



# the Quarterdeck Log

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

Volume 10

Summer

Number 3

## **Korean War Vets Honored; CGCVA Recognized**

by Ed Burke, Korean War CG Veteran

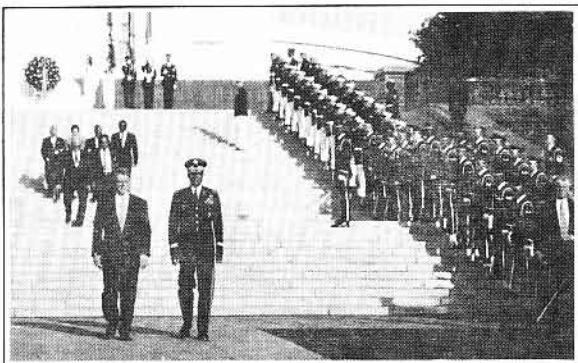
Perhaps the CGCVA is recognized as the primary Coast Guard veterans organization.

Recently, I was contacted by USCG Headquarters, Washington, and asked if I would be interested in representing the Coast Guard at a July 26th ceremony being hosted by the Marine Corps. I accepted and with my wife Nancy, niece and 5-year-old great niece, arrived at the Iwo Jima Memorial for the Sunset Parade.

The event was spectacular, with music, drums, bugles, marching, singing and the Silent Drill Team. My great niece said it was a "fun night" and I was especially pleased for her to observe such a professional military review and see our Flag treated with such high respect.

The entire ceremony was in recognition of the Korean War and I was in company with Korean War veterans from the other four armed services.

I had also been asked to attend a wreath-laying ceremony at Arlington National Cemetery at



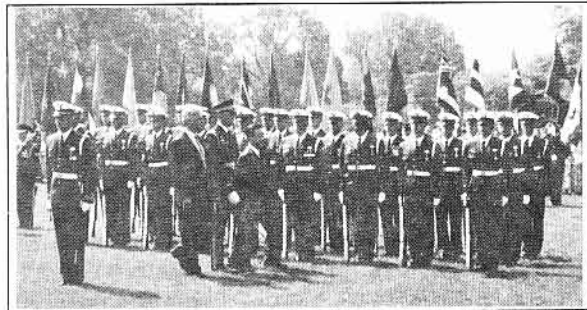
**President Clinton, followed by Korean War veterans representing the armed services, is escorted past Honor Guard units after placing wreath at the Tomb of the Unknowns.**

7:30 a.m. the following day. This event was planned by the White House and would include President Clinton placing a wreath at the Tomb of the Unknowns. Again I accepted and Nancy and I got the day off to an early start.

We arrived at Ft. Myer, met up with our group (which included several Congressional Medal of Honor recipients), and were then bussed to the cemetery. The quiet of the hot morning was suddenly interrupted by commands coming through the trees from military Honor Guard units from each of the five armed forces (of course the Coast Guard's was the most impressive!).

Several moments later, President Clinton arrived and proceeded up the steps where he was met by five veterans, one from each branch. The Coast Guard was represented by the Jewish War Veterans of New Jersey.

(continued on page 2)



**President Clinton and Korean President Kim review the Coast Guard Ceremonial Honor Guard unit.**



### **Coast Guard Combat Veterans Association Officers**

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The Administrative Offices are for contact with the Coast Guard Combat Veterans Association for all matters, i.e. change of address, membership, tax-deductible contributions, and articles and photos for The Quarterdeck Log.

## **From the President**

Hi Shipmates:

Much has happened since the last issue of *The Quarterdeck Log*, some of which directly impacts our organization. In regards to the recent ceremonies saluting the veterans of the Korean War, please read Ed Burke's description of those events since he was a primary participant in several of them.



**A.D. "AL" GRANTHAM**

The Coast Guard Commandant recently approved a list of 28 units, including 20 cutters and two air stations, that qualify for the Armed Forces Expeditionary Medal for their participation in Operation Uphold Democracy in Haiti last summer. Another 20-some units have requested consideration for the award. This equates to several hundred potential new members since Coast Guard personnel eligible for the AFEM are also eligible to join the Coast Guard Combat Veterans Association. I have recently forwarded letters to each of the approved units, explaining our organization and inviting them to join. With luck we could attract a large number of new, young Coasties!

There are three major activities planned in conjunction with VJ Day, two of which will have probably taken place by the time you read this. The first is in Washington where the 50th anniversary of the end of WWII will be commemorated Sept. 2nd at 10 a.m. at Summerall Field, Ft. Myer, Va. During the same time period, Sept. 1-3, there will be several activities taking place in Honolulu, including a parade of ships, a ceremony at Punchbowl Cemetery with President Clinton, and a Veterans Parade. Finally, on Nov. 10-12, the VJ Day commemorations will conclude with "The Nation's Parade" in New York City. This event will showcase the WWII veterans and include veterans and active-duty members from all the services. Should be quite an affair. **Al Grantham**

## From the Vice President

As the 50th anniversary of WWII comes to a close, veterans are celebrating the end of the war with parades and gatherings at memorials in every town across the nation.

I attended such a celebration at Eisenhower Park in New York City with John Stamford, our Northeast Membership Representative. John and our local members brought many photos, history brochures and a ship model. We also played videos for visiting Coasties to view. One popular photo displayed was that of a Marine holding a sign thanking the Coast Guard for landing them on a beach in the Pacific. This particular photo was viewed by many Marines attending this gathering, several of whom recalled the landings and working with the Coast Guardsmen.

I was proud to see the Coast Guard recognized by all the branches of the service for the contributions made to end the war. I suggest every member of our association attend a 50th anniversary celebration of the end of WWII, representing the Coast Guard.

By now I hope everyone has heard about "The Nation's Parade". Plans are being coordinated through the Coast Guard Veterans Reunion Committee and Canterbury Tours, Inc.

**Joseph Kleinpeter**

### **Korean War Vets Honored (continued)**

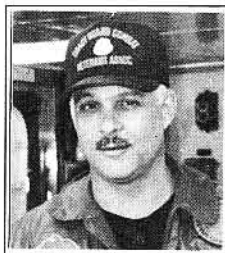
There was a 21-gun salute and the president descended the steps to greet our group. It was quite an honor to be representing the CGCVA and meet the president.

Next we went to the south lawn at the White House. There were Koreans in native dress, the Korean Army Band, Korean Girls Scouts and even military. With music playing, Presidents Clinton and Kim arrived and an inspection of the troops took place.

We were next taken to the Old Executive Office Building for lunch and joined by two of the Medal of Honor recipients, Ronald Rosser and Lloyd Burke, who President Clinton had mentioned in his address earlier. Needless to say, due to the high temperatures and humidity, we went through a lot of liquids (unfortunately most of it was water)

## From the Editor

With the conclusion of the 50th anniversary of WWII commemorations I'll be able to include more material from other campaigns in upcoming issues. My thanks to founding member Paul Scotti for the first-person story on Vietnam and for helping out at the CG Headquarters Coast Guard Day Picnic on August 5th. He and his wife, Liz had booth space there and provided information on the CGCVA.



**ED SWIFT**

Several times over the past year or so I've heard members complaining that I'd stopped including a listing of new members. Actually it wasn't by choice but more of a list not being available. Never fear — the new member list is back and updates will be included with each issue.

I have been running some cartoons in the last couple of issues and hope you've enjoyed them. As with articles and photographs, if you've got cartoons you think the membership would enjoy, send 'em my way and I'll probably run them.

**Swiftly**

before heading off to our next stop — the new Korean Memorial on the Mall.

At this site we were escorted into an air conditioned tent and given more (water). Shortly, President Clinton and Vice President Gore arrived, shaking hands and speaking with everyone. Next, President Kim and his entire delegation arrived and were introduced to everyone. Nancy and I were escorted to the dais for the dedication ceremonies and afterwards met GEN Ray Davis, USMC (Ret.), also a Medal of Honor recipient.

We met and shook hands with six MOH recipients, the president and vice president that day. Wow! Through it all, I proudly wore my CGCVA fore n' aft cap and was proud to let everyone I met know about our fine organization and the Coast Guard. I am grateful for having this opportunity.

## From the Secretary

We continue to move along with our membership growth, thanks in part to our Membership people around the country. They are rounding up new members from all kinds of nooks and crannies and hopefully, with the recent ads being circulated around the country by your National Membership Chair, there should be a rise in membership. The bumper stickers should attract some attention also.

Please remember that each of you out there is a recruiter. We include a CGCVA Application Form and General Information Sheet in each issue of *The Quarterdeck Log* so please make copies and get them out to prospective members. Your officers are trying to do a job for you and here's a way that everyone can help. If you are planning to attend or visit a reunion or friends that you served with and need additional applications, let me know — I'll get some to you as quickly as possible.

We are also looking for ways to accomplish our jobs more efficiently so, if you have some recommendations, send them in. The ideas will be considered for incorporation into the system and adopted if feasible. Your help is appreciated —

please don't hesitate to offer it.

It has been nearly a year since our reunion in Norfolk and we still need more help with the association, especially in terms of operating some of the tables. Drop me a line and I'll get your name to the right person. Thanks!

We have sent letters to several Coast Guard units now eligible for the Armed Forces Expeditionary Medal (AFEM). Al has invited them each to join the CGCVA and hopefully we'll see a significant rise in membership as a result.

With the commemorations of WWII events drawing to an end soon, there will be more time to devote to the association. We will continue trying to "streamline" our great organization to better serve the membership. Take care and if I can be of any assistance, let me know.

**Ed Burke**



**E.P. "ED" BURKE**

## From the Immediate Past President

Like Ed Burke, I too have had opportunities to represent the Coast Guard (and our Association) at WWII Commemorative events, one being the VE Day ceremonies at Ft. Myer.

This was quite a prestigious event, including President Clinton, Secretary of Defense Perry and Chairman of the Joint Chiefs, GEN Shalikashvili. All were seated at the reviewing stand, along with representatives from each of the services. The Coast Guard's representative was George Ellers, Sr., from the *USS Spencer (CGC 36)*.

I had flown in earlier from Columbus, Ohio and got to Ft. Myer about 9:30 a.m. I spotted Jack Williams, a reporter I knew from WBZ-TV, a Boston station, and started to chat with him. We got on the subject of the Modoc and I informed him it had been homeported in Boston. I ended

up being on the Boston news that evening and stressed the message that "I thought we (as a country) needed to be more patriotic, as we were in WWII."

As the ceremony ended and the president was ready to leave, one of the secret service men told him about a lady in a wheelchair. He got out of his limo and went to meet her, spending about five minutes in conversation. After he left I went over to talk with her. Lo and behold, I learned she had been a SPAR. Unfortunately I didn't get her name but she mentioned she had been stationed at the New York Port Authority during the time when Coast Guard SN John Cullen had captured the German spies off Long Island. She said Cullen got assigned to her office because the Germans had put a price on his head as a result of the capture.

**Dick Stent**

## From the Treasurer

### Treasurer's Report

Funds on hand: As of 6/5/95, we had \$6,928.70 in the General Fund, \$12,000 in the C/D Life Membership Fund, and \$6,845 in the Life Membership Savings Account (\$5,000 of which was transferred to C/D in July).

Dues: Dues expiration is now included on all mailing labels and *The Quarterdeck Log*. If dues are not paid within 30 days, a reminder is mailed out. After 60 days of non-payment, membership is dropped. I really appreciate those members who send in their dues from the *QD Log* expiration. It saves so much time, paperwork and postage. Life memberships are in the new By-Laws, revised at the 1994 Norfolk Reunion.

### Items For Sale:

Flag sets, 10", includes United States, Coast Guard and your state. \$10 per set. Takes about two months to get these out.

Baseball Caps, blue, all-weather, self-adjusting. Words "Coast Guard Combat Veterans Association" in gold lettering on front. Plain visor (\$10); Senior eggs (\$12); Flag eggs (\$13).

