



the Quarterdeck Log

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

Volume 29, Number 3

Fall 2014

2013 CGCVA Person of the Year Award

GM3 Samuel A. Peikert earned Silver Lifesaving Medal for Heroic Rescue

On October 19th, CGCVA National Vice President Steve Petersen presented the 2013 CGCVA Person of the Year award to GM3 Samuel A. Peikert of USCG Tactical Law Enforcement Team South in Miami, Florida. The award, which recognizes heroism, was presented to GM3 Peikert who had saved two individuals at risk of his own life, ultimately earning him the Silver Lifesaving Medal. Also participating in the ceremony were Peikert's commanding officer, CDR Michael Freddie, the unit's command master chief, MECSM Chris Ellis, and Peikert's wife, Jackie.

Peikert joined the Coast Guard in February 2009. His company was Foxtrot-181 and one of his company commanders is now his supervisor, GMC Dendy. After boot camp Sam was sent to the Coast Guard Cutter *Gasconade* in Omaha, Nebraska. He was stationed on the river tender for two years and got as many qualifications as he could such as rigger, chainsaw, deck hand, crane engineer, crane operator, buoy deck supervisor, and was breaking in coxswain before he went to GM "A" School. Also while he was in Nebraska he was awarded Sailor of the Sector after he was recognized for rendering emergency aid to an older gentleman who fell down and started having a heart attack. Peikert administered first aid and CPR until he felt a pulse and the man started breathing again and kept the man calm until the paramedics arrived.

After GM "A" School, Peikert was stationed on the Coast Guard Cutter *Dauntless* in Galveston, Texas, serving there for

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CGCVA National Vice President Steve Petersen with 2013 CGCVA Coast Guard Person of the Year GM3 Samuel A. Peikert and his wife, Jackie.

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Coast Guard Combat Veterans Association

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

BOARD OF TRUSTEES

Chairman — PNP Ed Swift, LM
Two-Term — William Figone, LM & Floyd Hampton, LM
One-Term — Ernest “Swede” Johnson, LM

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

THE QUARTERDECK LOG

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

AUXILIARY OFFICERS

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

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By-Laws — Thomas W. Hart, LM; **Convention Planners** — Steve Petersen, LM, Mike Placencia, LM, and Bruce Bruni; **Membership** — PNP Joe Kleinpeter, LM; **Parliamentarian** — Terry Lee, LM; **Historian** — PNP Paul C. Scotti, LM; **Service Officers** — Thomas Huckelberry, LM; Richard Hogan, Jr., LM, and Floyd Hampton, LM; **Budget Director** — Gary Sherman, LM; **Chaplain** — Vince Patton, LM; **Master at Arms** — Ed Floyd, LM; **Webmaster** — Richard Ames; **Nominating Chairman** — Bill Figone, LM; **Cape May Liaison** — Terry Lee, LM; **Investment Committee** — Gary Sherman, Steve Day, PNP Joe Kleinpeter, and Ernest “Swede” Johnson

From the President

Greetings Shipmates

Congratulations to Petty Officer Samuel Peikert, our 2013 Person of the Year. He was presented the award at an all hands by National Vice President Steve Petersen. It is our feature story.



Mike Placencia

2015 Reunion Update

I am very pleased to announce that the Port Security Units group will be joining us in Buffalo for their 20th anniversary since the original stand alone units were formed in Buffalo, Milwaukee and Cleveland. Many of the members are already CGCVA members. A special plaque unveiling commemorating both the CGCVA and the PSUs will take place during the reunion at the Naval & Military Park. You will see a prototype of the bronze plaque in this issue. Like many monuments presented before, we have initiated a fund raising drive for this special dedication. Please consider donating \$10 towards this special recognition. Checks payable to CGCVA should be sent to Sec/Treas Gary Sherman. Please indicate “plaque” in the memo section to be properly identified.

The silent auction is gearing up to be exceptional. CGCVA Auxiliary President Betty Schambeau heads up this activity. Quality items are encouraged and be sure to send Betty a picture of the item. We want to ready a display of items that will be offered in the next *Quarterdeck Log* issue.

A special drawing will be held during the Reunion. The Prize: Your Millennium Hotel stay during the reunion. To be eligible, you must register directly with the hotel using our special code of: **1501COASTG**. Thank You Millennium Hotel!

In Remembrance

The Association has lost a dear friend with the passing of Trustee Ed Burke. He was the front man of many reunions and we always enjoyed the fruits of his labor. He will be sorely missed.

Yours In Service,

Michael Placencia

Next *QD Log* deadline is February 1, 2015. Please email articles and photos to the editor at: swiftie1@verizon.net

From the Vice President

Ahoy Shipmates.

I will start my column with condolences to Nancy and the Ed Burke Family. Ed was a mainstay of our organization and recipient of the Donald Kneip Award for 2012. That award alone says it all. (How's that Ed, short and sweet and to the point).

While visiting family in Florida I presented the Association Person of the Year Award for 2013. That event is covered in this issue.

Kay and I had the pleasure of spending several days with Jerry and Betty Schambeau at their home in San Antonio, Florida (yes, Florida not Texas). Jerry and I had a lot in common, both being Coast Guard divers and Explosive Loading Detachment Service in Vietnam. Betty, our Auxillary President, bought forward many new ideas she has in the mix and is excited about her roll in the Buffalo Blow-Out. Jerry said he wants to be more involved also, so, new members take note. You can't get your feet wet if you're standing on the deck, and the Schambeau's have jumped right in.

As of this writing, three of us from the Association will be attending the *CGC Diligence (WMEC-616)* 50th Anniversary, but that will be cannon fodder for the next VP column.

Received correspondence from CGCVA Member Jim Fay concerning my *QD Log* article that mentioned Rope Yard Sunday. He indicated that it was practiced while he was in the Navy, but never in the Coast Guard. Jack Barker, didn't we do that on the old *Campbell* in the early 60's? If not, my Dad, who sailed square riggers at a very young age, did observe it. I recall that it was when they repaired sails/lines and, if time permitted, their own work clothes. Thanks Jim. I enjoyed your letter and, if you get stuck in the mud, do a Sally ship.

The Buffalo convention planning is coming

along great. The PSU units will be a welcome addition to our reunion, with the hope of gaining new members and hearing not so old sea stories.

Kay, myself, and daughter, Demi, recently hosted a lunch feed at our home here in Texas for a group of Wounded Warriors who were headed to a ranch south of us for a hunt, which was sponsored by Trinity Oaks Organization.

SAMC is the Medical Center in San Antonio where the injured service members come for treatment and rehabilitation. This is an outstanding program for our Warriors. If you can be part of any program that supports the troops, DO IT. It makes you feel good all over.

Steve Petersen

(Left) Steve and Kay Petersen welcome a group of injured service members to their home for a barbeque.

(Below) Wounded Warriors enjoy barbeque at the Petersen's home before continuing on to a hunt sponsored by the Trinity Oaks Organization.



If You Have Two Addresses

We just had the double address system repaired on the Association's computer, so for those of you who have two mailing addresses, please send me the following:

1. both complete mailing addresses, and
2. include the months you want those addresses switched, so you can get the *Quarterdeck Log* at your Winter or Summer address.

Keep in mind that *The Quarterdeck Log's* submission deadline dates are February 1, May 1, August 1 and November 1. Please do not select any of those months to change your location since the magazines get mailed out during those months.

Also, we have so many members who have not submitted their e-mail address. Your email address is so useful, especially if your membership expires or for some other reason we need to quickly contact you.

Please submit your email address to me at: cgcva@comcast.net so we have it in the system. Keep in mind that we' don't share these email addresses with the general public.... ever!

Our Loveable Association Mascot

After we (CPOA Yorktown Chapter) left the Coast Guard Combat Veterans 2013 Reunion in Reno, we ventured out into the desert and Steve Pacheco had the idea of bidding on Chieu Hoi and recruited the rest of the GOCARTS road crew to help fund it. I heard there was quite a bidding war going on over the phone and that we ended up winning it.

So, we would be the caretakers for the next two years of this sacred relic that has been passed around for

years. Retired MKCM Steve Petersen met us in Utah to deliver Chieu Hoi and even took a stint at driving the golf cart for a few miles. We never thought we would see MKCM Petersen at the finish line in Yorktown three weeks later!

Chieu Hoi has spent the first year with Steve and wouldn't you know, he volunteered to be deployed again to Bahrain. Since I was a 1/5 owner, I had the honor of having custody of Chieu Hoi. Even Maury Povitch couldn't challenge that! Del transferred to Petaluma and Travis just retired. Kendall and myself are all that remain in Yorktown, Virginia.

