



# the Quarterdeck Log

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

Volume 28, Number 3

Fall 2013

## One Man on a Mission... Honoring the Troops

*Noted Sculptor Michael D. Jernigan Producing Numerous Works of Iraq/Afghanistan Veterans*

Let's start this story with a name, Michael D. Jernigan, a name I hope by the end of this story you will all remember.

Michael Jernigan is a sculptor and a veteran and he is on a quest to honor our troops.

My name is Chief William C. Carl and I am in the United States Coast Guard Reserves. I served in the USCG from 1985-1998 on active duty, then from 1998 to present still serving our country in the USCG Reserves. I have had the honor of meeting many interesting people in my life including two Presidents of the United States of America. Of course I have had my share of ups and downs along the way, but today I want to recognize a very special man who is a prominent and world-renowned sculptor.

I met Michael Jernigan while I was stationed in Kandahar, Afghanistan. How we met was completely unexpected. At the time, I was attached to the United States Coast Guard Redeployment Assistance and Inspection Detachment Team (RAID) which was working hand-in-hand with the U.S. Army. The Army gave me the title as the USCG RAID Team NCOIC of the Office in Kandahar. Yes, you heard me right I

had an office in Kandahar, but truth be told I was busy with my team in different forward operating bases. During the week prior to my initial meeting with Mr. Jernigan I was positioned at four different operating bases. While in flight on one of the Blackhawks, I was asked a question which was asked so

**(continued on page 14)**

*Front Bust shot facing right.*



*Initial meeting with Mike Jernigan and Chief Carl in Afghanistan.*

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## Coast Guard Combat Veterans Assn.

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\*use the Administrative Office for contact with the CGCVA on all matters.

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## From the President

### Greetings Shipmates

Fall is always a special time of year for veterans. Veterans Day, celebrated on November 11th is also known as Armistice Day. It signified the formal end of World War I in 1918, yet would take almost 20 years before Congress made it a holiday. In our early years, we saw it as a holiday from school, not really knowing how or why it came about. Over the years we learned about the great battles and fallen heroes, and soon thereafter we put on the uniform for the first time. I sit here recalling, with a smile on my face, BMC Bill Held (CWO4 ret. and a CGCVA member) yelling at me, "Placencia, when are you going to get with the program?" at Training Center Alameda. I tried looking up program in the Blue Jackets Manual. It wasn't there. This was the beginning of my 26 plus years with a whole lot of veterans in between. I needed them and they took care of me — and I would like to believe I returned the favor as I advanced throughout my career.

I reserve November 11th as my own special day of remembrance. Lately, it has been filled with memories of my service with CG Squadron One in Cat Lo. And if it wasn't for CGCVA, I would not have caught up with many of the during the past 20 years. They were special people, still are and am thankful they were around when I needed their leadership most. Thank you for putting on the uniform.

Your Shipmate in Service.

Michael Placencia



Mike Placencia

## From the Vice President

### Ahoy Shipmates

It has been a very busy six months since being elected as your Vice-President. The Grand Haven experience was awesome. Being with Mike & Mimi was a delight and also a very productive trip. On the way back home from Michigan, we stopped at a Veterans Park in Greenfield, IN. There was an outstanding black granite display depicting our service, also, a seating bench with Coast Guard in bold letters. It was refreshing to see, considering that we are not

Next QD Log deadline is February 1, 2014. Please email articles and photos to the editor at: [swiftie1@verizon.net](mailto:swiftie1@verizon.net)

## From the Vice President (cont.)

recognized in many other parks.

Arriving back in Texas, I attended the Chief Petty Officer Association National Convention in Houston. Being with fellow Chiefs, new and old, was inspiring. Two of the Carting For A Cause Chiefs were in attendance and took this old snipe under their leadership. BMC Travis Sanders and EMCS Steven Pacheco (new Combat Veterans member) were delightful, but very professional. I enjoyed my time with them. One of the meetings was going to a newly completed Fisher House on a VA Hospital site. (Fisher Houses are built on Veteran properties and military bases and are for the use of families that have a patient in the hospital/treatment facility. We planted some Sago Palms and also prepared 100 pounds of lasagna that was to be frozen for visiting families. This is all part of the Wounded Warrior Project. On the last night of the convention, the Yorktown Chapter took home two awards — Outstanding Large Chapter and Overall President's Outstanding Chapter. Way to go Yorktown!

Finally, getting home after three weeks, I took part in a local parade that was titled "The Parade That Never Was". It was to recognize and honor the Vietnam Veterans that were never appreciated for their service in Vietnam. I chose to walk the several miles, instead of riding on a float, with two Marines, one Navy Chief and one Army Vet. Of course, you guessed it, I was the only Coastie, but was proud as punch.

In September, I drove to Florida for a family visit and conducted 2015 Reunion business on the way. I checked out a nice facility in Jacksonville and

also, on my way home, one in Tampa. We will be reviewing all the possibilities by the end of the year and hope the selection will be a great one for our 30 year Reunion.

While traveling to Tampa, Kay and I stopped at The Blackthorn Memorial site at the base of the Sky Bridge. In 1980, 23 of our fellow shipmates perished after being struck by a large freighter, which sent them to the bottom.

Recently, one of the new Fast Response Cutters, was named in honor of a young seaman by the name of William Flores. He was one of the youngest crew members of the CGC Blackthorn, whose actions saved the lives of other shipmates at the cost of his own.



*Steve Petersen*



Back in Texas again, this time to San Antonio (100 degrees) to pay my respect to Heriberto (Eddie) Hernandez, Vietnam Veteran (see *QD Log* Summer 2013 issue). He, with his brother, who was also a Coast Guardsman, share the same burial site. If it wasn't for William Thiesen's feature article, I would have never known that the cemetery was so close to a route that I traveled many times.

Representing the Association in various ways has been an honor and a privilege. Semper Paratus,

**Steve Petersen**

*(Left) Grave marker for Heriberto (Eddie) Hernandez in San Antonio.*

## Let Your Name Live On

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

**Remember:** The CGCVA is a Non-Profit Association. All donations are tax-deductible.



*Gary Sherman*

Shipmates, I must apologize to members who sent in dues or other donations and have waited months to get acknowledgements or have their checks cashed.

There are two reasons why all this CGCVA processing was delayed:

Firstly, we just underwent a system upgrade which took around six weeks. We hired a Microsoft Access programming specialist and he has helped the Association tremendously, by upgrading us from a 2000 operating system to 2007; enabling us to prepare statistical reports and to help us go paperless. He has enabled us to store our members original applications and supporting documents in each member's computer access file, creating a permanent record, which is backed up by an offsite national storage company.

## *Crossed The Bar*

- Donald R. Clapp, LM**
- John E. Fagan, LM**
- Herbert J. Hutchings, LM**
- Thomas R. Richards**
- Gary K. Underwood**
- Lester C. Weinland, LM**
- Thaddeus A. Wierzbicki, LM**

My next concern in going paperless is insuring that all these records are secure and can't be breached. As these records are being scanned into the computer, I am checking and blacking out social security numbers on DD214s or anything else that isn't needed for our

files. Bottom line: we now have a permanent record system to carry us forward. Unfortunately, while the system was being updated, I couldn't post record updates, but now I'm catching up.

Secondly, it's the time in my life where I'm downsizing from my four bedroom house to a small apartment, now that my youngest has graduated from Penn State. I have been engrossed in cleaning, painting, landscaping, etc. Hardest part was getting the bulldozer up to the second floor to clean up the kid's bedrooms but I'm signing the real estate listing contract next week and I'll be back to full speed.

Again, I apologize for the delays in processing but that period is over and I'm getting caught up.

## *Welcome New Members*

- |                                |                              |
|--------------------------------|------------------------------|
| <b>Elizabeth A. Gillis</b>     | <b>Kenneth A. Layman</b>     |
| <b>Eugene S. Moran, Jr.</b>    | <b>Jason W. Newman</b>       |
| <b>Andrew D. Forcucci</b>      | <b>Jeffrey Saine</b>         |
| <b>Michael J. Jones</b>        | <b>Jorge L. Leal</b>         |
| <b>Brandt G. Rousseaux</b>     | <b>Savannah V. Acorda</b>    |
| <b>Kristin L. Antonides</b>    | <b>Scotty K. Baskins</b>     |
| <b>Jason R. Cameron</b>        | <b>Thomas D. Carter</b>      |
| <b>Christopher E. Connolly</b> | <b>Joseph R. Conroy</b>      |
| <b>Samuel M. D'addio</b>       | <b>Timothy P. Day</b>        |
| <b>Donald R. Dean</b>          | <b>Francis W. Delzer</b>     |
| <b>Timothy T. Etheridge</b>    | <b>Juan F. Gonzalez</b>      |
| <b>Michael A. Hall</b>         | <b>Taylor W. Hatke</b>       |
| <b>Kyle P. Hebert</b>          | <b>Raymond W. Matynka</b>    |
| <b>Raymond J. Nakelski</b>     | <b>Charles H. Peters, II</b> |
| <b>Michael J. Petras</b>       | <b>Juan C. Reyes</b>         |
| <b>Brandon C. Robinson</b>     | <b>Richard S. Sanchez</b>    |
| <b>Adam R. Servatius</b>       | <b>Brittney A. Smith</b>     |
| <b>Kerri E. Stanley</b>        | <b>Terry D. Stinson</b>      |
| <b>Lawrence L. Vallier</b>     | <b>Richard J. Vincent</b>    |
| <b>Thomas E. Westfall</b>      | <b>Jonathan T. White</b>     |
| <b>Michael E. White</b>        |                              |

## *Membership Statistics*

We currently have a total of 1,546 members, broken out as follows: Regular (648); Life (870); Associate (5); Honorary (23); and Subscriber (3).

Looking back through the Association's nearly 30 years of existence, persons joining the CGCVA were participants in the following wars/conflicts (as indicated from their submitted records):

World War II (2,234); Vietnam (901); Global War on Terrorism (202); Desert Storm (170); Korea (165); Iraqi Freedom (94); Operation Enduring Freedom (94); Operation Iraq Freedom (93); Operation Iraqi Freedom (45); Haiti (34); Kuwait (17); Afghanistan (15); Operation Uphold Democracy (14); Cuba (8); AEF (6); Dominican Republic (3); and World War I (1). These totals include members who participated in two or more conflicts.

Your continued support is greatly appreciated! Thank you! Semper Paratus!

**Gary Sherman**

## Auxiliary News



*Betty Schambeau*

My husband, Jerry and I visited with Liz and Paul Scotti at their home on the east coast of Florida so she could transfer the Coast Guard Combat Veterans Association Auxiliary president's bits and pieces to me. What a great opportunity to spend time with such a gracious host. As the former Auxiliary President and a charter member, Liz discussed with me the

purpose of the Auxiliary. As stated in the original July 16, 1988 Charter meeting minutes, "The purpose of the auxiliary was to assist the association at the reunions, help raise funds and build membership."

Liz shared past photo albums, luncheon favors and table center pieces from several of the reunions. This helped bring me up to speed and filled my head with lots of ideas.

