when it ran into shoal water.

Tiger continued her patrol toward the Pearl Harbor entrance, passing the open harbor anti-submarine net before 8 o'clock. At around 8 a.m., to the surprise of the men on board, the "buck and a quarter" cutter, came under fire. The fire came from an undetermined source and fell within 100 yards. The *Tiger's* commanding officer, Chief Warrant Officer William J. Mazzoni called the crew to general quarters and observed Japanese planes heading southwest away from Pearl Harbor. The crew manned the anti-aircraft guns, but Mazzoni ordered no return fire because of the extreme range of the aircraft. *Tiger* immediately headed for her designated wartime station off the entrance to Honolulu Harbor. For the remainder of the day the patrol vessel remained at the entrance and observed the air attack.

When the Japanese planes began their attack, the 327-foot cutter *Taney* lay moored at pier six in Honolulu Harbor six miles away from the naval anchorage. After the first Japanese craft appeared over the island, *Taney's* crew went to general quarters and made preparations to get underway. *Taney* had worked out of Honolulu since her commissioning in 1936. While observ-



The USCGC Walnut unexpectedly came under fire near Midway Island during the attack on Pearl Harbor.

ing the attack over Pearl Harbor, Taney received no orders to move and did not participate in the initial attacks by the Japanese. Just after 9:00 the second wave of Japanese planes began their final approach towards the harbor. *Taney* fired on some scattering formations enemy aircraft with her 3-inch guns and 50 caliber machine guns. The extreme range of the planes limited the effect of the fire and the guns were secured after twenty minutes.

Other Coast Guard vessels also participated. The 78-foot patrol boat designated *CG-8*, lay moored to pier 4 in Honolulu Harbor when the Japanese struck. Within minutes the crew of six, led by BM1 Boyd C. Maddox, was at general quarters and getting the ship underway. At approximately 9 a.m., *CG-8* moved to Sand Island to pick up the depot keeper while bombs exploded nearby. The buoy tender *Kukui*, also at pier four, remained there because she had no armament to fight the Japanese. *CG-8* proceeded back across the channel to Kewalo Basin and was strafed by Japanese aircraft while en route. At the basin *CG-8* prohibited the small private vessels and sampans from leaving until Naval Intelligence could clear the owners.

After the two waves of Japanese planes withdrew from Pearl Harbor, Coast Guard small craft secured the port areas, blacked out all navigational aids and stationed guards along the waterfront. *Tiger* maintained a patrol off the harbor entrance during the night. In the darkness overly anxious Army units along the shore fired on the cutter.

The buoy tender *Walnut* also unexpectedly became involved in one of the far actions of the attack. The Japanese sent a force of destroyers to Midway Island to neutralize any American naval forces there. That night, about 1,000 miles northwest of Hawaii, these destroyers shelled Midway Island. At 9:30 pm the unarmed buoy tender, *Walnut* stationed there for ATON duty, observed gun flashes from the northwest. Shells began landing within 100 feet of the ship, but *Walnut* remained anchored during the 30-minute attack. Unharmed, the tender later steamed to Hawaii and received guns and depth charges to safely perform ATON duty during the war.

The role of the Coast Guard during the battle, while not crucial to the outcome is worth repeating. The service would provide invaluable assistance during the war, participating in every theatre and all major amphibious campaigns, providing crucial convoy protection, and ensuring port security and the safe handling of munitions. The Coast Guard was the smallest armed branch but a

major component of the war effort. **Dr. Robert Browning**
Coast Guard Historian

Land Security in a Port Security Unit? — Coast Guard Port Security Unit 311 Deploys to Kuwait

The U.S. Coast Guard Port Security Unit 311, based out of San Pedro, CA., deployed to the Kuwaiti Naval Base Dec. 4, with the Navy's Maritime Expeditionary Security Squadron One (MSRON ONE) as part of the Combined Task Group 56.5, under the Naval Expeditionary Combat Command.

