



the Quarterdeck Log

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Volume 28, Number 1

Spring 2013

CGCVA 2013 Convention/Reunion Wrap-Up

Silver Legacy Resort Casino in Reno, Nevada Plays Host to Biennial Association Get-Together



(Above) A banner greets CGCVA members as they arrive at the Silver Legacy Resort Casino.

(Right) CGCVA National Vice President "Butch" Hampton proudly hoists "Chieu Hoi" during the Association mascot's biennial auction following the banquet.



Wow! What an extraordinary reunion-convention. Of all these gatherings this one has to stand as the most complete. It had everything: notable speakers, television coverage, first-time attendees, new members, professional baseball, Coast Guard active duty presence, and more.

The venue for the 2013 Coast Guard Combat Veterans Association biennial reunion-convention was the Silver Legacy Resort Casino in downtown Reno. Owned by the Carano, family it opened July 28, 1995. If the name Carano is familiar to wine drinkers it is because the family also owns the Ferrari-Carano Vineyards and Winery, in Healdsburg, California, in Sonoma County, north of San Francisco. A unique feature of the Silver Legacy is that it is interconnected with two other hotel-casinos. If you stroll to one side gazing at the shops, slots, and restaurants you will be startled to find yourself in Circus Circus and if you go in the opposite direction you will be in Eldorado. The convention planners, Mike Placencia and Steve Petersen, with help from

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THE QUARTERDECK LOG

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Immediate Past President

It's Been Fun!

As I did during my two previous terms as CGCVA national president, I truly enjoyed serving our fine association and tried very hard to keep it on the scope of the Coast Guard's senior leadership. Unfortunately, health problems hindered what I could do during this term so I thank the officers and other association representatives who filled in for me when I was unable to attend various events and activities.



Ed Swift (Swiftie)

I offer my very best wishes to newly elected national president Mike Placencia and vice president Steve Petersen, who I know will do a tremendous job over the next two years. Congratulations also to Bill Figone and former national vice president “Butch” Hampton, our two newest trustees. They, along with trustees Ed Burke and “Swede” Johnson, will make a formidable team working in the best interests of the CGCVA.

Although I could not attend the Nathan Bruckenthal event at Cape May in February, I visited Nathan's grave at Arlington National Cemetery that day and placed a small Coast Guard flag at his marker. I later received the below letter from Nathan's father:

Dear Ed (Swiftie)

On February 26th, I met Butch Hampton and a few other CG Combat Veterans at the dedication of Bruckenthal Hall in Cape May.

Butch and his associates were fantastic and presented me with many honors and mementos. I thanked them for their service and their gifts; one was the Quarterdeck Log from Spring 2012, in which you wrote a story about Nate. I had never heard that story and I was quite moved by it.

As I mentioned to Butch, shortly after Nate's death, a CG Combat Veteran presented me with a CGCVA ball cap; that was and still is front and center in my cap collection. Thank you for your service! Eric (Ric) Bruckenthal

Thank you all and Semper Paratus!

Swiftie

Next QD Log deadline is August 1, 2013.
Please email articles and photos to the
editor at: swiftie1@verizon.net

Ahoy Shipmates!

I am deeply honored to have been chosen Association president for the 2013-2015 term; and pledge, to the best of my ability, that I will carry on the fine work of those who previously served. Congratulations to Steve Petersen who was elected Vice President, Gary Sherman, who was reelected Secretary/Treasurer and our two new Trustees, Bill Figone and Butch Hampton. PNP Ed Swift moves to Chairman of the Board of Trustees.

2013 Reno Reunion

You will see a lot of reunion coverage in this issue. Reno is a fantastic convention town and it did not disappoint. When Steve Petersen and I were asked to head up this reunion a little over a year ago, Gary Sherman had already lined up the Silver Legacy Resort. After one visit, I knew he had hit a home run. Steve and I put together the program and enlisted the help of many fine volunteers. Judging from the comments, a good time was had by all. It was not as well attended as reunions past, but those who came did manage to open up their hearts and wallets for it to be just as successful. We owe a big thanks to the following: David and Scott Andrus, who as in previous reunions, managed the hospitality room with fast friendly service; Bill Figone and Ed Floyd, who provided “ground zero” support to Steve Petersen at our events; Jack Barker and his daughter Diane, who handled the small stores table; Butch Hampton, who, by his lonesome, sold all the tickets of our fifty-fifty (and raised a lot of money); Paul Scotti, who presided over the awards banquet; Liz Scotti and the Auxiliary, for their continued support; and the Silver Legacy Staff who were very attentive to the needs of our members.

We were fortunate to have had two outstanding speakers: Vice Admiral Paul Zukunft, Commander, Pacific Area and Former U. S. Ambassador to Venezuela Charles Shapiro. Admiral Zukunft gave a “what is going on with the Coast Guard today” report.. He reaffirmed how much responsibility is placed on the shoulders of our small service, and how superbly we carry out the mission. Former BM2 Shapiro took us back to his first days at Tracen Cape May, to Tracen Yorktown to the *CGC Unimak*. He had us rolling with his story telling all through his Coast Guard service and his career with the State Department. He is now the president of the Institute of the Americas in San Diego. Gentlemen, thank you for taking the time to be with

us. It is very much appreciated.

I want to congratulate Betty Schambeau, Bev Johnson and Mimi Placencia as the Auxiliary officer corps for 2013-2015 and wish them success.



Mike Placencia

2015 Reunion

We have received considerable interest from east coast cities to host our 2015 Reunion. Some have submitted bids, while others are requesting more information. We will look at: Cape Cod, MA; Buffalo/Niagra, NY; Norfolk/Williamsburg, VA; Branson, MO; Knoxville, TN; and Jacksonville, FL. I am sure other sites will surface in the next few months.

Looking Ahead

I am encouraged by the number of new members we are getting from CG operations in the Middle East. We welcome you and ask that you get more involved. You are our future. I am looking forward to the next two years. Semper Paratus!

Mike



The Memorial Table set up at the Reunion Awards Banquet

From the Vice President

A few thank yous are in order. **FIRST**, to Gary Sherman, who put in place the first part of the Reunion process. While holding down his own business, he spent numerous hours laying the foundation for the Reunion. I will miss our phone conversations, since I would rather call than fire up the computer. **SECONDLY**, to Mike Placencia, my new found friend, my co-chair in the Reunion, and your new President. Upon retirement from a second career, Mike jumped in with both feet, got them wet, started running, and never stopped once to change his soaked sneakers. He was solely responsible for making the Reunion a success. His infectious attitude (plagiarized from Paul Scotti) was contagious. He made me want to do more. I am thankful

for the opportunity to serve with him again. **THIRDLY**, to Ed Floyd and Bill Figone, who were everywhere, always anticipating what was needed to be done next. If there was a mission to accomplish, they were SP. **FOURTHLY**, to the Andrus Brothers, Dave and Scott, who kept the bar going night and day. Your Dad would be proud. The Association is grateful for your dedication to his memory. And, thanks to everyone else who pitched in and helped make this 2013 Reunion a success.

A special thanks to the family/donor of that needed lung that has allowed Ed Swift, our newest Past President, a new lease on life. Hopefully, he and Mare will be in attendance at the 2015 Reunion. SP! **Steve Petersen**

From the Secretary-Treasurer



Gary Sherman

I have just returned from the 2013 Convention/Reunion in Reno, Nevada and it was a great time. The hotel was terrific (best reunion hotel I've been to).

The speakers were unbelievable. Former U. S. Ambassador to Venezuela Charles Shapiro was both informative and entertaining. Not bad for a former Coast Guard reserve boatswain's mate. Pacific Area Commander Vice Admiral Paul

Zukunft was an excellent speaker and his perspective on the Coast Guard was informative and thought-provoking. Both speakers captivated the audience and it was a great Coast Guard night.

The whole reunion experience can be attributed to the excellent work of Reunion Committee members Mike Placencia and Steve Petersen who made everything happen and run with clock-like precision. And a special mention to Bill Figone who worked tirelessly to help Mike and Steve.

Attendance at this reunion was very low, compared to the last time we were in Reno. Perhaps the fact that airfare has almost doubled since 2009 was the reason, rather than "been to Reno, done that". If you didn't make it, but you could have, you missed a great program.

And congratulations to my mentor, Baker Herbert,

as the recipient of the National President's Donald Kneip Award for Outstanding Service to the Association. Baker has been in office, as National Treasurer, National Secretary/Treasurer, Trustee and Small Stores Manager, every year since our founding in 1985. No one will top that record. He is truly the glue that has held the CGCVA together for the last 28 years! And his acceptance speech for the award of "This is BS!" was typical Baker. This is further proof of his devotion to the association and his desire to remain the "behind the scenes" guy. "Baker, you've set the bar pretty damn high!" Semper Paratus!

Gary Sherman

Welcome New Members

New Member (Sponsor)

Ric Bruckenthal (The Association)

James M. Curtis (Lewis McDonald)

Gregory B. Dalton (The Association)

Karl S. Leonard (Larry Jones)

Brendan J. McKinnon (The Association)

Jeffrey K. Pashai (The Association)

Gerald V. Schambeau, Jr. (Mike Placencia)

David R. Schenck (Mike Placencia)

Mark P. Skibba (The Association)

Ronald J. Weber (The Association)

Steve A. Pacheio (The Association)

From the Secretary-Treasurer

Crossed The Bar

Donald R. Clapp, LM
Herbert E. Conkey, LM
William R. Fisher, LM
Harry J. Hess, Jr., LM
Joc Rosado, LM
Ralph B. Seward
Sidney H. Weinstein, LM
Fred W. Williams, Jr.

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.

