



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 31, Number 1

Spring 2016

Association Continues FRC Plaque Program

Presentations Made Recently to Fast Response Cutters Yered, Clark, Evans, Trump and David, Jr.

Since CGCVA National President Michael Placencia presented the Association's first commissioning plaque to the *CGC Heriberto Hernandez* in Puerto Rico in October 2015, it was decided that this would be an outstanding program for all new Coast Guard cutters named after USCG combat veterans. Those ships would receive a plaque that could be mounted on the bulkhead for all to see. A retroactive program to catch up with those cutters that had already been commissioned and were in service were not to be left out. The five cutters that received plaques represent two Silver Stars, two Navy Crosses and a Navy Marine Corp Medal.

On Feb 24th and March 2nd, our Association awarded



CGCVA VP Steve Petersen presents an Association plaque to Lt. Cdr. Brian Finn, commanding officer of CGC Charles David.



Lt. Cdr. Jarod Harlow, commanding officer of CGC William Trump, accepts Association plaque from CGCVA VP Steve Petersen.

CGCVA plaques to the following Coast Guard cutters:
In Sector Miami, Florida: *CGC Robert Yered* (WPC 1104) and *CGC Paul Clark* (WPC 1106).

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Coast Guard Combat Veterans Association

ELECTED OFFICERS

National President — Michael Placencia, LM
National Vice President — Stephen Petersen, LM
National Secretary/Treasurer — Gary Sherman, LM,

BOARD OF TRUSTEES

Chairman — PNP Ed Swift, LM
Two-Term — Bruce Bruni, LM & Robert Macleod, LM
One-Term — William Figone, LM & Floyd Hampton, LM

ADMINISTRATIVE OFFICE*

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*use the Administrative Office for contact with the CGCVA on all matters except *QD Log* submissions.

THE QUARTERDECK LOG

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

AUXILIARY OFFICERS

National President — Betty Schambeau
National Vice President — Beverly Johnson
National Secretary/Treasurer — Mimi Placencia

APPOINTED OFFICERS

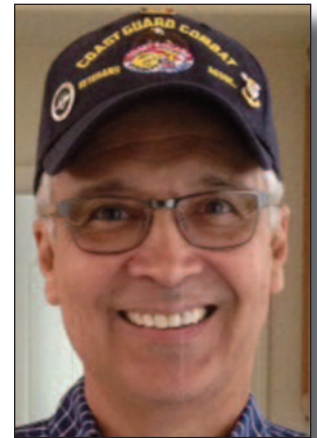
By-Laws — Thomas W. Hart, LM; **Convention Planners** — Steve Petersen, LM, Mike Placencia, LM, and Bruce Bruni, LM; **Membership** — PNP Joe Kleinpeter, LM; **Parliamentarian** — (Vacant); **Historian** — PNP Paul C. Scotti, LM; **Service Officers** — Thomas Huckelberry, LM; Richard Hogan, Jr., LM, and Floyd Hampton, LM; **Budget Director** — Gary Sherman, LM; **Chaplain** — Vince Patton, LM; **Master at Arms** — Ed Floyd, LM; **Webmaster** — Richard Ames; **Nominating Chairman** — Bill Figone, LM; **Cape May Liaison** — Tom Dougherty, LM and John Scubert, LM; **MEAP** — Ed Bachand, LM and PNP Ed Swift, LM

From the President

Greetings Shipmates

I lead off this column with special mention that three of our members have been promoted to the rank of Rear Admiral. William G. Kelly, former Commanding Officer of Coast Guard Training Center Cape May, was promoted to Rear Admiral May 2015. He is now the Assistant Commandant for Human Resources. Matthew T. Bell, former Chief of Staff, Pacific Area, was promoted to Rear Admiral May 2016. He is now the Commander, Coast Guard Personnel Center. Andrew S. McKinley, former Contingency Operations Branch Chief of Atlantic Area, was promoted to Rear Admiral May 2016. He now heads up the Human Capital Strategy Implementation Program at CGHQ. Included in this issue on pages 18-20 are photos and bios of these recently promoted flag rank officers. Bravo Zulu gentlemen.

You read about our participation at the commissioning of the *CGC Heriberto Hernandez* in San Juan, Puerto Rico



Mike Placencia



National President Mike Placencia presents a Paul Scotti signed copy of "Coast Guard Action in Vietnam" book to Vice Admiral Charles Ray, Pacific Area Commander and CGCVA member.

Next QD Log deadline is August 1, 2016.
Please email articles and photos to the editor at: swiftie1@verizon.net

From the President (cont.)

in the Fall 2015 *QD Log*. Shortly thereafter, the officers and trustees of the Association approved to retroactively present a plaque to each sentinel class cutter named for a USCG combat veteran. Also in this issue is National Vice President Steve Petersen's narrative of the presentations to: *CGC Robert Yared*, *CGC Paul Clark*, *CGC Charles David, Jr.*, *CGC Raymond Evans*, and *CGC William Trump*. Thanks Steve for an outstanding job.

Next up is the commissioning of the *CGC Donald Horsley* in San Juan, Puerto Rico. It will take place on May 20th. Association Trustee Bill Figone, who served with MCPO Horsley in Cat Lo, Vietnam will represent the Association at the commissioning ceremony.

On a recent trip to Coast Guard Island Alameda, I caught up with CGCVA member Vice Admiral Charles Ray,

Commander Pacific Area. He is headed to CGHQ where he will become Deputy Commandant for Coast Guard Operations. As of press time, his change of command date had not been announced. Good luck with your new assignment Admiral Ray.

2017 Reunion Update: As of press time, we have narrowed it down to two cities: San Antonio, Texas and San Diego, Calif. Both have submitted excellent proposals. This is a very difficult decision. As previously reported, the reunion planning committee reviewed proposals from Branson, Mo.; Seattle, Wash., Portland, Ore.; and New Orleans, La. Please check the coastguardcombatvets.com website to see who gets the winning bid. The final decision will be made very soon.

Yours in Service,

Mike Placencia

From the Vice President

Ahoy Shipmates,

The past few months since the last *QD Log* issue have been busy for me. During my trips to Florida I was able to visit with many Assn. members and represent the CGCVA at plaque presentations. I enjoyed a Veterans Breakfast in Satellite Beach with an amazing number of coasties attending (see back cover). I thank those that traveled to be part of this event. Representing the CGCVA at Sector Miami and also Sector Key West was like going home again. I did four years in Miami and two years in Key West during the 70's. The drive to Key West was long but enjoyable. Traffic was horrible with tourists, RVers, and spring breakers. The base has changed a great deal since I was part of the change (1977) when it was located downtown at Mallory Square.

Also, on the drive back home, I had a nice visit with Jerry and Betty Schambeau. Hope my timing was okay being that Jerry was recuperating from surgery. After surgery he was given a good report and is on the mend. Nice visit with nice people! Also had a nice visit with my buddy, Capt. Phil Kies, and it's always a delight seeing Assn. members outside the reunion times — its all about comradeship.



Steve Petersen

Got a letter from Jim "Flag Bag" Fay with a nautical term. Try this one on — Bethel. He got me again! Big Blocks, Small Lines. Steve



(Left) While traveling to Florida on February 12th I paid a visit to Historic Evergreen Cemetery to pay the Association's respect to another one of our fallen brothers of the Vietnam War. Lt.(j.g.) Michael W. Kilpatrick, USCGR, who was killed in a 81mm explosion along with EN1 Michael Painter aboard the CGC Point Arden on August 9, 1969 in Vietnam.

From the Secretary/Treasurer



Gary Sherman

New Location

As of May 1, 2016, we have relocated the CGCVA Administrative Office to Havre de Grace, Md. It would seem appropriate that our administrative office (basically our headquarters), be located in a town whose name, translated from the French, is “Haven of Grace”. It is a small historic town that was burned by the British in 1813 and is now a quite beautiful town on the

Chesapeake Bay where the Susquehanna River empties into the bay.

For all future correspondence being sent to the Association, please use the following mailing address:

CGCVA Administrative Office
P O Box 777
Havre de Grace, MD 21078

Welcome New Members

New Member (Sponsor)

Carl J. Lasiter (Mike Placencia)

David T. Hans (Gary Sherman)

Thomas E. Thompson (The Association)

Bruce E. Rhoads (The Association)

Michael S. Sawyer (The Association)



The Coast Guard Flag proudly waves at the new Association Administrative Office in Havre de Grace, Md.

Materials for the *Quarterdeck Log* magazine that cannot be emailed should be mailed to the QD Log Editor at 13602 Lindendale Rd., Dale City, VA 22193.

The Administrative Office contact number remains 610-539-1000 until further notice.

Due to this office relocation, some of your membership renewals processing has been delayed a few weeks but we should be back at it very soon. Your patience is very much appreciated! Thank you and Semper Paratus! **Gary Sherman**

From the QD Log Editor

In this issue of the *QD Log* I opted to highlight two significant Coast Guard anniversaries — The 100th anniversary of Coast Guard Aviation and the 75th anniversary of the Coast Guard Reserve.

Coast Guard aviation was born on April 1, 1916, when 3rd Lt. Elmer Stone reported to flight training. In this issue you can read about the Coast Guard’s famous amphibious aircraft *Arcturus* on pages 21-23 and about the first Coast Guard aircraft inducted into the Smithsonian Institute’s Air & Space Museum on pages 23-25.