As the Rites of Passage Committee Chair (JUDGE) for Chiefs Call to Indoctrination, I had Chieu Hoi be our Guest of Honor to attend. We had a Navy Senior Chief there and she secretly went around the room and raised \$180 and asked to borrow Chieu Hoi for a month to take around her area.

Travis and I were both there and we were hesitant to do this as we were responsible for the well being of the Fajita!! It's like being responsible for the Stanley Cup. We thought it over and we nervously agreed to do this as this adds to the adventure AND we are raising money for the CGCVA.

We got him back from the Navy with more pictures in the book to add to his history. Apparently, the MCPON met the little bugger too! Chieu Hoi is currently in my office at the Electricians Mate School House at Training Center Yorktown and he recently made another appearance at the October Chief's Rites of Passage.

EMCS Ray Rehberg

(Right) CGCVA mascot Chieu in his Association garrison cap.



Gary Sherman



Welcome New Members

<u>New Member</u>	<u>Sponsor</u>
Robert M. Cooper	Stephen Watts
Christopher A. Culpepper	Association
Vern C. Feye	Sam R. King
James M. Haag	Robert Miller
Richard E. Orton	James W. Ashe
Michael J. Russell	Association
Mark A. Stuart	CDR Eric Burnstein
Arthur R. Wallace	Association

Auxiliary News



(Above) Jerry Schambeau and Steve Petersen at Saint Leo University.

(Left) "For Those Who Serve" sculpture



about 30 miles north of Tampa, has for nearly 40 years been a leading provider of educational services to the U. S. military, educating on-ground or online. Nearly 50 percent of their students are active-duty military, reservists or veterans. Located in the middle of Saint Leo University's home campus you will find a sculpture

titled "For Those Who Serve". This sculpture has five life-size figures representing: Air Force, Army, Coast Guard, Marine and Navy. Together, they are holding Lady Liberty aloft. Extending a hand toward this statue is another statue of a teacher, symbolizing faculty working in teaching and serving military students. This passionately demonstrates their untiring commitment to the success of our many veterans. These veterans have justly taken advantage of the educational benefits that they have earned. This is just one of the many ways of showing respect to our military.



Betty Schambeau

Greetings,

A tribute to our Military, different places and things have different ways of showing respect and honor to OUR military. One such place is Saint. Leo University in Saint Leo, Florida. This University, located

2015 CGCVA Reunion

Last fall I asked that you think about ideas for the Silent Auction planned for our May 2015 Reunion in Buffalo, N.Y. Well it is time to get serious. We need your help! Interested parties will bid silently (hopefully with large amounts of money) as they make what will be donations to the reunion on your provided items. These items can be homemade, something you have and don't want any more, tickets to a place to go, etc. Keep in mind that the guy or gal can't live without your item and they must transport it home. I have been asked to be the contact person for the CGCVA Auxiliary in charge of running this silent auction. I am asking you to let me know what you will be bringing by filling out the below form and sending a .jpg picture to me so I can keep a log of what we will be able to offer.

Betty Schambeau
Auxiliary President

2015 CGCVA Reunion Silent Auction Item

Description of Item: _____

Name of Person Supplying Item: _____

Send to: Betty Schambeau at P.O. Box 207 in San Antonio, FL 33576 or to betty.schambeau@embarqmail.com

ByLaws Change Request

I hereby request that the Bylaws of the Association be amended as follows:

ARTICLE 1 – Organization

Paragraph 2. Purpose

Subparagraph “b.” to read:

“To promote public awareness of the United State Coast Guard’s participation in this nations armed conflicts, since its founding on August 4th, 1790.”;

Subparagraph “c” to read:

“To accomplish the programs as outlined in the Preamble”.

PURPOSE OF THIS CHANGE:

As a member in good standing, I submit this proposed change in our Bylaws to mirror what we currently do, every day, as Coast Guard veterans, to

provide public awareness of our participation in this nation’s conflicts, in response to an un-informed American pubic who have literally no idea what involvement the Coast Guard has had in defending freedom. I respectfully submit this amendment, not for the glory of ourselves but to show support for the widows, children and families of those Coast Guardsmen who have fallen in action defending this nation. This amendment will provide evidence that we exist for three purposes: 1) Fellowship, 2) Illumination or the Douglas Munro gravesite and 3) to honor their sacrifice by promoting public awareness. I could not imagine losing a son or daughter in battle and having someone say “The Coast Guard is in Iraq?” or in Vietnam or in any of the other theatres of war. I would have to ask myself if their sacrifice was worth it considering the public has almost no idea that members of the U. S. Coast Guard

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 contibuted \$10 or more to the QD Log Booster Club each year it would pay for all the expenses that go into printing and mailing the magazine. The idea was hatched at our Tampa Convention and several members contibuted 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:

Phillip Kies	Nicholas Rossi	Thomas Hogan	Thomas Patterson
Timothy Mowbray	Carmond Fitzgerald	Charles Bevel	Joyce Bevel
Duane P. Gatto	Gerald A. Nauert	John Gearty	Bruce Borthwick
Steve Petersen	Warren Krug	Lee White	Wayne Borchsenius

Donald Petersen IMO CGC Nourmahal (WPG-72)

Michael Placencia IMO PNVP Ed Burke

Baker & Marylou Herbert IMO PNVP Ed Burke

Ed & Mare Swift IMO PNVP Ed Burke

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.

have fallen in battle.

Although the Preamble does make reference to “further perpetuate the memory of our fallen comrades....”, and does suggest we “promote and enhance the image and posture of the United States Coast Guard” we are governed, not by the Preamble, but by our Bylaws, which provide the full purpose of our association’s existence. While we do provide fellowship and we do provide illumination for the Douglas Munro grave site, we have existed for more than those two single purposes. Since I became a member in 2003 I have been told by both officers and members that one of our additional purposes was to promote public awareness of the United States Coast Guard’s participation in this nations conflicts, but this activity is not constitutionally supported and it is the Bylaws that provide our written purpose. This amendment will support and reinforce activities we are currently performing and add constitutional strength to our association.

We are not just a social club who pays a monthly electric bill. We are more than that! We promote public awareness to honor the fallen and the Bylaws should verify our purpose and resolve!

Respectfully Submitted,

July 7, 2014

Gary R. Sherman, Life Member

Editor’s Note: Gary Sherman’s proposed Bylaws change was submitted to the CGCVA Board of Trustees in July 2014. All trustees agreed it was appropriate and it was then provided to our Bylaws Chairman Tom Hart who will read it at the Buffalo convention business meeting for a vote by the membership. It is included in this QD Log issue and will also be included in the Winter 2014 issue.

Vietnam War Veterans Recognition

If you served in the Vietnam War your emotions and memories are vivid.

If you were a citizen stateside your war opinions were that of a parent, a relative, a politician, a protester...

Because of its mismanagement by craven politicians, the war dragged on allowing a contemptible and an unethical mainstream media to turn people not only



Remembering Ed Burke

Everett P. Burke, 83, of Ashton, Md., died Sept. 27, 2014. He honorably served in the U. S. Coast Guard where he retired from in 1967 after 20 years of service. He was a member of American Legion Post 217, the Coast Guard Combat Veterans Association and the VFW. He was the son of the late Eva C. Hamilton, and brother of the late Marshall Hamilton. Surviving is his wife Nancy S. Burke, sister Nancy Scherzer (John) and many nieces, nephews, family and friends. Interment will take place at Arlington National Cemetery at a future date.

“I’m certain that Ed approves of the above obituary. Short and sweet. Ed loved short and concise, but meaningful. A really, “Squared Away” shipmate of mine since 1950, on the W-64 for two years together and also since 1990 when the CGCVA got us back together. Ed worked so very hard for our Association — as National Vice President, Secretary/Treasurer, Trustee, Reunion Committee Chairman, developer of our CGCVA Operations Manual and so much more. He always gave 100%.”

“Farewell Shipmate, it’s tough to see you go, but the mighty powers of Heaven are something we don’t know. We will meet you later on, and when we do, we’ll steer our rudders, cross your bow and ask you how you like God’s Coast Guard Cutters”.

Baker Herbert

against the war but also against the military men and women in the war.

Soldiers, sailors, marines, airmen, and coastguardsmen fulfilled their assignments with determination and valor. They performed their missions at the personal cost of serious injury and death. Many who served became friends with South Vietnamese military members and their families. The cruelty that happened to those people after the United States ran out on South

Vietnam is painful to think about.

Well, time passes. New generations come and go with no living experiences of the Vietnam War era. Society is great for celebrating milestones — even the news media-poisoned Vietnam War.

So, to commemorate the 50th anniversary of the Vietnam War the U.S. Congress mandated that military

and civilian organizations “thank and honor veterans of the Vietnam War...” To learn more about the program go to the website: www.VietnamWar50th.com.