Fore 'N Aft Caps, blue, includes CGCVA logo and words "Coast Guard Combat Veterans Association" in white lettering. "Life Member" or CGCVA title may be added. \$30 each. Exact size required.

### USCG LCVP WWII

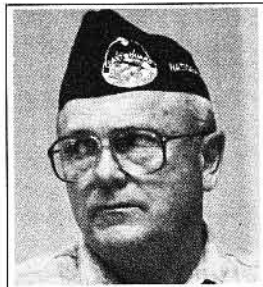
Stamps available for \$1 each (minimum order \$3 or send SASE)

CGCVA 4" Embroidered Patch (shown), full color, \$5 each.



For any of the mentioned items, send orders to: Baker Herbert, P.O. Box 544, Westfield Center, OH 44251-0544. Make checks payable to CGCVA. All prices include first class postage.

I have one additional item — a 4" pewter USCG logo, hand crafted by the Amish. These sell for \$15 each. Please let me know if you're interested in this item but don't send in any money yet. First I need to know if there's enough interest to place an order.



**BAKER HERBERT**

### CGCVA War Stories (Update)

As of June 6th, I had only received one response for a CGCVA War Stories magazine. (see Spring *QD Log*) Considering the number of comments regarding our CGCVA History Book, i.e. "Didn't know about it" and "My material didn't get included" etc., I truly expected well over a hundred requests for this type of publication. Certainly the estimated cost of \$10 can't be a barrier. The time involved in producing such a publication could be as little as a few months. As they say at weddings, "Speak now or forever hold your peace", I'll keep the door open for submissions for one more issue.

I know there are many members who didn't get their story published in the CGCVA History Book so here's your opportunity. If there is little interest 30 days after receipt of this issue, my only recourse is to suspend the project. You have to let me know soon!

**Baker Herbert**



## Membership

### Nationwide Membership Progress

It is my pleasure to announce to you that the CGCVA Membership Drive is in high gear and that we will be going nationwide with adds in more than 2,500 periodicals, at VA hospitals, clinics, service offices, public libraries and military museums, in all major veterans organizations, and over 400 veterans publications.

### Meet Your Membership Chairmen

All of our membership chairmen are doing a tremendous job and we can be very proud of their efforts. In this *Quarterdeck Log*, I'd like to introduce you to two of them, and hopefully, if space permits in future issues, the rest of the membership team.

First, let me introduce **Florian "Byke" Bycznski**, our North Central Area Membership Chairman. Byke doesn't play around with single applications — he does them 200 at a time and travels many miles to complete the job. Okay, he does handle single applications in between those big jobs too. Call Byke at (708) 974-4565. Here's a quick glance at his service career and life:



**Florian Bycznski**

Byke enlisted in the Coast Guard in 1942, training at Manhattan Beach, N.Y., and serving at various shore bases. He served on the *CGC Northland (WPB-49)* from 1943 until the end of the war. He and his wife, Estelle, have two children, two great grandchildren, and will celebrate their 50th anniversary next year. Byke and a group of "Northland" veterans, along with other CGCVA members and wives, get together every month for lunch and small talk. They have a great time together and welcome you to join them if you're in the Chicago area.

Next, let me introduce **Paul E. Wheeler**, our Southwest Area Membership Chairman. Paul is a hard-hitting and very active member of the team and he can be reached at (310) 394-1014.

Paul enlisted in the Coast Guard in July, 1942 in Los Angeles, but he wasn't called to active duty until January, 1943. He went to boot camp



**Paul E. Wheeler**

in Alameda, Calif., then on to Hawaii. After the usual beach duty he was assigned to the *CGC Taney* where he ran the "ping line" off of Oahu. From there he went to the *Arthur Middleton (APA-25)*, serving in the boat division in landings at Saipan, Leyte, Luzon and Okinawa. He was in

Gunnery School in San Diego when the war ended and was discharged in October, 1945. He participates in *Middleton* reunions and will attend their upcoming reunion this September in Portland, Ore.

### New Item Now Available

We now have a "Coast Guard Combat Veterans Association" bumper sticker (shown on page 11 of this issue). These bumper stickers are now available for \$1 each. Make checks payable to "CGCVA" and send them to National Treasurer Baker Herbert. Bear in mind that quantities are limited — we could only order a small amount due to limited funds for membership — but the sale of our current stock will allow us to buy more. The \$1 charge includes postage, long envelopes and handling. Baker will forward your order to me and I will get them out as received. The bumper stickers are 10" x 3", and are two-color (CG red and CG blue).

### AFEM Approved

Hopefully we will soon see a significant increase in membership by active duty and Reserve Coast Guard members since more than 20 units have qualified for the Armed Forces Expeditionary Medal for Operation Uphold Democracy in Haiti last summer.

**Albert F. Courter**  
National Membership Chairman

## CGCVA Auxiliary Notes

Hello ladies:

It has been almost a year since our Reunion in Norfolk and things have been pretty quiet up to now. I still attend meetings with Al, representing the CGCVA Auxiliary and have participated in several parades and memorial services. I had a great time parading with the "FRA" and representing our fine organization.

On a more solemn note, I sincerely regret to announce the passing of two of our members — Marge McLendon and Jeanne Linke.

Marge (wife of Frederick McLendon, our South Central Membership Chairman), will be sorely missed as she was a very active member of the Auxiliary. Marge worked very hard at the last two reunions and she was a most pleasant person to be with. Marge passed away in June.

Jeanne (wife of Fred Linke of the Greenland

Patrol Group), passed away last December. Jeanne was a joy to be with and had many fond remembrances (remember the *Quarterdeck Log* story of her getting issued a WWII pass allowing her to board the CGC Laurel?) She carried that pass for 48 years and finally got to use it in Mayport, Fla., during a reunion. Yes, the same CGC Laurel was still in service after 50 years.

Needless to say, we will miss both Marge and Jeanne very much. Their passing does bring up a thought for our group — we need a Chaplain for the CGCVA Auxiliary. If anyone is interested, please let me know.

As usual, an Auxiliary membership Application is included below. Please do your best to attract new members to our fine association.

**Edith M. Courter**

**National President, CGCVA Auxiliary**



### Coast Guard Combat Veterans Auxiliary Membership Application

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_  
Last First Init. First

Address: \_\_\_\_\_  
Street or Box Number City State Zipcode

Eligibility: \_\_\_\_\_ Sponsors Name: \_\_\_\_\_  
Wife, Husband, Daughter, Son, Other-Explain

**Amount of Membership Dues enclosed: \$ \_\_\_\_\_ Dues: \$10.00 Every 2 Years.**

**Make Checks Payable To: CGCVA AUX**

**Jane Maxwell, Secretary/Treasurer**

**PO Drawer 2790**

**Burney, CA 96013**

CGCVA Form#3A(Rev 3/95)

## Ten Years Ago

In July, 1985, fifteen Coast Guard combat veterans met in Bloomingdale, Illinois at the Indian Lake Resort to remember the 20th anniversary of Coast Guard personnel arriving in Southeast Asia. We were Vietnam veterans and originally called ourselves the SEAVETS. Then, Roger Williams arrived, stated that he was a WWII veteran but loved the Coast Guard, and our direction changed drastically.

About a year earlier, notices were sent to various veterans publications announcing our planned get-together. About four months before the meeting, I consulted with VADM Sargent who suggested a mid-America location with good air and rail transportation, hence the Chicago area.

COMO Bill Hoover and CWO Paul Scotti scheduled a meeting the following year in Reno, Nevada, and it was at that meeting that the Coast Guard Combat Veterans Association was formed. Initial dues were collected by "passing the hat" and Bob Maxwell suggested that the CGCVA become an umbrella association for all Coast Guard organizations who wanted to join our reunions but yet have their own separate meetings.

Looking back, we've come a long, long way. It's impossible for me to record everything that has happened to the CGCVA over the past ten years, but it's all been because of the members.

For instance, our association's logo is second to none, thanks to the professional design work of John Carnila.

We have a beautiful plaque at Utah Beach in Normandy, France, to remind the world that the Coast Guard lost so many "at this place".

The efforts of Pat Denney and Vince Stauffer resulted in the "squaring away" and upkeep of Douglas Munro's gravesite in Cle Elum, Wash., along with a permanent headstone from the CGCVA.

We were able to get a CGCVA History Book published and our *Quarterdeck Log* publication has gotten many rave reviews.

We will never forget the *USS Serpens* or those who have given their lives for our American freedom.

We received tax exempt status in 1990, meaning donations to the CGCVA were tax deductible, and allowing us to use non-profit mailing. While this status has presented some problems (we originally didn't ask for support documentation for membership but the tax exempt status required it), I appreciate the support and cooperation on the part of our members in providing that required verification.

We have become incorporated and found an insurance carrier. Our logo has been registered and we have an active Auxiliary.

Certainly we have leaped tall buildings and climbed mountains, but there's always room for improvement. We have an open forum at our reunions; our presidents have welcomed ideas, many of which have been adopted; our members have been terrific in sponsoring new members and getting much deserved recognition for the Coast Guard in the media. With all oars in the water pulling together, we will have a tremendous second ten years.

The Association is always looking for "a few good people" to serve as officers and board members. Just let the Secretary know that you're interested. We especially need help planning the reunions.

We still have no employees but we do own two computers and a few printers. This equipment has been expensive and we welcome donations. The computers have been particularly helpful during the WWII 50th anniversary commemorations, since Ed Burke created a locator program of our membership. We have been able to assist the WWII Commemoration Committee in locating members to participate in 50th anniversary ceremonies, and to assist other members in locating shipmates.

Above all, our reunions are very special. Having jumped from the 9th grade at 14 into the Navy, then into the Coast Guard at 15, I missed out on school proms and class reunions. Still, I gained so much more being in the Coast Guard and the CGCVA. We have a great organization and I love it. Thanks for an exciting ten years and let's have many, many more! **Baker Herbert**



## Reunions — Notices — Unit Ads

### USS Kanawha (AOG-31)

All Coast Guard crew, serving on a Maritime Commission oil/gas tanker with the 10th Service Squadron, 3rd Fleet Navy, in the Pacific Theatre during WWII. Our reunion is Sept. 21–24, 1995, at the West Park Hotel, 2434 Old Dorsett Road, Maryland Hts., MO 63043. Hotel phone is (314) 291-8700. Reunion coordinator is **Frederick A. Peterson** at 20 Williams St., Kensington, CT 06037; phone: (203) 828-5346.

### USS Falgout (DE-324)

Our reunion will be held Nov. 1–4, 1995, at the George Washington Inn and Conference Center, 500 Merrimac Trail, Williamsburg, VA 23185. Phone: (800) 666-8888. Contact: **Bill O'Keefe**, 192 Indian Mountain Lakes, Albrightsville, PA 18210. Phone: (717) 722-0054.

### USS Theenin AKA-63

Our reunion will be Sept. 4–5, 1995, at Bramson, MO. I look forward to seeing former shipmates. **Herb Davenport**, 541 Crooked Run Road, Elizabeth City, NC 27909.

### CGCVA Midwest Group

This group is quite active, meeting regularly. Their next meeting is Sept. 1, 1995, at Al's Steakhouse, 1990 W. Jefferson (Rte. 52), in Joliet, IL. Wives and guests are invited. Contact: "Byke" Bycznski at (708) 974-4565 or Bob Swaney at (708) 832-3278.

### CGC Tampa Reunion

Tampa shipmates will hold a reunion Oct. 11–14, 1995, in conjunction with the Greenland Patrol group at the Corpus Christi Sheraton Bayfront Hotel, Corpus Christi, Texas. Contact: John Pearse at 1382 State Hwy. Y, Forsyth, MO 65653. Phone: (417) 546-4499.

### Looking for USS Theenin Crewmembers

I served on the *USS Sheliak* (AKA-62), sister ship of the *Theenin*. Our *Sheliak* Assoc.

