



the Quarterdeck Log

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

Volume 12, Number 3

CGCVA Honors Kevin DeGroot

AirSta San Francisco AE1 selected as 1996 CG Person of the Year

On Oct. 28th, several CGCVA officers, members and guests met at Coast Guard Headquarters to honor AE1 Kevin DeGroot as the Coast Guard Person of the Year.

Unlike previous recipients of this honor, DeGroot was not on duty at the time of the incident in which he was cited. He was, in fact, on leave sightseeing in downtown Pensacola, Fla., when he was alerted to an overturned 17-foot pleasure boat which had thrown 12 persons into the violently surging waters of Pensacola Bay on May 27, 1996.

Immediately running to the scene, he joined others in pulling victims out of the choppy water. Alerted to the possibility of three children trapped beneath the boat, DeGroot jumped into the 6-foot swells, swam to the overturned boat, and repeatedly dove under the boat as it pounded against a seawall, searching for the children.

On his fourth dive, DeGroot located a 5-year-old girl, unconscious and tangled in the boat's lines. He fought to free her enough to bring her from under the vessel, then once again treading the rough water at the surface, he struggled to keep her head above the swells while he disentangled her from the lines around her legs.

Once she was free, DeGroot swam with the



(CGCVA President Joe Kleinpeter presents AE1 Kevin DeGroot with a plaque proclaiming him CGCVA Coast Guard Person of the Year - 1997 as Coast Guard Commandant, ADM Robert E. Kramek looks on. DeGroot was honored at ceremonies October 28th at USCG Headquarters. Several CGCVA officers attended the annual event that honors a Coast Guard hero. (photo by PA3 Chris Rose, CGHQ)

unconscious girl to rescuers waiting to assist on the seawall. Climbing hand-over-hand up a lowered set of automotive jumper cables, he raised the young girl to a point where a hopeful rescue team could pull her to the top of the wall. A waiting paramedic was able to successfully resuscitate the young victim after she had been underwater for at least 15 minutes.

Although suffering from extreme exhaustion, DeGroot remained in the water to attach a tow line to the drifting boat and retrieved a life preserver for another victim struggling to stay afloat until rescued.

Petty Officer DeGroot's determined efforts,

(continued on page 11)



**COAST GUARD COMBAT VETERANS ASSOCIATION
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THE QUARTERDECK LOG

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

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

From the President

Dear Shipmates:

I look back upon the past year as your President and recall our reunion in San Diego, the Coast Guard Festival in Grand Haven, Mich., quarterly luncheons with the Long Island Coasties, the Shipwreck Trail Project commemorating the



JOE KLEINPETER

327's, the decommissioning of legendary ships and commissioning of ships yet to earn their place in Coast Guard history, the sad passing of honored CGCVA member and Coast Guard Combat Photographer Art Green, and the honor bestowed upon our Coast Guard Person of the Year. It has truly been a busy year.

Representing you at the Coast Guard Festival in Grand Haven this past summer was quite an honor. Susan and I had such a great time we are planning to return in '98. The Coast Guard is genuinely appreciated in Michigan and the City of Grand Haven puts on quite a show. Honored member Ray O'Malley, the last survivor of the sinking of the *CGC Escanaba*, is the centerpiece of the memorial service to all fallen Coasties. We could use a greater presence at this annual festival and I would like to count on you to attend.

I am always invited to lunch with the Long Island Coasties and enjoy chatting with shipmates. Local Veterans Affairs representatives and Coast Guard personnel are invited to speak about their activities. It only takes two Coasties and a pot of coffee to get things started with local meetings and I encourage you to get together with your shipmates.

The Shipwreck Trail Project got underway Nov. 24th in Key Largo, Fla., at the underwater resting place of the *CGC's Duane* and *Bibb*. I attended three meetings at the Coast Guard Yard with our Secretary, Ed Burke, planning the event with the 327 Associations. The 270-foot cutter *Thetis* will transport about 100 guests to the site where an underwater unveiling of a plaque aboard

(cont. on page 26)

From the Vice President

It's always a pleasure to keep up with things happening in today's Coast Guard as well as drifting down Coast Guard memory lane and lately I've been able to do both.

Recently, Bubs and I went back to Poole, England to visit our friends Suzie and Dennis Readwin and Mair Beamish. Suzie was the 9-year-old girl who visited our ship prior to the invasion of Normandy. She was especially fond of our cook, Vincent Signorelli, and during the 50th anniversary of D-Day we were all surprised to see her again in Poole.

We had a wonderful visit and Dennis drove us around the picturesque countryside of England for an unforgettable four days. We also checked on the Rescue Flotilla plaque.

I was pleased to have the opportunity of visiting the mayor of Poole, Mrs. A. L. Brooks in her classroom. She was most hospitable to our group and during our visit I was pleasantly surprised to see a photo of the *Dickman* hanging on the wall. It was left by the skipper of the CGC *Dallas* during the D-Day 50th anniversary and is a very nice tribute to the crew of the ship.

I would like to share in president Joe Kleinpeter's enthusiasm pertaining to the Coast

Guard Festival held in Grand Haven, Mich. It truly was a wonderful event and I too hope more of the CGCVA members and families will attend next year.

Several months ago I had the opportunity to take a ride on the 110-foot cutter *Adak* from Sandy Hook, N.J., to Boston and later to West Point, N.Y.

Most recently, Bubs and I travelled to Washington D.C. to be part in the CGCVA's "Coast Guard Person of the Year" presentation. We got there a day early and were delighted to hook up with Joe Kleinpeter, Ed & Mary Swift and Bill Figone at Ed & Nancy Burke's house. The next day we arrived at CGHQ and were invited into the Commandant's office for the ceremony. ADM Kramek gave us a brief picture of what the Coast Guard is planning on in the future, then assisted Joe with presenting the award to AE1 Kevin DeGroot who had earned the Gold Lifesaving Medal. Quite a time! **Jack Campbell**



JACK CAMPBELL

From the Editor

As you may already know, I am now Ops Officer for USCG Recruiting; a job that has quite a task for FY98. Wherever possible, I try to combine my job with the Coast Guard with our fine association so here's what's up.

We need to bring at least 6,700 people into the Coast Guard by the end of Sept. '98 in addition to the new cadets at the Academy. Roughly, the numbers break down as follows:

Active duty enlisted (5,100), Reserve enlisted (1,313), and 295-357 in various officer programs. It is quite a challenge, but perhaps one in which you as CGCVA members may be able to assist.

Of course you're not recruiters but there may



ED SWIFT

be areas in which you can assist the CG recruiters in your area. Stop by their office and introduce yourself to offer help. They can tell you what the basic requirements are for the various programs and provide you some helpful literature. With that knowledge, the next step is to refer prospects that appear qualified to the recruiters.

You can make a difference. CG Auxiliaries have pledged to assist in this area and so can the CGCVA. Since we all served (or still are) we each have stories that could interest new recruits into the best maritime service in the world. Try it! **Swiftly**

From the Secretary

Just a few lines to bring you up to speed on the Shipwreck Trail Project.

As you know, the CGCVA has been working on the Shipwreck Trail ceremony for Nov. 24th. We participated in the donation for the plaques to be placed on all of the 327-foot Hamilton Class cutters, one of eight equal members, asking only that our CGCVA logo be placed on each of the plaques. We agreed to handle the monies from the various associations and have the plaques manufactured.

I will now tell you that at this time we have yet to receive any payment from either the *CGC Taney* or *CGC Ingham* associations. These are the only two of the 327's still afloat and open to the public. These vessels were in service for approximately 50 years and a lot of sailors served on them. I do not know how many are members of the associations but I am sure if their leaders let the membership know about the Shipwreck Trail Project, those cutter's fair share could be collected quickly.

I never had the pleasure of serving on any of the 327's but have been proud to be associated with both the *Taney* and *Ingham* and the many shipmates of those vessels which I have met.

The cost of the plaque honoring all of the Secretary Class cutters was designed and approved for display by the committee. The plaque has a silhouette of the vessel, the Coast Guard Seal, the CGCVA Seal and the dates of commissioning and decommissioning (except the *Hamilton* which was sunk early in WWII). A large plaque will be mounted on the *CGC Duane* at Key Largo along with a smaller duplicate on the *CGC Bibb* near it.

This is all taking place due to the efforts of Dr. Charles Beeker of the University of Indiana. Dr. Beeker has plans to attempt a dive on the *CGC Hamilton* and have the cutter designated a "Historic Landmark."

How many times have I heard the Coast Guard never gets credit for what it does. The only way we can get our service to get any publicity is if we all get off our duffs and participate in joint efforts

to let people know about us. The Coast Guard is providing the *CGC Thetis* to take members of the Secretary Class associations from Miami to Key Largo for the ceremony. We would have been assigned a larger vessel if we could

have gotten more interest in the project. There are some of you that will continue to complain that the Coast Guard doesn't get its fair share of recognition. So be it. The CGCVA will continue in our efforts and hopefully some of you who served on these great cutters will send a little something so that the *Taney* and *Ingham* will get plaques too.

Ed



E.P. "ED" BURKE



CROSSED THE BAR



Arthur W. Green

Passed: August 15, 1997

Benjamin M. Chiswell, Jr. LM

Joined: October 15, 1993

Passed: September 27, 1997

Herbert R. Emerick

Joined: July 30, 1995

Died: December 1996

John Bagley

Joined: December 20, 1989

Died: September 21, 1997

Thomas J. Ranaudo

Joined: November 1, 1987

Died: February 17, 1997

Treasurer's Report

CGCVA ACCOUNTS: Currently on hand in all funds and certificates of deposit as of Oct. 1, 1997 is \$47,281.17. Funds earned but not received are \$3,461.70 from investments in certificates of deposit. One of our CDs for \$5,000 is for the Plaque Fund which VP Jack Campbell is handling and its six-month CD has already earned \$62.23. Of these funds, \$2,775 has been obligated for the Shipwreck Trail Project of which \$2,325 has been donated by some of the 327' Class cutters and shipmates. The CGCVA agreed to pay \$450 and our logo will appear on each of the plaques.

DUES: Dues expiration date is noted on your *QD Log* label. Life members never have to pay dues and fees for life memberships are as follows: Under age 30 (\$200); 31-40 (\$185); 41-50 (\$165); 51-60 (\$145); 61-70 (\$115); 71-80 (\$85); 81-89 (\$50); and 90 and up there's no charge.

"The time has come", the walrus said, "to talk of many things" and the time has come for me to turn this job over to someone else. I will not run again for Treasurer although it has been a wonderful position. I've met so many great people. I've learned that the Coast Guard had "frogmen", a considerable amount about the Greenland Patrol, FS & FP Coast Guard-manned Army ships, the beautiful DE's and the long-range PF's that the Navy couldn't handle plus many other wonderful facts about the world's greatest sailors.

Back in 1984, VADM Thomas R. Sargent III and I discussed a reunion for Southeast Asia Coast Guard personnel. The admiral has always been there for me and the CGCVA. Paul Scotti and Bill Hoover took the Chicago Reunion of 1985 and made the CGCVA a reality. Herb Weinstein has been a special friend and helper as have Ed & Nancy Burke. The time Dick Stent spent on the CGCVA and getting our history book published is truly extraordinary. And our mem-

bers are the greatest group in the world (God's chosen few).