Established on February 19, 1941, the Coast Guard Reserve has taken on the job of “utility responder.” It has been honored to serve in every major conflict or crisis this nation has faced. From the beaches of France and Iwo Jima in World War II, to the shores of the gulf coast for Deepwater Horizon, the Coast Guard Reserve has been ready. In this issue you can read about YN2 Olivia Hooker, the first minority SPAR on pages 26-27. Congrats to both groups. Hope you enjoy reading these feature stories.

Swiftly

The Story of “Taps”

I know you can look this information up but sometimes it is just nice to read about something that has great meaning to remind us of the history behind it.

“Taps” is a musical piece played at dusk, and funerals, particularly by the U.S. military. It is performed during flag ceremonies and funerals, generally on bugle or trumpet, and often at Boy Scout, Girl Scout and Girl Guide meetings and camps. The tune is also sometimes known as “Butterfield’s Lullaby”, or by the first line of the lyric, “Day is Done”.

The tune is a variation of an earlier bugle call known as the Scott Tattoo which was used in the U.S. from 1835 until 1860, and was arranged in its present form by the Union Army Brigadier General Daniel Butterfield, an American Civil War general and Medal of Honor recipient who commanded the 3rd Brigade of the 1st Division in the V Army Corps of the Army of the Potomac while at Harrison's Landing, Virginia, in July 1862 to replace a previous French bugle call used to signal “lights out”. Butterfield’s bugler, Oliver Wilcox Norton, of East Springfield, Pennsylvania, was the first to sound the new call. Within months, “Taps” was used by both Union and Confederate forces. It was officially recognized by the United States Army in 1874.

There is one original set of lyrics meant to accompany the music, written by Horace Lorenzo Trim:

Day is done, gone the sun

*From the lakes, from the hills, from the sky
All is well, safely rest
God is nigh.*

*Fading light dims the sight
And a star gems the sky, gleaming bright
From afar, drawing near
Falls the night.*

*Thanks and praise for our days
Neath the sun, neath the stars, neath the sky
As we go, this we know*

God is nigh.”

(Source — Wikipedia)

There are many legends about “Taps” origin one that a father found the words written on a piece of paper in his dead son’s pocket. Captain John Titball is proud that a thought suggested itself to him to have “Taps” played instead of the traditional firing of three volleys for they were too close to the enemy. After that it became popular. In 1891 regulations required taps to be played at all military funerals ceremonies.

An interesting tidbit “The word “taps” is an alteration of the obsolete word “taptoo,” derived from the Dutch “taptoe.” Taptoe was the command — “Tap toe!” — to shut (“toe to”) the “tap” of a keg.” (U.S. Dept. of Veterans Affairs)

They still debate whether it was original or based on an earlier melody. There is little doubt in research that Butterfield is responsible for the current tune. In 2013 Defense Authorization Act, Congress designated “Taps” the National Song of Remembrance.

Until the next quarter yours truly,

Betty Schambeau



Betty Schambeau



Combat Veterans Get Telephone Health Care Application Option

The Department of Veterans Affairs (VA) announced that it has amended its enrollment regulations to allow Veterans to complete applications for enrollment in VA health care by telephone without the need for a signed paper application. The change is effective immediately for Combat Veterans and will be effective July 5, 2016, for all Veterans. This phased implementation accelerates VA's effort to enroll all Combat Veterans with pending applications as part of its ongoing Veterans Enrollment Rework Project. The VA is working to complete the review and rework of all pending health enrollment records for living and deceased Veterans this summer.

"This improvement to our Veterans' experience is one we can implement now, and it's the right thing to do for Veterans," said VA Deputy Secretary Sloan D. Gibson, "Enrolling all 31,000 Combat Veterans with pending applications is the top priority in our effort to fix our enrollment system. Our analysis of our current application process convinced me we could enroll Veterans more quickly using this method, particularly Combat Veterans and those who are transitioning from active duty to Veteran status," Gibson said. By adding this telephone application option to VA's regulations, VA will now offer three ways to enroll. This change provides Veterans an even more convenient way to apply for enrollment, in addition to the paper VA Form 10-10 EZ and online enrollment application process. With publication in the Federal Register today, Combat Veterans may now apply by phone. All other Veterans may apply by phone starting on July 5, 2016.

When Veterans choose to enroll, VA offers an enhancement to their enrollment experience through "Welcome to VA" (W2VA). Veterans enrolled since July 1, 2015 have received a personal introduction to VA health care services, programs and resources to help them become more familiar with VA's services. In addition, VA sends each new enrollee

Frocking and Change of Command



On April 1st, CGCVA member Matthew T. Bell, Jr. (right) was frocked to the rank of Rear Admiral and afterwards relieved CGCVA member Rear Adm. William G. Kelly (left) as Commander, Personnel Service Center in Washington, D.C. Congratulating both is PNP Ed Swift.

an introductory letter and personalized handbook in the mail. W2VA enhances communication by reaching out to newly enrolled Veterans through personal phone calls upon enrollment, providing assistance with health care inquiries and assisting with their initial appointment at their preferred VA healthcare facility. For more information, Veterans can contact the Health Eligibility Center Enrollment and Eligibility Division toll free at 1-855-488-8440.

CGC Minnetonka Anniversary

February 29th marked the 48th anniversary of an attempted infiltration by four North Vietnamese trawlers, laden with arms and ammunition, into South Vietnam. The 255-foot Coast Guard Cutters *Winona*, *Androscoggin*, and *Minnetonka*, with help from several 82-foot WBPs and Navy Swift Boats, engaged them, destroying three trawlers and causing the fourth to abort its mission and return to North Vietnam.

An account of the events of that night were made by the *Minnetonka's* young LT (j.g.) Gunnery Officer (me). The account is from a letter that I wrote to my wife, Kay when

(Right) USCGC Minnetonka anchored in An Thoi Harbor, Phu Quoc Island, South Vietnam



the *Minnetonka* returned to our patrol area on March 4th. This letter is part of the “The Barker Chronicles of the *Minnetonka*’s Deployment to Vietnam, 17 December 1967 to 17 October 1968, Excerpts From My Letters to Kay.” The entire Chronicles were published on the Coast Guard Blog on July 4, 2010 and can be seen at:

<http://coastguard.dodlive.mil/files/2010/07/The-Barker-Chronicles.pdf>.

Keith Barker

Sometimes It’s Not Really Just Luck

Elmer Bendiner was a navigator in a B-17 during WWII. He tells this story of a World War II bombing run over Kassel, Germany, and the unexpected result of a direct hit on their gas tanks. Our B-17, the *Tondelayo*, was barraged by flak from Nazi anti-aircraft guns. That was not unusual, but on this particular occasion our gas tanks were hit.

Later, as I reflected on the miracle of a 20 millimeter shell piercing the fuel tank without touching off an explosion, our pilot, Bohn Fawkes, told me it was not quite that simple. On the morning following the raid, Bohn had gone down to ask our crew chief for that

QD Log Booster Club

The printing and postage for the *QD Log* is by far the largest expense item we have and it was determined that if every member contributed \$5.00 to the CGCVA each year it would pay for all the expenses that go into the magazine. The idea was hatched at our Tampa Convention and several members contributed at that time, thereby creating the QD Log Boosters Club. Donations can be sent to the Administrative Office (marked as “QD Log Booster Club”) and all those contributing will have their names listed in the subsequent magazine. Contribution amounts will not be published but all contributions are greatly appreciated. We have been told many times we have the best reunion magazine out there and we’d like to keep it that way.

Since publication of our last magazine, the following individuals have made donations and become members of the QD Log Boosters Club:

Rick Hogan, Jr.	Jorge L. Leal	Robert Hellers	Bob Douville
David L. Powell	Carmond Fitzgerald	Alex L. Soltesz	Billy C. Smith
Stanley Beras	Dave Meadows	Thomas Patterson	Ray Lindahl
James Warwick	James “Jim” Fay	Michael Housefield	James Ashe
Paul Balmer	Butch Hampton	David Jernigan	Lois Bouton

Sam King IMO Baker Herbert

Michael A. Johnson IMO BT Bob Steuterman and RM Albert Marinaro

Emmett Knapp IMO EN2 B. Fallon (Korea) and QM2 F. Perreault (WWII)

William Figone IMO Terry Lee

CGC Sherman Vietnam 1970 Crew IMO Capt. Paul Lutz, commanding officer

Thanks to all to have become QD Log Booster Club members so far! All contributions are appreciated! And remember, these deductions are tax deductible as we are 501.c.

shell as a souvenir of unbelievable luck. The crew chief told Bohn that not just one shell but 11 had been found in the gas tanks. 11 unexploded shells where only one was sufficient to blast us out of the sky. It was as if the sea had been parted for us. A near-miracle, I thought.

Even after 35 years, so awesome an event leaves me shaken, especially after I heard the rest of the story from Bohn. He was told that the shells had been sent to the armorers to be defused. The armorers told him that Intelligence had picked them up. They could not say why at the time, but Bohn eventually sought out the answer. Apparently when the armorers opened each of those shells, they found no explosive charge. They were as clean as a whistle and just as harmless.

Empty? Not all of them! One contained a carefully rolled piece of paper. On it was a scrawl in Czech. The Intelligence people scoured our base for a man who could read Czech. Eventually they found one to decipher the note. It set us marveling. Translated, the note read, “This is all we can do for you now...