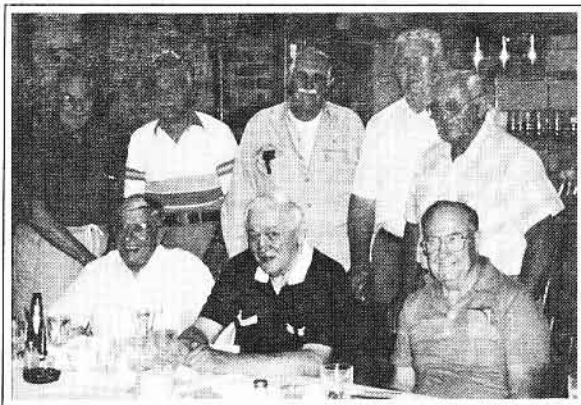
has had six reunions since 1950 with one this Sept. 20–24 in Colorado Springs, Colo. (By the way, some poor information indicated the *Theenin* was sunk at Okinawa). I'd like to hear from anyone in L Division from the *Theenin* since we have a register by division of shipmates in our association. Contact: **Joe Larday** at 3888 Shady Brook Lane, Sarasota, FL 34243.

### USS Peterson (DE-152)

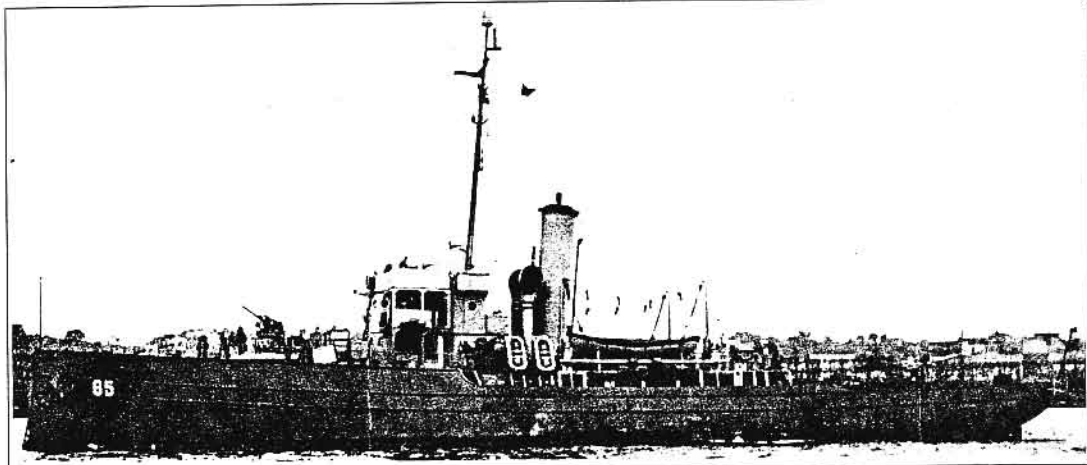
Our next reunion is Oct. 26–28, 1995, at the Quality Inn Midtown, New Orleans, La. Make room reservations directly through the hotel by calling (800) 486-5541 and specify *USS Peterson* Reunion. To take care of registration, banquet, certificates and hospitality costs (\$25 per person), contact **Ed Synos** at 751 Spring Crest Ct., Fenton, MO 63026 as soon as possible. Hotel cost is \$56.39/night.

### USS Allentown

Our 35th Reunion will be held Sept. 7–10 at the Ramada Inn, Montville, N.J. Contact: **Frank Seigel** at 48 N. Maple Ave., Park Ridge, NJ 07656.



Midwest members of the Greenland Patrol meet regularly for lunch and fellowship. At a recent meeting in Joliet, Ill., the following "Bluenoses" enjoyed recalling their adventures aboard the *Northland*, *Esanaba* and *Hamilton*. (Bottom l to r) Bob Swaney, Wally Swiatek and Joe Holoubek. (Top l to r) Hensley Dalton, Florian Bycznski, Ray O'Malley, Harry Moore and Norm Rowe. Next reunion is Sept. 1, 1995.



I have been looking for former shipmates of the *Revenue Cutter Gresham (WPG-85)* (shown above) during WWII without much success. It was the oldest ship serving on active convoy duty until it literally began to fall apart. Contact: **Waverly Hammond** at 34 Hillcrest Ave., South Portland, ME 04106 or call (207) 799-0390.

## **USS LST 22**

Our next reunion for all who served on *LST 22* will be Oct. 6–8, 1995, at the Days Inn, New Orleans, La. For information, contact: **Jack A. Pfeifer** at 11325 SW Timberline Dr., Beaverton, OR 97008 or call (503) 644-0048.

## **USS Hunter Liggett (APA-14)**

Reunion scheduled for Sept. 7–11, 1995 in King of Prussia, Pa. Contact: **Thomas W. Giles** at 1217 Fairview St., Delran, NJ 08075 Phone: (609) 461-1803.

## **USS Lansing (DE/DER-388, WDE-488)**

Reunion scheduled for Sept. 21–24, 1995, in Nashville, TN. Contact: **Charlie Parker** at 4101 Huckleberry Dr., Raleigh, NC 27612. Phone: (919) 787-2842.

## **USS LST-70**

Next reunion is Sept. 24–28, 1995, in Las

Vegas, NV. Contact: **C. Hewitt Underwood** at 2229 Augusta Lane, Denham Springs, LA 70726. Phone: (504) 665-2311.

## **CGC Raritan (WYT-93) Still Sailing**

The 110-foot tug *CGC Raritan*, commissioned April 11, 1939, continues in service today as a "static trainer" in the Maritime College of the State University of New York's education and training program, in Fort Schuyler, N.Y.

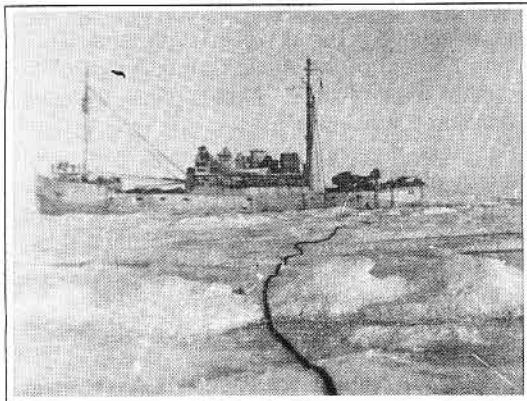
The *Raritan* served on the Greenland Patrol during WWII, breaking ice, performing towing services, assisting in the building of LORAN stations and performing search and rescue missions. The *Raritan's* most notable rescue occurred June 13, 1943 while in convoy with the *CGC Escanaba*. Following the explosion and sinking of the *Escanaba*, the *Acacia* was instrumental in picking up the only two survivors.

After WWII, the *Raritan* was homeported in Portsmouth, Va., performing law enforcement and SAR until 1962. From 1963 to 1972, she was stationed at Milwaukee, Wisc., and from 1973 to 1979 at Grand Haven, Mich., in both places performing SAR, law enforcement and icebreaking. The vessel's next home port was Governors Island, N.Y. The *Raritan* was decommissioned on May 14, 1988, then acquired by the Maritime College.

### USS North Star Notes

Firstly, I regret to inform the membership of the death of Francis Callan, CMM on the *North Star* and the *Big Horn*. He died Dec. 27, 1994.

In the Winter '93 issue of *The Quarterdeck Log* a member inquired about a dog named "Spar" and I wrote him to say Spar was the mascot of



the *North Star* and I hope he received that information.

The above photo is the *North Star* frozen-in way above the Arctic Circle in 1942. We had been sent, along with the *Northland*, to destroy a German radio & weather station. We got stuck but the *Northland* carried out the mission. The black line in the foreground is a water hose. We would look for glacier pools of fresh water, then pump it aboard. This saved running the evaporator and we could conserve fuel. Take care!

**Fred Ahern, ex MM1/c**

### "Year Of The Veteran" Proclaimed

On May 9, 1995, Gov. Pete Wilson (R-CA), became the first U.S. governor to proclaim 1995 as the "Year of the Veteran", as announced by the California State Director of Veterans Affairs.

Wilson, a former Marine, called upon all Californians "to pay tribute to those who have helped to secure our freedoms and build this great state and nation into the best place possible to run a business and raise a family."

### Looking For Help?

On Dec. 3, 1943, a three-ship convoy consisting of the *SS Mary Bickerdyke*, *USS Hydrographer*, and an unknown Navy or Coast Guard PC or SC escort, left Pearl Harbor for Tarawa, Gilbert Islands.

On Dec. 23 or 24, the escort made sonar contact on at least one presumed enemy submarine, dropping depth charges and driving the sub off.

I'd like to find the escort's number to publicly thank the crew for possibly saving our lives. I was aboard the *Mary Bickerdyke* which was laden with hi-octane gasoline and munitions. If anyone can verify this incident and provide details, please contact **COL James E. Long, USA (Ret.)** at 1016 West Edgewood Dr., McHenry, IL 60050 or use Fax no. (708) 497-4720.

### "Sinbad" Memorabilia Available

For former shipmates and fellow Coast Guard combat veterans of Sinbad, the famous WWII mascot of the *CGC Campbell (WPG-32)*, as well as other dog lovers; you may now obtain a small (7" x 5" x 4-1/4") stone desktop statue of Sinbad, sculpted by Rita Brue-Stanziani.

In 1990, Ms. Brue-Stanziani sculpted a large bronze likeness of Sinbad for the USCGC Campbell Association. This sculpture is displayed above the messdeck aboard the current *CGC Campbell (WMEC-909)*, and a duplicate is in a place of honor at USCG Headquarters.

Anyone interested in purchasing one of the small, desktop statues of Sinbad should write to Ms. Brue-Stanziani at P.O. Box 815, New York, NY 10014 or phone (212) 929-9021. Total cost (including shipping) is \$56.50.

In addition, if desired, a reprinted edition of "Sinbad of the Coast Guard" by George Foley, Jr., originally published in 1946, can be purchased for \$12 (includes shipping).

**Jim Bunch**

(Editors Note: Jim Bunch was the member interested in obtaining information on Coast Guard mascots and did receive the "Spar" info).

## Association News — Mail Buoy

### Illinois Veterans Bonuses

The State of Illinois is currently paying a veterans bonus to Illinois veterans of WWII, Korea, Vietnam and Desert Storm.

WWII vets must have been an Illinois resident at the time of entering service on active duty and have served at least 60 days.

For veterans of Korea, Vietnam or Desert Storm, Illinois residency at least 12 months prior to entering service on active duty is required. In addition, the appropriate overseas medal must have been awarded the veteran, i.e. Korean Service Medal, Vietnam Service Medal (or Armed Forces Expeditionary Medal – Vietnam-era), or the Southwest Asia Service Medal, etc.

Applications For Veteran's Compensation may be obtained through the Illinois Dept. of Veterans' Affairs, P.O. Box 19432, 833 South Spring Street, Springfield, IL 62794-9432.

### British Commemorative Medals Available

The Royal British Legion has joined with Award Productions, Ltd. to commission two commemorative medals to fill a void, particularly since WWII, which they felt had been overlooked by successive governments in recognizing Allied veterans for their service and achievements. Many CGCVA members, no doubt, meet the brief outline of requirements set by the Royal British Legion.

Normandy Campaign Medal — This medal is

available exclusively to the veterans who took an active role in the Normandy Campaign between the official dates of June 6 – Aug. 4, 1944 (or their next-of-kin). Veterans, if not serving with the British Army, Royal Navy or Royal Air Force, must have served with an Allied force during the period of the campaign.

Arctic Campaign Medal — This medal is available exclusively to all Allied veterans (U.S. Armed Forces) of the Arctic Campaign in WWII (or other next-of-kin). Note: This includes Greenland Patrol veterans.

For those meeting eligibility requirements and desirous of one or both of these medals, there is a small administrative/processing fee. For more information, contact: Award Productions, Ltd., P.O. Box 30, Haslemere, Surrey GU26 6UT, England.

### NCOA Job Fairs

The Non-Commissioned Officers Association (NCOA) schedules job fairs for veterans. Job fairs will be held at the following sites:

9/22/95 — Scottish Rite, 1895 Camino Del Rio South, San Diego, CA 92108. Ph: (619) 297-0397.