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

Auxiliary News

Auxiliary Members,

The reunion in Reno was one of the best. They just seem to get better as time goes on.

There were many new faces which is always exciting. Of course it was great to catch up on ol' friends as well.

Betty Schambeau was elected Auxiliary President, Beverly Johnson remains as Vice President and Mimi Placencia remains as Secretary/Treasurer.

Once again the Auxiliary luncheon was a great hit

with John Tyson, a local celebrity, providing the entertainment. He talked about Nevada history and shared humorous stories. I'd like to thank all of those auxiliary members who helped to make the reunion a success.

A bylaw change has been made. To become an auxiliary member you only need to be a relative of an association member. It used to read a spouse of a member only. Dues remain \$15.00 for 2 years.

Immediate Past Auxiliary President Liz Scotti

COAST GUARD COMBAT VETERANS AUXILIARY ASSOCIATION

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

Name: _____ Date: _____

Phone Number: _____ Cell: _____

Address: _____

City: _____ State: _____ Zip: _____

E-mail address: _____

Member name & relationship: _____

MAY 2013 renewal — \$15 for two year membership to expire in May 2015. In order to increase auxiliary membership, we would like to make this offer to new as well as elapsed members. Qualifications: Members limited to spouses of members in good standing of the Coast Guard Combat Veterans Association. For additional information please contact: **Mimi Placencia** (Secretary/Treasurer) at (661) 444-0186 or mimiplacencia@hotmail.com. Mail completed application and check (payable to CGCVA Auxiliary Assn) to Mimi Placencia at 9804 Iroquois Lane, Bakersfield, CA 93312.

Purple Heart Medal Accounting

A team of active duty, civilian and volunteer staff has begun to compile a list of Coast Guard Purple Heart Medal recipients. This list includes those killed in action or wounded in action from April 1917 to the present. Please contact the Atlantic Area Historian, Bill Thiesen, if you or someone you know qualified for, or received, the Purple Heart Medal. Thiesen may be reached at his office at Atlantic Area/District 5 Headquarters by email at: William.H.Thiesen@uscg.mil or by phone at 757-398-6643 or email address.

No More USCG Car Decals

ALCOAST 5530 recently announced the termination of the USCG POV Decal Program and amplified the requirement for 100 percent ID card checks at all CG units.

All designated CG issuing units shall plan to cease issuing CG POV decals no later than 1 January 1, 2014. The formal termination of the CG POV Decal Program is September 30, 2014. All CG-issued decals should be removed from POVs and destroyed by December 31, 2014. Members that access DOD bases requiring decals

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

Larry Jones	David Peverly	Wallace Nopson	Arthur Whittum
Horace Leprell	Stanley J. Beras	Bob Samuelson	Sidney Tartarkin
Donald Clapp	Carmond C. Fitzgerald	Barry Bunting	Milton Croall
James W. Ashe	Jack W. Read	Horace Webb	John Ancellotti
William Griswold	John & Geri Anderson	Kent Carlson	Kenneth Dossett
Scott Rae	Adrian Lonsdale	Mark Romey	Harry King
Marcel Bujarski	Edward Kasum		

Baker & Marylou Herbert IMO VADM Jack Sargent and Jack Campbell
Baler & Marylou Herbert IMO CWO Norris D. Hickman and Herb Weinstein

Terry Carnila IMO John G. Carnila
Eugene Dugan IMO Herb Weinstein
Arnold Adams IMO Mike Opsitnik

Eugene Dugan IMO the Dugan Family (John Dugan-Merch, USMC; Fred Dugan (USA);
Patrick Dugan, USA; and Jane Francis Dugan, USA). Gene was on CG-83352 in WWII.
PNP Ed Swift IMO Frank Bari and Herb Weinstein

can apply/obtain a DOD decal from that installation.

Presently, the CG POV Decal Program is an optional program designed to provide commanding officers a tool to help regulate private vehicle traffic on CG units. It has also been used as a tool for security forces to ensure only authorized vehicles were aboard CG units. The program has become a redundant security and access control system over the past eight years because a 100 percent personal ID check is now required to access all CG/DOD facilities. All vehicle occupants must possess a valid CG, DHS, or DOD issued identification card to gain access to CG units.

These policy changes do not impact the requirement that POVs seeking entrance to all CG/DOD facilities must be registered, inspected, and insured in accordance with state and local laws.

“Scotch and Water”

A fictional account of rum-running on Puget Sound (1920-24) entitled “Scotch and Water” is now available from www.BarnesandNoble.com, www.Amazon.com, www.Xlibris.com and www.cocoblanca.com. The book has been given a five-star rating. The author is Capt. Adrian L. Lonsdale, USCG (Ret.), a CGCVA life member.

CGC Spencer Association

The Spencer Association 2013 reunion will be held in Buffalo, NY Sept 19-22 at the Millennium Hotel in Cheektowaga, NY. For more information, please contact **Bob Marzen** at: marzenh@netzero.net or 570-325-4414 or 2161.

Korea Defense Service Medal

The Korea Defense Service Medal is authorized for those members of the United States Armed Forces who have served duty in South Korea after the signing of the Korean Armistice Agreement in support of the defense of the Republic of Korea. To qualify for the KDSM, a service member must have served at least thirty consecutive days in the Korean theater. The medal is also granted for 60 non-consecutive days of service which includes reservists on annual training in Korea.

Exceptions are made for the 30/60 days time requirement if a service member participated in a combat armed engagement, was wounded or injured in

the line of duty requiring medical evacuation, or participated as a regularly assigned aircrew member in flying sorties which totaled more than 30 days of duty in Korean airspace. In such cases, the KDSM is authorized regardless of time served in theater.

The Korea Defense Service Medal is retroactive to the end of the Korean War and is granted to any service performed after July 28, 1954.

Other CGCVA regular or associate member eligibility qualifiers include:

- Iraq Campaign Medal
- Afghanistan Campaign Medal
- Global War of Terrorism Expeditionary Medal
- Kosovo Campaign Medal
- Korea Defense Service Medal
- Armed Forces Expeditionary Medal
- Navy & Marine Corps Expeditionary Medals
- Southwest Asia Service Medal
- Vietnam Service Medal
- Korean Service Medal
- Army of Occupation WWII Medal
- Navy Occupation Service Medal
- China Service Medal
- Asiatic-Pacific Campaign Medal
- European-African-Middle Eastern Campaign Medal
- American Campaign Medal
- American Defense Service Medal (with foreign service clasp)
- Air Force Expeditionary Service Ribbon (with Gold Border)
- Combat Action Badge
- Combat Action Ribbon
- Combat Infantryman Badge
- Combat Medical Badge
- SSBN Nuclear Deterrent Patrol Breast Insignia
- LES for Imminent Danger Pay
- LES for Hostile Fire Pay



Sunset in the Desert: PSU 309 Last to Deploy to the Middle East

For nearly a decade Port Security Units (PSUs) of the United States Coast Guard have been deploying to Kuwait in order to provide both seaward and landside security to the ports of Ash Shuayba and at the Kuwaiti Naval Base (KNB). That mission officially came to a close September 24, 2012 at 1000 in a ceremony on the KNB MWR stage presided over by CAPT Gene Gray, the Deployable Operations Group Commander.

PSU 309's journey began in early March 2012 when the majority of the unit came on active duty under Title 10 orders and began a training regimen that saw the unit literally travel from coast-to-coast during the three month ramp up prior to deploying to Kuwait. By mid-April training was in full swing for 95 members

parts. The two units quickly began the process of learning about each other's capabilities prior to teaming up overseas to conduct operations as part of a Commander Task Group known as 'CTG 56.5.' This pre-deployment training facilitated the units seamless integration into one capable force focused on the motto of "One Team, One Fight."

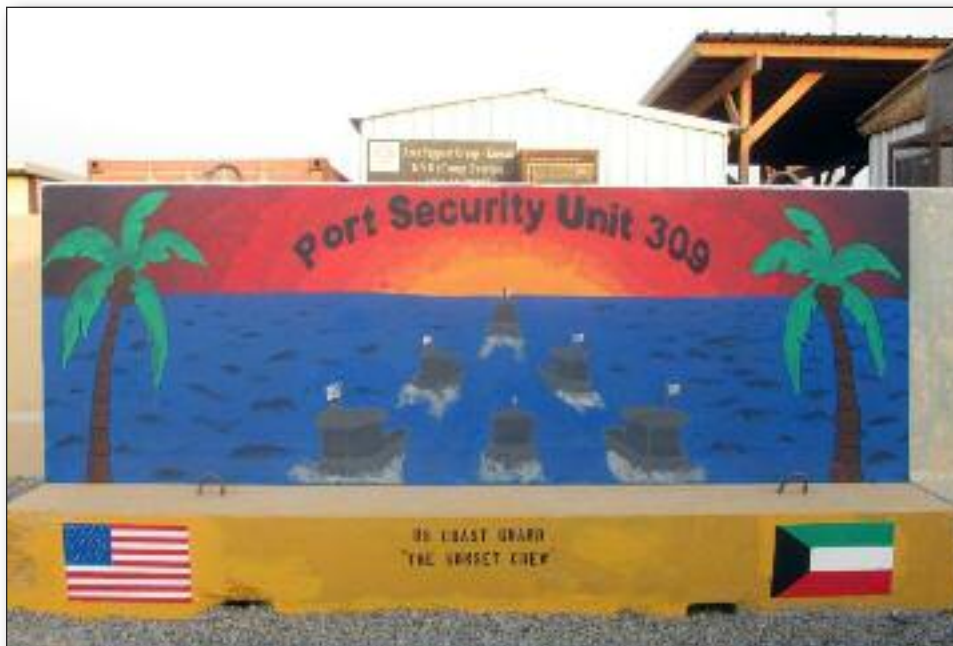
After the completion of the training evolution in Coronado in early May, PSU 309 personnel head east destined for Fort Dix, NJ. Arriving in Fort Dix, the crew quickly set about the business of completing required US CENTCOM Non-Standard Forces Training Requirements, commonly referred to as A-14 Training. Classes included the Combat Lifesavers Course (CLS), egress training from a simulated Mine Resistant Ambush Protected (MRAP) rollover, squad tactics,

additional weapons training, hand to hand combatives, as well as communications and blue force tracker training. Three weeks of intensive training culminated into one final exercise in which the members were placed at a simulated Forward Operating Base (FOB) for three days and were exposed to a variety of scenarios designed to test their knowledge and reactions to possible threats that could be encountered once overseas.