Anyone interested in the job as CGCVA Treasurer should write to the Secretary in order for your name to appear on the ballot at our 1998 Reunion. Call me, fax me, or write me about the job details. A computer, fax machine and printer await the lucky person elected to the Treasurer's position. About 100 sq. ft. of storage space for our small stores is a requirement. Semper Paratus!



BAKER HERBERT

Baker

Small Stores

The following CGCVA items are available. Send orders to Baker Herbert at 8886 N. Leroy Road, P.O. Box 544, Westfield Center, OH 44251-0544 or call (330) 887-5539, fax (330) 887-5639. Please make checks payable to: CGCVA.

Baseball Caps; blue/black, all-weather gold-lettered "Coast Guard Combat Veterans Assoc.," one size fits all, regular visor (only 10 left).....\$10
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Quarterdeck Log

Statement of Purpose

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

Reunions – Notices

USCGC Mesquite

I am attempting to put together a "gathering" of *Mesquite* shipmates who served aboard under LCDR George Lawrence (1952-53). LT T.C. Pennock was XO and E.J. Schwndler was First Lieutenant. Should you be one of the crewmen or know the whereabouts of any, please contact **William Hermes** at 1225 N. Homer Street, Lansing, MI 48912. Ph: (517) 487-9875. Fax: (517) 346-7315. E-Mail: jobitomi@aol.com.

AP Transport Reunion Group

A reunion for shipmates of the *USS Generals' Mitchell (AP-114)*; *Randall (AP-115)*; *Gordon (AP-117)*; *Richardson (AP-118)*; *Weigel (AP-119)*; *Breckinridge (AP-176)*; and *Admirals' USS Capps (AP-121)*; *Eberle (AP-123)*; *Hughes (AP-124)*; and *Mayo (AP-125)* will be held June 4-7, 1998 in Norfolk, Va. Contact: **Chuck Ulrich** at 35 Oak Lane, New Hyde Park, NY 11040. Ph: (516) 747-7426.

U.S. Naval Ship Reunions

A reunion will be held for the *USS Epling Forest (LSD-4, MCS-7)*, COMINFLOT ONE, MIN DIV 31,32, and 33 (1943-68) at the Sheraton Metrodome Hotel, Minneapolis, Minn. June 4-7, 1998. Contact: **Charles Y. Avent** at P.O. Box 55, Southaven, MS 38671. Ph: (601) 393-2929.

Cutter Nicknames Sought

Dr. Robert Browning, the Coast Guard Historian is compiling an extensive listing of ship/cutter nicknames and could use your help. Many CGCVA members served aboard CG cutters or CG-manned vessels and no doubt many had some pretty wild nicknames. He'd like to know what they were and how and why they were given the nickname. The final listing will be published in a future issue of the QD Log. So, if you

would like to send in some of those colorful names, write to Commandant (G-CP-H), U.S. Coast Guard, 2100 2nd Street, Washington, DC 20593-0001.

CG Shootists Reunion

A reunion of CG Rifle and Pistol Team Members is being planned for Sept. 1998 in Las Vegas, Nev. Team members and support personnel who served from 1958-1961 at the USCG Receiving Center, Cape May, N.J., are being sought. Contact: **CHGUN "Mike" Opsitnik** at 5033 Cliffrose Dr., Las Vegas, NV 89130-0192. Ph: (702) 656-8383.

USS Sheboygan (PF-57)

Our next reunion will be held where else but Sheboygan, Wisc., on May 4-7, 1998. Plenty of time to make plans. Contacts: **Robert (Pinky) Renner** at 1026 N.E. 52nd Ave., Ocala, FL 34470. Ph: (352) 236-6666. **Howard Seelye** at 3830 Lake Garden Dr., Fallbrook, CA 92028. Ph: (619) 723-9099. **Rollie Strasshofer** at 34110 Chagrin Blvd., Chagrin Falls, OH 44022. Ph: (216) 831-2124.

255-Foot Class Cutters

The first reunion of all 13 USCG 255-foot class cutters will be held at the Plaza Hotel-Casino in Las Vegas, Nevada Sept. 27 - Oct. 1, 1998. For more information, contact the reunion committee at P.O. Box 33523, Juneau, AK 99803 or call (907) 789-2579.

LORAN Reunion

Firstly, we had a great reunion of LORAN WWII folks in Castroville, Texas in Sept., about 60 in attendance. It was great to see CG vets for the first time since the South Pacific in WWII. I am



appreciative to the CGCVA and the *Quarterdeck Log* for helping make this event such a success.

I now have another request. I'm trying to find pictures and information about my brother and the sub chaser he skippered during WWII. His name was LT Lyle W. Keym, USCGR and the ship was the 83414 which served at Atlantic City, N.J., and later in the Philippines. Any help would be appreciated. Please write to: **Roger L. Kehm** at 2610 S. Hawthorne Ave., Sioux Falls, SD 57105-4512.

LST-16

The first ever ever reunion for WWII cremen of *LST-16* is in the planning stages. If interested, contact (on the East Coast): **Joseph Niemec** at 6324 Witherole St., Rego Park, NY 11374 or call (718) 896-2458. On the West Coast, contact: **Dominic Pizzulli** at 2700 Neilson Way, Santa Monica, CA 40405 or call (310) 396-1150.

CGC Modoc

The 11th Reunion of crew members from the *CGC Modoc (W-46)* will be held May 28 - June 1, 1998 at the Holiday Inn (Greentree) in Pittsburgh, Pa. Contacts: **Bob Woodbury** at 18 Ninth Ave., Halifax, MA 02338 or call (781) 293-7992. **Moe Steinberg** at P.O. Box 178, Carle Place, NY 11514 or call (516) 334-5309.

CGC Ingham Updates

There is a volunteer team now working on improving CGC Ingham's presentation on it's glorious history. LT Arva "Alex" Anderson, USCG (Ret.), along with Ingham Association member Tom Carter and CG LT Terry Johns, have been constructing push-button audio playback units to be located at various parts of the cutter where

visitors can hear about the memorabilia and displays. Now for a new Coast Guard emblem on its stack.

Welcome New Members

A hearty "welcome aboard!" to the following new CGCVA members. New member names are boldfaced and sponsors are in parentheses:

AUGUST 1997: **Edward A. Glaude;** **William F. Mitchell;** **Wayne R. Alvey** (Charles D. Fuller); **Robert D. Reilly;** **George E. Marczak** (Leslie E. Burkens); **Jack F. Hogan** (Jack Campbell); **Charles M. Montanese, Jr.;** and **Enrique Camunas.**

SEPTEMBER 1997: **Scott K. Wagner;** **Robert V. Fuchs** (Dick Stent); **William L. Taylor** (Lewis Lovell); **James N. Bernard** (Thomas Duffy); **Richard R. Stehlik;** **Donald D. Minton** (Dan Zeiller); and **Richard S. Blythe** (Michael Bertke).

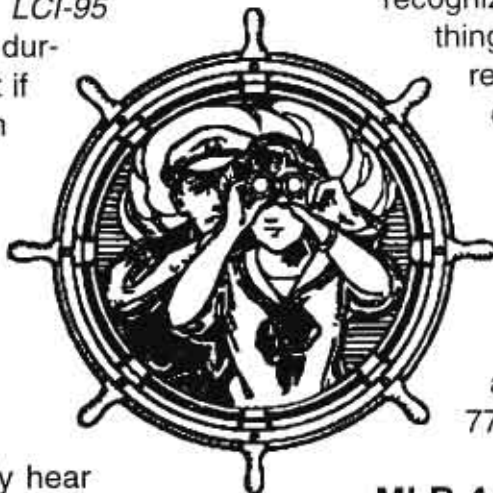
OCTOBER 1997: **Louis J. Emanuelli** (Vernon Kimmel); **Thomas J. Pitman** (Dan Whitaker); **Kenneth W. Malmgren** (Byke Bycznski); **Armand J. Petri** (Bill Wells); **Bianco J. C. Bulanti** (Dominic Catucci); **Forrest R. Wingate;** and **Peter J. Butvidas** (Bill Smith).



VP Jack Campbell with Poole, England Mayor, Mrs. A. L. Greene at the Rescue Flotilla monument there.

LCI-95

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



USCG, who was part of our crew. We have corresponded and talked to each other by phone (I recognized his voice immediately). One thing I didn't mention when I made the request for the search, our gun crew on the 40mm twins knocked down two Japanese planes during the action at Leyte. Pretty good considering the only other thing we had were .50 cal. I'm still looking for members who can reach me (**Jeff Anderson**) at 128 Masters Dr., Conroe, TX 77304.

CGC Northland

I am trying to locate or simply hear from any members of the *CGC Northland* who served during the 1941-44 era. Please contact **Paul F. Alexander** at P.O. Box 81, North Falmouth, MA 02556. Ph: (508) 563-5739.

FS-162

I am trying to contact any shipmates from the *FS-162* which served in the South Pacific during WWII. Also, trying to reach Art Galien of New York (a great long lost friend) who also served on an FS during WWII. Contact **Don Bunson** at P.O. Box 605, Clearlake, CA 95422.

CGC Burton Island

The USCG Icebreaker *Burton Island* Association is searching for crew members. Contact: **Greg Reel** at 4900 N.E. Park Lane, Kansas City, MO 64118-5928.

LST-765

I am looking for shipmates from the F-9 (Army Manning Detachment) and *LST-765*. Please contact: **Dana Seaverns** at 6 Bay Colony Drive, Plymouth, MA 02360.

FS-173

Thanks to the *Quarterdeck Log*, my search for crew members of *USA FS-173* has had some success. I was able to locate BMC Victor Adams,

MLB 44363 Survivorship Fund

To the Coast Guard Combat Veterans Assn:

Thank you for your generous contribution toward the MLB 44363 Survivorship Fund. As active duty, reserve, and retired Chiefs we share your sorrow. We will forward your contribution in equal shares to the surviving spouses and family members of the crew of the MLB 44363. In addition, our Design Team is building a monument to commemorate a young crew of sailors that gave their full measure of devotion to duty so that others might live.

Sincerely,
Tracy Boutwell, ETCS, USCG
Vice President
CPOA, Port Angeles Chapter

AGC Flagship Alliance

I recently returned from the AGC Flagship Alliance reunion in Grand Haven, N.Y. It was a great time but I was the only Coastie in attendance out of a crowd of more than 200. It would sure be great if more of the veterans from the WAGC's (327's) would join this fine organization. Anyway, the AGC Flagship Alliance is most appreciative of the plugs they get in the *QD Log* for their reunions. If anyone would like more information on this group, please contact: **Edwin Smith** at P.O. Box 25, 4367 Burr Hill Road, Burr Hill, VA 22433.
Jim Sheenan, CGC Bibb

Notices – Association News

CGCVA Plaque Donations

As coordinator of the CGCVA Plaque Project, I am extremely pleased to report that as of Aug. 15, 1997, the amount of \$5,156.50 has been received. I wish to thank all those who have contributed to this most worthwhile endeavor and list their names at this time. Of course there's plenty of time to send in your contribution if you haven't already done so. Thanks again!