10/27/95 — Holiday Inn, 1110 Santa Rosa Blvd., Ft. Walton Beach, FL 32548. Ph: (904) 243-9181.

12/8/95 — San Antonio Convention Ctr., 200 East Market, San Antonio, TX 78205. Phone: (210) 299-8500.



# COAST GUARD COMBAT VETERANS ASSOCIATION

CALL: 1-813-856-7387

A slightly scaled-down version of the new CGCVA bumper sticker. Actual size is 10" x 3" and is printed in two-color, CG red and CG blue. The bumper stickers sell for \$1 each. See Membership page for details on ordering.

### Vietnam Patches Available

BMCS Don McGrogan, USN (Ret.) has stocks of over 1,500 patches, including a Coast Guard Squadron 3 Vietnam patch and several other Coast Guard Vietnam patches. He charges \$5 each and they're not bad. Don, by the way, was attached to IVWG-1 Vietnam. He was with the Swift boats and I believe, a skipper of one. Don can be reached at P.O. Box 502, Orofino, ID 83544-0502.

### "Friends Of The Vietnam Veterans Memorial"

This group offers a product that helps support their many programs about keeping America in touch with "The Wall". All of their products are very tasteful and unique and they can be reached at: Friends of the Vietnam Veterans Memorial, 4200 Wisconsin Ave., NW, Suite 106, Box 108, Washington, DC 20016.

One of their programs — Name Rubbing — is where a piece of paper is laid over a name on the wall and rubbed with charcoal. This is done for free, then mailed to individuals or families who cannot visit the wall themselves. Thought these two items would be of interest to the Coast Guard 'Nam vets.

**Christopher F. Wood**

### Don't Take It With You!

What do you know about Coast Guard history? Is it all cutters and planes? Is it amazing feats and rescues? Is it war activities? How about the regulatory functions such as marine inspection and aids-to-navigation? If you answered yes to all of the above then you are only partly correct. Coast Guard history is about the people who served it. In a true sense, when someone speaks of Coast Guard history, he, or she, is speaking of all those human achievements and failures. History cannot occur without human endeavor and human recording.

Unfortunately, the Coast Guard is not a good record keeper nor very good about telling its own history. This is largely from the lack of materials, especially those with a personal and inside view.

However, each of you can, and should, become

part of Coast Guard history by leaving something for future scholars. Things such as photos, mementos, diaries, artifacts, souvenirs and other items acquired over the years that could, when placed with like items, contribute to the larger historical picture. If unsure what to donate, remember history is everything.

Don't take it with you! The historical items you donate may help all future Coast Guard people understand the important position the Coast Guard holds in the nation's history.

Anyone can donate their material to the Coast Guard or leave specified items in their will. To donate, contact the Coast Guard Historian's Office at Commandant (G-CP-4), U.S. Coast Guard, 2100 2nd Street, SW, Washington, DC 20593-0001. Phone: (202) 267-0948

When donating, try to identify any photos as to the person(s) in them, date, location, ship name, etc.

**GMCM Bill Wells, USCG (Ret.)**

### Munro Memorial Dedication

On Sept. 27, 1995, the city of Crystal City, Fla., will dedicate an engraved granite memorial to the memory of Signalmen 1/c Douglas Albert Munro, the only Coast Guardsman to be awarded the Congressional Medal of Honor. The date coincides with the date Munro was killed in action in 1942 at Guadalcanal.

Although Munro was a native of Washington state and never set foot in Citrus County, Fla., the crew at Coast Guard Station Yankeetown and the Crystal River Fraternal Order of Eagles organized the monument on his behalf.

According to Ken Harrington, president of the Eagles, a tree will be planted near the site as a living memorial to Munro and the overall project will include planting of at least 20 historic trees, with educational material provided to school children about the trees and historic events they represent.

Donations may be sent to: Eagle's Munro Memorial Fund, c/o Crystal River Bank, 865 NE U.S. 19, Crystal River, FL 34428 or by calling MK1 Roger Jones at (800) 874-4604.



## Association News — Mail Buoy

### Welcome New CGCVA Members

A hearty welcome is extended to the following new members, who have joined the CGCVA in 1995; and to their recruiters, "way to go!" This list includes the 151 members recruited from January 1st to July 17th, 1995:

**January** — George A. Wolf; James J. Henry; A. Ray Loudon; Kenneth L. Teto; William C. Rothermel; Joseph H. Quaderer; James E. Conner; John W. Hamma; Wilbur D. Gray; Francesco L. Dassaro; Jack K. Telford; Donald G. Brauer; Ronald C. Austin; Ernest M. Swanson; Joseph F. Lynch; Michael J. Voges; Raul A. Lopez; Clayton W. Locke; Louis Bender; William J. Riley; John R. Halligan; William C. Meyer; William McShane; Kelsie K. Kemp; and Glenn W. Henderson.

**February** — Bruno A. Yoka; Stanley Kuba; Calvin F. Perkins, Jr.; Folke E. Swenson; Merritt D. Troxell; Julius A. Ziegler; David M. Lockyer; Carl C. Green; Cosmo Trentacoste; Warren F. Kaiser; David M. Johnson; James J. Hyland; Eugene J. Vanden Haute; James J. Crabtree; Bill W. Pebley; Harold P. Tortoriello; J.F. Boyett; Robert C. Reichstetter; Bernard Brownstein; and Henry "Hank" Kaplan.

**March** — James A. Sandberg; Ledyard P. Hale II; James L. Harrington; William G. Miller; Fred T. Noftz; Jeremiah J. Walsh; Joseph A. Rodler; Victor R. Zimet; Charles E. Kochensparger; Albert J. Hudak; Peter De Ponte; Albert Himmelstein; Warren F. Kaplan; Howard E. Copeland; Anthony M. Cvelbar; Melvin S. Leach; Maurice G. Grothues; Tarmo A. Taipale; Charles Marinoff; Duncan W. McClelland; Vincent J. Madigan; John A. Lindfelt; Robert L. Powell; Aaron B. Goldberg; Raymond D. Fisher; Frederick E. Dexheimer; Stanley Stachelski; Alan R. Norcross; Gerald R. Ballard; Donald C. Williams; and Kenneth R. Dossett.

**April** — Harry C. Ludwig; Ralph B. Ahlgren;

Richard M. Yarnell; Richard P. Foley; Donald R. Benson; Donald K. Kahler; William W. Hunt; James L. Graham; Allan Levin; James W. Ashe; Sylvester A. Rouse; Andrew J. Bodnar; Leon C. Clerico; Jeff L. Anderson; John W. Higgins; William M. O'Keefe; George Kohan; Floyd E. Glenn; Oscar C. Barrett; John H. Ahlin; William H. Robertson; Walter J. Muehlegger; William A. Boscia; Gilbert E. Perkins; and Harold J. Brewer.

**May** — Eva A. Schmidt; Raymond H. Emery; Lester R. Sutton; Salvatore Villani; Leonard P. Derleth; William H. Hitt; Albert H. Desrochers; Robert D. Lenwell; John H. Puckhaber; Curtis N. Sickafoose; Gordon T. Landon; William McCurdy; James Ruggiero; Dominic Catucci; Donald Zeiller; Albert R. Otte; George Poulos, Jr.; Charles E. Banks; and Glenn A. Hangard.

**June** — Frank S. Hadfield; James W. Brockwell, Jr.; Patrick A. Spero; Walter F. Lawler, Sr.; Austin A. Carpenter; Thomas E. Cantwell; Francis T. Urruty; Henry L. Gilbert; William S. Hill; Robert A. Sellick; Orland W. Erickson; Victor Biagini; Joseph J. Mirakian; James B. Tripp, Sr.; Michael Grucella; Harold P. Cowan; Edward J. Reading; George W. Yeoman; Donald D. Doran; and Kenneth D. Adkins.

**July** — Milton H. Wooster; Walter F. Mazzanti; Jack F. Cullen, Sr.; William R. Brazelton; Lofton T. Faris; Isaiah V. Oglesby; Stanley W. Haraburda; Arthur H. Iverson; James A. Pakledinaz; Robert L. Casselman; and Frederick A. Peterson.

Again, welcome new CGCVA members!!

Members who have  
**CROSSED THE BAR**

Leroy J. Reidt  
CWO3 Harold Margrave, USCG (Ret.)  
Francis Callan

### The Nation's Parade

Hopefully, many of you have received information regarding national VJ Day activities and are planning to participate. The two largest activities are the final commemorations in Honolulu (Sept. 1-3) and "The Nation's Parade" in New York City on Nov. 11th. Invitations with amplifying information on these major events were mailed out some time ago by the Coast Guard Veterans Reunion Committee.

CGCVA member Jack Campbell has been helping coordinate these two events to ensure Coast Guard representation. Jack, as you recall, is a veteran of Flotilla One and led veterans back to Normandy and to the Iwo Jima Memorial in Washington, D.C. to commemorate the 50th anniversaries of those historically significant events.

The VJ Day ceremonies in Honolulu will have been concluded by the time you read this, but the planned activities were to include: A parade of ships; a ceremony at Punchbowl National Cemetery with President Clinton as the speaker; a Veterans Parade; and a monument dedication ceremony by the 14th Coast Guard District followed by a reception for all Coast Guard WWII veterans.

"The Nation's Parade" will still be on the horizon, however, and the entire Veterans' Day Weekend in New York City will be jam-packed with activities. The actual parade, on Nov. 11th,

will be absolutely huge, with rolling equipment, premiere Service Bands and Ceremonial Units, large marching units from each service, aerial flyovers, ship visits, and much more.

Both events will be broadcast on nationwide TV so if you can't actively participate, hope you have an opportunity to tune in. Hopefully, the Coast Guard will receive a great deal of exposure through our involvement in these activities.

**Coast Guard Veterans Reunion Committee**



## Association News — Mail Buoy

### Reflections of a CGCOMVET (Vietnam)

by CWO4 Paul C. Scotti, USCG (Ret.)

I have kept a daily log of my life since the beginning of my 1967-68 tour in Vietnam where I was assigned to Division Twelve in Danang, putting over 10 months on the *CGC Point Dume* and a month on the *Point Comfort*. My record-keeping began in a red 4" x 6" loose-leaf binder, a modest effort with lean executive-style bullet information, yet with enough detail that as I browse through it decades later, memories stir.

As I read I wondered where some of these guys are today. The ones who retired from active duty would be easy enough to find but not those who only lingered for a hitch or more, then faded into civilian anonymity. I also realized how much I had forgotten. More so, even after reading about some things I still could not remember them happening. All of which makes a strong case for keeping a journal.