At the last reunion the Association approved a by-laws change. Because of the Auxiliary's social nature it was desired to expand membership by welcoming family of Association members to join the Auxiliary and to offer other interested parties non-voting Associate Memberships. This opportunity opens the door for many more to join us.

Please help spread this word. I spoke with Mimi Placencia, our Secretary/Treasurer about creating a new application that includes this option. (See revised form below)

I also, brain stormed with our Vice President, Beverly Johnson, and Mimi about contacting non-renewal past members of the Auxiliary and the next reunion's Silent Auction.

At the 2015 reunion, we (CGCVAA members), will be in charge of running the Silent Auction. This fundraising auction consists of items brought in by members to the reunion for the sole purpose of finding someone that can't live without that item. They bid silently on it, hopefully bidding a large amount on it thus making a nice donation to the reunion as a fundraiser. I bring this up now because I would like you to really think about donating something to the auction. It can be something you made, will make, have and don't want any more or a place to share. Let your imagination run with this idea for guys and gals. Please keep in mind transporting size of the item for most people will be flying into the reunion. I will be the contact person for this and keeping a log of all items promised so please let me know what you plan to bring, if you can prior to the reunion. Email: [Betty.schambeau@embarqmail.com](mailto:Betty.schambeau@embarqmail.com); Phone: (352) 279-3279; Mail: PO Box 207, San Antonio, FL 33576

Until the next quarter, yours truly,

**Betty Schambeau, Auxiliary President**

### COAST GUARD COMBAT VETERANS AUXILIARY ASSOCIATION

Membership Type: AUXILIARY \_\_\_\_ ASSOCIATE \_\_\_\_ NEW \_\_\_\_ RENEWAL \_\_\_\_ RETURNING \_\_\_\_

Two-year membership May 20 \_\_\_\_ to May 20 \_\_\_\_.

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

Phone Number: \_\_\_\_\_ Cell: \_\_\_\_\_

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

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

E-mail address: \_\_\_\_\_

Dues: \$15 for two year membership. Make check or money order payable to CGCVA Auxiliary Assn. Mail to: Mimi Placencia, National Secretary-Treasurer, 9804 Iroquois Lane, Bakersfield, CA 93312. **Auxiliary Membership**

**Qualifications:** Family of members of the Coast Guard Combat Veterans Association in good standing. **Associate**

**Membership Qualifications:** Interested parties. Associate membership is a non-voting membership. For additional information, please contact: **Betty Schambeau**, President, at [Betty.schambeau@embarqmail.com](mailto:Betty.schambeau@embarqmail.com) or (352) 279-3279 or

**Mimi Placencia**, Secretary/Treasurer, at [mimiplacencia@hotmail.com](mailto:mimiplacencia@hotmail.com) or (661) 444-0186.

## *The Funny Side of the Vietnam War*

When I think back, we were all a little crazy and took chances but we did have some funny moments in Vietnam.

We were tied up at Cameron Bay one night. Those of us on Liberty went to the Military Pub for some drinks and beers and to listen to country music that the local military band played.

EN2 Harry Taylor, GM2 Michael Killbain, myself (EN2 A. Taylor Lapham), and Qui, our South Vietnam Liaison ran out of cigarettes. Killbain and I used to go to the Vietnam village but it was now off limits. Any one that smokes knows that when you drink and you smoke you have to keep lighting up.

We went back to the *Point Grey (CG-82324)* and, desperate for some cigarettes, we lowered the 14-foot Boston Whaler and got in. We told the guy on watch we were going for a ride. It was dark outside but we had some light from the moon and headed for the Vietnam Village without weapons or any flash lights.

When nearing the village we heard a .50 caliber lock and load. GM2 Killbain said, "Que, you better say something quick". So Que yelled out something. I still don't know what he said but it worked. We were welcome with open arms and smiles.



*Liaison Que*

When we went into a building we asked about some cigarettes but no one had any.

We noticed a Vietnamese baby boy lying on a plastic fish net hammock. It was obvious it was a little boy as it didn't have any diapers on. The



*EN2 Taylor Lapham*



*Bamba Beer and Tiger Beer*



baby was lying on his back and under the hammock there was a pan on the floor to catch the pee. We really thought that was ingenious and laughed and the Vietnamese laughed along with us. Never since have I seen a setup like that!

EN2 Taylor and GM2 Killbain remembered a village bar we could go to. I went along trusting their judgment. When we walked into the bar I was pretty scared but Taylor and Killbain said not to worry. When you're the only Americans in a Vietnamese bar and they are all staring at you, you can't but wonder if any were Viet Cong. (*Note – The barber at Cat Lo that cut our hair turned out to be a Viet Cong*) I figured what the hell, I will buy everyone a beer. That went over big with the Vietnamese but the only problem is that I didn't have enough MPC's. (Military money accepted by Vietnamese) to pay for all the drinks so Taylor and Killbain



*EN2 Lapham Boarding San Pan*

helped me out with the tab. We were also able to purchase some Pall Mall cigarettes, compliments of the Vietnamese Black Market no doubt. We all hated Pall Mall, even the Vietnamese, but we were desperate for a smoke so any old cigarette would do!

After a while drinking beers, EN2 Taylor had to take a leak. There was a huge rock outside near the bar and Harry Taylor thought it was a good place to relieve himself. All of a sudden we heard the Vietnamese yelling outside. The big rock turned out to be their "Buddha". Harry Taylor was peeing on their God! We all ran to the Boston Whaler and got the hell out of there. Lucky we were not killed!

**Taylor Lapham**

### Coins Left on Tombstones

While visiting some cemeteries you may notice that headstones marking certain graves have coins on them, left by previous visitors to the grave.

These coins have distinct meanings when left on the headstones of those who gave their life while serving in America's military, and these meanings vary depending on the denomination of coin.

A coin left on a headstone or at the grave site is meant as a message to the deceased soldier's family that someone else has visited the grave to pay respect.

Leaving a penny at the grave means simply that you visited.

A nickel indicates that you and the deceased trained at boot camp together.

A dime means you served with him in some capacity.

By leaving a quarter at the grave, you are telling the family that you were with the soldier when he was killed.

According to tradition, the money left at graves in national cemeteries and state veterans cemeteries is even-

tually collected, and the funds are put toward maintaining the cemetery or paying burial costs for indigent veterans.

In the U.S., this practice became common during the Vietnam war, due to the political divide in the country over the war; leaving a coin was seen as a more practical way to communicate that you had visited the grave than contacting the soldier's family, which could devolve into an uncomfortable argument over politics relating to the war.

Some Vietnam veterans would leave coins as a "down payment" to buy their fallen comrades a beer or play a hand of cards when they would finally be reunited.

The tradition of leaving coins on the headstones of military men and women can be traced to as far back as the Roman Empire.

### Commandant Visits Vietnam

The U.S. Coast Guard continued to expand U.S. ties to Vietnam with a mid-September visit by Adm. Bob Papp, who became the first Coast Guard Commandant to visit as part of an official international outreach initiative.

### 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.

All contributions are tax deductible as we are a 501.c organization. Since publication of our last magazine, the following individuals have made donations and become members of the QD Log Boosters Club:

Walter Wozniak	MCPO Jocko Mahoney	Thomas Meriwether	Leland Bergfeld
Roland W. Johnson	Ralph Brookins	Gordon M. Gillies	John Ebersole
Stanley Beras	Sam King	Richard Barren	Jack Shuler
Doris Solomon	Claire Siegel	William Fleming	James Ramph
Gordon Halsten			

Baker & Marylou Herbert IMO LT John Pritchard and RM1 Benjamin Bottoms  
Margaret Saffer IMO Neal Saffer, Herb Weinstein and all USS Aquarius (WWII) crewmen  
Michael Johnson IMO USCGC Bibb (W-31) crew members  
H. Don Smith in honor of USS Richardson

Over the past three years, the Coast Guard, in close coordination with the Department of State and the U.S. Embassy in Hanoi, has been helping Vietnam to build their maritime governance capacity by providing training assistance to the Vietnam Marine Police. The VMP is a “Coast Guard-like” maritime law enforcement component within their Ministry of Defense, and became the Vietnam Coast Guard in October.

The Coast Guard’s training has focused on maritime law enforcement, search and rescue and operational planning. “Train the trainer” in nature, the U.S. Coast Guard’s curriculum development assistance will have lasting benefits to Vietnamese maritime safety and security, fostering a stable environment for economic development. In another enduring form of support the U.S. Coast Guard, supported by Department of State funding, assisted the VMP with constructing a new maritime law enforcement classroom at VMP Region 1 Headquarters in Haiphong.

The groundwork for the Coast Guard’s direct assistance was established by a series of U.S. and Vietnamese agreements, including a bilateral search and rescue agreement in 2002, a counternarcotics letter of agreement in 2006 and a bilateral maritime agreement in 2007 and the Megaports Agreement in 2010 to better identify weapons of mass destruction components in maritime shipping.

“Strengthening partnerships with maritime governance forces like the Vietnam Marine Police is vital to improving regional security,” said the Commandant. “I’m proud of the

### Hail to “The Coast Guard Lady”



**Congratulations to Lois Bouton, the “Coast Guard Lady,” who was recently made an honorary chief petty officer. Bouton has written to Coast Guard members for 40 consecutive years and you can read more about her here at: <http://goo.gl/yU0nUH>.**

strong foundation we have established in pursuing our shared goals of safe transportation, clean seas and secure and efficient movement of commerce. I look forward to future engagements to demonstrate the Coast Guard’s sustained commitment to the VMP.”

### *Vietnam Museum*

In reference to the note from CDR Douville in regards to the Vietnam Museum in Ruckersville, VA, from the



### Chase Assn. 10th Anniversary

On August 2nd – 4th, 2013, about 30 Chase shipmates from all eras together with family and friends bringing the total to about 50 attended the USCGC Chase Association’s sixth biennial reunion (our 10th Anniversary) at the Exeter Inn, Exeter, New Hampshire approximately 15 miles from the newest Coast Guard City, Newburyport, MA. We would like to thank everyone that attended for making our 10th Anniversary reunion a very special one. Judging from the amount of smiles, hugs and handshakes that I saw it just may have been our best reunion yet. For the complete reunion wrap-up and photos, go to: [chasepres@verizon.net](mailto:chasepres@verizon.net).

Christopher Wood (Woody)



Summer 2013 *QD Log* on page 9, I will be in that area the end of this month and I am bringing a Coast Guard flag as a donation to this museum. I hope to have a chat with the owner and explain our participation in that war. I was on *CGC Dallas* in 1969 when we departed Governor's Island for our WESTPAC cruise to Vietnam. Best regards,

**Jim Hall, BM2 (CGCVA member)**

### *Reflections on a Departed Shipmate*

I was thinking about Gary Underwood when we served together on the *Point Grey*.

We had an E9 (BMCM Horsley) on the *Point Grey*. Gary, Horsley and I would go out on night ops and the Master Chief always took a UZI Grease gun with him. He had a habit to start firing at the shore and scaring the crap out of us. One day, Horsley was told to report to LCDR Smith. Horsley's Japanese wife had contacted the commander because she had not heard from him for quite a while. Master Chief Horsley told the commander, "I don't know what her problem is — I wrote to her six months ago." Gary and I joked about this for a month.