...using Jewish slave labor is never a good idea.”

Editor’s Note: If you don’t believe this account go rent the movie “Schindler’s List” and you’ll understand more about this short story and how it could have happened.

CGC Boutwell — 48 Years of Service

On March 16th, after 48 years of faithful service to our nation, *USCGC Boutwell (WHEC-719)* transitioned into commission special status.

Throughout her service, *CGC Boutwell* embodied and defended her motto, the ‘Best in the West’. Named in honor of Secretary George Sewall Boutwell, who served as Secretary of the Treasury under President Ulysses S. Grant, *WHEC-719* was the fifth ship in the Hamilton Class cutter fleet and the third cutter to bear the name Boutwell. She was launched from Avondale Shipyards in Louisiana on June 17, 1967 and was commissioned on June 24, 1968 at New



Orleans, La. *CGC Boutwell* arrived at her first homeport in Boston, Mass., in 1968 and would remain there until July 1973 when she shifted homeport to Seattle, Wash. *Boutwell* changed homeport once again to Alameda, Calif. in October 1990. Finally, in 2011, following the decommissioning of *CGC Hamilton*, the *Hamilton* crew relieved *Boutwell’s* crew and changed homeport to San Diego, CA.

Throughout her distinguished career, *Boutwell* served in domestic and international theaters, flexing her might in dynamic and austere environments from the Caribbean, Mediterranean, and Persian Gulf, to the North Atlantic, Eastern Pacific, and Bering Sea. As her time in the Coast Guard fleet comes to a close, *Boutwell* will be remembered as an ambassador for global maritime cooperation, combatant of narco-terrorism, protector of living marine resources, and safe haven for those in distress.



70 Year AL Member

My father, CGCVA member Wayne L. “Buck” Borchsenius recently received his certificate for 70 continuous years as a member of the LaVerne W. Anderson American Legion Post 729 in Sheridan, Illinois. My father served on LST-331 on D-Day and the 27 missions that followed. He always wanted to return to the Normandy coast so, in 2012, the family took him for that return trip. He was moved by this return even though it was considerably a more peaceful time. When I became the Chief Financial Officer for Post 729, I discovered that my father had the same post position when they constructed the legion post building.

Robert H. Borchsenius

CGC Boutwell leaves a long proud legacy of honorable service to her country. In the early 1980s, *CGC Boutwell* participated in one of the greatest search and rescue operations when a fire broke out in the engine room of the cruise ship *Prinsendam*. The efforts of *Boutwell* and other entities led to the rescue of over 500 survivors from frigid Alaskan waters.

In the late 1980's, *Boutwell* interdicted 72 tons of marijuana on the *M/V Encounter Bay*, a record for a single interdiction on the West Coast at that time. In 1997, *CGC Boutwell* participated in Operation Border Shield.

During this patrol, *CGC Boutwell*, with the assistance of U.S. and Mexican Naval forces, interdicted 2.7 tons of cocaine. In 2009, *CGC Boutwell* earned the Coast Guard Unit Commendation for her work as a component of the *USS Boxer* Expeditionary Strike Group. While patrolling the Gulf of Aden, *Boutwell* successfully demonstrated the Coast Guard's unique capabilities to combat full spectrum threats on the high seas. Furthermore, *Boutwell* made port in Libya, a first for a U.S. Naval warship in over 40 years.

During her last year of service, *CGC Boutwell* continued to support counter-narcotic operations in the Eastern Pacific Ocean and in 2014 was awarded the U.S. Interdiction Coordinator's Award for Maritime Interdiction and Apprehension.

To current and past *CGC Boutwell* crews, plank owners, shellbacks (Golden, Emerald, Horned, or otherwise), subjects of the Golden Dragon, Blue Noses, and even Pollywogs — well done! Throughout 48 years of service, *CGC Boutwell* and her crews admirably served the Coast Guard and the Nation. Congratulations and Bravo Zulu!

Remembering a Friend

I began my service in the Coast Guard in 1964. My first duty was the cutter *Campbell (W-32)*, stationed at Staten Island, New York. I was a third class gunner's mate. The war in Vietnam was starting to heat up so I decided to volunteer to go to Vietnam. Well, I was sent to Governors Island, N.Y., to help set up a base armory. That only lasted a short time then my orders came in for Vietnam. By the way, during SERE training, we were told that it wasn't a war in Vietnam — it was a counter insurgency. A news photographer took pictures of



News crew photo of me.



(Left) Le Chung and Bill McLaughlin on the mess deck.

myself and others onboard and sent back to each of our hometowns. I kind of think it was propaganda. I was on board the *Point Hudson*, which was classified Point class cutter. She was an 82-foot patrol boat. This is when I met Le Chung a Third Class Petty Officer in the South Vietnamese Navy. He had been assigned to the *Point Hudson* in 1966 as a liaison officer. His job on board was to check the papers of the Vietnamese fishermen. We would go on board to check for weapons and ammunition. Chung was a very good friend to the crew and myself.



Le Chung.

He and his wife thought so much of the *Point Hudson* and its crew, they named their son after the boat, Le Hudson. I would take pictures of Chung. I think that he liked to have his picture taken. Chung would prepare foods on board that we would get for him in Vung Tau. Fish, crabs and other seafood. I left the *Point Hudson* in 1968. I wonder what ever happened to Chung after the fall of South Vietnam, being that he was a petty officer in the South Vietnamese Navy. I hope things went well for him and his family.



Le Chung and his wife during Christmas 1967.

William (Bill) McLaughlin

Coast Guard Divers Bring to the Surface a Nazi Submarine

Niagara Falls — Divers from the U.S. Coast Guard recently took part in a delicate wreck recovery operation to bring to the surface a Nazi submarine discovered weeks earlier at the bottom of Lake Ontario. The U-boat was spotted for the first time by amateur scuba divers in late January and they had contacted the authorities. Archaeologists associated with Niagara University and master divers from the U.S. Coast



Guard were mobilized on site to determine what it was, and they soon realized that they were dealing with a German submarine that sank during World War II.

A wreck recovery vessel of the Great Lakes Shipwreck Historical Society was mandated to refloat the ship and bring it back to Niagara Falls, where it must be restored before becoming a museum ship. The delicate recovery operation took nearly 30 hours to complete, but the submarine was finally brought down on the bank with relative ease. The Coast Guard divers braved the frigid water temperature to attach cables to the wreck for the recovery operation.

The submarine was identified as the *UX-791*, a unique experimental German submarine, based on the *U-1200* model, and known to have participated in the “Battle of the St. Lawrence”. It was reported missing in 1943 and was believed to have been sunk near the Canadian coast. Professor Mark Carpenter, who leads the team of archaeologists, believes that the U-boat could have traveled up the St. Lawrence River, all the way to the Great Lakes, it intended to disturb the American economy. A report from the sub dated from February 1943 suggests that the ship could have attacked and destroyed three cargo ships and two fishing vessels, even damaging the *USS Sable (IX-81)*, an aircraft carrier of the U.S. Navy that was used for training in the Great Lakes, before finally being sunk by anti-sub grenades launched by a Canadian frigate. “We have known for a long time that the Nazis had sent some of their U-boats in the St. Lawrence River, but this is the first proof that they actually reached the Great Lakes,” Professor Carpenter told reporters. “This could explain the mysterious ship disappearances that took place in the

region in 1943, and the reported “Battle of Niagara Falls” which had always been dismissed as a collective hallucination caused by fear.”

The restoration of the submarine could take more than two years, but once completed, the museum ship is expected to become one of the major tourist attractions of the region.

Growing the Coast Guard

While many military service branches are grappling with manpower cuts, the Coast Guard is looking to expand, Commandant Adm. Paul Zukunft said recently.

Speaking at the U.S. Capitol as he delivered his service’s annual State of the Coast Guard address, Zukunft paraphrased a line from the 1975 classic “Jaws”.

“Looking at the challenges we’re facing in the world today — ladies and gentlemen, you’re going to need a bigger Coast Guard,” he said.

Zukunft added that he was directing a Coast Guard

New Honorary Member



On February 7th, during the kick-off meeting of the Coast Guard Museum Exhibit Advisory Panel (MEAP), PNP Ed Swift presented a CGCVA Honorary Membership certificate to Dr. Robert Thiesen, Atlantic Area Historian, in recognition of his longtime and continued support to the Association through the submission of dozens of highly informative and interesting feature stories on Coast Guard history. Congrats Doc!

Manpower Requirements Plan to develop a force size that took into account current strategy and risk management. At 88,000 strong, the service, which falls under the Department of Homeland Security, is by far the smallest of the uniformed services.

An updated growth strategy will also allow the service to develop a Cyber Task Force, Zukunft said, which will turn the Coast Guard's cyber strategy into an operational arm of the service.

"As we move forward, duty to people will take shape in a number of ways across our organization," he said. "You are going to see mission, service and individual level changes to best align our talent with demand in the 21st century."

Zukunft's tone was exultant as he praised the Coast Guard on a year of successful and high-value drug interdictions, participation in partner military exchange programs, and promising new programs, including a newly inked 12-week maternity leave policy and assignment policy changes designed to improve stability.