Upon completion of A-14 Training, PSU 309 headed back to Port Clinton, OH for their Yellow Ribbon sendoff event during which members and their families were offered important information

in regard to benefits and resources that could be utilized during the deployment.

On June 15th eight members of PSU 309's and 22 members of MSRON 3's advance teams boarded a plane for Kuwait in order to begin the process of relieving PSU 305 and MSRON 4 in theater. This was quickly followed up by 10 additional Coast Guard personnel that flew in on a C-17 two days later with the unit's gear. The main body, consisting of 71 personnel, arrived the evening of June 21st and after a day of adjusting to the time change and heat, began the turnover process with PSU 305. On June 29th PSU 309 and MSRON3 officially relieved their



who would be deploying including underway training for boat personnel so that the required number of tactical Coxswains and tactical crew members for the mission could be attained prior to leaving for theater. Weapons training was also conducted for the Sig P229, M-16, 870 shotgun, M240 machine gun, and M2HB machine guns for the crew at Camp Pendleton Marine Corps Base.

This time provided PSU personnel to interact daily over a seven week period with their Maritime Expeditionary Security Squadron Three (MSRON 3) counter-

counterparts and took over the mission that would ultimately end the Port Security Unit's participation in providing security to Kuwaiti ports.

While deployed to KNB, PSU 309 participated jointly with the Navy in two major operations which included ammunition and fueling missions at KNB and Ash Shuyba. On July 31st, PSU 309 received word that they would in fact be the last PSU to participate in operations at KNB. Shortly thereafter, the effort began in earnest to eliminate the accumulation of nearly 10 years of worth of Coast Guard property that had slowly built up over the years. The biggest task was the cleanup of the Boat Maintenance Facility (BMF) which saw nine fully loaded FL80 truck shipments worth an estimated \$200K transferred to the Army.

According to PSU 309's Engineering Officer, LT Don Davis, his biggest challenges were environmental conditions and the complexity of the redeployment operations. Davis commented, "Due to operational considerations, we had to utilize a blended transportation strategy that utilized both air and maritime modes of transportation which required extremely high levels of internal and external coordination and cooperation." The Engineering depart-



ment accumulated nearly 5,000 man hours as they diligently worked to close down the Coast Guard's portion of the BMF.

Although many PSU 309 personnel were pleased to be going home early, some were disappointed that the deployment did not last as long as originally planned. However, the unit was informed that it would remain on active duty once it returned stateside to train on the new Generation IV Transportable Port Security Boats (TPSB) so that the unit would be ready for the next mission.

In 2003, PSU 309 was among some of the first PSU's to arrive in Kuwait to perform the Port Security mission. Eight PSU 309 members made all three deployments (2003, 2008, and 2012) and some even made more as augmentees with other PSU's. As the appointed time for departure approached, many PSU 309 members were able to take satisfaction in the fact that they were part of the "Sunset Crew" and would be the last PSU at KNB. With the relief of responsibilities ceremony concluded, focus quickly turned



to packing up of personal gear in preparation for the return flight back to the states. After the quick stop in Portsmouth, the members of PSU 309 flew into the Ohio Air National Guard Base in Mansfield and were enthusiastically greeted by family and friends as well as Rear Admiral Welch and Captains Schnieder and Bingaman.

Although the sun has set on the Port Security mission in the Middle East, the next operation may be just over the horizon. As in the past, PSU 309 will continue to ensure that it lives up to its motto of “Facta non Verba” — Deeds not words.

CDR Tim Decker, PSU 309

Photos by OS1 Laurie Fletcher, PSU 309

He is Our Hero; We Are His Legacy

Editor’s Note: Below is a blog entry from Coast Guard Compass. It comes from a recruit who attended the building dedication aboard Training Center Cape May for Petty Officer 3rd Class Nathan Bruckenthal, who died during combat operations off the coast of Iraq. The ceremony was held on the 13th anniversary of Bruckenthal’s graduation from basic training. Seaman Recruit Johnson was tasked with holding Bruckenthal’s company flag. Johnson’s



Patricia and Ric Bruckenthal, stepmother and father of the late Petty Officer 3rd Class Nathan B. Bruckenthal, place their hands over their hearts during the Star-Spangled Banner. (Photo by PO1 Nick Ameen)

company was also in attendance to the ceremony and they recited *The Coast Guard Ethos*. ***This is his story from that day.***

I was nervous when they told me I would be holding the November flag for the ceremony. I’ve only been in the Coast Guard eight weeks and couldn’t believe they would give me such a

great responsibility. It’s his company flag — November 154. My company and I have heard about him since the day we got here. His name is on the tip of every staff



Seaman Recruit Jerome Johnson holds the November company flag during the Bruckenthal Hall Dedication Ceremony at Coast Guard Training Center Cape May, N.J., Tuesday, Feb. 26, 2013. The ceremony honored the late Petty Officer 3rd Class Nathan B. Bruckenthal, for whom Bruckenthal Hall is named, and was held on the 14th anniversary of Bruckenthal’s basic training graduation. U.S. (Photo by PO1 Nick Ameen)

member’s tongue. We’re constantly reminded of his sacrifice. He graduated from Training Center Cape May just like me. He stood in the same gym for graduation I will in a few short days. He’s walked the same paths and ate in the same galley. It’s fitting to name a building after him because I feel like somehow he’s always present here.

He died April 24, 2004, with two U.S. Navy sailors. I was only eight years old. I couldn’t have even begun to comprehend that level of sacrifice then. To be honest, I probably couldn’t have truly comprehended it seven weeks ago. It’s amazing how much a person can change in such a short period of time, but you have to change to follow in the footsteps of such great heroes. Every day we are reminded of them – Munro, Sexton, Goff, Etheridge and Flores. Aspiring to be like them will change anyone, but it changes them for the better. I am only now beginning to truly understand what it means to serve and sacrifice.

It was hard to believe how many people he’d touched during his lifetime. His father sat in the front row. The last Coast Guardsman to see him alive, Petty Officer 1st Class Joseph Ruggiero, was also there to honor him. The Coast Guardsman who escorted him to his final resting place was the master of ceremonies. The commandant

and master chief petty officer of the Coast Guard were there. If the people who are left behind are a true measure of character and commitment, he set the bar.

I never met him. I never served with him, but he was a Coast Guardsman. He is my brother because of that. My shipmates in attendance felt the same way. He's our hero. We are his legacy. He lives on in each Coast Guardsman who graduates from Training Center Cape May. He is present in each Coast Guardsman standing the watch. We will never forget. Because now, he is truly always present here. His name is Petty Officer 3rd Class Nathan Bruckenthal. He died for our Freedom. Semper Paratus!

SR Jerome Johnson

USCG Deploys to South Korea

It was a journey that would take more than five weeks, six 32-foot security boats, two pick-up trucks, six boat trailers and 15 five-ton storage containers. This journey included traveling more than 5,000 miles across the Pacific Ocean from Everett, Wash., to Pohang, South Korea.

Coast Guard port security units 311, 312 and 313 mobilized 80 tons of gear and more than 100 personnel to participate in one of the largest, international military exercises on the Korean peninsula, Combined Joint Logistics Over the Shore Exercise.

This annual exercise was comprised of more than 1,200 U.S. military personnel from 43 commands working in conjunction with the Republic of Korea's military forces.

For Coast Guard Lt. j.g Logan Huffman, PSU 313's assistant logistics officer, this deployment would prove not only to be a unique experience, but a challenging one as well.



CGCVA National President Ed Swift places a small Coast Guard Flag at the gravesite of Nathan Bruckenthal at Arlington National Cemetery. Unable to attend the February Cape May ceremony, Swiftly instead visited Nathan's grave at the date and time of the dedication.

"Combined Joint Logistics Over the Shore Exercise gave me a valuable education about the Army, Navy and Marines, in terms of what they could provide and how they conduct business," Huffman said. "That's what's invaluable about working within a combined command - if you can't get something done, you can go to your counterparts for help and support."

Working side-by-side with Republic of Korea military, Coast Guard crews provided 24-hour force protection security on the water and on shore testing the PSUs ability to deploy within 96 hours of being recalled for duty, to be operational within 24 hours of deployment and to be self-sufficient for 30 days in support of operational commanders worldwide.

According to Huffman, transporting cargo by ship works on a 'first come, first served basis,' so he arranged for PSU 313's equipment to be delivered nearly four days prior to the ship date, in anticipation of possible delays.

"I was previously trained in airlift planning, which PSU's typically use, but in this fiscal environment sealift was preferred," said Huffman. "Timing and planning was key and I had to ensure all of our gear was delivered to



Coast Guard Cmdr. Daniel Clark, commanding officer for Port Security Unit 313 of Everett, Wash., briefs his crew about use-of-force procedures for a Combined Joint Logistics Over-the-Shore Exercise.



Crewmembers of Coast Guard Port Security Unit 313 from Everett, Wash., remove shipping covers from a security boat during Combined Joint Logistics Over-the-Shore Exercise.

the pier for shipment, far in advance of our actual deployment date.”

