

The Quarterdeck Log

Coast Guard Combat Veterans Assoc.

1993

Vol. 8

Summer

No. 3

THE STATE OF THE COAST GUARD COMBAT
VETERANS ASSOCIATION
DICK STENT, *President*

Reflecting on the work of the last quarter of a year and the projections of things to come, I am just about overwhelmed. Not quite halfway through this term, when things to do should lessen I find more work and more exciting things that our association is involved in. First an article in the Columbus Post Dispatch, (5-30-93) a copy of which is shown later in this Quarterdeck Log. The Post Dispatch with a circulation of about a million, resulted in calls for membership soon to be new members. The second item was about Earl A. Harris, a former Modoc Chief Boatswain Mate 1937-1942 (retired from the USCG) who attended the Modoc Reunion in Wilmington, NC and has passed away about to board his plane from Wilmington at conventions end. My condolences to his widow. Earl was to return to his home, and send in his membership application along with his D.-214 Ironic. Earl served aboard the Modoc with VADM Sargent and Captain Chiswell. Another item was the announcement of RADM John W. Lockwood who will Command the 13th CG District. Our best wishes to our good friend.

Likewise I appointed Josh Sparrow (tough when you are so close to DC) to act in my behalf in presenting life membership in our Association to Senator Claiborne Pell, (RI) who was on active duty on board the CGC Campbell during WWII. Sen. Pell

was on active duty from 1941 through 1945. Josh will report on the presentation. He will also report on his appointment as Chairman of the WWII Memorial Committee and what has transpired on that score. He will also report on the Coast Guard Day (Aug. 4), visit sponsored by our association aboard the CGC Taney which I invite all to attend. My duties have required my presence on Coast Guard Day at Columbus at the State Capitol to raise our colors and have the appropriate declarations made. Forthcoming events include a multitude of reunions, a visit at the 95th Anniversary of the Yard at Curtis Bay when we celebrate the 50th year of commissioning of the Cutters Ponchartrain and Mendota on April 29, 1994 (50 years from the actual date of Commissioning of the CGC Ponchartrain). The other items scheduled will be seen in Josh's editorial. Guess our work is first being cut out for us as these events are leading up to what I expect to be greatest reunion of the Coast Guard Combat Veterans Association.

Semper Paratus,
Dick Stent, President, Coast Guard
Combat Veterans Association.

NEWS AND NOTES

WASHINGTON POST, MARCH 16, 1993
RESCUE EFFORTS SWAMP COAST GUARD
"EVERY AVAILABLE AIRCRAFT UTILIZED
ALONG THE EAST AND GULF COASTS."

Miami, March 15--"If last weekend's blizzard was like a bad dream on land, it was a nightmare on water.

The Coast Guard mounted a record number of search and rescue missions during the deadly storm, scrambling hundreds of airplanes and helicopters and deploying vessels along the East and Gulf coasts.

In Florida, where the greatest number of rescue missions were flown, Coast Guard officials reported pulling 46 people from the water, including five who had drowned. At least a dozen people are listed as missing off Florida and at least nine vessels are known to have sunk, broken apart by 70 mph winds and 30 foot waves."

So what's new?

"Crossed the Bar"

Irving L. Johnson

Oct. 8, 1992 (Notified 5-7-93)
Honored Member since Sept. 1990

William H. Ellebracht

Mar. 27, 1993 (Notified 5-10-93)
Honored Member since Oct. 1989

Leland M. Obink

Mar. 27, 1993 (Notified 5-22-93)
Honored Member since Nov. 1989

VADM James A. Hirshfield (Ret.)
May 16, 1993
Honorary Member since Jan. 1993

Earl H. Harris
May 19, 1993

at CGC Medoc Reunion at
Wilmington, No. Carolina



ASSOCIATION

The Quarterdeck Log

Published Quarterly
Winter-Spring-Summer-Fall

It is a membership publication available only to members and is not sold on a subscription basis.

Joshua S. Sparrow, Editor-in-Chief

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Use The Editorial Office for Articles, Inquires

The Quarterdeck Log

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Use the Administrative Offices for contact with Coast Guard Combat Veterans Association for all other matters, i.e., Change of Address, Membership, Tax-Deductible Contributions

⌘

LT Edward Swift, USCG, Liaison

US Coast Guard Headquarters. 2100 2nd St., SW
Washington, DC 20593-0001

⌘

The Coast Guard Combat Veterans Association is a Non-Profit Corporation of Active Duty Members, Retired 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.

From The

Secretary

First, I want to thank each of you that responded to my request for supporting documents to get our records up-to-date and in order. Some of you didn't leave anything to chance and duplicated what was previously in your file, but that's O.K., we still have a long way to go. The more I work with the files, the more records I find that do not have the supporting papers included. There is no reason for me to make up a form letter to send out to each member whose records aren't up to snuff. Association funds must not be spent on postage to notify people that **KNOW** they haven't furnished the proper documentation. The membership is advised that new members must furnish the documentation before becoming a member. It is easy to understand how we got into this situation. In the beginning, everyone knew everybody or they knew someone that knew somebody and the situation was controllable. The forms for Membership Application did not ask for supporting papers. Now it is controlled by having the papers in hand, and we are assured that we are in compliance with the regulations. We are becoming too large and most important is our exempt status.

Second, I want to appeal to those members that didn't think my first request was meant for them, to send in anything that is on some kind of letter head paper/form that has a

date and signature on it. Some of you might think that because you sat down and wrote a long list of units that you served on with the dates and a complete history, that you have complied. Not true, that paper does not suffice for our needs. Lets pull together on this and get it behind us so we can get on with the things we like to do. Believe me, I don't like writing this stuff anymore than you like reading it. *Semper Paratus, Ed Burke*

NOW For a BULLETIN that you may enjoy....We are now able to provide a listing of shipmates for the ships you served in SOOOOO many years ago. Don't expect MIRACLES, but if a member has provided the vessel(s) served on, I can pull his name for a particular inquiry to a particular vessel. Please understand, I had to make some selections that you might not agree with. I only established three (03) fields for vessels and one (01) for shore stations. I also had to decide which vessel would be entered and which would be dropped for those of you that listed a lot of ships. (Seems there were a few of us that couldn't hold a job) I made the effort to select the ship related to the conflict that was involved. Also, if a vessel was "Well Known" I listed it. I do hope that I have come up with a system we can live with and enjoy. I apologize to you for those "important" vessels to YOU that I had to omit.

I further hope it is understandable, that it costs the Association money to send these inquiries out, so please send a "TAX DEDUCTIBLE" contribution with

your requests to the Administrative Office at Ashton, Maryland. I am unable to give a specific turn around time, but I will respond as quickly as possible. Of course, if I am away for a couple of days and/or indulge myself at my "well stocked bar, there will be a slight delay. Please bear with me. One thing more, in regards to requests for membership lists. A "TAX DEDUCTIBLE" donation is requested. "Let your conscience be your guide"...*Ed Burke*

NOW HEAR THIS

It is with deep sadness that I furnish the following obituary of our Honorary Member and a name familiar to many of you....

HIRSHFIELD, James Albert VADM, USCG (Ret) On May 16, 1993 James Albert Hirshfield, of Rancho Santa Fe, CA formerly of Washington, DC, husband of Majorie Prentis Hirshfield; father of Katherine Wallace of Bethesda, MD James Albert Jr. of Bellevue, WA and Mary Jones of Dayton, OH. Also survive nine grandchildrer, one great-grandchild and his sister, Dorothy Loder of San Antonio, TX. Graveside services Friday, May 21, 1993 at 8:30 a.m. at Arlington National Cemetery. Memorial contributions may be made to the United States Coast Guard Academy Alumni Association, New London, CT or a charity of your choice. (Re-produced from the Wash. Post 5/20/93) VADM Hirshfield was the Vice-Commandant of the U.S. Coast Guard for two terms from 1954 until 1962 when he retired.

Have you ever heard of or do you know what the L-O-R-D-S are???? It is Loyal Order Ruptured Ducks. Anyone discharged from the military services after W.W.II was given a lapel pin denoting an Honorable Discharge. This later became known as the "Ruptured Duck". There are groups that have established "Flights" or clubs and the newsletter looks like they have fun. If you are interested, contact Vittum E. Caidwell, 1120 East 8th Street, Tulsa, OK 74120. The dues are 3.00 for the vet. and 2.00 for the "Duckett"-Spouse. The Commander is known as "Head Duck; Treasurer is known as "Tight Duck" and the Executive Board is the "Brood" They are issuing certificates to members on the 50th anniversary of their entry into the service. Sounds like fun!!!

Medals: If you want to make an inquirey about medals, direct your request to:

Navy Liaison Office
Room 3475, N 314
9700 Page Blvd.

