



the Quarterdeck Log

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Volume 27, Number 2

Summer 2012

“Back to Boot Camp” Event at Cape May

Coast Guard Training Center Ready to Host CGCVA Members and Guests October 11-13, 2012

Looks like things are really coming together for the “Back to Boot Camp” get-together thanks to Terry Lee, Gary Sherman, and of course, our host and CGCVA member CAPT William Kelly, commanding officer of USCG Training Center Cape May, N.J. Like previous

CGCVA events there, attendees will have to pay for their own hotel and meals but Gary Sherman and Terry Lee are negotiating rates with a few area hotels there to obtain a reasonable off-season group rate. To simplify things, those interested in attending are requested to contact Gary Sherman at cgcva@comcast.net and provide their name and the names of any other guests, along with their hotel requirements. In that way, Gary and Terry will have a complete list and hopefully get the best rate. Once done, Gary will notify attendees of that rate and reservations can be made. You can also call Terry Lee at 908-319-3477.

At the moment, the “Back to Boot Camp” schedule looks like this:

Thursday, October 11th — (At hotel) Registration, cocktail hour, socializing, name tag issue and training center entry instructions (1400-1900). CGCVA Evening Colors at 1800 on Cape May beach (optional). Free time in Cape May, dinner, etc., from 1900 until ...

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CGCVA-Funded Vietnam Monument at USCG Training Center Cape May, N.J.

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THE QUARTERDECK LOG

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Cover Story

continued from page 1

Friday, October 12th — Gather in hotel parking lot to convoy to training center (0800). Breakfast (optional) at the training center Harbor Club for \$7.00 (0830). Base indoctrination with parents of graduating recruits in Ida Lewis Auditorium (1000). Graduation ceremony on parade field or in gymnasium (1100). Lunch at Enlisted Mess (1200). Base tour following lunch. Forming of new Recruit Company in Sexton Hall (1430) followed by shopping at Exchange. At 1600, return to hotel for free time. Join up in hotel parking lot at 1730 to convoy back to training center. Cocktail hour at Oceanside Club, if available, followed by dinner there at 1900.

Saturday, October 13th — Ad hoc breakfast at hotel (0800-1000) followed by open gangway at Training Center (1000-1400). Hotel check-out and farewells (0900-1200).

That's it in a nutshell. More involved than our previous one-day, bang-bang events and looks to be exciting and memorable. CAPT Kelly and his staff are really looking forward to hosting a large CGCVA contingent so if there's any way you're able to attend, you will certainly be treated well. Just be sure to let Gary Sherman know that you'll be attending ASAP so he and Terry Lee can get an accurate headcount and negotiate the best possible hotel rate for the group.

From the President

2013 Convention and Reunion

We have a signed contract for our 2013 convention and it will be held at the Silver Legacy Resort Casino in Reno, Nevada April 29 to May 3, 2013. And although not all logistics have been ironed out (still working on activities for tours) we feel it's the right time to publish reunion information so you can start planning and mark your calendars.



Ed Swift

Next QD Log deadline is November 1, 2012. Please email articles and photos to the editor at: swiftie1@verizon.net

Our reunion committee members of Mike Placencia, and Steve Petersen have worked very hard to make this a truly first-class event. While I will be unable to attend the convention (hopefully I will have a new lung by then), I extend my very best wishes to all and hope that the turn-out will be bigger than ever.

I have included four pages of information in this issue, including a 2-page registration form for your convenience. All the costs are firm with the exception of the Tuesday, April 30th tour/activity, so a random amount has been inserted. This may or may not be the actual cost but it is based on an average of previous such activities, and adjustments will be made later.

Please send completed registration forms to **Mike Placencia** at 9804 Iroquois Lane in Bakersfield, CA 93312-5323.

If you have questions about the 2013 Reno convention, call Mike at 661-401-0609 or email him at: cgmasterchief22@hotmail.com.

You can also contact **Steve Petersen** at 361-354-4119 or at email: petersenpastpumps@hotmail.com.

Yellow Ribbon Program

I was recently contacted by LCDR Robert Cooper, a CG reservist and CG combat veteran who deployed twice to CENTCOM (2003 & 2008) in support of Operations Enduring Freedom & Iraqi Freedom.

He is currently recalled to active duty at CGHQ and serves as a Program Coordinator for the Coast Guard's Yellow Ribbon Program where he oversees Yellow Ribbon events throughout the country for our deploying Coasties and their families. These events are held during all phases of the unit's deployment including pre, during & post deployment. Bottom line is the CGCVA has been invited to participate in Yellow Ribbon events.

As CGCVA national president I was delighted to learn about the Coast Guard's Yellow Ribbon Program and I pledged our Association's full support. In fact, I told LCDR Cooper that for years I had been trying to obtain advance (unclassified) information regarding CG troops and units deploying to, serving in and returning from combat zones so that the CGCVA could provide needed materials as well as information on our Association, since all would eventually be eligible to join. My

attempts go back to Desert Shield/Storm (where I served) but until now the potential to reach these USCG troops/units simply wasn't possible.

To learn more, go to: www.yellowribbon.mil or www.uscg.mil/reserve/yellowribbon.

Miscellaneous

The photo on page 9 shows the *CGC Point Young's* 'potato bin' or hatch cover from Vietnam. The gent who is currently in possession of this unique artifact would like to donate it to a Coast Guard museum or other appropriate place. Before he does though, he would appreciate hearing from other *Point Young* crewmen who might have photos of the cover or care to express their opinion on where it should go. This cover is probably one of the few tangible artifacts from one of the 26 cutters that were left in Vietnam and probably the most distinctive item with the carved USCG Shield and Coast Guard Squadron One lettering. Please contact C. Meyer at C.MEYER@laketow2@aol.com or 573-480-2701.

As I write this column, coincidentally on August 4th, I think back on all the many Coast Guard Day picnics and ceremonies I have participated in over the years, and hopefully will again. I thank everyone for keeping me in your thoughts and prayers. I am thankful to have so very many true friends and shipmates. God Bless you all! God Bless our wonderful Association and our Coast Guard! And God Bless the USA! Semper Paratus! **Swiftly**



Coast Guard Commandant Adm. Bob Papp speaks at a Coast Guard Yellow Ribbon Program breakfast in Seattle May 26, 2011. The Yellow Ribbon Program supports military families before, during and after overseas deployments. U.S. Coast Guard Photo by Petty Officer 2nd Class Patrick Kelley.

From the Secretary

Shipmates,

Occasionally, we get large envelopes or packages sent to the Administrative office, here in Eagleville, PA, that need to be forwarded to our *Quarterdeck Log* editor, our historian, our webmaster, or another Association member.

If you have something for any of these members, and you're already paying the postage, please forward your package directly to that individual. This is especially true for books and larger items, that typically cost \$4 or \$5 to mail. We don't need to have the Association duplicate that expense and waste money and the time necessary to re-package and re-mail that item.

If you don't have the correct address, please contact my office, via e-mail, cgcva@comcast.net, or phone (610) 539-1000 M-F, and I'll get you the correct address, or contact phone number, so you can send it directly to its destination and eliminate the middle man (Me).

Also, if you're sending a dues payment in, and you mark the envelope "Attn: Quarterdeck Log Editor" because you have an article enclosed, I'm going to open that envelope and snag any checks or payments out of

the envelope, then forward the information to the appropriate destination. If you have something specific for the Editor, simply put a note on the article, and I'll forward to Ed Swift.

Or, as I've mentioned above, you can send the article directly to it's intended destination.

Hey, just because the Post Office is going broke, doesn't mean we have to join them!

Thank you! Semper Paratus!



Gary Sherman

Gary

Crossed The Bar

Gordon L. Baxter
Walter H. Kruse (sonarman on an
 83' subchaser and DE in WWII)

Welcome New Members

New Member

VADM Sally Brice-O'Hara
 Blaine Holden
 John E. Bannon
 Brian Bowman
 John J. Cuoghi
 Andrew J. Filipczak
 Michael A. Freeman
 Ronzelle L. Green
 Howard J. Humphreys
 William E. Lowry
 Kiara B. Mells
 Anthony J. Padavan
 Jose A. Rodriguez
 Wade K. Sellers
 Morgan Stepp
 James Turner

Sponsor

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 Website
 Joe Kleinpeter
 Joe Kleinpeter
 Ed Swift
 Ed Swift
 Joe Kleinpeter
 Ed Swift
 Claude Conn
 Paul C. Scotti
 Joe Kleinpeter
 Joe Kleinpeter
 Joe Kleinpeter
 Joe Kleinpeter
 Ed Swift
 Joe Kleinpeter

New Member

Michael J. Ferullo
 David G. Shields
 LM William C. Bishop
 Billy J. Cline
 Justin T. De Las Alas
 Tiffany M. Foronda
 Randall D. Garriott
 Timothy J. Green
 George R. Lehr
 Nicholas G. McGowen
 Cameron T. Naron
 Luis N. Rivera
 Kristen L. Rousell
 Rodger C. Springsteen
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Ed Swift
 Terry Lee
 Website
 Joe Kleinpeter
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 Ed Swift
 Joe Kleinpeter
 Gary Sherman
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 Joe Kleinpeter
 Joe Kleinpeter

Upcoming Reunions

Western Great Lakes

The 51st Annual Western Great Lakes Coast Guard Reunion will be held Sept. 15, 2012 at the Manitowoc, Wisc. Holiday Inn. Make reservations at 920-682-6000 and ask for Coast Guard Reunion rate. For information, contact **Bill Oldenburg** at botse@dialez.net. This event is open to all; you need not have served in the Great Lakes.

CGC Ingham Association

Former *Ingham* crew members and guests are invited to attend a reunion Oct. 4-6, 2012 at the Double

Tree Hilton Grand Key Resort in Key West, Fla., near the ship's berth. Make reservations by calling 800-222-8733. For information, contact **Bill Verge** at keysccgcutters@gmail.com.

Salute to USCG Vietnam Veterans

All Coast Guard veterans that served during the Vietnam Conflict and their spouses are invited to a luncheon in their honor on Nov. 8, 2012 at the Coast Guard Island gymnasium (Bldg. 16) in Alameda, Calif. The luncheon will be held from 1100-1330, followed by a cutter tour. For information, contact **LCDR Szczechowicz** at 510-437-2955 or **Audra Jacques** at 510-437-5371.

Auxiliary News

Auxiliary Members,

We've had more mini reunions this summer. We attended a 50th anniversary party for friends from the CG Cutter Munro crew. Other CG friends from our time on Governors Island were at the party. One couple we'd not seen since 1992. The six of us hadn't been together since our time on Governors Island. As always we picked right up where we left off all those years ago. What fun!!! We've said we won't wait so long between visits now.

I wrote that we were collecting the Harbor Light

Lighthouses. We now have the lighthouse of the week on display in the center of the table. The whole collection is on the bookshelf and we are definitely enjoying them all. There are many memories in the selection of lighthouses.

We are already in the planning mode for the 2013 reunion in Reno. I hope many of you are making your plans to attend. I look forward to seeing you in Reno.

Liz Scotti Auxiliary President
(321) 474-0007

COAST GUARD COMBAT VETERANS AUXILIARY ASSOCIATION

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

Name: _____ Date: _____

Phone Number: _____ Cell: _____

Address: _____

City: _____ State: _____ Zip: _____

E-mail address: _____

Member name & relationship: _____

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

USS Mohawk Reaches Final Resting Place

For years, artificial reefs have been used to encourage algae and invertebrates, such as barnacles, to provide habitat for fish and other marine life.

And for more than a century, scuttled ships have been allowed a second life perched on the sea floor where they function as artificial reefs. In that role, they function as natural habitats and breeding grounds for fish looking for places to lodge in the lacy networks of coral, sponges and algae that will attach themselves to a ship's structure.

On July 3rd, the *USS Mohawk* entered a second life as

an artificial reef when it was sunk nearly 30 miles off the coast of Fort Meyers, Fla. Since a current Coast Guard cutter homeported in Key West, Fla. bears the same name, it seemed somehow fitting that *Mohawk* would find a new home in sub-tropical waters.