Recent Plaque Project donors include: Stanley Haraburda, Jr., Thomas A. Robson, Kenneth Stephan, Howard S. Walker, Jr., Glen E. Brantley, and Clement M. Simmons.

Jack Campbell

Remembering the Leopold (DE-319)

It is with deep regret that we record the passing of many of our shipmates. Enthralled in a common cause they knowingly pursued the cun-

ning enemy, so that we and the vessels in our charge could proceed unmolested. Certain facts of the tragedy are known to us all, the details may never be published. However, let it be sufficient to say that in true Coast Guard tradition the *Leopold* met her fate while in pursuit of our enemies, not while trying to run away. Nothing that we can say or do will atone for the lives sacrificed for us, however let us keep them constantly in mind and if opportunity permits, let us deal with our foe accordingly.

Without rites nor ceremony these unknown dead joined the countless others that had dedicated themselves to the American way of living. Let us whisper a silent prayer, that they are now in peace.

The air is warm and friendly, the sun shines, bonds of flesh are gone, this is Val-halla, home port of the sailor. These men live on.

Let Your Name Live On

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

— (Whatever is left after other bequests have been granted.) "All the rest, residue, and remainder of my estate, including real and personal property, I give, devise and 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.

Remembering Arthur W. Green — CGCVA Photographer & WWII Veteran

Arthur W. Green, 84, prize-winning photojournalist of WWII, died 15 August 1997, after a long bout with leukemia, according to his son, Russell Green of Santa Barbara, Calif. He served aboard the CG-manned *USS Menges (DE-320)* and other Coast Guard vessels during WWII. He was our Association's official photographer.

A recent episode of "Coast Guard" featured an interview with Art from 1996 and much of his WWII photography.

On 9 November (which would have been Art's 85th birthday), a memorial service was held for Art at the Chapel of Roses, Oak Hill Memorial Park, San Jose, Calif. Among the 30 or so attendees were CGCVA members Bill Figone and Edwin Anderson. During the eulogy, it was mentioned that of the 100 "best" photographs of WWII, three were Art Green's.

Art is survived by Russell & Ibolya Green of 737 Cathedral Pointe Lane, Santa Barbara, CA 93111.

(Editor's Note: As a fitting tribute to our departed CGCVA photographer, the below feature, which appeared in the Destroyer Escort Historical Foundation Quarterly of Dec. 1994, is offered).

Horrors of war have been pictured in many forms. Combat scenes by artists and illustrators are rated works of art. Portrayal of early warfare was by pen and pencil sketchers, followed by painters, and during the Civil War came the still photographers, later motion picture. Their ranks swelled as the home front market for battle reports intensified and media requirements increased with the march of civilization. Pictorial representation supplemented written battle reports. Throughout the years, the appetite for historic combat scenes became voracious.

Art Green, the former United Press lensman who signed up with the Coast Guard shortly after photographing the capture of the Nazi saboteurs arriving by U-boat on Long Island's coast, was one of those "artists" who captured, with his trusty camera, some of the most memorable actions of WWII.

Born in Niagra Falls, Art grew up in New York working for UP. After enlisting in the Coast Guard in Dec. 1943. Almost immediately he went to sea in the *USS Menges*. Official USCG photographers were not assigned battle stations. They were on 24-hour duty and the 4x5 Speed Graphic was Art's battle station.

(Editor's Note: It just won't be the same at our Reunion in Corpus Christi next November without Art taking the group shot. He was an inspiration to me and I fondly recall his patience in getting the perfect shot. I for one will really miss him. Farewell Art!)



Aboard the CG-manned *USS Menges (DE-320)* Destroyer Escort, Coast Guard combat photographer Art Green "fires away" with his camera as a convoy moves through the Mediterranean.

CGCVA Person of the Year

(cont. from page 1)

outstanding initiative and fortitude during this rescue resulted in the saving of one life. For his unselfish actions and valiant service, despite imminent personal danger, DeGroot was awarded the Gold Lifesaving Medal.

To the CGCVA's selection committee, DeGroot's efforts exemplified the finest traditions of the Coast Guard. And, while each of the case files provided by the Coast Guard was impressive, the committee was won over by the fact that DeGroot was not on duty yet took the initiative to save a life.

Accompanying Kevin was his lovely wife, Lisa, an ensign assigned to *USCGC Boutwell*, Alameda, Calif. Joking at the role reversal, Kevin was reminded that he would be at home for Thanksgiving and Christmas while she would be underway. They were truly a great couple.

Also attending the ceremonies in addition to all the CGCVA Officers were Bill Figone and Al

For those members unaware of the CGCVA Person of the Year award, each year we select and recognize an outstanding USCG member. The award is presented at the Association's biennial Convention on even numbered years and at CGHQ in odd numbered years. The Coast Guard funds the recipient's



AE1 Kevin DeGroot with his CGCVA Coast Guard Person of the Year plaque.

transportation while the CGCVA funds the spouse's as well as lodging and meals for both.

The Coast Guard provides names and background information of three candidates and the CGCVA notifies the Coast Guard of their selection. The candidate for CGCVA recognition should have been awarded, or nominated for, a Coast Guard award during the previous year. The feat involved should indicate a high degree of risk on the part of the candidate and merit a recommendation for the award of the Coast Guard Medal, Gold or Silver Lifesaving Medal, Legion of Merit, Meritorious Service Medal, Distinguished Flying Cross or the Air Medal. Individuals may be on active duty, regular or reserve, officer or enlisted personnel.



CGCVA Coast Guard Person of the Year AE1 Kevin DeGroot and his wife Lisa with CG Commandant ADM Robert E. Kramek.

Grantham, both trustees from the West Coast; CGCVA Auxiliary Secretary-Treasurer Nancy Burke and members Mary Swift and Ruth Tipling; and *QD Log* Editor, LCDR Ed Swift. Joining ADM Kramek was Vice Commandant, VADM Herr and other members of CGHQ to make this a most pleasant event for our Association.

National D-Day Museum

LT J. M. Duckworth II, USCGR is building a WWII Higgins Boat from scratch. Now under construction in New Orleans, the boat is being built by volunteers to original plans specifications and, when completed, will be 100% fully operational and functional. It will become part of the National D-Day Museum in New Orleans. As of mid-October, the boat was 100% framed (28

total). Anyone interested in learning more about this project should contact Duckworth at (504) 835-7249.

(right) The Higgins Boat in early stages of construction. When completed, it will be part of the National D-Day Museum in New Orleans.



*He's on the line for
10% in Victory Bonds
and Stamps,
They'll give a leg, an
arm, a life – these
oceanic tramps.
He sits and frets and
moans and sweats
about the ration bans,
But they haven't
rationed guts to date,
among the
"Hooligans."*

*Now Dick is short for
Richard, and Richard
means the brave,
But valor is a silly*

WWII Memory

While going through some old papers I came across the following poem that was printed in the USS Aquarius (AKA-16) newsletter in 1944. It's about a reporter coining Coasties "hooligans" at a hockey game. Hope the membership enjoys it.

Frank Kilburn

TELL HIM MATE

*He sits in cozy comfort at the Garden rink,
And braves the vicious ice flows that bobble in his drink.
They plow the wintry darkness huntin' subs with their "ash-
cans,"
And in his cushioned luxury, he calls them "Hooligans."*

*They ran the surf at Oran and Casablanca too,
In flooded streets of river towns, they've saved a life or two.
They've kept the sea lamps burning from Key West to St.
Anne's,
Yet from the ringside press box, he calls them "Hooligans."*

*They've never lost a troopship and the merchant seamen
know,
They'll keep the sea lanes open from here to Tokyo.
They kept a lonely beach watch and foiled invaders' plans,
But safe in Bleek's or Ganz's, he calls them "Hooligans."*

*Nobody had to draft them, they simply up and went,
Men with beards and graying hair and kids with Dad's
consent,
In tropic heat and biting cold they serve these joes and
Dans,
But snug and smug in New York town, he calls them
"Hooligans."*

*thing that leads but to the grave.
So stay at home, Poor Richard, and save your old tin cans,
And leave the war to the fightin' men you call the
"Hooligans."*

Small Stores (continued from page 5)

Baseball Caps; same as above with embroidered CGCVA logo.....\$11

CG Garrison Caps; fore 'n aft, CGCVA Logo, white lettered "Coast Guard Combat Veterans Association." Must state size.....\$25

Christmas Tree Ornaments; CGC Mackinaw or Secretary Class Cutters..... \$10

CGCVA Embroidered Logo; 4-inch.....\$5

CGCVA Embroidered Logo; 2-inch.....\$4

Sweatshirt; size XL only, white, extra heavy 12-oz. with embroidered CGCVA Logo in dark blue over front of sweatshirt. Only six left.....\$60

U.S. Mint USCG Bronze 200th Anniversary Coin, 1-1/2" diameter with keepsake box.....\$5

Men's Wristwatch; gold color with white CGCVA logo on face,

good.....\$20 better.....\$25 best.....\$30

Women's Wristwatch; gold color with CGCVA logo on face, best.....\$30

Flags; U.S., USCG and CGCVA, 10" with stand.....\$10

All the above prices include first-class mailing with the exception of the Christmas Tree Ornaments which require special packing.

Book; hardback, "The Coast Guard At War, Vietnam 1965-1975" by Alex Larzalere, sent book rate, bound printed matter.....\$25

USCG Aviation Combat History

Previous issues of the Quarterdeck Log have reported on LT Jack Rittichier, a Coast Guard pilot killed during a rescue mission in Vietnam. The following article was submitted by CGCVA member Chris Wood. This article originally ran in the Spring 1994 issue of *Flight Lines* and provides additional information regarding the Coast Guard's combat search and rescue mission in Vietnam: truly an unheralded chapter of Coast Guard aviation history.

The exchange program called for five USCG volunteers — three HH-52A pilots and two HU-16E pilots to exchange billets with five Air Force pilots for service in Southeast Asia. The program was designed to familiarize Air Force pilots with the methods and techniques of USCG search and rescue and to provide experience in Air Force rescue and recovery operations to the CG aviators.

This chapter of CG aviation history began in the fall of 1967 when helicopter pilots LCDR Lonnie L. Mixon and LT Rittichier of CGAS Detroit, and LT Lance A. Eagan



Lt Lance Eagan inspecting a "Jolly Green Giant" of CGAS Brooklyn, began their combat crew training and sea survival school at Fairchild AFB near Spokane, Wash.

After 12 days of escape, evasion, and P.O.W. training, the trio began flight training at Shephard AFB in Texas in the CH-3C "Jolly Green Giant" helicopter. Next came search and recovery training at Eglin AFB, Fla., then Jungle Survival School at Clark AFB in the Philippines.

They made an unusual trio but it truly represented the diversity of USCG aviators. Mixon had been a Chief Sonarman before attending Officer candidate School in 1958. Rittichier, a direct commission aviator, had previously been an Air Force B-47 bomber pilot while Eagan was a 1962 graduate of the Coast Guard Academy.