MSRON ONE's mission is to protect the Kuwaiti ports, and all the high value U.S. cargo for Operation Iraqi Freedom coming in and out of theatre, so that supplies can get to the soldiers, marines and sailors throughout the Middle East.

Combined Task Group 56.5 is comprised of MSRON ONE, PSU 311, Communications Division 52, Communications Detachment 521, and Sensor Detachment 522, from San Diego, Boat Division 56 and Boat Detachment 562 from Seal Beach, CA., Boat Detachment 932 from Portland, OR., and Security Detachment 31 from San Antonio, TX.

CTG 56.5 is charged with providing harbor defense and port security to Kuwait and Iraq's seaward approaches and waterways including the Iraqi Oil Platforms, and to provide force protection and escort services to designated assets transiting choke points and in ports.

MSRON ONE embodies the 13th detachment of Maritime Expeditionary Security Forces that have been



Personnel of the Coast Guard Port Security Unit 311, based out of San Pedro, CA, disembark their airplane at the Kuwait Air Port. The Unit has deployed to Kuwait as part of the Navy Maritime Expeditionary Security Squadron 1.

Feature Articles

deployed the 5th Fleet area of operations since the war began.

As the 747 touched down in Kuwait at 0300, an eerie silence fell over the 340 Coast Guard and Navy personnel inside. Where moments before an excited chatter had filled the cabin, now it was quiet.

Presumably, it could have been the almost 19 hours of flying that the unit had to endure, and the journey had finally come to an end, but more that likely it was because of location... Kuwait.

But before the unit even got on the plane, they had gone through months of preparation and training.

“We mobilized about 75 days in advance of the deployment,” said LCDR Ken Stefanisin, Commanding Officer of PSU 311. “Medical, dental, personal screening — a lot of paperwork has to be done to validate that all the people are ready to come over here.” Stefanisin added that the screening includes making sure that they have all the proper medical care and their families are taken care of.”

On top of all the personnel issues, they also had to make sure that everyone had all the training the needed to perform for a seven-month deployment.

“We started looking at all of the essential training requirements that needed to be conducted to meet this mission,” continued Stefanisin. “Because we’re operating

within a combined Navy/Coast Guard integrated command, there was a new aspect (to the training) we had to consider.”

“Coast Guard personnel are learning to operate Navy Boats, the Navy people will be operating Coast Guard boats, so there’s a lot of cross-deck training that had to go on in the boat operations,” Stefanisin added.

“The Coast Guard gave us the opportunity to work (in advance) with the MSRON that we were deploying with,” said LT Craig Jenkins, PSU 311’s Boat Division Officer. “During that time we ran integrated ops, including vessel escorts, security ops, and we had the opportunity to qualify Coast Guard personnel on the Navy 34 (foot) platform.”

Another consideration that they had to take into account was the integration of command staffs into one combined staff operation — jointly working with the Navy personnel to efficiently run the security operations.

“That takes a lot of negotiation in figuring out where people’s skill sets are and how best we can employ them in the right positions,” Stefanisin said.

Part of the training puzzle was also land security operations. Because the security operations on the ground in Kuwait are handled by the Army, special training had to be taken into consideration.

“Landward security is responsible for protecting the rest of the port security unit while we deploy overseas,” said

ENS David Bavencoff, the Asst. Landward Security Officer for PSU 311. “We also provide pier-side security for high value assets that come into port.”

“Because they’re working with the Army, (and) the Army has different requirements, and uses some different weapons systems, we sent them (the land security unit) to the national training center at Fort Irwin, CA for three weeks of preparation training,” said Stefanisin, That gives the PSU additional operational flexibility when working with the Army security forces.

“Any time the Army needs them to augment their secu-



MSRON ONE and PSU 311 stand in formation facing the camera while MSRON FOUR and PSU 309 stand facing away from the camera during a relief ceremony held Dec. 12, 2008 at Camp Patriot, Kuwait.



