



the Quarterdeck Log

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

Volume 23, Number 1

Spring 2008

Pacific Veterans Memorial Dedicated

Ceremony held January 18, 2008 at National Cemetery of the Pacific

Coast Guard Commandant ADM Thad Allen and LCDR William B. Clark, USCG (Ret.) were among the CGCVA members attending (and in their case, participating), in the January 18th ceremonies at the National Cemetery of the Pacific (Punchbowl) in Honolulu, HI, to dedicate the U.S. Coast Guard Pacific Veterans Memorial. Other dignitaries included Hawaii Governor, the Honorable Linda Lingle, U.S. Senator, the Honorable Daniel K. Inouye, and Fourteenth District Commander RADM Sally Brice-O'Hara.

Attendees were treated to a concert by the Marine Forces Pacific



Sen. Daniel K. Inouye, Gov. Linda Lingle, ADM Thad Allen, RADM Sally Brice-O'Hara, Mrs. Pat Sheehan (sister of Douglas Munro), and several WWII veterans jointly unveiled the USCG Pacific Veterans Memorial on January 18, 2008.

Band prior to the ceremony.

Following the arrival of the official party, a Coast Guard Color Guard presented the Colors and the National Anthem was sung by Mr. Jim Nabors. Coast Guard Petty Officer Peni Motu then performed "Hawai'i Pono'i", followed by the Invocation.

RADM Sally Brice-O'Hara made Welcome Remarks and a musical selection was provided by Mr. Danny Kalekini.

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The Commandant's Wreath at the USCG Pacific Veterans Memorial.

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Coast Guard Combat Veterans Association

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Terry O'Connell, National Vice President
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Bill Ross, National Treasurer

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THE QUARTERDECK LOG

PNP Edward B. Swift, LM, Editor-In-Chief

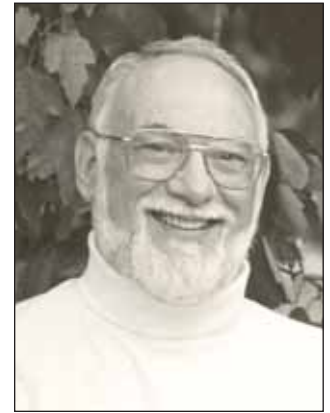
APPOINTEES

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

From the President

Breakfast Wednesday's

Tom Hart, our By-Laws Committee chairman is part of an informal all-armed forces Vietnam combat group that meets each Wednesday morning for breakfast at a restaurant. Since I moved into the area a few miles from Tom he invited me to join them. I think the real reason he asked me to attend was that he was tired of being the only Coast Guard guy among them. After putting it off for months I finally made a breakfast. Tom told me that anywhere from six to twenty-four people could show up. The day I went three dozen Vietnam veterans were there. As I talked and listened I was reminded of the unique commonality of those who serve in the military. I did not know anyone else in the gathering; yet, unlike appearing among civilians for the first time, I did not feel like a stranger, but more like I had grown up with these fellows — such was the social comfort. We all had military experiences to share. Regardless, of our branch of Service we each understood the other because we are tied by the well-spring of duty, honor and country.



Paul C. Scotti

VUMMF

A long acronym for a worthy project: Vietnam Unit Memorial Monument Fund. In the mid-1990s the Association was asked to verify the units and names of Coast Guard KIAs in Vietnam for a monument honoring Navy and Coast Guard personnel who gave their lives in coastal and inland naval operations. I often wondered what became of the project until I recently discovered that the monument was dedicated in May 2005 at the Naval Amphibious Base, Coronado, California. The monument is a curved concrete sixty-foot long wall displaying the names of those who died. In large, bold letters at the top are the words U.S. Navy/U.S. Coast Guard. This monument area is not tucked away in an obscure patch of the base. It is in a prominent location and has become a popular setting for changes of command, retirement, reenlist-

(continued on page 26)

**Next QD Log deadline is August 1,
2008. Please e-mail material to the
editor at: swiftie1@verizon.net**

Secretary's Report

There has been some interest in the Secretary's job, which is an elective position that will be decided in April 2009 at our reunion in Reno, NV. Interested parties MUST be present at the Business Meeting during the reunion to accept the elected position.

Looking Back and Looking Ahead

Looking back on 1984-85, VADM Tom Sargent and I discussed the possibility of a reunion of SE Asia Coasties. We thought it best if it were in a central location with good transportation. The Chicago area was pretty central and had good air and rail service. We needed a hotel and Andy Schiesswohl, while visiting the area, checked with some places around Chicago and found that the Indian Kales Resort would handle our needs. (Thank you Andy... you are a most helpful son-in-law and you keep the CGCVA computers working.) Notices were placed with the VFW, American Legion, and Retired Officer magazines.

Fifteen Coast Guardsmen and wives showed up in July 1985, and it was decided to hold another reunion in Reno in 1986. Believe me, Paul Scotti, Don Kneip and Bill Hoover went all out at the 1986 reunion at the Comstock Hotel. Paul contacted so very many Coasties, as did Bill Hoover. Notices were again provided to several military magazines and 1986 proved to be a great reunion. At this reunion, the name of Coast Guard Combat Veterans Association was suggested by Dan Cannode since some in attendance were veterans of WWII and Korea.

By-laws were adopted, Scotti and Hoover requested a non-profit status from the IRS and, upon receiving approval, our new Association obtained a non-profit mailing permit and we became incorporated in Ohio. While we did send out a newsletter in the beginning, it was not until 1990 that Ed Burke recruited Josh Sparrow to do *"The Quarterdeck Log"*. In 1993, Ed Burke recruited Ed Swift to continue as editor of this most important publication which is certainly the backbone of our Association. Swifty is not just good, he is fantastic. We have the best military association magazine in the world as evidenced by my personal survey.

Holding our reunions is our main purpose and PNP Bob Maxwell and PNVP Ed Burke have certainly worked extremely hard in this endeavor.

We are a "Going Concern" because of the many extraordinary members of the Association such as contributing stories and photographs to the *QD Log* and providing financial help and assistance at reunions and other events. PNP Jack Campbell's CGCVA watch program to Physical Fitness Award recipients at USCG Boot Camp at Cape May is certainly working well. Our Service Officers and Recruiting Officers are helping us considerably, and our Auxiliary brings so much to our table, especially through their help at our reunions. Thank you all!

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(Above) One of the new Virginia "Coast Guard" license plates. The new tags feature the USCG 'racing stripe' on the left side and a subdued image of a CG cutter on the bottom.

(Left) And the owner of the above plate is none other than PNP Ed Swift, LM, who proudly displays his customized "CGCVA" license on his van. Looks like Ed is also a Cleveland Browns fan... go Dawgs!

USS Leonard Wood Reunion

Former crew members from the *USS Leonard Wood (APA-12)* will hold a reunion Oct. 5-7, 2008, in Long Beach, CA. Contacts: **John and Joan Kane** at 747 South Dunton Ave., Arlington Hts., IL 60005. Ph: (847) 392-7604.

USS Callaway Reunion

The 42nd reunion of the *USS Callaway (APA-35)* will be held Oct. 6-9, 2008, at the Hampton Inn Downtown in San Antonio, TX. Reservations can be made by calling (800) HAMPTON and using the code "USS"

USS Centaurus Reunion

Former crew members of the *USS Centaurus (AKA-17)* will hold their 17th Annual Ship Reunion Oct. 9-12, 2008, at The Lodge of the Azarks in Branson, MO. For more information, contact: **Taunya Lay** of Branson Ticket & Travel at (800) 432-4202 and mention "USS Centaurus". Email: taunya@bransonticket.com.

2008 Pterodactyl Astoria "Roost"

Members of the Coast Guard Aviation Association (Pterodactyl's) will hold their 2008 "Roost" in Astoria, OR, Sept. 11-14. Rooms are available at the following:

- Holiday Inn Express.....(888) 898-6222
- Cannery Pier Hotel.....(888) 325-4996
- Hotel Elliott.....(503) 325-2222
- Red Lion Hotel.....(503) 325-7373
- Comfort Suites.....(503) 325-2000
- Best Western Hotel.....(503) 325-2205
- Oregon Nat'l Guard Base.....(503) 861-4052

Lou Schindel's Shipmates Wanted

From 1941-45, LTJG Louis E. Schindel of Orange, NJ, served on the *CGC's A talanta* and *Sweetbriar*, and trained

Crossed The Bar

Raymond R. Bibby, LM
 Joined: 9-15-1992 CTB: 2-9-2008

Frank Cuenca, LM
 Joined: 7-4-1994 CTB: 1-20-2008

John R. Cumberland
 Joined: 2-19-1998 CTB: 3-1-2008

Roger M. Dudley, LM
 Joined: 4-26-2005 CTB: 2-2008

Carl J. Hegner
 Joined: 2-17-1992 CTB: 3-6-2008

Henry J. Ireland, LM
 Joined: 1-16-2000 CTB: 3-5-2008

Lee F. Threinen, LM
 Joined: 3-19-1996 CTB: 3-1-2008

William A. Warner, LM
 Joined: 1-25-1990 CTB: 3-1-2008

Ennis (Dan) D. Whitaker, LM
 Joined: 9-15-1992 CTB: unknown

Orville W. Williams, LM
 Joined: 4-12-1989 CTB: 1-13-2008

at Ellis Island and the USCG Academy, Edgewood Arsenal, Miami, New York, and other sites. His son, Andrew, wishes to speak with Lou's shipmates and classmates to learn more about Lou and his time in the Coast Guard. He welcomes your memories, large or small. Please contact **Andrew Schindel** at (207) 785-5678 or write him at P.O. Box 2025 in Hope, ME 04847. Email: andrew.schindel@gmail.com.

LST Week 2008

All interested parties are invited to participate in LST Week 2008 which will be held Sept. 24-27, 2008 in Evansville, IN. Events include LST tours, Higgins Boat rides on the Ohio River, a ride aboard *LST-325*, banquet and a Big Band Dance. There will also be specially priced airplane rides over Evansville and *LST-325* each day. Attendees

must make their own hotel reservations but you can learn about a number of fine accommodations available in the area from the Evansville Convention and Visitors Bureau at (800) 433-3025.

To obtain additional information and an event registration form, go to: www.LSTmemorial.org or call (812) 435-8678.

(Editor's Note: LM Wayne Borchenius provided the above information regarding LST Week 2008 and wrote that he enjoyed reading the "Duty Aboard LST-831" story in the last QD Log. Wayne says that being aboard LST-325 several times brought back a lot of memories.)

Iwo Jima Veterans Reunion

A reunion of Iwo Jima "veterans" will be held Sept. 28-Oct. 1, 2008 at the Indianapolis Clarion Hotel and Conference Center. Anyone who has ever served, worked or entertained on Iwo Jima (USCG, USAF, USO, civilian contractors, etc.) are invited to attend this gathering. For

reservations, call (317) 299-8400 and specify "poolside room for Iwo Jima Vets". Contact: **Don Janicki** at (740) 674-6658. Email: donaldjanicki@yahoo.com. Website: www.iwojimavets.org.