At the Coast Guard Academy, Zukunft said, the classes of 2018 and 2019 were the most diverse of the school's 150-year history, with 40-percent female students and 33-percent underrepresented minorities.

"I am sure most Academy graduates in the audience today probably feel like I do — I would not want to compete with the young men and women in New London today," Zukunft said.

He said he would continue to work to improve retention

MOAA Honors Angel Aviles

CGCVA member Angel Aviles (right) receives the "Levels of Excellence Award" at the



Military Officers of America Association (MOAA) annual meeting in San Antonio, Texas. Aviles is the current MOAA Chapter President at Marine Corps Base Pendleton, Calif. Congrats Angel!

among women and minorities, who still tend to leave the service at accelerated rates.

In an era of tight budgets, Zukunft also celebrated the Coast Guard's largest acquisition budget in history going into Fiscal 2017. The request includes funding to accelerate the acquisition of new heavy icebreakers, a need that Coast

Guard officials have highlighted steadily as the Coast Guard Cutter *Polar Star* — the country's only operational heavy icebreaker — continues to age.

"I am grateful for the President's ardent support and his call for heavy icebreakers to ensure the United States maintains year-round access to the strategic polar regions," he said.

In Central America, Zukunft said, national security cutters continue to interdict drug shipments so

large that their street value covers the cost of the cutters in a single deployment. In 2015, he said, the Coast Guard seized or disrupted more than 190 metric tons of cocaine and detained more than 700 smugglers.

And the removal of those drugs, he said, translates to



Adm. Paul Zukunft delivering the State of the Coast Guard address at the U.S. Capitol.

added stability and safety in the region. In Honduras, Zukunft said, violent crime is down 23 percent, thanks to drug interdiction activities.

Zukunft closed with a reference to “The Finest Hours”, a film released in January that tells the true story of Coast Guardsmen who risked their lives in 1952 to save those aboard a sinking ship off the coast of Cape Cod.

“Today’s trackline steers us clear of any rocks and shoals, and true to [Boatswain’s Mate 1st Class] Bernie Webber’s heroics, these are truly the finest hours to serve in the United States Coast Guard, he said.
Hope Hodge Seck



were reservists, the Coast Guard Reserve has been vital to our ability to meet surge and contingency operations while simultaneously excelling in steady state missions. The Nation is well served by the reliable and proficient capability the Reserve component provides...

“In recent times, our Reserve members’ commitment to train, augment, and attain competencies, coupled with frequent mobilizations at home and abroad, has afforded our Coast Guard a highly skilled and adaptable workforce. As we move forward to meet demands in the

Arctic region and energy sector, and tackle emerging threats in cyber and the Western Hemisphere, this trained force will continue to be integral to the Coast Guard’s successful mission execution and effective maritime governance...

“In recognition of the outstanding contributions and commitment of our Reserve family, I encourage you to join me and Coast Guard Reserve Force Master Chief Eric Johnson in expressing a well-deserved “Bravo Zulu” for

Coast Guard Reserve Turns 75

“Today, 19 February 2016, we celebrate the 75th anniversary of the Coast Guard Reserve. Since its establishment during World War II when ninety percent of the 214,000 Coast Guard personnel serving on active duty

Thank You MCPO McKenny



Judy and I often take nature walks through the Bell's Neck Conservation lands in Harwich, Mass. It is one of our favorite walks. We always cut through Smith Street to gain access to various parts of the Herring River. At 44 Smith St., there is a flag pole and memorial to Coastguardsmen who have died in recent wars. This memorial was created by retired Coast

Guard Master Chief Mark McKenny. He was a crew member of the CGC Point Welcome in 1966 when the Commanding Officer, Lt.(j.g.) Brostrom and EN2 Phillips were killed in action in Vietnam. We all remember Dave Brostrom from the Class of 1963 — very sad. In 2006, Master Chief McKenny deeded over his 8-acre property, including two homes and this memorial to the Coast Guard.

Submitted by Elvio Rodrigues



the important and valuable role members of the Coast Guard Reserve provide each and every day.”

Rear Adm. Kurt B. Hinr

New “Coast Guard City”

Rear Adm. Dan Abel, Coast Guard 17th District Commander, and Cmdr. Jack W. Jackson, commanding officer of Coast Guard Base Ketchikan, presented the U.S.

Coast Guard Commandant’s Proclamation on January 30th declaring Ketchikan, Alaska, “A Coast Guard City” in a ceremony hosted by the Greater Ketchikan Chamber of Commerce at the Ted Ferry Civic Center in Ketchikan.

Ketchikan was chosen due to the close relationship developed through integral support the city brings to Coast Guardsmen and their families.

“As a maritime community it is important for us to both receive this recognition and to recognize the Coast Guard,” said Dave Landis, mayor of the Ketchikan Gateway Borough. “This is our livelihood. This is where we get our food and work, and the Coast Guard helping our community is key for us.”

The six Ketchikan-based Coast Guard units are Base Ketchikan, cutters *Anthony Petit*, *Naushon*, and *Chandeleur*, Station Ketchikan and Marine Safety Detachment Ketchikan.

As the 22nd city to become a “Coast Guard City,” Ketchikan joins Kodiak and Sitka as the third city in Alaska to be designated.

“Being named a Coast Guard city brings together almost a century of partnership between the men and women of the Coast Guard who stand the watch on the last frontier and the warm and inviting community of Ketchikan,” said Abel.

The Coast Guard City program began in 1998 endorsed by both Congress and the Coast Guard to recognize the support Coast Guard personnel receive from a city.



Cdr. Jack Jackson, City Council Member Bob Sivertsen, Mayor Ketchikan Mayor Dave Landis and Rear Adm. Daniel Abel officially mark Ketchikan as a Coast Guard City (Photo by PO3 Meredith Manning)

Veteran Burial Honors

It is essential for family members who want military funeral honors to tell the funeral director, who can make the request for them. The

honors are not automatic. The family should have access to the veteran’s discharge papers (DD Form 214).

DoD policy is to provide a minimum of a two-person uniformed detail, and one service member must represent the veteran’s branch of service. The core elements include playing taps, folding the American flag and presenting the flag to the family. The Department of Veterans Affairs (VA) also offers other benefits, such as headstones. For more information, visit the VA National Cemetery Administration website: <http://www.cem.va.gov/cems/listcem.asp>.

TRICARE Copays Increased

According to a Recent [Health.mil](http://www.health.mil) posting by TRICARE staff, military pharmacies and TRICARE Pharmacy Home Delivery will remain the lowest cost pharmacy option for TRICARE beneficiaries when some TRICARE pharmacy copays change in 2016.

On February 1, 2016, most copays for prescription drugs at Home Delivery and retail network pharmacies increased slightly. The 2016 National Defense Authorization Act (NDAA) requires TRICARE to



Rear Adm. Daniel Abel shakes hands with Ketchikan Mayor Dave Landis on January 30th to celebrate Ketchikan becoming an official “Coast Guard City” (Photo by PO3 Meredith Manning)

change its prescription copays. All drugs at military pharmacies and generic drugs through Home Delivery are still available at no cost to beneficiaries. Copays for brand-name drugs through Home Delivery increase from \$16 to \$20, for up to a 90-day supply. At retail pharmacies, generic drug copays go from \$8 to \$10, and brand name drug copays go from \$20 to \$24, for up to a 30-day supply. Copays for non-formulary drugs and for drugs at non-network pharmacies will also change.

Beneficiaries can save up to \$208 in 2016 for each brand name prescription drug they switch from retail pharmacy to Home Delivery. Home Delivery offers safe and convenient delivery of your prescription drugs right to your mailbox. To see the new TRICARE pharmacy copays, learn more about the TRICARE Pharmacy benefit, or move your prescription to Home Delivery, visit the TRICARE Pharmacy website: www.TRICARE.com/pharmacy.

Letter Describes WWII Action

In the Summer 2015 *QD Log* issue I ran an article “A Call for Coast Guard Letters” requesting that Coast Guard personnel with war-related letters submit them to Andrew Carroll/CAWL at P.O. Box 53250, Washington, DC 20009 or via email to: War Letters2004@yahoo.com.

CGCVA life member Thom Weber, a WWII veteran, did just that in the form of an original newspaper story based on a letter he had mailed to his family describing action aboard his ship prior to and during the invasion of the Philippines. In the letter Seaman Weber told of landing two days before the invasion and of enemy air attacks. Here is a portion of his November 9, 1944 letter:

Dear Folks,

I know it has been a long time between letters, but believe me, I have a good excuse.

It's probably no news to you that we just took part in the first invasion of the Philippines. Golly, even now I have to pinch myself to see if I'm not just dreaming this up.

About two days before we left our anchorage, there was a dress rehearsal held so each ship would know exactly what to do. Then one night we weighed anchor and started on our trip. On the second day, we ran smack into a terrific typhoon. The rain was so heavy we could not see the other ships in our forces. The storm was a Godsend to us because early one morning, as we neared our destination, we saw flares being dropped around us to locate our position. We found out it was a whole damned flight of Japanese planes looking to intercept us, but the rain was so heavy and the ceiling so low, we could not be seen.