SN Chicon holds the PSU 311 Guideon during the Relief Ceremony held Dec. 12, 2008 at Camp Patriot, Kuwait. Coast Guard PSU 311 took over the Coast Guard's portion of Port Security in Kuwait from PSU 309 from Cleavland, Ohio.

rity forces, our people are trained up and ready to go at any time, to step into those positions.”

While it took months of preparation and training, two days of travel halfway around the world, and a lot of coordination, the men and women of Port Security Unit 311 and MSRON ONE are here in Kuwait, trained and ready to protect American interests – both on the water and on the land.

**Story and photos by
CWO2 Scott Epperson, USCG**

A Sailor's Brush With History

This is about my short association with then LCDR Samuel Eliot Morrison, USN, who later became an admiral and world-renowned historian. This took place in April 1944 when we met aboard the *CGC Campbell (W-32)*.

The *Campbell* had departed Norfolk, VA with a large convoy of merchant ships bound for the North Atlantic, Mediterranean Sea and ports in North Africa, as we had done several times before. This was the build-up for the invasion of Southern France. Our convoy was UGS 40. Scuttlebutt had it that this task force was going to be different. We had a guest observer on board, LCDR Morrison who was compiling the history of the U.S. Navy.

The *Campbell's* executive officer assigned me to assist Morrison since I was a yeoman working in the ship's office

and I could sort through and type up his notes about the war at sea on a combat ship. He had wanted to observe combat firsthand so he could better understand how to write about it.

Night after night we had General Quarters action stations because a number of submarine contacts on our merchant ships but we had no torpedo hits. This action was not unusual in the North Atlantic but what was different was that we had no losses. New tactics such as air cover from Navy blimps part of the way across, then aircraft carrier-based airplanes for the remainder of the trip, and new detecting equipment (better sonar and radar) were responsible. Also, our combat crews were becoming more skillful at their jobs.

Each ship crewman had a daily workstation as well as a General Quarters action station. I normally worked in the ship's office but my action station was a 3" gun crew, and later on a twin 40mm gun crew.

After we passed through the Straits of Gibraltar we had fair sailing with no action for several days. However, the German spotter planes would be off in the distance as usual. After we passed the North African coast of Algeria on May 11, 1944, we were called to action stations and, although there were no immediate threats, we remained there for several hours without any food or coffee. Finally, the captain came on the intercom and directed one man from each gun station to go to the galley and pick up sandwiches and coffee for their gun crew. I was elected and was just getting back to my station with a large tray of sandwiches and coffee when the captain directed gun crews to commence firing at the German torpedo planes and high altitude bombers coming in from the north (Southern France).

As you can imagine all hell broke loose. *Campbell* went into an emergency hard turn to port, which caused us all to hold on to something or end up rolling on the deck. I threw the food and coffee over the side, jumped into my seat and started firing. The first thing I saw was a torpedo plane heading right toward us without a torpedo. The pilot had already dropped it and that's why we were making such a

fast turn. The torpedo went down our port side and missed us by about a hundred feet or less. As dusk settled in, *Campbell* and the 10 other escort ships lit up the sky with our continuous firing.

The captain was making announcements but we could hardly hear him. There were big splashes in the water around us from the high altitude bombers unloading their racks of bombs. The horizon was full of more torpedo planes skimming the water dropping their fish. *Campbell* was still making emergency turns and those of us on the gun crews were trying to point, train, and fire our guns. The hot shell men and first and second loaders were slipping on all the hot shells on the deck inside the splinter shield from our rapid firing by now, and it was general pandemonium. We had to stop firing and throw the empty shells over the side in order for the shell men and loaders to do their job. Eventually the attack stopped.

The Germans, out of their Southern France airbases had hit us with 30 torpedo planes, 10 horizontal bombers, radio-controlled glide bombs, and the only two submarines they had available in the area. Despite all that our convoy and escort force came through this battle with hardly a scratch. We later learned our combined escort vessels and merchantmen gun crews had severely damaged or destroyed 20 German aircraft. *Campbell* only had some paint chipped off its hull.