Huffman and an advance crew of 16 personnel from PSU 313 arrived early to South Korea to receive the shipments and secure the crew’s equipment, hoping that when PSU 313 arrived, they could transition into camp and operations seamlessly.

During those first few days, Huffman and his advance team worked through numerous unforeseen obstacles like learning the type of fuel that had been designated for Coast Guard use was incompatible with PSU 313’s boats, so he and his advance team worked with interpreters to secure appropriate fuel through a local vendor.

“As problems arose we found we constantly had to troubleshoot,” said Huffman. “We had to be innovative and adaptive, and we had to build relationships with other military branches. This was the true value of the exercise.”

As vital as the relationship with fellow military agencies



A boat crew from Port Security Unit 313, from Everett, Wash., conducts a security patrol off the coast of Dogu Beach. This is the first time since 2006 that a Coast Guard port security unit has participated in Korean theater of operations.

was to the success of PSU 313, Huffman was most grateful for the 16-person advance team that helped him work through the unpredictable challenges that arose in those first few days.

“I was really lucky to have such a great team helping me through the daily challenges we encountered upon arrival,” said Huffman. “Everyone knew what they were

The Wall for Middle East Killed in Action



This is a great tribute to those who have given their all to protect us in the Middle East. To view additional photos of this memorial, go to: http://www.youtube.com/watch?v=WEPBQGu74oo&feature=player_embedded

doing. When I was approached with a problem I would share it with them, and they would come up with solutions within an hour. I couldn't have done it without them."

Story and photos by PO2 Etta Smith

Letter to the Editor

Dear Mr. Swift: You have published many interesting reports about the pioneering Coast Guardsmen and their achievements. One in particular that got my immediate extraordinary attention was about LCDR Edward "Iceberg" Smith and the 1931 Arctic expedition of the German airship *Graf Zeppelin*. This was one of the many pioneering reports that you have published but I consider Smith's achievements and exploits equal to that of our current astronauts. These features from historian Theisen bring into sharper focus for us old-timers the energies and foresight of coast guardsmen during the formative period of the U.S. Coast Guard. I found the Smith story so intriguing and compelling that I reread it a number of times and congratulate you on the type of material you publish in the *Quarterdeck Log*.

I enlisted in the Coast Guard in December of 1942 and my first assignment was aboard the *CGR860*, a private 42 ft. yacht painted war-time gray that was on loan to the Coast Guard for the duration of the war. Our assignment was offshore patrol. The crew consisted of two seamen, a bos'n mate first class, and a former member of the boat's original peacetime crew. For armament we had a hand-held machine-gun that reminded me of the Thompson submachine guns that I had seen in Chicago prior to joining the Coast Guard. This was the only armament we had against any enemy ship that might find its way to the American coastline; of course we could transmit by radio and ask for help in a dire emergency.

Our home base was the port of Rockland, Maine. Our

Camp Leatherneck



Captain Flynn (kneeling far right) and I (standing far right) were recently visiting our Redeployment Assistance and Inspection Detachments (RAID) in Kuwait and Afghanistan. In support of Operation Enduring Freedom, the Camp Leatherneck team assists both the Marine Corps and the Army with the safe redeployment of containerized cargo and hazardous materials. The RAID is part of Patrol Forces Southwest Asia headquartered in the Kingdom of Bahrain. (Submitted by MCPO Mark A Pearson)

constant joke among the crew members was that this boat was America's secret weapon against any enemy submarine attacking our homeland. Our patrol area included the entire Penobscot Bay and adjacent islands. With no subs or sightings to our credit I was then transferred to Atlantic City and enrolled in the Coast Guard Radioman Training School and in 1944 was certified as RM3/c.(R), and immediately shipped out to Pearl Harbor and reported for duty on the *LST 763*. On February 19, 1945 we made an amphibious assault on Iwo Jima as part of a large invasion force and unloaded our cargo of marines and ammunition. While top side I noticed through my binoculars the Marines hoisting the American flag on Mount Suribachi a photo of which, by Joe Rosenthal, was featured in newspapers around the world.

As I approach my 90th birthday, I revel in my fond memories of Coast Guard experiences and look forward

to reading many more issues of the Quarterdeck Log to learn more about Coast Guard modernization and peace time activities. **Michael Kristula RM3/c WWII**

"Duck" Recovery Update

Never let it be said that the U.S. Coast Guard doesn't take care of its own in addition to others.

The service has began the public process of searching for a company who can bring three airmen killed in the line of duty — on November 29, 1942 — back home to U.S. soil.

The difficulty is that the three men, two from the Coast Guard and one from the Army, are encased in ice, 40 ft. below the surface near Koge Bay, Greenland, in their amphibious J2F-4.

Earlier, the Coast Guard had located a downed J2F-4 Grumman "Duck" aircraft in the arctic of Greenland that was lost during World War II. The aircraft is in a remote

region of the arctic and buried under 40 feet of ice. Onboard, presumably, are Coast Guard Lt. John Pritchard, Petty Officer 1st Class Benjamin Bottoms and U.S. Army Air Force Cpl. Loren Howarth.

The "Duck" was found after three years of analysis and a seven-day search by 17-member expedition made up of Coast Guard members and North South Polar, an expedition company, using ground penetrating radar, a magnetometer and metal detection equipment.

The "Duck's" last flight, with Pritchard at the controls and Bottoms serving as radioman, was an attempt to rescue seven members of a U.S. Army Air Force B-17 Air Transport Command crew that had crashed during a search mission on Nov. 9,

1942. On Nov. 28, 1942, Pritchard and Bottoms had successfully flown the "Duck" to rescue two members of the B-17 crew during an unprecedented landing on the Greenland Ice Cap. When the two Coast Guardsmen returned the following day, they picked up Howarth, the B-17's radioman. They were attempting to reach the Coast Guard Cutter Northland when they encountered whiteout conditions and crashed. The wrecked "Duck" was first spotted a week later by a U.S. Army aircrew, which reported no signs of life. The remaining B-17 crewmen were sustained with air drops until they were rescued approximately six months later.

And now the others will be rescued, thanks to this team. **(Courtesy Aviation Week)**

The midget fortune-teller who escaped from prison was a small medium at large.

All in the Family



Here's a photo of myself in my WWII uniform when I was serving in the Coast Guard from 1942-45. Also is a photo of my niece, Crystal Anne Saladino, in her Coast Guard uniform. She is a second generation of our family to serve in the Coast Guard. She is stationed on the CGC Polar Star out of Seattle, which will be going to Antarctica in November.
Robert Hamill

continued from page 1

others, did an outstanding job of providing a fitting place for reunion-convention headquarters. Sonia Leyva, the hotel's coordinator, was around every day checking that we had everything we needed from head table place cards to sufficient furnishings. She was indispensable in bringing about a smooth-running convention.

Member Notes

Jerry Warren and his son traveled to the reunion on motorcycles. They rode 2,900 miles in fourteen days from Florida. Of course, that meant that they would have to cover thousands more to get home.

Armand Chapeau, a longtime member, came from Georgia to take part in his first reunion-convention. He was reunited with Terry O'Connell. They were group commanders in adjacent commands at the same time: Chapeau at Group Monterey and O'Connell at Group Santa Barbara. Chapeau, was the executive officer on Point Ellis, in Vietnam, when he was seriously wounded by enemy fire from shore.

Time inexorably grinds on as once athletically fit veterans become slowed with age. It used to be that the World War II veterans vastly outnumbered the Vietnam veterans at the reunions. No, longer. Only four were in Reno and they are commended for overcoming aches and pains to be present: Herb Cohen (*USS Cavalier PA-37*), Gene Dugan (*CG 83352, ex-CG-603*), Al Mason (*USS H.F. Hodges AP-144*), and Howard Hayes (*CGC Taney*).

Jerry Schambeau, a new member, attending his first reunion-convention will most assuredly be back for the next one as his wife, Betty, is the new president of the Auxiliary.

Three Association founders were present: Baker Herbert, Paul C. Scotti, and Noel Bell.

The Andrus Brothers, Scott and Dave, return to the reunions just like the swallows returning to Capistrano. Scott is navy and Dave is air force, but they turn up every two years to tend the bar in memory of their Coast Guard father.

Since 1991, the Association has been giving out its Person of the Year award. Those who receive the award at the biennial convention have such a good time that they all virtually swear that they will return for the next one. None have, until now. Wayne Miller received the award in person, in Herndon, Virginia, in 2011. He and his wife Javaughn said they were coming back in 2013. They did.

Jack Barker came to Reno with \$854 worth of Coast Guard t-shirts and other Coast Guard logo items from the Alameda Coast Guard exchange. With his daughter, Diane, they conducted a small stores sale. Noteworthy, is that Jack pays



Jerry Warren (left) tells Liz Scotti, "This is my 'little' boy, Gerald." The Warrens rode motorcycles to the reunion from Florida — 2,900 miles in 14 days.



Terry O'Connell (left) and Armand Chapeau talk over old times when they were group commanders at the same time in adjacent commands in California.



Jack Barker and his daughter, Diane, set out Coast Guard logo items for sale in the Hospitality Room.



(Left) Doubly happy to be back is Wayne Miller who received the CGCVA Person of the Year award at the 2011 Reunion Convention. He is the first POTY to ever come back.

(Right) Three of the CGCVA's founders were in attendance: (l to r) Baker Herbert, Paul C. Scotti and Noel Bell.





The U.S. Senate proclaimed 2012-2013 as the Year of the Korean War Veteran, in recognition of the 60th anniversary of the war. Bob Clink shows the resolution presented to him by Sen. Ron Wyden of Oregon.