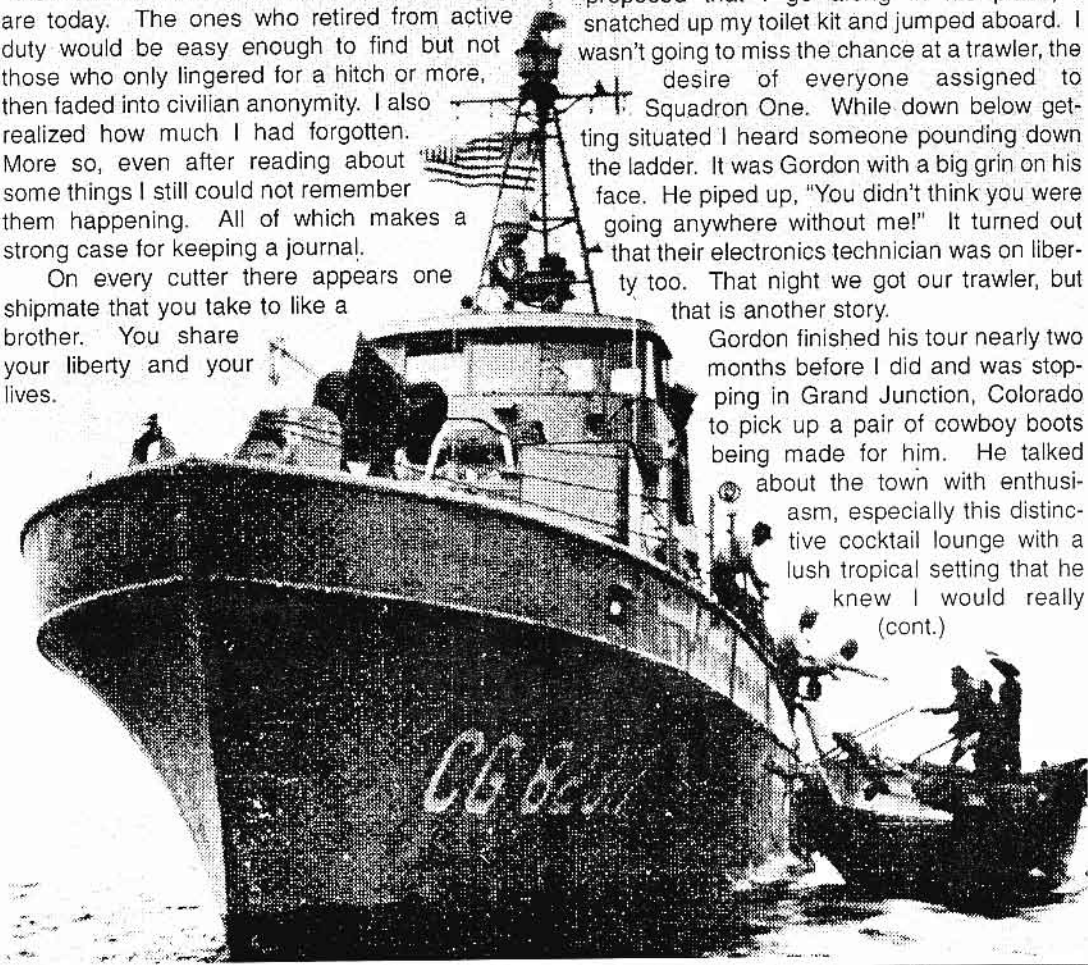
On every cutter there appears one shipmate that you take to like a brother. You share your liberty and your lives.

You become inseparable. Gordon Elliott, the electronics technician on the *Point Dume*, was such an individual to me. Where you found Paul, you found Gordon and vice versa.

Take the day we were coming in from patrol to find the lone cutter in port preparing to leave. The *Point Welcome* was being scrambled to intercept a weapons-laden North Vietnamese trawler detected by aircraft surveillance. Her departure, however, was being held up until her gunner's mate could be found. We had been at sea for nine of the past 10 days but, when it was

proposed that I go along in his place, I snatched up my toilet kit and jumped aboard. I wasn't going to miss the chance at a trawler, the desire of everyone assigned to Squadron One. While down below getting situated I heard someone pounding down the ladder. It was Gordon with a big grin on his face. He piped up, "You didn't think you were going anywhere without me!" It turned out that their electronics technician was on liberty too. That night we got our trawler, but that is another story.

Gordon finished his tour nearly two months before I did and was stopping in Grand Junction, Colorado to pick up a pair of cowboy boots being made for him. He talked about the town with enthusiasm, especially this distinctive cocktail lounge with a lush tropical setting that he knew I would really  
(cont.)



### Reflections of a CGCOMVET (continued)

enjoy and should visit on my way across country. For inducement he would leave drinks for my wife and I.

As it turned out, Liz and I drove hundreds of miles out of our way just to go to this bar. When we told the barmaid who we were she ran off yelling, "They're here! They're here!" Young bachelor Gordon must have made an impression because employees came spilling into the lounge to meet us. Behind the cash register nestled an envelope with payment for a Scotch-on-the-rocks and a Sloe Gin Fizz. While we sipped our drinks the skeptical barmaid told us that she didn't believe we would really show up.

Upon reviewing my log it becomes apparent I had forgotten the numerous times we had been shot at. You remember the gunfights of course, but those North Vietnamese artillery shells and Viet Cong recoilless rifle rounds raising geysers only yards away had become like buzzing insects, easily lost to memory. It is only when you incur a lingering painful bite that you recall the incident. Had the enemy been more accurate you might be reading my name on "The Wall" instead of on this article remembering my shipmates from buildings named for them. But then, for those who come through unscathed, combat is a lot of near misses and what ifs.

My entry of 15 May 1967 makes me chuckle. We had 17 fishing junks strung astern as we towed them out of a restricted area using the small boat like a sheep dog minding its flock.

A few days later on the bridge we radio eavesdropped on a

gunfire mission by the *CGC Barataria (WHEC 381)* of newly deployed Squadron Three. We swelled with pride when the spotter announced all rounds in the target zone and complimented the cutter on its excellent shooting.

On 19 August 1967 comes a touch of reality when a letter from my parents informs me that a pal I grew up with in Brooklyn was just killed in Vietnam while in the Army.

In early October I log that it is monsoon season. The Navy has called in their PCFs (Swift Boats) because of the heavy seas so we have to cover their sector as well. Our magnetic compass light goes out, the searchlight quits, the firefighting pump on deck jumps out of its rack, the stops on the port stern machine gun break off, and the cook declares C-ration night since it's too rough to cook.

As I mentioned I have been jotting down daily happenings for years. My logs have become auxiliary storehouses for memories. They also come in handy for settling disagreements with your wife when you each remember something differently. I could go on with snippets from my Vietnam log but I know you're anxious to get back to writing your own journal. If you want to hear more, ask me in San Diego in 1996.





## Association News — Mail Buoy

### Remembering A Shipmate

by Raymond F. (Fred) Klein

Over the years since WWII, I've been able to keep in contact with several shipmates, one being Ira L. Lopata.

We met at the Manhattan Beach Training Station after I had been transferred off the *SC-527* and he from *LST-331*. His ship had gotten shelled pretty badly at the Omaha Beach landing. We both were subsequently transferred to the *CGC Calypso (W-104)* which I understand is today a Circle Line excursion boat in New York City.

The *Calypso's* skipper was LTC Edward F. Cotter and he had also been skipper of the *SC-527* when I served aboard it in Greenland.

In 1956, Lopata and I operated a 42' Chris Craft pleasure boat and joined CG Auxiliary Flotilla 112, 3rd CG District. Ira Lopata became the Flotilla Captain and I was elected training officer. At our first rendezvous after our election, lo and behold who do we meet but Cotter, who was the district's Auxiliary Commodore. Small world isn't it!



The *CGC Calypso (W-104)* moored at Key West, Florida in 1945.



Coxswains Fred Cox (l) and Ira Lopata aboard *Calypso* in 1945.

"Tail End Charley" bit until we got off Argentina, New Foundland, at which time we went in to refuel. The rest of the convoy, which included the *CGC's Tampa* and *Raritan*, hit one heck of a storm off the Grand Banks which slowed them down.

After getting back from Greenland in 1944, the *SC-527* was sent to Norfolk and refitted for duty in the Pacific. The vessel made it through the last of the Pacific Island campaigns and after the Armistice with Japan it was sold

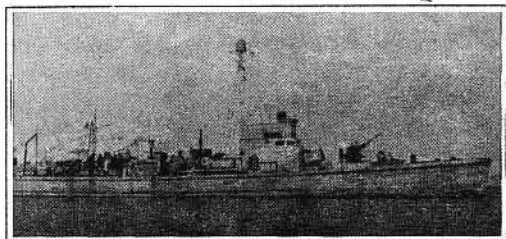
to the French government.

One of my shipmates on the *SC-527* was Donald Batchelor, an MM1/c. Don has the dubious distinction of serving aboard the *SC-527* when it was rammed by the *Raritan* and then he was aboard the *Nemesis* when it too was rammed.

One of our jobs in Greenland was to convoy the Danish vessels to a dozen or so settlements in the fjords, where they exchanged supplies for baled, air-dried codfish. We were told that the codfish ended up in Boston and sold as "Mother Groto's Cod Fish Balls".



GM2/c Bill Campbell aboard the CG-manned *USS SC-527*



The *SC-527* scraped and ready for a new paint job at Greenland Arsuk Fjord in 1944.

### Greenland Patrol

by Raymond F. (Fred) Klein

I served aboard the CG-manned *USS SC-527* in Greenland from July 1943 to June 1944. In June we left Boston with a convoy headed for England, but soon left the convoy off Halifax, Nova Scotia, to escort some of the merchant vessels to Sidney and pick up another. We did the



## Association News — Mail Buoy

### Operations and Engagements

by John M. Nestor (*LST-67*)

Although the Coast Guard was relatively small in number compared to the other armed forces in WWII, it certainly played a vital part. As a member of the crew of *CG LST-67* in the South Pacific and during my efforts locating crew members of that ship for a reunion, I became involved in

gagements and operations in the Asian-Pacific Area, the European-African-Middle Eastern Area, and the American Area. It also listed all vessels and units and the authorized events they were involved in during WWII.

An "operation" is a series of connected military actions occupying a specific area and time and may involve many clashes with the enemy.

An "engagement" is an action with the enemy taking place within a restricted time and area, and of sufficient intensity and significance to justify recognition.

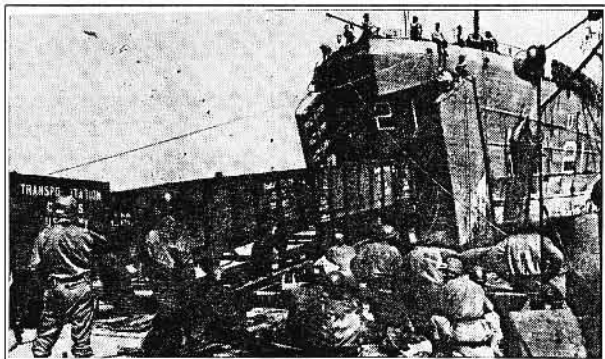
Only one battle star was awarded to vessels and units in designated area operations whether engaged in one or more "operations" and "engagements" during the specific time period.

In reviewing the information and statistics in the awards manual, it would appear that Navy *LST-463* holds the top spot, having participated in 30 authorized operations and engagements.

Coast Guard *LST-66* was next with 29, then Coast Guard *LSTs-22* and *-204* with 28 each. Coast Guard *LST-206* and Navy *LST-457* had 27, followed by Coast Guard *LST-202* and Navy *LSTs-171, 245* and *466* with 26. I learned that our ship, Coast

Guard *LST-67*, along with Coast Guard *LST-170* and Navy *LST-459* were in 6th place with 25 operations and engagements. Considering the hundreds of LSTs performing in WWII, sixth place isn't bad.

Further study indicated that eight LSTs, including two Coast Guard LSTs, participated in 20–24 operations and engagements; nine LSTs in 15–19; and six LSTs in 10–15. This would indicate that the LST, despite being branded as a "large, slow target", certainly made a significant combat contribution in WWII.

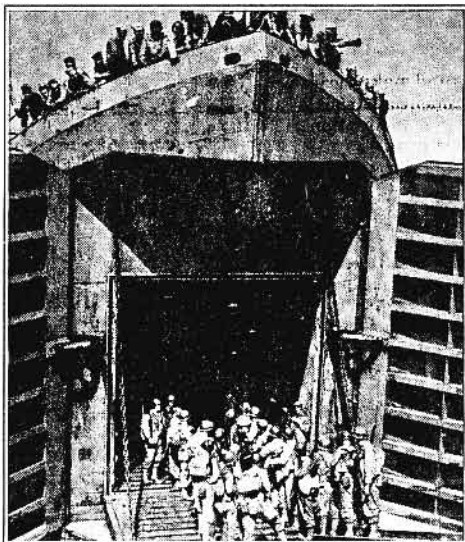


detailed research of the ship's history.

The official histories show *LST-67's* involvement from the early landings in New Guinea, New Britain, the Admiralty Islands and through the Philippine operations, ending with the invasions at Tarawa and Balikpapan, Borneo. The ship earned seven battle stars.