The Coast Guard Combat Veterans Association has become a commemoration partner in getting recognition for the actions of U.S. Coast Guard members who served in, and supported, the war. From 2015-2017,

Port Security Units 20th Anniversary

It has been 20 years since 1995 when the Port Security Units (PSU) were officially commissioned, although there were three notional PSUs operating from 1985 to 1995. Those three concept units were PSU301 of Buffalo, NY; PSU302 of Cleveland, OH and PSU303 of Milwaukee, WI, comprised entirely of Reserve personnel and were the first PSUs to deploy in support of combat operations since the Vietnam War, which was Operation Desert Shield and Operation Desert Storm in 1990-91. In 1994, PSU301 and PSU302 again deployed to Haiti in support of Operation Uphold Democracy. It was in 1995 that the Coast Guard decided to commission and permanently stand up the PSUs to continue the commitment to Naval Coastal Warfare, merging the three notional PSUs into PSU309 and adding seven additional PSUs along the East, West and Gulf Coasts.

In 2015, we are celebrating not only the 20th anniversary of the commissioned PSUs, but recognizing the early PSU pioneers who developed and exercised the tactics, techniques and procedures used by today's PSU community. What better place to commemorate the event than in Buffalo, home of the notional PSU301 and coinciding with the CGCVA biennial convention. Past and present members of the PSU community are invited to attend, sharing their experiences and camaraderie with PSU veterans as well as with other Coast Guard men and women who have served in Operation Desert Shield and Desert Storm, Operation Uphold Democracy, Operation Iraqi Freedom, Operation Enduring Freedom as well as the battles of Vietnam, Korea and WWII.

The CGCVA will also honor the PSU community with a bronze plaque that will be presented to the Buffalo and Erie County Naval and Military Park for a permanent display next to the other military plaques, including that of Lieutenant Thomas James Crotty, USCG, the sole Coast Guard POW captured by the Japanese at Bataan. Lieutenant Crotty died while in captivity and was posthumously awarded the Bronze Star for his selfless acts as a POW.

If you are a PSU veteran, come join us at the CGCVA convention, reuniting with former shipmates and making new friends. It will be a great time for everyone. We look forward to seeing you at this event.

Information regarding the PSU 20th anniversary celebration will be periodically updated on the PSU Twentieth Anniversary Facebook page at <https://www.facebook.com/generic.male.1>.

**CAPT Karl Leonard, USCGR (PSU305, PSU309)
CAPT Bruce Bruni, USCGR (ret) (PSU301, PSU308)**



commemoration partners will carry out and document any action taken to honor the war and its participants. These activities can be anything from passing out fact sheets to holding a public event. Whatever you can imagine to do to honor Vietnam veterans is encouraged. These actions may be done by individuals of the Association or by the Association itself. The action needs to be approved by the Association Commemorative Partner committee chairman and followed up by an after action report to the chairman.

If you want to be on the committee contact the chairman. If you have suggestions on ways to remind people of the Coast Guard's role in the Vietnam War contact the chairman.

The Coast Guard Combat Veterans Association Vietnam War 50th Anniversary Commemorative Partner Chairman is: Paul C. Scotti, CGCVA Co-Founder and Historian. He may be reached by E-mail: psuscg@aol.com or by telephone in Palm Bay, Florida, at (321) 725-3753.

This program is an impetus not only to honor our Vietnam Veterans but also gain recognition for the Coast Guard Combat Veterans Association that honors Coast Guard members in all wars and conflicts.

PNP Paul C. Scotti

Saluting WWII Veterans

I am now residing in Saucon Valley Manor in Hellertown, Pa., and received collected mail from my son who lives in Lebanon, N.J. He had been holding my mail until I got settled in, so I hadn't seen the *QD Log* magazine for awhile. After moving in I learned that a Veterans' Day tribute near me has special plans to salute all WWII members attending. The Manor staff gave notice of the Nov. 9th event and we have at least 10 veterans, four of which are WWII. I contacted the



Approved design for the bronze plaque to be produced for the CGCVA and presented at the Buffalo and Erie County Naval and Military Park during the 2015 CGCVA Convention/Reunion in Buffalo, New York. Donations for this project can be sent to the CGCVA Administration Office.

coordinator of the event and told him I was a 90-year-old sailor from the "forgotten fleet". I had to say Coast Guard and he said I wouldn't be the only one. I'm looking forward to this event and my son will drive me there.

Arthur Wells

Remembering Robert S. Costill

My brother Robert crossed the bar in 2012. He was a very proud member of the CGCVA. He enlisted in the Coast Guard on June 22, 1942 in Baltimore, Md., and was discharged in Philadelphia, Pa., on December 29, 1945. He served a S/1c on the *USS Joseph T. Dickman (APA-13)* and was a coxswain during all the major invasions in Europe and Africa. Keep up all the great work! The CGCVA is a great organization. Gene D. Costill, LM

Here We Go Again...

I was reading the Philadelphia Inquirer of May 28, 2014 and saw an article by Barbara Demick of the Los Angeles Times titled "Chinese Ship Sinks Vietnamese Boat". It was about a wooden Vietnamese fishing boat

near a Chinese-operated oil drill in disputed South China Sea waters. No one was injured in the incident but it capped a week long series of clashes between Vietnamese and Chinese vessels, occasionally dueling it out with water cannons. In this instance, the Vietnamese claimed their boat was surrounded by 30 larger steel Chinese boats and one of them deliberately rammed it. The Chinese responded that the Vietnamese boat was harassing a Chinese fishing boat. And on it goes.

It reminded me of my time in Vietnam. In the 1973/74, the ex-CGC *Chincoteague* (WHEC-375), along with other 311's and South Vietnamese naval vessels got into a brief gun battle with Chinese gunboats in the same area over the Paracel Islands. The *Chincoteague* took a few hits and was damaged. Listing, it headed back to port for repairs. *Chincoteague* had been transferred to South Vietnam in 1972.

Presenting the 2013 POY Award

On September 20th, I had the honor and privilege to present the 2013 CGCVA Person of the Year Award to GM3 Samuel Peikert at USCG Tactical Law Enforcement Team South (TACLET) located on USCG Air Station, Opa Locka, Florida.

The presentation was an All Hands event with the recipient still in the dark about what was scheduled for this day. The command did an outstanding job of keeping it a surprise, although, according to Command Master Chief Christopher Ellis, GM3 Peikert, being a stellar sailor, he knew something was in the wind.

In 2013 GM3 Peikert went to Washington D.C., where he received the USO Coast Guardsman of the Year for his actions. In 2014 he was awarded the Silver Lifesaving Medal for the rescue of a father and son from the San Marcos River in central Texas. His actions that day, while on liberty, show the true meaning of the phrase "U.S. Coast Guard, the Lifesavers".



In addition to the POY plaque, I presented Petty Officer Peikert a gift card of \$250.00.

Prior to the presentation, I

(Left) The patch is the Central Command (CENTCOM) patch. It consists of a knife with an olive branch wrapped around it over a field of sand. TACLET SOUTH placed a Coast Guard racing stripe over the existing CENTCOM patch to create a pseudo Coast Guard Central Command (CGCENT) patch.



(Above) VP Steve Petersen with TACLET SOUTH command master chief MECM Christopher Ellis and 2013 CGCVA POY recipient GM3 Samuel Peikert.

had the opportunity to address the members of TACLET SOUTH informing them as to who and what we are all about and our 30-year history. Later, I passed out copies of the *QD Log* and application forms with the intent of recruiting some new members that I found out were eligible for the Association.

Upon completion of the ceremony the command



(Above) DC3 Nathan Bruckenthal marker at TACLET SOUTH in Opa Locka, Florida.

Coast Guard Cutter Ray Evans Commissioned



(Above) Lt. Drew P. Cavanagh, commanding officer of the CGC Raymond Evans, thanks guests for being present for the commissioning ceremony.

attempted to take approximately 500 Marines off the beach. Sgt. Roy Pugh was among those Marines who was rescued (he continued to fight the war). Evans and Munro gained national acclaim for their heroic rescue operation that saved a Marine Corps unit that was trapped behind enemy lines. Munro gave his life for his country that day and was posthumously awarded the Medal of Honor, and to this day remains the only Coast Guardsmen to receive this award. Evans survived the mission and was awarded the Navy Cross. Ray Evans was

commissioned in mid-1943 and continued his USCG career after the war, retiring as a Commander in 1962. (Photos by PO3 Mark Barney, USCG)



(Above) Rear Adm. Jake Korn, Coast Guard 7th District commander, congratulates the crewmembers of the CGC Raymond Evans moments before its commissioning Sep. 6, 2014. The Raymond Evans is the fourth fast response cutter homeported in Key West.