Mimi Placencia logs in new member Betty Schambeau as CGCVA Auxiliary President Liz Scotti welcomes her.



Mike Placencia mans the Registration Desk on Opening Day.



for the goods out of his own pocket. The exchange reimburses him for what he does not sell.

Although, the number of attendees (81) was the lowest since the inaugural reunion in 1985 (to be expected as World War II and Vietnam War veterans age) it is not the numbers that make these gatherings heart-filled, it is the camaraderie. The good news is that there is a large refill pool of potential new members out there. The bad news is that they are largely still on active duty and too occupied with career and family responsibilities to join right now. These are the Coast Guard members that have been serving in Iraq and Afghanistan for the past dozen years—5,000 of them.

Opening Day

On Monday, 29 April, at 0930, Convention Central, better known as the Hospitality Room, opened and people began checking in at the Registration Desk. The long, spacious rectangle room was anchored by the registration desk at one end and the bar (always open when the hospitality room was open) anchored the other end. In between, tables and chairs allowed places for members and guests to socialize. Tables along the sides held raffle items donated by members. This gathering also featured the first ever Silent Action. Member-donated items were placed on tables to be viewed and bid upon.

The convention officially kicked off with the Opening Ceremony at 1500 and was covered by a PBS-TV crew preparing a feature piece on the Association. Vice President Butch Hampton presided in the absence of Ed Swift, the president, home recovering from major surgery. The audience was treated to a welcome from the Mayor of Reno, Bob Cashell. The consummate, 75-year old, politician with self-deprecating humor has been the mayor since 2002. He had the crowd laughing with his stories. Finally, looking at his watch he said that he had to go as he still had two hours left in the business day to see what he could “screw up.”

The other guest speaker was Caleb Cage, the executive director, Nevada Officer of Veteran Services. He graduated from West Point in 2002 and did two tours in Iraq. He welcomed everyone and made himself available after to answer questions.

Representing Silver Legacy was Jeff Globe, director of sales and Sonia Leyva, coordinator. They expressed their appreciation for choosing this hotel-casino and said that they were on hand to help resolve any problems that might arise.

Convention Planners Mike Placencia and Steve Peterson delivered an overview of what to expect over the next few days.

In closing, Liz Scotti, president of the Auxiliary welcomed everyone back. She gave an update of the progress of the president, Ed Swift, in his recovery from receiving a lung transplant. Liz has kept in telephone contact with Ed and his wife, Mary. Ed’s full recovery, while slow, is progressing well; and, now, he has been cleared to drive. Members of the Auxiliary purchased locally, lunch meats, cheeses, rolls, fresh

(Left) Auxiliary members set out food for after the Opening Ceremony.

(Right) PBS-TV sets up to cover the Opening Ceremony.





Bob Cashell, mayor of Reno, welcomed the Coast Guard to his city and had the audience laughing with his stories. He told the crowd that he could not stay long because he still had a couple of hours left in his office to see what he could “screw up.”

(Below) Caleb Cage, executive director, Nevada Office of Veterans Services, was on hand to answer questions after the Opening Ceremony.



Sonia Leyva, coordinator for the convention, expresses her pleasure that the Association chose Silver Legacy. Every day Sonia was out and about ensuring we had everything we needed.

vegetables, assorted snacks and the like. Then they assembled a food layout in the hospitality room where Liz invited everyone to go after the opening ceremony and help themselves.

Play Ball!

Another first, among the “tour” packages offered this year was a baseball game and a meal. On Tuesday, members who signed up simply walked a few blocks to the Reno Aces ballpark (opened in 2009) to watch the AAA-Minor League game between the Aces and their in-state rivals the Las Vegas 51s. It was perfect spring day for spending a clear, dry, sunny afternoon at the ballpark. The tour package included seating in the centerfield picnic table area and a chow line to walk through.

More significant than the game was that member Howard Hayes was throwing out the ceremonial first pitch. Howard, 93, is the last living member of the cutter *Taney* crew at Pearl Harbor when the Japanese attacked on 7 December 1941. Local television station KOLO, an ABC affiliate, came down to interview Howard and his daughter, Shirley Wetmore, and son Howard Jr., for the evening news. When asked by the television reporter what kind of pitch he was going to throw he replied, “a spitter.” Well, he must have dampened it a little too much because when Howard tossed the ball from the pitching mound it hung up a moment and having lost force it bounced well before the player catching it for the Aces. This brings up a trivia question. Who was the ballplayer that caught the first pitch from Howard “Pearl Harbor” Hayes. The answer: #13, Reno Aces outfielder Evan Frey. Howard got to keep the ball and autographing it, Frey wrote, “Thanks for all that you have done.”

The game started with Reno scoring one run in the first inning. They



Following the Opening Ceremony it was off to the Hospitality Room for conviviality.



Liz Scotti and WWII veteran Herb Cohen are ready for the “old ball game”.



Howard Hayes shakes hands with Evan Frey, the Aces ballplayer he pitched to.

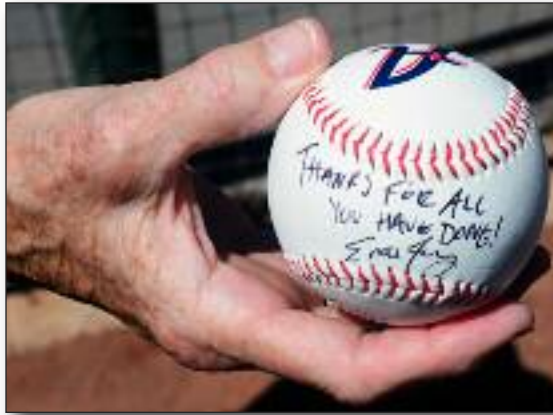


Howard Hayes is interviewed by KOLO-TV before throwing out the ceremonial first pitch. Hayes was on the cutter Taney at Pearl Harbor when the Japanese attacked.



The ball game starts and its time to grab a hot dog and cold beverage.

(Right) The CGCVA gang watches the ball game from the centerfield picnic area.



(Left) Baseball autographed by Reno Aces player Evan Frey

also scored one run in the last inning. However, Las Vegas scored ten runs in between to win 10-2. Along with KOLO-TV, PBS-TV also covered the event. The public address announcer prior to the throwing of the ceremonial first pitch gave a tribute to Howard and the Coast Guard Combat Veterans Association. The news feature first came on at the five o'clock news and ran a good three minutes, then was repeated in subsequent nighttime newscasts. Rick Kaufmann and his wife, Margie, saw the report on the evening news. Rick who had been in the Coast Guard, learning that the Association was at the Silver Legacy came to the hospitality room to mix and mingle. A bell boy rolling a cart with luggage into a room stopped a couple of members in the corridor to thank them for their service. He too, saw the news coverage. All, in all, the Association did well in the publicity department.

Wednesday Business Meeting

Unlike the Auxiliary Meeting Luncheon which took place simultaneously and featured a dynamic local television personality and rousing speaker, the Business Meeting Luncheon was just that business — mundane, maybe, but necessary.

Secretary-Treasurer Gary Sherman reported that in 2011 the Association had 1,518 members and in 2013, that number had dropped to 1,387. This is predictable as our members age without new members to replace them. In regard to annual operating funds, the Association trends water. In off reunion-convention years it dips a few thousand dollars and in reunion-convention years it bumps up a few thousand dollars. The donations coming into the Quarterdeck Log Booster Club to support its publication has also fallen off. The Association has monies in reserve but hesitates to use it for other than unforeseen, extraordinary expenses. The officers prefer to provide good fiscal stewardship by operating within an annual budget. Fund-

raising suggestions are always welcome.

Chairman, Board of Trustees, Paul C. Scotti, standing in for By-Laws Committee Chairman Tom Hart, introduced a by-law change, proposed by Auxiliary president, Liz



Scotti. Currently, the by-laws read that membership in the Auxiliary are open to spouses of members. As the Auxiliary social in nature, and bolsters the Association's activities she proposed that, as well, Auxiliary membership be available to family members of members in good standing. Also, that Associate Auxiliary membership be given to interested parties, but they would not be able to vote. After some fifteen minutes of discussion the motion to approve the by-laws change passed.



By comparison with the somber business luncheon, on-going at the same time, the CGCVA Auxiliary Luncheon was one of merriment.

No decision has been made for the location of the 2015 reunion-convention. The new convention site planners will need to research the best options. Some of the cities showing interest in holding it are: Buffalo-Niagara, Cape Cod, Branson, Jacksonville, and Knoxville. It may be one of these or none of them.

Election of officers was held. The new officers are: Mike Placencia, president; Steve Petersen, vice president; Gary Sherman, secretary-treasurer; Bill Figone and Butch Hampton, two-term trustees.

For the good of the order: Terry O'Connell recommended that the Association come up with a Challenge Coin. The suggestion was well received and will be looked into. Armand Chapeau said that he regularly visits high school ROTC students in his area and talks about the Coast Guard. He suggested that other members might want to do this in their locale. Member Bob Clink showed a certificate whereby the U.S. Senate resolved 2012-2013 as the Year of the Korean War Veteran and Recognizing the 60th Anniversary of the War. Bob had an autographed photograph of Senator Ron Wyden-Oregon presenting the resolution to Bob. The senator wrote on the photograph, "Thank you for your wonderful service to our country."

Cartingforacause.org

A group of active duty and retired Coast Guard members were trekking across the country from Petaluma Training Center in California to Yorktown Training Center in Virginia, in an electric golf cart to raise money for The Wounded Warrior Project. Among their planned veteran's location stops was the VA hospital in Reno. Providentially, they stumbled on to the Reunion-Convention, on Wednesday afternoon. Learning that we had a Coast Guardsman that was on CGC Taney when Pearl Harbor was attacked, five active duty Coast Guard members came to the Hospitality Room



Local television celebrity and Nevada historian John Tyson entertained the Auxiliary Luncheon audience with stories about Nevada and its people. Tyson himself is a story: Vietnam veteran, cowboy, brand inspector, former police chief, railroad engineer, and even singer-balladeer.