St. Louis, MO 63132-5100

If possible, send request on SF-180 available at VA offices or Veterans Organizations. (We don't have them in stock) Be sure to Print/Type a request with your Full Name (as used in the Service) and signature, branch of service, service number or Social Security number, dates of service and a copy of your discharge/separation document if available.

The Treasurer's Report

As of 5/25/93 there is \$6,466.48 on hand of which \$2,750.00 is allocated to the Life Membership Account and \$2,182.00 to the Normandy Fund. The Association has \$1,534.48 available in operating funds. **Baker Herbert, Treasurer**

From The *Treasurer*

CLOTHING & SMALL STORES

CGCVA Baseball Caps, Blue w/Gold Lettering:

Plain Visor.....	\$10.00
SR. Officer "Eggs".....	12.00
Flag "Eggs".....	13.00
CGCVA Logo Patch.....	5.00
CGCVA 4" Logo Decal(Window)	2.00

"All Of The Above Are In Stock"

We have several orders for the following but, need a total of 12 orders to get production started:

Jumbo Night Shirt, CGCVA Logo @ \$16.00, add \$2.00 for XXL

Sweatshirt, CGCVA Logo, 9oz material @ \$22.00 add \$2.00 for XXL

Hooded Sweatshirt, CGCVA Logo 9oz material @ \$27.00 add \$2.00 for XXL

All items of clothing and small stores will be shipped **First Class Mail At No Extra Charge.** Send your orders with check to: Baker Herbert, PO Box 544, Westfield Center, OH 44215-0544. Please, Make check payable to:CGCVA.

Thanks to those Dues Payers and Life Members.

Special Donations

Received for the Normandy Fund from USS Key West Assoc., Willard DeLue, George Herbert, Harold McGovern, Cdr. Ray Evans, Dick Stent, Freddy Harris, Vadm. K.K. Cowart and James Hudlow. These donations are greatly appreciated and the Association is working on a plaque to be placed at the U. S. Cemetery overlooking Omaha Beach, Normandy, in honor of those Coast Guard Personnel who participated in the Normandy Operation and in dedication to those Coast Guardsmen who died there. *Respectfully, Baker Herbert, Treasurer*

Old Glory welcome for ex-coastguards

THE stars and stripes fluttered proudly above Poole this week when two old friends returned for the first time since the war.

Ex-coastguards Edmond Wolff and John Campbell were both stationed in Poole with a detachment of U. S. Marines during the Second World War.

The old soldiers, from New York and New Jersey respectively, went over with Allied troops for the D-Day offensive, rescuing soldiers who were washed out to sea during the landing.

Poole Mayor Ted Hogg welcomed the pair, giving them a tour of the old town and hoisting the American flag in their honour.

"They came over to see how Poole had changed and were so pleased to see the buildings at the quayside were still there.

The American coastguard unit based here during the war actually went across with British troops during the 1944 D-Day offensive.

They rescued 1,600 men from the sea, hauling them out to the safety of troop ships which brought them back to England.

*Evening Echo,
21st October 1991*

New Life Members

Captain, Henry Keene Jr.....Clifford Dodd
 Captain, Paul Prokop.....Commander, Raymond Evans
 Clinton Marshall.....Thomas B. Heathcote
 Macks Dillon.....Gilbert L. Hurt
 Colonel Stanley Godlesky.....Thomas J. Jackson
 Malcom Burge.....Michael Kotarski
 Louis Brenner.....Commander, Read McCaffrey
 Arnold Adams.....Daniel O'Leary
 Commander, Juan del castilio.....Captain, John Orewiler
 Leon Jacobs.....Captain, Floyd Rice
 O. W. Altimont.....George V. Spencer
 Robert Oxenger.....Clarence Wicker
 Monte Coulter.....Leslie "Bill" Wright
 Frank Cuenca.....Charles Breivogel
 Elmer Shroyer.....Willard DeLue
 Dale Shankster.....U.S.Senator, Claiborne Pell

COAST GUARD COMBAT VETERANS ASSOCIATION HISTORY BOOK

To date we have 212 Book orders for what will be an outstanding history book with our own personal biographies. There will never be a book like this again and while it is not a family bible it will let our children, grand children and or down know a little more about us, the Coast Guard and just what the Coast Guard did in WWI, WWII, Korean Conflict, Vietnam, Dominican Replublic, Desert Storm and even the Rum Wars.

This book is long overdue. We believed that this was such a good book that enough subscriptions would be on hand at Turner Publishing by December 1991 to go into production. Unfortunately, we need 300 book orders.

If you haven't ordered a book or sent in your biography, please do so today. Perhaps you would like to order a second book for another family member. Also, do it today.

We can't let this opportunity slip through our fingers. We are too close to publication. We all realize economics. Many of us have seen samples of Turner's work and it is better than most college year books. Turner has sent out about five mailings and has agreed to let the CGCVA insert the types of history that we want in the book and let us proof-read the book and make changes prior to publication.

Please make this a priority and give your family a great gift of Coast Guard History. The Association does not receive any money from this publication. This "Pub"'s for you.

Baker Herbert, Treasurer and Organizer, 1985 Reunion

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Record#	FNAME MI	LASTNAME	SHIP1	SHIP2	SHIP3	UNIT	SPONSOR		
1788	Anthony M.	Aiken	CGC Pt. Caution				Ed Burke		
1742	Basil	Antonakos	USS Menges	USS Richie			Art Green		
1741	George C.	Betz,	CG-83428			USCG ResFlotOne	P.J. Mattogno		
1769	Chester S.	Bonkowski	CGC Papaw	CGC Algonquin		NAVAMMODEPOT,NJ	Ralph Widman		
1771	Henry P.	Bordenave	LST 18			CGSF: S.P. & Cook	David C. Hughes		
1798	William D.	Boyce, Jr.	USS Gen Wm Mitchell			COTP Savannah	Chuck Ulrich		
1802	Billy J.	Brashear	CGC Winona			CCGD8	Baker Herbert		N W
1743	Robert E.	Brennan	CGC Rush	CGC Midgett	CGC Gresham		Jack Barker		
1786	James B.	Brewster					J. Sparrow		E E
214	Harry A.	Brown	USNS Algiers	USS Alexandria					
1773	John T.	Burns	CGC Algonquin				Al Courter		
1799	John W.	Campbell	CG-83490 CG RESFLOT			COTPBaltP+PSC#3Brkln	Josh Sparrow		W L
1776	Kenneth A.	Cathell					Thomas Bruno		
1744	Perry N.	Christiansen	LCI(L)322	CGC Onondaga	CGC Fir		Jim Bunch		
1745	Robert F.	Clark	USS LST-71	USS Gen. Muir	CGC Hollyhock		Ed Burke		C
1800	Russell C.	Clark							
1746	F. Blake	Cloonen	USS Wakefield	CG-83427	CGC Conifer		John Tracey		M O
1747	John F.	Crowley	CGC Bearing Strait	CGC Munro	CGC Jarvis	Exp.Loading Det.RVN	John P. Mahoney		
1097	Norman E.	Culver	USS Gen. Scott						
1748	Louis G.	Cupples	CGC Pandora	CGC Poinciana			Jim Hudlow		E M
1767	Bernard J.	Delaney	USS Nanok			CGBase,S.Port.,ME	J. McDevitt		
1797	Gerald R.	Dugan	USS Gen D.E.Aultman	CGC Faunce		Erie CG Station	Al Courter		M E
1749	Raymond E.	Durham, Jr.	CGC Nogak (WYP-171)			NavOpFac,Navy 26	A.F. Courter		
1750	Arthur R.	Erickson	CG-83468	CGC Beverly		Various LBS(MA & ME)	None Listed		B
1781	Stanley M.	Feldman	CGC Pt. Hudson			CGSQDNONE Div 11&12	Jim Bunch		
1073	Elmer R.	Federicks	USS Gen Aultman	CGC Westwind					
1782	Harold D.	Glidewell	LST 795			Townsend Inlet Sta.	David C. Hughes		E A
1803	Philip H.	Goertz	CGC Androscoggin			CG Academy	Jim Bunch		
479	Mrs. Edgar H.	Goff							
1804	Edwin P.	Grimm,III				PSU#302	Baker Herbert		R B
1751	Russell S.	Hampton	USS Menges	CGC Ingham			Art Green		
1763	James W.	Hepburn	USS Sheboygan	CGC Tampa		COTP Miami,St August	Eugene Amore		
1765	Robert M	Higgin	USS Gen Wm M. Black	CGC North Star	USS Sheliak AKA 62	COTP,LA,Calif	John S Stamford		S O
1777	James F.	Hulse	LST-18				David C. Hughes		
1752	LaVern H.	Jensen	USS Mills				None Listed		A
1753	Francis J.	Johann	CGC Pontchartrain	USS Menges	USS Mills	CGC Gresham	Art Green		
1756	Vernon E.	Johnson	USS Pert (PG-95)	USS Cavalier(APA-37)	CGC Iroquois		Edgar H. Goff		
1778	James W.	Klug					Charles P. Dodd		R
1811	John J.	Knyff	USS Gen Brewster	CGC Laurel	FP-159 US Army	ManBchTraStra	Thomas Bielecke		
1766	Robert F.	Landis					John S. Stamford		D
1792	Uriah H.	Leach,Jr.				CG HdQtrs	Al Courter		
1805	Anthony	Leone	LST-27			ManBchTraSta			
1762	Harold	Levy	USS Menges (DE-320)				Art Green		
671	Morris E.	Lewis				CG Units 93 & 94			
1806	Eugene H.	Lorden Jr.	USS Manasquam	USS Burlington		ManBchTraSta	Mickey Potter		
1754	Robert S.	Lucas	CGC Wachusett				Jim Bunch		