LT James C. Quinn and LT Thomas Fritschman were the two CG HU-16E pilots selected to fly HU-16s with the Air Force's 31st Aero-space Rescue and Recovery Squadron at Clark AFB. Their part of the billet exchange was phased out however, and Quinn and Fritschman were transitioned to C-130

flight training and assignment at Eglin AFB before beginning their tours in Vietnam.

Arriving at Da Nang Air Base, Vietnam on 3 April



An Air Force CH-3C "Jolly Green Giant" helicopter on the flight line.

Association News – Features

1968, the three CG helicopter pilots were assigned to duty with the Air Force's 37th ARRS flying combat rescue missions. Upon learning that a pilot had crashed or ejected, they would launch their HH-3E's with 4-man crews (pilot, co-pilot, flight engineer and pararescueman) to



Refueling the "Jolly Green Giants" was one of many tasks Coast Guard pilots performed in Vietnam.

assist. On most cases, two "Jolly Green Giants" were sent up — one called "High Bird," providing cover for "Low Bird," which was the primary rescue aircraft. Mixon, Rittichier and Eagan joined their Air Force colleagues in making several daring rescues of comrades in distress, frequently pulling them from deep inside enemy territory. A sad note to this history occurred on 9 June 1968.

On that day, LT Rittichier and the crew of his Jolly Green Giant lost their lives while trying to rescue an injured Marine Corps fighter pilot on the ground 37 miles west of Hue.

As Rittichier hovered over the downed pilot, bullets punched his aircraft and it began to burn. He tried to pull away but the aircraft would not climb. It settled to

the ground and exploded and within 30 seconds, a ball of fire had consumed the aircraft.

LT Rittichier's remains were never recovered, and he was listed as missing in action. He became the first USCG casualty from enemy action in Vietnam and remains the only Coast Guard MIA from the Vietnam War.

Mixon and Eagan departed Da Nang in Feb. 1969, and Jim Loomis, Rob Ritchie, and Dick Butchka became the second group of CG aviators to serve as combat helicopter pilots in Southeast Asia. About the same time, LT Quinn transferred from Clark AFB to the Air Force's 39th ARRS at Tuy Hoa, South Vietnam. He would be the only CG fixed-wing pilot to serve in Vietnam. Besides acting as a mission

coordinator for combat search and rescue missions, Quinn provided aerial refueling for both HH-3Es and HH-53s.

During a refueling mission over Laos in Jan. 1970, Quinn's HC-130 was engaged by a MIG-21, but he evaded it by diving to just above the tree tops and changing his speed and direction frequently to avoid lock-on by the MIG-21's weapons system. LT Quinn de-tached from the

39th ARRS in the spring of 1970.

Joseph Crowe and Rod Martin reported to Da Nang in May 1971 to replace Butchka, Loomis and Ritchie. Crowe began his tour as the training and scheduling officer for the 37th ARRS. During his tour, stateside aircrew training ground to a halt and the unit



Coast Guard officers present a bell to Col. George K. Smith, commander of Da Nang Air Base, to be hung at the entrance to the base Chapel in memory of LT Jack C. Rittichier, USCG, who was killed in action. From left, LtCol G. Jude, Air Base Chaplain; CAPT John M. Austin, USCG, Commander, Coast Guard Activities, Vietnam; LCDR Lonnie L. Mixon, USCG; LT Lance A. Eagan, USCG; and Col. Smith.

began to receive unqualified pilots to train in country. Crowe was responsible for qualifying these pilots for combat in a new aircraft in a com-



A CH-53 "Jolly Green Giant" helicopter from of the Air Force's Aerospace Rescue and Recovery Squadrons in Vietnam.

bat zone without secure areas for training.

The final and most notable operation of Crowe's tour was the evacuation of Quang Tri Citadel. A North Vietnamese offensive had begun on 30 March with a drive across the DMZ, and Quang Tri was surrounded by four North Vietnamese Army divisions. Trapped in the Citadel, a walled military compound in the center of the city, were 80 American advisors and a contingent of the Republic of Vietnam Army. There was only one way out — by helicopter.

LT Crowe was not allowed to fly in the mission because of the amount of classified planning he had been doing and the great risk involved, but he planned the largest aerial evacuation of the Vietnam War.

Helicopters returned safely to Da Nang with 132 survivors and the mission of 1 May 1972 would become known as the "miracle mission."

Crowe and Martin detached shortly after the Quang Tri evacuation and were replaced by Bobby Long and Jack Stice, the final two CG pilots to serve in Vietnam. Two CG aviators served in Thailand but never flew into Vietnam. CAPT M. McCormick and LCDR D. Cooper were the last CG aviators to serve in Southeast Asia.

The Coast Guard pilots who wrote this virtually unknown chapter of CG aviation history exempli-

fied the highest traditions of Coast Guard Aviation and the valor shown by all Coast Guardsmen who served in Southeast Asia. They were more than participants — they were heroes.

CDR Douglas Kroll
CHC, USNR

More on the Saga of the PC-469

The recent article on the PC's by George P. Alton brought back some nostalgic memories of the PC-469.

This venerable ship was built at Lawley's Shipyard in Quincy, Mass., in early 1942. Shortly after I was detached from the *Modoc* after the Greenland Patrol, I received orders to the PC-469 with LCDR Richard Morell as CO, I, LT Thomas Sargent as XO and EO (and deck watch officer), LTJG Kenneth Potts and ENS Richard Young as deck watch officers. Note we had only four officers assigned, therefore I became a very busy lieutenant.

The ship was launched in late April 1942, and from that time on had a very adventurous career. On her acceptance trials in Boston Harbor, we had just increased her speed for a speed curve run when we had a crankcase explosion on the starboard engine which filled the compartment with acrid white smoke and doused me with oil since I had been operating the throttle which was adjacent to the explosion. We limped back to Quincy on one engine, repaired the defective engine and commissioned the ship all in three days. America was short on ships so we had no sponsor, no ceremony; we just raised the commission pennant and became operational as soon as possible.

We sailed for New York, patrolled the entrance for a day and a night until the *Queen Mary* passed us going at least 36 knots convoyed by

U.S. destroyers and carrying troops to the United Kingdom. After her departure, we set sail for Miami where two .50 cal. machine guns were installed on the bridge, had a shakedown for one day and then sailed for Key West where we were to be based and assigned to convoys to Guantanamo, Cuba.

Upon arrival at Key West, I called my wife and told her to take the bus from Miami to Key West so that we could be together every two or three weeks for a couple of days. She arrived an hour before the ship was to sail, so I took her to a hotel, said a rushed "Good-bye" and dashed down to the ship. We sailed for Guantanamo and I have never been to Key West since!

Upon arrival at Guantanamo, we fueled and sailed with a convoy to Trinidad, BWI, which was to be our base at Teteron Bay. I had the 4 to 8 watch on the day of arrival and, since Dick Morell and Ken Potts had never been to Port of Spain (I had), they left for an evening on the town, leaving Dick Young and me to prepare the ship for departure in two days.

However, at 2100, I was called by the Escort Vessel Administrator for a briefing on the location of a Nazi submarine which had been bombed by a Navy airplane. He asked my name and, realizing I was not the CO, asked if I was capable of taking the ship out. My reply was, "All Coast Guard executive officers are capable of command in any emergency." The ultimate insult was, "Since you are Coast Guard, can you carry out this Navy operation and search for and sink this submarine?" My only reply as I walked out of the office was, "I'll see you whenever I finish the job." (This was at the start of the war and many Navy personnel were not at all familiar with the Coast Guard — things got much better as time went on).

Dick Morell and Ken Potts had not returned, so Dick Young and I sailed for the Orimoco Delta,

made rendezvous with the plane the next day, dropped numerous depth charges on contacts which we made, obtained some debris but had

no concrete evidence that it was a

Nazi sub. Just as we were about to return to base, another plane dropped us a message giving us the position of a boat load of survivors about 15 miles away. We arrived at the location just at dusk and, since there were 32 persons with only 15 ambulatory, I, with great trepidation, ordered a cargo light rigged so that we could more easily remove the injured without increasing their injuries. We successfully removed them all, made arrangements for their care throughout the ship and sank the lifeboat with gunfire.

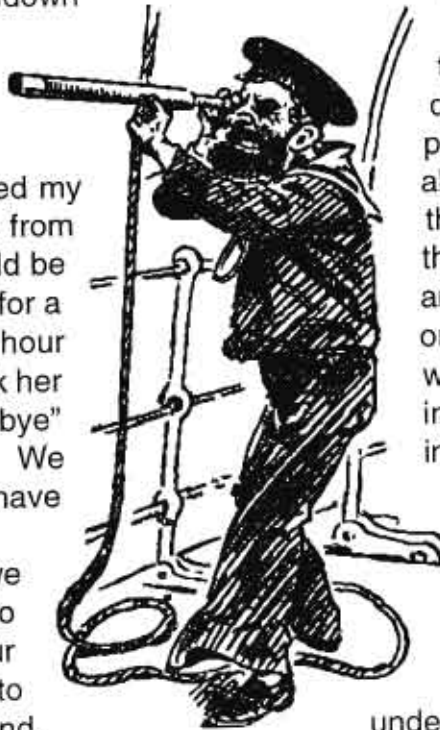
On the return trip, the radioman survivor died due to burns and smoke inhalation. The entire crew

under the leadership of PHM1c Garland worked continuously through the night tending the injured — they did a magnificent job! We arrived in Port of Spain in the afternoon having had no sleep since departure two days before. The next day we sailed for Guantanamo.

On the second day out, one of the merchant ships was torpedoed and we got a good sound contact. As we were following the bearing, we also picked up the sound of a torpedo. There were a few anxious moments when the sound bearing did not change, and the torpedo went under the *PC-469* but unhappily hit a tanker in the convoy. We continued out, dropped several patterns of depth charges until we were recalled to the convoy.

Shortly after that trip, I took command and we received a replacement officer. We made numerous convoy trips and we were sent out on various searches for subs in between our convoy duties. I believe we damaged one but of course we had no proof.

In March of 1943, I was transferred to the *CGC*



Duane as engineer officer and Ken Potts took command. The *PC-469* remained in the Caribbean Sea Frontier for some time, then was transferred to the Panama Sea Frontier and finally out to the Pacific. She ended her career rather ignominiously as a salvage training ship in Bayonne, N.J. — she would be sunk and then raised by student salvage trainees.

The *PC-469* was the first CG-manned Patrol Craft of this class to be commissioned and there would be at least two others. These ships were 173 feet in length with a 23 foot beam. They had ample power — 3600 horsepower on twin screws and with twin rudders attached to an electric steering system. Consequently, the *PC*'s were highly maneuverable but incredibly rough on the crew — we thought we should put in for submarine pay and flight pay since we spent so little time on the surface.

My crew was outstanding and I wish I had a record of their accomplishments but the exigencies of the period prevented any personal record keeping. The service of the *PC-469* was far superior to others of the same class in Trinidad; she was truly *Semper Paratus* and never failed to meet any commitment or carry out any order. If there is anyone left who was on the ship with me — my profound "Thank You!" for your great service.

VADM Thomas R. Sargent III, USCG (Ret.)