With painstaking precision and the assistance of explosives, the 165-foot World War II vintage cutter was lowered about 90 feet into the sandy bottom. Following the elaborate evolution, Mohawk Veterans Memorial Reef was proudly dedicated to veterans of the United States, only two days before we celebrated our nation's independence.

And while the diving community was enthusiastic about having a military ship as a reef off Florida's west

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:

Colin Woodbury	Edward Withrow	Jack Shuler	Norman Venzke
Larry Roe	Alex Soltesz	Wilbert Huebner	Richard "Archie" Pelley
Wilton Lisk	Richard Dubbs	Irving Jenkins	LM Robert Lecomte
Richard Parker	Jack Read	Duane Gatto	Art Mitchell
Jeffrey Keim	Doak Walker	Thomas Conant	Edward Floyd
Lois Csontos-Neilsen			

Gene Costill IMO his brother Robert Costill

Arnold "Ack" Adams IMO Chief Ray Platnick

Baker & Marylou Herbert IMO VADM Tom Sargent and Jack Campbell

LM Donald Taub IMO LT John Pritchard & RM1 Benjamin Bottoms lost during rescue of B-17 PN9E on Greenland Ice Cap 11/29/42.

Anonymous Fellow Hooligan of WWII IMO Walter H. Kruse

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.

coast, the milestone held special meaning for the captain and crew of the Coast Guard Cutter *Mohawk*, currently on patrol. The two ships bear the same name, but held different designations. The crew of the current *Mohawk* (WMEC-913) looked to naval tradition to honor the occasion.

A ceremony in honor of the *USS Mohawk* (WPG-78) included a noon formation, as eight bells were rung and a national ensign was lowered and ceremoniously folded. In characteristic military fashion, the crew also paid a somber tribute to those who served aboard the venerable cutter.

“As the commanding officer of the third ship to carry the proud name of *Mohawk*, it was an honor to recognize our World War II predecessor and all of the cuttermen who sailed on her decks,” said Cmdr. Mark Fedor. “I’m proud to say the current *Mohawk* is extending our namesake’s legacy of service to our nation.”

His words were echoed by current crewmembers recognizing their inexorable link to both American and Coast Guard military history.

Petty Officer 3rd Class Ricky Myshrall was on hand at the ceremony honoring *Mohawk*.

“I felt very privileged to be able to see such a piece of history while it was still floating,” he said.

And although *Mohawk* came to rest in much warmer waters far from the North Atlantic where she once patrolled honorably, Myshrall felt it was a good fit.

Yet it’s difficult to ignore *Mohawk’s* impressive history. She is the last survivor of the Greenland Patrol fleet and played a significant role in World War II efforts in the North Atlantic. *Mohawk* was one of six vessels of the Algonquin class of 165-foot cruising cutters built for the Coast Guard in Wilmington, Del. and Bay City, Mich. Commissioned Jan. 19, 1935, the ship was initially built for domestic ice breaking in the Great Lakes and North Atlantic. However, all that changed when war broke out.

Mohawk soon went on to break ice at the Arctic Circle, rescue 300 sailors from icy waters and perform crucial convoy duty protecting merchant and military ships from German U-boats. At the end of the war, *Mohawk* remained in the North Atlantic as part of the International Ice and Weather Patrol, providing data about ice movement in and around the vital northern shipping lanes. In January 1948, *Mohawk* was decommissioned from active service, but for nearly 33 additional years, she served as a pilot vessel on the

USCG Uniform Display



When my wife and I arrived in Texas in August 2009, we went to the Central Texas VA Hospital/Clinic in Temple, Texas to change over our health care from Bay Pines, Fla. As we walked around the facility we noticed a “Hall Of Honor” which had manequins and paraphernalia from all services depicting all wars. What we found was a complete absence of anything USCG. I found out who was in charge and indicated that I would be glad to donate my complete uniform for them to display. I had a full set of the old Navy blue double breasted CPO, a brown CPO set (from my “airdale” days) and the current Coast Guard Blue from my retirement. Not wanting to push my luck I gave up the modern blues. The Chief of Clinical Services, Doug Young, was the person in charge and he walked me and Barbara down to the Women’s Clinic where on the wall was an old poster of a Female “SPAR” and tucked in the corner was a photo of one also. The photo was his mother who had served in WW2 as a SPAR. So there was a kinship. Well it took about two years but they finally were able to obtain a case and 1/2 a manequin. So now the Temple VA Hospital now recognizes the Coast Guard in the Vietnam section of it’s “Hall Of Honor”.

*Harold “Hal” Willis Jr., CWO4(Med), USCG (Ret)
1959-89 Tan My, Vietnam 70-71*

Delaware Bay and Delaware River.

Shortly after her time as a pilot vessel, the non-profit Mohawk Corporation was founded by passionate supporters who dedicated her as a museum and memorial to the soldiers, sailors and merchant seamen who served our nation. In 2006, the *USS Mohawk* was moved

to Truman Annex in Key West, where alongside the Coast Guard Cutter *Ingham*, it served as a floating museum.

The ship's last and final move is one that allows those curious about her history — as well as the role of artificial reefs — to undertake a watery exploration of her decks, cannons and propellers. For many, it is the ideal perch for a ship whose crews served honorably at sea.

Remember When... CGCVA Past President Joe Kleinpeter



BM2 Joe Kleinpeter cleans his personal weapon on board the Point Banks (WPB 82327) in 1968. Kleinpeter "procured" this 60mm recoilless rifle from the U. S. Army Special Forces on Phu Quoc Island. This weapon was used successfully on numerous operations against the Viet Cong. On one expedition Kleinpeter took the weapon on board a Vietnamese Junk Force boat that was assisting in providing cover fire for Coast Guardsmen involved in a small boat expedition. Kleinpeter taught the VN crew how to load the weapon and then tap his helmet when the round was loaded. However, after firing the first round Kleinpeter waited for the tap that never came. He looked around and the VN crewmen were huddled in the after part of the boat under a canvas cover. Kleinpeter loaded and fired the rifle by himself and also put out fires caused by each successive back-blast. One of the last occasions the rifle was used on the Point Banks the CO not watching where he was firing broke out the bridge windows with the back blast. At that point the Squadron Commander ordered the weapons removed. Oddly, the 60mm LAW was kept on most WPBs and more than once a window fell victim — again.

PSU 309 Deploys to Middle East

A Port Clinton, Ohio-based Coast Guard Reserve unit deployed to the Middle East in support of Operation Enduring Freedom June 20th.

Port Security Unit 309 deployed from Mansfield Lahm Air National Guard Base and joined with the Navy's Maritime Expeditionary Squadron Three (MSRON 3) to form Combined Task Group 56.5, under the Naval Expeditionary Combat Command. CTG 56.5 is charged with providing harbor defense and security to ports, seaward approaches, and waterways within U.S. Central Command's area of responsibility and ensuring the free flow of personnel, equipment and commerce in the region.

"I am proud to report that unit morale is high and we are looking forward to serving alongside the US Navy on this vital mission," said Cmdr. Gerald A. Nauert, PSU 309's commanding officer. "Our members have prepared and we are ready."

Prior to deploying, PSU 309 completed exercises with MSRON 3 at Naval Amphibious Base Coronado, Calif. Also, the unit participated in pre-deployment training with the US Army at Fort Dix, New Jersey.

PSUs provide security and protect personnel and facilities from terrorism, sabotage, espionage, subversion, and attack. During the exercise, they conducted point defense, harbor security and high value asset escort missions. PSU boat crews conducted 150 mission sorties, accumulated more than 3,500 underway patrol hours and expended more than 20,000 rounds of ammunition during the exercises to prepare for the upcoming deployment

"We were fortunate to have invaluable training that honed our skills," Nauert said. "PSU 309 members have now reached peak performance and we are grateful to the US Army and US Navy for sharing their knowledge."

PSU 309 families are benefiting from the Yellow Ribbon Reintegration Program, a DOD-wide effort to help National Guard and Reserve members and their families locate resources before, during, and after deployments. Yellow Ribbon events provide access to information on health care, education and training opportunities, financial and legal benefits.

PSU 309 can trace its history back to mid-80s and early 90s when PSUs were "notional" units, meaning they would remain in a training phase mainly manned

by reservists until they were activated to a deployed area as a Rapid Deployment Force.

With the commissioning of PSU 309 in 1995, such units moved from a notional unit to a self-sustaining Coast Guard unit, deploying anywhere around the world within 96 hours and operational in 24 hours. The unit has a proud operational heritage, including missions in support of Operations' Enduring Freedom, Iraqi Freedom, Desert Storm, Noble Eagle, and Uphold Democracy.

PSUs are a component of the Coast Guard's Deployable Operations Group (DOG). The DOG provides properly equipped, trained, and organized Deployable Specialized Forces to Coast Guard, Department of Homeland Security, Department of Defense and inter-agency operational and tactical commanders.

Coast Guard Augments Army in Afghanistan

Long known to protect the waters surrounding the United States, the question asked each time someone sees them is, "What is the U.S. Coast Guard doing here?"

Chief Petty Officer Daniel Kinville and Petty Officer 2nd Class Lauren Kowalewski are part of an eight-person unit from the Coast Guard's 1179th Deployment Support Brigade, and are the only two Coast Guard personnel in Afghanistan.

"Usually, everyone's first reaction when they see us is shock," said Kowalewski, a Pittsburgh native. "They can't seem to figure out why we're so far from the U. S. coast and why we're in a landlocked country."

The answer lies in the Coast Guard's reputation for keen attention to detail with paperwork, packing, customs and hazardous-materials shipping and storage — their ability to continually ship containers across oceans without frustration issues. Based on this expertise, Army officials requested the Coast Guard's help with redeploying and sealifting their gear.

The Coast Guard duo adds another flavor to the vast assortment of uniforms here, and for many soldiers, seeing a Bagram-based Coastie holds a silver lining, Kowalewski said.

"The soldiers get really excited when they see

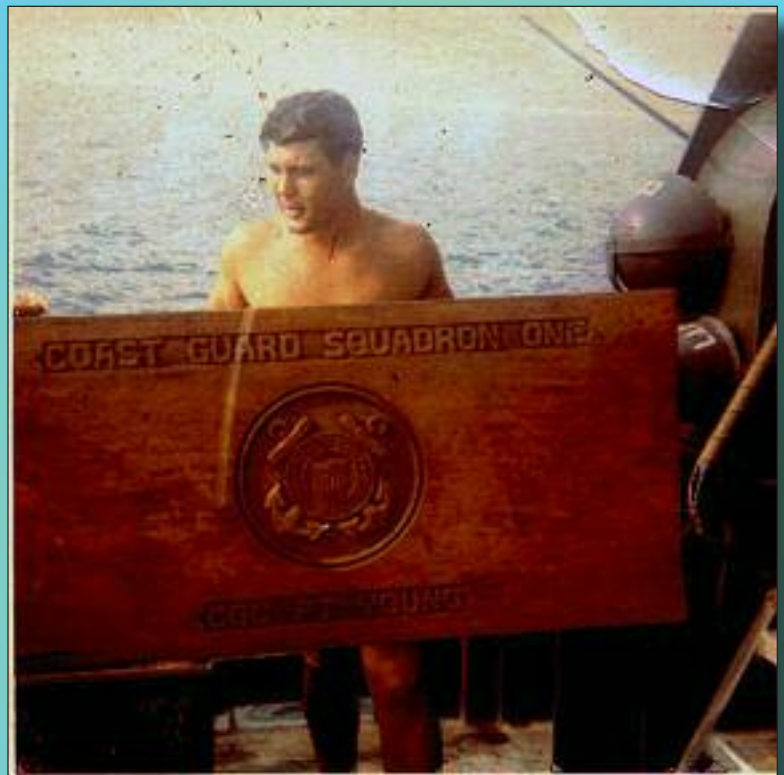
us," she explained. "They know that once we get here and start customs services, [it] means they are getting closer to going home."

Kinville and Kowalewski are serving nine-month deployments, and neither is performing duties typical to their Coast Guard specialty. As a prerequisite for their duties here, each had to go through extensive hazardous-materials handling and packing and shipping courses, followed by convoy travel and weapons training.

Still, the additional training and stepping out of normal roles expands a servicemember's breadth of experience, said Kinville, a Yorktown, Va., native.