One time Gary and I were in Vung Tau. We met these girls and later went to their apartment. They had a flush toilet and Gary kept going into the bathroom to flush the toilet because on the 82-footers you had to pump the crap out.

MCPO Gary Keith Underwood, USCG (Ret.) of Port Angeles, WA, passed away on August 1, 2013, at the age of 71. He joined the Coast Guard on March 4, 1959, and retired on December 31, 1979. He spent most of his service years in the Coast Guard on the East Coast of the United States near Maine. He then made his way west to Port Angeles on the Coast Guard cutter Campbell and finished his service in Anacortes, WA. He leaves behind his wife of 37 years, Mary Underwood; sons Gary K. (Sue) Underwood Jr. and Gregory K. (Celeste) Underwood; stepsons Scott (Annette) Sturtevant) and Nick Sturtevant; daughter Danielle Hartman; and nine grandchildren.



*Gary K. Underwood*

**Port Security Chief Tom Richards** passed away suddenly on August 25, 2013 at the age of 63. PSC Richards was a long-time Coast Guard Reservist and a pioneer in the early days of the Port Security program. As a qualified PSU boat coxswain, Tom was assigned to PSU 301 in Buffalo, New York during "Operation Desert Shield / Desert Storm (1990)," and he deployed to Haiti during "Operation Uphold Democracy (1994)." He also helped to stand up PSU 309 at Camp Perry, Ohio when it was commissioned in 1995. After 911, CPO Richards transferred to the Sector Buffalo LE/INTEL Team, assisting with Homeland Security missions. Chief Richards retired from the Reserve program in October, 2009.



*Tom Richards*

Both Gary and I received the Navy/Marine Commendation of Achievement (now the Navy/Marine Achievement Medal) with "Combat V". Only about 52 of these Achievement medals were awarded to Coasties. **Taylor Lapham**

### *Capt. Charles Satterlee*

I hope readers enjoyed my article in the previous *QD Log* (Accidental Gun Explosion Aboard USCGC Tampa). I am now perusing an article in *National Geographic Magazine*, Vol. XXXV, No.2, from February 1919 titled "The North Sea Mine Barrage" by Capt. Reginald Belknap, USN. It involved the light cruiser *USS San Francisco* (flagship of the American Squadron that was responsible for mine-laying). The *San Francisco* was part of the blockade at Havana during the entire three months of the Spanish-American War. Interestingly, 3rd Lieutenant Charles Satterlee was aboard the *USS RCS Woodbury* and *San Francisco* was their flagship.

On 11 August 1898, both ships were ordered to keep close up to the Morro during the night, as it was expected that Spanish Captain-General Blanco would attempt to escape. On the 12th, at 0505 the *Woodbury* and *San Francisco* were less than a half mile from the batteries near Morro fortress when the Spanish opened fire. Some 10 or 12 heavy shots were fired with one striking the *San*

*Francisco* but without causing serious injuries or casualties. *Woodbury* was off her port bow when two of the shells passed over her port beam. It was observed that one of the shells struck the sea sending up a large column of water. Soon thereafter, both vessels steamed out of range. The blockade was raised on the 13th ending the active part of the war.



*USS San Francisco*

Nearly 20 years later, on May 23, 1918, *USS Tampa*, Captain Charles Satterlee commanding, delivered Albert Hahn's remains to Royal Naval Hospital Plymouth, England, where they were embalmed and placed in cold storage to await shipment to the U.S. Less than a month later, on June 14th, Coxswain Hahn's remains were placed onboard the same light cruiser *San Francisco* and returned to the Naval Hospital at New

York Navy Yard in Brooklyn, N.Y. I'm quite certain that Capt. Satterlee knew of the coincidence. **Robert Pendleton**

**Getting Our Due**

Near me in Cumming, Georgia, a gentleman has a fine display of Vietnam memorabilia that is becoming more and more well known. I recently discovered that the Coast Guard is not represented in the display. He didn't even know we had been there. I am donating him a RONONE Patch, a few photos and a copy of a President Thieu speech I have. If others out there that participated in explosive loading, buoy tending, RONTNREE, etc., have anything they want to donate to this display, contact me at (678) 455-0134, and we will get some notice of our participation in Vietnam.

**Cdr. Duane P. Gatto, USCG (Ret.)**

***CDR Eric Bernstein (CGCVA LM) assumed command of Coast Guard Port Security Unit 307 in Clearwater, FL on August 17, 2013. Port Security Units (PSUs) are deployable units organized for sustained expeditionary operations. They can deploy within 96 hours of recall, establish operations within 24 hours once in theater, and are self-sufficient for up to 30 days except for fuel and water. PSUs provide waterborne security and limited land-based protection for shipping lanes and critical port facilities at the end points of United States' Sea Lines of Communication. PSU 307 is one of eight Port Security Units in the Coast Guard, and is a full-time commissioned unit staffed by 140 reservists and six active duty personnel. PSU 307 has deployed eight times since 2001 in support of military operations and natural disasters.***

### PSU 307

## Change of Command Ceremony



*CDR Bernstein is joined at his Change of Command ceremony by several former shipmates who all served together in PSU 301 during Operation Desert Storm in 1991. Pictured (left to right) Rich D'Agostino, William "Stretch" McGuire, Ken Bissonnette, CDR Eric Bernstein, Matt Wasserman, IVC Chris McCoy.*

*The Coast Guard*  
*Stripes*

Did you ever wonder how the Coast Guard stripes came into being? Few in the Coast Guard today remember the time when ships and aircraft were simply painted white or black and only identified by a single symbol such as “W-186,” (the Kukui.) Even fewer know there is a connection between Air Force One, although remote, and the stripes. And still fewer will know of the role that President John F. Kennedy played in the development of what became known as the “Integrated Visual Identification System.”

As recently as the 1960’s, vessels and aircraft had no markings to indicate they were “Coast Guard.” Station signing was a hodge-podge of miscellanea that reflected the individual tastes of each unit. Sailors looked no different than those in the Navy unless you looked very closely to find a small shield or distinctive cap ornament. There was even no uniform identification of printed material such as letters, reports, directives, etc.

What you see today really goes back to Key Biscayne, Florida, where President Kennedy was vacationing and was visited by his good friend Raymond Loewy. Raymond Loewy was one of the world’s leading industrial designers and designed the memorial stamp that was released six months following the assassination of President Kennedy.

During Loewy’s visit he mentioned to the President that he felt the paint scheme and the identification of Air Force One, the President’s aircraft, did not properly reflect the significance or dignity of the Office of the President and that he, with the President’s help, would be happy to redesign the identification scheme on the planes. They obtained a roll of butcher paper and, together, on the floor, sketched out their ideas. Mr. Loewy then took the butcher paper and returned to his office in New York City where he finalized the design and prototyped one of several Air Force aircraft.

When the President saw the finished product he was

**Peace Day Commemorated  
on September 25, 2013**



*On September 25th, 2013, British artists Jamie Wardley and Andy Moss accompanied by numerous volunteers, took to the beaches of Normandy with rakes and stencils in hand to etch 9,000 silhouettes representing fallen people into the sand. Titled *The Fallen 9000*, the piece is meant as a stark visual reminder of the civilians, Germans and Allied Forces who died during the D-Day beach landings at Arromanches on June 6th, 1944 during WWII. The original team consisted of 60 volunteers, but as word spread nearly 500 additional local residents arrived to help with the temporary installation that lasted only a few hours before being washed away by the tide.*

extremely pleased and directed that it be adopted. He thought some of the other government agencies needed a similar improvement of their public image. He specifically mentioned the “Post Office Department” and the “Coast Guard.” The Post Office had an uncoordinated and garish multiplicity of colors and the Coast Guard had little or no understandable uniformity of recognition.

The Coast Guard was thrilled to be a part of the study. VADM Paul Trimble, then Vice Commandant, was the designated project officer and I was his “Gopher” (go for this — go for that). I worked on and off with Mr. Loewy and his staff until August of 1965 when I was pulled off that project to devote all my efforts to the planning, engineering, design, and the construction and start-up of TIGHT REIGN. While I was involved in the project, various schemes



were studied, prototypes developed, ideas tossed around with one thought in mind — it all had to be tied together so everything was clearly Coast Guard, even down to the uniform. Unfortunately during this time President Kennedy was assassinated in November 1963.

Mr. Loewy was a perfectionist and the colors had to be exact — so paint companies blended special colors to satisfy his tastes. The lettering styles were his and had to be suitable for all applications from ships and aircraft to letterheads. He felt the Coast Guard emblem was too busy and developed his own which closely resembled the Interstate shield — nobody really cared for it so it was quickly dropped. He then developed a stylized crossed anchor which was really very nice but traditionalists in the Coast Guard stuck with the old one which you see today in the stripes and on the stacks. The oversize letters were his boldest departure from tradition and they leave no doubt but that it is the “COAST GUARD.” Now, as you look around, at official documents, at station signs, at vessels, at aircraft at memorabilia, there is little question but that the stripes and uniformity of design clearly represents the nation’s proudest military organization.

**CDR Harold R. Brock (ret)**

### *Carting For A Cause Update*

Upon completion of our 2013 Reunion and a wind down day for all of us, Kay and I took off to try to run down the Carting crew to deliver Chu Hoi. Man! That cart was making tracks. After

419 miles from Reno, we finally caught up with them in Delta, Utah. It was decided that the mascot exchange would take place at the motel the next morning. In the meantime, I was invited to ride in the cart with LCDR Kendall Garran, who was at the controls. Being a rescue helicopter pilot, she briefed me on the controls and gauges and after a short ride, pulled over to the roadside. Damn! I thought the ride would have been a little longer, but to my surprise she exited the cart and said “you got it”. She explained that the

cart makes better speed with only one person Wow! My own command! Off I went, reaching the 30 mph mark, which was about top speed. What a thrill to be part of an event that was supporting the Wounded Warrior Project. After officially logging 6 miles, or was it 16, I relinquished my command.

We all had a chance to get to know each other better at dinner together that night. The next morning Chu Hoi became part of the Carting crew and we said best of luck, keep the shiny side up. It was great being with our new generation of Coast Guard people.

During their trip across the United States, I stayed in constant coms with them. The more I thought of them, the more I wanted to be at their finish in Yorktown, Virginia. So, with that, I decided to fly to Virginia and be part of their completion. To everyone’s surprise (with the exception of CGCVA member Steven (Paco) Pacheco), I was present at the finish line. What a commitment they all made and for a worthy cause. There was a great celebration at the Buffalo Wild Wings in Newport News to recognize

### CGCVA Awards at CGA



*CGCVA member Ed Bouchard and Academy Superintendent Radm. Sandra Stosz presented CGCVA awards to the male and female 4/c cadets who excelled in the Obstacle Course and Entry Physical Fitness Exam. 2013 Recipients were Cadet 4/c Madison L. Milling (top) & Cadet 4/c Robert W. Mey (above). Thanks Ed!*

all the members and sponsors who were a part of the team.