USCG Ships' Reunion

USCGC Escanaba and its 12 sister ships will hold a reunion July 25-27, 2008 in Council Bluffs, IA. Contact: **Marv Spellman** at 3718 Avenue C, Kearney, NE 68847. Ph: (308) 237-5402.

Weather Ships Reunion

Former crew members from USCG Weather Ships and all USCG cutters built prior to 1975 are invited to a

reunion April 26-29, 2009 at Harrah's Hotel/Casino, 219 North Center St., Reno, NV. For reservations, call Harrah's central reservations at (888) 726-6311, ask for Reno, and identify yourself with Group Code s05cgc to receive the group's special room rate of \$72/night plus tax. Contact: **Doak Walker** at P.O. Box 33523, Juneau, AK 99803. Email: cgcutters@gci.net. Website: www.255wpg.org.

Museums Join Forces

The USS Constellation Museum and the Baltimore Maritime Museum became a single entity recently, bringing four historic ships and a lighthouse under one administrative flag. In addition to the *USS Constellation*, the collection includes the submarine *USS Torsk*, the

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:

Dee C. Bryant	Art Whittum	Joseph Simonelli	Gene Dugan
Gerald K. Hill	Stan Beras	Bill Boonstra	Thomas Hogan
Armond Lisle	Bill DeMarco	Annlee Boonstra	Claud Ashcraft
M.L. Sellers	D.A. Desiderio	Robert Hamill	Bill Ross
John Badgley	John Gearty	Roy Kronlein	Rose Ross
William B. Clark	Lewis McDonald	Eric Phillips	Bill Hoover
Gene Costill	Cameron Palmer	Joseph J. Petty	Libby Hoover
Richard Hogan	Bennett S. Sparks	Herbert Zeiss	John Mason
Cecil Blair	Merritt Troxell	Bert Compton	Paul Vasterling
Baker Herbert	Don Dier	William King	Marvin Mishrell
Marylou Herbert	Thomas Frischmann	Terry Lee	Pat Panzarino
Wilbert Huebner			

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.

Lightship *Chesapeake*, the Seven Foot Knoll Lighthouse and the *USCGC Taney*. *Torsk* holds the record for the most dives of any U.S. submarine and she sank the last Japanese combatant ship of WWII. The *USCGC Taney* is the last ship still afloat from the Japanese attack on Pearl Harbor and saw action that day. The Lightship *Chesapeake* marked the entrance to both the Chesapeake and Delaware Bays during her career and the Seven Foot Knoll Lighthouse marked the entrance to the Patapsco River and Baltimore Harbor for almost 150 years.

The most immediate result of the merger is that visitors may now, with a single ticket, visit vessels that represent nearly 130 years of American maritime history and active service.

For more information, go to:
www.constellation.org or call (410) 539-1797.

USCGC Storis Museum

We are in the process of obtaining the former *USCGC Storis* for a museum in Juneau, Alaska. This will be a museum for all Alaska's maritime history as well as Coast Guard and the Revenue Cutter Service. We are currently looking for any historical information and antefix from the Alaska Maritime. Contact: www.storismuseum.org or **Jim Loback** at (714) 968 8964.

Weather Station Coordinates

If you served on USCG Weather Ships and would like to know the coordinates to the various stations they are now posted on the CG Historian's website at: www.uscg.mil/history/Ocean_Stations.html.

USCGC Bertholf Update

The *USCGC Bertholf* (WMSL-750) is the first of a new Legend class of National Security Cutters built under the Deepwater project approved by Congress. The cutters of this class will begin replacing the aging 378-foot 'WHECs' currently in service. The 418-foot state-of-the-art vessel with a crew of 113 personnel, will be homeported in Alameda, CA.

The new cutter is named for Commodore Ellsworth Price Bertholf, the Coast Guard's first Commandant, a recipient of the Congressional Gold Medal for being part of a three-man team which traveled 1,600 miles overland

Welcome New Members

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

FEBRUARY 2008

Dwight E. Smith (John E. Williams); **Richard C. Hogan, Jr.** (Butch Hampton); **Virgil G. Williams** (Pat Ramsey); **James D. Wood** (The Association); **Leon E. Long** (Butch Hampton); and **Benjamin F. Stricland, II** (Pat Ramsey).

MARCH 2008

Howard R. Borchert (R. Borchert); **Commanding Officer, USCGC Chase** (The Association); **Val A. Deutsch** (Pat Ramsey); **Henry P. Lipian** (Bill Wells); **CAPT B. D. Perkins** (Chris Wood); **Commanding Officer, USCGC Decisive** (The Association); **Samuel A. Walker** (Butch Hampton); **Vernon R. Stigall** (The Association); and **James R. Wetherington, III** (Butch Hampton).

APRIL 2008

Christopher M. Keene, LM (Pat Ramsey); **James W. Greaves** (Pat Ramsey); and **Robin H. Orr, LM** (Ed Swift).

in 1897 herding reindeer to rescue 200 trapped whalers at Point Barrow who were starving. He was later named Commandant of the Coast Guard, retired in 1919 and passed away in 1921. He is buried at Arlington National Cemetery.

The commissioning event, scheduled on August 4, 2008 in Alameda, CA is being planned by the Pacific Central Region of the Navy League at the request of the Coast Guard. The Bertholf Commissioning Committee includes retired members of the Coast Guard, Navy and Merchant Marine, current Coast Guard Auxiliary members, Blue Star Moms and Pacific Central Region Navy League leaders. Among the number of Honorary Chairs include California U.S. Senator Dianne Feinstein and actor Kevin Costner who starred in the movie "The Guardian," a story portraying the Coast Guard's rescue swimmer program.

The Committee is currently raising funds for the historic event so that traditional maritime commissioning activities may be held. Monies raised are for activities which the Coast Guard cannot provide, including events

for the crew, funds for the crew's Morale, Well-being and Recreation fund, including educational opportunities and traditional receptions before and post-commissioning ceremony.

Tax deductible contributions (501 C 3, ID# 68-0114586) may be made payable to CCCNLUS and mailed to: Navy League, P.O. Box 2181, Alameda, CA 94501.

For additional information regarding support for the commissioning and the Bertholf, please visit the Commissioning Ceremony committee's website: www.bertholfcommissioning.com and the Coast Guard Pacific Area's website: www.uscg.mil/pacarea/bertholf. A letter of acknowledgement and appreciation will be sent to each donor. Donors will be recognized in a Commissioning Ceremony publication.

Retirees are urged to visit their website: www.bertholfcommissioning.com to see how to help and make a donation if so desired. Please spread the word to other retirees.

(Editor's Note: The Coast Guard completed preliminary acceptance (delivery) of the Bertholf on May 8th in Pascagoula, MS. Vice Commandant VADM Vivian Crea, the Coast Guard's Agency Acquisition Executive, gave the go-ahead for delivery of the cutter after reviewing the recommendations of the Navy Board of Inspection and Survey, CAPT Patrick Stadt, the vessel's prospective commanding officer, and a Coast Guard executive board consisting of senior leaders of the Coast Guard's Acquisition Directorate (program sponsor), and Coast Guard technical authorities. This milestone signifies the cutter's transition to "In Commission, Special Status", meaning that the permanent crew will now move on board for familiarization training and pre-departure work-ups.)

2008 Coast Guard Festival

The annual Grand Haven Coast Guard Festival kicks off this year on July 25th and runs

through Sunday August 3rd, 2008. Included in the celebrations are the Coast Guard retirees casual dinner, the solemn National Memorial Service, the Grand Parade and 24 other events. Nightly entertainment makes this the perfect reunion spot! All are welcome! For more information, please contact the Grand Haven Coast Guard Festival office at www.coastguardfest.org or call (616) 846-5940.

CDR M. J. Smith, USCG (Ret)
Executive Director
Grand Haven Coast Guard Festival

Four Chaplains Remembered

First, I hope many CGCVA members will be able to attend this year's Coast Guard Festival in Grand Haven, MI. I'm in my last term (3-year) on the festival Board of Directors and I've been involved in the activities here for more than 45 years. The Retiree Reunion Dinner is especially fun and non-retirees are welcome too. Coasties are free and spouses eat for only \$5.

Anyway, I thoroughly enjoyed the Winter 2007 *QD Log* and I'm always amazed at how many great articles there are in the magazine.

One in particular caught my attention — the one regarding the Four Chaplains and the sinking of the *USAT Dorchester*. About nine years ago while down in Donna, TX., I received a phone call from a VFW member in the dusty border town of Zapata, TX. Not sure how he got my name but he explained he had received government approval to erect a memorial in their town square to recognize the Four Chaplains, and he was hoping I could help with the project.

I paid a visit to the USCG Station at Port Isabel (South Padre Island) and was able to get four liferings, each one lettered with the name of one of the ships involved in the rescue. I contacted USCG Air Station Corpus Christi and their commanding officer agreed to serve as the featured speaker and to provide a

It is the VETERAN not the preacher who has given us freedom of religion.

It is the VETERAN not the reporter who has given us freedom of the press.

It is the VETERAN not the poet who has given us freedom of speech.

It is the VETERAN not the campus organizer who has given us freedom to assemble.

It is the VETERAN not the lawyer who has given us the right to a fair trial.

It is the VETERAN not the politician who has given us the right to vote.

It is the VETERAN who salutes the Flag,

It is the VETERAN who serves under the Flag.

color guard squad.

In late spring that year, I arrived in Zapata at the monument. A local high school band was in place, as was the USCG color guard. My car was put into the parade line-up along with ones with The Coast Guard Lady Lois Bouton and her late husband Bill, several local dignitaries, and VFW representatives. Traffic was stopped on Highway US83 while the parade commenced. People lined both sides of the road clapping and cheering (and probably unaware of what the parade was for).

The Air Station CO gave a great speech about the Four Chaplains and four area padres attended representing them. It was a wonderful day and I'm proud to have helped with the ceremony. **Bill Boonstra**

Congratulations Graduates

Each week at graduation ceremonies at Coast Guard Training Center Cape May, N.J., the CGCVA sponsors the Physical Fitness Award to a graduating recruit. A CGCVA watch and certificate are presented, often by an attending CGCVA member. Since the last *QD Log* issue, the following recruits have received the CGCVA-sponsored Physical Fitness Award:

SA Lee J. Zinn (Oscar-177) of Milwaukee, WI, reports

to USCG Station Green Bay, WI.

SA Matthew R. Janes (Quebec-177) of Chicago, IL, reports to USCG Station St. Ignace, MI.