"We get the experience of working with the Navy, Air Force, Army and Marines. This is something totally

A Vietnam Memory



GM2 John Mendyka holds the cover to what most WPB crews called the potato bin of the CGC Point Young (WPB 82303) The on-deck storage was for life jackets and flak jackets. The cover is an example of some of the fine carving done in the Philippines.

Note: See information under "Miscellaneous" on Page 3 From the President for more information about this artifact. (1967 photo courtesy of former GM2 John Mendyka)

different than what we do back in the states,' he said.

They were both startled when they heard a 155 mm Howitzer fire for the first time, and Kowalewski experienced her first helicopter ride.

'The chance to be here, [to] see the front lines with the soldiers [and to] experience their way of life in and around the different stages of deployment is really amazing,' Kinville said. 'I'm proud to be able to support them and help where I can.'

Army Pfc. Christina N. Sindera

The USS Serpens Monument

The largest single disaster suffered by the United States Coast Guard in World War II was the destruction of the *USS Serpens (AK-97)*. The 14,250-ton ammunition ship exploded off Lunga Beach, Guadalcanal, British Solomon Islands on the night of January 29, 1945.

Servicemen were loading depth charges when the *USS Serpens* exploded. The 250 men who died included 193 U.S. Coast Guard sailors, 56 U.S. Army soldiers, and Dr. Harry M. Levin, a U.S. Public Health Service surgeon. Of the 193 Coast Guardsmen, 17 were regular Coast Guard and 176 were reservists.

There were ten survivors. Lieutenant Commander Perry L. Stinson, commanding officer of the *USS Serpens*, another officer and six crewmen were ashore on administrative business. Two crewmen who were onboard survived the explosion: SN1/c Class Kelsie K. Kemp of Barron Springs, Virginia, and SN1/c Class George S. Kennedy of San Marcos, Texas. Seaman Kemp and Seaman Kennedy were awarded the Purple Heart by Rear Admiral L.T. Chalker, the Assistant Commandant of the U.S. Coast Guard.

In July 1947, the Coast Guard still thought an enemy attack had caused the blast. However, by June 10, 1949, it was determined not to have been the result of enemy action.

The 250 remains were originally buried at the Army, Navy and Marine Cemetery in Guadalcanal with full military honors and religious services. The remains were repatriated under the program for the return of World War II dead in 1949.

The mass recommitment of the 250 unidentified dead took place in section 34 at MacArthur Circle. The remains were placed in 52 caskets and buried in 28 graves near the intersection of Jesup and Grant Drives.

Welcome Home

Clearwater, Fla., based Port Security Unit 307 stands in formation during a homecoming ceremony after returning from an extended deployment to the Middle East, Jan. 23, 2012. While deployed, PSU 307 members provided harbor defense and security to ports, seaward approaches, and waterways within U.S. Central Command's area of responsibility and ensured the free flow of personnel, equipment and commerce in the region. U.S. Coast Guard photo by Petty Officer 2nd Class Michael Anderson.



Two gravesites were reserved for the memorial inscribed with their names.

About 1,500 people attended the reinterment service on Wednesday, June 15, 1949 at 1:00 PM. Catholic, Jewish and Protestant chaplains officiated. The U.S. Marine Corps Band played Pasternak's arrangement of Taps. A bugler echoed Taps in the distance. The U.S. Navy also participated. To conclude the service, a Gold Star Mother escorted by an American Legionnaire placed a white carnation on each casket.

A witness described it as "one of the most elaborate military services accorded our fallen heroes..."

Words would have been inadequate to express the deep gratitude and admiration...in the hearts of [all] who witnessed the service."



USS Serpens Monument at Arlington National Cemetery



USS Serpens

The USS Serpens Monument was dedicated on Thursday, November 16, 1950 at 2:00 PM. The octagonal monument occupies two grave spaces in section 34. About 100 relatives and 200 others attended the dedication. Participating units included a color guard from the U.S. Coast Guard Cutter *Duane*, one from The Old Guard at Fort Myer, Catholic, Jewish and Protestant chaplains, and The United States Army Band (Pershing's Own). Vice Admiral Merlin O'Neill, Com-

mandant, U.S. Coast Guard gave a brief address.

"We cannot undo the past... but we can insure... that these men shall be respected and honored forever."

Good Old Arnold

There are those folks who just can't do anything right and of course there are those fortunate few who are perfect. Most of us are somewhere in the middle... we may do something wrong but then we can turn right around and appear to be almost Einstein-like.

And then there are a few Arnold Synziks.

It was early March of 1942 at Coast Guard Base Port Huron, Michigan, situated on the Huron River, about 200 feet south of the point where Lake Huron feeds into the river.

Arnold Synziks, newly sworn into the Coast Guard by a recruiting officer who must have been blind, drunk or both, reported for duty on a Monday.

Having presented his travel orders and enlistment papers to the sentry at the gate, he was "waved aboard" and instructed to report to the Base Admin Office for assignment to barracks, etc.

So far, so good... but that's where it ended.

Somehow, Arnold managed to trip over his own feet and luggage, and fall right into the gate sentry. Within the space of a few seconds, Arnold, the sentry, and Arnold's suitcase contents were scattered all around the gate area.

I won't even try to detail the ensuing week so I'll simply say that things continued for Arnold in a similar disastrous manner, until...

Come Friday and the group of new recruits, including Arnold and myself, were led to the dock situated on the Huron River's bank.

Nine of our group, plus the coxswain, had undergone at least a week's training in rowing the lifeboat. Arnold, we soon learned, had never been in, or on, any water except in the bathtub at his civilian home in Indiana.

Well, to make a long story short, we recruits and the coxswain got into the boat and it was lowered into the river, lines cast off, and away we went downstream,

rowing in cadence to the coxswain's count. Well sort of.

It wasn't good but it wasn't totally bad, except for Arnold's "catching a crab" every second or third stroke and falling backwards into the oarsman behind him.

It was one mile downstream with the current, around the channel marker, then fighting the swift current back upstream. The upstream leg was difficult enough but now we had an exhausted Arnold creating far more problems.

At long last we reached the base dock and were taking the last few strokes when the base commander walked onto the dock to observe. Our coxswain immediately ordered "Toss Oars" as a salute. You guessed it... nine oars were instantly raised to a perpendicular position, blades turned fore-and-aft in the "Salute" position for a senior officer.

Unfortunately, Arnold, having never been in a boat before and therefore unaware of the 'salute gesture', did exactly what the coxswain ordered and tossed his oar into the swift current that took it quickly downstream.

So now, our boat with nine oars, rowed by nearly exhausted Coast Guardsmen, went furiously downstream to chase that 'tossed oar'. It took us more than a mile before we caught up to it and then, of course, we had to row back upstream against the current.

Arnold, by the way, did none of the rowing, even after we had retrieved the oar because our coxswain told us, "Don't let that @#%&*!! touch an oar until he gets at least 10 hours of training in a bathtub!

Edward Withrow

Unsung WWII Heroes Honoured on Poole Quay

On a drizzly day a poignant ceremony paid tribute to the men of the U.S. Coast Guard at the harbourside memorial, attended by representatives from the Society of Poole Men, Poole-based RNLI and HM Coastguard.

An honour guard of sailors from the town's warship *HMS Cattistock* saluted as a wreath was laid at the memorial by Vice Admiral Peter Neffenger, of the U.S. Coast Guard, in the presence of Poole's Sheriff, Cllr Carol Evans.



VADM Peter Neffenger places a wreath at the Coast Guard Rescue Flotilla 1 Memorial in Poole, England on May 15th.

On D-Day, June 6 1944, 60 cutters of the U.S. Coast Guard Rescue Flotilla 1 set sail in 83-foot boats, built entirely of wood.

The Matchbox Fleet, also known as the Seagoing Saint Bernards, was credited with saving the lives of 1,437 men and one woman.

That first day of the invasion of Normandy, those courageous men saved the lives of more than 400 servicemen.

The patrol boats were quickly readied for action a few weeks before D-Day as PM Winston Churchill and President Franklin D Roosevelt realised that Operation Neptune needed a rescue flotilla.

"They sailed in vessels that we would regard as positively dangerous; to save lives under fire, in the middle of the bloody carnage of the greatest contested invasion known to man," said staff officer Geoff Matthews, of HM Coastguard.

"These are the actions of truly brave men and that spirit resides in coastguards and lifeboatmen today," he said.

RNLI chief executive Paul Boissier also paid tribute to the men who set out to save lives in the midst of battle, who exemplified courage and were an inspiration to life-saving organisations on both sides of the Atlantic.

Vice Admiral Neffenger saluted the "wonderful achievement" of the life savers of the U.S.'s fifth armed service. "They are unsung heroes," he said.

MONUMENT INSCRIPTION

FROM this Quay, 60 cutters of the United States Coast Guard Rescue Flotilla 1 departed for the Normandy Invasion, 6 June 1944.

These 83 foot boats, built entirely of wood, and the 840 crewmembers were credited with saving the lives of 1,437 men and 1 woman.

In remembrance of the service of Rescue Flotilla 1, and with appreciation of the kindnesses of the people of Poole to the crews, this Plaque is given by the men and women of the United States Coast Guard.

Dianna Henderson

Daily Echo

Congratulations Graduates

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

SN Jorge A. Zarate (November 186) of Atlantic City, N.J., reports to Station Fire Island, Babylon, N.Y.

SN Jacob J. Haas (Oscar 186) of Seattle, Wash., reports to *CGC Morganthau*, Alameda, Calif.

SN Lorenzo M. Morales (Papa 186) of Providence, R.I., reports to Station New London, Conn.

SN Victoria J. Ferraro (Quebec 186) of Newark, N.J., reports to Station Panama City, Fla.

FN Eric V. Albani (Romeo 186) of Cleveland, Ohio, reports to Station Gloucester, Mass.

FN Jonathan J. Balascsak (Sierra 186) of Syracuse, N.Y., reports to Station New Orleans, La.

SN Stephanie L. O'Sullivan (Tango 186) of Richmond, Va., reports to Station Cape May, N.J.

FN Rebecca Ayala-Hernandez (Uniform 186) of Aguadilla, P.R., reports to Sector San Juan, P.R.

SN Tyler R. Justus (Victor 186) of Vancouver, Wash., reports to *CGC Sanibel*, Woods Hole, Mass.

FN Joanna M. Kralowetz (Whiskey 186) of Atlanta, Ga., reports to Station Chatham, Mass.

SA Donald A. Hodgdon (Xray 186) of Portland, Me., reports to *CGC Tampa*, Portsmouth, Va.

6535 Memorial Fund



On the night of February 28, 2012 Coast Guard helicopter, designation 6535, went down southwest of Point Clear in Mobile Bay, Alabama while conducting training operations. LCDR Dale Taylor, LTJG Thomas Cameron, ASTC Fernando Jorge, and AET3 Andrew Knight lost their lives.

These men join another Aviation Training Center crew, the crew of the 1427; LT Raymond T. Brooks, LTJG Robert E. Winter, AD3 Mark C. Johnson, AD3 Joe A. Hinton who also made the ultimate sacrifice in a HH-52 on 22 October 1981 while on a night instrument flight.

The Coast Guard Foundation is coordinating two fundraising programs in connection with the loss of these Coast Guard air crews. One program is accepting funds to build a 6535 Memorial at Coast Guard Aviation Training Center Mobile. For form, go to: https://wfc2.wiredforchange.com/o/8777/donate_page/cgf-mobilememorial.

The other program will sell bricks which will be part of the 6535 Memorial. These bricks are available in two sizes.

Standard 4" x 8" bricks may be donated by individuals for a minimum donation of \$50. Your text may be up to 3 lines with 16 characters available per line.

Larger 8" x 8" bricks may be donated by groups for a minimum donation of \$125. Your text may be up to 5 lines with 16 characters available per line.

Additional information can be obtained by going to the Brick Donation site at: <http://my.brixbase.biz/coastguard6535/>.

TRICARE Enrollment Fee Increases for FY2013

The fiscal year 2013 TRICARE Prime enrollment fees for uniformed service retirees and their families go into effect Oct. 1, 2012. The Prime enrollment fees for 2013 are \$269.28 for retirees, and \$538.56 for retirees and their family members.