CG Shipyard Has Rare Launch

The days when ocean liners, tankers and ships for the Navy's fleets were built in Baltimore died out some years ago. Down at Curtis Bay though, the Coast Guard Yard has plugged along quietly.

Like survivors of another industry — Big Steel — that lost out to overseas competitors, the Yard

found safety in its niche — thinking small.

On 6 August 1997, just two days after the Coast Guard's birthday, the CG Yard was the scene of an old fashioned boat launching complete with band, white doves and a smashed bottle of champagne, all to celebrate the first of a new class of buoy tender that will be built there over the next three years.

This was no ocean-going behemoth, just a 49-foot Boat Utility Stern Loading (BUSL) vessel.

But a \$45 million program to build 34 such boats over three years, which along with repair work and ordnance maintenance, will keep the Yard's 700 workers busy.

The CG Yard last held a ceremonial launch in 1976, and for 15 years, since the last 41-foot utility boat was built there, has kept busy with a two-decade renovation program for the Coast



Pomp and circumstance: William Tyson, lead rigger, guides BUSL 49403 into the water at Curtis Bay. (photo by Gene Sweeney, Baltimore Sun)

Guard's 210-foot medium endurance cutters.

For this occasion, the Yard called upon the Coast Guard Band from New London, Conn. The Band has visited there only once or twice in 100 years. The 15-year-old daughter of Cong. Wayne T. Gilchrest cracked the champagne bottle over the BUSL's hull and, as two dozen white doves flew away, a crane lifted Vessel No. 49403 off a stack of wooden blocks and into the water.

Tanya Jones (Baltimore Sun)

John Foster Williams — A Biography

Among those selected to command vessels of the U.S. Revenue Marine Service, forerunner of the U.S. Coast Guard, was John Foster Williams. This veteran seafarer brought military prestige into the new service by virtue of having experienced combat while serving with the Massachusetts States Navy. He was known as the “most conspicuous sea rover of his day”.

When 15 years old, he went to sea with only his sea bag and his mother’s blessing. By the time he was 22, he was commanding merchant vessels. It was in the leaky brig *John* that he left Boston on January 20, 1769, for Surinam on the coast of South America.

Nine days later, northeast of Bermuda, he encountered a gale and a major leak developed and before he could cut away the foremast, the wind toppled it. The brig was in extremis and now adrift with nothing left on board but one barrel of beef and one of pork. One by one the men died until Captain Williams was the only one left alive. After six weeks, he was picked up, more dead than alive, by a passing packet boat.

An experience like this might have kept most men ashore, but Williams was soon back to sea. In 1774, he took up arms against the British and

chased their packet boat *Falmouth* out of Machias, Maine, where she was trying to get lumber for the king’s navy. By 1776, Capt. Williams was wearing the green and white uniform of the Massachusetts State Navy as commander of the *Republic*.

On May 16, he captured the British privateer *Julius Caesar* without bloodshed, a feat rarely accomplished during wartime. In 1778, he was captured by the British and sent to England in the prison ship *Lord Sandwich*. However, he did not remain a prisoner very long — either by escape or exchange he was back in Boston on June 28th and was placed in command of the best ship in the state fleet, the 14-gun brig *Hazard*.

The following year he fought a major battle near the West Indies against the 14-gun British privateer *Active* and, after an hour of bombardment, the enemy ship was reduced to helplessness. Forty of her crew were killed or wounded while the *Hazard* suffered only 10 casualties.

In the spring of 1780, Williams, now commanding the state ship *Protector* — 26 guns and 230 men — stood out to sea on a commerce-destroying mission. On June 6th, off Cape Race, Newfoundland, he closed with another privateer, the *Admiral Duff* with 32 guns, including six 12-

pounders and 250 British civilian sailors. The resulting battle was later described as one of the most heroic and desperate engagements of the revolutionary era.

History shows that an eyewitness, Luther Little, midshipman in charge of one of the *Protector’s* heaviest guns, a 12-pounder, recorded the battle scene, saying, “We steered down across stern and hauled up under her lee quarter.



The *Protector* under Capt. John Foster Williams, destroying the *Admiral Duff* during the American Revolution.

The British flag was hauled down and replaced with 13 stripes. The *Admiral Duff's* crew cheered as the flag was changed following a broadside. They partly shot over us, their ship being much higher than ours. Some of our rigging was shot away. The battle that had started within pistol shot range quickly became regular broadside to broadside.

"The action continued about an hour when all the topmen aboard the *Admiral Duff* were killed by our marines, who were 70 in number. Our marines also killed the helmsman which caused the ship to come down on us, and her cat-head stoved in our quarter gallery.

"We lashed their jib-boom to our main shrouds, and our marines kept them from charging their guns by firing into their gun ports. We gave them a broadside which cut away her mizzen mast and made great havoc among them. We perceived them sinking, at the same time saw that her main topgallant sail was on fire, which ran down the rigging and caught a hogshead of cartridges on fire under the quarterdeck and blew up. She

went down on fire with her colours flying.

"The *Admiral Duff* had two American captains, with their crews, on board as prisoners and they were among the 55 saved by our boats.

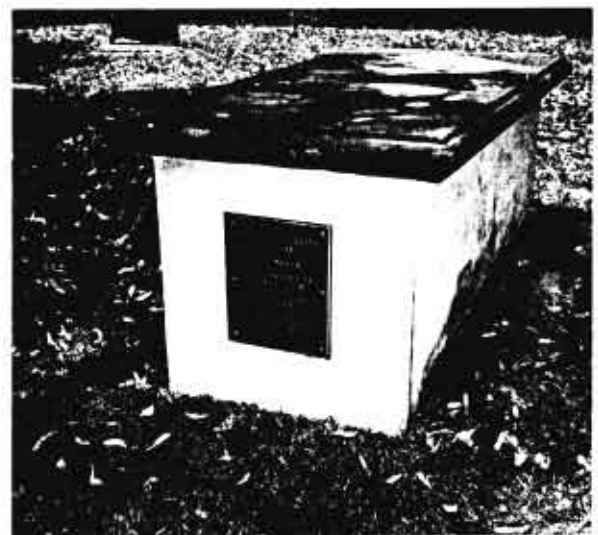
"During the battle, Capt. Williams was walking the quarterdeck when grape shot from the enemy took his speaking trumpet (megaphone) from his hand, but he picked it up and with great calmness continued his orders".

With such great victories behind him, Capt. Williams entered the Revenue Marine Service. His first assignment was supervising the construction of the first cutter, the *Massachusetts*, whose commander he became. Williams' courage and professionalism set a precedent for those who were to follow in today's Coast Guard.

Ed Klingensmith

The 50-Foot Harbor Patrol Boat

In 1939, the naval architect Ed Monk, Sr., designed a 50 foot boat for a forestry professor at the University of Washington. Lake Washington Boat Works constructed it and launched it as the *Wahoma* and the Coast Guard bought it for use during WWII as one of several patrol craft protecting the Columbia River Bar from infiltration by Japanese mini-submarines. The Coast Guard was so impressed with *Wahoma's* design that



Tomb marker (left) and crypt (above) of Captain John Foster Williams, one of the first commissioned officers in the Revenue Marine Cutter Service.

they used her as a prototype for the class 50-foot harbor patrol boats.

A total of 52 boats were built under Coast Guard contract at six different boat yards in Seattle, Wash., all placed into service in 1943. These versatile boats had a gross tonnage of 17 tons, a beam of 12-1/2 feet, and were constructed of wood, with red cedar above the waterline and white cedar below.

The 50-footers carried two 8-cylinder Chrysler Royal engines, had a cruising speed of 12 knots with a 1,100 mile radius, and a top speed of 17.5 knots. In 1945, they carried a complement of eight men. During WWII, the boats had a tripod on the bow to accommodate a .30 caliber Browning machine gun with various small arms stored in the wheel house. After the war the tripod and machine gun were removed and two .30 caliber rifles, a .45 caliber pistol and a Very pistol were provided.

The 50-foot patrol craft were not known for their sea-keeping ability. The relatively low bow and large wheel house windows made for a wet boat and risky heavy weather operations. As a full displacement hull they were slow by today's standards and uneconomical to operate. They did however, offer spacious quarters and good visibility for a boat of the era.

During the war, these boats went on extensive patrols and therefore were equipped with eight

bunks (four forward and four aft) for a crew of eight (although the boats seldom carried a full crew). Later, the boats were limited to search and rescue, carrying freight and personnel to isolated areas, and general purpose service. For the most part these were day trips, requiring less operating personnel. Often, they only carried a Boatswain's Mate as OIC and one other crew member — a seaman or fireman or sometimes an engineer. Frequently the crews lived aboard the boats on a full time basis.

The Coast Guard used a number of the 50-foot patrol boats in Alaskan waters during WWII and it appears that many operated from the Coast Guard Base at Ketchikan. In 1948, the base had three 50-footers which had been placed out of commission, two of which (50063 and 50074) went back in commission.

During WWII, the Ketchikan base served as an operating, logistics and repair facility. A marine ways was available to haul out the 50-footers and machine shops were used for shaft, propeller and machinery repair. The Alaskan waters were full of drift which made for frequent repairs to propellers and shafting. The carpenter shop did any other repairs necessary and maintenance of the boats in the Alaskan weather was always a problem — outside painting could only be done during brief periods of the summer.

The 50-foot harbor patrol boats had a brief his-



A fleet of ten of the Coast Guard 50-foot Harbor patrol Boats.

tory with the Coast Guard and many were sold off to civilians in Alaska and the Northwest U.S.

LCDR H. McQuarrie, USCG (Ret.)

(Editor's Note: The original 50-footer, the Wahoma, has been fully restored and serves her Seattle area civilian owner well)



One of the 52 50-foot Harbor Patrol Boats built for the Coast Guard in 1943.

The Little Ships That Could

In 1939, under the rule of Hitler, Nazi's began to terrorize Europe. Many countries such as Poland, Holland, Belgium and Norway fell to Germany quickly during the Blitz Krieg. France and England managed to defend themselves. America was fearful to get involved after the devastating losses during WWI. America was still fighting the Depression and the people were reluctant to defend Europe when they had a hard time just feeding themselves.

Eventually, France fell to Germany and England was in great danger of falling as well. America began a Lend-Lease program, providing relief to England in the form of oil, food, clothes and medicine, mostly transported by ship. The American vessels were neutral but German U-boats ignored the signs and sank them anyway. Soon, hoping there would be safety in numbers, the merchant ships formed convoys, but the U-boats still attacked and eventually ruled the Atlantic.

Despite the sinkings, America would not officially commit itself to war. Then, on Dec. 7, 1941, the unthinkable happened — Japan, Germany's ally, attacked Pearl Harbor and the U.S. found itself dragged into another world war.

As Americans now prepared for their roles in WWII, the serious problem of the U-boats was addressed. President Roosevelt gave approval to start building a Naval ship that was to be small, fast and expendable. The ship was named the Destroyer Escort and its primary purpose was to protect the country's most valuable recourse, the brave young soldiers. Unlike battleships and carriers which took years to build, the first DE's took only a couple of months.