SN Joshua S. Thigpen (Sierra-177) of Atlanta, GA, reports to *USCGC Munro*, Kodiak, AK.

SN Michael E. Leehey (Tango-177) of Davenport, IA, reports to OS "A" School, USCG TraCen Petaluma, CA.

SN Keegan L. Martin (Uniform-177) of Nashville, TN, reports to National Motor Lifeboat School Cape Disappointment, Ilwaco, WA.

SA Natillie A. Culler (Victor-177) of Los Angeles, CA, reports to *USCGC Jarvis*, Honolulu, HI.

SA Molly C. Schmelzle (Whiskey-177) of St. Louis, MO, reports to USCG Group/Air Station Humboldt Bay, McKinleyville, CA.

SA Patrick M. Conner (X-Ray-177) of Boston, MA, reports to Aids to Navigation Team Woods Hole, MA.

SA John A. Cossock (Yankee-177) of Albany, NY, reports to USCG Station Provincetown, MA.

SA Scott C. Parsons (Zulu-177) of Dallas, TX, reports to USCG Station Erie, PA.

SN Joann J. Prijic (Alfa-178) of Potomac Mills, VA, reports to USCG Station Ketchikan, AK.

SA Shaun D. Greene (Bravo-178) of Houston, TX, reports to *USCGC Kiska*, Hilo, HI.

Let Your Name Live On

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

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

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

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

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

SA Brian A. Moody (Charlie-178) of Cincinnati, OH, reports to *USCGC Reliance*, Portsmouth, NH.

SA Ryan R. Green (Delta-178) of Tacoma, WA, reports to USCG Station Grays Harbor, Westport, WA.

FN Gregory J. Afek (Echo-178) of Pittsburgh, PA, reports to USCG Station St. Clair Shores, MI.

FA Andrew G. Ireland (Foxtrot-178) of Harrisburg, PA, reports to USCG Port Huron, MI.

SA John A. Gentry (Golf-178) of Tampa, FL, reports to *USCGC Hamilton*, San Diego, CA.

SN Andrew R. Wilson (Hotel-178) of San Jose, CA, reports to USCG TraCen Cape May, NJ.

SN Nathan E. Newburg (India-178) of Spokane, WA, reports to USCG TraCen Cape May, NJ.

SN Michael E. Gilgore (Juliet-178) of Humboldt Bay, CA, reports to *USCGC Blackfin*, Santa Barbara, CA.

SN Clinton T. Brooks (Kilo-178) of Mobile, AL, reports to *USCGC Venturous*, St. Petersburg, FL.

SA Christopher M. Reyes (Lima-178) of Boise, ID, reports to USCG LORAN Station Port Clarence, Nome, AK.

SA Michael P. Mansfield (Mike-178) of Indianapolis, IN, reports to *USCGC Chase*, San Diego, CA.

SA Roseann L. Garam (November-178) of Cleveland, OH, reports to *USCGC Beluga*, Norfolk, VA.

SN Marcelli A. Rogoza (Oscar-178) of Tampa, FL, reports to MST "A" School, USCG TraCen Yorktown, VA.

SN Tyler D. Lewis (Quebec-178) of Raleigh, NC, reports to *USCGC Dallas*, Charleston, SC.

FN Steven L. Knight (Sierra-178) of Washington, DC, reports to *USCGC Thetis*, Key West, FL.

SN Katherine E. Andreozzi (Tango-178) of Boston, MA, reports to USCG Station Little Creek, Norfolk, VA.

SN Ross M. Treiber (Uniform-178) of Charlotte, NC, reports to *USCGC Tahoma*, New Bedford, MA.

SN Brandon J. Gomez (Victor-178) of Ventura, CA, reports to *USCGC Boutwell*, Alameda, CA.

SN Melissa A. Cardwell (Whiskey-178) of Philadelphia, PA, reports to *USCGC Tahoma*,

Portsmouth, NH.

SN Zachariah T. Day (X-Ray-178) of Denver, CO, reports to FS "A" School, TraCen Petaluma, CA.

SN Benjamin R. Merritt (Yankee-178) of Charleston, SC, reports to *USCGC Katherine Walker*, Bayonne, NJ.

SN Garrett G. Oetken (Zulu-178) of Vancouver, WA, reports to BM "A" School, USCG TraCen Yorktown, VA.

SN Joshua L. Thomas (Alfa-179) of Cleveland, OH, reports to *USCGC Nantucket*, Miami, FL.

SA John P. Morrow (Bravo-179) of Charlotte, NC, reports to *USCGC Dependable*, Cape May, NJ.

SN Mathew B. Stuber (Charlie-179) of San Diego, CA, reports to

USCGC Alder, Duluth, MN.

SA Grant S. Weeks (Delta-179) of San Diego, CA, reports to ET "A" School, USCG TraCen Petaluma, CA.

SA Mouslly A. Palacios (Echo-179) of Los Angeles, CA, reports to *USCGC Sherman*, Alameda, CA.

SN Christopher N. Rodriguez (Foxtrot-179) of Miami, FL, reports to USCG LSSU, Baltimore, MD.

SN Satya N. Ciulla (Golf-179) of Wilmington, NC, reports to *USCGC Diligence*, Wilmington, NC.

SA Brian R. Waters (Hotel-179) of Harrisburg, PA, reports to USCG Station Oak Island, NC.

FN Brian D. Bardelman (India-179) of Baltimore, MD, reports to *USCGC Anacapa*, Petersburg, AK.

SA Brian D. Scoville (Juliet-179) of Portland, ME, reports to *USCGC Ida Lewis*, Newport, RI.

SA Eren G. Grayson (Kilo-179) of Norfolk, VA, reports to MK "A" School, USCG TraCen Yorktown, VA.

Nathan Bruckenthal Remembered

On April 24th, family members, friends and fellow Coasties showered DC3 Nathan Bruckenthal's final resting place with flowers and notes. The ceremony marked the fourth anniversary of Bruckenthal's death in Operation Iraqi Freedom. Participating in the ceremony were BMCM Mark Allen, PCPO Teresa Hass, and PCPO Juan Oropeza.

BMCM Allen offered an Opening Prayer, followed by the posting of the American Flag and Coast Guard

"A veteran is someone who, at one point in his (or her) life, wrote a blank check made payable to the "United States of America" for an amount "up to and including my life." That is honor, and there are way too many people in the Country who do not understand it."

-- Author Unknown



PCPO Juan Oropeza posts the American Flag and Coast Guard Standard during the Memorial Service sponsored by the Washington, DC Chapter, CPOA Flags Across America program..

Standard at the gravesite. Flowers were placed on the grave and then BMC Allen recited an overview from “This Day in Coast Guard History” which read as follows:

“2004 — Damage Controlman Third Class Nathan Bruckenthal, USCG, from Smithtown, New York, and two U.S. Navy sailors were killed in the line of duty while conducting maritime intercept operations in the North Arabian Gulf. He and six other coalition sailors attempted to board a small boat near the Iraqi Khawr Al Amaya Oil Terminal. As they boarded the boat it exploded. Petty Officer Bruckenthal died later from injuries sustained in the explosion. Petty Officer Bruckenthal was the first Coast Guardsman killed in action since the Vietnam War. He was assigned to Tactical Law Enforcement South in Miami, Florida and deployed with Coast Guard Patrol Forces Southwest Asia aboard the *USS Firebolt*. This was his second deployment to the Arabian Gulf for Operation Iraqi Freedom.”

Allen’s remarks were followed by readings by Hass and Oropeza from “A Coast Guard Hero Laid to Rest — DC3 Nathan Bruckenthal, 1980-2004” by PA2 Judy L. Silverstein, USCGR, which was published in the *Coast Guard Reservist* magazine, Volume: LI, Number: 5

PCPO Oropeza: “A boat explosion in Iraq inflicted the

(Right) PCPO Teresa Hass recites the story of DC3 Nathan Bruckenthal’s U.S. Coast Guard service and sacrifice during a Memorial Service at Arlington National Cemetery on 24 April 2008.

U.S. Coast Guard’s first wartime loss of life since the Vietnam War. One other Coast Guardsman was injured in the April 24 explosion at the Iraqi Khawr Al Amaya oil terminal in the early evening hours of that fateful day. Friends say DC3 Nathan Bruckenthal, 24, dreamed of going to sea, serving his country and being in law enforcement. Last month, he died in pursuit of that dream.”

PCPO Hass: “A member of Tactical Law Enforcement Team South in Miami, DC3 Bruckenthal was deployed as part of a detachment to Coast Guard Patrol Forces Southwest Asia. It was his second assignment in a year to the area. With more than half of his 90-day deployment behind him, Bruckenthal was scheduled to return home in June. Intrigued by a career in law enforcement, the Long Island, N.Y. native had followed his father’s career path.”

“In the early evening hours of April 24, a dhow (a lateen-rigged Arabian vessel) approached an oil terminal in the Persian Gulf. Bruckenthal, trained as both a boarding team member and boarding officer, was



accompanied by one other Coast Guardsman and five sailors from the United States Navy. The group boarded a rigid hull inflatable boat (RHIB), taking off in pursuit.”

PCPO Oropeza: “This mission was considered routine enforcement of the security zone,” said TACLET South Commanding Officer Glenn F. Grahl. “Their job was to prevent any incursions into the security zone,” he said.

“As the crew was poised to board the dhow, an explosion was detonated. Two Navy petty officers also died as a result of the waterborne attack: PO1 Michael J. Pernaselli, 27, of Monroe, N.Y., and PO2 Christopher E. Watts, 28, of Knoxville, Tenn. Injured were three Navy sailors and BM3 Joseph T. Ruggiero, USCG, 23, from Revere, Mass., who received the Purple Heart.”

PCPO Hass: “Bruckenthal will be remembered for his easy, outgoing style, said Grahl. Though six-foot, two inches tall and 220 pounds, his affability belied his size.”

“In the early days of the war last year, Nate boarded an Iraqi tug laying mines,” said Grahl. “His experience, his training and his people skills led to his selection for our training staff following this deployment,” he said.

PCPO Oropeza: “Nate was jovial, he was intense, and he was a dedicated professional.”

“Bruckenthal’s death has affected the Coast Guard family and those beyond the confines of the Coast Guard family, notes Grahl. Arriving early at Arlington National Cemetery for the funeral, Grahl took in the solemn traditions as horse-drawn carriages and honor guards filed past. The numbers of those who came to honor Bruckenthal was meaningful, said Grahl.”

PCPO Hass: “I watched as cars, vans and buses pulled up to pay tribute to Nate. There were “A” school formations, police departments forming up in rank, and more than 700 people in uniform and in civilian clothes, paying their respects. It was a fitting tribute,” he said, describing Bruckenthal as a “modern day hero.”

“I am extremely saddened by the loss of Petty Officer Nathan Bruckenthal who was killed by terrorists while bravely serving his country in Iraq,” said VADM James D. Hull, Coast Guard Atlantic Area Commander. “I sincerely hope that his family and friends can find a little comfort knowing that he died a hero.”