1772	Kevin A.	Lyons	CGC White Sumac			PSU 301	Lewis F. Lovell
1774	Robert C.	Mairs					None
1755	John R.	Mayer	USS LST#22			CGPS,Ft.McHenry	Robert Hawkins
1801	Ervin J.	Mouritsen	Duluth USARepair				Dale Shankster
1789	James R.	Mucha				SQDN 1,Marketime	
1761	VADM Robert T.	Nelson,USCG					
29	Cyrus J.	Newbegin	US Army LT 652			Ellis Island	C. Ulrich
1791	J. Robert P.	Nugent	USS Gen Wm Mitchell	CGC Hawthorn	USS Action	CG PSU-303/1	None
1757	James J.C.	O'Connell	CGC Dependable	CGC Storis	CGC Foxglove	CGSta Ellis Is.	Albert Duffieldo
1775	Raymond L.	Ortona	USS Cobb	USS Gen. Black			Al Courter
1780	Horace E.	Paul	CGC Nike	CGC Wicomico	CGC Tahoma	(MACV)US Army	Navy Times
1201	Paul S.	Pomroy					Dale Shonkster
1758	Frank J.	Quinn	USS Aquarius				Al Courter
1760	Richard C.	Ronovsky	USS Nogak	USS Eberle		ManBchTraSta	Al Courter
1807	Nicholas	Rossi	USS Sea Cloud	USS Wakefield			John Stamford
1790	Walter O.	Schroeder	CGC Itaska	CGC Comanche	CGC Marita	CG Academy	Al Courter
1785	Jack A.	Shepherd	CGC Laurel	CGC Hornbeam		Shark River Station	Jim Bunch
1808	Kenneth H.	Smith				JonesBch-LtleCrk LBS	Art Green
1793	Albert F.	Somma	USS Adm W.L.Capps	USS Mayflower	CGC Pocahontas	COTP, Galveston,TX	Edgar H. Goff
1796	Daniel W.	Starnes	USS Cavalier				
1809	Troy M.	Styron	CGC Slocum	CGC Lomas	CGC Pt. Glass		
1794	Thomas G.	Taylor	USS Camp	CGC Bibb		CGTS Alameda	Dick Stent, Jr
1783	George T.	Thompson	USS Menges	USS Alacrity		MnhtnBchTraCtr	Art Green
1759	William J.	Thorogood	USS Jos T. Dickman	USS Hunter Liggett	CGC Tampa	Guadcnl. Boat Pool	Michael K. Opsitnik
1770	Lloyd M.	Valentine	USS Richey	USS Wakefield		COTP,Pier 9 E.I.NY	Stent
514	Grant	Walner	USS Wakefield	USS Aquarius	USS Chelan		
1784	William J.	Walsh	USS Key West	USS Havar0		CGTraCtr Curtis Bay	Gordy Manhard
1787	David M.	Wolfe					D.Burridge
1810	John R.	Worden, Jr.	CGC Campbell			CGSta Houston,TX	

NEW MEMBERS, "WELCOME ABOARD"

He takes his wars seriously

Coast Guard had dangerous role in WWII, vet recalls

By Matt Krantz
Dispatch Staff Reporter

As evidenced by the worn pages of a photo album chronicling his involvement in World War II, Memorial Day is not the only time Richard Stent reminisces.

Dozens of meticulously arranged black-and-white photos, taken mainly by Stent with a box camera, depict his life aboard a 240-foot Coast Guard vessel that had been commissioned to ply the North Atlantic.

"The North Atlantic was so bad, the rough waters and all; five minutes in the water and you were dead," said Stent, wearing a navy blue knit shirt embossed with the name of his ship, the USS Modoc.

He was an enlisted man in the Coast Guard from February 1942 until June 1946. Now he's president of the Coast Guard Combat Veterans Association.

Stent looks back fondly on his days in the military.

In fact, Stent's photo album is just one of many pieces of war memorabilia scattered about his Upper Arlington home.

Surrounded by multicolored glassware in a display case sits a miniature kayak, which was hand-made from seal ivory and dried seal-skin by an Eskimo in Greenland.

Stent said that during his time in the service he convinced the Eskimo



Doral Chenoweth III/Dispatch

Richard Stent holds a miniature kayak he got from a Greenland Eskimo.

to trade the foot-long model kayak for a quart of grain alcohol.

Because World War II aircraft, namely B-17 and B-24 bombers, where unable to cross the Atlantic without refueling, most stopped at Greenland before arriving in war-tattered Europe.

The Modoc was responsible for leading a convoy that transported needed materials from a base in Boston to the refueling station in Greenland.

Although Stent, 70, is willing enough to tell his own war stories, as president of the Coast Guard Combat Veterans Association he spends much of his time helping other veterans forget theirs.

Unknown to many, the Coast Guard since 1812 has been an instrumental force in all major U.S. military engagements, including Vietnam and Desert Storm, Stent said.

It operates as a focused military unit, specializing in the operation of small vessels.

"The first people to go ashore in Kuwait were the Coast Guard," he said.

In 1985, Stent's Coast Guard association was founded by 15 men

who served in Vietnam. All were hoping to forget the pain of the war, he said.

Stent travels across the country, attending as many Coast Guard reunions as possible.

He's still called "Doc," from the days he served as a doctor's assistant on the Modoc.

Though Stent's duties are to honor the past, he cannot help but comment on the future.

According to Stent, the Coast Guard is substantially deployed in portions of the Adriatic Sea, supporting the Western powers' enforcement of sanctions against Yugoslavia.

"I don't think we should get involved (in Yugoslavia) because it is a civil war. We have no business there," he said.

But he adds that this weekend is one to forget controversies and honor those who have served their country.

"Memorial Day is to basically honor our past, present and deceased veterans — the people of the United States owe a debt of gratitude," he said.

From The:

Secretary

According to the By-Laws, The Members are notified that the Board of Directors in their "most eminent" wisdom, have directed the President to convene a REUNION/CONVENTION at the city of Norfolk, in the great state of Virginia. The meeting is to be conducted From October 26 to October 30 1994. This is the time for the members to elect Association Officers for the next two (2) years. It is also the time to obtain the approval/disapproval of changes to the By-Laws from the Members. Note: Art. VII-By-Laws 'states' "Changes: A request for change in the By-Laws may be submitted by any member in good standing. Requests for changes must be submitted to the Board of Directors at least six months prior to a regularly scheduled reunion/convention." (Have to the Secretary by 4/20/94)

This is our bi-annual meeting to conduct business during a luncheon on the second day. Anyone desiring to speak to the Members will provide the secretary with a written copy of their

U R G E N T

TO: JOSH SPARROW
FROM: LCDR JIM BREWSTER
SUBJ: NAVY MEMORIAL CEREMONY TO
COMMEMORATE SICILY

WHEN: 10 JULY 1993 - 1200 HOURS
WHERE: US NAVY MEMORIAL, 701
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(THOSE TRAVELLING BY METRO, USE THE
ARCHIVES/NAVY MEMORIAL METRO STOP

WHO: ALL VETERANS OF SICILY
(MAJOR CG VESSELS AT SICILY AND
POCs)

USS JOSEPH T. DICKMAN - MR. KEN
BATEK 109-13TH AVE. PASSAGRILLE

speech that will be limited to a maximum of ten minutes. This will be strictly enforced so that we can accommodate everyone without "dragging" the meeting out too long and still allow us to conduct all of our business.