(Left) Adm. Paul Zukunft, Commandant of the U.S. Coast Guard, greets a U.S. Marine aboard the CGC Raymond Evans. Adm. Zukunft served as the presiding official at the cutter's commissioning ceremony.

On Sep. 27, 1942, fierce fighting between enemy Japanese forces and U.S. Marines was taking place on the island of Guadalcanal. The fighting reached a point where the Marine Corps unit was being overrun and the request went out for the U.S. Coast Guard to evacuate them off the beach. Raymond Evans and his shipmate, Doug Munro,



(Above) William "Bill" Evans, grandson of Raymond Evans, presents Lt. Drew P. Cavanagh a plaque during the cutter's commissioning ceremony at Coast Guard Sector Key West, Florida, Sep. 6, 2014. Evans was awarded the Navy Cross following his heroism at Guadalcanal during WWII.



(Above) Sgt. Roy Pugh, a WWII Marine Corps veteran, presents the ceremonial long glass to a crew member aboard the CGC Raymond Evans. Pugh was among the Marines rescued by Raymond Evans and Douglas Munro at Guadalcanal on Sept. 27, 1942.

presented me with assorted unit patches and I, in turn gave away a few of our challenge coins.

Following the event, the commanding officer, CDR

Michael Fredie, and the executive officer, LCDR Christian Gaudio, gave myself, Kay and our son, Will, a tour of the TACLET facility. The various training aids were

boat and compartment closed space aids that they would be encountering during their deployments. While on the tour we paid our respects at the monument that was erected outside one of the buildings in honor of DC3 Nathan Bruckenthal, who had been a member of this team.

Next, it was off to the galley for a great lunch provided by the command. CDR Freddie joined us at the table, along with GM3 Peikert and his new wife of six months, Jackie. It was nice to speak with them all one on one.

Sam Peikert is a very deserving selectee for our POY Award. The Coast Guard will be losing Sam in the near future though as he will enter into the wild Texas oil boom. We wish him and Jackie the best of luck.

In closing, I would like to thank all members of the TACLET SOUTH Command for making my trip to their unit a memorable experience. We could not have been treated better. BRAVO ZULU! **Steve Petersen**

USS Serpens and USS Celtic

Ahoy Mates:

Here's some additional information on *USS Serpens (AK-97)* and my ship, *USS Celtic (IX-137)* and a thank you for running the article on the *Celtic* in the Summer 2013 *QD Log* issue.

An earlier article in the *QD Log* said that *Serpens* was loading mines when she exploded. We (*Celtic* crew) were only told she was loading munitions so the *QD Log* rang a lot of bells. In 1944, an all-Black Navy crew was loading mines at a Navy depot on San Francisco Bay and a similar tragedy wiped out the entire crew. A large number of Black sailors at the facility mutinied, were tried, etc. Very messy. A few years ago, a reinvestigation showed the mines were loaded with a different explosive — not TNT — and required special handling. The explosive was torpex, used by the British in torpedos. Of course this brought a long overdue revisit to the mutiny and courts martials. Now to the *Serpens*...

could it have been torpex that was the culprit, tearing that ship to shreds? Touchy stuff and very powerful!

Back to the *Celtic*. She hit the briny deep in the early 1920's as the *S.S. Java Arrow*, a Socony Vacuum tanker. In the 1930's she received a plaque and commendation from the Japanese government for rescuing some fishermen. Very early WWII found her sailing up the coast of Maryland and in the periscope of a U-boat. Being empty she wasn't much of a target. One torpedo took out the engine room but she survived the attack. She was towed into Baltimore where the wreckage was cut away and a huge Scot-Built 2-cycle diesel salvaged from a British ship was installed. Voila! The newly dubbed *MV Kerry Patch* was ready for sea trials. One original boiler was retained to power a compressor, necessary for operating the 2-cycle diesel, and the pumps, probably

Munro Remembered at Cle Elum



CGCVA Trustee Ernest "Swede" Johnson (right) with local Coast Guardsmen after placing a CGCVA wreath at the gravesite of Coast Guard Signalman First Class Douglas A. Munro in Cle Elum, Washington on Sept. 26th, a day before the 71st anniversary of Munro's death. Munro, while serving as coxswain of a Higgins boat, was killed while helping evacuate Marines from the beach at Guadalcanal and was posthumously awarded the Congressional Medal of Honor.

Coast Guard Heritage Museum

I attended a *CGC Castle Rock* reunion recently in Hyannis, Mass., which is right next to Barnstable where the Coast Guard Heritage Museum is located. The building, which is an 1880s U. S. Treasury Customs House building, now fully occupied by the Coast Guard Heritage Museum.

This is a terrific museum, with numerous items from the U. S. Lifesaving Service and the U.S. Revenue Marine, with many old uniforms and memorabilia from pre-1915. There is also much from WWII, Vietnam, some Desert Storm and much more from the Global War on Terror.

The Museum is dedicated to the preservation of the history of the United States Coast Guard and its predecessor organizations. In addition to USCG history, the location includes the Oldest Wooden Jail in America and the Village Blacksmith Shop.



The Coast Guard Heritage Museum has two floors of exhibit space. The first floor features the origins of the Coast Guard, beginning with the Revenue Cutter Service in 1790, U. S. Life-saving Service, and the Massachusetts Humane Society.



This year they have a special exhibit in honor of the 60th anniversary of the greatest small boat rescue in USCG history and the heroes of the Pendleton and Fort Mercer rescues.

The museum Gift Shop, containing a variety of books, videos and artwork is also located on the first floor.

For a Coastie, this is the best \$5 you're going to spend on liberty in your lifetime! Everyone who has served in the United State Coast Guard should see this museum!

Thank you and Semper Paratus!

Gary Sherman

early 1944. The U.S. Navy acquired the ship while in the New Hebrides, converted the upper deck of forward cargo hold to crews quarters and renamed it *Celtic*. It became an integral part of Adm. Nimitz' service squadron 10.

The photo in the *QD Log* was probably taken before the torpedoing. An officers quarters, navigation bridge, etc. being built aft of the main mast and a smaller one-story high area was built just aft of the rear mast with just enough room for a 4" .50 cal. gun.

Celtic was a good ship with an excellent crew. We continually pumped more oil than the other three tankers in the division combined. One of them, the *Aberenda*, was also Coast Guard-manned. **Bill Hitt**

(Right) Celtic's "new" construction and my 20mm gun, not the 3" .50 cal. at the bow.



Minnetonka Memories

I served aboard the *CGC Minnetonka (WHEC-67)* during the 1968 Vietnam deployment as the Gunnery Officer. After my wife passed away in 2005, I found she had kept all the letters that I have written her during the deployment. I edited out the personal portions of the letters and submitted the excerpts to the Coast Guard Compass Blog. The excerpts, as well as a few photos were published in their July 4, 2010 edition so if anyone is interested in seeing them they're still on the website.

A few years ago, the stern section of the *Minnetonka* was located at McAvoy Yacht Harbor, which is near Bay Point, Calif. Using Google Maps, you can zoom in at the parking lot entrance to McAvoy and get a pretty good look at it. In 2012, the last living commanding officer of a 255', Hoagy Holmgren, my former GM1, Jack Hunter, a former SN, Tom Groseclose and I went to the marina and with permission from the owners, removed the stern light and mooring light from the stern mast. The parts have been cleaned, painted, rewired and mounted on a display stand and it currently resides in my garage. If you think this might be something for the new Coast Guard Museum, let me know and I will mail pictures to you.

Keith Barker

(Editor's Note: Thanks Keith. I'm sure the new Coast Guard Museum would be interested in learning about the Minnetonka lights but you may also want to contact the Coast Guard Heritage Museum in Barnstable, Mass. See the article on page 13.)

Military Retirees Turning 65

Military retirees turning 65 should understand the difference between Medicare and TRICARE as they are

separate programs. Medicare is health insurance for people age 65 and older, as well as for people under age 65 who qualify for Social Security disability insurance. TRICARE for Life (TFL) is TRICARE's Medicare wrap-around coverage and is available to all Medicare-eligible TRICARE beneficiaries. In order to be covered by TFL, beneficiaries must have Medicare Part A (hospitalization) and Part B (medically necessary services like doctors' services, outpatient care, home health services, and other medical services) coverage.