Two days later, my sister (a Navy Chief wife), and I were invited to the Yorktown Training Center for a tour of the facilities, which was given by members of the Carting team. It was new to me because I had never attended MK (Engineman) School at Yorktown — I struck for my rate. We were met by LCDR Kendall Garran, who gave us the tour of SAR School. After that EMC Ralph Rehberg took over and we were off to EM School. Next came BMC Travis Sanders who walked with us to the boat docks to view all the new type small boats. Then the hand off was to MKC April Storle, who was one of the MK School instructors. Finally, DCCM Del Hayes carted us away to DC School. The DC/GM Schools share a common entrance. Inside a glass enclosure was the uniform of DC3 Nathan Bruckenthal, who was the only Coast Guardsman killed in combat since Vietnam. Since he had attended DC “A” School at this very place, it was fitting that a memorial display be in view for all to see.

I would like to thank all of those that were part of my experience from start to finish. A special thanks to EMCS Steven Pacheco who kept me in communication with the team from Reno to Yorktown.

**Steve Petersen**

### **Fast Response Cutter**

The Sentinel Class FRC 154' (Fast Response Cutters) are named in honor of Enlisted Heroes. These vessels are the replacement for the 110' Island Class, which are at the end of their cycle. To date, six of the projected 58 cutters have been delivered to Miami, Florida. The next six are going to Key West and six to San Juan, Puerto Rico. I had the pleasure of representing our association during the commissioning of the *Robert Yered (WPC-1104)* in February of this year. Two days prior to the ceremony, a group of five Vietnam Vets, including CGCVA member J. J. O'Neil and myself, were invited to an afternoon cruise out of Government Cut, along with other VIP's. It was a great ride and I enjoyed meeting Robert Yered's father, George Sr, (92 years young), his brother, George and Robert's daughter, Lori



*(left) VP Steve Petersen (holding Chieu Hoi) and members of the Carting For a Cause Team*

Geddis, who was the ship's sponsor. George Sr. and I had a great chat, being that I, too, had served on an ELD team in Vietnam. Robert Yered was a hero who earned the Silver Star Medal.

In August of this year, the *Paul Leaman Clark (WPC-1106)* was commissioned, another combat veteran of WWII. He earned the Navy Cross for his actions. In November the *Charles Walter David, Jr. (WPC-1107)* will be the first FRC to be commissioned in Key West, Florida. Charles David, Jr., earned the Navy/Marine Corp Medal for his actions. Two additional heroes have been selected to have a cutter named in their honor. One is a WWII Hero, the other Vietnam.

**Steve Petersen**

# TOGETHER WE SERVED

THERE IS NO STRONGER BOND






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## One Man on a Mission... Honoring the Troops

(continued from page 1)

many times on this deployment. It was always, "Coast Guard? Why is the Coast Guard here, Chief?" I informed the soldier why we were here and the importance of the USCG Raid Team. After the flight, the soldier informed me she was with the Army media team and when I returned back to the base there would be a man who would be interested in speaking with me and even taking a few pictures.

It was in the early morning hours after returning from a busy post and Petty Officer Kiger and I were in the middle of doing our paperwork when a gentleman entered my office. Because it had been weeks since I had spoken with the soldier from the Army media team on the Blackhawk, the conversation was long forgotten. He was dressed in

sand-colored clothing, carrying a camera and he introduced himself as Michael Jernigan. He looked at me and with a smile said, "First Chief if you do not mind I would like to take a few pictures and then we will chat." I informed him that after the picture-taking was done and when we were to have our conversation, I would only talk about what I knew and only answer what I could talk about and nothing more. We walked outside and after he had taken many pictures (it seemed like thousands) we finally went back inside. He began by asking many questions about me, almost like a short bio, before talking about my position with the RAID Team. When we were done, Mr. Jernigan advised me he was not with the media but on a

personal quest to honor the troops serving in Iraq and Afghanistan. He was looking for two members of each service branch and additionally a few others whom he felt their hearts truly beat with pride and honor for our country. He let me know he was looking for a total count of 21 men and women. He wanted to personally sculpt the bust of those military veterans serving in Iraq and Afghanistan and to display them with honor at the Pentagon and various U.S. military bases. While conversing with Mr. Jernigan I was pleased to hear he had served in the U.S. Navy years ago and as for this admirable quest he was on, all the funds

were coming out of his own pocket. I wished him the best on his journey and as Mr. Jernigan was stepping out of my office he stopped, looked at me and smiled with a few short words, "Chief I believe my luck is getting brighter already. Because of our meeting here I have found my second Coast Guardsman. The first one was Rear Admiral Charles Ray serving in Iraq and now my second is Chief William Carl serving in Afghanistan. One other thing Chief, during my years with the U.S. Navy I have heard the same statements, 'Coast Guard? What are they doing here?' Now I feel it's time that the USCG should be properly recognized as one of the military service branches!" With that Mr. Jernigan turned and walked out of my office. That was the first and last time I saw him in Afghanistan.

Months seemed to roll by quickly and before I knew it



*Chief Carl's Civilian Job Welcome Home Party SCI/Dignity Memorial employers Left to right: Lee Longino, Tom Reichert, Chief Carl, CEO Tom Ryan, and Steve Miller.*

I was on a flight to get back to my family and civilian job back in the good ol' USA. Of course, getting back home was an adventure in itself. The first step was the medical and dental screenings before reconnecting with my family. I have been deployed many times before but the hardest part has been the transition to my civilian job. My job at the time was Ground Superintendent of Hodges/Dignity Memorial Funeral Home and Cemetery of Naples, Florida. While I was deployed overseas, I left my second in charge of the grounds acting as superintendent. His name is Jerry Dunlevy. This man not only worked as a professional with

## One Man on a Mission... Honoring the Troops

me but he was more like a friend and family. He never once complained when I returned home and donned the title of superintendent, the position he had done so well in my absence.

During the first two weeks while I was settling back into my job, one of the counselors told me the night before while he was at the Catholic Church, he saw a slide show of Iraq and Afghanistan, which included some photographs of me. The man who was showing them was surprised when he told him the man in the photos worked right next door. He said he would come by and pay me a visit but the counselor should not tell me his name because the man wanted it to be a surprise. I thanked the counselor for the information and went back to work. At the end of the day when we had put all the equipment away and I was back at my desk putting together the next weeks work list I heard a knock at my door. I was quite surprised to see Michael Jernigan. When we had spoken in Afghanistan, he knew I was born in California but had not known I lived in Florida so this really was a chance meeting. We spent some time catching up to date on many topics and he also informed me why he was at the Church next door. He called it his "not-for-profit fundraiser" to get his project moving in the proper direction. I was indeed shocked to learn for just one sculpture of a bust the cost is \$18,000 and here he was working on a total of 21 sculptures! Since I had seen him, he had been traveling non-stop on his quest. When our conversation was over, Mr. Jernigan informed me he would like to begin work on my bust soon but he would need me to spend some time with him while he was getting measurements and working with the clay. At that time, I informed him I was back with my Unit (USCG PSU 307).

We were going to be getting ready to head back overseas and my direct supervisor, Lieutenant Adams had recently notified me he had placed me on the advance party list to be the first to go over. We had three months before this was to happen. Mr. Jernigan then said, "The sooner the better"

to get my sculpture started and asked if I would be willing to meet with him after work.

The following week Mr. Jernigan was back in Naples where he and his wife Linda had set up a studio in one of the local hotels to work on the project. When the week was over, Mr. Jernigan took the clay bust to Tallahassee, Florida to continue working on it. Now back at my civilian job things were changing so fast. It had been a month since I had been home from my deployment when out of the blue I received a personal phone call from Dignity's CEO/President Tom Ryan.

In our conversation he

advised me that he was aware this was my third deployment since I had been working for him and how proud he was for the service I had been doing for my country. In fact he was going to make a personal flight to Naples and have a "Welcome Home" party in my honor. This worked for me because while I was in Iraq and Afghanistan I had flown a flag in his honor and I would be able to personally present it to him in full uniform.

The "Welcome Home" party was fantastic! Towards the end of the party Mr. Ryan pulled me aside and said, "Chief, you speak very well and you had the full attention of everyone in attendance. Have you ever thought about doing something other than working as a Grounds Superintendent? Give it some thought and I will have someone talk to you about what I have in mind. I have big plans for you."

Even though I had returned to work at my civilian job, the following month I was called in to conduct some

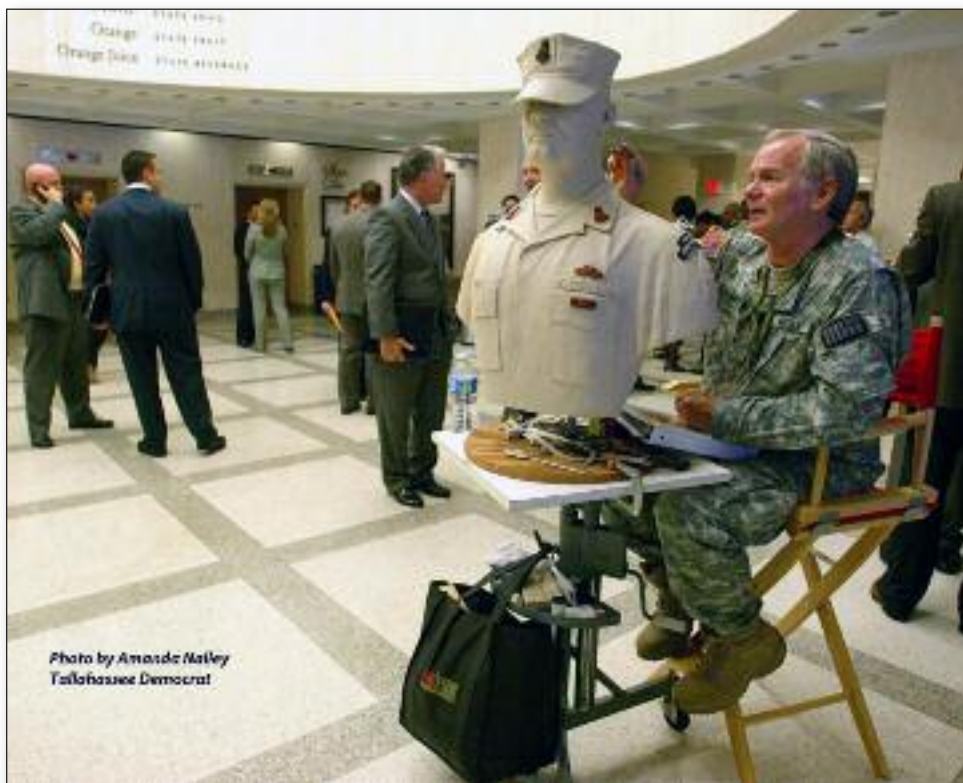


*Mike Jernigan sculpting the Bust of Chief Carl.*

## One Man on a Mission... Honoring the Troops

training with my Unit. I informed my Dignity Memorial supervisor about the call. The following day two very important people I had met at the party wanted to have a meeting with me about my future with SCI/Dignity Memorial. Their names were Steve Miller and Tom Reichart. During the meeting they spoke to me about a Veterans planning program that SCI/Dignity Memorial already had in place and wanted to know if I would be interested in being the Veteran Planner and Adviser Specialist speaker for South West Florida region for this program. One of the pluses was that I was being given a great opportunity to get out into the Veteran community while doing my job. I told them it sounded good but first I needed to get to Clearwater, Florida to conduct my military duties. They understood I needed to train my men for the next two weeks and we would discuss it further when I returned from training.