Survivors of active duty deceased sponsors and uniformed services medically retired service members and their dependents are exempt from annual fee increases. Their enrollment fee is frozen at the rate in effect when they were classified and enrolled in TRICARE Prime. Their fee remains frozen as long as there is no break in their TRICARE Prime enrollment.

As always, active duty service members and their families have access to TRICARE Prime with no enrollment fee. The 2013 fees are based on the cost of living adjustment retirees received in 2012. The adjustment was applied to the \$260 (individual) and \$520 (family) 2012 Prime enrollment fees. Because of this, most retirees who were enrolled in Prime prior to Oct. 1, 2011, will see a more significant increase since their enrollment fee remained at the 2011-levels of \$230 and \$460 per year.

Beneficiaries can opt to pay their enrollment fee monthly, quarterly or annually. Before deciding to pay annually, beneficiaries should keep in mind that in most cases enrollment fees are non-refundable, and Congressional changes to fees in the 2013 budget could occur. For this reason, it's recommended that beneficiaries pay their enrollment fee monthly or quarterly. To learn more about TRICARE Prime enrollment fees, please visit www.tricare.mil/costs.

VA Deploys New Processing Model for Compensation Claims

The Department of Veterans Affairs (VA) announced July 11th it is deploying a new model for processing compensation benefits claims at 16 VA regional offices. The new model is part of a comprehensive transformation plan designed to yield an estimated 150,000 to 200,000 additional compensation claim decisions annually, while ensuring Veterans most in need receive priority attention.

The new organizational model involves special handling of claims from Veterans who are facing the most serious injuries or illnesses or experiencing financial hardships or homelessness, and therefore need immediate attention. Through a new "intake processing center," claims are routed to one of three segmented lanes:

- **Express:** Claims that have only one or two medical conditions, or have all the supporting documentation, medical evidence and service records needed for an expeditious rating decision — referred to as "fully developed claims".
- **Special Operations:** Claims requiring special handling because of the unique circumstances of the Veterans. These include financial hardship; homelessness; serious wounds, injuries or illnesses; Post Traumatic Stress Disorder associated with military sexual trauma; and former prisoner of war status.
- **Core:** Claims with more than two medical conditions, or those that will need additional evidence to make a compensation decision.

The segmented-lanes approach helps increase speed and accuracy because the claims specialists become familiar with processing claims of similar complexity.

Veterans and their Veterans Service Organization representatives are encouraged to provide all the needed evidence along with their application in a "fully developed claim" in order to expedite the process.

Sixteen regional offices have received the new organizational and process model, including Huntington, W.Va.; Hartford, Conn.; Portland, Ore.; Houston, Texas; Cleveland, Ohio; Des Moines, Iowa; Boise, Idaho; Phoenix, Ariz.; New Orleans, La.; San Juan, Puerto Rico; Atlanta, Ga.; Indianapolis, Ind.; Wichita, Kan.; Milwaukee, Wis.; Newark, New Jersey and Fort Harrison, Mont. These offices will also receive new technology systems and software upgrades over the next 3 months. All 56 VA regional offices will have fully implemented all of the people, process, and technology initiatives in VA's transformation plan by the end of 2013.

To learn more visit <http://benefits.va.gov/disabilityexams>.

Coast Guard Combat Veterans Association

REUNION/CONVENTION REGISTRATION FORM

April 29 to May 3, 2013
SILVER LEGACY RESORT CASINO
407 North Virginia Street
Reno, NV 89501

Reservations: 1-800-867-8733 or 775-325-7401



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

PLEASE BOOK YOUR ROOM DIRECTLY WITH THE HOTEL

(Be sure to ask for the CGCVA room block at the Silver Legacy Resort Casino)



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

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

(Please type or print clearly)

Name: _____

Address: _____

City/State/Zip Code: _____

Phone: _____

Arrival Date/Time: _____

Name of Spouse/Guest: _____

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

Vessels/Units: _____

Coast Guard Combat Veterans Association

Registration/Tour/Banquet/Lunch
Reservation Form

CGCVA Registration:

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

Tuesday, April 30, 2013

Specific Tour or Activity undetermined at this time but next QD Log will include details. Cost is estimate at this time

\$65.00/person X _____ = _____

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

CGCVA Business Meeting/Luncheon

Auxiliary Friendship Luncheon

\$20.00/person X _____ = _____

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

Thursday, May 2, 2013

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

\$55.00/person X _____ = _____

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

TOTAL AMOUNT ENCLOSED FOR ABOVE ITEMS: \$ _____

Please help the committee by making your reservations as early as possible. We must provide headcounts in advance. It takes a lot of time and effort negotiating to get the best deals possible so you can come and everything is in place and you have nothing to worry about. So again, please help us by filling out these forms and sending them with your check to Mike Placencia as early as you can. I realize that we still have some time to go but nine (9) months is not too early. Thanks for your help and consideration!

Coast Guard Combat Veterans Association

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

Sunday, April 28

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

Monday, April 29

9:30 a.m. to 2:45 p.m. — Hospitality Room & Registration/Information desk open.
3 p.m. — Opening Ceremony. Hospitality Room reopens following Opening Ceremony.

Tuesday, April 30

Tour or other activity (undetermined at this time)
9:30 a.m. — Hospitality Room & Registration/Information desk open all day.

Wednesday, May 1

9:30 to 11 a.m. — Hospitality Room & Registration/Information desk open.
11:30 a.m. — CGCVA Business Meeting/Luncheon. CGCVA Auxiliary Friendship Luncheon. **(BE SURE TO BRING YOUR LUNCH TICKETS)**. Guests of CGCVA are invited to the Auxiliary Friendship Luncheon unless separate meeting luncheon has been arranged for their group. Hospitality Room will reopen at the conclusion of the CGCVA Business Meeting.

Thursday, May 2

9:30 a.m. — Hospitality Room & Information desk open until 5:30p.m.
6 p.m. — Cocktail Hour (Cash Bar). 7 p.m. — Awards Banquet.
Hospitality Room will reopen after Awards Banquet.



Silver Legacy Double Room

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



Silver Legacy King Room

Coast Guard Combat Veterans Association

General Information for Members and Visiting Associations

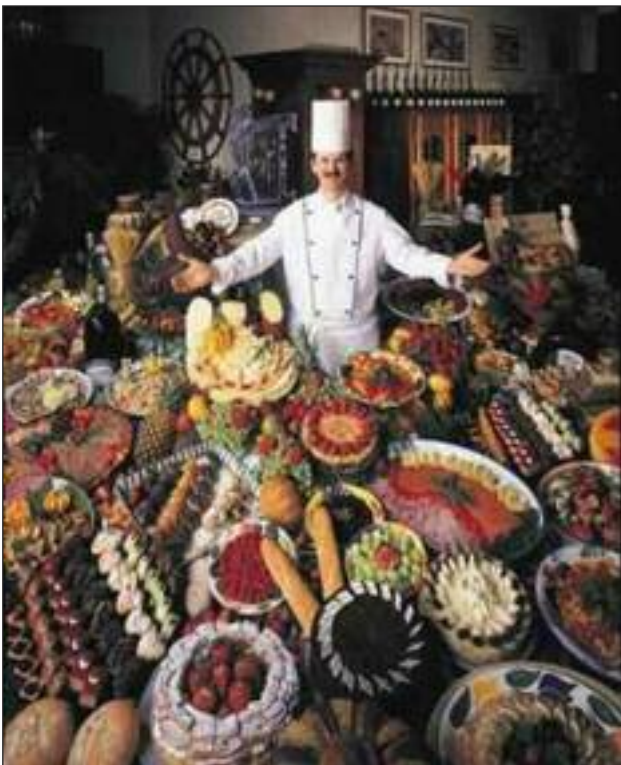
Please wear your name tag at all times while in the Hospitality Room. You will not be served without it. There are special discounts when you wear your name tag around the hotel. If you registered early and indicated such, your ship/station/group name will be included on your name tag. This will make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

If your visiting group wants a separate meeting room and luncheon contact Mike Placencia and he will do his best to have the hotel accommodate your needs. Please be advised that it is highly unlikely that the hotel will be able to provide a different meal from what the CGCVA & Auxiliary are having without a price difference, if they have the staff to accomplish another meal. Please accomplish this type of request prior to your arrival at the Silver Legacy to give Mike time to accomplish your request. You can contact Mike at 661-401-0609 or cgmasterchief22@hotmail.com.

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

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

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



Silver Legacy Lobby Area

Revenue Cutter Service Fires the First Naval Shot of the Civil War

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

Tuesday, 12 April 2011, marked the 150th anniversary of the start of the American Civil War. On that fateful day, the Coast Guard's legacy service of the Revenue Cutter Service made history as the nation plunged into the abyss of civil war.

What turned out to be the war's first naval combat mission paired up the day's finest revenue cutter with the service's most distinguished captain. Commissioned in 1858 and named for the niece of unmarried President James Buchanan, *Harriet Lane*, who served as the nation's original first lady; revenue cutter *Harriet Lane* represented one of the most technologically advanced steamships in federal service in 1861. Captain John Faunce had served as an officer in the Revenue Cutter Service since 1841 and rose to the rank of captain by 1855. He later won national acclaim serving temporary duty as an important member of the U.S. Navy's 1858 South American expedition against a military regime in Paraguay.

With the April 1861 standoff between federal troops and Secessionist forces in Charleston, South Carolina, President

Abraham Lincoln authorized an expedition to relieve Fort Sumter, including ships with 500 troops and an armed escort that included *Harriet Lane*. During the voyage south, a severe storm separated the cutter from the convoy, so she arrived earlier than the rest on April 11th. News quickly spread in Charleston of the cutter's arrival. A few hours later, early in the morning of April 12, Confederate cannon at Fort Moultrie opened fire on Fort Sumter to prevent the island fortresses reinforcement with any additional federal troops. This was the first artillery shot fired in the Civil War.

Later that morning, elements of the expedition found *Harriet Lane* at a pre-arranged rendezvous point and the revenue cutter tried to escort them to beleaguered Fort Sumter. By the time the ships neared the fort, artillery fire grew so heavy that they had to turn back. *Harriet Lane* returned to her station guarding the harbor entrance and later that morning the cutter observed the rapid approach of a steamer flying no colors. *Harriet Lane* ordered the vessel to come to and show her colors. The unidentified vessel ignored these signals and continued toward



The Revenue Cutter Harriet Lane forces the merchant steamer Nashville to show its colors during the attack on Fort Sumter on April 12, 1861. Painting by Howard Koslow.

Charleston Harbor. Faunce ordered a 32-pound cannon shot fired across the steamer's bow, which turned out to be the South Carolina steamship *Nashville*. Historians consider the shot fired across Nashville's bow the first naval shot of the Civil War. The *Nashville* finally raised an American flag and Faunce allowed her to pass into Charleston Harbor; however, the steamer later became an infamous blockade-runner and Confederate cruiser.

With a fusillade of cannon shot raining down on Fort Sumter, and no protection for the federal ships, further relief efforts proved futile. Federal forces within the fort finally raised a flag of truce and the relief expedition

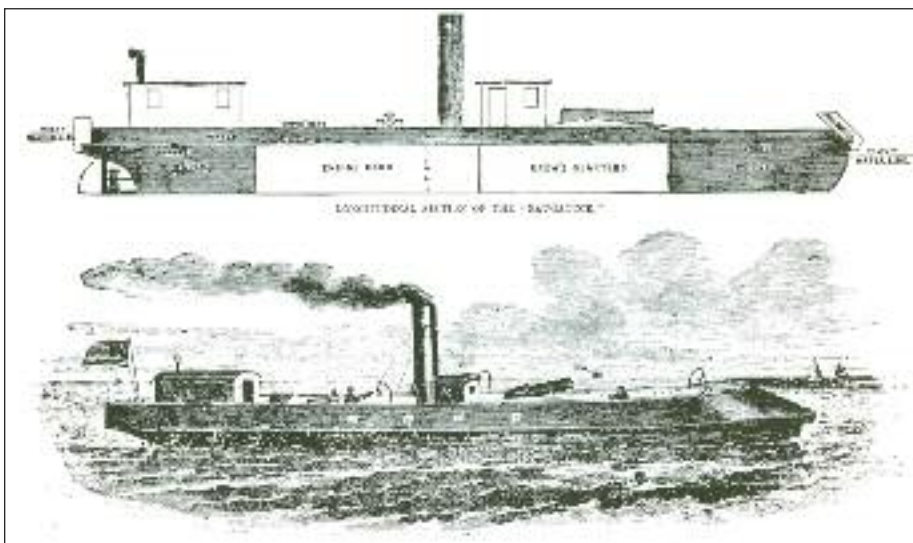
evacuated the survivors from the fort. *Harriet Lane* escorted the ships back to New York and continued to serve a vital role in Union naval operations until her capture by an overwhelming Confederate force at Galveston, Texas, in 1863. At Galveston, the former cutter was converted into a blockade runner and evaded the Union blockade only to sit out the final days of the war in Havana, Cuba. After the war's conclusion, the former captain and cutter were re-united once again when Captain Faunce and a crew traveled to Cuba to return the *Harriet Lane* to the United States.