Roosevelt had 565 of these ships built, 50 of them provided to other countries under the Lend-Lease Act. The DE's utilized much of the same armaments as the giant battleships and other large vessels and also had many new technological devices such as sonar, radar and Doppler. Their main job was to get between the U-boats and the troops.

The DE's were designed to be economical, anti-submarine ships that could be built in large numbers in a short amount of time. They were divided into six classes and were named after the first Navy men to die in WWII. Most were 300 feet in length and had a crew of 15 officers and about 190 men.

Nearly all of the DE's were designed with the triple torpedo tube, firing a standard surface torpedo with an 825-lb. warhead. They also carried a quantity of depth charges which could be filled with 300 lbs. of TNT. "K" guns would project depth charges away from the rear of the ship and allowed the DE crew to get a better depth charge pattern for attacking submarines. Each of these ships carried eight "K" guns, four on each side.

Another weapon aboard the DE's was the British-developed "Hedgehog", sort of a mini depth charge. These were rocket-propelled from the front of the ships and scattered out in a submarine-size oval pattern. It was an effective

weapon because its smaller 30-lb. warhead would only explode upon contact. If there was no explosion, the DE could quickly reroute their attack in another direction.

To deal with the Japanese kamikaze attacks later in the war, the DE's employed dual 20mm guns and quad 40mm guns for the aerial assaults.

Duty while on convoy was exhausting work for the DE's crew. Between normal ship's work, standing watches and the frequent calls to "battle stations" there was little time for uninterrupted sleep. And, in addition to the constant threat of the U-boats, the weather was always a factor.

Because the DE's were expendable, the men and ships were put to the edge constantly during the war. RMC Kenneth Stephan, USCG (Ret.) of the *USS Harveson (DE-316)* made 22 Atlantic crossings and recalled a fatal mistake while on patrol. His ship, the *Harveson*, was off the coast of Norfolk, Va., searching for a German U-boat operating in the area during a terrible snow storm. A merchant ship was also in the area and spotted the DE. Because of the poor visibility, the merchant ship thought the *Harveson* was the enemy submarine and rammed it in the stern, cutting well into the hull and destroying one of the DE's engine rooms. The ship held together and was able to make it to dry-dock for repairs.

The DE's came into WWII just in time to save the oceans from the U-boats. Their ability to maneuver well and to assist the convoys helped tremendously. When added to the hunter-killer forces around the convoys, they ensured the safe passage of troops and supplies to Europe. For two years prior to the DE's appearance only 150 U-boats had been sunk. After the DE's joined the war, 237 U-boats were sunk in one year alone and they were responsible for the first capture of a German submarine when the *USS Pillsbury* crippled it then boarded the sub.

Most of the 565 DE's have now been scrapped, sunk or used as target practice. Amazingly, four decades after the war, there were still 34 in active service in 11 foreign navies. When a DE reunion

was held in 1992, it was found that there were only two DE's left in service. One of these, the *USS Slater*, was still in its original 1945 condition, owned by the Greek Navy. Today, it is back in the U.S., at Port Interpid in New York City, and open to the public to tour. Paul Schryer

(Editor's Note: The above article was submitted by CGCVA member Ken Stephan. It was written by his grandson Paul for a term paper assignment for an American History Class. Paul got an A+ on the paper and it was also presented at the recent USS Harveson Reunion.)

Icebreaker Healy Launched

During nearly disastrous ceremonies Nov. 15th at the Avondale Industries Shipyard in New Orleans, the *USCGC Healy (WAGB-20)* was launched. Several persons were soaked with Mississippi River mud and water when the 420-foot cutter slid sideways into the river, kicking up mud and debris from the bottom. A few persons were hospitalized with minor injuries.

Despite its inauspicious start, the *Healy* will become the Coast Guard's largest vessel, its primary missions being polar ice breaking and resupply, scientific support, marine environmental protection and search and rescue. The *Healy's* keel was laid Sept. 16, 1996 and at the launching a bottle of water from the coastal waters of Alaska was used rather than the traditional bottle of champagne.

In addition to its overall length of 420 feet, the new ice breaker has a beam of 82 feet, a 29' 3" draft, and is designed to carry a complement of 12 officers, 10 CPO's and 53 enlisted.

The *Healy* has a rated speed of 17 knots at 147



Capt. Michael A. Healy

RPM and can travel 16,000 miles at 12.5 knots.

The cutter is named after Capt. Michael A. Healy of the Revenue Cutter Service. Healy was born near Macon, Ga., in 1839. He was the fifth of ten children born to Michael Morris Healy, an Irish plantation owner, and his wife Mary Elisa Smith, an octoroon slave.

Uninterested in academic pursuits, Healy began a seagoing career as a cabin boy aboard the American East Indian clipper *Jumna* in 1854. He quickly became an expert seaman and rose to the rank of officer. In 1864, he applied for a commission in the U.S. Revenue Cutter Service and was accepted as a Third Lieutenant. After serving successfully on several cutters in the East, Healy began his lengthy service in Alaskan waters in 1875 as the second officer on the cutter *Rush*. He was given command of the revenue cutter *Chandler* in 1877. Promoted to captain in March 1883, he was given command of the cutter *Thomas Corwin* in 1884. Finally, in 1886, he became Commanding Officer of the cutter *Bear*, taking her into Alaskan waters for the first time. Here he remained until 1895.

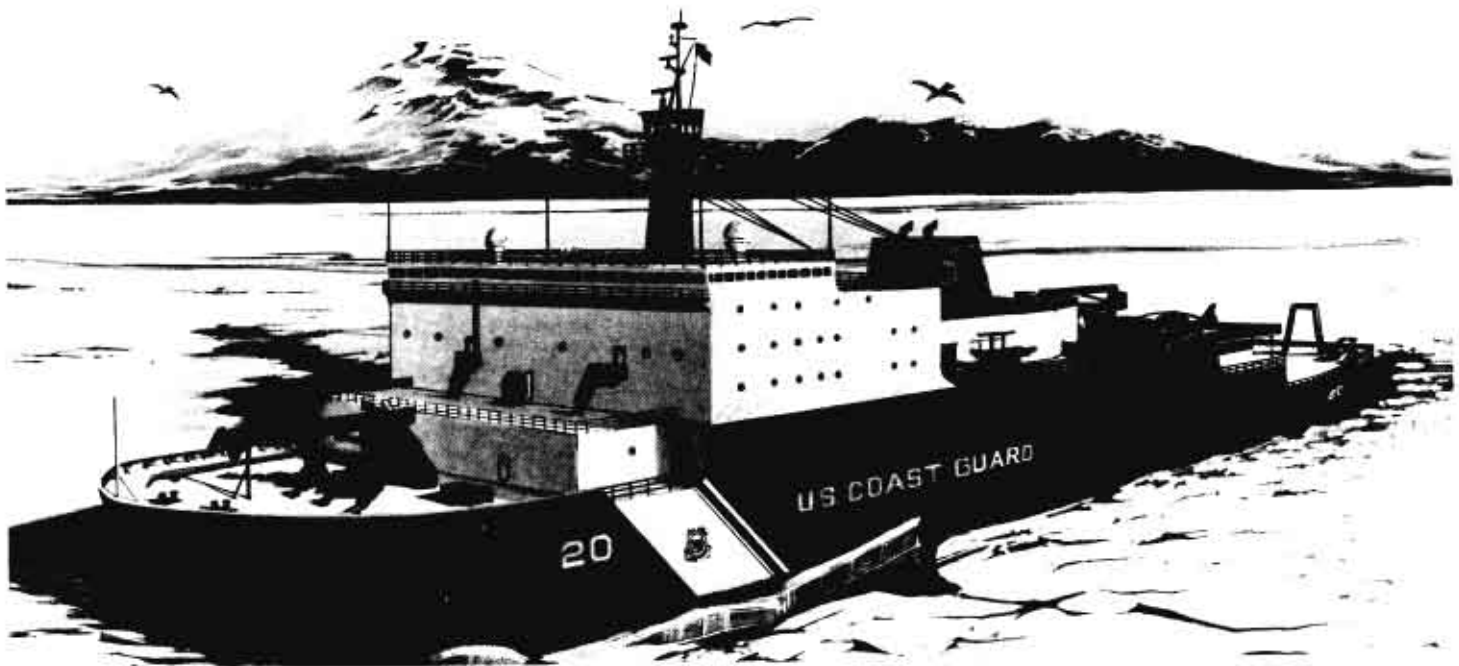
Although already held in high regard as a seaman and navigator in the waters of Alaska, it was

as the *Bear's* CO that Healy truly made his mark in history. During the last two decades of the 19th Century, Capt. Healy was the U.S. Government in most of Alaska, serving as judge, doctor and policeman to Alaskan natives, merchant seaman and whaling crews.

He operated in an eerie echo of what would become the missions of his Coast Guard successors a century later; protecting the natural resources of the region, suppressing illegal trade, resupply of remote outposts, enforcement of the law, and search and rescue.

The primary instrument in Healy's capable hands, to accomplish all this, was the cutter *Bear*, perhaps the most famous ship in the history of the Coast Guard. Under "Hell Roaring Mike", the *Bear* became legendary as "Healy's Fire Canoe". Healy and *Bear* proved to be a perfect match, a marriage of vessel capability and unrivaled seamanship that became legend.

The *USCGC Healy (WAGB-20)* will carry on the legacy of its namesake, providing a highly dedicated scientific platform with the search and rescue, and resupply services which have become the hallmark of the U.S. icebreaking fleet for over 100 years.



Artist conception of the 420-foot U.S. Coast Guard icebreaker Healy.

(Editor's Note: The following material is taken from "The Coast Guard At War: Aids to Navigation, Vol. XV - July 1, 1949. It was sent in by John J. Tracey who served aboard the Tupelo for nearly two years prior to going overseas. John mentioned a detachment of Seabees who were assigned to the cutter as an underwater demolition crew for aids to navigation work. He says they were older than most of the Coasties and were all specialists. They were a very commendable group but, to this day, John still doesn't know to what battalion or group they were from. If you know, give John a call at (617) or (781) 237-9286 or write him at 11 Session Street, Wellesley, MA 02181.)

Remembering the Tupelo

The CGC *Tupelo* (WAGL-303) was commissioned on May 19, 1943. Her first commanding officer was LT W. U. Fulcher, USCG, and he was succeeded by LT C.O. Hefferen, USCGR. After a period of training under Commander, Fleet Operational Training Command, Atlantic Fleet, she reported to the Coast Guard Yard, Curtis Bay, Md., on August 11, 1943, for conversion into a fireboat.

On April 1, 1944, the *Tupelo* was moored at the Coast Guard Yard while the yard force continued alterations and repairs for her fireboat conversion. On the 7th she departed for Portsmouth, Va., and on the 12th was underway for her long voyage to the Pacific via the Panama Canal. She arrived at Miami on the 16th, after receiving warning of an enemy sub and, after some repairs for refrigeration, she was directed to proceed to Pearl Harbor via San Diego. Upon reaching her destination, the *Tupelo* was assigned to Service Squadron 2 for administrative control and to Commander, Service Squadron 12 for temporary operational control, along with the CGC's *Woodbine* and *Papaw*.