While I was in Clearwater training my team I received a phone call from Mr. Reichart about a class that would be held in Tampa. I would be trained by one of the best in this program, a gentleman by the name of Tony Lauri. I was able to work around my schedule with my command and was able to attend and Mr. Lauri welcomed me into his



*Final Touches — applying patina to the Bronze by Rick Frignoca of the Bronzart Art Foundry.*



*(Left to right) Mike Jernigan and his wife Linda, Chief Carl, and Chief's Supervisor Steve Miller.*

class. It was only a two-day class and on those two days I had night operations. When I got off duty I would drive to the class without a moment to change out of uniform. Learning about the program that Dignity offered to veterans was very much of an eye opener for me. After the two weeks of military duties were completed, I called Mr. Miller and Mr. Reichart to let them know how honored I would be working my new position within the organization.

Everything was off to a slow start but first things first. I passed my superintendent keys to Mr. Dunlevy, a man very qualified for the role. Then it was off to the races with my first presentation at the Perkins restaurant in Bonita Springs, Florida. Here is where it all began. One of the veterans attending the seminar was a Mr. Thomas J. Huckelberry with his wife, Sandy. He had served in Vietnam with the United States Coast Guard as a Master Chief, now long retired, but still very involved with veterans as an International Service Officer. We became fast friends and he asked me to call him "Huck" for short. After the seminar, Huck invited me to his home to chat about the past and the present USCG topics. During our conversation, Huck asked me how many deployments overseas I had done. After my answer of five tours he scratched his head and asked me if I had ever thought of



## One Man on a Mission... Honoring the Troops

joining the Coast Guard Combat Veterans Association, the CGCVA. When I told him I had never heard about the group, our discussion got much longer. Just one week after that conversation I became a member of the CGCVA. Huck let me know he was quite proud of me as a presenter, especially being an active veteran who spoke with veterans about the toughest time of their lives, losing a loved one. The topics I covered were regarding benefits ranging from funeral, burial, cemetery, and cremations as far as what the Veterans Affairs covered and included how Dignity Memorial compliments those benefits. Huck and his wife enjoyed the information they received at the seminar and it resulted in both of them signing up as members of the Dignity network.

While back to work at my civilian job with SCI/Dignity memorial, I was introduced to Bernadette LaPaglia of Hodges/Dignity of Naples Memorial Gardens. She introduced me a whole new world of networking within the community of businesses in the area. I began to be invited to many various military functions and proceeded to become a member of different veteran organizations such as the Veterans of Foreign Wars, American Legion, and AMVETS just to name a few. My life has been enriched and blessed by my membership in these groups. On one of these evenings, I was invited to a large military function where Bernadette LaPaglia, and Steve Miller were attending. During this event a man who you will recall

from the very beginning of this story, Michael Jernigan was being recognized for his "Honoring the Troops" project. As soon as I had the opportunity, I introduced Mike Jernigan to Steve Miller and they spent some time engaged in conversation. The function, along with the opportunity to speak with many veterans who had served this country was great. Months after this event I received a phone call from Mike Jernigan who informed me that during the evening of the event Steve Miller had let him know that the

company I work for, Dignity, was going to pay for half of the cost of the bust Mr. Jernigan was sculpting of USCGR Chief William C. Carl. Not only was Dignity covering part of the cost of the sculpture, but a company who had partnered with Dignity Memorial had covered the rest of the expenses. I was indeed pleased and honored to find the company I work for truly cared about Veterans and wanted to fund the cost of the sculpture Michael Jernigan was creating of me.

To recap, what Mike Jernigan is doing is more than anyone could have imagined. He is giving so much of his time, his efforts and his own money to the "Honoring the Troops" project. I have seen so many signs on cars that

read, "I Support Our Troops" while I have been driving down the road but I always wonder exactly how they support our troops. For Michael Jernigan, it is not just a sticker or a statement or a post on Facebook or MySpace but it is the true and selfless act of completing this noble project. He is looking to complete this goal in 2015 but he needs our help to accomplish this. I am asking the CGCVA to help him and to recognize the USCG, and basically all the branches of military service by providing a donation.

May God bless him and the men and women who have stood up and supported and protected the right for freedom, whether domestic or foreign.

After reading this story I hope you will take the below contact

information and plan on contribut-

ing to this fund or even starting a fundraiser in your local area to help Mr. Jernigan achieve his goal. People please know this; it takes team work to achieve the impossible. With team work the impossible will be possible. Here is his contact information: Michael D. Jernigan at 803 Middlebrooks Circle, Tallahassee, FL 32312. Phone: (850) 877-4332. Website: [www.honoringthetroops.com](http://www.honoringthetroops.com). Email: [mdjernigan@portraitsculpture.com](mailto:mdjernigan@portraitsculpture.com)

William C. Carl



*Front shot of the Bronze Bust.*

# Galveston Life-Saving Station, September 1900: The Perils of Working for the U.S. Life-Saving Service

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

In September of 1900, with little forewarning, a hurricane of tremendous force struck the Gulf Coast. The storm made landfall at Galveston, Texas, in the early evening of Saturday, September 8th. The death toll for the Galveston Hurricane was far worse than any domestic man-made, environmental or weather-related event in American history. Estimates for those killed in Galveston by the 1900 Hurricane range from 6,000 to 8,000 and, it is believed, that the storm killed another 4,000 in the rest of the Gulf Coast region. This number equals more than the combined casualty figures for the 1941 Pearl Harbor attack, Hurricane Katrina, the terrorist attacks on 9/11 in addition to Hurricane Ike, which struck Galveston in 2008. Rescue efforts associated with the 1900 Galveston Hurricane resulted in at least six Gold Lifesaving Medals and a similar number of Silver Lifesaving Medals.

What follows are the Galveston Life-Saving Station's daily journal entries for the day of the storm and the two weeks that followed. Despite the destruction of all records and documents housed at the station, U.S. Life-Saving Service Station Keeper Edward Haines recreated from memory the events that occurred during the hurricane and wrote them down on September 18th in a weekly journal post-dated to the event. Haines's eyewitness accounts, recorded while still fresh in his mind, speak very effectively than any historical article about the station's experiences, so the remarks are transcribed below with only minor grammatical changes. I have inserted only the information enclosed in brackets "[ ]" and the date and time framework to provide a sense of the storm's development, aftermath and the station crew's activities. All of the narrative text, including wording and minor grammatical errors, comes



*Galveston USLSS Station probably looked similar to this before the storm. (U.S. Coast Guard Photo)*

from the Galveston station's weekly journal report.

**Galveston Station, District Number Nine**  
**Entry for Saturday, Sept 8th, 1900.**  
**All records lost from September 1st**  
**[Morning:]**

Crew employed keeping floating debris from station and securing boats during forenoon.

**[1:00-4:00pm:]**

About 1 o'clock P.M. Keeper and two surfmen with dinghy tried to rescue the people from Fort Point Lighthouse, it being thought that that building would be washed away in a very short time, but they could do nothing, the wind taking the oars out of the row-locks and sweeping the boat on the jetties. They got back to the station with great difficulty. [The Fort Point Lighthouse was located only 200 yards from the Galveston Life-Saving station. That evening, elderly Lightkeeper Charles Anderson and his wife managed to ride out the storm by staying in the upper

levels of the flooded screw-pile lighthouse.]

### [4:00-11:00pm:]

Keeper then got Race Point surf boat under the lee of the station (the wind being Northeast). Between 4 and 5 o'clock P.M. decided to abandon station, and all hands got in boat. The sea at this time was heavy, and immense quantities of wreckage (stringers on which the track was laid) [probably from nearby railroad tracks] was being swept by the station, and it was thought that the boat could not live a minute, but would be stove to pieces. The water at this time was about three feet from the top of the gallery station, and seemed to be stationary, and keeper and crew thought that the station would stand and determined to stand by the Station a little longer. Station crew then got out of the boat and worked for some little time cutting holes in the floor of building, when the wind suddenly shifted to the southeast and all doors and windows on that side of [the] building were bursted open by wind and sea. Keeper then saw that the only hope of escape was by taking to the

lifeboat (which was in boat-room) and then tried to open the doors on north side of building in order to get the boat out. While thus engaged a sea broke through the boat-room, lifting the life boat from the carriage and throwing it against the beach cart, breaking a hole in [the] Boat. The crew then took axes and tried to cut the doors open, while some of the other members of the crew got into the life boat. The boat at this time was lying broad-side again the doors, and it did not seem possible that it could be gotten out, and there was great danger of the building falling and crushing the people in the boat. Keeper saw that nothing more could be done, and told the crew, who up to this time had been carrying out orders, that he could not tell them what to do; that if they could think of any plan to save themselves to try and do so, and that he with his wife was going to stay in the life-boat. Some of the men appeared to think that they would have a better chance for their lives in the upper floor of the building, and three of them gained

the stair way and got up there, passing down ropes on the out side of the building for the others. Up to this time keeper and his wife were in the boat, but the sea was breaking over them, boat was on its beam end, and keeper's wife begged him to try and get her up into the upper story. Keeper and wife gained gallery way of station from which keeper attempted to get his wife to upper story by trying rope around her body, lifting her as high as he could and having men above hand her up over roof. While attempting to do this, gallery way on which keeper was standing gave way, and keeper was swept off. Simultaneously the life boat was swept out of station and keeper was swept to bow of boat. Keeper had just time enough to shout to men on roof of station to do all in their power to save his wife, when the boat was swept away from station.

A few seconds afterward keeper discovered surfman Mart[in] Monson clinging to boat. About five minutes afterward heard a voice and discovered Surfman W.D. Davis also clinging to boat, and he was pulled in.



*In the aftermath of the storm, capsized ships line Galveston's wharves. (Library of Congress)*

daylight keeper with Surfmen Monson and Davis searched the beach for any survivors from station, and found that John Haugland, W.A. Reed, and Roscoe Burrus had been saved. These men stated that immediately after lifeboat was swept away the station collapsed, they drifting ashore on boats and other floating matter. Keeper then divided the survivors of the crew and made a systematic search along the beach for miles, but could not find any trace of the other persons who were in the station. Keeper and crew found shelter for the night on the [beached] steamship "Kendal

### [11:00pm, September 8, to Daylight, September 9:]

About 11 o'clock P.M. the boat stranded and about 1 or 1 ½ hours later when the moon came up keeper and surfmen named above found that they were in Texas City. They went to the nearest house where they found some 20 or 25 other persons who had taken refuge there from the storm.

### [Sunday, September 9, 1900:]

The next morning at

Castle”, which had drifted to the shore during the storm.

Keeper’s judgment is that if all hands has remained in life-boat five minutes longer all would have been saved.

Station was totally destroyed, all property and effects belonging to station lost, except boats, but their whereabouts are unknown except that of life-boat, which was saved but is badly stoved and is lying about a mile and a half back from the beach at Texas City.