Revenue Cutter Service Gunboat E.A. Stevens: The Stevens Family's Civil War Experiment in Modern Naval Technology

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

The United States Revenue Cutter Service played a unique role in the nineteenth century technological transition from wood and sail to iron and steam. In the 1840s, it built some of the federal government's first iron ships. The service also adopted John Ericsson's successful screw propeller and experimented with the unsuccessful Hunter horizontal wheel propulsion system. The Revenue Cutter Service's Civil War-era gunboat *E.A. Stevens* serves as another example of the Revenue Cutter Service's willingness to experiment with untested naval technology. This unique vessel also testifies to the wealth of innovations based on iron and steam and introduced by New Jersey's Stevens family, the period's most prolific family of marine engineers and inventors.

During the late-eighteenth and early nineteenth centuries, all forms of mechanized technology saw a sea change in motive power and construction materials. Newly developed technologies associated with iron and steam power, including heavy machinery and railroads, replaced the medieval forms of technology associated with wood and wind energy. By the mid-nineteenth century, military technology witnessed rapid technological change and, in the years leading up to the American Civil War, inventors



“The Stevens Iron Steam Gun-Boat Naugatuck, now at Fortress Monroe.” Illustration from Harper’s Weekly, 1862. (All photographs courtesy of the Naval History & Heritage Command).

took specific interest in new naval technology. These men applied steam and iron to already existing machines of war, such as warships, semi-submersibles, ironclads, rams, ordnance, mines and torpedoes.

During the late eighteenth century and early nineteenth century, the Stevens family of northern New Jersey proved one of the world's most prolific groups of innovators of naval, military, maritime and locomotive technology. They relied on the new technologies of steam and iron and tried



Edwin A. Stevens. Line engraving published in *The Stevens Ironclad Battery*, 1874.

northern New Jersey, along the Hudson River and around New York City.

Born in 1749, technological innovator John Stevens began his career as a lawyer and played an important part in developing early American patent legislation for American inventions. In fact, he was one of the first citizens to receive a patent under the legislation. John Stevens's true calling proved to be engineering and inventing. He worked diligently on a way to provide steam navigation on the Hudson River. In the early 1800s, he developed the first screw propeller used in America and the first successful multi-tube steam boiler. Both of these advanced marine technologies saw use in 1804, but they were not widely adopted until much later. Stevens next focused his efforts on steam railroading, obtaining charters from the states of New Jersey and Pennsylvania. With the oversight of his capable sons, Robert and Edwin, these railroading ventures would become very profitable.

John's sons also played an important role in developing new iron and steam-related technologies, especially those related to railroads and navigation. Stevens's eldest, John



"The Stevens Bomb-Proof Battery as it will appear when completed." Illustration from Harper's Weekly, 1861.

to solve the issues of naval defense, transportation and navigation found in their region, including

Edwin Augustus Stevens furthered their father's work in developing new nautical technology. Robert Stevens received excellent instruction under tutors and in his father's experimental work. He designed the fast yacht, *Maria*, which defeated the *America* before that vessel captured the America's Cup from England in 1851. He helped his father build *Juliana*, which established the world's first steam ferry line by connecting New York City with northern New Jersey. He assisted in the design and construction of the steamer *Phoenix*, the first steamer to



Contemporary model of the Civil War gunboat Naugatuck, designed to demonstrate the unique gun mounting.

his father and brothers on various engineering works. He even invented a new plow design and a special "two-horse dump wagon." Nevertheless, Edwin's genius lay in business, management and marketing. By the age of twenty-five, John Stevens noticed Edwin's talents and made him the trustee of nearly all of the Stevens family estate. While Robert spent his time engineering and inventing new technology for the Stevens enterprises, Edwin

Cox Stevens, proved an excellent yachtsman and, in 1804, piloted the family's first screw-propelled boat from New Jersey across the Hudson River to New York City. He also founded the New York Yacht Club and captained the fast schooner *America*, which brought the coveted America's Cup to the United States in 1851.

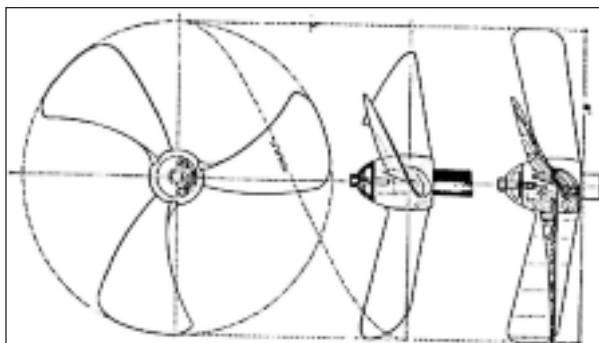
John Stevens's younger sons Robert Livingston Stevens and

Edwin Augustus Stevens furthered their father's work in developing new nautical technology. Robert Stevens received excellent instruction under tutors and in his father's experimental work. He designed the fast yacht, *Maria*, which defeated the *America* before that vessel captured the America's Cup from England in 1851. He helped his father build *Juliana*, which established the world's first steam ferry line by connecting New York City with northern New Jersey. He assisted in the design and construction of the steamer *Phoenix*, the first steamer to navigate ocean waters and the first steam ferry to navigate the Delaware River. Robert also pioneered railroad engineering, inventing the T-rail, standard bolts and nuts for railroad tracks as well as the "hook-headed" spike. Moreover, Robert invented marine technology, such as the hogging truss and skeletal walking beam; and ordnance innovations, such as America's first percussion shell.

Edwin A. Stevens worked side-by-side with

successfully ran a freight and passenger stage line between New York and Philadelphia. In 1830, Edwin became the first manager and treasurer for the Stevens-owned Camden and Amboy Railroad. He would hold this key position with the railroad for thirty-five years.

In addition to steam machinery and shipping, the Stevens family interested itself in developing new naval technology as early as the War of 1812. During that war, they conducted the world's first experiments in naval armor and ordnance. Similar experiments conducted by the federal government failed to materialize until later in the



Cast iron Stevens propeller. Line engraving published in *The Stevens Ironclad Battery*, 1874.

ruled in favor of building the ship. In the spring of 1842, Congress authorized funding for the project and by early 1843, Congress appropriated to the Stevens brothers \$250,000 to underwrite start-up costs for a new armored steam battery. The cost included tools, supplies and shipways to support construction of what generally became known as the "Stevens Battery."

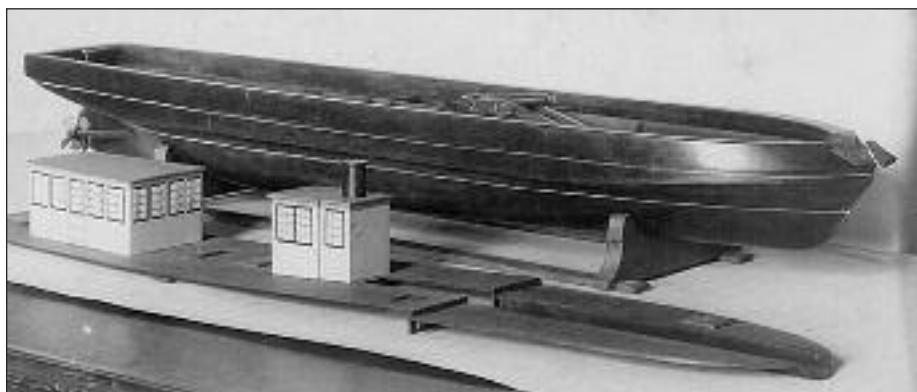
At 415 feet, the design proved much larger and costlier than ironclads and monitors built during the Civil War, however, design and construction of the

Stevens Battery during the 1850s likely shaped the ideas of armored warship builders overseas and in navies on both sides of the Civil War.

The iron steamer that became the U.S. Revenue Cutter Service gunboat *E.A. Stevens* began its service life well

before its Civil War service. Built in 1844, the vessel displaced 192 tons and measured 101 feet in length and about twenty feet across the beam. Originally named *Naugatuck*, the vessel proved one of the first iron propeller ships to navigate American waters. Constructed by the New York City locomotive builder H.R. Dunham & Company, the small vessel served the Ansonia Copper and Brass Company out of Derby, Connecticut. During the 1850s, *Naugatuck* ran between New London and possibly Norwich and New York.

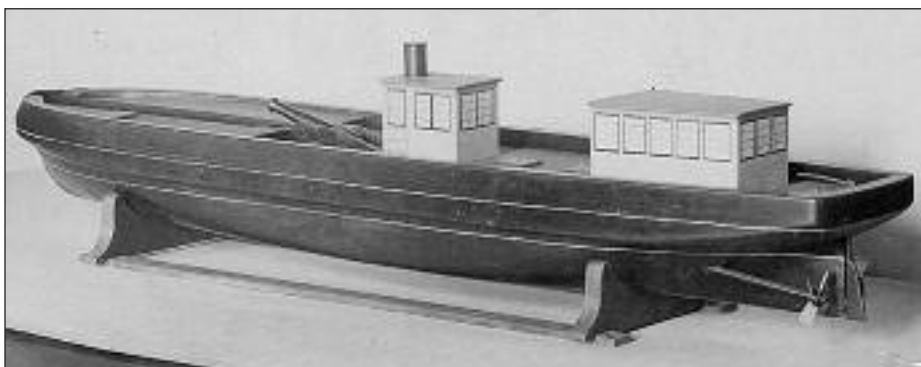
In 1856, engineer Robert Stevens passed



Contemporary model of the Civil War gunboat Naugatuck, showing the armor belt and thick cedar bulwark.

nineteenth century. By 1815, the Stevens' suggested the construction of an armored fleet for the U.S. Navy. Their campaign began well before the French considered construction of their armored vessels in the late 1850s. By the late 1830s, Robert Stevens had begun designing a large ironclad battery and he and his brother Edwin began lobbying the Navy Department to fund the cost of the warship.