Five active duty Coast Guardsmen crossing the country in a golf cart (Carting For A Cause) to raise money for the Wounded Warrior Project dropped by the Hospitality Room and found time to visit and pose with Howard Hayes and Chieu Hoi.

to meet him, shake his hand and give him a challenge coin. This was how the Coast Guard Combat Veterans Association and Carting for a Cause discovered one another.

The Coast Guardsmen left to take care of other business but returned in the evening for a long visit. In the interim, a donation jar was placed on the bar and when they returned the impromptu generosity of Association members presented them with two hundred seventy dollars for The Wounded Warrior Project.

The Coast Guard contingent had left Petaluma on April 29th. Their route was to cross thirteen states and some four thousand miles in a street-legal golf cart with a speed of 25 miles per hour. The journey was scheduled to end on May 26th in Yorktown. One of the active-duty members, EMCS Steve Pacheco, learning that he was eligible to be a member of the Association, joined on the spot. The group was impressed with Chieu Hoi, the Association's macabre mascot that is auctioned at each convention to embark on two years of publicity and promotion for the Association. They felt that Chieu Hoi would fit in well on their cross-country journey. Now, that one of their group was a member they intended to bid on it.

Banquet

As always, the Banquet binds together all the merits of the Reunion-Convention: remembrance, camaraderie, good food, speeches, recognition and frivolity. The event began with a solemn reminder that life is temporary by remembering those who "crossed the bar" since the previous reunion in 2011. Terry O'Connell read the fifty names. After each name Bill Figone tolled the bell.



PNP Paul C. Scotti served as the banquet master of ceremonies.

Following dinner, the program continued with Paul C. Scotti, chairman, board of trustees and past national president, serving as master of ceremonies thanking everyone on behalf of the officers of the Association for attending. Then he observed that from time-to-time veterans get despondent when they feel that what they had gone through and experienced is not understood, nor appreciated. He said, "Well, that is a fact of life." He went on to say that veterans need to find solace within them knowing they served honorably and did their duty well. For perspective, he quoted French journalist Alexandre Sanguinetti, The warrior merely carries the sword on behalf of others. His task is a lordly one because the warrior still agrees to die for the mistake of others.

Special guest speaker, Charles S. Shapiro, has an impressive resume. He is currently the president for the Institute of the Americas, University of California, San Diego Campus. Before that he was an American diplomat in various capacities in various countries, primarily Latin America. The one posting that catches people's attention was his assignment as U.S. Ambassador to Venezuela from 2002 to 2004, during the regime of troublesome Hugo Chavez. From Shapiro's brief remarks on Chavez it could be inferred that the dictator saw the world the way he wanted to see it and that facts were not to be considered.

But, the main focus of his talk was not about his diplomatic adventures, but the seven years before joining the State Department when he was a Coast Guard boatswain's mate second class. He ended up in the Coast Guard Reserve after getting a draft notice from the Army. He took boot camp at Cape May where he remembered Max, the barber, shearing recruits nearly bald. The word on Max was that he was World War II, German prisoner-of-war who remained in the United States after the war. Another remembrance was of a Coast Guardsman on a cutter falling through the rusted forecastle into the paint locker. He spoke of his time in the Coast Guard with great affection. He said that he had dug through his long unopened seabag to see what he could bring that would still fit. Only one thing did and he proudly held them up—his Coast Guard dog tags.

Keynote Speaker

Unable to attend, the commandant of the Coast Guard sent Vice Admiral Paul F. Zukunft, commander, Pacific Area and Defense Force West. Admiral Zukunft saluted the World War II veterans present for their distinguished service. Of the Vietnam War veterans he extolled that their patrol interdiction and port security tactics used against the Viet Cong and the North Vietnamese Navy have been the model for today's wars. Tension with the bellicose North Korea government has es-



Charles S. Shapiro, former U.S. Ambassador to Venezuela and a former USCG boatswain's mate, entertained the audience with his diplomatic and Coast Guard adventures.

calated and recently the Coast Guard deployed a 135-man port security unit to Pusan, Korea, undertaking exercises in protecting shipping from enemy craft and explosive-carrying swimmers.

The Coast Guard is still the most flexible and adaptive agency in the country and the world to deal with a broad range of missions from contraband interdiction to icebreaking. With greater American presence needed in the Arctic, the heavy icebreaker *Polar Star* is being refurbished to go back into service until a new one is built. The nation currently has only one operational polar icebreaker, the cutter *Healy*.

Admiral Zukunft told the audience that people are not leaving the Coast Guard. The retention rate is at an extraordinary high ninety-five percent. The numbers of recruits going through boot camp is at its lowest in decades. Some Coast Guard recruiting offices have a quota to fill of eight—for the entire year. Some form of up-or-out program may have to go into effect.



VADM Paul F. Zukunft, commander, Pacific Area and Defense Force West was the keynote speaker.

Awards

Normally, the selected Person of the Year is the Association's guest at the convention and is given the award. However, he was not able to be present and it will be presented at a later time. The awardee is Machinery Technician Second Class Michael R. Franco. He received the Coast Guard Medal for his heroism and that citation was read to the audience. While assigned to Kandahar Air Field in Afghanistan he heard screaming and saw a female U.S. Army soldier being dragged into a container office by an armed assailant. He intervened and disarmed the attacker.



Certificates of Appreciation were given to members who served with distinction the past two years. Vice President "Butch" Hampton, a former cook, seems to be checking out if his certificate is edible.



Baker Herbert receives the Don Kneip Award for extraordinary service to the Coast Guard Combat Veterans Association.

The Don Kneip Distinguished Effort Award was initiated at the 2011



New CGCVA officers sworn in for 2013-2015 are (left to right) Mike Placencia, president; Steve Petersen, vice president; and Gary Sherman, secretary-treasurer.

convention and is given to someone displaying self-initiative in keeping the Coast Guard Combat Veterans Association a premier and effective Coast Guard military voice. The award was deservedly presented to co-founder Baker Herbert. Baker had served as a Trustee and was elected secretary, treasurer, or secretary-treasurer ten times. For many years he operated the Association's small stores. His wisdom and counsel has been sought by the various officers in keeping the Association on its principled course.

The marvel of the Coast Guard Combat Veterans Association is that its officers and appointees serve without payment. They give their time, talent, and even money to keep the organization going because of their

2013 CGCVA Convention & Reunion

belief in its value to Coast Guard combat veterans, their families, and to recognizing the Coast Guard's military mission. About all they may expect is a sheet of paper signed by the association president titled Certificate of Appreciation. Recipients of the paper pats-on-the-back for efforts the past two years in different capacities went to Mike Placencia, Steve Petersen, Gary Sherman, Butch Hampton, Joseph Kleinpeter and Paul C. Scotti.

Frivolity

The installation of new officers for 2013-2015 followed the awards. Sworn into office for the Association by Paul C. Scotti were: Mike Placencia, president; Steve Petersen, vice president; and Gary Sherman, secretary-treasurer. Sworn into officer for the Auxiliary by Liz Scotti were: Betty Schambeau, president; Bev Johnson, vice president; and Mimi Placencia, secretary-treasurer.



Diane Barker is surprised at winning the 50-50 drawing. Mike Placencia hands her the money (\$480) with Jack Barker the proud father standing by.



(Left) The Miller's lost out in their auction bid to get Chieu Hoi, but they vow to be back in 2015 to try again.



The new Auxiliary officers are sworn into office. (Left to right) Mimi Placencia, secretary/treasurer; Betty Schambeau, president; and Bev Johnson, vice president.

With the speeches and awards behind it was now time for the fun stuff: the 50-50 drawing, the raffle, and the mascot auction. Diane Barker won the 50-50 drawing. She picked up her money and walked back to her table with a happy face while counting the \$480! The next big fund raiser was the bidding for custody of Chieu Hoi. At the 2011 convention it went for \$350.

The two determined bidding groups this year were Wayne and Javaugh Miller, who returned with the goal of bringing home Chieu Hoi and the unexpected Carting For A Cause faction,

led by new Association member, Steve Pacheco. The Golf Cart people were back on the road so they had to do their bidding by telephone. It was a lively exchange with the bids jumping back and forth. The Miller's went as high as \$500 before yielding and Chieu Hoi was going on the road for \$510 with the Golf Cart contingent. Steve Petersen would catch up them in a couple of days in Utah and deliver their newest cross-country companion.

After all raffle items disappeared Mike Placencia delivered the Benediction. Everyone said their goodbyes and disbursed, intending to return in 2015 to the next reunion-convention, somewhere in East.



Ambassador Shapiro shows off the raffle prize he selected.

Story by PNP Paul C. Scotti LM
Convention Wrap-Up Photos by Paul & Liz
Scotti and Mike Placencia

Richard L. Burke: The Coast Guard's Most Famous Forgotten Aviator

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

The pantheon of famous Coast Guard aviators includes such 20th century luminaries as Elmer Stone, world's first aviator to pilot an aircraft across the Atlantic Ocean; Frank Erickson, foremost aviator in the development of the helicopter; and Donald MacDiarmid, considered the Coast Guard's "... recognized authority in open sea landings and ditchings in seaplanes, and procedures for maritime aviation search, rescue and survival." One individual missing from the list of aviation pioneers is Richard L. Burke (Class of 1927), who is honored in the Coast Guard Academy's "Hall of Heroes" but forgotten in most other respects. In his day, Burke was recognized by U.S. military leaders, prominent politicians and Coast Guard officials, including MacDiarmid, as the Coast Guard's most skillful and experienced air-sea rescue pilot.