We look forward to this being a great reunion. There will be plenty of activities for everyone and we are hopeful of some pleasant surprises. Put the dates on the calender, save your money and we'll see you at 'NORFOLK BY THE SEA' where you are going to be surprised! You will be getting information as we move along.
Semper Paratus, Ed Burke

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ANY VETERAN ATTENDING IS TO
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Coast Guard Day

August 4, 1993

Aboard the Retired

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Some Words From The

Vice Commandant, U.S. Coast Guard

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Association

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The Baltimore Maritime Museum

COMMANDANT INSTRUCTION 5360.1

Subj: Death of a Chief Petty Officer; procedure in case of

1. It has been brought to the attention of the Commandant that many Chief Petty Officers have been dying while on duty for no good reason, furthermore said Chief Petty Officers are refusing to fall over after they have died. THIS PRACTICE SHALL AND MUST BE STOPPED AT ONCE.
2. Effective immediately, any Chief Petty Officer found sitting up after he has died will be dropped from the pay list at once without the formal investigation required by Chapter 11 and 12, Personnel Manual. However, where it can be proven that the Chief Petty Officer is being supported by a desk, table, turbine, electrical equipment, or any other support which is the property of the Coast Guard, GSA, Navy, or any other government agency, a ninety (90) day period of grace will be granted.
3. The following procedures will be strictly adhered to:
 - a. If, after several hours, it is noticed that the Chief has not moved or changed position, the applicable Division Officer will investigate.
 - b. Because of the highly sensitive nature of the Coast Guard's Chief Petty Officers and the close resemblance between death and their natural working attitude, this investigation will be made quietly so as to prevent waking the Chief, if he is asleep.
 - c. The fact that the Chief's coffee cup is empty or that the coffee therein has been turned cold does not necessarily insure death on the part of the Chief. It may be safely assumed however that the Chief has passed into a coma and will require immediate medical attention.
 - d. If, any doubt exists as to the true condition of the Chief, extending a pay check is a fine test. If, the Chief does not reach for it, it may be assumed that he is dead. (NOTE: In some cases, the instinct has been so highly developed that a spasmodic action may occur, even after death. (DO NOT LET THIS FOOL YOU.)
4. In all cases, a sworn statement will be made by the deceased person on Form CG-3999A, as provided for this purpose. The form will be prepared in quintuplicate. The original will be sent without letter of transmittal to Commandant (CPO-2), two (2) copies will be presented to the deceased and the remaining copies promptly lost in the files in the highest tradition of the Coast Guard.

Y. ENS
By direction

Dist: (SOL NO. 89)
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2. LST's ALL 6. TENDERS ALL
3. AKA's ALL 7. DISTRICTS ALL
4. APA's ALL

CWO1 A. J. RYZNER, USCG (Ret.)
Star Route 1 Box 206
Mts Run, PA 16778 9632

REUNION NEWS

PAST: 500 VETERANS OF WORLD WAR II SERVICE ON COAST GUARD DE'S HONORED AT COAST GUARD ACADEMY - New London, CT NOV. 1, 1992. Present Pres. Dick Stent, Art Green and others.

Contact Carmine A. Ciampa, 6 Brassie Way, No. Reading, MA 01864 for details of the USS WAKEFIELD (AP-21) Reunion scheduled for June 25-28, 1993, Ex Sec of the USS Wakefield Assoc.,

The ASSOCIATION OF GUNNER'S MATES will hold their 2nd Annual Reunion in Louisville, KY, on September 24 and 25 1993, This is a "New" Organization with 200+ members of Veteran and current Gunner's Mates of the US Navy and Coast Guard. Contact Jack Photenhauer, Director at POB Box 247, Hammond, IN 46325

We should get behind the group called "Medals for Maggie Committee" who are seeking to secure the Medal of Freedom for "Colonel Maggie" Martha Raye for the comfort, inspiration and joy Martha Raye has provided to Three Generations of American Service Men and Women at War. Having served in WWII, Korea, Vietnam, and having been wounded twice while visiting troops in Nam. She is justly entitled to Medal of Freedom. For further information contact Medals for Maggie Committee, Tri-County Council, Vietnam Era Veterans, 257 Osborne Rd., Albany, NY 12211.

Reprint Military Reunions Going Back by HERB REITH.

Looking for some words and information about the SPARS and our female Coast Guard Personnel. Want to have a contribution from Edith Courter, President of the CGCVA Auxiliary. Her address is 13343 Thornwood Trail, Hudson, FL 34669-3639, (813)-856-7387.

EDITH COURTER, President of the Auxiliary has a real great thing going. She is looking for our ladies to assist in creating a quilt with patches for each of the fifty states. Each section is to have a hand sewn quilt design for their state, the state bird or flower depicted and if possible a state CG Station named. Check with Edith for details and how you might cooperate to make this idea a successful reality. Bonnie Sparrow has spoken for Maryland.

JOHN J. TRACEY of 11 Session Street, Wellesley, MA 02181 on the lookout for crew members of the CGC TUPELO.

GREENLAND PATROL REUNION - Datona Beach, Fl Oct. 10-14, contact A. F. Courter, 14334 Thornwood Trail, Hudson, FL 34669 or John Stamford, 1533 Wales Ave, Baldwin, NY 11510. The speaker at this reunion is CDR BRUCE E. MELNICK, USCG RET., who is the only Coast Guardsman to make a Space Flight having flown on the ENDEAVOR & DISCOVERY.

USS CALLAWAY (APA-35) VIRGINIA BEACH, VA OCTOBER 4-8, 1993. Contact R L Stambach, 4283-b Island Circle, Fort Myers, FL 33919-4427 tel.813-481-0359.

To date the Greenland Patrol reports attendees due from the following ships: NORTHLAND WPG49, MOHAWK WPG78, MODOC WPG646, TAMPA WAG 48, TAHOMA WPG80, ESCANABA WPG77, (RAY O'MALLEY, SURVIVOR) NANOK WYP169, COMANCHE WPG76, ALATOK WYP 172, ARUNDLE WYT90, NOGAK WYP171, VP6, ALGONQUIN WPG75, BIGHORN, AIVIK WPY164, & NORTHSTAR WPG59. The LAUREL is one of the fleet as well and is based at Mayport, FL today. See squib by Al Courter in this issue.

USS AQUARIUS (AKA-16), San Diego, CA Oct.7-11. 1993. Contact Jim Martin 200 El Camino - Sp359, Oceanside, CA 92054, (619) 433-6508.

THE TAMPA, (WPG48) will hold their third reunion in Overland, KS at the Hallmark Inn on Sept. 16-18, 1993. Contact John Pearse at (417) 546-4499.

President Dick Stents ship, the MODOC will hold their 6th annual reunion at Wilmington, NC, starting May 15, 1993 - for more information contact Moe Steinberg, at 516-334-5309.

REUNION OF THE CREW OF THE USS LST-764 with the National LST Association in Orlando, FL Sept.1-6, 1993. Contact Rod Whalen, 317 Grand Central Ave., Amityville, NY 11701 (516) 691-4229.

RESCUE FLOTILLA AT NORMANDY, headed by Jack Campbell held a reunion at Ft. Lauderdale, FL in late March 1993.

USS GENERALS REUNION ASSOCIATION - 35 Oak Lane, New Hyde Park, NY 11040-2339 is looking for shipmates. Call (516) 7477426 or write with Info. The General P-2 Class Transports included General Wm. Mitchell AP-114; Gen. George Randall AP-115; Gen. W. H. Gordon AP-117; Gen. W.P. Richardson, AP-118; Gen. Wm. Weigel, AP-119.

USS CAVALIER (APA-37) WWII ASSOCIATION Reunion, Las Vegas, NV 9/26-28/93. Contact Herb Cohen, Pres., 4151 Sanderling #346, Las Vegas, NV 89103.

USS LOWE (DE-325)(WWII) FROM 13-16 MAY 1993, Cincinnati, OH Contact: Thomas L. Taylor, 1604 Burke Rd. Baltimore, MD 21220 (410)335-2970.

USS POOLE (DE-151)(WWII) FROM 19-21 AUG.,1993 at Valley Forge, PA Contact: Donald Macchia, 256 Spruce St. Bloomfield, NJ (201)748-0731.

USS PETERSON (DE-152)(WWII) OCT.7-9, 1993 Tampa, FL Contact: Tom Freeman, 5009 No. Mango St. Chicago, IL 60630. (312) 725-8161.

USCGC TAMPA, SEPT. 16-18, 1993, CONTACT: TAMPA REUNION ASSOC., HCR5, BOX 17, FORSYTH, MO., 65653

USS SELLSTROM (DE-255)(WWII) OCT.1-3, 1993 Chicago, IL Contact: Adrian Galassi, 6922 W. Jonquil Ter. Niles, IL 60648 (708)966-4781.

USCGC MODOC (W-46)(WWII) May 15-19, 1993, Wilmington, NC Contact: Bob Woodbury, 18 Ninth Ave., Halifax, MA 02338 (617) 293-7992.

USCGC CAMPBELL (W-32) MAY 1993, Las Vegas, NV. Contact: David A. Blum, 8341 Sands Point B'lvd., Tamarac, FL 33321 (305) 722-8161.

USS CALLAWAY (APA-35)(WWII) OCT 4-8, 1993 Virginia Beach, VA Contact: Robert A. Stambach, 4283-B Island Circle, Ft. Myers, FL 33919-4427 (813) 481-0359.

USS FINCH (DE-328/WDE-428) 29 SEP-3 OCT San Antonio, TX Contact Bob Stevens, 409 Dellwood, Tilton, IL 61833. (217) 442-4602 or Lloyd Biggs POB 639 Atmore AL 36504.