By 1841, amid a war scare with Great Britain over the disputed border with Canada, Edwin and Robert Stevens proposed building an armored steam warship for the U.S. Navy. After tests of the Stevens' armor plate and studying designs presented by the Stevens brothers, the House Committee on Naval Affairs



Contemporary model of the Civil War gunboat Naugatuck, showing the deckhouses and stack.

away, leaving his younger brother Edwin to oversee reconstruction of the *Naugatuck* into a unique steam gunboat. By 1861, Stevens had purchased the vessel to experiment with innovations associated with the much larger Stevens

Battery, which still sat unfinished on the Stevens' shipways in Hoboken. The reconstructed *Naugatuck* would prove revolutionary in many ways and included a number of patented innovations. In 1861 and early 1862, Stevens rebuilt the deck arrangement to support one heavy cannon fixed amidships on a unique mount of his design. Stevens

replaced the original drive train with the Stevens family's unique twin propeller arrangement. He also incorporated ballast tanks fore and aft within the original iron hull. The *New York Times* reported on March 22, 1862, that "The *Naugatuck* is not intended to be a model of Mr. Stevens' iron-clad battery, but is designed to illustrate one or two novel ideas connected with that monstrous engine of war, viz: The ability to sink and raise a vessel with great rapidity; to turn and manage her by means of

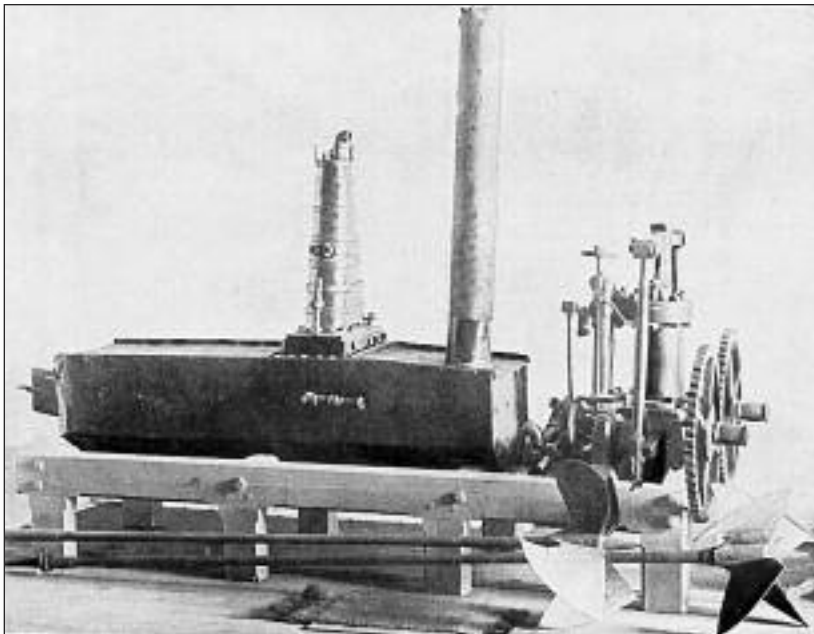
two propellers located one on each side of the stern; also, taking up the recoil of the gun by means of India-rubber." During this conversion, Stevens named the small iron ship for himself; however, many contemporary newspapers and later historians mistakenly termed the *E.A. Stevens* the Stevens Battery.

Edwin Stevens intended his little gunboat to operate in the shallow inland waterways of the South. To fulfill his goal, he designed into the iron hull ballast tanks located both fore and aft. The tanks also incorporated a patented new gum elastic liner Stevens used to ensure the tanks' watertight seal. These ballast tanks made the Stevens a semi-submersible, allowing the vessel to submerge up to three feet to an overall depth of nine feet. This lowered the gunboat's profile, thereby minimizing the vessel's exposure to enemy fire and placing the vessel's

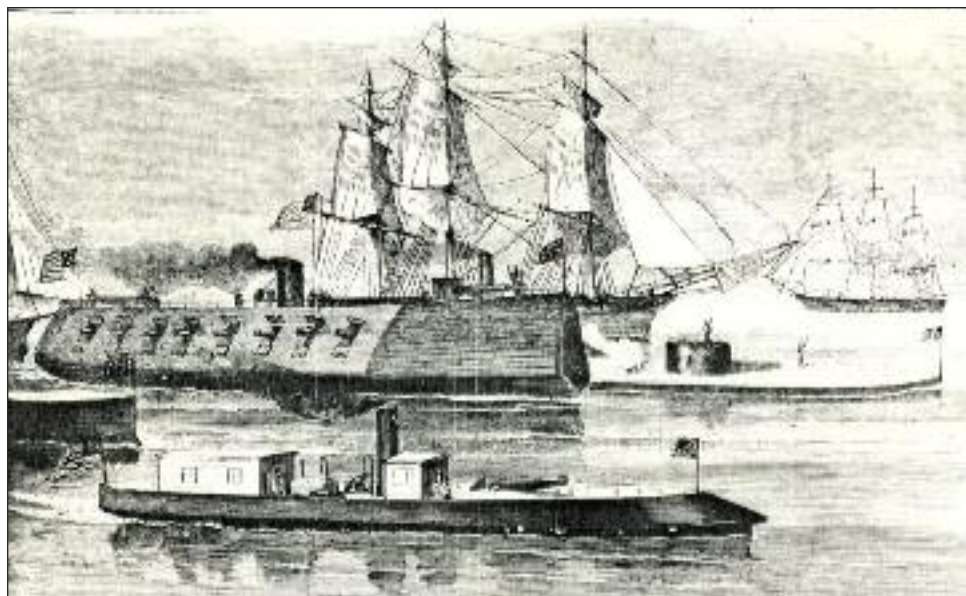
vulnerable steam machinery below the waterline. Edwin Stevens equipped the tanks with heavy-duty Andrews Centrifugal Pumps that could fill the tanks in only eight minutes. Conversely, if *E.A. Stevens* ran aground while ballasted, pumping out the tanks could float the vessel in minutes. Moreover, by pumping the ballast tanks dry, the gunboat doubled its speed from a little over five miles per hour to eleven.

Many contemporaries and maritime historians have associated the *E.A. Stevens* with Civil War ironclads, such as the *Monitor* and *Galena*, with which it served in the Union Navy's James River Squadron. Some sources even referred to the diminutive warship as the "Hoboken Ironclad." However, the *Stevens* did not share much in common with these warships. While

the *Stevens*'s hull boasted all iron construction, its only armor consisted of a low-lying angled armor band or skirt surrounding the main deck. This band covered a wooden



Contemporary model of the Stevens family's unique twin propeller arrangement.

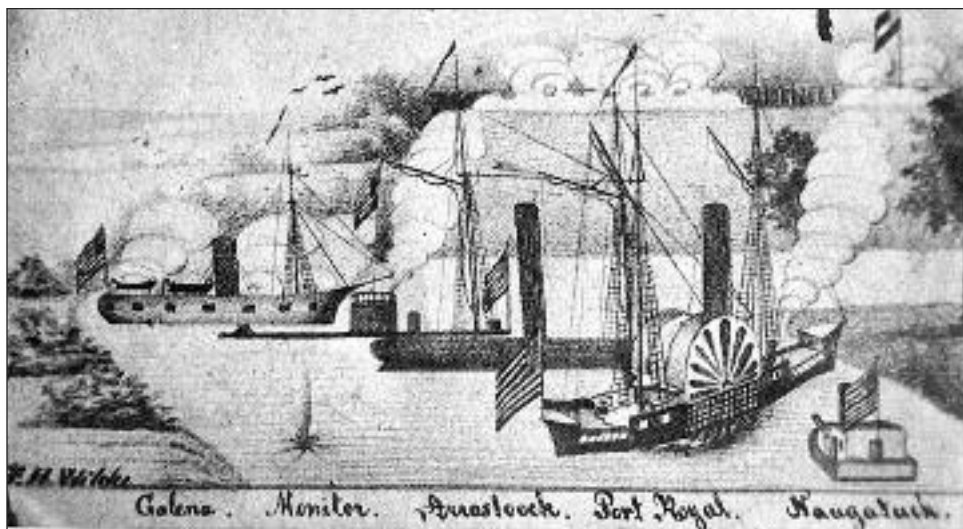


E.A. Stevens with other United States Navy ironclads: Monitor and New Ironsides.

bulwark built of solid cedar, which rose eighteen inches above the deck and measured four-and-a-half feet in depth. The bulwark surrounded the deck, keeping water off it and providing slight cover from enemy fire.

The *E.A. Stevens* also supported two deckhouses located amidships and on the after deck of the gunboat. Positioned forward of the smoke stack, the pilot-house served as the captain's station while underway. During the vessel's tour of duty on the James River, the crew attached boilerplate to the pilothouse as armor against musket fire and ship's captain David Constable reported how musket balls hitting the armor sounded like hailstones raining down in a storm. The after deckhouse served as the galley and quarters for the three officers. It received protective iron plating like the pilot-house. The vessel's enlisted crew of twenty men slept below decks in a compartment located between the engine room and the forward ballast tank. Their quarters also served as the loading room for the main gun during combat operations.

The *E.A. Stevens* was a useful platform for testing ordnance innovations as well as new naval designs. The gunboat carried three cannon, including two twelve-pound Dahlgren howitzers, one mounted on a pivot on each side. In addition, the *Stevens* received the first 100-pound rifled Parrott gun to roll off the production line. The diminutive vessel sported a unique muzzle-loading



Bombardment of Fort Darling, Drewry's Bluff, Virginia. Contemporary pencil sketch by F.H. Wilcke.

system in which the rifle's muzzle pivoted down to an opening in the vessel's forward deck, where the crew could load it below decks. With this system, the main gun could be loaded in twenty-five seconds without exposing any of the crew to enemy fire. The main gun's carriage also incorporated Edwin Stevens's patented India rubber gun suspension system, which absorbed over fourteen inches of the gun's recoil movement.

The *E.A. Stevens's* new technology also included an innovative propulsion system. Edwin retained the *Naugatuck's* original steam engines, but he replaced the single screw with the Stevens twin-screw propeller system. The Stevens family had pioneered the development of the twin-screw system since the beginning of the century and it only made sense to test that technology under combat conditions. With the twin screws, the *Stevens* could revolve in a full



Matthew Brady photograph of the ironclad Galena after the Battle of Drewry's Bluff. A plugged shot hole is visible a little abaft the nearer 11-inch Dahlgren smoothbore, close to the waterline.

circle within its own length in about two minutes. The gun carriage was fixed laterally, so the twin-screw arrangement allowed the captain to train the gun using the helm and the maneuverability of the screws. Moreover, with its top speed of over ten miles per hour considered quite fast for a small vessel of the day, the *Stevens* served also served the role of a dispatch vessel and for quickly delivering the wounded to the Union Navy's base of operations.

Edwin Stevens had to find a federal agency interested in his new vessel, so he offered the *E.A. Stevens* to the Union Navy free of charge. The navy, however, declined his offer because it saw the vessel's technology as untested.

Next, Stevens turned to the U.S. Revenue Cutter Service, which welcomed the opportunity to operate its own steam-powered gunboat. In Mid-March of 1861, the Treasury Department ordered the gunboat to steam south from New York to Hampton Roads. It did so with a crew of over twenty men that included a boatswain, gunner, carpenter, steward, cook, two quartermasters, fourteen seamen and a "servant." The crew also included some of Stevens's trusted associates, such as William W. Shippen, a manager with the Stevens's Hoboken Land and Improvement Company. Shippen took command of the vessel, with Revenue Cutter Service lieutenants J. Wall Wilson and E.L. Morton serving under him. Stevens engineer, Thomas Lingle, who installed the gunboat's new and improved machinery, took the job of chief engineer and remained in that position into 1863.

On April 9, 1862, the *Stevens* reached Hampton Roads and the Union Navy's base of operations to join the North Atlantic Blockading Squadron's James River Squadron. On April 11, under the command of Captain Shippen, *E.A. Stevens* exchanged fire with *CSS Virginia* when the ironclad

emerged from its anchorage near Craney Island. Virginia's primary target, *USS Monitor*, declined action, so the hostilities proved inconclusive.