Following the readings, “Semper Paratus” was sung by all and then SCPO Oropeza offered a Closing Prayer.

(Editor’s Note: For those who attended the 2004 CGCVA Reunion in Ft. Mitchell, KY, you may recall our guest speaker at the closing banquet was VADM Jim Hull. I had picked him up earlier that day at the airport and we had heard rumors that a Coast Guardsman had been killed in Iraq. VADM Hull of course knew all the details but since next of kin notification had not yet been verified, he could only confirm that a Coast Guardsman had been lost. Being the current CGCVA president at the time, and the emcee for the evening, it made for a very subdued banquet and many, many tears were shed by all who were there that night. Rest well Nathan!)

Bursting With Pride

Upon returning home from the March 14th recruit graduation ceremonies at USCG Recruit Training Center Cape May, I found myself simply bursting with pride. The Training Center Commanding Officer, CAPT Sandra Stosz, had included information regarding the Coast Guard’s wartime roles in her remarks to the graduates and their friends and family members. It went something like this, “Standing before you today you see the future of the Coast Guard. We cannot however, forget our past and its combat role we have always shared with our brothers in the Department of Defense.”

She went on to relate the many ships that sailed and fought in WWII in the Atlantic with Coast Guard crews. She also wonderfully conveyed the major actions of the Coast Guard in ferrying troops to the many islands in the Pacific and concluded with a detailed account of Douglas Munro’s actions, saving Marines at Guadalcanal and earn-



Training Center Cape May Commanding Officer CAPT Sandra Stosz with CGCVA representatives Bill Donohue and Terry Lee at a recent recruit graduation ceremony.

ing the Medal of Honor posthumously.

At the conclusion of the ceremonies I made sure to thank her, actually more than once. She is quite an amazing woman and she told me tying the past to the present made for a better speech. What a great day! **Bill Donohue**

(Editor's Note: Bill is one of our CGCVA Cape May representatives and often makes the CGCVA Watch presentation to the Physical Fitness Award winner in the graduating company. Thanks for all you do Bill!)

The Dogs in the Rescue of B-17 "PN9E"

For those of you who read about the Greenland Ice Cap Rescues in the last *QD Log*, the sled dogs in the B-17 "PN9E" story belonged to a pre-WWII civilian, Norwegian commercial hunter-trapper, Johan Johansen, who was one of a handful of Danish & Norwegian hunters and weather stations personnel spread out along

the NE coast of Greenland. Most of them were organized by the USCG in 1942 as the Sledge Patrol at three Danish stations: Scoreby Sound BE-3, Ella Island BE-4, and Eskimonaes BE-5.

The Norwegian station in between BE-3 & BE-4 at Myggbukta, which had been used by German interests, was twice put out of operation in August 1940 and again in Sept. 1941. That was where *USCGC Northland* captured the trawler *Buskoe* on Sept. 12, 1941, and the small station farther north of Eskimonaes at Jonsbu in Dove Bay on Sept. 14, 1941. After Eskimonaes BE-5 was destroyed in early 1943, Myggbukta was reactivated as its replacement, BE-5. The next series of German military-manned stations were established farther north starting in mid-August 1942 at Hansa Bay on the north side of Sabine Island.

After the crew of *USCGC Comanche* erected the pre-

Military Trivia

1. *The first German serviceman killed in WW2 was killed by the Japanese (China, 1937). The first American serviceman killed was killed by the Russians (Finland, 1940). The highest ranking American killed was Lt Gen Lesley McNair, killed by the US Army Air Corps.*

2. *The youngest US serviceman was 12 year old Calvin Graham, USN. He was wounded and given a Dishonorable Discharge for lying about his age. His benefits were later restored by act of Congress.*

3. *At the time of Pearl Harbor, the top US Navy command was called CINCUS (pronounced "sink us"). The shoulder patch of the US Army's 45th Infantry division was the Swastika, and Hitler's private train was named "Amerika." All three were soon changed for PR purposes*

4. *More US servicemen died in the Air Corps than the Marine Corps. While completing the required 30 missions, your chance of being killed was 71%.*

5. *Generally speaking, there was no such thing as an average fighter pilot. You were either an ace or a target. For instance, Japanese Ace Hiro Yoshi Nishizawa shot down over 80 planes. He died while a passenger on a cargo plane.*

6. *It was a common practice on fighter planes to load every 5th round with a tracer round to aid in aiming. This was a mistake. Tracers had different ballistics so, at long range, if your tracers were hitting the target, 80% of your rounds were missing. Worse yet, tracers instantly told your enemy he was under fire and from which direction. Worst of all was the practice of loading a string of tracers at the end of the belt to tell you that you were out of ammo. This was definitely not something you wanted to tell the enemy. Units that stopped using tracers saw their success rate nearly double and their loss rate go down.*

7. *When allied armies reached the Rhine, the first thing men did was urinate in it. This was pretty universal, from the lowest private to Winston Churchill (who made a big show of it) and Gen. Patton (who had himself photographed in the act).*

8. *German Me-264 bombers were capable of bombing New York City, but it wasn't worth the effort.*

9. *German submarine U-120 was sunk by a malfunctioning toilet.*

10. *Among the first "Germans" captured at Normandy were several Koreans. They had been forced to fight for the Japanese Army until they were captured by the Russians and forced to fight for the Russian Army ... until they were captured by the Germans and forced to fight for the German Army ... until they were captured by the US Army.*

11. *Following a massive naval bombardment, 35,000 United States and Canadian troops stormed ashore at Kiska, in the Aleutian Islands. 21 troops were killed in the firefight. It would have been worse if there had been any Japanese on the island.*

fab wooden building to be a USAAF weather & rescue station in August 1942, the *USCGC Nanok* brought Johan Johansen with his 21 sled dogs on Sept. 19, 1942, from BE-5. He and ENS Fuller set-out on to the Ice Cap with 15 of these dogs after the commanding officer of this USAAF station, Arctic-experienced LT Max Demorest, was killed on Nov. 29-30 in a crevass using two USAAF motor-sleds (and the second motor-sled had its fatal fall soon later)...and LT Pritchard's CG plane crashed on Nov. 29, 1942.

All of the above was to explain where the dogs came from... And then there were the several places named for USCG officers, etc. (The Gull Stone Islands for Dr. Gull, USPHS; etc.) At least one such WWII USCG officer's name remains today, for the small bay at the Eskimo village of Scorseby Sound, ex-BE-3, (LT) Rosenvinge's Bay. I tried it too with my mother's name: Katherine's Mountain but it did not stick.

Don Taub

How I (Could Have) Won The War...

This is my story of how I slept through an important event in our Nation's history. My first duty station after enlisting in the Coast Guard was way out on Long Island, NY, at Napague Life Boat Station. Our primary duty there was to learn how to 'man' the lifeboat, taking it out past the breakers and returning. Our second duty was learning how to 'man' the breeches buoy, and lastly to patrol the beaches from Napague east to the town of Montauk and west toward Amagansett Life Boat Station.

So my story starts on the night of the big event. Our station truck drove me to Montauk where I was dropped off to patrol the beach from there back to Napague — a five mile hike along the beach. It was a clear night and as I looked out to sea I could see a submarine cruising slowly along with me. It was no more than 100 yards off shore and I did a double take when I saw the German 'swastika' on its conning tower. I kept pace with it for some time.

When I arrived back at the station I yelled up to the man on duty in the beach tower, "Hey, do you see a German sub out there?" He yelled back, "I see it and I've reported it."

As I had finished my patrol, I went into the station and climbed into bed. Some time later I awakened to find my



The original Napague Life Boat Station was destroyed in the Big Storm of 1939 but rebuilt and after WWII moved to the end of Montauk to a newly built USCG base 'Star Island'.

roommate 'Eddie' up and getting dressed. "What's up?" I asked, and he responded, "There's been an alert." I asked if I should get up but he said, "No, you just came off watch," so I went back to sleep.

I awakened at 6 a.m. to relieve the man on duty in the beach tower who had been there for more than six hours. That's when he told me about the 'saboteurs' who had landed on the beach at Amagansett.

Bill Dorival

Greenland Ice Cap Rescue Story

I really enjoyed the Greenland Ice Cap Rescues feature story in the Winter 2007 *QD Log* issue. I was a Motor Machinist Mate on the *USCGC Northland* during those years. I was in Greenland on the *Northland* when the Japanese attacked Pearl Harbor. We had knocked out two German radio stations before we were even in the war and captured a Norwegian trawler right after the attack, the first ship captured in the war. We also had a German officer POW on board and I believe he was the trawler's skipper. I believe we dropped him off at BW-1.

The *Northland* did about 3-4 pilot rescues off the ice cap. The rescue effort of the crew of the transport that went down inland from the weather station at Comanche Bay was as follows:

LT John Pritchard was an excellent pilot (I thought he was a Navy pilot). His first trip in with the Grumman was successful and he had a radioman with him, landing on a pontoon on a landing strip that the downed crew members of the plane had marked out. He brought back two of the crew but could only make the one trip because of the short

daylight hours.

There was one crew member from the downed aircraft that was hurt and unable to walk so that night we made a knock-down sled that could be put together when he landed. The next day he flew back but I can't recall if the radioman went with him. He had the injured crew member with him on his return flight and we had radio contact with him for awhile but it was interrupted. He requested a beam from the ship but that was the last we heard from him. They crashed into a mountain because the weather had worsened. Not knowing their fate, and with darkness closing in, we strung flares out in the bay so he'd be able to see where to land. We had to keep the area open with the motor launch because it was freezing over but it was in vain. We left about four of our crew members who volunteered at the radio station and *Northland* returned to BW-1.

While there we were anchored in the fjord and a storm came up. Our skipper and most of the officers had gone ashore and a "90-day wonder" LTJG was in charge of the ship. We were dragging anchor in the storm and our motor launch was over the side. According to the LTJG, there wasn't enough power to hoist both the anchor and the motor launch so he directed the launch to head to shore with a few of the crew in it. They never got there. *Northland* returned to its homeport in Boston around Christmas and I heard that the LTJG had been "busted".

I made another trip back to Greenland on the *Northland*. While we were serving as a beacon for incoming aircraft off Reykjavik, a U-boat followed us for a couple of days. We had to wear life jackets night and day and we maintained a zig-zag course, going around in circles. Our skipper figured the submarine may be damaged so he turned the *Northland* around to pass directly over it. We dropped all of our depth charges. Planes and ships came out from Iceland and said we had sunk the sub due to the considerable oil slick spotted. Everyone on board received a commendation signed by CDR Edward "Iceberg" Smith.