Keeper’s watch stopped at 7.30 o’clock P.M., and he was wet some considerable time before that. He judges it must have been about 6 o’clock P.M. when station was swept away.

Had the people at the Light House been safe, Keeper would have left station early in the afternoon, as the folks at the Light House were the only ones that could have been saved east of station, and it was the opinion of everybody that the Light House would go before the Life-Saving Station.

*(Note: The point where the men, and Life-boat drifted ashore at Texas-City is about nine (9) miles W.N.W. of Station.)*

### Sunday, September 9th, 1900.

#### [largely the same as September 8th entry]

No patrol kept.

At daylight, Keeper with surfmen “Monson, and “Davis” searched the beach for any survivors from station, and found that John Haugland, Roscoe Burrus, and W.L. Reed had been saved; they having been washed ashore about one mile N.E. of where the Life-Boat landed.

Keeper then divided the Crew, and made a systematic search along the beach for miles, but found no trace of the other persons missing from Station. Although various parts of the building were found. Keeper, and crew obtained shelter for the night on the Steamship “Kendal-Castle”

which had stranded at Texas-City during the storm.

**Edward Haines, Keeper**

### Monday, Sept 10th, 1900



*Citizens used a horse-drawn cart to collect the dead for burning or burial. (Library of Congress)*

No patrol kept, crew employed in general relief duty.

This day; Keeper with surfmen “Haugland, Davis, and Monson” went to Galveston on a Tug, arriving there at 10-A.M. Keeper leaving surfmen “Burrus”, and “Reed” to continue the search for the people missing from station, and also leaving the Life-Boat at Texas-City, there being no way of getting her afloat.

As soon as possible Keeper secured a boat, and volunteer crew, and they proceeded to Station, also taking provisions to the Keeper of the “Fort-Point-Light-House” which were badly needed.

The piling[s] on which the Station rested were entirely swept away, hardly anything

remaining to show where the Station stood;

Top of Station wharf was swept off, but the piling[s], and braces remained. The “Lyle”-Gun was found on the Jetty, and brought to City in boat [the] crew returning at 2-P.M.

The rest of the day crew were employed in picking up the bodies of persons drowned along the wharvies [Haines’s term], and water front, they finding eleven (11) which were towed to sea that night, there being no other way of disposing of them.

This day “John Haugland, and W.D. Davis” who were badly bruised when they were swept away from [the] Station were sent to the hospital.

Louis Larsen, Albert Matson, and Patrick Powers were engaged as temporary surfmen. **Edward Haines, Keeper**

### Tuesday, Sept 11th, 1900

No patrol kept. Crew working in conjunction with Relief-Committee.

This day; Keeper, and crew with the “Monomoy”

## Feature Articles

Surf-Boat from "San-Luis-Pass-Station," searched "Pelican-Island" for the people missing from Station, also for Station property; finding the "McLellan" Beach-cart with whip on reel about 2 ½-miles N.W. of Station; Cart was considerably damaged.

Finding no trace of the missing persons Keeper proceeded with boat, and crew to Texas-City (having some messages to deliver to persons in that city) at which place they camped for the night. **Edward Haines, Keeper**

### Wednesday, Sept 12th, 1900

No patrol kept. Crew working in conjunction with Relief-Committee

This day Keeper with crew, and boat resumed the search for the missing People, all along the beach through Texas-City, "Dollar-Point", North-Galveston, "Pelican-Island", and back to where the Station stood (a distance of probably forty (40) miles) but could find no trace of the missing persons, and returning to Galveston at sunset.

Keeper brought several messages from the people from the main land to city. **Edward Haines, Keeper**

### Thursday, Sept 13th, 1900

No patrol kept; Crew working in conjunction with Relief-Committee

This day; Keeper with Crew, and boat went to "Bolivar-Point" where Keeper secured a team, and at seven miles from the "Point" found the grave of Mrs. Haines (Keepers wife) and the surfman "J.P. Ferwerda" they having been buried on the 10-th.

Keeper, and Crew with boat returned to Galveston at 3-P.M. taking several messages from the people at "Bolivar" to the city.

**Edward Haines, Keeper**

### Friday, Sept 14th, 1900

No patrol kept. Crew working with Relief-Committee. Keeper with Crew, and boat took a Metallic-Casket to "Bolivar-Point" and brought the body of Mrs. Haines to Galveston at 3-P.M.

**Edward Haines, Keeper**



*The 1900 Hurricane devastated Galveston's waterfront.  
(Library of Congress)*

### Saturday, Sept 15th, 1900

No patrol kept, Crew working with Relief-Committee This day; Keeper, and Crew worked all day getting the bodies out from along the wharves, and water front, taking them to Pelican-Island and burning them; getting 44 in all.

7-Women, 5-Men, 7-Negro men, and women; 11-cows, 7-horses, and 6-mules. **Edward Haines, Keeper**

### Sunday, Sept 16th, 1900

No patrol kept.

Keeper, and Crew employed all day searching for the bodies of the person[s] drowned along the wharves, and towing them to "Pelican-flats", and there burning, and burying them. Disposing of six bodies, and one animal. All that could be found along the water front.

**Edward Haines, Keeper**

### Monday, Sept 17th, 1900

No patrol kept. This day Crew pulled with Surf-Boat to "Pelican-flats", and resumed the task of burying the bodies of the drowned persons, and animals; Burning, and burying twelve (12) persons; and ten (10) animals; Crew returned to City at 5-P.M.

**Edward Haines, Keeper**

### Tuesday, Sept 18th, 1900

No patrol kept.

7-A.M. crew pulled to "Pelican"-flats, and resumed the work of burying the dead; they buried ten (10) bodies, and nine (9) animals. Crew returned to City at 4-30-P.M.

Surfman "W.D. Davis" who had been sick since the 10-inst, reported for duty at 5-P.M. and "Patrick Powers" temporary surfman was dismissed.

**Edward Haines, Keeper**

### Wednesday, Sept 19th, 1900

No patrol kept.

Crew employed with relief committee burying the dead

Crew pulled to "Pelican-Island" with Surf-boat at 7-30-A.M. and resumed the work of burying the dead; burying seven (7) bodies, and six (6) animals. Crew returned to city at 5-P.M.

## Feature Articles

This day Mr. Davis of Hitchcock, Tex. reported that the "Race-Point-Surf-Boat" was at his residence, a distance of fourteen, or fifteen miles from Galveston; it having drifted there during the storm; he reported that the boat was but slightly damaged.

**Edward Haines, Keeper**

### Thursday, Sept 20th, 1900

No patrol kept

7 A.M. Crew pulled to "Pelican-Island" with Surf-Boat, for the "McLellan" Beach-Cart, whip-line, and Reel, and returned with them to city at 1-P.M.

Crew employed during the afternoon covering the roof of "Masonic-Temple with Tarpaulins (roof having been blown off during the hurricane of the 8-th, inst)

This building is sheltering and providing sustenance for hundreds of people at the present time.

**Edward Haines, Keeper**

### Friday, Sept 22nd [sic], 1900

No patrol kept

Crew employed in relief-duty during forenoon

Early this morning the Crew stretched tarpaulins over the roof of a House, which was partially wrecked by the storm, and which is sheltering a number of people at the present time.

11-30 A.M. Crew pulled with Surf-Boat to Texas-City for the purpose of getting the Life-Boat; found the boat was very badly damaged, and no means at hand to float her; Crew returned to Galveston at 8-P.M. and reported the facts

to the "District Supt."

Keeper is incapacitated from duty from having a badly bruised hand, having hurt it on the night of the hurricane (Sept 8-th).

Keeper was unable to engage a temporary Surfman in his place, owing to the immense amount of work going on in this city, and to the scarcity of men.

**Edward Haines, Keeper**

### Saturday, September 23rd, 1900

No patrol kept. Crew employed in relief-duty

Crew took the District Supt, with Surf-Boat along the water front looking for site for temporary quarters for Life-Saving-[illegible] equipment.

In afternoon crew were employed getting tents for temporary shelter, and cleaning, and drying Whip-Line (found on "Pelican-Island" 20-th, inst) also cleaning Boat, and other equipment.

Keeper suffering with a bruised hand, but was able to instruct the crew, and attend to things in general, until a temporary surfman can be obtained.

**Edward Haines, Keeper**

*(Transcriber's Note: Keeper Edward Haines remained at work throughout the period documented by these journal entries, despite the loss of his wife and the injuries he sustained during the hurricane. After two weeks he finally took leave to recover and take care of his personal affairs. Two of his surfmen, John Haugland and W.L. Davis, were hospitalized after the storm due to injuries they sustained. Davis returned to work after a week in the hospital, but Haugland remained hospitalized for weeks.*

*The Gulf Coast had been devastated and Galveston would never fully recover from the blow, but the survivors and relief parties from across the country helped to rebuild the city as best as they could. History repeated itself on September 13, 2008, when the dangerous Hurricane Ike made landfall at Galveston. With modern weather forecasting and emergency response systems, casualties amounted to approximately 135 killed, only a fraction of the losses suffered in the 1900 Galveston Hurricane.)*

*(Left) A rare photograph showing the Fort Point Life-Saving Station rebuilt after the storm. (U.S. Coast Guard Photo)*



# Fireman First Class Paul Leaman Clark in WWII and the Commissioning of the USCGC Paul Clark



*Paul Clark in WWII*

## *French Morocco November 8, 1942*

Fireman First Class Paul Leaman Clark displayed extraordinary devotion to duty in the face of enemy fire while serving as a landing boat engineer attached to the Coast Guard-manned *USS Joseph T. Dickman* during the allied assault on

French Morocco during World War II.

Clark served as beach master where he supervised the unloading of soldiers and supplies from the transports on the beach. This was an especially hazardous duty, as once disembarked from the landing crafts, soldiers were vulnerable to enemy fire.

Early into the assault, which lasted from November 8-11, 1942, Clark was unloading a transport when a hostile plane battered his boat with machinegun fire. The heavy fire mortally wounded the bowman and severely injured the coxswain. Showing unsurpassed courage and initiative Clark took control of the boat and withdrew from the beach with the injured crewmember aboard.

Clark sped towards the nearby *USS Palmer* and transferred the wounded man to safety. Although enemy bullets had already punctured his craft, he

courageously returned to his station at the beach and completed the boat's mission.

The torrential gunfire led 21 of the 32 boats to be lost at the landing during the duration of the assault. These harrowing wartime conditions did not hamper Clark, instead he rose to the occasion with fierce bravery in the highest traditions of military service. For his courage that day, Clark was awarded the Navy Cross.

The invasion of North Africa in November 1942 was the first offensive for the United States against Germany during World War II. At the time, "Operation Torch" was the largest amphibious operation ever undertaken.