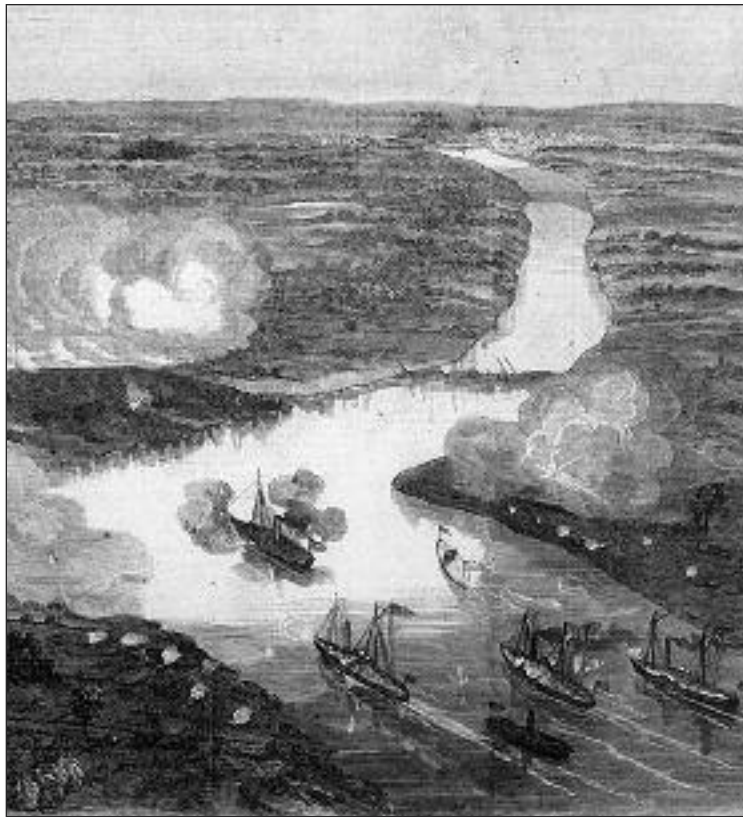
On April 29, veteran Revenue Cutter Service officer, Lieutenant David Constable, relieved Shippen and took command of the gunboat and its crew of two dozen. By the time he became captain of the *Stevens*, Constable had already developed into a veteran officer. He received his first commission as third lieutenant in 1852. He made his way up the ranks and by 1858, had become executive officer of the Cutter *Harriet Lane*. Constable had served as executive officer under distinguished cutter captain John

Faunce on April 12, 1862, when *Harriet Lane* fired the first naval shot of the Civil War near Fort Sumter at the start of the war.

On May 8, under Constable's command, the *Stevens* enjoyed another opportunity to engage *CSS Virginia*. The *Stevens* accompanied the *Monitor* and several other Union warships in an effort to engage local Confederate batteries and draw *Virginia* out of its anchorage. With President Lincoln observing from a steam tug, the Union vessels shelled Confederate positions at Sewell's Point, near Norfolk. The Confederate ironclad emerged briefly to threaten the Union forces, but eventually declined the uneven fight and returned to its anchorage. By May 10,

Confederate forces had evacuated Norfolk, leaving the deep-draught *Virginia* with neither a defensible homeport nor a feasible escape route. On the evening of May 10, commanding officer Josiah Tattnall ran the ironclad aground near Craney Island and set it on fire. Early the next morning the flames reached the ironclad's magazine, blowing up what remained of the historic warship.

After the destruction of *CSS Virginia*, the Confederates retained only a few lightly armed gunboats to counter



"View of the Attack on Fort Darling, in the James River, by Commander Rogers's Gun-Boat Flotilla, 'Galena', 'Monitor', etc." Line engraving published in Harper's Weekly, 1862.

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the superior forces of the Union Navy. In an effort to renew his Peninsular Campaign, General George McClellan requested a squadron to force its way up the James River and threaten Richmond from the water. To fulfill this request, North Blockading Squadron commander, Flag Officer Louis M. Goldsborough, assigned Commodore John Rodgers the command of the James River Squadron, which included the navy's wooden warships *Aroostook* and *Port Royal*, the ironclads *Monitor* and *Galena*, and the gunboat *E.A. Stevens*. It would prove the first time true test of the three innovative warship designs side-by-side under battle conditions.

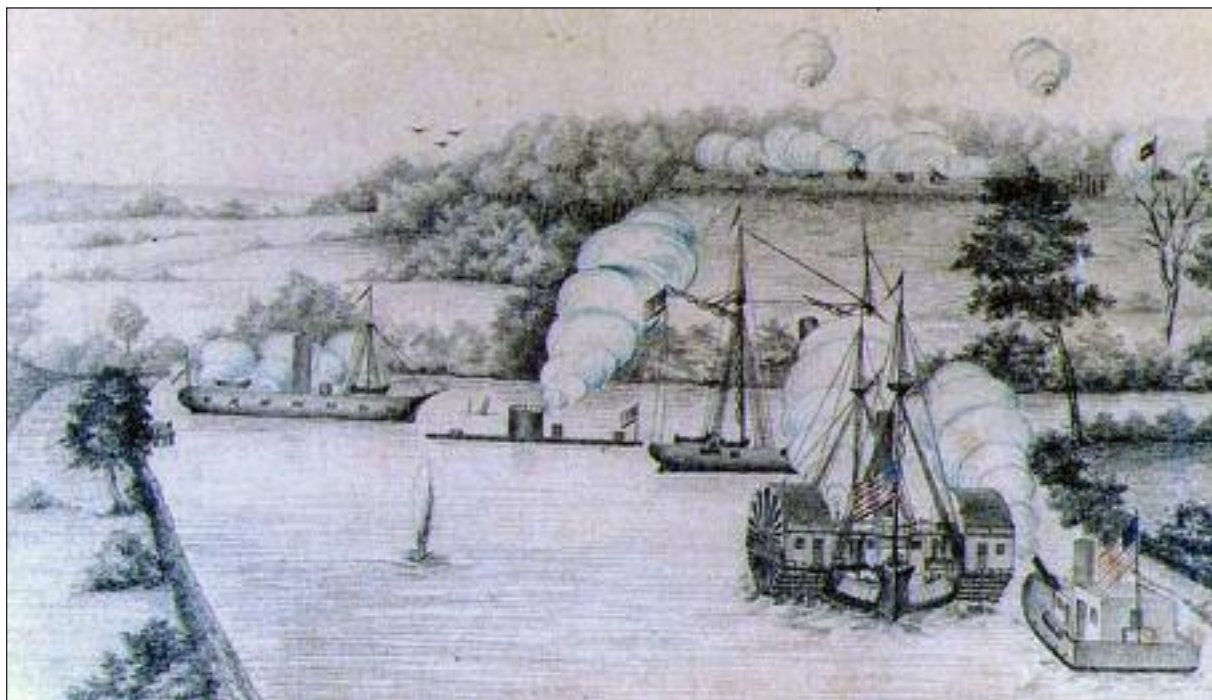
Located eight miles south of Richmond with an elevation of approximately 100 feet, Drewry's Bluff remains one of the highest promontories on the shores of the James River. It overlooks the James at a sharp bend in the river, providing an ideal location for a fortified position to attack approaching vessels. Such a gun emplacement would enjoy the use of plunging fire, which is easier to place on targets and has a devastating effect on any kind of ship. In early May 1862, the Confederates worked

of the bluff. When the James River Squadron appeared in the morning of May 15, 1862, the battery included eight heavy cannon manned by local Confederate land forces and some naval personnel. The Battle of Drewry's Bluff would prove the first true test of the *E.A. Stevens* under combat conditions.

The Union warships experienced only minor resistance during their passage up the James River to reach the fortifications at Drewry's Bluff. At 7:45 a.m., on May 15, the battle opened when Rodgers' flagship *Galena* approached to within 400 yards of the sunken obstructions. The Confederates opened fire and *Galena* sustained two hits at the very start. Commodore Rodgers calmly moved *Galena* into position using its anchor and spring lines, so the vessel could pour a broadside into the Confederate positions. *Galena* fired round after round of cannon fire into the fort and managed to cause some damage, but *Galena* got far worse treatment than it gave. The ironclad received approximately forty-five hits of which eighteen penetrated its armor.

After *Galena* made contact with the Confederate

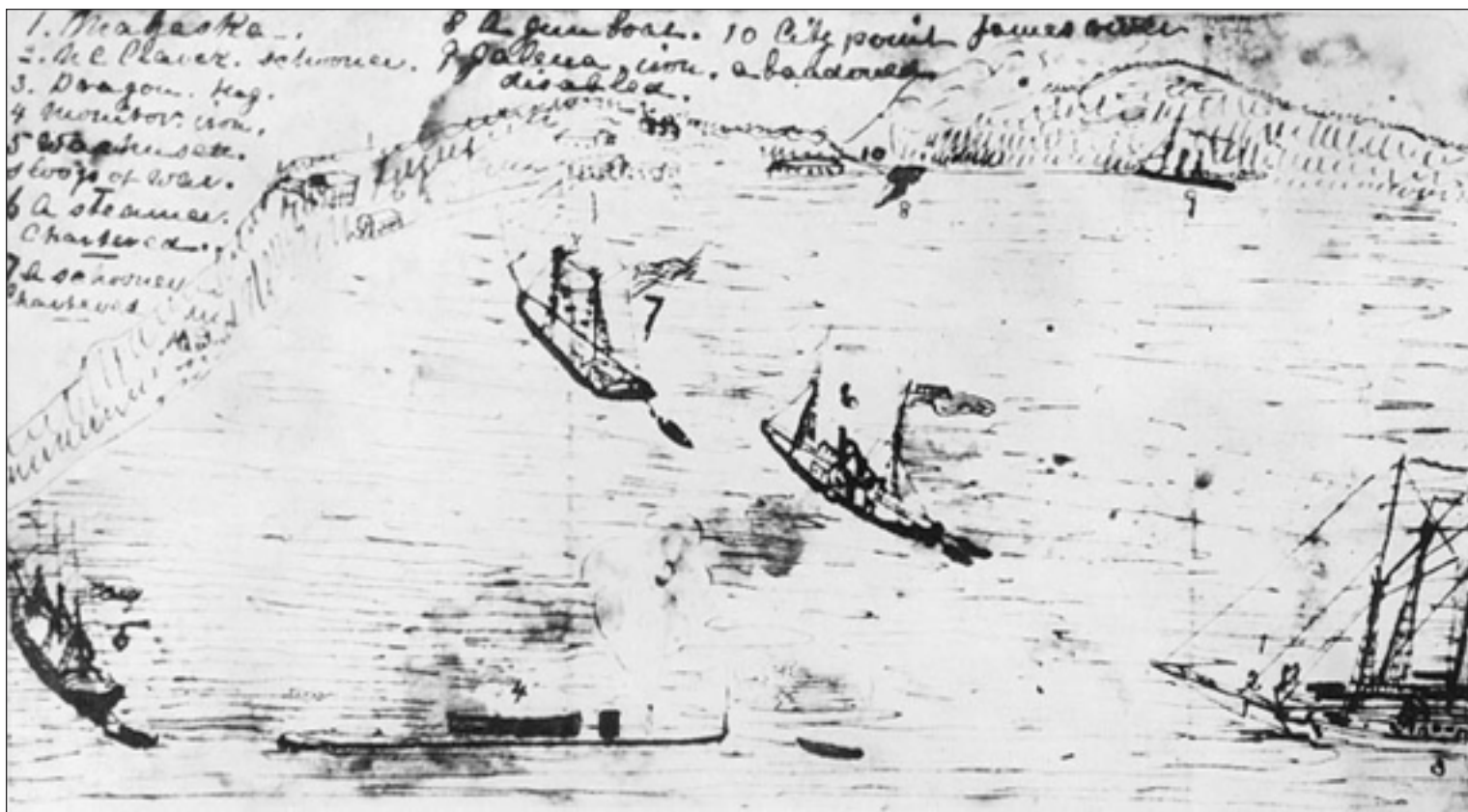
batteries, *USS Monitor* approached. The ironclad closed in on the fortifications at about 9:00 a.m., and began shelling the Confederate positions. However, John Ericsson had designed the *Monitor* for naval combat rather than shore bombardment, so its cannon could not elevate sufficiently to hit the fort at the top of Drewry's Bluff. After causing slight damage to the Confederate fort and sustaining hits from the Confederate guns, the *Monitor* retired downstream.



Contemporary pencil sketch, with colors of flags and smoke lightly worked in, depicting the Union ships Galena, Monitor, Aroostook, Port Royal and Naugatuck (listed as shown, left to right) bombarding the Confederate fort at Drewry's Bluff.

feverishly on the bluff's fortifications in preparation for an expected attack. They sank a number of Confederate gunboats in the channel as obstructions to navigation and hauled some of those vessels' ordnance to the fort on top

With the confined width of the James River at Drewry's Bluff and *Galena* anchored near the fortifications, the squadron's vessels could only file in one at a time. With the withdrawal of the *Monitor*, *E.A. Stevens* moved up to take



Sketch, possibly by Edward H. Schmidt (a crewman on USS Mahaska) depicting the scene off City Point, James River, Virginia, shortly after the action of 15 May 1862. Items identified by numbers include: 1. USS Mahaska; 2. Schooner N.C. Claver; 3. tug Dragon; 4. USS Monitor; 5. USS Wachusett; 6. chartered steamer; 7. a schooner; 8. a gunboat; 9. USS Galena, disabled; 10. City Point, James River, abandoned.

its place. The *Stevens's* technological innovations worked effectively to protect the ship. The gunboat sustained no heavy damage from the enemy's plunging fire, as it sat partly submerged and firing its main battery. Moreover, the gunboat's ordnance loading system successfully protected the crew from enemy sharpshooters and musket fire.