From the Coast Guard Lady



I have been reading Coast Guard-related publications, almost forever, and would put the Quarterdeck Log right up at the top. Nearly every issue has photos or articles about people who have written to me. And I look forward to Dr. Bill Thiesen's feature articles. He came to interview me several years ago. Next week, a SPAR, a younger retired Navy lady whose mother was a SPAR, and Cdr. Lisa Gorcz from the Coast Guard Institute in Oklahoma City are coming to see me. Semper Paratus!

Lois Bouton

On the day our small group was to go in, the storm raged on so we stayed off shore until the next day. The breakers would have wrecked our landing craft. Here we were, in the act of invading the Phillipines, two days before the big invasion was to take place. Ours was a very definite job to be done before “Big Brother” (Navy) came in.

We succeeded in shelling and landing our small force. We then went on to help clear the gulf of mines. For a few days you could see great spouts of water rise into the air,



and then be followed by a terrific explosion. As this operation went on, Japanese planes would come over to try breaking up the job, but they didn't stand a chance.

After a lane was cleared of mines, in marched the big boys on "D-Day," and they sure looked good to us. It was just like standing on the curb watching a band go by in a parade. It does something for you inside.

That night, the sky was red with hot lead. It looked like a thousand hoses throwing streams of water into the air. Japanese planes would come in and just burst into a great ball of fire, looking like a comet plunging into the darkness.

No doubt you read of the great sea battle that took place of Leyte Island, in the Surigao Straits. The Japanese fleet came down from the China Sea, around Mindinao to meet our force. It was pitch black that night and the sight of flares and bombs bursting reminded me of the Italian celebrations [back home]. The two fleets were thirteen miles apart and you could follow the line of fire by watching the projectiles hurtling through the air in great arches. This turned out to be the greatest sea battle in all history of this war.

One of our luckiest escapes was the night a plane was reported heading our way. It was black as coal and we could see only few hundred feet on the water. Those of us looking on the starboard side saw a splash in the water about 2,000 yards away. I looked overboard, thinking we were being bombed. As I looked up the plane flew over us, very low. Then someone cried out, "Torpedo!" There, coming right at us was the tell-tale wake from the propeller of a torpedo. The skipper yelled, "Full speed ahead" and we just about took off with speed. Then he said, "Hold onto something tight." There we were, holding on, watching that baby come at us. As it drew closer and looked like it would hit our stern, I closed my eyes and waited for a big explosion. It never came. When I opened my eyes, there was the wake churning on its way on the port side. She missed us by about twenty feet. We all breathed a sigh of relief, and I'll wager there was not one of us who didn't have the shakes for at least fifteen minutes after.

Well, I've told you most of what I could remember, and



probably allowed to say. You must have worried a little not hearing from me. I'm healthy and happy and one of these fine days I'll be helping you trim the lawn again.

So dear people, here's wishing you well. I'll say so long for now with loads of love to the three of you. Kisses,

Tom

Editor's Note: The Coast Guard is apparently still sparsely represented in The

War Letters collection so if you have letters, newspaper clippings, etc., regarding your service in any wars please consider sending these materials to Mr. Carroll for preservation.

Serpens Ceremony

Glad to see the *Serpens* was not forgotten. I recall seeing photo's of the concrete vaults containing the remains being lowered into the grave. At one of the commemorations years ago at Arlington I met one of the two survivors. He said he was in the paint locker all the way forward in the bow when the ship exploded. When they came to and scrambled out of the paint locker all that was left was the bow.

Joe Kleinpeter

Get Your DD-214 On-Line

Please pass along to those veterans and family members who might need this information: You can now request your DD214 on line at:

<http://www.archives.gov/veterans/military-service-records/>

327's Secretary Class Cutter Reunion

Crewmembers who served on board CGC's *Bibb*, *Campbell*, *Duane*, *Hamilton*, *Ingham*, *Spencer* or *Taney* are invited to attend a reunion Sept. 27-29, 2016 in Key West, Florida. Make reservations at the Doubletree Resort by Hilton Hotel Grand Key at 3990 So. Roosevelt Blvd., in Key West, FL 33040 by calling 1-800-222-8733 or reserve online at doubletreekeywest.com. Provide our group code "IBD". Events will include a barbeque aboard

CGC *Ingham*, and visits to Coast Guard Base Key West and a Key West-based cutter,

POC is **Martin Moynihan** at 4476 Salem Springs Way, Virginia Beach, VA 23456.

Vessel Squadron Three Turnover

The following ALDIST message was sent from the Coast Guard Commandant on December 21, 1971:

On 21 December 1971 the *Castle Rock* and *Cook Inlet* will be turned over to the Rep of Vietnam Navy. This will end our participation in Seventh Fleet Southeast Asia operations after six and one half years of assisting the Navy in Operation Market Time. During these years 31 HECs and 26 82-ft patrol boats and a number of specialized units have seen Vietnam service. They have compiled an enviable record. Coast Guardsmen boarded or inspected over 510,000 boats in performance of their patrol mission. They took part in nearly NGFS missions in support of Army and Marine Corps troops ashore. The cutters cruised nearly 5.5 million miles since 1965. We lost seven of our

brave men while 59 were wounded. Over 500 personal decorations were awarded to Coast Guardsmen for Vietnam service. And during all this time I know first hand that our men, true to their humanitarian ideals, did not forget their fellow man. This is evidenced by the many civic action projects, medical missions, and search and rescue cases. Not to mention the private assistance made to charitable works such as the Saigon School for Blind Girls. The Coast Guard record in Vietnam is a record of which you all can be justly proud. To the last man leaving Squadron Three go with my best wishes for a speedy return home. To all of you who have served your country in Vietnam go my sincere thanks and admiration.

Admiral Bender

Crossed The Bar

Clarence J. Dahl, LM
Carl L. Tomasek, LM

Last Minute News!!!!

CGCVA 2017 Reunion Site Will Be San Diego!



I was just notified by President Mike Placencia that our convention committee has selected San Diego, Calif. as the site for our 2017 Convention & Reunion. More details will be in the next QD Log and put on the CGCVA website. Stay tuned. Wow! San Diego!

continued from page 1

In Sector Key West, FL: *CGC Raymond Evans* (WPC-1110), *CGC William Trump* (WPC-1111), and *CGC Charles David, Jr.* (WPC-1107).

In addition to the plaque presentations, each crew was given an autographed copy of Paul Scotti's book *Coast Guard Action in Vietnam* with special inscription for their ship's library. Also, several copies of the *Quarterdeck Log*, with CGCVA Challenge Coins were given to the skippers.

Special Bravo Zulu's to the following personnel that helped coordinate this effort:

CWO3 Arturo Howard, Sector Miami Training Officer/Patrol Boat Manager.

YNCM (Ret.) Marc Fagenbaum, Regional ESO.

BMCM Jeffery Egelston, Sector Key West Command Master Chief.

Lt. Joseph Herd – CO, *CGC Paul Clark*

Lt. Earl Potter – CO, *CGC Robert Yered*

Lt.Cdr. Drew Cavanagh – CO, *CGC Raymond Evans*

Lt.Cdr. Brian Finn – CO, *CGC Charles David*

Lt.Cdr. Jarred Harlow – CO, *CGC William Trump*

And, especially the crews for their warm welcome.

Steve Petersen



CGCVA VP Steve Petersen presents an Association plaque to Lt. Joseph Herd, commanding officer of CGC Paul Clark.

celebrating the heroic acts of Donald Horsley at the vessel's commissioning," said Bollinger President and C.E.O. Ben Bordelon.

The 154-foot patrol craft is the 17th vessel in the Coast Guard's Sentinel-class FRC program. To build the FRC,

Bollinger used a parent craft design based on the Damen Stan Patrol Boat 4708. It has a flank speed of 28 knots; state-of-the-art command, control, communications and computer technology; and a stern launch system for the vessel's 26-foot boat.

Each FRC is named for an enlisted Coast Guard hero who distinguished him or herself in the line of duty. Master Chief Petty Officer Donald H. Horsley was the recipient of the Bronze Star with combat "V" device for his leadership of Division 13 of Coast Guard Squadron One during the Vietnam War.

Horsley served the Coast Guard though 44 years of continuous service from age 17 to 62, enlisting in August 1942, according to the Coast Guard's website. His career spanned three wars, and he saw service on board 34

vessels. During World War II he participated in *Operation Dragoon*, the invasion of southern France, and *Operation Iceberg*, the invasion of Okinawa.

CGCVA Trustee Bill Figone will be participating in the *CGC Horsley* commissioning ceremony. **Mike Hill**



CGCVA VP Steve Petersen with the crew of CGC Paul Clark.

CGC Horsley Update

Lockport-based Bollinger Shipyards delivered the *Donald Horsley* Fast Response Cutter to the U.S. Coast Guard in Key West, Florida, on March 5th. The Coast Guard is scheduled to commission the vessel in Puerto Rico in May. "We are looking forward to honoring and

Rear Admiral Matthew T. Bell, Jr.

Commander, U.S. Coast Guard Personnel Services Center
U.S. Coast Guard

Rear Admiral Matthew T. Bell, Jr., assumed the duties as Commander, Personnel Service Center in Washington, D.C. in April 2016. In this capacity, he is responsible for the execution of the Coast Guard's human resource policies by recruiting, accessing, developing careers, maintaining well-being, compensating, separating and retiring the nearly 45,000 members of the Service's active duty and reserve workforce.