At 0905 on April 11th, an SOS was received from the tug *Atengo* and the *Tupelo* was instructed to tow her to the nearest port. The *Tupelo* took her in tow the following day and headed for Salina Cruz, Mexico. The towing hawser parted however, in a strong gale on the 13th, and a

crewman on the tug mangled his hand. Medical advice was flashed to the tug from the *Tupelo* because seas were too rough to transfer the man in a boat immediately. By 1600, the seas had moderated enough to bring two injured men from the tug to the *Tupelo* and Salina Cruz was reached the following day. Dropping the *Atengo* there, the *Tupelo* proceeded to San Diego and, on the 23rd, the cutter was dry-docked for repairs to the outer oil seal. She departed June 3, 1944, for Pearl Harbor, arriving on the 11th, then taking



The 180-foot buoy tender Tupelo (WAGL-303) as she looked in 1959.

a load of buoys and equipment to Sand Island Base before departing for Majuro Atoll, Marshall Islands on the 19th. Arriving ten days later, the *Tupelo* was routed to Eniwetok where she arrived July 3rd and assigned to Task Unit 57.14.5.

On July 13, 1944, the *Tupelo* was ordered to proceed to South Anchorage, along with the *Woodbine*, to assist a landing barge on fire. Upon arrival, the barge was found to be loaded with smoke bombs on fire from bow to stern. The cutters extinguished the blaze and the barge was taken alongside the *Tupelo* to get at the smouldering fire that was under the smoke bombs and after part of the deck. The fire was completely extinguished shortly thereafter and the *Tupelo* then kept busy servicing and replacing buoys until relieved by the *Papaw*.

The *Tupelo* began escorting the *USS Panama* with the *ARD-17* in tow on July 13th, and they proceeded toward Guam. As they approached Guam on August 1st, an American Task Force was sighted bombarding enemy positions on the island, the first landings having been made on July 21st. The *Tupelo* entered Apra Harbor and reported to Commander, Service Squadron 12, as part of Task Unit 57.14.12. On August 3rd, the cutter dispatched a fireboat with crew to extinguish fire on a coal pile at Piti. Except for sniping, enemy activity in the vicinity of Apra Harbor had ceased. For the next two days, the *Tupelo*

was engaged in establishing buoys in Agano Channel, while a marine battery bombarded an enemy position in the vicinity of Barrigada, Guam. Aids to navigation work continued through the rest of the month. On September 2nd, the cutter participated in the work of widening the Mamaon Channel, Port Marizo, Guam, by investigating coral heads preparatory to placing the dynamite. Later, she established mooring buoys there.

During a heavy gale early on October 3rd, a report came that the *SS Mandillo* and *SS McFarland* needed help. The *Tupelo*, along with the *USS Gear*, arrived alongside the *McFarland* at 0510, found she had parted her mooring from the buoy and had dropped her starboard anchor. This had dragged until she took up alongside the anchored *SS Mandillo* dangerously close to Calahan Reef. With lines from the *Tupelo* and *Gear*, bow and stern, the vessel was pulled clear and secured to a mooring buoy. The next day the two vessels, along with another tug, helped unmoor another vessel. On October 6th, the *Tupelo* cleared the anchor of the *SC-1325*, caught in a submarine cable in Apra Harbor, and dispatched a motor launch to pick up three men washed overboard from a pontoon



The CGC *Tupelo* approaching.

barge.

After loading 100 tons of dynamite from the *USS Oregon* on October 13th, the *Tupelo* proceeded to Peleliu with convoy Guam-Ulithi I, escorted by a DE and a YMS. At Ulithi, as the

sound equipment on her escort was inoperative, the *Tupelo* was laid over until the 17th when she was escorted by the *USS Brush* in convoy Guam-Ulithi II. Arriving at Peleliu on the morning of the 19th, she proceeded independently and reported to Commander Service Squadron 12, aboard the *USS Burrows*, where a working party was picked up off Orange Beach and she proceeded to Saipan Town, Anguar Island, to unload the cargo of dynamite into LCM's. After being unloaded, she proceeded to Purple Beach, Peleliu, and thence to Ulithi under escort where she took on board a rearming boat and reached Guam on October 25th.

During November and December, 1944, the *Tupelo* was engaged in aids to navigation work in Apra Harbor and the Guam area. Working with the *USS Cinchona*, she picked up, repaired and replaced buoys, which, with their ground tackle, weighed as much as 35 tons each. She lengthened and shortened riser chains, assemble navigational buoys for use of the *Papaw*, lifted LCVP's to and from pontoon barges and water for repairs, and established mooring, navigational and telephone mooring buoys. On December 31st, she went to the assistance of the disabled *SS Alfred C. Trye*, five miles off Apra entrance and directed its towing into the harbor.

For the first eight months of 1945, the *Tupelo* remained in the Guam area working on aids to navigation. On May 1, 1945, she departed for temporary duty at Saipan where she shifted, reestablished, moved and relieved navigational buoys in Tanapag Harbor and at the Saipan anti-submarine net entrance. She returned to Guam on May 27th to continue buoy work and, on June 25th, proceeded to Agat Bay, Guam, for salvage operations on the bow of the *USS Pittsburgh*. Returning to Apra Harbor on July 7th, she established a temporary stern mooring for the *USS City of Dalhart*. During August, she established DD mooring buoys

in Apra Harbor and picked up mooring buoys adrift of Orote Point, Guam. On August 14, 1945, radio broadcasts indicated that Japan was suing for peace and all hands were jubilant. Their aids to navigation work, however, continued without let up through the month.

From the President (cont. from page 3)

the *Duane* will take place.

On each of my visits to the Coast Guard Yard, I spent some time at the pier used to moor the decommissioned ships and cutters, sort of paying my respects before their last voyage to the bottom, scrap yard or foreign nation. Legendary ships like the *Spar* with 50 years of service await their fate. There were the not so old 82'ers with



One of many Coast Guard recruiting posters during WWII

30 years of service, tired boats that worked hard bringing back memories of my tour in Vietnam. Undergoing repairs were the new ships, replacing those retired, and yet to prove themselves.

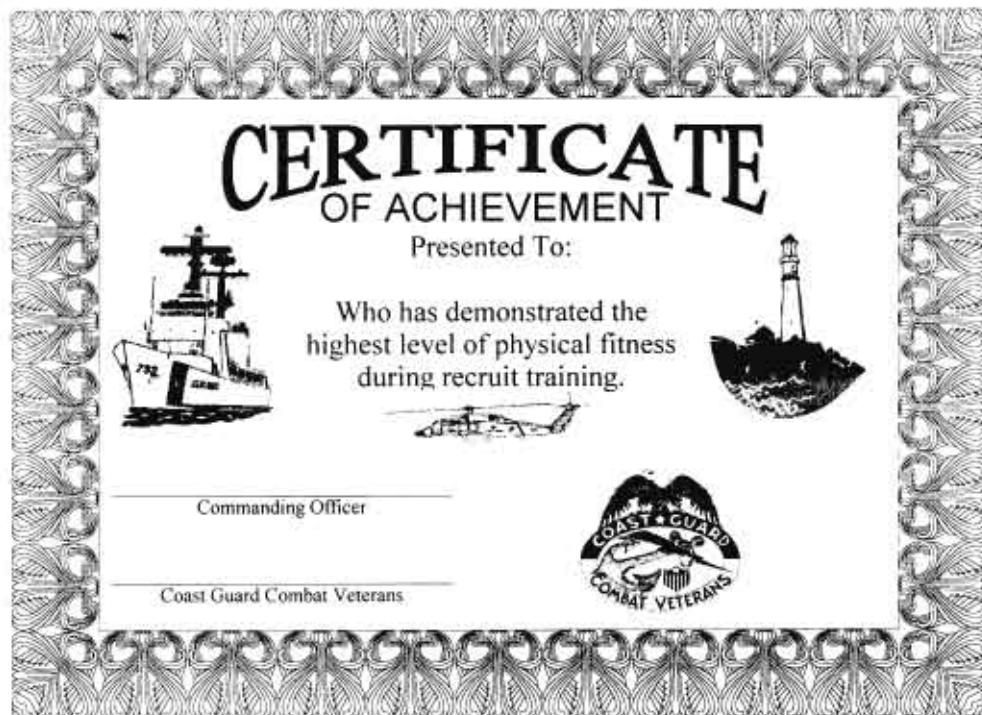
Sad news about the passing of honored member Art Green was received in October and a memorial was held in November. Art was a renowned WWII combat photographer whose

and risking his life to save a child trapped inside an overturned boat. Also present at the ceremony, held in the CG Commandant's office, was ENS Lisa DeGroot, Kevin's wife. Afterwards, the DeGroots were honored at a formal dinner where we got to meet the lovely couple.

To increase our ranks I have made contact with many shipmates of ours and sent out 50 membership applications. Prospective members were found in military publications and on-line at Fred's Place. Some have sent letters of thanks for the invitation to join and be amongst us. I want to thank everyone who sponsored a new member(s), especially our Membership Representatives who take the time to attend military affairs and reunions in search of combat Coast Guardsmen.

To raise funds I have been imprinting ships on Christmas ornaments and offering them to the crews. To date, there are ornaments featuring a 327, 255, 378, and the *CGC Mackinaw*. Also offered are various ship and small boat models. A Web-Page is being planned to fundraise on the computer offering quality Coast Guard items. If you know of any Coast

Guard associations planning a reunion, inform them of our Christmas ornament because any ship can be imprinted on it. During the past year, some of our members have gone far beyond promoting our association and should be recognized for their efforts. Vice President Jack Campbell has raised funds to erect a monument in the Pacific; Nat'l Secretary Ed Burke has led the way for the 327 Associations and the Shipwreck Trail Project; and Membership Representative John Stamford has secured a permanent spot for our flag and an



The newly designed certificate provided by the CGCVA to the graduating Cape May recruit with the highest score in physical fitness for his or her company. In addition to the certificate, the CGCVA provides the recipient a watch with the CGCVA logo on its face. These are the same watches available through our Small Stores. This new program, an idea of VP Jack Campbell's, will provide more exposure to our Association.

photos vividly brought the war home to America. Of the 100 most famous WWII photographs, three were Art Green's. Perhaps one of his last photos was our CGCVA group shot at the San Diego Reunion. Who can forget the little man perched atop a shaky 16-foot ladder in the parking lot of the Radisson Hotel. A true professional, Art did whatever was needed to get the perfect photo. He will be missed!

On Oct. 28th, I had the honor of presenting AE1 Kevin DeGroot with our Coast Guard Person of the Year award for going beyond the call of duty

office at a local Veterans Affairs facility. These were tremendous achievements, each requiring considerable time and effort on the part of the members.

I want to salute the Officers, Auxiliary Officers, Board of Directors, and most importantly, LCDR Ed Swift, the editor of *The Quarterdeck Log*, for their dedication to the CGCVA. They truly serve with distinction. Semper Paratus! Joe

A Note of Thanks

To the members of the CGCVA:

Thank you again for choosing me as your 1997 Coast Guard Person of the Year recipient. I cannot convey in words how honored I and my family feel to be recognized by your organization. Lisa and I had a wonderful time sharing conversation with everyone, both during lunch and dinner. The timing of this event could not have been better as it allowed Lisa and I the opportunity to visit the newly opened Women's Memorial in Arlington, Va. Thank you again for taking care of the cost of Lisa's travel and for the hotel and meals. Your association took such good care of us! Our time in Washington, D.C. will always be remembered fondly. We both want to thank you all for your service to this Country and hope you each have a great holiday season.