USS KOINER (WDE-431) AUG.16-19, 1993 Ashville, NC Contact: Rex Thomas 910 Camilla La. Senaca, SC 29678 (803) 882-6461 or J. Harold McCabe 1331 Girard Ave, Wyomissing, PA 19610 (215) 374-0489.

USS LST-886 SEP 15-19 1993 Dearborn MI Contact: Joseph McAuley, 89 Jeanette Ave. Staten Island, NY 10312 (718) 984-4349 or Tony Lava, 2429 Fred St. Warren, MI 48092 (313) 751-7389.

USS GULFPORT (PF-20)(WWII) SEP 15-19 1993 in Cincinnati OH Contact: Arthur B. Noonan, 509 Hawthorne St. Covington KY 41014. (606) 581-6423.

USCGC MOJAVE (W-47)(WWII) IN JUNE 1993 Colorado Springs, CO Contact: John Dearing, 4813 High Pt. Dr. Panama City FL 32404 (904)785-9768.

BERING SEA PATROL - ALASKA VETERANS REUNION SEP 28-30 1993 Minden NV Contact: F J "Dinty" Moore or G. Vince Stauffer at POB 1854, Carson City NV 89702 (702) 883-2856 or (206) 294-7532

USS DURANT (DE-389)/USCGC DURANT (WDE-489), USS LANSING (DE-388) USCGC LANSING (WDE-488) AND USS RAMSDEN (DE-382) USCGC RAMSDEN (WDE-482) SEP 1993 Ft Mitchell, KY Contact: Larry Eckard POB 5310, Hickory, NC 28603.

VIETNAM BROWN WATER SAILORS (Mobile Riverine Task Force, WPBs, Task Forces 115-116-117) 8-11 July 1993 Chattanooga, TN Contact: Albert Moore, Rt 5, Box 499, Conover, NC 28613-(704) 464-7228.

PATROL CRAFT SAILORS ASSOCIATION (WWII -ERA PCs, WPGs) 28-30 May 1993 Portland, OR Contact: Bob Lisey 8830 Pembleton, Sterling Hts, MI 48312 (313) 264-6664.

USCGC DUANE (WPG-33) 6-8 Aug 1993 Contact: Ron Golec Rt 1, Box 36-B, Alstead NH 03602 (603) 835-6009.

USS COR CAROLI (AK-91)(WWII) 27-29 AUG 1993 Denver, CO Contact: Lee Bergfeld, 609 So. Ridge Ave, Steeleville IL 62288-2117. (618) 965-3694.

USS LCI NATIONAL ASSOCIATION (LCIs 1- 1098) 18-22 Apr 1993 Las Vegas, NV Contact: Robert Kirsch RD#4, Box 117, Evans City PA 16033-9004 (412)538-8151

DESTROYER ESCORT SAILORS ASSOC 6-10 Sep 1993 Nashville, TN Contact: DESA POB 680085, Orlando, FL 32868 (407) 877-7671.

APAs WWII 306 JUNE 1993 Radisson Plaza Hotel, 20 W. Baltimore St. Baltimore MD Contact: H. Don Smith Middletown VA (703) 869-4543.

USS SAMUEL CHASE - APA 26 (WWII) USCG WASHINGTON, DC, Rosslyn Westpark Hotel, Arlington, VA Oct.13-16 1993. Contact: Chas. H. Schmidt, 3673 Appling Rd. Bartlett, TN 38133-2705 (901)360-8018 386-0727.

REUNION: USS ALLENTOWN, (PF-52) WWII 33RD REUNION, SEPT 9-12, 1993 CHATTANOOGA, TN, CONTACT: FRANK AND BETSY PIERCE, CHICKAMAUGA, GA. 30707.

ALL U. S. COAST GUARD RESCUE FLOTILLA #1, VETERANS AND THEIR TRAVELLING COMPANIONS. 50TH ANNIVERSARY CELEBRATION IN ENGLAND, JUNE 1994. Travel packages from Stateside to Poole, England in time for Normandy Celebration. Contact: Jack Campbell, USCG49, 6 Poplar Ave. W. Long Branch, NJ 07764 (908) 229-2413 fax (908) 988-5436.

USS HOWARD CROW, DE 252, Oct. 23 - 26, 1993, Adeeb's Sea Turtle Inn, One Ocean Blvd. Atlantic Beach, FL 32233. Contact: Nicholas A. Martina, 3651 Pegg Ave. Columbus, OH 43214

USS DE LONG, DE 684, OCT. 10-14, 1993, Annapolis, MD. Contact Billy Owens, POB 8024, Norfolk, VA 23503-0024, (804) 583-4285.

USS MEREDITH DD 890, DD 165, DD 434, DD 726, NOV. 2 - 6, 1993, ASHEVILLE, NC, Contact: Joe Sufcznski, 812 Oakleigh Beach Rd. Baltimore, MD 21222 (410) 477-5535.

DESTROYER-ESCORT SAILORS ASSN. SEPT 6 - 10, 1993, Nashville, TN. Contact: Destroyer Escort Sailors Assn. POB 680085, Orlando, FL 32868-0085. (407) 877-7671.

CGC MINNETONKA (WHEC 67) Summer 1994. If interested contact Jon R. Peltier, POB 7812, Bend, OR 97708-7812.

BERING SEA PATROL - ALASKA VETERANS REUNION. Sept. 28-30, Carson Valley Inn, Minden, NV (15 minutes so. of Carson City). POB 1854, Carson City, NV 89702.

RESEARCHER SEEKS WORLD WAR II COAST GUARD DATA

Willis J. Keith, Office of Fisheries Management/SMP SC Wildlife & Marine Resources Dept. POB 12559, Charleston SC 29422-2559 is seeking information and data regarding Ft Johnson site, James Island, near Charleston SC. WWII Captain of Port Charleston personnel were billeted there. Looking for Guard and Beach Patrol Dogs were kenneled nearby. Any information obtainable is sought.

TEXAS MARITIME MUSEUM - COAST GUARD
EXHIBIT

Located in Rockport TX "Always Ready.. the Coast Guard in Texas" chronicles the History of the USCG in Texas Waters. All forms of uniform, lightship, flags, medals and models as well as 2 Videos are available for visitors view. Open Sunday, Wednesday through Saturday.

FORMER USCGC TANEY CREWMEMBERS
WANTED

Contact Brian Whetstine, 8747
Contee Rd Apt 402 Laurel MD 20708.
301-490-3156 (HO), 301-688-7877
(Work)

RICH PERSON - A CGCVA member who has enough money to last the rest of their life or till next Friday - whichever comes first.

STATE OF INDIANA WAR MEMORIAL
MILITARY MUSEUM

The Indiana War Memorial is looking for donations from Indiana Vets that have served in the various armed conflicts and wars of the US. Communications with that group indicates that they have NOTHING featuring the United States Coast Guard. First contact: Mr. Charles L. Cosand, Exec. Sec. Indiana War Memorials Commission, 431 No. Meridian St., Indianapolis IN 46204.

JIM BUNCH CGCVA MEMBER SEEKING
SHIPBOARD DOG MASCOT STORIES.

Shipboard stories/photos sought, will be copied and returned of "Dog Mascot" stories etc., James C. Bunch, POB 871 Floral City FL 34436.

Within this Quarterdeck Log are some errors, omissions, misspellings, grammatical and language errors. They were placed to try your patience, ability to discover them and will be corrected in time for the next edition if they are found. Your criticism, contribution or advise are always welcome.

HINGHAM (MA) LST MEMORIAL
ASSOCIATION

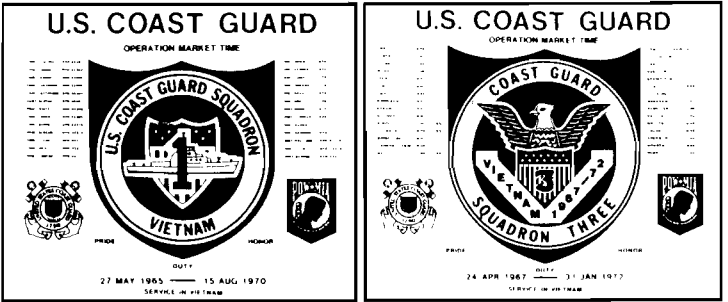
During WWII 1984 LSTs were built in Hingham, Fore River and Boston Navy Yard. One, USS LST-372 was manned by the USCG. All will be memorialized at the Memorial. Dedication tentatively scheduled Tues. May 25, 1993. Donations toward the Memorial can be forwarded to Eugene G. Creedon, 4 Summer St. Kingston MA 02364. (617) 585-8115.

DON CHALMERS SEEKING CREWMEMBERS OF "YP" BOATS WHO SERVED IN 1942 IN THE AREA OF GUADALCANAL AND TULAGI. 1615 NE 201ST ST. TROUTDALE, OR 97060.