For TFL beneficiaries, Medicare is the primary insurance and TFL acts as the secondary insurance, minimizing your out-of-pocket expenses. There is no enrollment fee or paperwork associated with TFL; however beneficiaries must sign up for Medicare Part B as soon as they become eligible to avoid late-enrollment penalties. There is a monthly premium for Part B coverage, based on income. For more information regarding Medicare enrollment, call 1-800-633-4227 or visit www.tricare.mil/tfl/.

as soon as they become eligible to avoid late-enrollment penalties. There is a monthly premium for Part B coverage, based on income. For more information regarding Medicare enrollment, call 1-800-633-4227 or visit www.tricare.mil/tfl/.

TRICARE Health Concerns While Travelling?

If service members and their families have a medical problem while traveling this fall they can call the Nurse Advice Line (NAL) while on the road. Call 1-800-TRICARE (874-2273), Option 1 to talk to a registered nurse (RN) who can answer your urgent care questions, give you health care advice, help you find a doctor or schedule a next-day appointment at a military hospital or clinic. If you or a member of your family gets ill while you are traveling, calling the NAL can help you figure out what steps to take. The NAL is available 24 hours a day,

Continued on page 25



(Above) CGC Minnetonka (WHEC-67)

Coast Guard Combat Veterans Association

REUNION/CONVENTION REGISTRATION FORM

May 17 - 22, 2015
THE MILLENIUM HOTEL
2040 Walden Avenue
Buffalo, New York 14225
Reservations: 1-800-323-3331

Room Rates: Single or Double occupancy \$90.00 plus 13.75% tax
Courtyard Room \$100 plus 13.75% tax

PLEASE BOOK YOUR ROOM DIRECTLY WITH THE HOTEL
(Be sure to mention Code: 1501COASTG)

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

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



(Please type or print clearly)

Name: _____
Address: _____
City/State/Zip Code: _____
Phone: _____
E-mail Address: _____
Arrival Date/Time: _____
Name of Spouse/Guest: _____
Name(s) to Appear on Badge(s): _____
Vessel/Unit: _____

Coast Guard Combat Veterans Association

Registration/Tour/Banquet/Lunch Reservation Form

CGCVA Registration:

<u>Early:</u>	Cost	How Many	Total
Received by March 1, 2015	\$25.00/person	X _____ =	_____
<u>Late:</u>			
Received After March 1, 2015	\$35.00/person	X _____ =	_____

Tuesday, May 19, 2015

Bus Transportation to Niagara Falls State Park and Niagara Seneca Casino

\$25.00/person X _____ = _____

Wednesday, May 20, 2015 11:30 a.m.

CGCVA Business Meeting/Luncheon

\$20.00/person X _____ = _____

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

Wednesday, May 20, 2015 11:30 a.m.

Auxiliary Friendship Luncheon

\$20.00/person X _____ = _____

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

Thursday, May 21, 2015

Cocktail Hour (5 p.m. with Cash Bar); Awards Banquet (6 p.m.)

\$50.00/person X _____ = _____

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

TOTAL AMOUNT ENCLOSED FOR ABOVE ITEMS: \$ _____

Please help the committee by making your reservations as early as possible. We must provide headcounts in advance. It takes a lot of time and effort negotiating to get the best deals possible so you can come and everything is in place when you arrive. So again, please help us by filling out these forms and sending them with your check to Mike Placencia as early as you can. Thanks for your help and consideration!

Coast Guard Combat Veterans Association

Reunion/Convention Itinerary

THE MILLENIUM HOTEL

**2040 Walden Avenue
Buffalo, New York 14225**



Sunday, May 17

**4:00 p.m. — CGCVA Officers/Trustees Board Meeting.
— CGCVA Planning Committee Meeting**

Monday, May 18

**9:30 a.m. — Registration and Hospitality Room open.
4:00 p.m. — Opening Ceremony.
5:00 p.m. — CGCVA 30th Anniversary Celebration.**

Tuesday, May 19

**9:00 a.m. — Registration and Hospitality Room open.
10:00 a.m. — First Bus Run departs for Niagara Falls & casino.
11:15 a.m. — Second Bus Run departs for Niagara Falls & casino.**

Wednesday, May 20

**9:30 a.m. — Registration and Hospitality Room open.
11:30 a.m. — CGCVA Business Meeting/Luncheon.
11:30 a.m. — Auxiliary Friendship Luncheon.**

Thursday, May 21

**9:30 a.m. — Hospitality Room open.
5:00 p.m. — Cocktail Hour (cash bar).
6:00 p.m. — Awards Banquet.
Hospitality Room reopens after Awards Banquet.**

Friday, May 22

Check Out. Have a safe trip home.



Note:

Upon arrival at the Millennium Hotel, be sure to check the times of the events and tour as they are subject to change.

Coast Guard Combat Veterans Association

General Information for Members and Visiting Associations

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



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

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



Refund Policy:

Requests for refunds of all payments will be honored for compelling reasons if they are received by April 17, 2015. Refund requests after that date honored after the convention, subject to the availability of funds, after all convention expenses are paid, Registration fees are not refundable. This is due to the fact that the monies have already been spent for necessary convention items.

Leyte Invasion — Serving On APA-25 in the Pacific

by Bob Melvin

The United States Coast Guard was not an outfit that only guarded the shores of the U.S. The Coast Guard participated in every invasion from the sea during WW11. It's Coast Guard-manned ships and personal were there from Attu in Alaska to the final assault on Okinawa. They were in service patrolling the Atlantic and landing troops on D-Day and in Italy.

The landing at Leyte in the Philippines was little different than the many others during the war. The Coast Guard-manned *U.S.S. Arthur Middleton (APA-25)* was there and had a proud record. It was an attack transport 489 feet long, 69 feet wide, and carried 20 LCVP's (Landing Craft Vehicle Personnel).

It had landed troops on shore at Tarawa under heavy fire. Many of the boat crews were wounded during this operation. It next was in the invasion of the Kwagelian and Eniwetok Islands. The ship next landed troops on D-Day on Saipan. It returned to San Pedro, California in late July 1944 and sailed again for the South Pacific on Aug. 12, 1944.

After loading 1,200 troops on board at Pearl Harbor, *APA-25* began training for the Leyte invasion. Now the ship with too many men crowded into too little space sought diversion with gambling and bitching. The fetid air in the hold of the ship drove men up on deck to join the milling throng. Some of the soldiers were so sea sick that they crawled to the edge of the deck, hung their heads over the edge to retch and almost asked to be pushed over. For some

the sickness never ceased while others adjusted and joined the games. After many days at sea, during the night, the ship's crew ceased moving. They had arrived at the staging area.

Every type of ship from battleships, destroyers, LSTs, and transports were spaced across the sea. The arriving ships were now greeted by the sounds of the battleships sending their parcels of destruction toward an as yet unseen island.

At dawn, the landing craft were lowered and soon formed endless circles off to the sides of the ships. Soon the sea was filled with churning circles of the boats. As far as the horizon ships of all sizes could be seen.

Soon the signal came for the landing craft to move up to the side of the ship where cargo nets had been draped over the side. Soldiers clumsily worked their way down the nets and stepped and stumbled into the small craft to claim a space. None wanted to be against the steel ramp in the bow of the boat. The 36-foot wooden (Higgins) landing boats were manned by a crew of three — a coxswain to pilot the craft, a mechanic to tend to the engine and a seaman to clean, paint and maintain the craft. As the craft pulled away from the ship the young sailor stood at the front of the boat peering over the ramp. It would be his duty to look for submerged tank traps, coral or anything likely to damage the craft. Upon hitting the beach he would release the clamps securing the ramp to allow it to be lowered.

The soldiers now knew they would soon be racing over and off this ramp into what terrors they could not imagine and into the hell ahead.

The landing craft lumbered along to join other full boats facing the shore. The soldiers were now aware of the rocking and violent pitching of the boat. This was so different from the undulating roll of the ship they had just left. A strong penetrating smell of urine and body odor collected in the well of the craft in spite of the wind whipping the boat. Each man covertly looked at his

(Left) USS Arthur Middleton (APA-25)



Feature Articles

companion wondering which of those would live out the day. The landing craft soon joined the other boats and claimed their place in the long line facing the shore. They were much like speed boats eager for the race to begin.

The lead boat gave the signal and the line lurched forward. The young seaman could see that the ugly steel-tracked Amtracks had already reached the shore and deposited their human cargo on the sand. The shore line was at hand and with a sickening crunch, the craft hit the sand and the backward jolt pushed the men back onto themselves and alerted them to their destiny. The mechanic tripped the mechanism and the metal ramp dropped onto the sand. As a unified force the men lunged from the craft and pounded up the beach to join the men from other craft.

The noise of battle was every where — the clanking of tanks as they left the larger landing craft, the explosions from far away, men shouting and planes roaring overhead. Everywhere on the beach was a bewildering demolition derby of vehicles, some upended spewing smoke, there were men crawling, men running and some lying still on the sand. The shore line was littered with boats turned over on the beach, some splintered and others turned sideways to the ocean.