I'm not sure how long I served on board the *Northland*, probably about 2-1/2 to 3 years but I left the ship in Greenland to take a

shore job at BW-1. The runway there was steel matting but later concrete. Bob Hope entertained the troops while I was there and I later volunteered for duty at a mobile LORAN unit on the West Coast. The war ended before our unit was sent to the South Pacific.

All told, I served for 5 years, 3 months, and had an eardrum broken during an engine room explosion on the *Northland*.
William E. King

USCG Reservist Earns Bronze Star

Coast Guard Reservist CWO4 Jack J. Brown was awarded the Bronze Star at a special ceremony at Coast Guard Headquarters Feb. 4th. ADM Thad Allen, USCG Commandant, presented Brown with the award before a standing room only crowd of family, friends and shipmates.

Brown deployed to Iraq and served as Special Assistant to the Department of Homeland Security Attaché in Iraq in support of Operation Iraqi Freedom from March 27, 2007 to Sept. 14, 2007. During this six-month tour, Brown faced 60 rocket and mortar attacks involving over 200 explosive devices. After receiving wounds from a rocket attack, Brown capitalized upon his civilian skills as a firefighter and reentered the embassy to rescue other injured embassy staff. At one point, he witnessed a trailer on fire and entered without regard to his own safety. He successfully escorted the occupants out of the smoke and fire-filled trailer, then secured the electrical power to prevent further injuries to responders.

Brown also shielded the Iraqi Director of Customs with his own body during a rocket attack outside the embassy compound and led the general to a fortified bunker, which ultimately ensured the general's safety.

He was the "go to" person and was routinely called at the last minute to jump aboard an aircraft to attend

Iraqi/Coalition meetings that successfully planned the transfer of missions to the Iraqis in Basrah, Umm Qasar and the Iraq oil platforms.

CWO4 Brown's work helped improve the overall security conditions in Iraq. At the end of his most recent mobilization, he had served over 15 months



CWO Brown's Bronze Star citation



CWO Jack Brown with ADM Thad Allen at his award presentation ceremony.

Brown is currently in the United States and working as Deputy Director for the Arlington County, Va. Office of Emergency Management. He served in the Army Reserve from 1971-77 before joining the Coast Guard Reserve Feb. 5, 1982.

CAPT Charles Diaz, Acting Director of Coast Guard International Affairs, was the ceremony's master of ceremonies. Coast Guard Pipe Band members BMCS Steve Cochran and LCDR Jeff Burton added a special flare to the ceremony's conclusion with a special bag pipe rendition of "Semper Paratus." **Reservist Magazine**



Brown's Bronze Star Medal

in a combat zone since the terrorist attacks of Sept. 11, 2001, and over 43 months of active duty time.

WWII Duty on USS Alhena

Of my five years active duty Coast Guard service (1941-46), the most memorable are the 2-1/2 years I spent as a crewman aboard the *USS Alhena (AKA-9)* in the Pacific.

All landing craft were CG-manned and we participated in the Guadalcanal and Bougainville landings. I was onboard the *Alhena* when it was torpedoed off San Cristobal Island, at 11:56 p.m. on Sept. 29, 1942.

According to Japanese archives, the submarine that nailed us was the *I-4*, commanded by LCDR Kawasaki Mutsuro.

IN 2005, THEIR RESPONSE TO HURRICANE KATRINA WAS HEROIC.



photo courtesy of USCG

IN 2055, WHAT WILL BE REMEMBERED!

Within 72 hours of Hurricane Katrina's landfall, rescue operations of unmatched precedence were under way. With bravery and dedication, the Coast Guard saved more than 24,000 people. But as life goes on, memories begin to fade. The Foundation for Coast Guard History works to ensure the actions of September 2005 and other Coast Guard missions are remembered. Your membership in the FCGH helps to maintain the proud tradition of the U.S. Coast Guard. For more information on the benefits of membership, please visit www.fcgh.org. **Semper Paratus. Memoria Semper.**



Justice prevailed, however, for on Dec. 20, 1942, the U.S. submarine *Sea Dragon (SS-194)*, commanded by LCDR William E. Ferral, caught the *I-4* on the surface while it was charging batteries and sunk her with all hands.

Nicholas Poliski



USS Alhena showing torpedo damage. Stern has been raised considerably by shifting oil and armament forward.

USCG Pacific Veterans Memorial

(continued from page 1)

Addresses were made by Gov. Lingle and Sen. Inouye, then “Home From the Sea” was performed by Ms. Janelle Hotz.

The dignitaries and special guests, including Mrs. Pat Sheehan, sister of Coast Guard Congressional Medal of Honor recipient Douglas A. Munro and CGCVA representative LCDR William B. Clark, USCG (Ret.), then unveiled and dedicated the memorial. This was followed by ADM Allen’s keynote address, then a traditional Hawaiian Blessing of the Memorial by Kahu Cordell Kekoa of Kamehameha Schools.



Arrival of the official party. Hawaii Governor Linda Lingle, U.S. Senator Daniel K. Inouye, Coast Guard Commandant ADM Thad Allen, and D14 Commander RADM Sally Brice-O’Hara arrive at the Memorial site.



Coast Guard Honor Guard members at ‘present arms’.

waters of the Pacific Ocean. In 1849, the U.S. Revenue Cutter *Lawrence* arrived in San Francisco to enforce customs laws in the newly acquired territories of California

and Oregon. In 1858, the U.S. Lighthouse Tender *Shunrick*, a side-wheeled wooden vessel and first steam vessel built by the Lighthouse Board, reached San Francisco to service the dozens of new light stations marking navigation hazards along the west coast.

Subsequently, the U.S. Revenue Cutter Service and the U.S. Lighthouse Service became part of the U.S. Coast Guard.

The Coast Guard actively serves in the defense of the United States. During World War II, the Coast Guard fully manned more than 350 naval ships, including 77 LSTs, 21 cargo and attack-cargo ships, 75 frigates, and 31 transports. In addition, the Service manned more

than 800 cutters, nearly 300 ships for the Army, and thousands of amphibious-type assault craft. Coxswains from its shore stations, experienced in handling small boats in dangerous surf and coastal waters, capably piloted landing craft into hostile shores. Coast Guardsmen participated in every major invasion in the Pacific theater.

In Hawaii, on December 7, 1941, the USCG cutter *Taney* fired anti-aircraft barrages in defense of Pearl harbor from its berth at Pier 6 in Honolulu, and in May 1944, several Coast Guardsmen were awarded Navy and Marine Corps medals for their valiant actions to save and



The Coast Guard Color Guard.

assist 42 survivors from a burning ship in Pearl Harbor. Signalman First Class Douglas Munro, the Coast Guard's only recipient of the Medal of Honor, gave his life during the invasion of Guadalcanal while helping evacuate hundreds of Marines under enemy fire.

During the Korean War, the Coast Guard performed rescue work off the Chinese coast, ensured safe navigation with LORAN, provided vital meteor-



Coast Guard District 14 personnel stand for the arrival of the Official Party and the Presentation of Colors.

ological information from ocean station vessels, and trained the nucleus of what would become the Republic of Korea navy. Just over ten years later, Coast Guard cutters patrolled with U.S. Naval forces in Vietnam's inland and coastal waters, stopping enemy shipments and providing fire support.

In addition to national defense, maritime safety, and law enforcement roles, the U.S. Coast Guard honors its humanitarian heritage. From assisting in the search for



The Pacific Veterans Memorial is unveiled by official party members and other special guests, including CGCVA member LCDR William B. Clark, USCG (Ret.)



Assisted by RADM Brice-O'Hara and ADM Thad Allen, Kahu Cordell Kekoa of Kamehameha Schools presides over a Hawaiian Blessing of the memorial.



Wreath presented by Coast Guard Commandant ADM Thad Allen, just one of several wreaths placed at the Pacific Veterans Memorial following its dedication.



Attendees were treated to a Coast Guard HH-65 'Dolphin' fly-over at the conclusion of dedication ceremonies at the National Cemetery of the Pacific.

Amelia Earhart to safely rescuing 524 survivors and crew from the liner *Prinsendam*, the Coast Guard is *Semper Paratus*, Always Ready, to save lives and property. The Service's efforts to preserve the marine environment are also prominent. The preservation of valu-



(Left) D14 staffers at the Memorial. (Right) D14 Chief Petty Officers.

able natural resources began with the purchase of Alaska in 1867, and continues today with protection of the nation's fisheries. The Coast Guard is a leader in environmental expertise, as evidenced in the 1989 *Exxon Valdez* cleanup.

The Coast Guard's long association with the Pacific in war and peace attests that the sacrifices and deeds of the men and women of our nation's oldest continuous seagoing service are in the highest traditions of the United States Armed Forces."

(Editor's Note: My personal thanks to RADM Sally Brice-O'Hara who provided a copy of the official program and a CD with nearly 80 photos from the dedication ceremony and associated activities. Also, mahalo to CGCVA member Bill Clark, a Hawaii resident, for representing our Association and participating in the ceremonies.)

Arctic Combat — The Capture of the German Naval Auxiliary Externsteine by the Coast Guard Icebreakers Eastwind and Southwind in Greenland, 1944

By Scott T. Price

Strangely enough, in the fall of 1944, the ability to predict the weather dictated Nazi Germany's capacity to strike at the Allied armies marching steadily toward Germany's borders. The Luftwaffe had been whittled down and Allied fighters and bombers now streaked through the skies at will, strafing and bombing German army units and their supply lines, limiting the ability of the Germans to launch any attacks. The German's one

hope was inclement weather that would ground Allied aircraft, thereby permitting the relatively unobstructed movement of their armies. The problem was in predicting when such bad weather would occur. It was the Coast Guard that prevented their getting that information from where weather patterns for Europe were born--the island of Greenland.

The Germans had established weather stations on Greenland prior to 1944 but most had been discovered and destroyed by the Greenland Patrol, a Coast Guard commanded force which had sailed in and protected the waters and shores of Greenland since 1940. Indeed, USS *Northland*, CG had recently destroyed a German weather



(Left to right) BMC Burton Meyers, GMC Melvin C. Sasges, & CGM Harold W. Webster, crewmen of the USCGC Eastwind, display the battle ensign of the German Naval Auxiliary Externsteine, captured after a skirmish above the Arctic Circle.

station at Cape Sussie, Greenland, in July 1944, and located the trawler Coburg, trapped in the ice and destroyed by fire, adding yet another victory to the record of this little known Allied fleet.

The German High Command sent three new expeditions to Greenland in a desperate effort to establish a presence in this icy wasteland. These three teams of scientists, soldiers, and their weather forecasting equipment would give the Germans vital information which might stave off the defeat of the Third Reich. Only the cutters of the Greenland Patrol stood in their way.