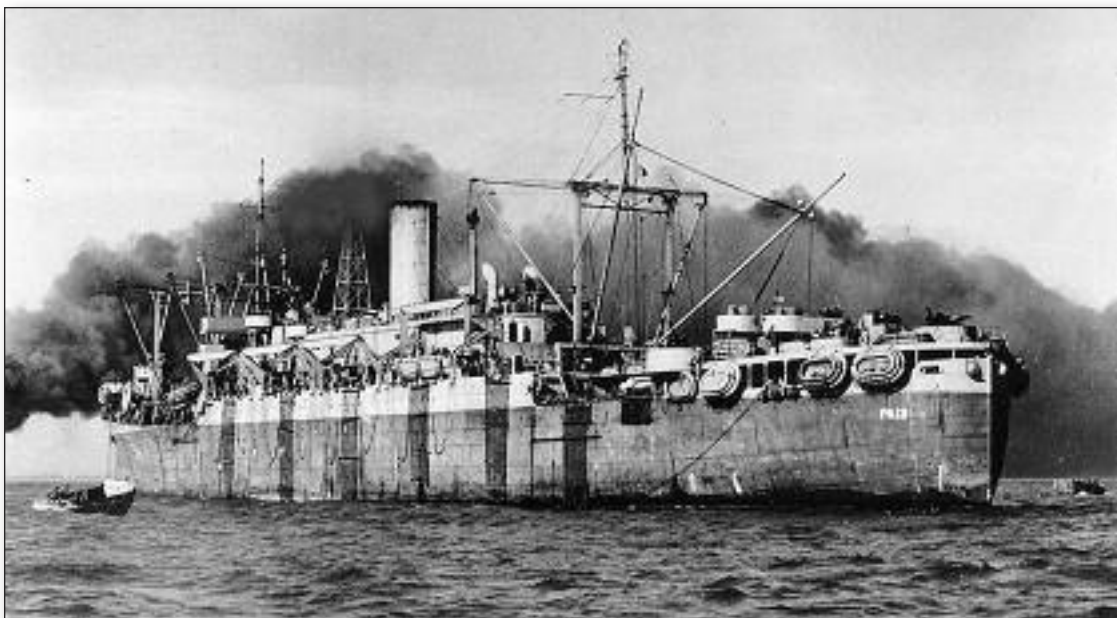
Operation Torch proved to be the turning point in the Allies' war in Africa and after their loss of French Morocco, the Nazis remained on the defensive for the remainder of the war.



*USS Palmer*

## *USCG Base Miami Beach August 26, 2013*

Clark was one of six Coast Guardsman awarded the Navy Cross for actions during



*CG-manned USS Joseph T. Dickman, circa 1943*

WWII, and his bravery and legacy will live on with the service's newest fast response cutter – Coast Guard Cutter Paul Clark.

Lt. W. W. Lloyd Belcher is the ship's commanding officer and reflected on the importance of honoring the memory of those who served, including his own grandfather, William Lloyd, who served on B-24 Liberators.

Belcher recalls his grandfather spoke little of his experiences during the war, other than to comment on the camaraderie of his fellow soldiers and the dedication they had to each other.

“Like all of my shipmates, we are humbled daily when we think of the sacrifices made by the long blue line of Coasties and other veterans who have served, particularly those citizen-heroes from WWII,” said Belcher. “While it is a heavy burden to carry on such an incredible legacy, this crew is more than willing to shoulder it and do our part.”

Part of carrying on Clark's legacy is recognizing how truly heroic his actions were in taking the helm after his coxswain was injured, despite his training as an engineer.

“The fact that he was an engineer demonstrates that we are more than just our rating. Engineers have always been key players in Coast Guard missions, even outside of the engine room,” said Petty Officer 1st Class Luis Rivera, an



*The crew aboard Coast Guard Cutter Paul Clark make their way to Coast Guard Base Miami Beach, Fla. (Coast Guard photo by PO3 Mark Barney)*

electrician's mate aboard Cutter Paul Clark. “His example gives us a legacy to be proud of.”

Clark's heroism is also a point of inspiration for the cutter's junior plankowners. Petty Officer 3rd Class Darian Suprun, a machinery technician, didn't know much about Clark when she first received orders to the fast response cutter. After some research, she was “amazed” at what he had accomplished.

“The fact that he was just a fireman, and probably had even less experience in small boats than I do, it's just impressive,” said Suprun. “It reminds us all to step up and look to do more, no matter how junior we may be.”

It'll be a team effort as Cutter Paul Clark's crew sets out on their first operational missions; missions that include port, waterways and coastal security; fishery patrols; search and rescue; and national defense.

Joanne Kropp, sponsor of Coast Guard Cutter Paul Clark, receives a plaque with the Navy Cross from Lt. W.W. Lloyd Belcher, commanding officer of Paul Clark, during the cutter's commissioning ceremony. U.S. Coast Guard photo by Petty Officer 3rd Class Jon-Paul Rios.

Cutter Paul Clark also has fully interoperable command and control systems with Homeland Security and Department of Defense assets.

“The capabilities and efficiencies built into the fast response cutters are



*Joanne Kropp, sponsor of Coast Guard Cutter Paul Clark, presents a plaque with the Navy Cross to Lt. W.W. Lloyd Belcher, commanding officer of Paul Clark, during the cutter's commissioning ceremony. (Coast Guard photo by PO3 Jon-Paul Rios)*



going to be game changers here in the 7th District,” said Belcher.

“We’re finally getting the tools we need to succeed without having to worry about spending all that time on maintenance and repair that the old ships required,” added Chief Petty Officer Brian Berryhill who previously served on buoy tenders built in the 1940s and medium endurance cutters built in the 1960s.

But it’s not just about the newest technology; it’s about the crew who will embody Clark’s spirit of getting the mission done.

“As a plankowner, you really have the chance to set a high standard from the very beginning, one that all the future crews will follow,” said Petty Officer 2nd Class George Corriere. “As the first gunner’s mate on the ship, I don’t have any previous example to follow. It’s all on us to

make sure we do it right the first time.”

***Editor’s Note:** Honoring the heritage of Clark, the Coast Guard presents the “Fireman First Class Paul Clark Boat Force Engineer Award” annually to an enlisted boat engineer who demonstrates exemplary performance and superior technical, professional, leadership, and seamanship abilities while performing Coast Guard boat operations.*

*“Fireman Clark was a true hero, selflessly risking his own life in order to save wounded crewmembers while simultaneously completing an important mission,” said Petty Officer Second Class Matthew Merical, a machinery technician and recipient of the 2009 Paul Clark Boat Force Engineer Award. “Clark’s actions were incredibly inspiring to me as an enlisted member and hopefully his story will continue to inspire others in the service. Having a new Fast Response Cutter named after him will be a fitting tribute to one of our best.”*

## A Special Ceremony in Cle Elum, Washington Made Even More Special in 2013

The gravesite of Douglas Munro, the only Coast Guardsman to receive the Medal of Honor, got a facelift on Sept. 27th, 71 years after Munro died heroically during WWII at Guadalcanal in 1942. The event hailed the return of two 50mm guns that have stood guard over Munro’s grave for years. The guns were trucked to Coast Guard Base Seattle in late 2012 to be stripped, rehabilitated and graced with a new coat of paint. Coast Guard volunteers at the base organized a fundraising effort for the guns’ restoration and to do the laborious undertaking, including fabricating more than a dozen parts needed for the guns. According to records available, the guns first arrived at Cle Elum with a blessing from the city council sometime in the early 1950s.

At the Sept. 27th annual salute to Munro at his gravesite, the newly refurbished guns were unveiled. Coast Guard personnel from the Seattle are turned out in force, as well as some CGCVA members, to honor the memory of the



Coast Guard hero. Baker Herbert, one of the Association’s founding members, participated in a wreath-laying ceremony at the gravesite. Also attending were Trustee Ernest (Swede) Johnson and LM George (Vince) Stauffer.

***Editor’s Note:** More photos of the gun restoration project can be seen by visiting Facebook online and then search for “MunroGunRestorationProject”. Below is an article regarding the Sept. 21, 2013 ceremony from Zach Smith, reporter for the Daily Record in Seattle:*

The name Douglas Munro should ring a bell for anyone who has served in the United States Coast Guard since World War II. As the only guardsman to ever be awarded the Medal of Honor — the military’s highest honor — Munro epitomized the notion of going beyond the call of duty, and because of that, his legacy in the Coast Guard remains strong to this day.

Last Friday — which marked the 71st anniversary of

## Feature Articles

Munro's death at Guadalcanal — the Upper County native's legacy was made even stronger as two refurbished World War II-era 50-caliber guns were unveiled at Munro's gravesite at Laurel Hill Memorial Park in Cle Elum.



*The refurbished guns arrive at Munro's gravesite.*



*Volunteers from Coast Guard Base Seattle prepare to offload and set up the refurbished guns for the Sept. 27th ceremony.*

Before the guns were unveiled, Coast Guard Rear Admiral Richard Gromlich was on hand to deliver the ceremony's keynote address.



*A plaque describes the Munro Memorial Gun Restoration Project*

Admiral Gromlich recounted the events that led to Munro being awarded the Medal of Honor, when he sacrificed his own life while facilitating the rescue of hundreds of Marines at Guadalcanal — the first major offensive by Allied Forces in the South Pacific.



*Marine Corps Honor Guard*

Gromlich said Munro's final words after being wounded on the rescue mission, "Did they get off?" were indicative of Munro's selfless devotion to his country and his brothers in the armed forces.

"Those of us in the Coast Guard have heard those words many times over," Gromlich said. "(Munro was) one of the greatest shipman, one who left a legacy for all guardsman to follow... Douglas Munro epitomized service leadership."

Gromlich also credited Munro's heroic actions in saving hundreds of Marines more than 70 years ago for creating a bond and mutual respect between the United States Coast Guard and its counterparts at the U.S. Marine Corps and the U.S. Navy.

"He created a bond that still lasts today, and will last for eternity," Gromlich said. "We truly thank Douglas Munro for defining what a shipmate really is."



*Ready for the unveiling, and.....*



..... *Voila!*

Coast Guard Captain Marc Lebeau also spoke at the memorial, where he echoed Gromlich's admiration for Munro's dedication to the Coast Guard.

"(Munro) demonstrated uncommon initiative when set with a perilous task," Lebeau said.

While the task wasn't



*CGCVA LM Baker Herbert (left) takes part in the wreath-laying.*



*(Left) Rear Admiral Richard Gromlich delivers the ceremony's keynote address*

as perilous, Lebeau said Munro's commitment to excellence was reflected by those involved in restoring the 50-caliber weapons that now flank his gravesite. Outfitting the guns with a



*CGCVA LM Vince Stauffer and Trustee Ernest "Swede" Johnson at the ceremony.*

weather-resistant powder coating was not a cheap endeavor, which is why Lebeau thought it was appropriate to recognize those who spearheaded the fundraising efforts.

Lebeau said to raise money for the project, more than

500 "challenge coins" adorned with Munro's face were sold. His officers also sold several commemorative Zippo lighters and hosted a "Run to Restoration" 5K. In total, Lebeau said about \$22,000 was raised to help restore the guns.

## Building the National Security Cutter: Christening

posted by LT Stephanie Young

The service's first three national security cutters — *Bertholf*, *Waesche* and *Stratton* — have stood watch for the past three years as sentinels of the sea; but there's about to be a new cutter on the pier, one with a very familiar name.