I N V I T A T I O N

Cyril J. O'Brien, of 10004 Reddick Dr., Silver Spring, MD 20901, (301) 593-8904, who was a Marine Corp Combat Correspondent in WWII and who is now writing a book for the Marine Corp on the recapture of GUAM passes on an invite from Governor ADA to all who participated in the liberation of the Island to come back to Guam in 1994 to celebrate the 50th Anniversary of the Liberation. --- and that Governor Ada will help pick up the tab for any vets who participated in the liberation. Cyril provided us with a copy of the press release and the offer and wants whoever is responsible in the CGCVA who were in the fight to Col. Warren H. Wiedham USMC (ret) who is the Governors representative for the return. Cyril is also looking for details and Coast Guard info of the landing etc and some details from participants. He is especially on the lookout for the Coxswain who took him ashore that day. Col. Warren H, Weidhahn (USMC Ret.), can be contacted at POB 1179, Alexandria, VA 22313-1179. You can also contact John O. Blaz, Admin., Veterans Affairs, Office of the Governor, POB 3279, Agana, Guam 96910, (011-671) 472-6002 or 1293.

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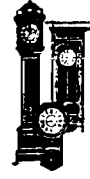


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Presentation of Life Membership
 CGCVA to U.S. Senator Claiborne
 Pell, (RI), Capt.USCGR, Ret. by
 Editor Joshua S. Sparrow, at the
 Personal Offices of the Senator
 U.S. Senate, Washington, DC,
 Tuesday, June 15, 1993. Unseen
 is pride picture of USCGC
 Campbell, during WWII, when the
 Senator Served aboard during 4
 year active duty in Coast Guard

U.S. COAST GUARD

OPERATION MARKET TIME

POINT CAUTION WPB-82301
POINT YOUNG WPB-82303
POINT LEAGUE WPB-82304
POINT PARTRIDGE WPB-82305
POINT JEFFERSON WPB-82306
POINT GLOVER WPB-82307
POINT WHITE WPB-82308
POINT ARDEN WPB-82309
POINT GARNET WPB-82310
POINT SLOCUM WPB-82313
POINT CLEAR WPB-82315
POINT MAST WPB-82318
POINT COMFORT WPB-82317

POINT ORIENT WPB-82319
POINT KENNEDY WPB-82320
POINT LOMAS WPB-82321
POINT HUDSON WPB-82322
POINT GRACE WPB-82323
POINT GREY WPB-82324
POINT DUME WPB-82325
POINT CYPRESS WPB-82326
POINT BANKS WPB-82327
POINT GAMMON WPB-82328
POINT WELCOME WPB-82329
POINT ELLIS WPB-82330
POINT MARONE WPB-82331



PRIDE

HONOR

DUTY

27 MAY 1965 — 15 AUG 1970
SERVICE IN VIETNAM



U.S. COAST GUARD

OPERATION MARKET TIME

BIBB	WHEC - 31
CAMPBELL	WHEC - 32
DUANE	WHEC - 33
INGHAM	WHEC - 35
SPENCER	WHEC - 36
TANEY	WHEC - 37
OWASCO	WHEC - 39
WINNEBAGO	WHEC - 40
SEBAGO	WHEC - 42
WACHUSETT	WHEC - 44
WINONA	WHEC - 65
KLAMATH	WHEC - 66
MINNETONKA	WHEC - 67
ANDROSCOGGIN	WHEC - 68
MENDOTA	WHEC - 69

PONTCHARTRAIN	WHEC - 70
HALF MOON	WHEC - 378
YAKUTAT	WHEC - 380
BARATARIA	WHEC - 381
BERING STRAIT	WHEC - 382
CASTLE ROCK	WHEC - 383
COOK INLET	WHEC - 384
GRESHAM	WHEC - 387
HAMILTON	WHEC - 715
DALLAS	WHEC - 716
MELLON	WHEC - 717
CHASE	WHEC - 718
SHERMAN	WHEC - 720
MORGENTHAU	WHEC - 722
RUSH	WHEC - 723



PRIDE

HONOR

24 APR 1967 DUTY 31 JAN 1972

SERVICE IN VIETNAM



Visit by President Dick Stent to RADM JOHN W. LOCKWOOD, at Commandant's Office, March 1993. RADM LOCKWOOD, is now Commander, Coast Guard District 13. USCG.



L-R Unidentified Veteran holding flag; Al Stover, formerly USCG, Pres. Veterans of Underage Military Service, Inc.; Ed Burke, Secretary, CGCVA; Bob Maxwell, (LM), Past Pres. teaching the band the music for Semper Paratus and accompanying chorus for other veterans present while at Norfolk, VA.

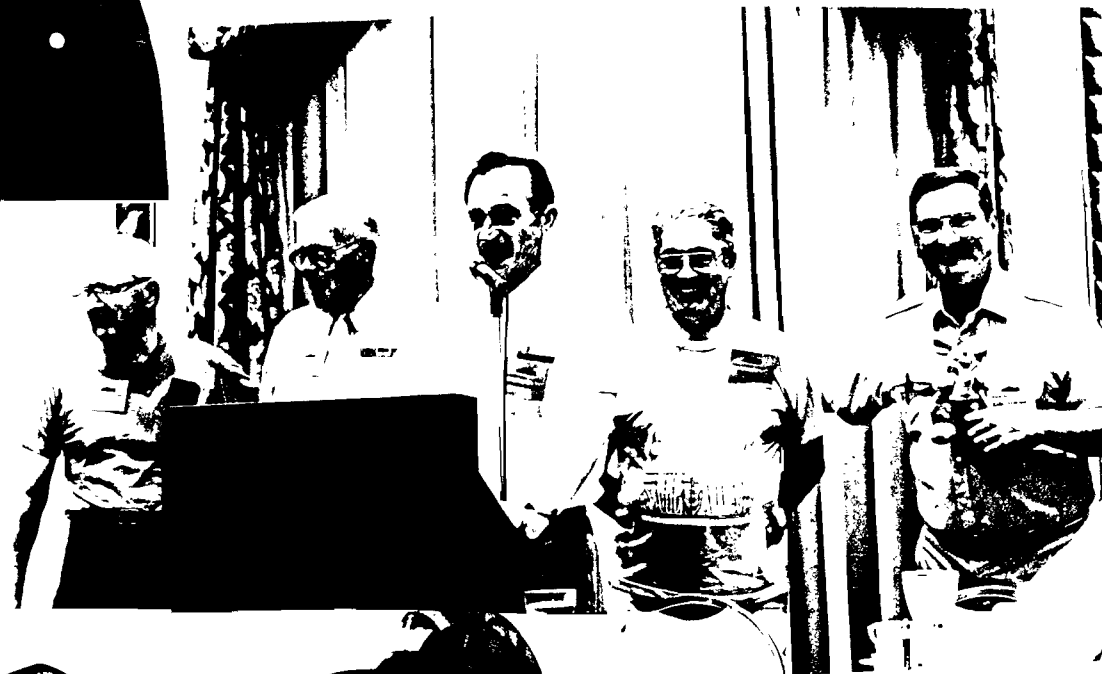


Glen Eppens, QM 2/c - Gen. Mitchel (AP 114).

Keynote Speaker -
RADM David E. Ciancaglini, USCG -
Chief, Office of Command Control &
Communications

Photos by Art Green, at 5th
Annual Five General's Reunion
June 3-6, 1993, Radisson Hotel,
Baltimore, Maryland.

1993 Ship's Representatives to
Reunion; L-R John Mullin,
(Richardson, AP 118); Bob Brenner
(Richardson, AP 118); Bernie
Albers, (Capps); Frank Dina, (Gordon
AP 117); Carl Telecson, Reunion
Chairman



former Gordon - AP117 Shipmates
Jessie Crowder, QM 2/c
Ernst Maxey, Sgl 1/c
Melvin Stevens, YNC

Editor

NOW HEAR THIS!!!

We are coming of age. Your Coast Guard Combat Veterans Association has become a part of the Department of Defense, 50th Anniversary of World War II Commemorative Community Program. All of our activities which are listed below are part of the celebration of 50th Anniversary of D-Day, the Invasion of Normandy and ultimately the victory of the Axis Forces in Europe and the Pacific. Likewise we will commence being a part of the celebration of the end of the Korean "Conflict." We will receive a flag which will accompany us on the following events for starters.

COAST GUARD DAY aboard the CGC Taney and a follow up boarding and visit on the CGC Eagle on Coast Guard Day, Aug. 4, 1993.