All this was not registering with the boat crew as they labored to raise the ramp with their hand powered winches. When half-raised, the coxswain hastily backed off the beach. The water was now littered with stray pieces of equipment, some bodies and a thin film of oil. The floating khaki bodies were those who so valiantly raced off the ramps only to be tagged with that special bullet meant only for them.

The craft shot backwards and then the motor uttered a sickening thud and the boat swung crazily, dead in the water. Repeatedly the coxswain hit the starter button with no sound from the motor. He cursed and pointed to the seaman. He screamed, "The propeller is clogged. Over the side and free it!" So, with knife in hand, the youth dove overboard and swam under the craft. He grabbed the drive shaft and worked his way back to the propeller. A grisly mass of pants and pulpy flesh was twisted tightly around the blades of the propeller and drive shaft. Somehow the shoe was still attached to

(Right) *USS Arthur Middleton (APA-25)*

the stump and wiggled in the current. The youth grabbed at the clothing and slashed again and again at the bundle. This mass was preventing him and the crew from retreating from the hell on the shore.

Never mind that a short time ago it might have belonged to one of the men they had ferried to the shore. That unfortunate had his chance and lost. The youth shot to the surface, spit out seawater, and returned to the task. He slashed and tore at the clothing and flesh. It only mattered that they be free and on their way back to the ship. At last the remaining remnant of bloodied clothing was released.

The youth broke the surface and reached for the hands that dragged him back on board. Under the coxswain's urging, the motor now roared to life. The race back to the ship was on and they were away from the hell on the beach.

The runs to the beach and back to the ship were repeated again and again. The boat now had wounded on board to be ferried to the waiting hospital ship. The sky was now speckled with air craft, some diving seaward on a path to a ship while others were spewing black smoke and plunged in a sloping arc into the sea.

Some ships were slanted against the water with smoke and flames bellowing upwards. Each time the boat crew hurried back they were relieved when they found their ship unscathed. As the afternoon sun dipped below the horizon the boat crew returned from the shore only to find the ship under way and sailing out to sea. They were waved away as they approached and were left adrift and orphaned. The coxswain shut off the motor and they drifted amid the turmoil as they saw more and more of the transports lift anchor and head for the open sea.





(Above) Heading in to Leyte Beach

Out at sea and underway, the ships had a better chance of evading the diving suicide planes. The abandoned landing craft were left to find their own safety. It was unlikely that a pilot in a diving plane would waste himself on a small wooden landing craft. Darkness came and the landing craft headed for the destroyers and other craft that remained.

Other than sandwiches and fruit juice, the boat crew had not eaten since 4:00 that morning. Dejected, they headed for shore where they beached their craft and crawled into the well of the boat for a well earned sleep. Throughout the night they were awakened by gunfire and missile blasts.

Dawn broke and the three men draped themselves over the gunwale to observe the littered beach. The bodies had been removed but the broken boats, disabled jeeps and trucks were still there and gave the appearance of an unkempt junk yard. They lowered the ramp, jumped ashore and searched among the smashed boats for one bearing their ship's number and were gratified to find none. Returning to their craft, they headed out to sea and were greeted by their ship steaming into view. It dropped anchor and they tied up to a boom jutting out from the side of the ship.

After a shower and a meal they listened as their ship mates told them that eight crew members had been hit by falling shrapnel and were in sick bay. A few of them were transferred to a hospital ship. The boat crew told and retold their adventures landing troops on shore and then spending the night in their landing craft.

The ship and crews left Leyte Gulf and headed for another port to pick up troops and prepare for another invasion. They did not know it at the time but they were slated for the landings at Luzon and then the final landing at Okinawa close to the shores of Japan. Wherever they were sent, they knew they would be in the company of other U.S. Coast Guard vessels.

Note: The above article was written by my Dad, who, at 18, volunteered for the Coast Guard to fight in the Pacific in WWII. He is now 90 years young, still dancing and playing pool.

Lorene Melvin

Native American Service in the U. S. Coast Guard

by William H. Theisen, Atlantic Area Historian

Minorities have participated in the U.S. Coast Guard since the Service's beginning in 1790 and have served throughout the history of the Coast Guard and its predecessor agencies. Since the early nineteenth century, Native American Coast Guardsmen from a variety of tribes and locations pioneered the way ahead for service diversity.

The first Native Americans who participated in the Coast Guard's predecessor services typically came from coastal tribes whose members were expert watermen. These tribes included the Wampanoag in Massachusetts, Algonquin in North Carolina, Ojibwa in the Great Lakes, and the Makah and Quileute tribes in Washington State.

Native Americans from these tribes could be found at shore bases in predecessor services such as the U.S. Life-Saving Service and the U.S. Lighthouse Service. For example, by 1815, the lighthouse keeper at the Gay Head Light, on Martha's Vineyard, hired members of the Wampanoag Tribe to support lighthouse maintenance and operations.

In Washington State, in 1877, a white keeper and an entirely Native American crew manned the Life-Saving Service station at Neah Bay. The Neah Bay crew included Makah and Quileute surfmen, including As-chik-abik, Quedessa, Tsos-et-ooos, and Tsul-ab-ooos. With the exception of Native American scouts employed by the U.S. Army, this



(Above) Photograph of the U.S. Life-Saving Service crew at Neah Bay, Washington Territory. The crew members were predominantly Makah Tribe members. (Coast Guard Collection)

station was the first majority Native American unit in federal service. Ironically, it was established within a year of cavalry commander Col. George Custer's famous "Last Stand" at the Little Big Horn.

From 1912 until 1933, the Lighthouse Service assigned Keeper Charles Vanderhoop, of the Aquinnah Wampanoag, to lighthouses on Nantucket and Martha's Vineyard. He preferred to hire Wampanoag tribal members as assistants because they proved more reliable than the islands' white inhabitants. Vanderhoop was very popular as the long-time keeper at Gay Head Light, providing tours for approximately



(Above) Locally famous lighthouse keeper Charles Vanderhoop, of the Aquinnah Wampanoag, who oversaw lights on Nantucket and Martha's Vineyard. (Coast Guard Collection)

300,000 visitors.

Native American Coast Guardsmen have also served with distinction in time of war. Carlton West, a Wampanoag citizen of Nantucket, served in World War I and World War II. During World War II, George "White Bear" Drapeaux, of the Sioux Nation, became a gunner's mate on board the transport *USS Wakefield*, which lost several crewmembers while evacuating civilians from Singapore, before its fall to the Japanese. In 1942, Pawnee tribal member Joseph Toaty operated a landing craft as coxswain bringing ashore marines at Guadalcanal and the enemy's hotly-contested island base at Tulagi. And, in 1943, Chickasaw citizen James Leftwich enlisted at the age of fourteen. He was the youngest known

(Left) A photo of Wampanoag Carlton West during World War I. Native Americans served in Coast Guard predecessor services with distinction since the early 1800s. (Nantucket Historical Association Collection)

Coast Guard enlistee of the war, suffered wounds in the line of duty at Eniwetok at the age of sixteen, and retired a Coast Guard officer in 1964 after a very productive career.

In modern times, Native American Coast Guardsmen have come from a variety of Indian tribes and nations, including not only American coastal tribes, but also the Sioux, Cherokee, and many other inland tribes. Native American men and women have



(Left) In 1942, USS Wakefield gunner's mate George "White Bear" Drapeaux, of the Sioux Nation, helped fight off attacking Japanese aircraft while the transport evacuated civilians from the doomed British territory of Singapore. (Coast Guard Collection)

helped lead the way for all minorities in the Coast Guard and their efforts have benefitted all who serve in the U.S. military, federal government, and the nation as a whole.

A History of Pacific Island Service Members in the U. S. Coast Guard

by William H. Theisen, Atlantic Area Historian

Asian and Pacific Island individuals have participated in the U.S. Coast Guard for over 150 years, playing an important role in the history of the Service and its predecessor services. Cultural contact with Asian and Pacific Island peoples came only as the nation's borders expanded gradually to the Pacific Rim. The first documented case of an Asian man serving on board a cutter took place in 1853, when the cutter *Argus* rescued a Japanese survivor of the dismantled junk *Yatha Maru* and enlisted him into the crew.

Cutter muster roles tell the rest of the story of Asian and Pacific Islander participation in the nineteenth century. Ethnically Asian and Pacific Island names begin to appear on cutter muster rolls just after the Civil War. The expansion of revenue cutter operations in the Pacific and the purchase of Alaska in 1867 presented an opportunity for more Chinese and Japanese men to enter the rolls on West Coast cutters.