Fellow crewmember Don Tatum told me that the Coast Guard LSTs had been involved in more operations and engagements than many other LSTs and that *LST-67* was in the top group.

He sent me his copy of the U.S. Navy & Marine Corps Awards Manual which lists all the authorized en-



### Give My Regards To Hurghada (Egypt)

by LTJG David L. Teska, USCGR

After nearly five hours in transit, our Navy C-12, a militarized twin-engined Beechcraft, finally began its descent for landing at the Egyptian Air Force base at Hurghada. Dropping down, the thermals from the hot desert below jostled us during the last few moments. It had been a long, tedious flight across the vast expanse of the Arabian Peninsula from Bahrain in the Persian Gulf to this small Egyptian seaside town on the Red Sea.

Our group was meeting with members of a Coast Guard law enforcement detachment (LEDET) embarked on a Navy warship stationed in the Red Sea, enforcing the United Nation's economic sanctions against Iraq.

Our plane had taken off that morning from the Navy's air detachment at Bahrain. On the tarmac next to us had been a large cargo plane, painted all white with German Luftwaffe markings and large "U N" letters. This was obviously one of the aircraft being used by the Bahrain-based U.N. inspectors who had the arduous task of verifying Iraq's compliance with the Gulf War's cease fire agreement.

Once airborne, we had the opportunity to look down upon the fabled sands of Arabia. Except for an occasional farming enclave and drilling site, we saw nothing but miles of sun-baked sand. It was Lawrence of Arabia and the Flight of the Phoenix all in one. The scene brought to mind an incident that had occurred just a few weeks before. A Navy helicopter, flying back to Bahrain from Hurghada, had to set down in the

middle of the desert to wait out a sand storm. They met a band of Bedouins who took them in during the storm, slaughtering the finest goat for a meal with their new found friends.

Two hours into the flight we made a fuel stop in Riyadh, Saudi Arabia. On the far side of the runway was the telltale silhouette of a Patriot missile battery, its radar sweeping the sky. Despite the war having ended some time ago, memories of air raid sirens in the night followed by the shudder of impacting SCUD-B missiles kept the Patriots on active alert.

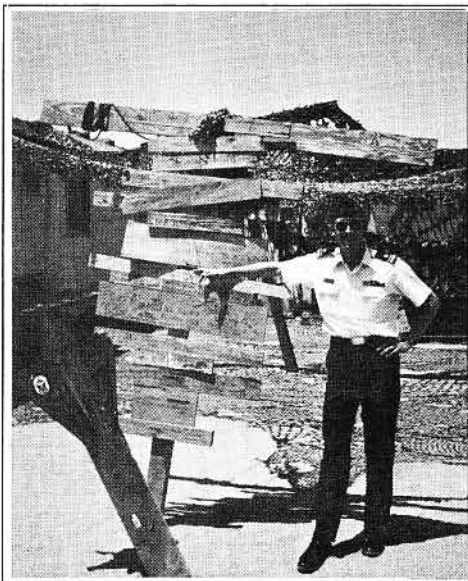
We were soon airborne on our journey's final leg. Going "feet wet" over the Red Sea, I'd expected to continue straight into Hurghada. Passing over the Strait of Tiran, the choke point for merchant traffic in and out of Aqaba, Jordan, then along the southern tip of the Sinai Peninsula, it quickly became apparent we were taking a more circuitous route. The pilot clarified

the matter — Egyptian regulations only permitted us to land by approaching from the west, adding at least another hour to the trip.

Crossing the Egyptian coast, the ground changed dramatically, going from the light tan of the Arabian sand to a much darker brown. Further inland, the topography became more rugged and some mountains could be seen.

On the ground in Hurghada the plane taxied directly up to a small group of nondescript trailers, passing numerous hardened shelters, each with a plane parked inside. Someone commented they were MIGs, others thought they were merely decoys. Coming to a stop at the trailers

(continued next page)



LTJG David Teska stands near the Navy Logistics Detachment's "Road sign" autographed by visitors to the facility at the Egyptian Air Force Base in Hurghada

### Give My Regards To Hurghada (continued)

which served as the Navy's Logistical Detachment for its ships in the Red Sea, the pilot cut the engines and we prepared to disembark. Before we got off, however, the pilot passed on one warning — don't wander across the runway but remain near the trailers. For security reasons, he said, the Egyptians had mined the sand around the tarmac. To emphasize the point, he related how some Egyptian soldiers had accidentally driven a truck onto the sand and had to get hoisted out by helicopter.

Standing in the hot Egyptian sun while we waited for transport down to the dock, I couldn't help wondering about the uniqueness of the situation — Soviet MIGs and Egyptian land mines all around us while we stood in the ancient land of the Pharaohs.

I felt fortunate in having the opportunity to visit and work in that part of the world, especially since the Middle East isn't the Coast Guard's normal area of expertise. Yet, there we were, Coast Guard personnel in Egypt, brought together to apply our Service's unique expertise to an international effort aimed at maintaining a recently hard-fought peace.

### A Real Coast Guard Hero

by Christopher F. Wood

I recently received a letter from my nephew, an AT2 at Coast Guard Air Station Miami. He included an article about Coast Guard heroes, which told of LT Jack Ritticher, a helicopter pilot presumed killed in Vietnam.

I found this information of particular interest because for many years I have worn a POW-MIA bracelet. When I ordered it I didn't have any particular name in mind, I just wanted to help the cause. My first choice, however, was a Coast Guardsman and I was surprised to get the one with Jack's name. At that time I didn't know his background but have now done some research. LT Ritticher truly was a Coast Guard hero and I am proud to be wearing a bracelet with his name on it.

Ritticher was one of three Coast Guard heli-

copter pilots to volunteer in 1967 to fly rescue missions in Vietnam with the Aerospace Rescue Squadron.

During his first month in Vietnam, Ritticher earned two Distinguished Flying Crosses and an Air Medal. He was cited for heroic action in the rescue of four crewmen from two Army helicopter



An HH3E "Jolly Green Giant" rescue helicopter similar to the one flown by LT Jack Ritticher during his tour in Vietnam.

gunships that had been shot down. A few weeks later he rescued nine survivors of a downed helicopter, five of which were seriously injured and "would have died if not for Ritticher's quick rescue action."

On June 9, 1968, the enemy was using a wounded Marine to lure rescue helicopters into range of ground fire. Ritticher maneuvered his aircraft close to the wounded man but had to pull off as gunfire filled the air. He returned for a second try. Witnesses report enemy bullets hit the helicopter and it began to burn. When Ritticher tried to pull away, it settled to the ground and exploded. Within seconds, a ball of fire consumed the aircraft. Ritticher's remains were never recovered. He was cited for gallantry on the citation that accompanied the Silver Star that was awarded to him posthumously. LT Ritticher is the only Coast Guardsman listed as missing in action in Vietnam.

## Association News — Mail Buoy

### LST-878 Calendar

Ralph E. Burns, Secretary-Treasurer of the USS LST-787 Association, produced a 1995 calendar filled with photos and information for each day from researching at the National Archives in Washington, D.C. and the federal record center in Suitland, Md. Nearly all the photos were shot by PhoM2/c Seth Shepard, a combat photographer assigned to the ship.

Seth had a number of his Iwo Jima pictures published in newspapers and other periodicals. On D-Day at Iwo Jima, he went ashore in one of the LCVP's and boarded a wrecked Japanese ship near the surf line where troops were landing. He thought it would be a good spot from which to take pictures. He didn't stay there long, waving frantically for the LCVP's coxswain to pick him up. He got aboard the small boat much quicker than he had gotten off. He reported to the coxswain that there were Japanese snipers hidden in the superstructure and later that day an amphibious tank fired shelled into the wreck. That was followed by a tremendous rocket barrage.

Prior to being in the LST-787, Seth had been in the LCI(L)-92 at Normandy. His ship was destroyed by German 88 fire at Omaha Beach and Seth eventually got aboard a beached LST.

He wrote of his adventures in an anthology of stories about the Coast Guard called, "Sea, Surf and Hell" by Arch Mucey and published by Prentice Hall in 1945. His story is titled, "Breaching the West Wall".

### Customized License Plates

Previous issues of *The Quarterdeck Log* included an ad for a license plate frame that could be personalized with "U.S. Coast Guard" and your ship's name and number.

Some states have taken this idea a step further, including service identification on license plates themselves. Check with your state to see if this option is available.



CGCVA member Mel Abbott's Ohio license

Mel Abbott

### Veterans Monument Dedicated

As part of the May 28, 1995 Memorial Day Services in West Palm Beach, Fla., a Veterans Monument and Third Veterans Garden were dedicated. The ceremony took place in Royal Palms Memorial Gardens, where previously two burial Gardens for Veterans and their families had been dedicated.

I attended this event and was proud to see that RADM William P. Leahy, Jr., the Seventh Coast Guard District Commander was guest speaker. Following the ceremony I chatted with the admiral and provided him information on our association.



RADM William P. Leahy

Gene Dugan



The new, polished granite monument is 12 feet high. It features the six branches of the armed forces and two eagles clutching laurel wreaths.

### Suribachi, Connecticut?

George Gentile, president and founder of the Iwo Jima Survivors Association, recently requested that the Coast Guard personnel stationed at Iwo Jima collect 700 lbs. of rocks from Mount Suribachi. The rocks were shipped to New Britain, Conn., to form the base of a monument commemorating the 89 Conn. men lost at Iwo.



## Association News — Mail Buoy

### Next Stop — Tokyo Bay

by Tom M. Tuckhorn, USCGR

The 50th anniversary commemoration of V-J Day is here and as far as I can tell the *USS LST-789* was the only Coast Guard-manned vessel in Tokyo Bay at the time of the actual event. That being said, here's my recollection of that moment.

I was a Coast Guard YN2/c attached to the LST Group 86 staff (Flotilla 29) aboard the *USS LST-789*. On Aug. 20, 1945, our CO, CDR Simon R. Sands was in charge of the Amphibious Fleet (about 20 vessels) going to Tokyo Bay from the Mariana Islands.

On Aug. 30, *LST-789* was the first ship to enter Tokyo Bay, heading for the seaplane ramp at the Yokosuka Naval Air Station. Our orders upon entering the bay were that 50% of all guns were to be manned and ready to fire on a minutes notice. Also, 50% of all engine room boilers were to be at full steam (interesting since an LST's top speed was only 10 knots). Yokosuka is three miles from Yokohama and 25 miles from Tokyo.

The *LST-789* beached on the seaplane ramp and from this vantage point one could see the green mountains with white dots surrounding Tokyo Bay. The white dots were white flags or banners placed under all exposed Japanese gun emplacements. On the airfield, all the Japanese planes were lined up outside the hangers with their propellers off, lying on the ground. Seaplanes had both propellers and pontoons removed.

The Yokosuka Naval Airfield was important because it was the only one in the area that could accommodate the B-29s. The mountains around the airfield housed underground hangers, tunnels and warehouses with all kinds of supplies and living quarters. There were radar and weather stations on the mountains.

As you remember, the peace treaty was signed on Sept. 2nd and that's also the day the Marines landed. Therefore, we the Coast Guard, were actually the first to land. On Sept. 10, *LST-789* left Japan for the Mariana Islands for more cargo to go to Japan.

### A Brother Remembered

by VADM Thomas R. Sargent, USCG (Ret.)

At the request of CGCVA President Al Grantham, I represented our Association at Memorial Day Services at Loma Vista Memorial Park in Fullerton, Calif. This event was sponsored by the American Veterans Memorial Association and this was their 57th annual celebration. Its theme was "Coast Guard In Service".

RADM Robert Sloncen, the senior Coast Guard Reserve Officer, Pacific Area, was the guest speaker and I spoke as well.



Betty Hagan and husband, Larry, view plaque honoring her brother, Ted.

Before I spoke, however, I discovered that a plaque was to be placed in memory of RM3/c Ted Bukes, USCG, who was lost when the *CGC Escanaba* was torpedoed in 1943. I changed my remarks from "the military aspect of the Coast Guard" to ones geared to the heroism of CG Radiomen and Ted Bukes in particular.