Sincerely,

Kevin and Lisa DeGroot

Mid-Term Officers Meeting

The following is a recap of the 28 October 1997 CGCVA Mid-Term Officers & Board Meeting which took place at the Channel Inn Hotel, 650 Water Street, Washington, D.C. The meeting was called to order at 1400 and was adjourned at 1645.

In attendance were Joseph L. Kleinpeter, LM; John W. Campbell, LM; E. P. Burke, LM; Baker W. Herbert, LM; A.D. Grantham, LM; and Bill Bigone, LM.

Secretary Burke reported that there was a quorum and the meeting was in compliance with Article VIII of the CGCVA By-Laws.

By-Laws: Trustee Ray Hertica's memo to Vince Stauffer, Chairman of the By-Laws' Committee was read and reviewed. A motion was made by Treasurer Herber and seconded by Trustee Bill Figone to vote on each item and forward to the By-Laws Chairman for action. All items were approved or disapproved by unanimous vote:

Reunions: Discussed Robert J. Maxwell, LM, PNP, Chairman Convention/Reunion Committee suggestion that we consider 18 month reunion schedule in place of our present Biennial schedule. This would result in reunions during the Fall season of one year and the Spring season for the following and so forth. A motion was made by Trustee Al Grantham and seconded by Secretary Ed Burke to accept and approve and to also invite all Coast Guard organizations. They would be required to pay for the registration fee as established for each reunion/convention. The upcoming Reunion/Convention in Corpus Christi will keep registration fees the same as in San Diego, i.e., pre-registration: Single (\$8), Couple (\$14); late registration (at the door): Single (\$10), Couple (\$18). Those non-combat members would not be allowed to attend the CGCVA business meetings. All of the items approved by unanimous vote.

(Note: After reviewing the notes of the meeting, Secretary Burke realized that this would alter the By-Laws term of office for the Officers/Trustees'. Secretary Burke contacted each member that attended to bring this to their attention. It was determined by each of the attendees' to disregard the vote for change of biennial meetings to 18 month. The remainder of the motion remains in effect.)

Other Discussion Items included:

The founding date of CGCVA to be recognized as 29 July 1985 was approved.

A Vessel Award Program to be presented to the membership at the Corpus Christi Reunion was approved.

President/Vice President Succession was disapproved.

Our Association agreeing with Constitutional Flag Amendment was approved.

Secretary Burke will write to WWII Coast Guard combat artist James A. Fisher in regard to CGCVA membership.

Secretary Burke made a motion and was seconded by VP Campbell that *Quarterdeck Log* Editor Ed Swift be given a Life Membership in recognition of his accomplishments for the Association. Approved.

Trustee Figone inquired about recognition for Art Green. He will represent CGCVA with other members at memorial service on Nov. 9th.

Treasurer Herbert announced he will not seek re-election at next convention. President Kleinpeter announced he would seek another term and Vice President Campbell will also seek re-election. Secretary Burke will seek another term.

Vice President Campbell proposed recognizing graduating CG recruits with CGCVA Certificates of Accomplishment of Physical Fitness and a CGCVA watch on a weekly basis. Cost to the Association would be about \$500 per year. A motion was made by VP Campbell and seconded by Trustee Figone to commence this project.

Vice President Campbell suggested CGCVA explore possibility of producing a historical Coast Guard video for primary use at Boot Camp. Training Center Cape may is also interested in historic CG artifacts and it was agreed to send such to Cape May to create a museum.

Vice President Campbell announced he had collected \$5,500 for the CGCVA plaque(s) and the funds are in the bank. He is exploring locations for the plaque(s).

Secretary Burke presented four CG-related paintings received from Mrs. Kathleen Glaser that her husband Philip had done, for consideration of the Association obtaining exclusive rights to their promotion and marketing. President Kleinpeter made a motion, seconded by Secretary Burke to purchase reproductions on consignment, however no reproductions are to be accomplished until a contract is drawn up and approved by all con-

cerned. After considerable discussion of the return of the investment of CGCVA funds for this venture, it was decided to present a detailed package to the membership for approval.

President Kleinpeter made a motion, seconded by Treasurer Herbert for authorization to establish a Web-Page on the Internet and market CGCVA wares.



One of Art Green's most famous WWII photos. A USS Coast Guard crewman killed while manning his 40mm gun director.

CGCVA Auxiliary News

Auxiliary Members and Friends:

I apologize for not providing an article in the last *Quarterdeck Log*. The time just slipped by so there is no excuse except the lack of communication.

I have not been able to travel much for the organization although I did represent the Auxiliary at the California Veterans Board Meeting in October. Of primary concern was a veterans cemetery in our area which is much needed along with other veterans concerns.

Our membership is still down a bit so please check the date on your cards to see if you are due. Membership in the CGCVA Auxiliary is still only \$10 for two years and it certainly goes to a worthy cause.



The time is drawing near for our next reunion. I will be at the Corpus Christi site in December to finalize the special events just for the Auxiliary members and friends. Just a reminder...that to attend the Friendship Luncheon and other events, you do not have to be an Auxiliary member. We will also welcome anyone who would like to volunteer their services for registration and setting up refreshments for the opening ceremonies, etc. It is so rewarding

as you get to meet so many of our CG combat veterans and guests.

I wish you all a wonderful holiday season and to those who are ill I wish you a speedy recovery.

Loyally and with love!

Jane Maxwell



Coast Guard Combat Veterans Auxiliary Membership Application

Name: _____ Date: _____
Last First Init.

Address: _____
Street or Box Number City State Zipcode

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

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

Make Checks Payable to: CGCVA AUX

Nancy Burke, Secretary/Treasurer

17728 Striley Drive,

Ashton, MD 20861-9763

CGCVA Form #3A (Rev. 12/96)



Coast Guard Combat Veterans Association

MEMBERSHIP APPLICATION

(Please Print Clearly)

Personal Data

Name: _____ Date: _____

 Last First Init.

Address: _____

Street

City/State/Zip: _____

Telephone: (____) _____ - _____ Date Of Birth: _____

Do you have two(2) Residences? Yes No

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

Address: _____

City/State/Zip: _____

Telephone: (____) _____ - _____ When There?: _____ To _____

Sponsored By: _____

Military Data

Branch Of Service Service Number From To

Important: This Application MUST be accompanied by either a copy of your Discharge (Both Sides); or, a copy of a DD-214; or, a copy of a DD-215; or, a copy of NAV/CG-553; or a copy of your letter of awards, or a copy of some other "Official" document that states your participation in or your direct support of a combat situation. You may further get a certified statement from a former shipmate who is a member of the CGCVA in "Good Standing," stating that you served with him on a particular ship/station during a particular period of time. Haitian service has recently been authorized the Armed Forces Expeditionary Medal that qualifies for membership.

Rank/Rate: Present @ Discharge @ Retirement _____

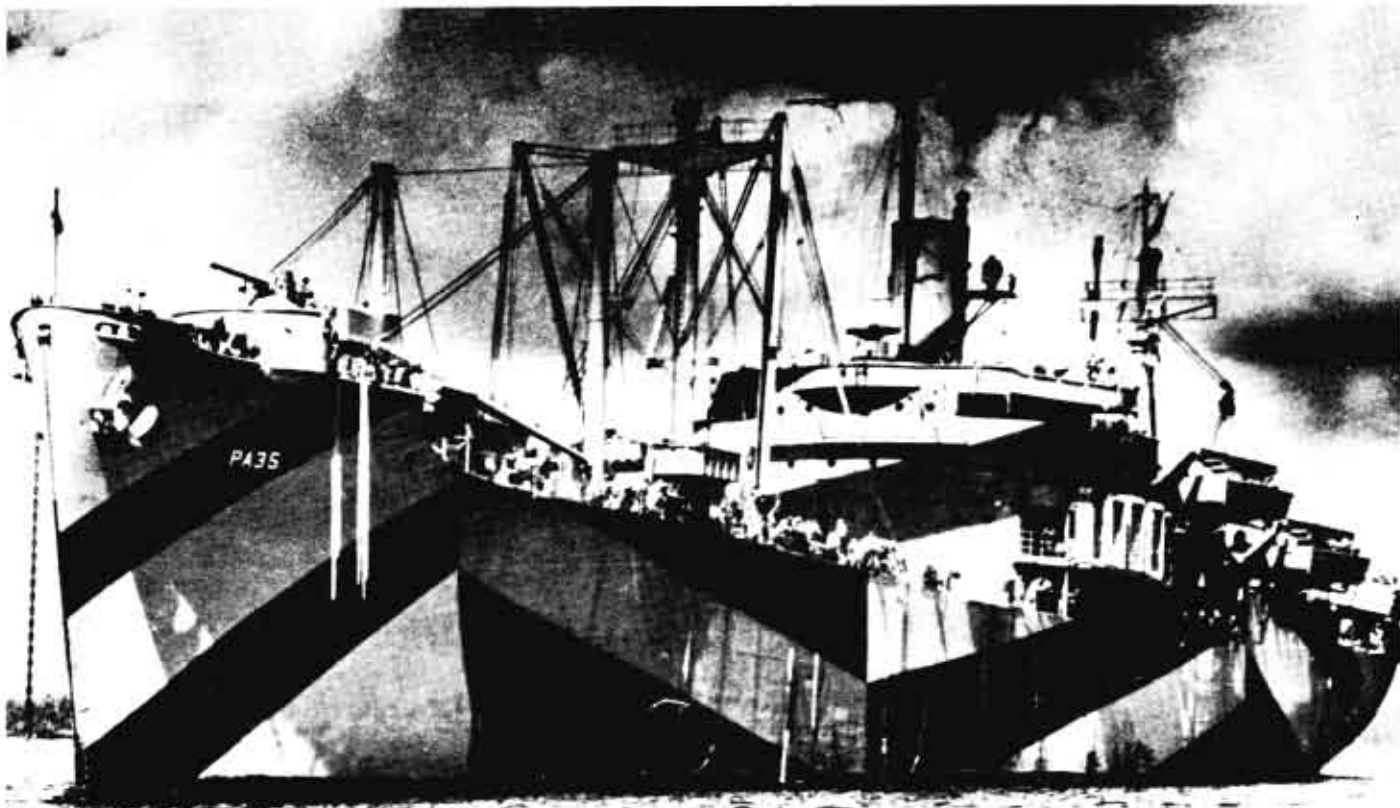
Dues: \$25.00 For 2 Years. Amount of Membership Dues Enclosed: \$ _____

Make Check/M.O. Payable To: CGCOMVETS

Signature: _____ Date: _____

Send To:

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



Twenty Coast Guardsmen and 11 Navy men died aboard the CG-manned USS Callaway during repeated kamikaze attacks while enroute to Lingayen Gulf in January 1945.

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

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