Born in 1903, the same year as the Wright Brothers' first flight at Kitty Hawk, North Carolina, Burke heralded from San Antonio, Texas. There, he attended St. Mary's Academy, where he was captain of the varsity football team and scored solid grades. But Burke did not sweat the small stuff and was known more for his leadership ability than his academic skills. In fact, he was a runner-up for his Texas district's Academy appointment and received it after the first nominee declined to attend New London.

In 1924, Burke entered the Academy, where he held the nicknames "Cowboy," "Tex," or just Dick. He was a popular cadet whose activities not only included several competitive sports, but also orchestra in which he played the violin. His Southern gentility and "romantic ideals from Texas" entertained his classmates who

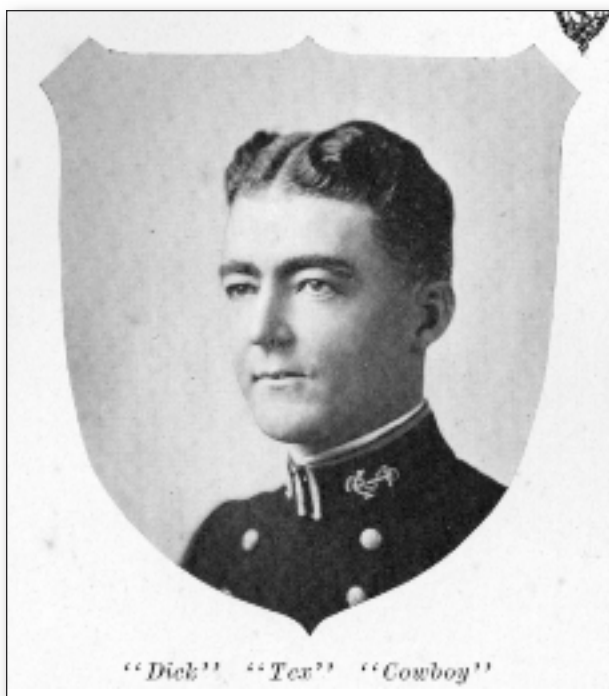
marveled at his "strong will and determination." They were also astounded by his penchant for taking a cold shower every morning at six o'clock!

In 1927, Burke graduated with a class of twenty-two cadets. Afterward, he received his commission and assignment to the cutter *Modoc*. For someone born and raised in one of the most arid parts of the United States,

it must have been an eye-opening experience to serve on a cutter deployed to the International Ice Patrol in the extreme North Atlantic. The assignment was an important learning experience for Burke. He worked with *Modoc's* executive officer, Lieutenant Commander Edward H. Smith, who received a Harvard Ph.D. and the nickname "Iceberg" for his world-renowned research on Arctic ice formation. Working with Smith reinforced the fact that Burke focused on the big picture rather than the details, a trait that alienated Smith, whose ice research required attention to detail and Burke's complete focus, despite the ensign's duty

to carry out orders from *Modoc's* captain and not just Smith.

After *Modoc*, Burke received assignments on board a number of East Coast cutters. These were primarily destroyers transferred from the navy for Prohibition enforcement and maritime interdiction, such as the *Cassin*, *Ammen* and *Downes*. On board the *Downes*, Burke served again under "Iceberg" Smith, the cutter's commanding officer, who wrote Burke a particularly negative fitness report. In it, Smith noted, "Burke's greatest fault is an abhorrence for painstaking details and plodding drudgery. All that stuff bores him. He wishes to settle all 'small things,' that often try one's



Cadet Richard Leon Burke, Academy class of 1927 (USCG Academy Tide Rips, 1927).

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patience, with a flourish; and wishes to see events swing merrily along in jig time. It is a form of carelessness of youth, but if allowed to continue uncorrected will, in later years, spoil the man." But Smith proved one of the few acquaintances who would find fault in Burke. During his later career, Burke proved popular with both officers and enlisted personnel and he became well known by members of other military branches and federal agencies.

In 1929, after two years in the officer ranks, Burke was advanced to lieutenant junior grade. For two years, Burke had requested assignment to flight training school to become an aviator and, in the spring of 1930, Headquarters granted his wish and sent him to the Norfolk Naval Air Station for "Flight Elimination Training." It was during this experience that Burke met Ernest J. King, commanding officer of the naval air station, later World War II admiral and chief of naval operations. The trainees who passed the training were sent to the naval air station at Pensacola, Florida, to earn their wings. Despite his passion for flying, Burke failed to achieve passing marks, but he was determined to become an aviator, sending an impassioned nine-page letter to Headquarters and campaigning for additional instruction. He got his wish, received the extra training and passed the elimination test, allowing him to

proceed to Pensacola for flight school.

1931 proved a watershed year for Burke. In that year, he married Winifred McGuire, his sweetheart from New London. In addition, he advanced to the rank of lieutenant and underwent aviator training at Pensacola. At flight school, he became familiar with aviation legend Carl Christian Von Paulsen, senior officer in the Coast Guard aviator training program. Later that year, Burke earned his wings and received orders to his first assignment, Coast Guard Base Number 7, located near Gloucester, Massachusetts.

Over the next few years, Burke established a reputation as one of the service's great rescue pilots. Honing his skills in navigating through rain, fog and heavy cloud cover and landing amphibious aircraft in treacherous seas, Burke participated in several high-profile air-sea rescues. For example, in 1933, he rescued a seriously ill sailor from the fishing vessel *Shawmut*, off the Massachusetts coast. This operation required Burke to fly through foul weather and locate the trawler on the basis of radio direction. This daring rescue earned Burke his first Distinguished Flying Cross, only the third issued to a Coast Guard aviator. Later in 1933, he was transferred to the larger Air Station Cape May, near the southern tip of New Jersey.

1934 proved another eventful year for Burke for his noteworthy performance as an aviator was rewarded by greater responsibility at Cape May. After serving under the command of Elmer Stone, arguably the most famous aviator in service history, Burke was given overall command of the air station. At the same time he took command of the air base, the Treasury Department designated him official pilot for Secretary of the Treasury Henry Morgenthau, Jr., requiring Burke to fly the secretary on official trips throughout North America over the next six years. During this period, Burke also assisted with



Corry Field, Pensacola, Florida, where Lieutenant Burke earned his wings in 1931. After flight school, he received orders to Coast Guard Aviation Base 7, near Gloucester, Massachusetts (Coast Guard Collection).



Lieutenant Burke receives his first Distinguished Flying Cross from Treasury Secretary Henry Morgenthau, Jr. On the left stands Coast Guard Commandant Russell R. Waesche (Coast Guard Collection).

flying the First Family to travel destinations when necessary.

By 1935, Burke had a third job as assistant coordinator for all Treasury Department maritime interdiction activities in the Mid-Atlantic region. In this role, he had to help oversee the interdiction activities of five federal agencies for the states of Delaware, New Jersey and Pennsylvania. In addition, 1935 saw the birth of Burke's son Richard McGuire Burke.

As commander of Cape May, Burke became known as much for his leadership skills as for his flying ability. He stubbornly refused to sit behind a desk and administer operations from the ground. Instead, he led from the front, getting to know all his men and participating in as many operations as possible. During his tenure at Cape May, Burke flew numerous highly publicized search, rescue and hospitalization cases, such as the *SS Lemuel Burrows* (1934),

USS Salt Lake City (1934), *SS Cornelia* (1935), *SS Aurora* (1937) and *SS Montanan* (1938). These cases made his name a familiar one within the Treasury and Navy departments and with newly commissioned commandant Russell Waesche, whose office wrote several commendation letters congratulating Burke on his achievements. In 1938, at the award ceremony for Burke's first Distinguished Flying Cross, Treasury Secretary Morgenthau remarked, "I may say that while you have been awarded this coveted decoration primarily for your service in an aerial flight to rescue a seaman from the *Shawmut*, the official records show that you have participated in five other outstanding aerial flights involving the savings of life of injured or seriously ill persons."

Burke was recognized for other events while serving at Cape May. He was skilled at piloting all types of fixed-wing aircraft, from the Treasury Secretary's Lockheed Electra passenger aircraft to a variety of Coast Guard amphibians. So it was no surprise in 1935, when he set speed and altitude records for the Hall PH-2 "flying boat," a workhorse of the Coast Guard aviation branch from the 1930s through World War II. In 1937, he was on hand during the *Hindenburg* disaster at Lakehurst, New



Burke (at left) and Secretary Morgenthau (center) stand with official party in front of the secretary's Lockheed Electra aircraft (Coast Guard Collection).

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Jersey, and directed efforts to rescue survivors of the fire. And, Burke's support of military training activities at Cape May earned him the personal thanks and recognition of National Guard authorities, World War II Marine Corps commandant Thomas Holcomb and Navy Secretary Claude Swanson. In his letter of thanks for Burke's services, Secretary Swanson concluded, "On behalf of the Navy Department, I wish to express my appreciation for the excellent services rendered by the Coast Guard."

Two other events that occurred during Burke's command at Cape May included the loss of Coast Guard aviator Charles Thrun and the September 1939 flight of Secretary Morgenthau from Canada to the U.S. Fate did not smile on Burke in the case of Thrun. In January 1935, Chief Gunner's Mate Thrun served as one of Cape May's enlisted aviators and, during test flights of the newly introduced Grumman J2F "Duck" amphibian, Thrun crashed in the frigid waters just offshore. Burke sped out to the overturned aircraft in one of the base crashboats along with other personnel and tried to extricate Thrun from the overturned aircraft. After

repeated exposure to icy water and bone-chilling air, Burke and his crew finally extricated Thrun's body, but not in time to resuscitate him. Thrun was the first Coast Guard aviator lost in the line of duty. Burke and his men contracted hypothermia from the rescue attempt and had to be hospitalized. For their heroic efforts, the men later received the Silver Lifesaving Medal, whose write-up stated that they "... exposed themselves to great danger in their heroic attempt to save the life of Chief Gunner Thrun."