Previously, Rear Admiral Bell served as Chief of Staff, Coast Guard Pacific Area in Alameda, California, where he directly supported multi-mission interagency operations throughout the 74-million square mile Pacific Theater. He developed and executed a strategic framework to prioritize mission requirements and allocate forces that deployed to the Arctic in response to increased human activity, the Eastern Pacific to stem the flow of illicit narcotics, and Western Pacific to bolster multi-lateral partnerships in Southeast and Northeast Asia.

Rear Admiral Bell is designated a Permanent Cutterman with over twelve years of service afloat, including command tours of *CGC Point Divide* in Newport Beach, California, *CGC Alex Haley* in Kodiak, Alaska, and *CGC Munto* in Kodiak, Alaska. Much of his time at sea was spent patrolling the Pacific and Bering Sea waters, executing many of the Coast Guard's missions such as drug and fisheries law enforcement, search and rescue, ports and waterways security, and military defense operations.

Between sea duty tours, Rear Admiral Bell specialized in operations management. He served tours of duty as Administration Officer at Group New Orleans; Chief of Cutter Forces Management, Pacific Area; Chief of Response, Eleventh District; and Chief of Operations, Pacific Area. In 2008, he was assigned to Commander Task Group 55.6 in Manama, Bahrain as Commodore, Patrol Forces Southwest Asia. In this role he was the supporting commander to U.S. Naval Central Command/U.S. Fifth Fleet/Combined Maritime Forces for Maritime Security Operations, Maritime Interdiction Operations and Critical Infrastructure Protection in support of Operations Enduring Freedom and Iraqi Freedom. Six U.S. Coast Guard Island Class Patrol Boats and five U.S. Navy Patrol Coastals were assigned to the task group, conducting patrols throughout the Arabian Gulf.

Rear Admiral Bell is a 1984 graduate from Northern Arizona University in Flagstaff, Arizona, earning a Bachelor of Science in Chemistry. He entered the Coast Guard through the recruit Training Center in Cape May, New Jersey in 1985. He received his commission in 1986 upon graduation from Officer Candidate School in Yorktown, Virginia. He holds a Masters of Science in Chemistry awarded by Northern Arizona University in 1993.

Rear Admiral Bell's personal awards include two Legion of Merits, five Meritorious Service Medals, four Coast Guard Commendation Medals, and two Coast Guard Achievement Medals.



Rear Admiral Andrew S. McKinley

Human Capital Strategy Implementation
U.S. Coast Guard

Rear Admiral Andrew (Scott) McKinley is responsible for overseeing the implementation of the Coast Guard's Human Capital Strategy. The Human Capital Strategy is an ambitious 10-year plan to ensure the Coast Guard recruits, trains and retains the best workforce of the 21st Century.

Prior to his assignment, Rear Admiral McKinley served as the Contingency Operations Branch Chief at Atlantic Area, managing Coast Guard forces in the Arabian Gulf. Previous assignments include Senior Reserve Officer at the Ninth Coast Guard District; Executive Assistant to the Deputy Unified Area Commander during the Deepwater Horizon oil spill response; Senior U.S. Military Observer to the United Nations Mission for Stabilization operation in Haiti; Senior Reserve Officer at Sector Upper Mississippi River; Commanding Officer of Port Security Unit 309; Ninth District Command Center watch stander and



the LEDET Team Leader at Group Cape Hatteras. He has been mobilized in support of contingency operations five times to include Operation Southern Watch in Bahrain, Operation Iraqi Freedom in Kuwait and Iraq, Hurricane Katrina, the Deepwater Horizon oil spill and the response to the 2010 earthquake in Haiti.

Rear Admiral McKinley is a native of Chantilly, Virginia and a 1987 graduate of Officer Candidate School. He holds a Bachelor of Science degree from George Mason University. He is a 2010 graduate of the Northwestern University's Staff and Command College and is completing a Master in Homeland Security at American Military University. In 2012, Rear Admiral McKinley completed a civilian career and retired as the Acting Chief of the Renoldburg Division of Police, a 60-officer agency with a \$7 million budget.

Rear Admiral William G. Kelly

**Assistant Commandant for Human Resources
U.S. Coast Guard**

Rear Admiral William G. Kelly assumed the duties as Assistant Commandant for Human Resources (CG-1) in April of 2016. In this capacity, he is responsible for implementing the vision for human capital management; to recruit, develop, and retain a diverse, proficient, and effective workforce to meet the current and future needs of the Service's nearly 60,000 member active duty, reserve, and civilian work force.

Rear Admiral Kelly oversees the Coast Guard's human resources field activities, from accession of new military personnel to retirees' pay and benefits. He is responsible for the Coast Guard's health, safety, and work-life programs, sexual assault prevention/response victim support, and leadership and diversity initiatives. He serves as Chair of the Coast Guard Academy Board of Trustees, Diversity and Inclusion Chief, Warranting Officer Human Systems Engineering, and President of the Coast Guard Mutual Assistance Board. His previous Flag assignment was as the Commander, Personnel Service Center.

Rear Admiral Kelly is a 1987 graduate of the Coast Guard Academy and he earned his Master's Degree in Instructional Systems Design from Florida State University and a Certificate in Human Resource Management. He has extensive experience in personnel development as the Director of the Coast Guard's Leadership Development Center in New London, Connecticut and also served as the School Chief for Officer Candidate School. For his work in providing distributed leadership training across the Service, he was awarded the Federal Government Distance Learning Association Diamond Award for Leadership in Distance Learning. While serving in Coast Guard Headquarters Office of Training and Performance, he led significant improvements to personnel policy, which enhanced the performance of Coast Guard Surfman, crews of the Buoy Tender fleet, and had lasting impact on the overall training and development for the Service's workforce.

Rear Admiral Kelly is a Cutterman with over ten years of service at sea, including two command tours in *CGC Seneca* and *CGC Monomoy*. As Executive Officer in *CGC Spencer*, he prepared and successfully led the crew for deployment with the U.S. Navy's 6th Fleet in support of Operation Iraqi Freedom. Additionally, *CGC Spencer* stood the watch protecting the ports of New York and Boston in the days following the attacks of September 11th.

Rear Admiral Kelly's major awards include the Legion of Merit (3), Meritorious Service Medal (4), the Coast Guard Commendation Medal (6), the Coast Guard Achievement Medal and the permanent Cutterman's Pin.



Arcturus: A Distinguished Amphibian in the History of Coast Guard Aviation

By William Thiesen, Ph.D, Atlantic Area Historian

In the early 1930s, Coast Guard Commandant Frederick Billard decided to acquire state-of-the-art flying boats capable of performing rescues by landing on the open sea. The first aircraft designed from the start for Coast Guard use, these new amphibians became known as the Coast Guard's "FLBs" (for Flying Life Boats). The Coast Guard awarded a \$360,000 contract to build five seaplanes to the American Fokker Aircraft Corporation, then known as the General Aviation Manufacturing Corporation. They were the last Fokker aircraft built in the U.S.

General Aviation's planners based the new FLB design on the Fokker F-11 flying boat, a smaller single-engine amphibian produced for civilian use as an "Air Yacht." The FLB specifications called for a strong and durable aircraft capable of "observing, landing and returning with rescued crew of distressed craft and/or capable of landing, taking aboard fifteen or more passengers and standing by for lengthy periods on [the] surface until rescued members can be transferred to surface craft." The FLBs incorporated a retractable beaching gear (wheels used only for exiting the water onto land), two reverse-facing pusher engines located above a nearly seventy-five foot wingspan, watertight bulkheads, long and short wave radio, and the latest in direction finding equipment.



Commissioning of an FLB by Cdr. Norman Hall at the Naval Operating Base-Norfolk amphibian flight deck. (Coast Guard Collection)

The FLBs differed from other Coast Guard aircraft in receiving names in addition to numeric designations. The FLBs were all named for important stars whose names began with the letter "A." General Aviation delivered the first FLB, FLB-51, in April 1932, and Commandant Billard's daughter christened her *Antares*. General Aviation delivered the four other FLBs later the same year. The Coast Guard accepted the last one, FLB-55, in November 1932 and stationed her at Air Station Miami. The Service christened her *Arcturus* and she would become the most



LCDR Carl Christian von Paulsen pilots the first FLB, Antares, for a rescue operation on the aircraft's test flight. (Coast Guard Collection)

famous of the FLBs.

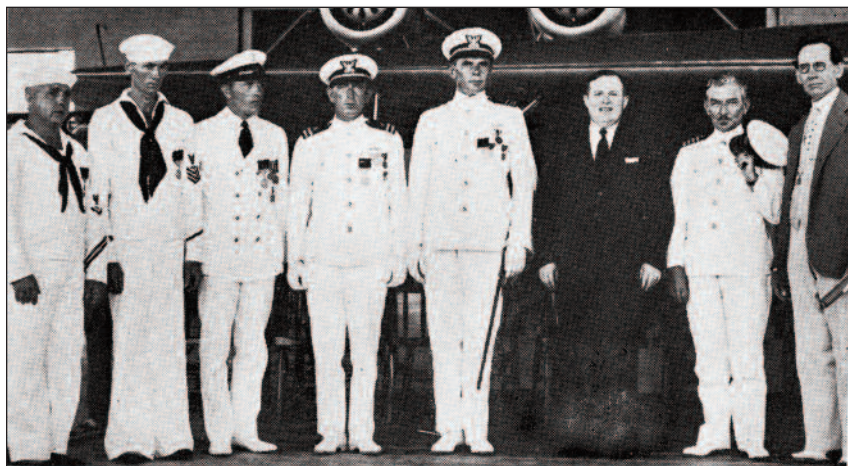
On Sunday, New Year's Day 1933, Lt.Cdr. Carl Christian Von Paulsen (Class of 1913) started out on what would become one of the Service's most famous aviation search and rescue missions. At mid-day, Von Paulsen and his crew took off from Air Station Miami in *Arcturus* to rescue a teenage boy blown offshore by a severe storm near Cape Canaveral. *Arcturus* met stiff headwinds, rain and low visibility during the rescue mission, but Von Paulsen located the missing teenager adrift in a skiff thirty miles southeast of the Cape and managed to land the aircraft in seas between twelve



Arcturus, one of five FLBs christened with names of stars in addition to numeric designations. It was on board Arcturus that von Paulsen earned the first Gold Lifesaving Medal awarded for an aviation SAR case. (Coast Guard Collection)

and rescue operations.