Proceedings will commence at about 11 AM, greetings from the Officers of CGCVA and from the representatives of the Coast Guard that will be present. Introduction of CGC Taney's former Crew Members with presentation of medals awarded to those men (if they get the word to me in time - by July 20, 1993), Luncheon on Board, to be followed by a few tales, stories etc., along with the combat record of the CGC Taney. There will be a cash bar for that event. Those in need of rides to ship (at the Pier III of the Inner Harbor at Baltimore) from this area are to call and we will take car loads to the event. After this activity - those still capable of travelling will proceed to Washington, DC to board the CGC Eagle that late afternoon for a tour of the ship.

Kindly call either Ed Burke or myself at the numbers given, so that we can gather up what we

hope will be a good size crew of CGCVA members on August 4th. Any one desirous of coming and participating in the days activities are requested to advise immediately. Please write to call either Ed Burke or myself ASAP.

For those of you who are stamp or first day cover collectors, we will be having a special commemorative mailing available as well as on all future occasions of our CGCVA meetings.

We will be placing a plaque on board the ship denoting the CGC Taney Crew Members of our Organization. Signed copies of the Taylor Publishing Book about the Cutter will be offered and signed by Brian Whitestone, the Author.

There will be no charge for admission to the vessel and discount tickets will be arranged for future visits.

We are also talking about a board of visitors or guides for the ship consisting primarily of our membership and most importantly of former shipmates to avail themselves by appointment or schedule when the ship is visited by schools or associations in the future.

The next schedule commemorative event will occur on Jan. 3, 1994 at Floyd Bennett Field, Brooklyn, N.Y., to commemorate the first "Life Flight" of blood plasma from Brooklyn, to Bayonne, NJ to aid sailors severely burned in a tanker fire.

This will be followed by a group of representatives of our association who will venture off to England and France to attend the placement of our plaque at the American Memorial Museum and to attend such things as the convoy of the HRH Brittania, Queen Elizabeth II in charge, and to form a convoy to travel once again to the beaches of Normandy.

As the time progresses we will fill in the details and the costs. it is hoped that we will have a grand group to venture abroad to once again "take Normandy."

Of course our bi-annual reunion is also due and it will take place at Norfolk, Virginia. Rooms and activities have already been booked at the Howard Johnson Hotel in downtown Norfolk (formerly the Holiday Inn) Virginia. This likewise will be part of the Historic Events under the Memorial Commission and we will be seeking out a full retinue of CG Colors, Music, Officers, Staff and such to make this a most memorable event. The price will be published shortly and it will be affordable to all. At this event we hope to get all those medals earned but not yet delivered, to be properly delivered in person to the attendees. It is hoped that we will have several exhibits and memorabilia to provide some real familiar interest to you "Old Salts." More on this subject later.

Watch for details and call for assistance from the Auxiliary.

Please get details to Ed or myself, so that we can get the numbers crunched and make certain we have every benefit and detail covered.

Your President has appointed me to deliver the Life Membership in our association to Senator Claiborne Pell. Senator Pell received us in a nearly picture book situation. At the behest of our Dick Stent, I called the offices of the Senator and arranged for the presentation. I called LCDR Jim Brewster, Jim Ward of Public Affairs and asked who might accompany us to this event. During the day of the presentation, the time for the same was changed and LCDR

Brewster, Jim Ward of Public Affairs and asked who might accompany us to this event. During the day of the presentation, the time for the same was changed and LCDR Brewster arrived according to the appointed schedule, not knowing that the event was changed to 6PM that evening, (since we could not alert him of the change.) However in the company of the first mate, Bonnie, we met the Coast Guard Liaison to the United States Senate, CDR John H. Jaskot at the Coast Guard Offices in the Russell Senate Office Building. This was on the advice of Jim to the offices of Senator Pell, where we were advised to go to the Senators Private Capitol Office in the Capitol. Something only the most senior of Senators enjoy. We then proceeded via the Senatorial Train under the office building and over to the Capitol seeing many Senators and Supreme Court nominee Justice Ginsberg, who was being escorted about the Senate along with us. In the company of CDR Jaskot and Jay C. Chazal, Spec. Asst. to Sen. Pell, we were greeted royally. The Senator proceeded to tell us of his 1941-1945 active duty in World War II in the Coast Guard and his later service in the Reserve to which he is a Captain (USCGR) and most proud of it. Sen. Pell then showed us a very prominently placed picture of his ship, the CGC Campbell during WWII. Most gracious, Senator Pell, related and I paraphrase his feelings about the Coast Guard. He said the Coast Guard in his mind is a FULL TIME LIFE SAVING SERVICE. Our counterpart, is primarily a fighting force dealing in finality. He made it very clear as to his feelings of his service and his desire to see to its continued success. He also complained about the failure of all services to let the word out about the Coast Guard. What an exciting event.

Final word, advertising in the Quarterdeck Log is cheap and helps to defray the costs of this publication. Any kind of advertisement is welcome and we urge each of you to purchase from our advertisers.

That is it from the Computer desk. Future details on events to come will be presented as we get them.

Semper Paratus, Josh Sparrow

FROM THE CGCVA AUXILIARY

President Edith Courter writes as follows: Apologies for not writing sooner, as you may or may not know, I took a fall in November and spent 6 weeks in the Hospital. I am now able to get around with a walker and good bye to the wheel chair, around the house.

I really can say I am proud to be the President and a member of our Group. Ladies, we can be a big help to our men, who served us and our country so proudly. We do something they too will be proud of!

This is my idea! A quilt representing the Coast Guard Combat Veterans. A quilt to be treasured and passed on from generation to the next, in memory of our members. Each square to represent his or her state, state bird or flower, and veterans choice of ship or station assigned during their tour of duty. Each square to be 8" x 8", upon white cotton sheeting. All squares will be used. Upon receipt I will put the squares together with a border of red, white and blue. This quilt will be used as a fund raiser for the men, to be raffled at next CGCVA reunion in 1994. This gives us time ladies to use our imagination or find someone close to us to help those who need it. Each square for this quilt will be submitted strictly on a volunteer basis. Please contact me as soon as possible if you are willing to participate. This will advise me as to whether this quilt is possible or if I have to put my thinking cap back on.

This project of the quilt cannot be accomplished by me alone. I am asking for your help, because of the every day forces that surround each of us, work, illness, etc. It may not be possible for all to be able to help. Anyone who has time, talent, or a genuine interest in this project and who would like to be more involved is welcome. I would like to chair a committee for this project and I am looking for volunteers to represent the area districts in an effort to coordinate this project.

We all have a common ground to keep us together. The Coast Guard Combat Veterans Association!!!

Semper Paratus for us and our men!

RSVP Edith Courter
14334 Thornwood Tr. President
Hudson, FL 34669
or 813-856-7387

**NAMES OF U.S.COAST GUARD PERSONNEL
ON THE VIETNAM WAR MEMORIAL**

LTJG DAVID C. BROSTROM
11 AUG 1966
PANEL 9E LINE 126

EN2 JERRY PHILLIPS
11 AUG 1966
PANEL 9E LINE 128

LT JACK C. RITTICHER
9 JUNE 1968
PANEL 58W LINE 14

FN WERIBERTO S. HERNANDEZ
5 OCT 1968
PANEL 37W LINE 46

ENC MORRIS S. BEESON
22 MARCH 1969
PANEL 28W LINE 8

EN1 MICHAEL H. PAINTER
8 AUG 1969
PANEL 20W LINE 115

LTJG MICHAEL W. KIRKPATRICK
9 AUG 1969
PANEL 20W LINE 119

UPDATE FROM THE
PRESIDENT'S DESK

On Friday, June 25th, 1993, I met with Vice President Patrick V. Denney; Board of Directors Member, Vince Stauffer; Treasurer Baker Herbert; Secretary Ed Burke, and Editor Josh Sparrow on the occasion of the annual reunion of one of the CG veterans groups. Along with us on this occasion were LCDR Jim Brewster of the WWII Commemorative Committee and LT Ed Swift of the Commandant's Office (all of whom are members of the CGCVA) to discuss the Normandy Anniversary. CDR John J. Jaskot (who wanted to be with us, but was detained with another committment, expressed his regrets, he being the SCG Senate Liaison. At the meeting it became quite clear that the start we made with regard to a memorial at the US Museum at the Normandy Cemetery is off to a good start, but that is not enough. In the past couple of months the Coast Guard Combat Veterans Association has become the leader, and virtually the only truly representative U.S. Coast Guard Veterans Association. With an outstanding calendar of events (set out in this issue) and a grand and helpful group of leaders we are out in the forefront of the thinking of all to get the memorial up and running, constructed, delivered, presented and installed. Vince Stauffer put it very clearly. We are there. We have a mission and we must get it done. We have secured about half of the

needed \$5000 required to erect a proper and suitable memorial and to have it in place on D Day next year. June 6th 1994 is just around the corner. With this in mind it was decided amongst the group to proceed with all due deliberation to get the job done. To do so, meant an effort by all of us to secure the necessary additional funds and to poll the membership and other groups who would participate with us in the project. Not by choice but instead because we have taken the steps to where we are now has made us the leader (and rightfully so.) We are and we should continue as the movers and shakers of the Coast Guard memorial at Normandy. More on this subject in the next issue, but now is the time to get our act together, to deliver the goods, and that will only be done with the contributions and participation of all. We urge the support of everyone.