As with other minorities, these men initially filled positions in food service or in non-ranking enlisted rates. By the end of the century, virtually every Pacific-based cutter employed Asian and Pacific Island crewmembers.

(Right) A rare photo showing Asian and Pacific Island personnel on board Cutter Bear. These personnel began to serve on West Coast cutters immediately after the Civil War. (Coast Guard Collection)



(Left) Photo of Soong Yao-ju during his years in the United States. This image was taken at his church in Wilmington, North Carolina. (Courtesy of the 5th Avenue Methodist Church, Wilmington)

The Service's most famous Chinese member, Soong Yao-ju, served on East Coast cutters *Schuyler*, *Colfax* and *Gallatin* between 1879 and 1881. After his brief career in the Revenue Cutter Service, Soong attended college and travelled to China as a missionary. He became a wealthy man whose sons and sons-in-law included contemporary China's most powerful military, political and economic leaders.





(Above) Samuel Amalu was one of many Pacific Island personnel who entered the Lighthouse Service after the 1898 annexation of Hawaii. (Coast Guard Collection)

(Right) Florence Smith Finch supplied food and medicine to American POWs in the Philippines then became a Coast Guard SPAR late in World War II. (Coast Guard Collection)

(Far Right) This photograph from the Coast Guard Academy yearbook Tide Rips shows Jack Ngum Jones, the first known minority to graduate from that institution. (Coast Guard Collection)

Born in Kobe, Japan, thirty-seven-year-old F. Miguchi enlisted as a cook in April 1904 on board the Gresham at the age of thirty-seven. By the time he left the Service in December 1905, he had advanced in rate from ship's cook to wardroom steward; saved the life of a drowning shipmate; and received the first Silver Lifesaving Medal awarded to a minority Coast Guardsman. Little else is known about Miguchi and even his first name remains a mystery to this day.

Before 1898, Asians served mainly on cutters based out of the West Coast, but the Spanish-American War altered the Service's ethnic chemistry, adding more enlistments from the Philippines and Guam. In 1898, Congress also passed legislation annexing the Hawaiian Islands as a U.S. territory and bringing even more Asian and Pacific Island recruits into the Service.

Hawaii has a history of well-known lighthouse keepers,

including Manuel Ferreira and Samuel Amalu. Amalu joined the U.S. Lighthouse Service in 1906 and served over 30 years. He became the dean of Hawaiian lighthouse keepers and set the standard for future keepers. Known as one of the "grand old men of Hawaiian lighthouse lore," Manuel Ferreira began his career in 1908 and served as the keeper of seven lighthouses.

At the beginning of World War II, after the attack on Pearl Harbor, Japanese-Americans were initially excluded from service in the Coast Guard. On the other hand, Filipinos comprised the largest Asian and Pacific Island ethnic group to serve in the war. Most of these men were American citizens, but many native Filipinos transferred to the Coast Guard after the Japanese captured their homeland in 1942.

Native Filipino Florence Finch worked for General Douglas MacArthur's intelligence office. After the Japanese invasion, she smuggled supplies to American POWs and Filipino guerrillas. The Japanese arrested Finch, but



American forces freed her in early 1945 and she boarded a Coast Guard-manned transport bound for the U.S. She enlisted in the SPARs, becoming the first Pacific Island-American woman to wear a Coast Guard uniform. Other Filipino-American trailblazers include Manuel Tubella, who in 1958 became the Service's first minority Coast Guard aviator and advanced to the rank of captain.

Jack Ngum Jones graduated from the Coast Guard Academy in 1949. A Chinese American, Jones was the first minority officer to graduate from the Academy. Kwang-Ping Hsu graduated from the Academy in 1962. He was the

Feature Articles

(Right) Kwang-Ping Hsu, born in mainland China, was one of the Service's first minority aviators and became known for polar aviation missions. (Coast Guard Collection)

first native Chinese Academy graduate and he joined Tubella as one of the first minority Coast Guard aviators, flying missions in the Arctic and Antarctic.

Coast Guardsman Juan Salas was the first native of Guam to graduate from a U.S. military academy and, in

1986, he became the first Guam native to command a U.S. vessel. 1986 also saw Hung Nguyen become the first Vietnamese-born graduate of the Coast Guard Academy.

The late-twentieth century saw Asian and Pacific Island service members enter senior officer and enlisted levels in all branches of the Service. And, in



2014, Rear Admiral Joseph Vojvodich became the Coast Guard's first Asian-American flag officer.

Over the course of its history, Asian and Pacific Islanders have helped the Coast Guard better serve the nation and they will play an important role in shaping the Service in the 21st century.

(Left) In 2014, RDML Joseph M. Vojvodich became the Service's first Asian American flag officer. (Coast Guard Collection)

Notices & Association News

Continued from page 14

7 days a week. For more information on accessing the NAL while on the go, visit TRICARE's Nurse Advice Line webpage at: www.TRICARE.mil/NAL.

VA Home Loans Reach Milestone

The Department of Veterans Affairs (VA) announced recently that it has guaranteed 21 million home loans since the Home Loan Guaranty program was established in 1944. VA's Home Loan Program provides housing-related benefits and services to make home ownership possible and affordable for eligible Veterans, service members and surviving spouses, who want to buy, build, repair or adapt a home. Nearly 90 percent of all VA loans are made with no down payment. During FY 2014, the program also approved 1,253 grants to seriously disabled Veterans for the purchase, modification, or construction of a home specially adapted to meet their individual housing needs. Veterans may obtain a certificate of eligibility for a VA-guaranteed home loan through the joint Department of Defense-VA web portal eBenefits at

USCG Academy Homecoming



CGCVA LM Ed Bachand (right) presents CGCVA watches to 4/c Julianne Rogers and 4/c Nathan Rushing during Homecoming Week ceremonies at the Coast Guard Academy. Academy Superintendent Radm. Sandra Stosz stands at left. Thanks Ed!

www.ebenefits.va.gov, or by contacting their lender. For more information, visit Military.com.

Agent Orange and Prostate Cancer

Last fall I researched filing for disability benefits due to my prostate cancer and the agent orange issue regarding my service on the *Sebago* in Vietnam. I have received a disability pension. I filed in early December, two months after my surgery and received my first check in July.

Based upon the correspondence I received, the disability rating can vary based upon your medical condition post surgery. I have received a 40% disability. I don't yet understand all of the medical benefits that I can receive but am looking into that.

Will you please let *Sebago* or any other person that you think might benefit from the info, know that a claim should be filed if you have prostate cancer.

FYI, I had my prostate removed (at the Siteman Cancer Center in St. Louis) and seem to be cured, although I do have follow up PSA's taken quarterly.

I would be happy to discuss my issues with anyone who needs information. You can reach me at stldanb@gmail.com.

Dan Bothe

CGCVA Service Officers

Do you have questions regarding your eligibility for VA compensation or other veterans issues? If so, our Association has several extremely well qualified service officers who can assist you. Don't guess, contact one of these professionals. They truly care and will get you all the benefits you are entitled to.

Tom Huckelberry. Phone: 239-947-5499. Email: hucksandy@embarqmail.com.

Crossed The Bar

Vern "Andy" Anderson

PNVP Everett P. "Ed" Burke, LM

Robert S. Costill

Irving B. Jenkins, LM

Kirby K. Randall, LM

James A. Sandberg, LM

George F. Schordine, LM

Point Welcome Model Completed

Completed wooden model of CGC Point Welcome (WPB-82329) and display board of coins and ship's ribbons made by David R. Schenck who served on cutter in Vietnam. Dave says it was a good boat and he learned a lot while onboard. Nice work Dave!



Floyd Hampton. Phone: 252-338-1996. Email: poppopof2@hotmail.com.

Richard Hogan, Jr. Phone: 314-552-9888 (office) or 314-560-1402. Email: Richard.HoganJr@va.gov.

Police were called to a day care center where a three-year-old was resisting a rest.



The above photograph was taken at the Coast Guard Memorial situated on Poole Quay in Dorset, England. The Memorial is in respect of the Coast Guard representation at Poole during WWII. It was taken on the November 9th. The two men are Pete Harris and Jack Cooper from Southampton, England. They, together with 10 other guys dressed in D-Day assault equipment, took part in a march along the Poole Quay along with 12 veteran military vehicles and held a short ceremony and wreath-laying at the memorial. This culminated with two minutes of silence and the performing of the oade. John Flatt

70th Anniversary of D-Day

Guess I have a bit of a swelled head because I have sent the below pictures for the Quarterdeck Log. They were all taken during my visit to France for the 70th anniversary ceremonies at Normandy. My work there included staying at the headquarters of "Band of Brothers" at Angerville-au-Plain. I made the trip with the "Golden Wings Parachute Team" of former WWII vets headed by Col. Chris Harken. So many stories to tell about this trip but later for that. The Golden Wings have been there for the past 10 years jumping on June 7th. This year they made four jumps. I jumped with them (tandem) on Labor Day. At age 93, it was one more thrill.