It was a most impressive ceremony and I had the privilege of escorting Mrs. Betty Hagen (Ted's sister) to the site of the plaque installation.

Perhaps the most stirring part of this event involved a letter (continued on next page)



## Association News — Mail Buoy

### Remembering A Brother (continued)

written by Ted Bukes to his mother. He had met Victor Mature only 16 hours before the *Escanaba* was cut in half and sunk. Mature, who was serving in the Coast Guard at the time and busy on a War Bond drive, learned of the letter Ted had written and asked to use it during this drive. Mrs. Bukes agreed and the letter was eventually published in *Photoplay* magazine.

Mature was touched by the frankness of the letter and it is reprinted here:

Dear Mom,

Tomorrow is December 7th. One year of war. It makes me feel proud to be part of the service when I see all around me what has been done in this past year. I've served in combat zones and I am ready to go back every time Uncle Sam wants me. I think next Christmas will be happier. I believe next year will bring success to our forces. I hope so. I am proud of all the boys in all our services and I know with boys like we have in America fighting for what is right we cannot fail.

Although I am happy to be doing my part in this war what I really want is to do my best to see it gets over with soon — so I can come back home again. That's what every fellow wants. And don't worry, Mom, I will be back.

But we must all do our share — and more. We all must remember Pearl Harbor. I only hope that the civilians, those who possibly can afford to, will keep buying War Bonds and Stamps so our boys will have the stuff to end the war more quickly and get home sooner. I cannot afford to buy a Bond with one payment of course, but I am buying Stamps as are many soldiers, sailors and Marines.

Love and kisses,  
Ted

### Thank You, President Truman

by Dale C. Shankster

During WWII, I served in the Coast Guard and am proud to have been part of that organization. After a stint on the East Coast where I was in the Armed Guard and also on Shore Patrol, I was sent to the South Pacific, serving aboard the CG-manned *USS Aquarius (AKA-16)*. The ship earned eight battle stars, the last one, Okinawa.

I was in the boat crew and we were in the second wave to hit Green Beach that Easter Sunday morning, April 1, 1945. We were there a total of nine days but left on the seventh day with no protective escort to a new area off Mamorida Saki Point. We went as far as we dared without running into the mine fields, then launched our boats over the side to deliver much needed supplies to the Marines.

After we left Okinawa, we came back to the States for repairs and picked up new crew members.

We were two days out of the States when we learned of V-J Day. We had been having boat crew meetings, going over maps and plans for our next invasion so, needless to say, that didn't happen. Still, the *Aquarius* was assigned to take the first occupational troops into Nagasaki.

This is why, Mr. President, I am now giving you my thanks! As we approached the harbor and were preparing to drop anchor, you could see the beach front, the hillsides and surrounding area. I will never forget that Marine standing beside me there on deck, both of us looking and seeing the same thing. He looked at me, then back over the water, and said, "Mac, if I had known this, I'd a walked home!" I looked him right in the eye and said, "Yeah, and I'd a carried your sea bag!"

Talk about fortifications! Torpedo tubes in sets of four all along the waterfront. Back up in the hills — 16-inchers staring at you, plus dozens of smaller ones. It was incredible. If Nagasaki was this well fortified, what about some of the other places that were perhaps on the schedule for invasion. From what we could see of this place, I doubt if anyone would have survived going in on the first wave. (continued on next page)

### Thank You, President Truman (continued)

Sure, some figured the Air Force could've knocked those tubes out but how many did they have on the ground ready to take their place? From past experiences on other islands, we knew how the Japanese dug into the hills, and you just couldn't get them out that easy. Man, those battleships coming in would have been sitting ducks. Sure our ships had 16-inchers too, but blast them out of those hills? This is why Mr. President, I thank you!

We had been told that Okinawa was supposed to be the beginning of the end, and that there would be more islands and more landings on Japanese soil. How many of us would not be here today if you, Mr. President, hadn't done what you felt in your heart was the right thing to do to end all this senseless loss of American lives?

Would I be here writing this? Would you be reading this? To those who criticized your decision I offer an old Indian prayer, "Grant that I may not criticize my neighbor until I have walked a mile in his moccasins." How many of your critics did?

So, to you sir, thank you for letting me return to my wife and for her to give me two wonderful sons. It really hit home recently when my youngest son called me after seeing a WWII 50th anniversary commemoration. He said, "Dad, I know you weren't in Europe for V-E Day but I know where you were later. I just wanted to say thank you for doing your part. Thanks Dad!"

Mr. President, need I say more!

### A Cruise Down Memory Lane

by PA2 Charles E. Smith III, USCG

The *CGC Spencer* (WMEC-905), the third cutter to bear the name since 1844, took seven former *Spencer* crew members for a cruise down memory lane during Fleet Week celebrations in the Big Apple recently. The trip began in the *Spencer's* homeport of Boston.

The former crewmembers were encouraged to invite their relatives who served with U.S. armed forces in WWII and five family members accept-

ed, rounding off the group to an even dozen.

The *Spencer* and seven other Coast Guard cutters joined several Navy ships, along with Canadian, Danish and Italian naval ships at the parade staging area just south of the Verrazano Narrows Bridge. The *CGC Eagle* led the parade of ships past the Statue of Liberty and up the Hudson River to the Intrepid Sea-Air-Space Museum. Following the parade, the *Spencer* moored at Pier 86 under the shadow of the *Intrepid* and the guests disembarked. Their next



Crewmen of the former *CGC Spencer* stand onboard the current day *Spencer* in New York City.

stop was merely yards away where the mast of the WWII *CGC Spencer* (WAGC-36) was mounted at the entrance to the museum. It was there that they held a wreath-laying ceremony, honoring the WWII *Spencer* sailors and the cutter they proudly served.

Current *Spencer* CO, CDR Thomas A. Nice, addressed the group of veterans, saying, "I am fortunate to bring veterans from those wartime crews to New York City for Fleet Week. These men have known the boredom of lonely watches, the bitter cold of the North Atlantic winters, and the desperate struggle of combat at sea. As young sailors, they watched as shipmates were injured or killed."

"We cannot over emphasize the sacrifices and dedication of those who struggled for our freedom during the war," he said. "We assemble here not only to honor the memory of a ship and its crew, but to rededicate ourselves to the values of honor and dedication to duty they demonstrated."  
(submitted by Mary Ellebracht)

### Corrections and Clarifications

With reference to WWII Greenland Patrol, under the participating cutters, etc., I was surprised that my former ship, the *Nourmahal*, was not included. I was one of the original crew members in Dec., 1941, when it went out on weather patrol.

(Editor's note: The *Nourmahal* was a former yacht belonging to William Vincent Astor, and converted to weather station service. The 263-foot vessel possessed a steel hull but its interior wood finishings presented a fire hazard. It was decommissioned May 30, 1946).

With reference to the *USS Muskeget*, the below article from the Lynn, Mass., Daily Evening Item of Aug. 3, 1994, provided information on that ill-fated ship. A few of the members of *Muskeget* had been transferred from the *Nourmahal*.

Robert E. Dayle

### Records Confirm Ship's Sinking

It has been brought to my attention that the Coast Guard has failed to notify the relatives of those lost aboard the *USS Muskeget* as to the ship's fate during WWII.

Since a great many of those killed were from the North Shore, perhaps this will help some area residents put the inevitable MIA rumors to rest.

The *USS Muskeget* (YAG-9) was last reported on station some 450 miles of Cape Farewell, Greenland, on Sept. 8, 1942. She then went missing with all hands. After the war, German archives revealed that the Nazi submarine *U-755* had torpedoed and sunk an American auxiliary ship at that location on Sept. 9, 1942.

All 121 men, including my uncle Warren H. Morley of Lynn, were lost. Some 50 years later, I happened to stumble on some obscure Coast Guard records while doing graduate research and was able to put half a century's family speculation to rest. I hope this letter may do the same for others in the area.

Jason C. Morley

### The Man Who Wrote "Taps"

You may not know who Daniel Butterfield was but you probably recognize a tune he wrote — the haunting bugle call known as "Taps."

"Taps" is used by all branches of the Armed Forces to signal day's end. It is typically sounded at military funerals and memorial services.

Butterfield was a Union general during the Civil War, commander of the Third Brigade. It was during the ill-fated Peninsular campaign of July 1862 that he felt an overwhelming need to write a new bugle call for his men.

He had lost over 60 soldiers in one day's battle. An oppressive sadness and melancholy descended upon him because so many had died.

When "Extinguish Lights" the regulation bugle call signaling the closing of the day was sounded, Butterfield felt there should be a more fitting tune — one that combined and conveyed a feeling of sadness mingled with hope.

Since Butterfield didn't write or read music, he set the tune in his mind, then called an aide to put it to musical notation as he hummed and whistled it.

With "Taps" on paper, Butterfield called for his personal bugler, Oliver Norton, and asked him to play the new bugle call instead of "Extinguished Lights." That night and from then on, "Taps" was played. Buglers from other Union camps heard Norton play "Taps" and asked for copies of the music. "Taps" immediately became the new "Extinguished Lights" but it didn't become authorized until 1874.

In 1901, Butterfield died. At his grave site, three rifle volleys were fired, answered by a 13-gun artillery salute. Then, appropriately, the bugler played "Taps".

contributed by Edna Kozlowski



### The CG With Army Manning Detachments

submitted by Kenneth J. Archer

I am enclosing Chapter 24 — Where The Hell Are You, Rudy Vallee? Or, South Pacific Without Rodgers & Hammerstein — from the book, "*Son of Groucho*" by Arthur Marx. It may be of interest to the men of the Army Manning Detachment since it shows another side of the Coast Guard:

The vessel on which I sailed out of San Francisco's Golden Gate one foggy morning in August of 1944 was a 25-year-old former Great lakes freighter that had been converted into a repair ship at a cost to the taxpayers of \$3-million.

Paradoxically the *Duluth* was not a Coast Guard vessel, but belonged to a huge fleet of small tugs and inter-island freighters under the command of the Army Transportation Corps, which just as paradoxically, had a larger navy than the Navy.

The Coast Guard merely supplied the crew to man her; the GI's on board — approximately 100 — were to handle the actual repair work of the war-damaged vessels.

The first ship that should have been repaired, if not scrapped, was the *Duluth*. While she was still in dock being converted, her rusty, ancient hull had split under the extra weight of a new superstructure that had been added on the main deck to house its complement of soldiers.

When our skipper, CDR Simpson, called this to the attention of the ATC, the general in charge assumed a most puzzling attitude. He accused the Coast Guard of being hypersensitive, and ordered CDR Simpson to take the old bucket to sea, regardless of her infirmities. Being a man who loved life, CDR Simpson refused. The Army then accused him of holding up the war effort, and threatened to have the Coast Guard Commandant relieve him of his command.

Simpson stuck to his guns, knowing no other sea-going man would take over the vessel under such hazardous conditions, and the Army reluctantly had the split rewelded. But it was a hazardous job, and according to Simpson, "one good storm and we'd all have gone to the bottom."

If we didn't get to the bottom that way, we were certain to get torpedoed.

The *Duluth* had a top speed of seven knots — not very comforting when you had to travel 8,000 miles through sub-infested waters to reach New Guinea. The Army thought so little of us that we weren't even sent in convoy; our only protection were eight 40mm anti-aircraft guns and a 3-inch cannon on the stern.

The enemy evidently thought even less of us than our own side. Not once were we bothered by subs.

I shared a cabin — about the size of a prison cell — with 10 other sailors. With no air conditioning, and the portholes sealed tight because of black-out conditions, there was nothing to breathe, as we sailed through the heat of the equatorial zone, but the BO of my bunkmates.

I felt as if I'd at last wound up in the equivalent of that room over a fish store. It may not have been in Boston, but there were plenty of fish beneath my feet. And, if I were unlucky, I might even end up sleeping with them, through eternity.