During a ceremony this weekend, *Alexander Hamilton*, the service's fourth national security cutter, was christened. This christening marks a significant step in the *Hamilton* becoming an official Coast Guard cutter.

"I'm very proud to be joined today by Linda, my wife and the ship's sponsor, as we both christened Cutter *Hamilton*," said Coast Guard Commandant Adm. Bob Papp. "The christening

ceremony marks an important milestone in the creation of a national asset that is designed and uniquely equipped to



provide a persistent water-borne presence, ensuring maritime security far from our shores.”

We last brought you the story of *Hamilton* when it was just 100 tons of steel. But what once started as just the backbone of the ship is now a full-fledged vessel capable of protecting Americans well into the Coast Guard’s third century of service to the nation.

Widely known as the founder of the Revenue Marine, precursor to the United States Coast Guard, Alexander Hamilton was our nation’s first secretary of the treasury. It was Hamilton who advised Congress to establish “a few armed vessels” and it was Hamilton who set the stage for the Coast Guard’s core values as he directed his newly-appointed Revenue Marine captains to “always keep in mind that [their] countrymen are freemen.”

While the christening ceremony itself is significant, it’s not about the steel and structure of the ship, it’s about those who made it all happen — from the ship-builders and community to the crew and their families. The ceremony was a perfect time for the ship’s sponsor, Linda Kapral Papp, to reflect on families and their strength of service alongside Coast Guard men and women.



*(Left) The scene is set for the christening of the Coast Guard’s newest National Security Cutter, Hamilton. (Coast Guard photo by PO2 Patrick Kelley)*



*An oil portrait of Alexander Hamilton by John Trumbull, 1806. National Gallery of Art.*

Kapral Papp. “It allows them to successfully carry out critical operations every day ensuring the nation’s safety and security.”

As the sponsor, she hopes to honor *Hamilton’s* legacy by focusing on the support servicemembers need to perform their missions around the globe.

“A ship’s sponsor is considered a permanent part of the ship’s crew and an advocate for its continued service and well-being,” said Mrs. Papp. “I take this advocacy role, both for the crew and their family, very seriously.”

As a national security cutter, *Hamilton* will take advantage of a superior range and endurance. With 90-day patrols, the ability to deploy two ship-helicopters and two boats, *Hamilton* will take on missions ranging from enforcing America’s maritime interests, to humanitarian responses.

There is still work to be done before *Hamilton* sets out on patrol as a fully commissioned cutter. But with a dedicated crew and equally as dedicated families, there is no doubt that *Hamilton* will meet the challenge.

“I look forward to assisting *Coast Guard Cutter Hamilton’s* ombudsman to help ensure the peak readiness of the *Hamilton’s* families and crew,” said Mrs. Papp. “Through all of our efforts we will honor the *Hamilton* legacy.”

*Linda Kapral Papp, wife of USCGC Commandant Adm. Bob Papp, christens the newest Coast Guard’s National Security Cutter, Hamilton. (Coast Guard photo by PO2 Patrick Kelley)*



### **VA Outpatient Costs to Rise for Some Retirees Using Tricare For Life**

Retirees eligible for Tricare for Life (TFL) faced higher outpatient costs at VA hospitals and clinics starting Oct. 1, if they continued to seek care there for conditions not rated as service-connected.

In spring, Tricare managers discovered that, for more than a decade, Tricare was exceeding its legal authority by covering almost all outpatient costs that VA assessed on elderly retirees who were treated for ailments or injuries not linked to time in service. On Oct. 1 that ended.

The law that established Tricare for Life as a prized supplement to Medicare for retirees 65 and older directs Tricare to cover the cost of TFL claims only after Medicare has paid its share, followed by any other health insurance that retirees might have to serve as second payer.

VA does not actively recruit Tricare beneficiaries to its clinics and hospitals, officials explained. But VA is a Tricare network provider and will deliver care to Tricare beneficiaries as capacity allows. This usually is for specialty services, but some VA facilities also have primary care capacity

More often, when VA already is caring for a veteran with a service-connected condition, in order to care for the whole patient, VA has offered veterans the option of using their Tricare benefit for routine care that falls outside their service-connected condition.

The hitch is that while VA facilities are Tricare-authorized providers, they are not Medicare certified so VA cannot bill Medicare for that care given older military retirees for non-service connected ailments. That means Tricare can pay no more than 20 percent of Tricare-allowable charges. The beneficiary legally is responsible for the 80 percent Medicare won't pay because VA is not a Medicare-certified provider.

Tricare, in effect, has been violating the law by covering the whole tab for VA care to these TFL beneficiaries.

Many veterans, including many TFL retirees, qualify for cost-free VA

health care services due to compensable service-connected conditions or other qualifying factors. These veterans will see no change. Among veterans who will still get all VA health care and prescriptions at no charge are those with service-connected disabilities rated 50 percent or higher and former prisoners of war.

VA officials said they are prepared to explain the cost change to TFL beneficiaries who show up for care after Oct. 1. Indeed, TFL retirees will be asked to sign a form that explains how they could face higher costs if they elect to use Tricare benefits for certain VA care, and they don't have other health insurance or don't qualify, through disability, for full VA benefits.

More information is available by calling the TFL contractor at 866-773-0404 or by visiting online at: [www.Tricare.mil/tfl](http://www.Tricare.mil/tfl). Information on Tricare-authorized and Medicare-certified care providers can be found at: [www.Tricare.mil/findaprovider](http://www.Tricare.mil/findaprovider).

**Tom Philpott, Stars and Stripes**

### **Tricare is Minimum Essential Coverage**

The Affordable Care Act, also known as the health care reform law, requires you to maintain basic health care coverage called minimum essential coverage. Tricare may help you meet this requirement. Visit the Frequently Asked Questions section of [www.tricare.mil](http://www.tricare.mil) to view detailed information. Additional information on the Affordable Care Act and Tricare, including downloadable resources, can be found at [www.tricare.mil/aca](http://www.tricare.mil/aca).

### **COLA Increase for 2014**

It's official. The 2014 cost-of-living adjustment (COLA) for military retired pay, Survivor Benefit Plan annuities, Social Security checks, and VA disability and survivor benefits will be 1.5%, effective December 1, 2013. It will first appear in the January checks, which will be paid on December 31. The 1.5% 2014 COLA will be the fourth-lowest COLA since the turn of the century — trailing only the zero-COLA years of 2009-10 and the 1.4% of 2002.

#### **Commandant's Ball**



*CGCVA PNP Ed Swift and his wife, Mare, visit with Adm. Bob Papp at the Nov. 2nd Commandant's Ball in Crystal City, Va.*

# CGCVA Small Stores

*The following CGCVA items are now available. Send orders to Mike Schultz at 650A Country Lane, Morton, PA 19070-1130. Call Mike at (610) 659-6926 or email at mike225e@aol.com. Please make checks payable to CGCVA. Prices shown include first-class or "Book Rate" postage. WE DO NOT ACCEPT CREDIT CARD ORDERS.*

## CGCVA BASEBALL CAP

Blue/black, gold-lettered CGCVA with embroidered logo, full back, one size fits all. No names on back. **\$25.00.**



## BOOKS

"Coast Guard Navy of WWII" by William Knight. **\$22.00.** "Coast Guard Action in Vietnam" by Paul Scotti **\$22.00.** A few copies of "The Coast Guard At War" by Alex Larzelere **\$32.00.** Coast Guard Combat Veterans, Turner Publishing **\$37.00.** "Always Ready — Today's U.S. Coast Guard" by Kit and Carolyn Bonner **\$17.00.** "A WWII Sailor's Journey" by T.J. Piemonte **\$13.00.** "Blood Stained Sea" by Michael Walling **\$22.00.** "Choke Point" by Michael Walling (Hero Coast Guard Centered) **\$21.00.** "Sinbad" by Michael Walling **\$22.00.** Toy Sinbad **\$17.00.** Walling books will be autographed to the individual, etc., if indicated in order. All books sent "Book Rate" and price includes S&H.

## HOODIES

Sizes M, L, XL and 2XL in colors white and navy blue, light to medium weight with embroidered CGCVA on upper left. CGCVA only makes about \$4.00 on each Hoodie sold. White Hoodie in sizes M, L, or XL **\$34.00.** Navy blue in sizes M, L, or XL **\$34.00.**



*Navy Blue Hoodie*



*White Hoodie*

## CAP, CGCVA GARRISON

Fore'n aft cap with embroidered CGCVA color logo and "Coast Guard Combat Veterans Association" in white lettering. Must state size. **\$26.00.**

## CHRISTMAS TREE ORNAMENTS

255' Owasco Class; 378' Hamilton Class; 270'; and 210' Classes; and CGC Mackinaw (W-83). Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. **\$9.00** each (shipped in display box).

## PATCHES (some shown here)

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



# Coast Guard Combat Veterans Association

## MEMBERSHIP APPLICATION

(Please Print Clearly)

### PERSONAL INFORMATION

Last Name: \_\_\_\_\_ First Name: \_\_\_\_\_ M.I.: \_\_\_\_\_ Suffix: \_\_\_\_\_

Street: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Telephone: \_\_\_\_\_ Email: \_\_\_\_\_

Date of Birth: \_\_\_\_\_ Sponsored by: \_\_\_\_\_

For those with a second address, please provide that address below. This is to ensure proper delivery of the Quarterdeck log magazine and other Association materials

Street: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

When are you at this address (dates)? \_\_\_\_\_

### MILITARY INFORMATION

Branch: \_\_\_\_\_ Dates of Service (From): \_\_\_\_\_ To: \_\_\_\_\_

For broken or other service affiliation:

Branch: \_\_\_\_\_ Dates of Service (From): \_\_\_\_\_ To: \_\_\_\_\_

Grade, Rank, or Rate at Present, Discharge, or Retirement: \_\_\_\_\_

Ships, Duty Stations of Combat theatre(s): \_\_\_\_\_

#### IMPORTANT INFORMATION FOR MEMBERSHIP:

This application MUST be accompanied by a copy of your discharge (both sides if applicable); or a copy of your DD-214; or a copy of your DD-215; or a copy of NAV/CG-523; or a copy of your letter(s) of awards; or a copy of some "official" documentation that states your participation in or your direct support of a combat situation. You may get a certified statement from a former shipmate who is a member of the CGCVA in "Good Standing" stating that you served with him or her on a particular ship or station during a particular period of time.

Dues: **\$40.00 for 2 Years**

Make check or Money Orders payable to:

**CGCOMVETS**

**Send application and payment to:**

Gary Sherman (CGCVA Secretary/Treasurer)

3245 Ridge Pike

Eagleville, PA 19403

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

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

**COAST GUARD COMBAT  
VETERANS ASSOCIATION**

**3245 Ridge Pike**

**Eagleville, PA 19403**

Change Service Requested

NON-PROFIT ORG  
US POSTAGE

**PAID**

WOODBIDGE, VA  
PERMIT NO. 9

*CGCVA founding member Baker  
Herbert (2nd from right) participates  
in wreath-laying ceremony at Cle  
Elum, Wash., on Sept. 27th at the  
gravesite of Douglas  
Munro.*