On 1 September 1944, off the coast of Greenland, the



The USS Northland, USCG

high tensile steel with a labyrinth of heavy frames and stiffeners that served as the ship's skeleton, making them capable of standing up to tremendous pressure. Their powerful diesel-electric drive developed enough horsepower to push the vessel on top of an ice flow, where its 6,515 ton displacement

would crush it. Each icebreaker sported a bow-mounted propeller to clear the smashed ice as the icebreaker moved forward. For movement through heavy ice each ship had heeling tanks on either side of the hull which could shift 150,000 gallons of ballast from one side of the ship to the other in only 90 seconds. This shifting of ballast would allow the ship to "rock" its way through almost any ice.



Differing views of the heavily-armed Coast Guard icebreaker Eastwind, circa 1944.

Northland located the first of the three new German expeditions. After a brief chase, the Germans scuttled their vessel and the Coast Guardsmen rescued all 28 who had been on board safely. As *Northland* battled the first German expedition, two brand new cutters, *USS Eastwind, CG*, and *USS Southwind, CG*, were making preparations to join the Greenland Patrol. They were two of a total of five large icebreaking vessels of the "Wind" class. These vessels had the distinction of being the first U.S. ships designed and built specifically as icebreakers. Coast Guard engineers worked with designers from the Gibbs & Cox Company to design these new cutters and the final products were unique in many respects.

Their wide 269-foot long hulls were constructed of



They were also heavily armed with four 5-inch 38-caliber guns mounted in two twin turrets, anti-aircraft cannons and machine guns, depth charges, and a J2F amphibian aircraft. These cutters were truly unique and versatile additions to the Coast Guard fleet.

After shakedown and training exercises *Eastwind* was sent north to join the Greenland Patrol, soon followed by *Southwind*. Their mission was simple: to deny the enemy access to Northeast Greenland. The *Eastwind* was under the command of an experienced Greenland Patrol officer, Captain Charles W. Thomas, and he knew the waters of Greenland well. Through his able leadership and the capabilities of the cutters, one of the most unique battles of World War II would soon be joined.



Commissioning of the USCGC Southwind, 15 July 1944.

Thomas pondered where the Germans had placed their weather stations as *Eastwind* sailed north and crossed the Arctic Circle. Aircraft from Coast Guard Patrol Squadron VP-6 and the cutter's J2F scouted out ahead of *Eastwind* to locate the Germans. *Eastwind* soon rendezvoused with the cutters *Storis*, *Evergreen* and *Northland*. *Northland's* rudder had been recently damaged in the ice and so Thomas, as the senior officer present, ordered the other two veteran cutters to escort the crippled *Northland* to Iceland for repairs. With *Southwind* on the way to join him, Thomas knew that the two icebreakers were quite capable of dealing with any German forces in the area.



Captain Charles W. Thomas, USCG.

On 2 October 1944, *Eastwind's* J2F, piloted by Ensign Joseph "Little Mac" McCormick, with Lieutenant Commander Harold Land acting as an observer, spotted an unidentified vessel that could have been a German trawler. They noted her location and continued on their patrol. They discovered what appeared to be an encampment on North Little Koldewey Island the next day. *Eastwind* changed course to investigate, battering her way

through the thickening ice. As Thomas later recalled, it almost seemed effortless:

"...the vessel leaped forward, crashing into the ice. Her stem reared. The pack yielded. Each floe groaned as it ground into its neighbor and threw up pressure ridges at the impact. Scooped-up water poured off up-ended cakes in roaring cataracts. This was the *Eastwind's* first real test in heavy, polar-packed floes. The speed with which she chewed her way through fascinated me."

Eastwind carried a specially trained team of Coast Guardsmen that served as a landing force. That force was under the command of Lieutenant Junior Grade Alden Lewis. He and his men had undergone training in commando tactics and arctic warfare, a specialized type of fighting that made

these men unique in the annals of Coast Guard history and an important asset to the Greenland Patrol. The *Eastwind* neared the German camp first seen by the icebreaker's J2F on North Little Koldewey Island and Thomas ordered the landing force to launch their attack in the early morning hours of 4 October 1944.

The landing force shoved off on schedule with the thermometer reading zero degrees Fahrenheit. Despite the cold, Alden's team located the camp, surrounded it,

and captured what turned out to be a 12-man German team with ease. The bag of prisoners included the commanding officer, Lieutenant (and Ph.D.) Karl Schmid, a German Naval Artillery officer, without firing a shot. They also captured nearly 200 tons of supplies and equipment, including high-powered radios and meteorological instruments, weapons, secret documents that revealed details of the three expeditions, and a dog named Zipper.

The captured documents filled in many details. The three expeditions mounted by the Germans each had a code name. The first, captured by *Northland*, was led by a Lieutenant Weiss and was code named "Eidelweiss." The second, under Schmid, was code



The cutters Eastwind (left) and Storis off the northeast coast of Greenland.



German POWs are permitted a smoke break by their Coast Guard captors.

named "Goldschmied." The third, code named Haudegen" and commanded by a Lieutenant (and Ph.D.) Dege, was ordered to set up a base on Spitzbergen. Schmid had originally been ordered to establish a base on Nova Zembla but was ordered to Greenland after *Northland's* capture of the first German expedition. The

documents also named the transport that deposited Schmid and his team, the German naval transport *Externsteine*. She was, according to the captured documents, escorted by a U-boat--making the situation even more dangerous for *Eastwind*.

As Thomas and his crew examined their catch, *Eastwind's* J2F searched for the trawler that had deposited the Germans. Hoping to obtain more information from Schmid about his orders and the vessel that had brought him to Greenland, Thomas invited him and his officers to dinner, and added captured German liquor to



More German POWs.



“Little Mac” and Land prepare to take off to search for the elusive German ship.

the menu in an effort to loosen the prisoners’ tongues. Thomas did glean from the conversation where the third expedition might land. But of the location of the trawler that had landed Schmid and his men, Thomas learned nothing.

On 6 October 1944, *Southwind*, under the command of one of the world’s foremost oceanographers, Commander Richard M. Hoyle, joined *Eastwind*. Thomas organized a search pattern for each cutter as they continued sailing north. The *Storis* later rendezvoused with the icebreakers to transport the prisoners and the booty back to Iceland. Schmid wrote Thomas a note



German Naval Auxiliary Vessel Externsteine after her capture by a boarding party from USCGC Eastwind.

before the prisoners departed *Eastwind*: “I am grateful to you for the kind treatment accorded my officers, my men, and myself by the personnel of the *Eastwind*. It is unfortunate we have been associated in difficult circumstances. To you and your fine *Eastwind* I wish good luck.”

The icebreakers continued their search although a two day storm prevented air operations. But on 14 October the weather cleared and once again “Little Mac” and Land took to the air.

This time they sighted a ship, two hundred feet in length and painted white for camouflage, that was apparently trapped in the ice 10 miles east of Cape Borgen, Greenland. *Eastwind* and *Southwind* converged on the area and, although it was dark and the unidentified ship was camouflaged, *Eastwind* picked it up clearly on radar. *Southwind* pushed forward to join the action although she



The German Naval Auxiliary Externsteine, trapped in the ice off Greenland.

was somewhat behind as she had to traverse through some extremely heavy ice. Nevertheless, Thomas ordered general quarters on board *Eastwind*.

Thomas, while waiting to find the German ship, had

developed a battle plan. He wanted to capture the ship intact and, as he noted, he “had no stomach for taking life.” So, once *Eastwind* located *Externsteine*, they would approach under the cover of night and catch the Germans completely unaware. He instructed his gunnery officers to first fire an illumination shell over the target and then fire one live salvo short of the ship, one salvo over, and a final salvo near, but not on, *Externsteine*. Thomas hoped that when the Germans saw the hopelessness of their position they would then surrender. Nevertheless, if it came to open combat, he and his crew were ready to do whatever was necessary to eliminate this particular vessel of the German Navy!

Around 2100 hours on 15 October *Eastwind's* radar picked up a target at seven miles. Thomas ordered: “Set condition Able,” sending the ice-

breaker's crew to their battle stations. The *Eastwind* closed on the radar target, pounding and smashing its way through the thickening ice. Thomas decided that he would open fire at two miles distance and that meant that his ship would need to break through five miles of ice. Thomas noted:

“And those five miles were all ice miles--many times as arduous as sea miles, for the ice became heavier with each lunge. The vessel reared and slowed with the violent impact of each charge into the ice. At times I thought she must surely buckle some of the frames in her forepeak. But the forward damage-control party kept assuring me the hull was holding up under the terrific beating.”

Slowly *Eastwind* closed. At four thousand yards, Thomas began to issue his orders. “Unmask rear batteries.” The *Eastwind* slowly swung around, permitting the aft turret to bear on the target. The turret's guns then fired illumination rounds into the air. “Unmask forward!” The two forward five-inch guns, directed by radar, fired live shells aimed to land near, but not on, the enemy vessel as per Thomas' battle plan. *Southwind*, creeping through the ice and approaching the area as well, was close enough to illuminate the target with one of her searchlights. Thomas watched as hits appeared in the ice all around the unidentified vessel. Her hull appeared to jump up out of the ice and then settle, scaring Thomas into thinking his crew had actually hit the ship.

His plan worked. He later recounted that after nine minutes of firing: “Then a series of quick flashes stabbed toward us. These were followed by a well-transmitted blinker message in plain English: ‘We give up.’” He then quickly wrote out a reply for transmittal and had a German speaking crewman translate before sending the message. It was simple: “Do not scuttle ship.” He then ordered *Eastwind* closer and gave permission for the *Southwind* to also close with the Germans.

The Germans complied with his orders,



Ensign John Gira removes the scuttling charges from Externsteine.

assuming that their vessel was permanently stuck in the ice and that there was no way the Coast Guardsmen would be able to free her. The *Eastwind* continued to close, slowly breaking its way through and once close enough, Thomas ordered a landing party to accept the Germans' surrender.

The landing party approached the vessel and formally accepted the surrender of the twenty German crewmen. Although the German trawler, confirmed now to be *Externsteine*, was unscathed, both of the U.S. icebreakers had sustained

damage to their propellers while maneuvering in the heavy ice. Nevertheless they were still capable of making way. The Germans had succeeded in destroying most of their confidential publications but her radio and weather equipment were in excellent condition. The ship was, however, mined.

Scuttling charges were found in place along the inside of her lower hull. To prevent any subterfuge, Thomas ordered most of the German crew back to *Eastwind* but made the three German officers stay on board their trawler as hostages--convinced that they did not want to die and would therefore not set off any explosives. Ensign John Gira of *Eastwind*, with the assistance of the German engineering officer, Helmut Marks, quickly



A Coast Guard boarding team takes possession of the Externsteine.

removed the explosives from the trawler's hull.

The *Externsteine's* commanding officer, Lieutenant Luther Rother, later told Thomas what happened on board his trawler during the short battle:

“We thought we were being attacked by huge tanks traveling over the ice. I had no idea any ship could ever break through. Your first two salvos straddled us. Your third one was so close that I thought the next would surely hit and perhaps kill some of my men. I did what any commander would have done when he found himself out-gunned by such odds: I surrendered!”