In the Morgenthau case, Headquarters learned with little advanced notice that the secretary required air transportation home from a remote area located near St. John's, Newfoundland. With the secretary's Lockheed Electra unable to cover the distance and several Coast Guard aircraft down for repairs, Burke's mission required the support of three different aviation assets. And, in Newfoundland, he received poor navigation assistance from Canadian and U.S. authorities nearly causing an emergency landing. However, Burke still managed to deliver the Secretary of Treasury safely to the U.S.



Commander Burke (far left) with his aircrew and U-701 crewmembers (center) after a successful rescue of the German survivors (Coast Guard Collection).

In 1940, after six years as the commander of Cape May, assistant coordinator for Mid-Atlantic maritime interdiction activities, and official pilot for the Secretary of Treasury, Burke received a promotion to lieutenant commander and command of Air Station Elizabeth City in North Carolina. Newly constructed to support Mid-Atlantic Coast Guard aviation operations, "E-City" was more modern than Cape May. And, as the closest air station to the North Carolina coast, termed "Torpedo Junction" in World War II, this base would prove the most active Coast Guard air base during the conflict. After learning of Burke's reassignment, Secretary Morgenthau wrote him, "During these six years we have flown thousands of miles together over land and sea, and often your responsibility was very great. There have been occasions that required quick thinking and resolute, clear-headed action. Your skill and sound judgment at such times and in fact whenever you were piloting me have been a source of great satisfaction to me."

That summer, Burke arrived at his new command and learned of his collateral duty as Assistant Captain of the Port for Hampton Roads as well as the lower Chesapeake Bay and Coastal North Carolina. However, he quickly became involved not only in Coast Guard operations, but also in community activities. He joined the local Rotary chapter and served as a member of the Chamber of Commerce. So it came as a shock to the community late in 1941, when he received transfer orders to the air station at Biloxi, Mississippi. Burke proved so popular that the community pressured Congressman Herbert Bonner to intercede on his behalf. Bonner campaigned to keep Burke in command of Elizabeth City and discussed the issue with Coast

Guard Commandant Russell Waesche. The Elizabeth City newspaper reported, "... [Bonner] succeeded in cutting through official red tape to get the transfer rescinded, and is being given an accolade by friends here for his fine work." In response to community pressure, Bonner had convinced Headquarters to rescind Burke's transfer, so the aviator remained in command of the air station until 1944.

In the meantime, the U.S. had officially entered the war and German U-boats focused their efforts on the commercial shipping lanes off the coast of North Carolina. Termed the "Happy Times," or the "American shooting season" by German submariners, the year 1942 became the most active period of the war for U.S. Navy and Coast Guard operations off of the East Coast. From January through late summer of that year, Burke and his crews worked closely with army and navy units to combat German U-boat depredations against American shipping. Sometimes braving anti-aircraft fire from U-boats, Burke's



Commander Burke receives his second Distinguished Flying Cross at Air Station Elizabeth City (Coast Guard Collection).

coast Guard aircraft would spot the submarines from the air and drop markers in the water to direct attacks by U.S. Navy and Coast Guard assets. Meanwhile, Burke also hosted foreign and domestic military units at the air station, receiving commendations and the personal appreciation of senior leaders in the U.S. Army Air Corps, U.S. Navy and the French Naval Mission to the United States.

Even though his support of naval and military efforts received wide praise, his aviation exploits remained his most visible achievements. In January, Burke and his pilots played an important role in an attack on the U-boat that sank the tanker *Frances E. Powell*, and they assisted in the rescue of the *Powell's* survivors. In May,

Burke and his aircraft directed navy and Coast Guard surface units in another attack on a submerged U-boat. Burke also made a treacherous heavy weather rescue to save survivors of the Panamanian freighter *Chenango*. For the *Chenango* rescue, Burke received a letter of commendation both from Coast Guard Commandant, Russell Waesche, and from his old navy friend, Admiral Ernest J. King, Chief of Naval Operations. Later that year, Burke performed a heavy weather landing to evacuate an enlisted man suffering from acute appendicitis on board a destroyer off the North Carolina coast and delivered him to shore-based medical facilities in time to save his life. In a personal letter of thanks to Burke, the survivor's wife wrote "... thank God, in our U.S. Navy, Coast Guard, Army or Marine Corps, even for the sake of just one man, there was no risk too great for you and your crew to take to save him."

A rescue performed by Burke on July 9, 1942, received the most attention of all. Two days earlier, a U.S. Army Air Corps Hudson bomber attacked the German submarine U-701. Some of the enemy crew survived the sinking and were spotted 110 miles due east of Corolla, North Carolina. By the time Burke arrived on the scene, only seven of the seventeen survivors remained alive, but they were weak, delirious and suffering from shock and lack of food and water. Burke made a water landing near the Germans, took them on board his amphibious aircraft and flew them to the Norfolk Naval Air Station for medical attention.

The U-701 rescue and the others listed above were just a few of Burke's numerous anti-submarine patrol, rescue and hospitalization flights during his wartime service. And, in 1944, at the end of his North Carolina tour, he received a Gold Star in lieu of a second Distinguished Flying Cross as well as the Navy Commendation Ribbon in recognition of his service and leadership as commanding officer of Air Station

Elizabeth City. The citation for the DFC, commended Burke for "... constantly exercising keen judgment, expert airmanship skill and great initiative under extremely adverse conditions."

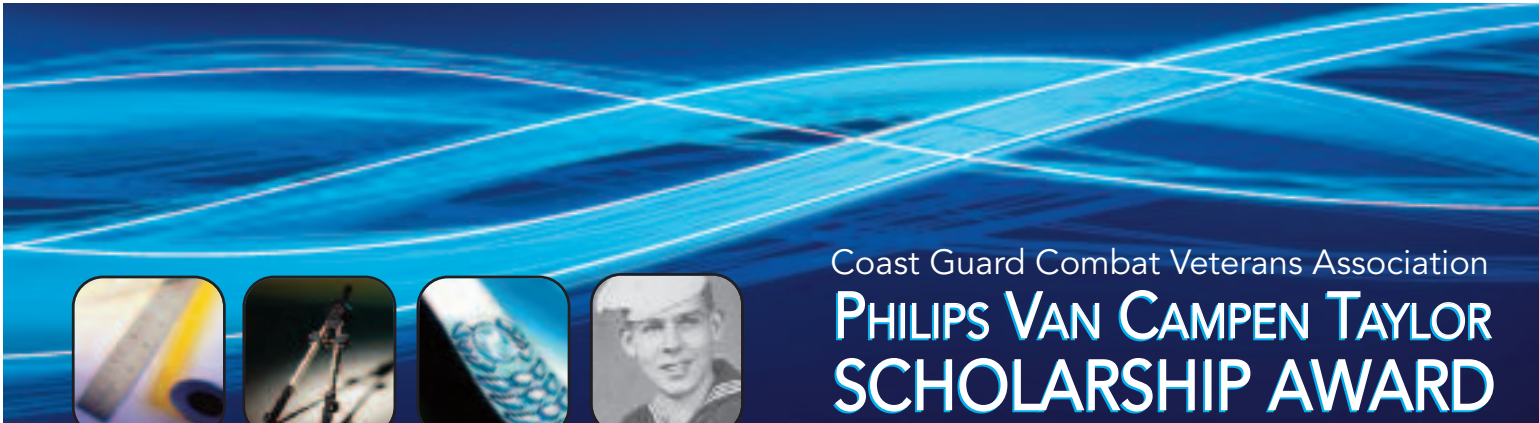
After the war, Burke received his promotion to captain and for the next ten years served in senior leadership and oversight positions for the service's aviation branch. These assignments included senior aviation officer on the staffs of the Coast Guard's "Eastern Area" and "Western Area" and as deputy commander of Western Area, now known as Pacific Area. During these assignments, he oversaw several high-profile cases. These included the response effort in the 1946 crash of a Sabena Airlines DC-4 at Gander, Newfoundland, which served as a test case for evacuating crash victims by helicopter; and the 1955 air-sea rescue of Pan American Airlines Clipper United States, which ditched in the ocean off the Oregon coast.

Burke served in the Coast Guard until 1958, but instead of retiring to a warmer climate like his San Antonio home, he chose to live in the New London area, near his wife's

family. During his career, Burke took part in hundreds of aerial search, rescue and hospitalization cases and he received numerous honors, awards and recognitions for his heroic feats and daring aviation exploits. Burke also devised advanced methods for seaplane landings, a unique propeller for amphibious aircraft and a "mercy bomb," designed to drop emergency supplies to drifting shipwreck survivors. Throughout his career, Burke served as a role model not only as a skilled aviator, but also as an exemplary leader. In 1979, he passed away in Connecticut and was survived by his son, Richard. The final sentence in the citation for the Gold Star in lieu of his second DFC reflected his successful leadership as a Coast Guard aviator: "His cool courage and unswerving devotion to duty at all times as pilot in charge of aircraft constituted an inspiring example to the forces under his command."



Captain Burke photographed near the end of his colorful career (Coast Guard Collection).



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They served in Vietnam together at Division Thirteen, Cat Lo. Meeting again at the CGCVA Convention in Reno were (left to right) Bill Miller, Bill Figone, Russell Williams, Mike Placencia and Jerry Schambeau.