On Monday, June 24th, 1935, U.S. Army Transport Republic radioed from near the Bahamas requesting emergency medical evacuation for an Army officer. The officer required immediate medical attention, so that afternoon, Coast Guard Lt. Carl Olsen (Class of 1928) took to the sky in *Arcturus*. After flying over three hours and three hundred miles through dark clouds and dangerous thunderstorms, Olsen sighted the lights of the transport and landed close to the ship. Despite heavy seas, the transfer of the patient by lifeboat from the Republic to the *Arcturus* took only forty-five minutes. The transport then shone her searchlights into the eye of the wind to illuminate Olsen's take-off path and the *Arcturus* was again airborne. On the return flight, Olsen contended with further storms, rain and lightning, as well as faulty navigation equipment broken by the rough water landing. Weather disrupted radio communications, so Olsen



Lt.Cdr. von Paulsen and crew of Arcturus receiving the Gold Life-Saving Medal. In attendance are the mayor of Miami and the governor of Florida. (Coast Guard Collection)

and fifteen feet. The crew rescued the boy, but the aircraft had sustained wing damage during the landing preventing flight thereafter. Von Paulsen taxied *Arcturus* toward the coast and the seaplane lost parts of her wings to the stormy seas. However, the amphibian's boat-shaped fuselage rode the waves comfortably and the crew and survivor landed safely on the beach. Through his dogged determination and skillful handling of *Arcturus*, Von Paulsen completed the mission. This was the first aviation rescue case to receive the Gold Lifesaving Medal and it demonstrated beyond a doubt the importance of aviation for Coast Guard search

Arcturus flying in formation with other USCG flying boats above a 165-foot cutter. (Coast Guard Collection)



could not obtain information on weather or alternate landing fields.

Finally, in the early morning hours of the 25th, *Arcturus* arrived at Miami Air Station and an ambulance whisked away the officer to the hospital for an emergency operation. For this rescue case, Olsen received commendation letters from the commandant and Treasury Secretary and he received the Coast Guard's first Distinguished Flying Cross. Regarding these honors, Olsen later commented "Back then in the Coast Guard you were just supposed to do the job — if not, you got court-martialed."

After Miami, the Service assigned *Arcturus* to Air Station Salem and, in December 1938, transferred her to Air Station St. Petersburg. *Arcturus* had flown under a number of notable Coast Guard pilots, some of whom earned the highest honors bestowed on aviators. By 1941, after nine years, *Arcturus* had reached the end of her service life and, in August 1941, the Service decommissioned *Arcturus*, cut her up and scrapped her. *Arcturus* served as an important search and rescue platform for members of



Commemorative photograph of the officers and enlisted men at Air Station Miami posing on Arcturus in January 1935. (Coast Guard Collection)

the long blue line, and helped shape the history of Coast Guard aviation.

The Phoenix Has Risen: First Coast Guard Aircraft Inducted into Smithsonian Air and Space Museum

More than 15,000. In some areas of the United States, that number represents the population of a small city. But for the Coast Guard, and especially Coast Guard aviators, the number means something completely different.

This number represents the number of lives saved by the Coast Guard's HH-52A Seaguard helicopter.

The Seaguard, which first joined the Coast Guard in 1963, gave 25 years of service to the Nation and is widely recognized by the Coast Guard as the helicopter that made rotary-wing flight the backbone of Coast Guard aviation.

In an April 14 ceremony at the Udvar-Hazy

Center, a companion facility to the Smithsonian Institute's National Air and Space museum located in Chantilly, Virginia, the Seaguard 1426 was formally inducted as the first U.S. Coast Guard aircraft to be displayed at the national museum.

Retired Coast Guard Rear Adm. Robert Johanson address the audience after being recognized as the project manager for the Phoenix Project during the induction ceremony of a Coast Guard HH-52A Seaguard helicopter to the Smithsonian's National Air and Space Museum Thursday, April 14, 2016, at the Steven F. Udvar-Hazy Center in Chantilly, Virginia. (U.S. Coast Guard photo by PO2 David R. Marin)



Feature Articles

Retired Rear Adm. James Van Sice, the president of More than 15,000. In some areas of the United States, that number represents the population of a small city. But for the Coast Guard, and especially Coast Guard aviators, the number means something completely different.

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"The Aberdeen Girls," a name given to three HH-52A Seaguard helicopters that were moved from Aberdeen Proving Ground, Maryland to Elizabeth City, North Carolina to be used in the restoration Project Phoenix. The Aberdeen Girls were three of nearly 15 helicopters used for the project. (U.S. Coast Guard photo)

Seaguard 1426 was formally inducted as the first U.S. Coast Guard aircraft to be displayed at the national museum.

Retired Rear Adm. James Van Sice, the president of the Coast Guard Aviation Association, kicked off the ceremony by speaking about the project, which began in 1995, to bring the aircraft to the national stage it deserved.

With no HH-52A aircraft available that were up to the standards needed for restoration, the future of the project looked



(Above) Retired Coast Guard Capt. John Siemens paints the 1426 during the finishing touches Thursday, Feb. 18, 2016, at the Udvar-Hazy Center in Chantilly, Virginia. (U.S. Coast Guard photo by PO2 David Marin)

(Right) Retired Chief Warrant Officer Craig Simmons (left) sweeps while retired Capt. Mont Smith power-washes the interior of 1426 as they prepared the aircraft for permanent display in the Smithsonian. The HH-52A Seaguard was hoisted to be in display at the Smithsonian March 24, 2016. (U.S. Coast Guard photo)



dim.

“[The project officer, Retired Rear Adm. Robert Johanson,] named the project Phoenix, because he knew they would have to rise from the ashes,” said Van Sice.

Van Sice gave a detailed history of the project, which underwent a series of trials and tribulations throughout the first nine years. However, in 2014, the Phoenix project finally got off the ground, and plans were made to induct the Seaguard HH-52A into the Smithsonian Air and Space museum, where it now hangs.

Van Sice also spoke about the lives that were saved in the aircraft’s two-and-a-half decades of service, but also mentioned the lives lost. Those names, he said, are inscribed on nametags located within the aircraft, forever a part of the national exhibit.

“The mission is, and was, dangerous,” he said, speaking about past and current Coast Guard aviation operations.

Coast Guard Commandant Adm. Paul Zukunft also joined active-duty and retired Coast Guard aviators to celebrate the milestone for the 100th anniversary of Coast Guard aviation.

“The Seaguard may not be a household name to some, but it’s a big part of our Coast Guard history and our

history of Coast Guard aviation,” Zukunft said.

Zukunft asked the crowd to imagine themselves as mariners lost at sea, maybe in just a life vest or life raft, with wave heights as high as they could see. Then, he asked them to imagine seeing the HH-52A fly in, with the letters ‘USCG’ lit up overhead.

“It’s probably the closest thing to a guardian angel,” Zukunft said.

Both Zukunft and Van Sice also paid tribute to a special group of retired aviators - an aircrew that was awarded the Air Medal for a rescue they conducted in the HH-52A that now hangs in the museum.

In 1979, then-Lt. j.g. Chris Kilgore, Lt. J.C. Cobb and Petty Officer 2nd Class Thomas Wynn were dispatched from Coast Guard Air Station Houston to respond to a ship collision off the coast of Galveston, Texas. The three-man aircrew set out on a mission to rescue 22 survivors from

the burning tanker *Burmah Agate* and freighter *Mimosa*, and they did just that.

The Coast Guard HH-52A which Kilgore flew that night carried the same number, 1426, as the aircraft which is now suspended in the hangar at the



(Right) The Sikorsky HH-52A Seaguard helicopter, tail number 1426. (U.S. Coast Guard photo by PO2 David Marin)



A rescue basket hangs from the open door of the Coast Guard Seaguard HH-52A (U.S. Coast Guard photo by PO1 Patrick Kelley)

Udvar-Hazy Center.

For Kilgore, the event was a long time coming. While discouraged that it took so long for the Coast Guard to be recognized in the national museum, he recognized the importance of the display for the Coast Guard.

“I was there the weekend after it was hung, and enjoyed observing some of the folks looking at the display,” Kilgore said. “It’s a good thing for the Coast Guard.”

The ceremony is part of a year-long celebration of the centennial anniversary of Coast Guard aviation, which traces its roots to 1916 when Elmer Stone became the first Coast Guardsman to complete the U.S. Navy’s aviation training program.