He added that “you will probably scuttle my ship, for you will never get her out of this ice.” To his consternation, using the power of the *Eastwind* with a little help from well-placed explosives to dislodge the thickest ice, the Coast Guardsmen freed the trawler. Indeed, nothing was going to stand in their way. As Thomas later recounted, “Delivering to the United States a hard-earned prize of war would be a thrilling achievement.” They christened their prize of war *USS Eastbreeze* and placed a prize crew on board. The prize crew was commanded by LT Curtiss Howard and consisted of 36 men, including some from *Southwind*.

It took most of the day to free *Eastbreeze* and the engineers had trouble with the steam plant that powered the German vessel. A number of the crew were old Coast Guard hands with experience with steam engines and they soon found their way into the engineering spaces of *Eastbreeze*. By nightfall, they had raised sufficient steam pressure to begin getting underway behind *Eastwind*. *Eastwind* cleared a channel towards the open sea, closely followed by the newest addition to the Greenland Patrol.

After steaming with the Greenland Patrol for three weeks, *Eastbreeze* sailed on to Boston where the Navy



GMC Webster christens the Eastbreeze.



German prisoners on their way to a POW camp in the U.S., enjoy a movie, courtesy of the USCG.

German expedition, Thomas asked permission to sail to Spitzbergen but this was denied as it fell into waters under the control of the British. It did not matter as the Germans never launched the third expedition. The German high command would have to make do with periodic and makeshift weather

reports from U-boats for the coming winter actions of 1944.

There was one final ceremony on board both icebreakers as they sailed south. As they had not celebrated the crossing of the Arctic Circle on their way to battle the Germans, there were still a number of “ice worms” on board. These were the unfortunate individuals who had not been initiated into the realm of

King Boreas, as all sailors who cross into his territory must be, and made into “Polar Bears,” complete with a certificate. More than 300 Coast Guardsmen, who experienced battle in the icy north, put up with the tortures inflicted by the current members of the crew who were already Polar Bears, and they too joined the hallowed ranks of Arctic veterans.

Stoneworks Gives Veterans Final Salute

For more than a quarter century, Shead Trimuel has studied the sparse summaries of soldiers’ lives inscribed on smooth marble slabs that slide down the conveyor belt at a rate of 200 or so per day.

“I always read the inscriptions. Some are heartwarm-

ing,” said Trimuel, 56, a foreman at Columbus Marble Works of Columbus, Mississippi.

“There used to be lots of World war I veterans. Then no more. Now we get a lot of World war II veterans, but they’re thinning out, too. Lots of them served in Korea and Vietnam now. And there are the young ones, killed in Iraq and Afghanistan.”

“I think about them every day,” said Connie Pate, 47, who watches the names go by on a nearby computer screen. “Sometimes it gets to me, and I have to walk out for awhile.”

The workers wonder about the faces behind the inscribed names, the family that will weep when a cold, hard headstone is planted at the grave of a departed loved one, the sacrifices made by generation after generation of Americans.

“Some of these kids had barely turned 18,” Pate said. “I hat it. They’re so young. They had their whole lives to look forward to.”

Established in 1848 in this northern Mississippi town situated by a bend on the Tombigee River, Columbus Marble Works is one of the top manufacturers of tombstones for Arlington national Cemetery and scores of other federal fields of stone

where veterans of America’s armed forces are laid to rest. All honorably discharged veterans are entitled to receive marble headstones or markers for their service, so the slabs go to countless private cemeteries as well.

About half of all deceased veterans or their families take advantage of the free headstones or grave markers provided through the Veterans Administration. The program cost the federal government about \$42-million last year. And, while Columbus Marble Works is among the largest of the VA contractors for headstones and markers, there are 36 others, all selected through competitive bidding.

“They (the VA) are very dedicated to getting what they want,” said Fred Jones, the third-generation owner of Columbus Marble Works. “The VA has vigorous quality

control.”

Jones remembers when the VA took over the program from the Dept. of the Army in 1973. His grandfather took control of the marbleworks about 1900, half a century after the establishment of the Mississippi firm. “For as long as I can remember, the company has been making headstones for veterans,” he said. “I’ve been at this all my life. My father was my teacher.”

The federal government has been marking the graves of dead soldiers since before the Civil War.

The first standard design was established in 1873 by Secretary of war William W. Belknap. It called for a slab

of marble or other durable stone 4 inches thick, 10 inches wide and 12 inches tall above the ground. The top was slightly rounded. These became known as “Civil War” headstones.

Over the following decades, the standards and shapes were changed several times. Most of today’s headstones are 4 inches thick, 13 inches wide, 42 inches tall and weigh about 230 pounds.

At the Mississippi operation, the tombstones are cut from 40,000-pound slabs of marble that are brought in from quarries in Georgia. Giant saws with diamond-tipped blades do the cutting, following laser

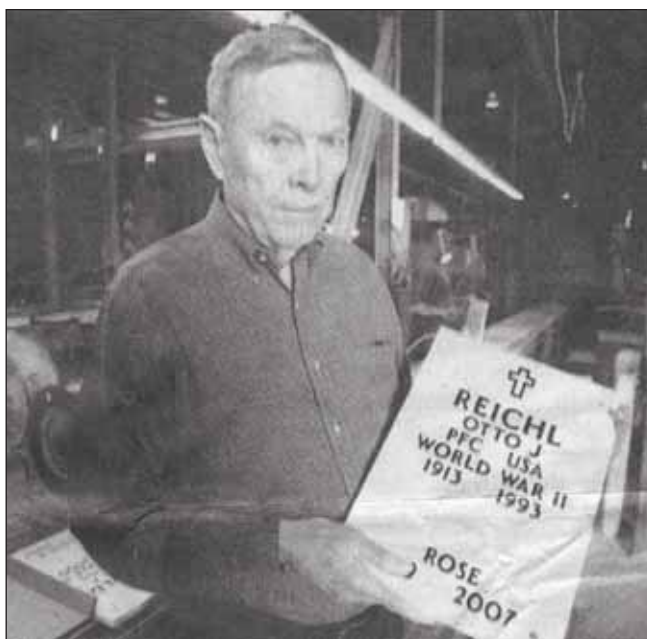
lines. The big slabs are sliced, then other diamond-tipped saws carve the rectangular headstones from the slices.

On their way down a conveyor belt, the tombstones are sanded to ever greater smoothness by automated discs and brushes. Robotic arms flip the heavy slabs over so both sides get equal attention.

Meanwhile, the inscriptions for the stones has been entered into a computer in VA offices in Washington, DC. The words, numbers and symbols are sent electronically to a machine that cuts them into rubberized stencils at Columbus Marble Works. Then the rubberized stencils are glued to the headstones. The conveyor belt then takes the markers into a machine where the inscription is sandblasted into the marble.

Bob Dart

Palm Beach Post - Cox News Service



Fred Jones of Columbus Marble Works shows one of several types of headstones or grave markers produced for the Veterans Administration.

(continued from page 2)

ment, and graduation ceremonies. Consequently, at every event the participants become very aware of the fighting U.S. Coast Guard. The site also features three boats: a PCF, a PBR, and a CCB (Command Communications Boat). All money for the monument and upkeep has been

raised through private donations. Funds are still needed to continually maintain, improve, and expand the grounds. For recognizing the Coast Guard's naval combat role in Vietnam, the Association, in appreciation, has made a donation to the fund. Donors giving one hundred dollars or more are recognized on donor plaques on the wall. I

encourage members to consider making a tax-deductible donation to the VUMMF, P.O. Box 181172, Coronado CA 92178-1172. For more information and photographs go to www.vummf.org. And, if you are in the area be sure to visit this extraordinary memorial.

VN Phonies

The latest Department of Defense Vietnam War Service Index puts the number of Vietnam War veterans (those who served in country/in Vietnamese waters) at 3,001,012. Sadly, the American War Library projects that only 968,000 Vietnam War veterans will be alive on Election Day 2008. But get this: The American War Library Survey of 2005 found that 13,695,088 people claim to be Vietnam War veterans. Hmmm!

Vietnam Newsletter

Those of us who served in Vietnam will remember the periodic newsletter put out by Coast Guard Activities,

Vietnam, in Saigon. The first issue came out in 1967 and was simply numbered 1-67. They contained sundry information and goings on of Coast Guard units in Vietnam. Here are samples, some of which you may recall.

The visit of the commandant, ADM Willard J. Smith, was mentioned in the first issue. As a remembrance of his

visit to Division Thirteen, LCDR W.D. Fox, division commodore, presented the admiral with a crossbow that was made by the only Montegnard serving in the Vietnamese Navy. Montegnards being mountain dwellers seldom ventured down to sea level.

The second issue printed a Letter of Commendation from army GEN C.W. Eifler praising the performance of the Coast Guard Explosive Loading



The Vietnam Unit Memorial Monument at the Naval Amphibious Base in Coronado, California honors U.S. Navy and U.S. Coast Guard members who died during inshore and inland naval operations. The site is a popular location for changes of command, reenlistment, retirement, and graduation ceremonies.

Detachments.

Then, there was a thank you to LTJG D.C. Mechem for forwarding three rolls of film to the Activities office for publicity use. What was significant about that? One of the rolls was of actress Lana Turner's visit to the "Point Clover." As there was no *Point Clover* in Vietnam my guess is that Lana had been on the *Point Glover*.

Almost every newsletter published the names and addresses of women willing to correspond with Coast Guardsmen (I wonder if any of these letter exchanges resulted in the pen pals marrying each other?).

Frequent updates were posted on the Coast Guard-adopted Blind School for Girls in Saigon. Coast Guard Wives Clubs throughout the United States regularly donated clothing and other needy items to the girls.

In another issue everyone learned that in a published cartoon the boxing character Joe Palooka, sidelined with a fractured wrist after losing his Championship to Brasher Bray, had received fifty-one signatures from Division

Twelve Coast Guardsmen in support of Joe Palooka in a boxing rematch.

Practical material included the proper cleaning of the M-16 rifle and how to service the Cummins engine raw water pump without shearing the vanes.

A pseudo gossip segment titled "Heard in and Around The Activities — Is It True?" printed these tidbits... *Point Jefferson mascot weighing over 200 lbs... Vest, the game hunter of ELD2, out to get a cat in the hootch area... Lt Demings jeep awarded hot-rod-of-the-week medal... CDR Oliver sleeping in a tugboat... EN3 Gordon taking a*

looooooong time to wash his hands... EN1 Yered of ELD1 sanding outboard gas tank with cute assistant helping... CDR Bauman, anti-mustache man, chasing CS2 Wilkie with scissors... GM3 Nigro with two black and blue fingers... Division Eleven's looking like a little Las Vegas on payday... BM1 Crisi giving .45 safety instructions with his shirt on and putting hole in the bridge... GM2 Green from Point Banks claiming he has seen the Vietnamese Mermaid...