This is what LCDR Morrison had come to observe — a

perfectly planned escorted convoy experiencing a concerted German attack with very few losses. He later stated in his book, “History of U.S. Naval Operations in World War II, Vol. X” that, “UGS 40, which inflicted heavy loss on the attacking German aircraft got through with hardly a scratch. Both escorts and merchantmen put on such a superb performance that an effort has been made to preserve this convoy’s composition.”

Two days later we delivered our convoy safely into Bizerte Harbor in French Tunisia. These ships contained the supplies, vehicles and ammunition for the invasion of Southern France that was to come in a couple months.

We then headed west back across the Mediterranean by ourselves. We stopped at Aulsie, Gibraltar on our way through the Straits to drop off LCDR Morrison, then picked up our usual complement of mostly empty merchant ships and tankers to escort back to the States.

I never saw LCDR Morrison again but he did design a “Coast of Arms” for the *Campbell*, which our reunion group proudly displays at every annual meeting.

This was certainly an exciting time for me (an 18-year-old Texan who had never been out of his home state of Texas before WWII). It was my brush with history and a historical figure. Only many years later did I understand who Morrison actually was and the extent of historical works that he produced during his lifetime.

Ed Mergele



USCGC Campbell as she looked in World War II.

Auxiliary News

Dear Auxiliary members:

Hope you had a wonderful Christmas and your New Year will be great as well. I'm looking forward to seeing all of you in Reno despite the mess the economy is in.

Valentine's Day and Easter are just around the corner yet it seems as if we just celebrated them. I believe the days have wings because they are truly flying by.

I recently spoke with Rene and she reported being

snowed in. She said there was about 7 inches on the ground where she lives in Missouri and it was very cold with the wind blowing even though there was bright sun. Our conversation included comparing aches and pains and decided we were simply getting old.

Oh well... the Reunion is on the horizon so here's hoping to see you soon. Be careful and don't forget our boys and girls who are fighting for us!

Shirley

From the President

(continued from page 2)

dant's office suggested that the Foundation contact our Association for assistance. Anyone interested in volunteering to restore *Tamaroa* or make a private donation go to their website www.zunimaritime.org or telephone **Tom Robinson** at (804) 240-4065.

Coast Guard: An Adventurous Life

If someone wants a life of adventure he does not have to join the French Foreign Legion because exotic places and arousing missions abound in the United States Coast Guard. I recall my surprise in 1978 when one of our 13th District officers was sent on temporary duty to Saudi Arabia. Don Kneip, who later became one of the founders of our Association, was sent there to evaluate the Saudi Arabian Coast Guard, or as it was more properly termed, Frontier Force. He found a serious lack of trained technicians and no enginemen to speak of. The government bought new boats and if one broke down it would be discarded and replaced by another new one. Kneip learned about a different culture and became a fairly good camel rider.

Today, things are no different. You will find Coast Guard members in Afghanistan and at Embassies around the world. Coast Guard rescue swimmers risk their lives



Don Kneip in Saudi Arabia.

throughout the year jumping from helicopters into violent seas to save lives. Now, Coast Guard members have entered the U.S. Navy SEAL program.

Coast Guard officers serve as military aides to the President of the United States and one of their tasks is to carry the "football" for the President. This is the satchel holding information and authorization codes to launch a nuclear attack. When the president is in the White House it is kept in a secure location where a military aide may quickly retrieve it. When the President is out and about the military aide with the approximately forty-five pound satchel is close by, even if the President is jogging.

Reno Reunion

I look forward to seeing you at our Reunion/Convention. The gathering is a friendly respite from one's daily routine. The fellowship is good and the sea-stories always get better. For Vietnam War veterans brush up on your wartime tales as Texas Tech University interviewers may be descending upon us to gather oral histories of your time in Vietnam.

Enjoy life...it's an adventure!