And now, one hundred years later, alongside such relics as SR-71A Blackbird, the NASA Space Shuttle Discovery and the Enola Gay, the Phoenix hangs proud, forever standing the watch.

YN2 Olivia Hooker— The Coast Guard’s Minority Trailblazer

by William Thiesen, Ph.D, Atlantic Area Historian

“She is to be admired for her initiative and courage. Solely on the basis of qualifications, Miss Hooker is one of the outstanding young women ever accepted for the SPARs and it is a pleasure to recommend her.”

—Lt. Margaret Tighe (SPAR Recruiter, 1945)

In wartime, men and women of the United States Coast Guard have fought for the freedoms we hold dear. But this holds true not only against external enemies who threaten our way of life, but also less visible forces within American society that have denied rights and freedoms to its citizens. This problem has been experienced first-hand by American minorities, many of whom fought our enemies on one hand while struggling against institutionalized discrimination on the other. Such was the case with Olivia Juliette Hooker, the first African-American woman to don a Coast Guard



Official photo of SPAR Olivia Hooker in uniform. (Courtesy of the U.S. Coast Guard)

uniform.

Born in Muskogee, Oklahoma in 1915, Olivia Hooker was six years old when the Klu Klux Klan burned her father’s clothing store in the infamous 1921 Tulsa Race Riots. Her family

survived the riots, but Hooker’s father sought a community where his children could get an education and live without fear of violence. Hooker’s family moved to Columbus, Ohio, where she graduated from high school in 1937. Hooker went on to earn a bachelor’s degree in education at The Ohio State University. For the next eight years, she remained in Columbus, teaching third grade at the old Garfield School, built in 1883.

Meanwhile, World War II was raging. During the war, there existed a number of female military corps, including the Army’s WAC’s, Navy’s WAVE’s, and Coast Guard’s SPAR’s (acronym for “Semper Paratus — Always Ready”). In October 1944, President Franklin Roosevelt ordered that these female military corps be opened to minority enlistment. African American leaders hailed the president’s order. These leaders included Beulah Whitby, president of the Alpha Kappa Alpha Sorority, who stated, “This order from the commander-in-chief that opens the auxiliary services of the Navy to Negro women is a beach-head in the battle for democracy.”

By the time the military opened enlistment to minority women, Hooker had nearly reached the age of thirty. However, Hooker’s friend and Coast Guard enlisted man, Alex Haley, who later earned fame for such literary works as *Roots*, encouraged Hooker to join the military.

A candid photo captured on board a cutter by a Coast Guard public affairs specialist in 1945. (Courtesy of the U.S. Coast Guard)

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And, though she had experienced discrimination and racial violence in her own country, she made up her mind to support the nation's war effort and enlist. Hooker first tried to join the WAVE's, but the Navy rejected her application.

Early in 1945, she applied to the Coast Guard and the Service accepted her for enlistment. On February 17th, 1945, a Coast Guard officer swore in Hooker as a member of the SPARs. That same day, Lt. Margaret Tighe at the Columbus, Ohio, recruiting station wrote, "It was not easy for Miss Hooker to take the step of enlistment. She is the first Negro woman to be accepted by the SPARs, and is in full realization of this fact. She feels a

sincere desire to serve and further feels that she is opening a field for the young women of her own race." Just a few days after her thirtieth birthday, Hooker had become the first African-American woman qualified to wear a Coast Guard uniform.

On March 9th, Hooker reported to the Coast Guard's Manhattan Beach Training Center to begin boot camp. For six weeks, Hooker rose every morning at 5:00 a.m. and exercised for an hour before breakfast. Each day of training included chores, physical training and classes. She completed basic training in April and, for nine more weeks, she attended the Coast Guard's yeoman school at Manhattan Beach.

After completing her training, Yeoman 3rd class Hooker received orders to Coast Guard Personnel Separation Center #1 located in Boston. While there, she spent most of her time preparing discharges for the numerous Coast Guardsmen returning from the war and re-joining civilian life. In 1994, Hooker recounted to a public affairs specialist processing an eighteen year-old out of the Service. On D-Day, the boy came under heavy fire during the Normandy landings and, for several hours, laid under a pile of dead bodies for cover. Hooker commented, "He made the war seem very real to me." Hooker served at the Boston separation center into 1946 and advanced to Yeoman 2nd class.

By mid-1946, most wartime Coast Guardsmen had been processed out of the Service. The Coast Guard disbanded the SPARs and Yeoman 2nd class Hooker typed up her own discharge papers. Using her GI Bill benefits, she earned a



Recent color photo of Dr. Olivia Hooker, namesake for a Coast Guard installation at Sector New York, while celebrating her 100th birthday. (Courtesy of the U.S. Coast Guard)

masters degree in psychology from Columbia University and a Ph.D. in psychology from the University of Rochester. By the early 1960's, Hooker began a career as a psychologist and a professor of psychology at New York's Fordham University. She also served as a member of the Kennedy Child Study Center in the Bronx. In 2002, she retired at the age of eighty-seven after a long career in education and mental health care.

Throughout her life, Hooker has been a leader in civic, community, cultural and educational organizations, including the NAACP, her local White Plains Child Daycare Association and Westchester Visiting Nurse Services, and several other organizations. She has also served as a consultant on minority issues at Fordham University and as youth counselor and certified lay speaker in the United Methodist Church. In 2014, Dr. Hooker expressed her philosophy toward life: "It's not about you or me; it's about what we can give to this world."

Dr. Olivia J. Hooker has been a pioneer in the history of women and minorities in the Coast Guard and the nation. She believes that her military service taught her "a lot about order and priorities" and "how to better form relationships, and how to deal with people without bias and prejudice."

Despite experiencing hatred and racism in her youth, she has dedicated her life to serving the needs of her community and her nation. Now, having reached the age of 101 years old, Olivia Hooker remains an important member of the long blue line and an example of the Service's core values of honor, respect and devotion to duty.

U.S. Coast Guard Station East Moriches, N.Y. 1963-1965

by Steve Petersen

As a 21-year-old Engineman second class, I was assigned to East Moriches Lifeboat Station located on the south shore of Long Island. I had just completed a year tour of isolated duty and was ready to ride the rescue boats once again. Several years back at Eaton's Neck Lifeboat Station, I qualified as boat engineer on the steel 40-footer and 45-foot buoy boat. While there, I also was a boat driver when the BM Coxswain would let me. BM2 Ronnie Sitler was a great boat handler and the kind of guy that would let you have the wheel soon after leaving the station. Eaton's Neck was a busy station and it was not uncommon to be gone all day and into the night with boat calls. I loved it!!

Back to East Moriches. After a short time I got qualified on all the station boats as engineer. During that period of time there was a shortage of BM's at our group. The BMC Officer in Charge asked me if I would like to get qualified as a boat coxswain and I couldn't reply yes quick enough. WOW, full throttle, wind in my hair and saving lives. Can't

get any better than that. The next day, BM1 Ed Basic said let's go and churn up some water. Down the dock we went and I jumped down on the steel 30-footer (CG-30441) and was excited. Lets go! Then Boats shouted to me, "Where you going?", as he continued down the dock to the 36-foot Motor Lifeboat. Oh no, not the slug — the slow boat to China — the arkiest thing in the fleet — single screw — what a let down! I knew little about a 36-footer, since I was already qualified as a boat engineer. Well, after many hours of training I was coxswain-qualified and got to make a few boat calls on my own with two seamen as crew. One time I transited the officially closed Moriches Inlet (due to continuous shoaling conditions) out into the Atlantic and towed in a disabled motorboat. I did not have much time on the 36-footer because soon after, they were surveyed and the replacement was the steel hulled state of the art 44-foot MLB. As the story goes, a few 36-footers were sold to the public, but after some owners lost their lives due to being



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out in dirty weather, and law suits filed, it was decided to destroy them or offer them to various stations as monuments. These boats were taken to various groups where they were stripped of anything of use/value and then burned. The old 36 could survive just about any sea condition or mission. She was a mean machine period. With life lines hanging from her hull, a storm oil tank in her stern

(a copper tank that held oil, that by opening a petcock in the stern, would release a controlled amount of oil that would help flatten the seas during rescues), a rope pudding covering the top of the bow and the canvas dodger that protected the crew from the severe

weather was part of her makeup. Years later in my career I would come to appreciate the sea keeping characteristics

of the old 36-footer.

As of this reading, every Coastie will know the hull number of the 36500. *The Finest Hours*, which I read in 2010, is one hell of a book and now a motion picture. Authors Michael Tougias and Casey Sherman capture what it is really like to affect a rescue under severe weather and sea conditions.



Now that the movie has been released you can see firsthand why Bernie Webber was quoted as saying the rescue was never about him, It was always about the bravery of the crew and the miracle of that little lifeboat.

Long ago my first impression of the 36-footer was changed.

There is something to say about the words — WOODEN SHIPS & IRON MEN.

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Steve Petersen on February 17th at the weekly veterans breakfast at Memaws Restaurant in Satellite Beach, Fla. In attendance were CGCVA members Paul Scotti, Tom Hart, Norm Lamoine, Paul Little, Jim Fay, and Alan Dillenbeck. Ed Lewis and Jessie Owens were also there.