Enjoy life...it's an adventure!

Paul C. Scotti

From the Secretary

(continued from page 3)

I look forward to our next reunion in April 2009 in Reno and specific information on this convention will be included in subsequent *QD Log* issues, including registration forms. I hope many CGCVA members and friends will plan on attending. Visiting with former shipmates and CGCVA acquaintances is simply indescribable. Remembering our cutter's gunfire and patrol incidents, the shore base details, aircraft situations, and some of the bars where we did "missionary work" are wonderful sea stories that beg repeating and our reunion is the perfect place. Also, our service for those shipmates who did not return is an important part of our reunions. So, let's all start saving up for Reno. I know Marylou and I have to.

Beware Bogus Internet Health Surveys

TRICARE officials are warning beneficiaries about a bogus health survey circulating on the Internet that is asking for personal, demographic and medical information.

A company based in Chicago, using the name Indoscope Records, is allegedly responsible for the survey. TRICARE can't verify what the data would be used for. Officials said the survey purports to be from TRICARE, but it's a misrepresentation.

"It's designed to trick beneficiaries under the guise of either a TRICARE or Healthnet survey," they said. Experts warn people should use caution any time a request is made for personal information.

Anyone who has submitted personal data to the phony TRICARE survey — or any organization that may use personal information for negative reasons — should contact local authorities. Economic experts also recommend contacting the credit bureaus to protect against identity theft and other financial crimes.

CGCVA member Wilbert Huebner asked if we would acknowledge the passing of Robert Harwood, a shipmate of his from the *USS Lansing (DE-388)* and *USS Gen. M.C. Meigs (AP-116)*.

Address changes are working well and dues and life member dues remain as before. Fraternally and SP...

Baker

Teachings I Owe To My Mother

*My Mother taught me to appreciate a job well done:
"If you're going to kill each other, do it outside. I just finished cleaning."*

*My Mother taught me about the science of osmosis:
"Shut your mouth and eat your dinner."*

My Mother taught me about irony: "Keep crying and I'll give you something to cry about."

My Mother taught me about religion: "You better pray that will come out of the carpet."

My Mother taught me about humor: "When that lawn mower cuts your toes off, don't come running to me."

My Mother taught me about time travel: "If you don't straighten up, I'm going to knock you into the middle of next week."

My Mother taught me about logic: "If you fall out of that swing and break your neck, you're not going to the store with me."

CGCVA Small Stores

The following CGCVA items are now available. Send orders to Baker Herbert at P.O. Box 544, Westfield Center, Oh., 44251-0544. Call Baker at (330) 887-5539 or e-mail at USCGW64@neo.rr.com. Please make checks payable to CGCVA. Prices shown include first-class or "Book Rate" postage. **WE DO NOT ACCEPT CREDIT CARD ORDERS.** Many thanks to Tom Huckelberry for providing the time, transportation and shipping on the CGCVA

Golf Shirts. We haven't carried this item for over six months and it is not in our best interest to continue this item. Tom made many 25-mile trips to drop off orders and pick them up. Great job Tom... thanks!

PEWTER ITEMS

All with CGCVA logo. Key Chain: **\$7.00**. Notepad Holder: **\$23.00**. Calling Card Holder: **\$10.00**. Calling Card Case: **\$7.00**. Desk Clock: **\$25.00**.

CGCVA BASEBALL CAP

Blue/black, or white, gold lettered CGCVA with logo, full back. One size fits all. Plain visor **\$12.00** With senior officer scrambled eggs on visor. **\$16.00**. Add **\$3.00** and up to six gold letters will be sewn on the back of your cap. Example: "SWIFTY"

CHRISTMAS TREE ORNAMENTS

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

BOOKS

"Coast Guard Navy of WWII" by William Knight. **\$21.00**. "Coast Guard Action in Vietnam" by CGCVA member Paul Scotti **\$21.00**. "Coast Guard In World War One" by CGCVA member CAPT Alex Larzelere **\$32.00**. Coast Guard Combat Veterans, Turner Publishing **\$36.00**. "Always Ready - Today's U.S. Coast Guard" by Bonner and Bonner **\$16.00**. "The Coast Guard At War, Vietnam 1965-1975" by CAPT Alex Larzelere **\$42.00**. "A WWII Sailor's Journey" by T.J. Piemonte **\$12.00**.

CAP, CGCVA GARRISON

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

PATCHES (some shown here)

RONONE, CON-SON, ELD-Eagle, Market Time, and Squadron Three. Each one is **\$5.00**. Tonkin Gulf Yacht Club **\$6.00**.





Auxiliary News

Greetings from a warm, sunny day in the East. There is really nothing new to report from here... it seems our days are taken up by visiting doctors, etc.

Our Vice President Rene O'Connell writes: Shirley mentioned in the Winter 2007 *QD Log* issue a bit about my early years growing up in Germany during WWII and being subjected to communist rule when East Germany, or as we called it then, DDR (Deutsche Demokratische Republik). East Germany was recognized as a socialist state that was created by the USSR in 1949 and existed until 1990, shortly after the infamous Berlin Wall was torn down and the dream of reunification of East and West Germany was realized. I was one of the fortunate Germans who were able to sneak out of the Communist-controlled sector just prior to the erection of "The Wall". I am looking forward to relating the story of my journey from east to West to eventual citizenship in the USA at the CGCVA reunion next April in Reno.

We all hate to hear about our servicemen and women being killed in Iraq and Afghanistan but military members know what they're getting into when they join. And, whether there are wars raging or not, the military is a dangerous occupation. Here's an accounting of U.S. military members who gave their lives while serving in the armed forces from 1980-2006 and the presidents who were in office during those years:

1980	2,392	Jimmy Carter
1981	2,380	Ronald Reagan
1984	1,999	Ronald Reagan
1988	1,819	Ronald Reagan
1989	1,636	George H.W. Bush

1990	1,508	George H.W. Bush
1991	1,787	George H.W. Bush
1992	1,293	George H.W. Bush
1993	1,213	Bill Clinton
1994	1,075	Bill Clinton
1995	2,465	Bill Clinton
1996	2,318	Bill Clinton
1997	817	Bill Clinton
1998	2,252	Bill Clinton
1999	1,984	Bill Clinton
2000	1,983	Bill Clinton
2001	890	George W. Bush
2002	1,007	George W. Bush
2003	1,410	George W. Bush
2004	1,887	George W. Bush
2005	919	George W. Bush
2006	920	George W. Bush

During Clinton's administration from 1993-2000 there were more than 14,000 deaths. During George W. Bush's administration from 2001-2006 there were 7,932 deaths. And surprisingly, during the Clinton years America wasn't even in a war. Something to think about, huh?

Regardless of politics, please keep our servicemen and women in your thoughts and prayers and get out and vote this November. Weigh the facts no matter who is ahead in the polls, who is the best looking, etc. and make the choice you feel is best for our Nation.

Hope to see ya'll in Reno next April. Until next time,
Shirley

(Editor's Note: Our Awards Chairman, Josh Sparrow recently moved to 3082 Flintlock Drive in Pensacola, FL 32526.)

CGCVA Eligibility:

If you've earned any of the below awards, you're eligible to join the CGCVA.



Last Minute News

USS Bisbee Reunion

On May 1-3, 2008, the *USS Bisbee* (PF-46) crew held their 30th annual reunion in Providence, RI, which included a trip to the Coast Guard Academy in New London, CT. LTJG John Badgley, USCG (Ret.) presented a copy of his book, *Frigatemens*, to CAPT Judith E. Keene, the Academy's commandant of cadets. Ironically, it was through this book that *Bisbee* crew member Rubin Abrams was able to locate the group and his arrival was a pleasant surprise.

Of the 43 in attendance, 10 were crew members and 33 were widows, other family members and friends. The *Bisbee* crew members plan to attend the CGCVA reunion next April in Reno.



USS Bisbee crew members who attended the ship's reunion in New London, CT. (Rear, left to right) Walter Perlstien, Jim Walkup, Walter Parker, Frank Scorzelli, and Rubin Abrams. (Front, left to right) Cliff Lowe, Ernie Newbrey, Frank Papuzza, John Badgley, Thom Weber, and Lowe Newbrey.

Just

Call Him "Chief" Campbell

On Dec. 14th, PNP Jack Campbell was made an "Honorary Chief" in the U.S. Coast Guard during ceremonies at USCG Training Center Cape May, NJ. Training Center Commanding Officer CAPT Sandra Stosz presented the certificate, which was signed by USCG Coimmandant ADM Thad W. Allen and Master Chief of the Coast Guard Charles W. Bowen.

(Left) PNP Jack Campbell gets his "anchors" pinned on after being made an "Honorary Chief" in the U.S. Coast Guard at a recent recruit graduation at Training Center Cape May, NJ. Congrats Chief Campbell!





Coast Guard Combat Veterans Association

MEMBERSHIP APPLICATION

(Please Print Clearly)

Personal Data

Name: _____ Date: _____
Last First Init.

Address: _____
Street

City/State/Zip Code: _____

Telephone: _____ E-Mail: _____ Date of Birth: _____

Do you have two (2) residences? Yes _____ No _____ (This is for Quarterdeck Log mailings)
If Yes, please furnish the below information:

Address: _____

City/State/Zip Code: _____

Telephone: _____ When There? From: _____ to _____

Sponsored By: _____

Military Data

Branch of Service: _____ Service Number: _____ From: _____ To: _____

Important: This Application MUST be accompanied by either a copy of your Discharge (both sides); or, a copy of a DD-214; or, a copy of a DD-215; or, a copy of NAV/CG-553; or, a copy of your letter of awards; or, a copy of some other "official" document that states your participation in or your direct support of a combat situation. You may further get a certified statement from a former shipmate who is a CGCVA member in "Good Standing," stating that you served with him on a particular ship/station during a particular period of time.

Rank/Rate: _____ Present _____ @Discharge _____ @Retirement _____

Signature: _____ Date: _____

Dues: \$30.00 for two (2) years. Amount of Membership Dues Enclosed: \$ _____ **Make checks or money orders payable to: CGCOMVETS** and mail to: Baker Herbert, LM, CGCVA National Secretary-Treasurer, P.O. Box 544, Westfield Center, Oh., 44251. Phone: (330) 887-5539.

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



The newly dedicated United States Coast Guard Pacific Veterans Memorial at the National Cemetery of the Pacific in Honolulu, HI.

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

**COAST GUARD COMBAT
VETERANS ASSOCIATION
P. O. BOX 544
WESTFIELD CENTER, OH 44251
Change Service Requested**

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POSTMASTER Dated Material, Please Do Not Delay