We sailed for 34 days before we sighted land. I knew how Christopher Columbus felt. When we finally dropped anchor in Hollandia Bay, I was sure we had reached the end of the world.

It had to be the drop-off point that so many ancient mariners had feared, because it looked as if every other ship in the world had anchored there for the same reason — because they could sail no farther without falling over the edge.

(continued on next page)

## WHERE THE HELL ARE YOU, RUDY VALLEE? OR, SOUTH PACIFIC WITHOUT RODGERS & HAMMERSTEIN

## The CG With Army Manning Detachments (continued)

The hundreds of warships, LST's, freighters and carriers that I saw bobbing up and down under the glare of the tropical sun turned out to be the armada that GEN MacArthur was planning to use to retake the Philippines.

Six weeks later, the invasion fleet hit southern Leyte. The *Duluth* was part of MacArthur's vanguard, only we brought up the rear, about two days after the general waded ashore.

I figured the Philippines had to have been retaken by then, otherwise MacArthur wouldn't have sent for us. But as our convoy sailed into Leyte Gulf one morning, we were attacked by a squadron of Japanese aircraft.

As the General Quarters alarm sounded, I reached for my helmet and life jacket, cursed the day I had become such an accomplished typist that I couldn't be wasted on the Rudy Vallee unit, and tried to remember where my GQ post was supposed to be (beside the Captain, on the bridge, you schmuck).

The raid went on for several hours. A number



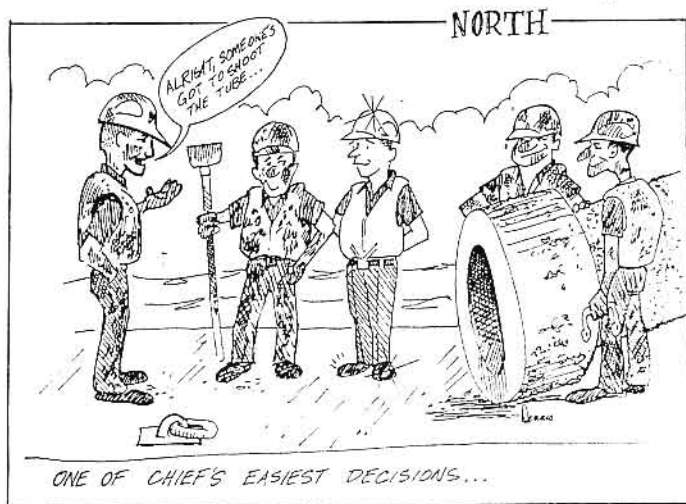
of ships in our convoy were hit and one vessel, an ammunition ship filled with high explosives, literally disappeared before our eyes in one giant flash after taking a torpedo in her side.

We survived our baptism under fire, and though none of us aboard the *Duluth* were gung-ho types, we were grateful for the experience, for we were now entitled to wear battle stars on our overseas service ribbons (if we ever got back to a port where we could put on a dress uniform, that is).

Thereafter we were subjected to daily and nightly air attacks, until the southern section of Leyte was completely secured, approximately six weeks later.

After the fighting ceased, the *Duluth* was assigned a permanent anchorage in Leyte Bay, about a mile off the village of Tacloban, and there she settled down to the tedious business of repairing ships.

(Editor's Note: The *Duluth* was credited with downing a Japanese bomber off Tacloban).





## Coast Guard Combat Veterans Association

### General Information

The Coast Guard Combat Veterans Association is a Non-Profit Corporation consisting of active duty members, retired members and honorably discharged former members 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 or United States Coast Guard Reserve.

Being mindful of the traditions, duties and purposes of the United States Coast Guard, our duty to uphold and defend the Constitution of the United States of America and believing that through social association and mutual acquaintance, we may further perpetuate the memory of our fallen comrades, assist the widows and orphans, assist honorably discharged and retired Coast Guard Combat Veterans, promote and enhance the image and posture of the United States Coast Guard.

Upon acceptance into the association, you are furnished a Membership Card, the association By-Laws, a logo pin and a copy of the current newsletter "The Quarterdeck Log" that you will receive quarterly for the duration of your membership. The newsletter contains articles, pictures and ads of reunions to bring you back into the flow of the Coast Guard picture and a lot more. There are baseball caps available for a minimum charge with "Coast Guard Combat Veterans Association" in gold lettering.

Our member's number over 1600 and we continue to grow. The membership consists of veterans from every conflict from W.W.I; W.W.II; Korea; Vietnam; Cuban Blockade; Panama and Desert Storm. You may have a long lost shipmate that is a member and there is a very good chance that we have your ship and shipmate listed in our computer database. Our records must be able to support the tax-exempt status that has been given us by the IRS. We insist that copies of supporting documents accompany applications for membership, i.e., Discharge, DD-214, Letter of Medal(s) awarded, etc.

There is a reunion/convention biennially with the time and place decided by the Officers and Directors. The place is convenient and reasonable for the majority of the members. This is the time that members can voice their opinions and participate in the governing process of the association at the biennial Business Luncheon. The association encourages members to get together with shipmates they are in contact with and hold a reunion within a reunion. At the last reunion in Norfolk the Greenland Patrol and a group from the Sebago did exactly that.

There is an Auxiliary membership available to your spouse. We try to cover everything to make it a most rewarding membership for the qualified Coast Guard Combat Veteran.

The CGCVA has very reasonable dues at just \$12.50 per year or \$25.00 for two years. Once you are a member in good standing, we have a very attractive "Life Member" rate. Inquire now about joining our elite veterans organization. Get an application from where you received this information sheet. You can call the CGCVA Administrative Office and speak with the Secretary or leave your name and number and he will return your call and provide you with the answers to your questions. (301)570-5664. If You Are A Coast Guard Combat Veteran, don't let this organization pass you by. "Jump Aboard," get re-acquainted and have fun with those who have been there the "Same as You Were" and know what a "Coast Guard Veteran" is.

**WE ARE LOOKING FOR A LOT OF GOOD COAST GUARD COMBAT VETERANS**

**Semper Paratus**



**Coast Guard Combat Veterans Association**  
**Membership Application**  
(Please Print)

Name: \_\_\_\_\_ Date: \_\_\_\_\_  
Last First Middle Init.

Address: \_\_\_\_\_ Date Of Birth: \_\_\_\_\_

City: \_\_\_\_\_ Telephone Number \_\_\_\_\_

State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Sponsored By: \_\_\_\_\_ Summer Address On Reverse



**Military Service**

Branch of Service Service Number From: To:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Medals/Campaign Ribbons**

Type Date(s)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(Continue awards on reverse if necessary)

**List Combat Units Served With, Their Location and Dates**

**On Reverse**

(As Required)

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

Amount of Membership Dues enclosed: \$ \_\_\_\_\_ Dues: \$25.00 Every 2 years

Make Checks Payable to: CGCOMVETS

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

**IMPORTANT: Furnish a COPY of DISCHARGE, DD-214 or other Applicable Document**

**Attach Your Document, a check or M.O. and send To:**

E. P. "ED" Burke, National Secretary  
Coast Guard Combat Veterans Assoc  
17728 Striley Drive, Ashton, MD 20861-9763  
Msg. or Fax: (301) 570-5664

# THE U.S. COAST GUARD BARQUE EAGLE

**EAGLE**, the largest Tall Ship flying the Stars and Stripes and the only square-rigger in U.S. government service, is the seventh Coast Guard cutter to bear the name in a proud line dating back to 1792. The ship was built in 1936 by the Blohm and Voss Shipyard in Hamburg, Germany, and commissioned as **HORST WESSEL**, one of three sail training ships operated by Nazi Germany to train cadets for the growing German Navy. Early in World War II it was converted to a cargo ship, transporting men and supplies throughout the Baltic Sea; but continued to perform a training mission as well. The ship is said to have downed three aircraft in combat during this period. Following World War II, it was taken as a war prize by the United States and a Coast Guard crew -- aided by the German crew still on board -- sailed the tall ship in 1946 from Bremerhaven to its new homeport in New London, Connecticut.

**EAGLE** now serves as a seagoing classroom for the future officers of the U.S. Coast Guard. A seasoned permanent crew of five officers and 30 enlisted personnel maintains the ship year round and provides a strong base of knowledge and seamanship for the training of up to 150 cadets or officer candidates at a time. It is on the decks and in the rigging of the **EAGLE** that these young men and women get their first taste of salt air and life at sea. The experience helps them to develop skills of leadership and teamwork, as well as a healthy respect for the elements, that will serve them for a lifetime. They are tested and challenged, often to the limits of their endurance; working aloft, they meet fear and learn to overcome it. The training they receive under sail has proven to be a valuable asset to generations of Coast Guard officers throughout their careers.

**Eagle** offers future officers the opportunity to put into practice the navigation, engineering, and other

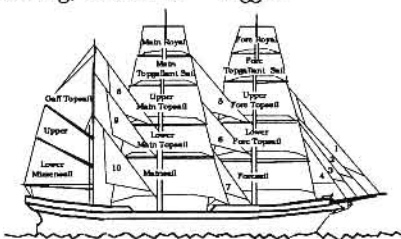
professional theory they have previously learned in the classroom. Upperclassmen exercise leadership and service duties normally handled by junior officers, while underclassmen fill crew positions of a junior enlisted person, such as helm watches at the huge wooden wheels used to steer the vessel.

To maneuver **EAGLE** under sail, the crew must handle more than 22,000 square feet of sail and five miles of rigging. Over 200 lines control the sails and yards, and every crew member, cadet and officer candidate must become intimately familiar with the name, operation, and function of each line.

Like the great Cape Horn square-riggers built during the first three decades of the 20th Century -- the twilight era of sail -- **EAGLE** is constructed of modern materials. **EAGLE** has a steel hull four-tenths of an inch thick; two full length steel decks with a platform deck below and a raised forecabin and quarterdeck; and weather decks made of three inch thick teak over steel. Its design and construction embody centuries of development in the shipbuilder's art, and **EAGLE** eagerly takes to the element for which it was designed, effortlessly and gracefully driving under full sail in the open ocean at speeds up to 17 knots.

When in home port in New London, **EAGLE** rests alongside a pier on the Thames River at the U.S. Coast Guard Academy. The Academy was originally founded in 1876 when nine students boarded the Revenue Cutter **DOBBIN**. A series of cutters followed the **DOBBIN**, and in 1932 a permanent shore facility was established at its present site on land donated by the New London community. Approximately 900 men and women attend the Academy, all of whom sail at one time or another on America's only active duty square rigger.

|                                 |                |
|---------------------------------|----------------|
| Length, overall.....            | 295 ft.        |
| Length, at waterline.....       | 231 ft.        |
| Beam, greatest.....             | 39.1 ft.       |
| Freeboard.....                  | 9.1 ft.        |
| Draft, fully loaded.....        | 16.0 ft.       |
| Displacement, fully loaded..... | 1816 tons      |
| Ballast (iron & lead pigs)..... | 380 tons       |
| Fuel Oil.....                   | 24,215 gals    |
| Water.....                      | 56,140 gals    |
| Height of foretruck.....        | 147.3 ft.      |
| Height of maintruck.....        | 147.3 ft.      |
| Height of mizzen truck.....     | 132.0 ft.      |
| Fore and Mainyard.....          | 78.8 ft.       |
| Sail area.....                  | 22,227 sq. ft. |



|                              |            |
|------------------------------|------------|
| Speed, under power.....      | 10 knots   |
| Speed, under sail up to..... | 17 knots   |
| Anchors.....                 | 3,860 lbs. |

## Sail Plan

1. Flying Jib
2. Outer Jib
3. Inner Jib
4. Fore Topmast Staysail
5. Main Royal Staysail
6. Main Topgallant Staysail
7. Main Topmast Staysail
8. Mizzen Topgallant Staysail
9. Mizzen Topmast Staysail
10. Mizzen Staysail

For more information about the Coast Guard Academy contact the Office of Admissions:

**Director of Admissions (t)**  
**U.S. Coast Guard Academy**  
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