Paul C. Scotti

TRICARE Payment Methods to Change

Beginning in 2010, (TRIWEST) TRICARE Prime beneficiaries who pay enrollment fees will need to make their fee payments via electronic means, according to a spokesperson for TRIWEST. If you are enrolled in TRICARE Prime as a retired servicemember, the family of a retired servicemember, a survivor or an eligible former spouse the electronic payment will be required. These changes mean that those TRICARE enrollees who pay enrollment fees will be required to pay them by one of the following methods: (1) allotment from the sponsor's retired military pay, (2) electronic funds transfer from your financial institution, or recurring credit card. To register and get started, visit the TriWest website.

TRICARE Guidelines for Travelling

Here are guidelines to insure that your TRICARE service is available if you plan to travel. Prior to your departure, verify that your information and your family's information is up to date in the Defense Enrollment Eligibility Reporting System (DEERS).

Pack your uniformed services ID card and TRICARE Prime/TRICARE Prime Remote enrollment card, which you may need to present if you need medical care or prescriptions refilled. Call the number (1-877-874-2273) on the back of your enrollment card to find out what to do prior to seeking care or if you are hospitalized. Schedule any routine care with your Primary Care Manager (PCM) before you travel. Urgent care must be coordinated in advance with your PCM.

More \$22 Drugs

On Jan. 8th, a Defense Department advisory panel recommended moving some nasal allergy and asthma medications to the third tier, or \$22 copay level.

Drugs proposed for the higher copay include Beconase AQ, Rhinocort Aqua, Omnaris, Veramyst, Patanase, and Nasacort AQ. Five medications would remain available at lower copay levels, including Flonase, Nasarel, Nasonex, Astelin, and Atrovent. The Asthma inhaler Maxair and the inhalation solution Alupent also will be moved to the higher \$22 copay. Ventolin, Proventil, Proair and Xopenex inhalers will continue to be available at the normal copays, along with the inhalation solutions Accuneb and Xopenex.

The new third-tier recommendations will be submitted to the Assistant Secretary of Defense (Health Affairs) for a final decision. DoD will provide notifications to all beneficiaries currently taking the medications being moved to the third tier so they and their doctors can consider alternative medications available at the lower copay. Information on alternative medications can be found via TRICARE's Formulary Search Tool at: <http://www.tricare-formularysearch.org/>. A doctor who believes it is important for a patient to take the third-tier medication can provide "medical necessity" justification to TRICARE. If approved, the patient will continue receiving the medication at the lower copay.