(Above) Jack Hamlin receiving the Legion of Honor from French Minister at Utah Beach.

At age 93, it was one more thrill.

Jack Hamlin



(Above) Interview with Jack Read and Jack Hamlin on the Armed Forces Network.

(Right) Jack Hamlin with Coast Guard Commandant Adm. Paul R. Zumkunft at Rescue Flotilla #1 monument at Utah Beach.



Continued from page 1

two years as a GM3 and the only MK38 MGS technician and cutter rescue swimmer. Also while in Texas Sam met his wife Jackie Fairchild and married her in March 2014.

While aboard the *Dauntless* shortly after a three month patrol, Sam, his brother Johnny, ME2 Rivera and ME3 Schubert went on leave to hunt hogs at Sam's family's ranch in central Texas. While cooling off at the local swimming area the normally calm waters were running swift over a 25' waterfall dam onto jagged rocks below. A father brought his family to the river as well that day and they were swimming too close to the edge of the dam. One of the sons was swept over the dam and, as the father reached for him, he too was quickly swept over.

Peikert was 50-75 yards away when he witnessed this happen so he quickly ran to the nearest entry point, a 25' boulder rocky cliff. He found a way to run down the cliff, jumped into the water and started swimming toward the father and son. The father had grabbed hold of his son but was severely disoriented after hitting his head on the jagged rocks from the fall and was holding his sons head under the water without knowing it. When Peikert got to the pair, the father started

frantically clawing at his face to stay above the water but Peikert finally got control of the situation, pulling the father alongside and elevating and the son's head out of the water.

They continued to get swept further down the rapids, getting pushed into boulders and sharp rocks along the way in the rapids but with the help of his brother Johnny, Peikert pulled the pair out of the rapids and on shore. Once on shore he administered first aid and got all the water out of the pair's lungs. He then threw the father over his shoulder while his brother grabbed and helped carry the son and they ran 100 yards to the steep stairway leading up the cliffside embankment to a vehicle waiting to take the pair to the hospital.

In 2013, Peikert was nominated and selected as the USO Coast Guardsman of the year award for his actions that day and went to Washington, D.C. for the official gala and award ceremony and, in 2014, Peikert was awarded the Silver Lifesaving Medal for his actions. At that ceremony, Peikert says he couldn't have done it without his brother Johnny and he thanks God for having him in the right place at the right time with the correct training.

On behalf of the Secretary of Homeland Security, the Commandant takes great pleasure in presenting the SILVER LIFESAVING MEDAL to

**SAMUEL A. PEIKERT
GUNNERS MATE THIRD CLASS
UNITED STATES COAST GUARD**

For acts as set forth in the following

CITATION:

"For heroic action on the afternoon of 14 July 2012, Petty Officer PEIKERT braved the rapids on the San Marcos River to pull an injured father and son to safety. While enjoying time off in Luling, Texas with his brother and shipmates from USCGC DAUNTLESS, the group witnessed a father and son swept over a 20 foot dam, strike a concrete ledge, and then pulled down river. Wasting no time, he ran down stream and without concern for his own safety, dove into the swiftly moving river and swam 50 yards to reach the dazed and injured father and son. Temporarily blinded and disoriented following a severe blow to the head, the father was struggling to keep his incapacitated son afloat while attempting to swim upstream against the five knot current. Arriving on scene in the progressively worsening rapids, he quickly assessed the situation and instructed the struggling and combative father to stay calm and provided reassurance. Taking the injured pair in tow, with the help of his brother, he pulled the father and son across the fast moving water to safety. Once back on shore, Petty Officer PEIKERT administered first aid to a large gash in the father's head and the son's badly mangled leg. He then carried them to a waiting vehicle for transportation to the hospital. His unselfish actions and valiant service reflect great credit upon himself and are in keeping with the highest traditions of humanitarian service."

AHOY FOLKS!

Our Buffalo Reunion is only 6 months away! Have you made your reservations and mailed in your registration form yet? If not, please do so... our Reunion Committee needs to get an accurate head count as soon as possible. Thanks!

Let Your Name Live On

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

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

**COAST GUARD COMBAT VETERANS ASSOCIATION
AUXILIARY & ASSOCIATE MEMBER APPLICATION**

Membership Type: Auxiliary: _____ Associate: _____ New: _____ Renewal: _____ Returning: _____
Two-year membership May 20____ to May 20____

Name: _____ Date: _____ E-mail address: _____
Home Phone Number: _____ Cell: _____
Address: _____ City: _____ State: ____ Zip: _____

Dues: \$15 for two-year membership. Make check or Money order payable to: CGCVA Auxiliary Assn.

Mail to: Mimi Placencia National Secretary-Treasurer, 9804 Iroquois Lane, Bakersfield, CA 93312

Auxiliary Membership Qualifications: Family of members of the Coast Guard Combat Veterans Assn. in good standing.

Associate Membership Qualifications: All other Interested parties. Associate membership is a non-voting membership.

For additional information please contact:

Betty Schambeau (Auxiliary President) at betty.schambeau@embarqmail.com or (352) 279-3279.

Mimi Placencia (Auxiliary Secretary/Treasurer) at mimiplacencia@hotmail.com or (661) 444-0186

CGCVA Small Stores

The below listed CGCVA items are now available. Send orders to Richard Hogan at 4713 West Rock Creek Road High Ridge, MO 63049-3308. Please make checks payable to CGCVA. Prices shown include first-class or "Book Rate" postage. Also, given the current state of technology, please let us know if you feel we should offer credit card payments (and passing the credit card fee on to the purchaser).

NEW ITEM!

CGCVA GOLF SHIRT

NEW ITEM!



New CGCVA Golf Shirt on Professional Model

Display your CGCVA affiliation with our new (made in the USA) golf shirts with embroidered CGCVA logo. Navy blue in sizes L, XL and XXL for only \$27.50 each plus free shipping. They're awesome!



Embroidered CGCVA Logo

HOODIES: White available in Sizes M (3), XL (3) and 2XL (2); Blue in sizes M (6) and XXL (1). Medium weight with embroidered CGCVA on upper left. \$34 each.

PATCHES: CGCVA (small) \$4.00. CGCVA (large) \$5.00. RONONE, CON-SON, ELD-Eagle, Market Time, and Squadron Three, ELD CG Vietnam, USCG LORSTA Sattahip Thailand \$5.00 each. Tonkin Gulf Yacht Club \$6.00.

CGCVA BASEBALL CAP: Blue/black, gold-lettered CGCVA with embroidered logo, full back, one size fits all. \$25.00.

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

NEW ITEM!

CGCVA CHALLENGE COIN

NEW ITEM!



You asked for it at the 2013 convention and we listened. Now, all CGCVA members can have their own challenge coin. These will serve as great keepsakes and also as "thank you" gifts to persons or organizations helping out our Association. \$12.00. each, shipping included. Supplies are limited so order yours today!

Coast Guard Combat Veterans Association

MEMBERSHIP APPLICATION

(Please Print Clearly)

PERSONAL INFORMATION

Last Name: _____ First Name: _____ M.I.: _____ Suffix: _____

Street: _____ City: _____ State: _____ Zip Code: _____

Telephone: _____ Email: _____

Date of Birth: _____ Sponsored by: _____

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

Street: _____ City: _____ State: _____ Zip Code: _____

When are you at this address (dates)? _____

MILITARY INFORMATION

Branch: _____ Dates of Service (From): _____ To: _____

For broken or other service affiliation:

Branch: _____ Dates of Service (From): _____ To: _____

Grade, Rank, or Rate at Present, Discharge, or Retirement: _____

Ships, Duty Stations of Combat theatre(s): _____

IMPORTANT INFORMATION FOR MEMBERSHIP:

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

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

Make check or Money Orders payable to:

CGCOMVETS

Send application and payment to:

Gary Sherman (CGCVA Secretary/Treasurer)

3245 Ridge Pike

Eagleville, PA 19403

Signature: _____ Date: _____

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

**COAST GUARD COMBAT
VETERANS ASSOCIATION**

3245 Ridge Pike

Eagleville, PA 19403

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Sgt. Roy Pugh, a WWII Marine Corps veteran, boards the Coast Guard Cutter Raymond Evans followed by Marine Corps Gen. John F. Kelly, U.S. Southern Command commander, after the commissioning ceremony at Coast Guard Sector Key West, Florida, Sep. 6, 2014. USCG photo by PO3 Mark Barney.