The *Stevens* continued to pour rounds into the enemy fortifications, however, the gunboat suffered from the same problem as the *Monitor*. Stevens designed the gunboat's main ordnance to battle Confederate warships in the shallow waters of the South's inland waterways and not for shore bombardment of enemy land fortifications. In any case, the *Stevens's* bombardment came to an abrupt halt when its 100-pound Parrott rifle burst while firing on Confederate positions. The explosion blew off the gun's breech damaging the pilothouse and the ship's deck. Despite losing its main gun, the *Stevens* continued to fight its twelve-pound howitzers with canister and solid shot against enemy shore emplacements.

By 11:00 a.m., *Galena* had suffered severe damage,

exhausted its ammunition and sustained thirteen dead and many wounded. After four hours of dueling with the Rebels, Rodgers ordered the fleet to retire down river. The *Stevens* had experienced relatively few casualties despite the hail of musket fire, enemy shelling and its catastrophic ordnance failure. One of the *Stevens's* crew received a shot in the arm and another suffered a serious contusion. *Stevens's* captain, Lieutenant David Constable, sustained a head injury from shrapnel flying off the exploding Parrott gun, but remained at his station directing the broadside guns and commanding the *Stevens* throughout the remainder of the battle.

The James River Squadron retired to City Point with *E.A. Stevens* arriving that evening and the rest of the squadron arriving in the morning of May 16. On the 16th, Rodgers convened a board, composed of squadron officers to examine the remains of the *Stevens's* Parrott rifle and determine the cause of its failure. The board concluded that rigorous testing and experimentation before installation on board the *Stevens* had weakened the gun, which was the

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first of its kind produced by the manufacturer. Meanwhile, the *Stevens* received the squadron's wounded and proceeded downriver shortly thereafter to Fort Monroe.

The *E.A. Stevens* had been operating in Virginia waters since early April 1862. Even though its main gun remained shattered, Commodore Rodgers still felt the *Stevens* could provide good service to the James River Squadron. Nevertheless, the *Stevens* saw no serious action after Drewry's Bluff. On May 26, 1862, the Treasury Department ordered the gunboat to depart Hampton Roads and steam north to the Washington Navy Yard for repairs. On May 29, while the gunboat underwent these repairs, President Lincoln honored Constable by promoting him to full captain before an audience of his full cabinet. Soon afterward, the Treasury Department transferred Constable to a new assignment, but not one near the front lines of the war.

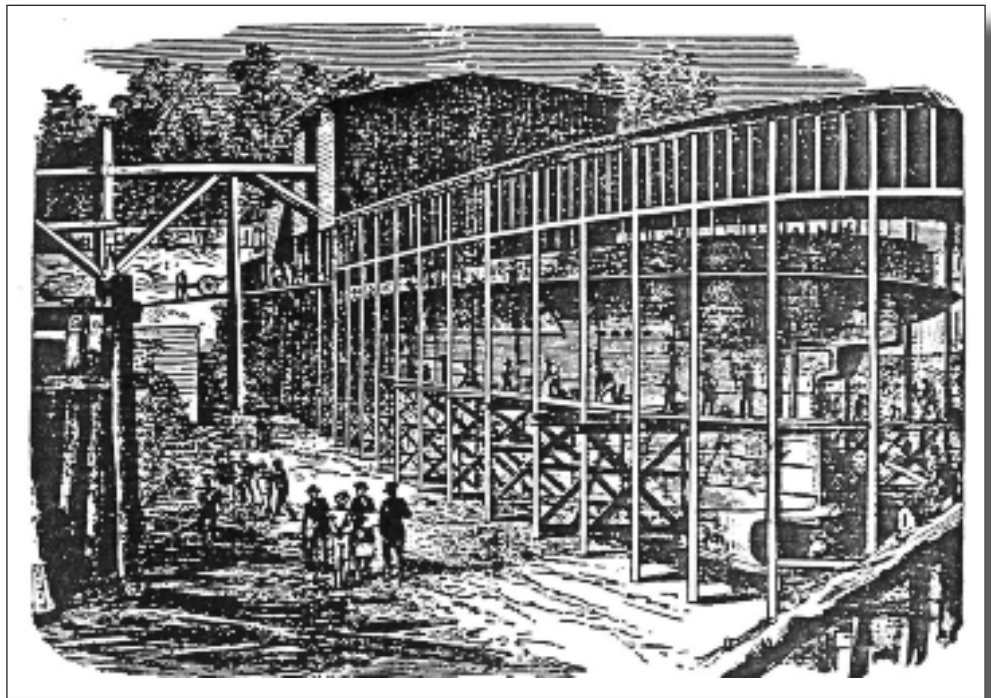
By mid-July 1862, the gunboat had made its way to New York City to become guard ship for the harbor. Months of this monotonous duty likely caused great boredom among the crew requiring the commanding officer to order them thrown in irons on a regular basis. Occasionally, they received a harsher sentence as in the case of Steward Joseph McCaster, who "was placed in irons and triced up twelve hours at the expiration of which time he was placed in solitary confinement in double irons for two days for insolence to comd'g. officer." In July 1863, the gunboat defended the McDougal General Hospital at Fort Schuyler, playing a small role in the infamous New York City Draft Riots. On July 29, Treasury Secretary Salmon P. Chase ordered the gunboat's name to revert from *E.A. Stevens* back to *Naugatuck*. Out of its forty-five years of its existence, the vessel held the name *E.A. Stevens* for little more than three years.

After the conclusion of hostilities, the Treasury Department assigned *Naugatuck* responsibility for patrolling North Carolina's inland sounds and a homeport in New Bern. *Naugatuck* served this duty from late 1865 until the summer of 1889, with periodic trips to New York, Norfolk and Baltimore for maintenance and repairs. Throughout its career as a gunboat, the *E.A. Stevens/Naugatuck* remained a

steamer in the Revenue Cutter Service and never belonged to the U.S. Navy.

The *E.A. Stevens* battle tested several unique naval technologies including hidden loading systems, rubber recoil absorbers, multiple screws, high-speed water pumps and ballast tanks. The use of ballast tanks in the *E.A. Stevens* proved one of the most successful applications of that technology up to that time. The twin-screw system proved very useful for speed, maneuverability and aiming the main gun. Despite the success of the vessel's other innovations, the *E.A. Stevens's* exploding gun marred an otherwise successful service history.

In an epilogue to this story, the results of the *E.A. Stevens's* combat record did little to bolster federal spending on the larger Stevens Battery. The iron warship languished on the shipways during the war while less expensive battle-proven monitors rolled off the ways at several shipyards along the East Coast. Edwin Stevens tried to interest the federal government in underwriting the completion of the vessel, but the government refused to fund completion of the warship. In 1868, Edwin Stevens died rather suddenly while touring Europe. With his death, and his experimental gunboat relegated to the backwaters of North Carolina, interest in completing the Stevens Battery faded and the iron warship was finally scrapped in 1881.



The hull of the Steven's Battery, housed over, still under construction at Hoboken, New Jersey, in 1874. Line engraving published in The Stevens Ironclad Battery, 1874.

Our Coast Guard — America's Oldest Continuous Seagoing Service

by Frank Bari, Assistant Editor

The U.S. Coast Guard is rich in history, yet I find to my dismay that some of our new Coasties as well as our sister services do not know our history.

Needless to say the Coast Guard has many missions we are skilled and cross-trained in. This is because we are a small service, with much to do and little assets to do it with. However, it is not just our many missions as we head into the future but our history that has molded the Coast Guard with its ability to change and adapt to all situations.

Being a veteran I often have to go to the VA Hospital. When I do, I always wear my CGCVA ballcap as well as a Coast Guard T-shirt. Many of the other vets at the VA wear their services colors also. I am often questioned by other veterans, who stop me and say, "The Coast Guard ain't a military fighting force or you guys ain't military." It really makes my blood boil, yet I realize we Coasties for some reason have not stuck out our chests and told of our bold and heroic history. When I went to DINFOS, (Defense Information School), there was a Marine Corps instructor who told us, "We Marines probably have the best Public Affairs going. We shout out who we are, we pound our chest and sing our Service Hymn as though it was gospel. We make others and our own people believe WE ARE THE BEST!" I never forgot that.

When vets from other services approach me like they're laughing at me I tell them the very first shot of the Civil War was fired at Ft. Sumter, not by the Navy but by the Revenue Cutter *Harriet Lane*. It was the Coast Guard manning the landing craft of Marines during the Island Hopping of WWII. There is a photograph at the entrance of Paris Island in which the Marines on Guam are holding up a sign which says, "THANK-YOU COAST GUARD — YOU PUT US HERE — AND WE'RE STAYING." Not to forget "The Matchbox Fleet," of D-Day in Europe, picking up soldiers out of the bullet-ridden waters fired relentlessly upon by the Germans. I also remind them that the heaviest firing during amphibious landings comes from ship to shore. And that one of the first Medals of Honor from Guadalcanal was posthumously given to a Coast Guardsman, Douglas Munro, who saved the lives of many Marines while losing his own.

I tell them of a young gunner's mate on The rivers of Vietnam named Paul Scotti, who went head to head with a Viet Cong gunner. Honestly, many times I even carry Paul's book with me and show the other vets. Paul's Book, "COAST GUARD IN VIETNAM, FOR THOSE WHO SERVED" is more than just a book about the USCG in Vietnam. It's more like a treatise, a historic treasure preserving details of The USCG in Vietnam.

We are all proud of our Coastie brothers and sisters who served in Desert Storm and now in Iraq, Afghanistan, and Southwest Asia. So grab a book, look at the Internet and view the richness of U.S. Coast Guard History. SEMPER PARATUS. ONCE A COASTIE ALWAYS A COASTIE!

AMAZING, SIMPLE HOME REMEDIES:

AVOID CUTTING YOURSELF WHEN SLICING VEGETABLES BY GETTING SOMEONE ELSE TO HOLD THE VEGETABLES WHILE YOU CHOP.

IF YOU HAVE A BAD COUGH, TAKE A LARGE DOSE OF LAXATIVES. THEN YOU'LL BE AFRAID TO COUGH.

YOU NEED ONLY TWO TOOLS IN LIFE — WD-40 AND DUCT TAPE. IF IT DOESN'T MOVE AND SHOULD, USE THE WD-40. IF IT SHOULDN'T MOVE AND DOES, USE THE DUCT TAPE.

IF YOU CAN'T FIX IT WITH A HAMMER, YOU'VE GOT AN ELECTRICAL PROBLEM.

NEVER, UNDER ANY CIRCUMSTANCES, TAKE A LAXATIVE AND SLEEPING PILLS ON THE SAME NIGHT !

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Newburyport, Mass. Becomes Newest Coast Guard City

On August 4th, 2012, Newburyport, Mass., officially became a Coast Guard City although it has long since been recognized as the birthplace of the Coast Guard. In 1790, Treasury Secretary Alexander Hamilton sought and received Congressional approval for funds to build ten ships that would be used to enforce the



Station Merrimack River crewmembers stand in front of the lighthouse at the station in Newburyport, Mass. U.S. Coast Guard photo by Petty Officer 3rd Class Connie Terrell.



Petty Officer 1st Class Kenneth Kimball stands ready to pass a bow line to the incoming 47-foot motor lifeboat crew at Coast Guard Station Merrimack River in Newburyport, Mass. U.S. Coast Guard photo by Petty Officer 1st Class Luke Pinneo.

collection of customs duties at various ports along America's Atlantic coast. The first cutter to be accepted, commissioned and operated by the Treasury Department was the *Massachusetts*, built in 1791 at the Currier Shipyard in Newburyport. On August 4, 1965, the President issued a proclamation commemorating the Coast Guard's 175th anniversary of the founding of the United States Coast Guard at Newburyport, Mass.