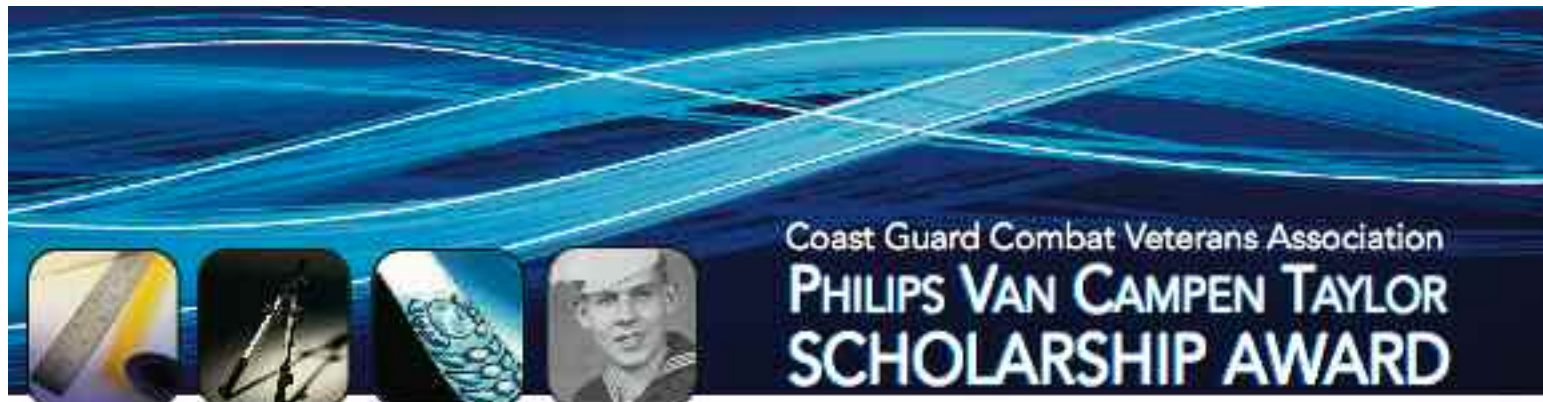
COLA In The Hole

Which is the cloud and which is the silver lining? The good news is that the cost of living went down another full percentage point in December. The bad news is that inflation will have to rise more than 5% during the last 9 months of the year for military retirees to see any COLA at all for 2010. That seems unlikely at this point, since the CPI rose more than 5% for the full year only once in the last 19 years. On the other hand, that time was last year! With the price of oil gyrating between \$35 and \$160 a barrel in the last 12 months, anything can still happen. But with the whole economy in a deep funk, a whole lot would have to change in the next 9 months for there to be any COLA at all next year. And if that radical change does come, chances are we might not like it.

One last reminder: the law doesn't allow a negative COLA. If inflation is negative for the year, there just won't be a COLA.

Senior Drinking

A new study in the American Journal of Epidemiology found that healthy seniors who consume light to moderate amounts of alcohol reduce their odds of developing physical disabilities or dying by 23%, compared with either heavy drinkers or those who abstain. In the study, "seniors" referred to men and women over age 50. Light to moderate drinkers were defined as those who consumed fewer than 15 drinks a week and fewer than five per day; heavy drinkers were those who consumed 15 or more drinks weekly (or five or more per day); and abstainers were those who drank fewer than 12 alcoholic drinks during the last 12 months.



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

Three scholarships for \$2000 are 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

.....
 CGCW Expiration Relation to Applicant

.....
 Telephone Email

.....
 Signature Date

OFFICE USE ONLY

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 Received By Date

.....
 Complete Yes No Approved Yes No

.....
 Award Date Presenter Date Mailed

QUALIFY

- be 18-23 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 2 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, 2009

RETURN

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



semper paratus
 ALWAYS READY

Application signature authorizes the CGCVA to verify records from applicable institutions. Three scholarships will be presented in the amount of \$2000 each.

for more information about how to qualify for membership to CGCVA, please go to <http://www.coastguardcombatvets.com/>

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. There are some slight price increases due to USPS rate increases. **WE DO NOT ACCEPT CREDIT CARD ORDERS.***

CGCVA BASEBALL CAP

Blue/black, or white, 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"

CHRISTMAS TREE ORNAMENTS

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

BOOKS

"Coast Guard Navy of WWII" by William Knight. **\$21.00**. "Coast Guard Action in Vietnam" by CGCVA member Paul Scotti **\$21.00**. "Coast Guard In World War One" by CGCVA member CAPT Alex Larzelere **\$32.00**. 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**.

CAP, CGCVA GARRISON

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

PATCHES (some shown here)

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





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: Baker Herbert, LM, CGCVA National Secretary-Treasurer, P.O. Box 544, Westfield Center, Oh., 44251. Phone: (330) 887-5539.

(NOTE: DUES ARE FREE FOR ELIGIBLE ACTIVE DUTY MEMBERS FOR THEIR FIRST TWO YEARS)



Coast Guard CWO2 John Thompson watches the USNS Benavidez enter the port of Ash Shuaybah on Dec 10, 2008. Thompson is the Officer in Charge of the vetting team that inspects all the tugs and pilot boats that come in contact with these High Interest Vessels. During the evolution he coordinates from a post on shore. (Photo by CWO2 Scott Epperson, USCG)

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

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VETERANS ASSOCIATION
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