Send your deductible, tax exempt contributions in now. We will proceed with designs and the means to carry out in full as we proceed in this relatively short time left to get the job done.

Another way to get the job done is by securing new members. It never fails to amaze me about the number of groups, big and small, that are meeting and recalling the events of 50 years ago and no one but ourselves has taken the steps to make it happen.

By joining in the Department of Defense 50th Anniversary of World War II Commemorative

Committee, we became a certified member of the community of groups, that will make this historical event a most memorable and significant event. All of the CGCVA events henceforth will have full cooperation, will have blessing and will fly the flag of the Committee. Additionally all participants (in all of the CGCVA events) may have that group send out local press releases and photos of membership or member participation. We urge that you start now. Mail your checks in now to Secretary Ed Burke, for your reservations for lunch and the festivities on board the CGC Taney, on Coast Guard Day on August 4th 1993. It will be the kickoff for this entire campaign. Please also advise of your local newspaper and a real generous release will be printed of your attendance at the event. What a grand and glorious item to pass along to your grandkids! Let none of the world forget what a fine job you Coast Guardsmen and Ladies accomplished in World War II. This of course will carry on with regard to the following wars, not forgetting for a minute, that the cessation of fighting in Korea is 40 years ago this year. The Coast Guard Combat Veterans are really shining. Our membership will not forget, nor let the world forget what we accomplished in WWI, WWII, Korea, Vietnam, and Desert Storm.

Our visit to the CGC Taney will be graced with a visit from the Vice Commandant or his appointee, General Kicklighter

of the memorial Committee, and we expect the Governor, Mayor of Baltimore, Senators and Congressman from the area and a real group of our own and crew members of the CGC Taney. It will be history making.

I want to express my thanks to V.I.P. Travel of Medina, Ohio for the work they did so well at our last convention and to work well toward helping us with the Normandy visit and our next reunion in Norfolk. Thanks for a job well done.

I am going to close this update with a piece I cut out of the Sea Power Magazine, (June 1993), over the signature of William C. Kelley, Jr., President of the Navy League who always remembers and thanks our grand and noble service. I quote him, "Another part of that message must focus on our military people, the young men and women in today's armed services and their families. The continued high tempo of operations we have imposed on them will not get any easier as the Navy and Marine Corps are reduced in strength, leaving fewer people to carry out just as many missions -- and probably more. They have always done *their* job, without complaint. But they need our help and support, in copious quantities, if we want them to be able to continue to carry out all of their assigned missions.

The preceding comments have focused primarily on the U. S. Navy and U. S. Marine Corps, but apply in equal measure to the United States Coast Guard and the U. S. flag Merchant Marine.

The unsung Coast Guard, still on patrol with its sister services in the Persian Gulf, is perennially underfunded and overworked. But it's always prepared, and it always get the job done. I am proud to render a parting salute to this gallant multimission service.

I have said it several times before, but duty requires that I say it one last time: The U. S. Flag Merchant Marine is in mortal peril. Unless U.S. maritime policies are not amended and reformed almost immediately there be virtually no U.S. flag ships available to carry the weapons, supplies, equipment, oil, ammunition, and other consumables needed by U.S. forces overseas in times of future conflict. And therefore we will have put in peril not only the lives of our troops but also our own national survival. It is impossible to overstate the negatives consequences of not having enough sealift to sustain our combat forces overseas. We cannot leave this job to others, or to an ad hoc coalition of friends and allies.

"WWII QUIZ" by Al Couter. Test your knowledge of WWII - Coast Guard History.

The Author would like to see another reader or two submit quizzes on such subjects as are related to the Coast Guard in the Wars including WWI, Korea, Vietnam, and Desert Storm. You are challenged to present your best shot, but to be sure there are readers who know it all! Your submissions will appear in subsequent issues of the Quarterdeck Log.

1. On what Island did Sig.1/c Douglas A. Munro, earn his Medal of Honor?

We must be able to do it ourselves. -----

I repeat in part what our editor has said herein, and restate what he has said, this is not CGCVA policy or opinion, but simply his and this writer's views. We should think and if you want write your Congress People and express your views.

Those of you who can, should support the efforts that are being made to make the U. S. Coast Guard and the Coast Guard Combat Veteran Association stand out as examples for all.

Semper Paratus, Dick Stent, June 26, 1993 President.

2. What Coast Guard Cutter was torpedoed off the coast of Iceland?
3. The sinking of the USS Dorchester is famous for what incident?
4. How many US Army Ships did the Coast Guard command, man and operate in the Asiatic Pacific Area?
5. What Cutter was sunk with all hands except two?
6. What Cutter captured 32 Germans and sunk their submarine?
7. What Cutter made the first naval capture of WWII?
8. What were the converted yachts and fishing vessels used for coast surveillance called?
9. What weather patrol ship was lost at sea without a trace?
10. The Coast Guard was active on all fronts. Name the ribbon that designated the Japanese Campaign?

WORLD WAR II MEMORIAL

U. S. Senator Strom Thurmond (R-SC) has introduced S-214 in the Senate, which would authorize the construction of a Memorial in the Washington (DC) area to honor the members of the Armed Forces who served in World War II.

FLAG DESECRATION BILLS

To date, 29 States have passed resolutions to demonstrate to the U. S. Congress that they support an amendment to the U. S. Constitution prohibiting the desecration of the American Flag.

If 38 such resolutions are adopted by the States, Congress will be under great pressure to accept such a proposed amendment.

OHIO NATIONAL CEMETERY SITE SELECTED

The Department of Veterans Affairs has advised that the Guildford Township site in Medina County is its preferred site for a new National Cemetery to serve veterans and eligible beneficiaries in the Cleveland/Arkon metropolitan area.

REUNION NOTICE

USCGC SPENCER (WPG-36)
9-12 SEP 1993 at Chicago, IL

Contact: J. TIERNEY, Jr.
100 Cambridge Street
Manchester, CT 06040
Tele: (410) 335-6826

PLEASE BE ADVISED THAT TO MAKE QUICKER, MORE ACCURATE, PROMPT ENTRY INTO THE REUNION NOTICES - SEND THEM TO EDITOR, QUARTERDECK LOG, 14736 MC KNEW RD., BURTONSVILLE, MD 20866 - FAX DATA TO 301-490-5607. DO IT NOW, NOT A DAY BEFORE CLOSING DATE.

HELP WANTED - AVISO - PLEASE
NOTICE - REQUEST - DEADLINE NOTICE

Every little bit helps. Send your work in early. I need writers names, addresses, phone numbers, etc. We would like to be timely with this publication. The only way it can be done is by meeting deadlines. From now on we will close out our updates and submissions according the following schedule:

Closing date:	Publishing Date:
Sept. 1, -----	October 1
Dec. 1, -----	January 1
March 1, -----	April 1
June 1, -----	July 1

We aim to please your aim will help

YOU HAVE BEEN READING ALL ABOUT THE 50TH MEMORIAL WWII COMMITTEE. YOUR REUNION GROUP, LEGION, ASSOC., ETC., CAN PROBABLY JOIN. WRITE TO LCDR JIM BREWSTER FOR DETAILS. DO IT NOW - THIS IS THE YEAR OF START UP AND ITS OVER BEFORE YOU KNOW IT.

EDITORS NOTES:

Thanks for the support and the compliments. Looking for more items to print. Hope that the last issue caused some of you to think about CG experiences and to get the same to me. I'll take your copy any way I can and the more I get, the more you get.

In passing, I have been writing to the members of the U. S. Senate and to some of the Representatives as well as to our President concerning my views on certain issues. One of those might be of interest to many of us. The subject being the Merchant Marine and what is left of it. Over the past few decades we have gone from world leader of the Merchant Seas to virtually no participation. Our young men and women went to sea, learned a world of information and skills and represented us around the world. One could always expect the best on an American Vessel. Now that is an unknown. More than that our docks are crowded with foreign sailors, from ships of flags around the world who are careless, lacking of maritime skills, and manning the most ungainly and ugly ships to be found. Cruise ships enter our harbors on all of our coasts. Most of the crew are from abroad. No drills are held when boats leave our docks. Equipment is untested. Lifeboats are rusted to davits. Canvas boat covers are rags. Lifejackets look like veterans of WWI. If a real disaster occurred the crew could not tell the passengers what to do or how to respond. This was evidence a couple of years ago when the first off a passenger vessel were the Captain and crew, leaving the passengers to fend for themselves. Fuel is bought abroad. Environment be dammed. Waste is dumped anywhere, only to end up on our beaches. Crews carry our products from our ports leaving owners to their mercy. More important our ships carrying our emergency products are holed up in Russian ports now some 40 or so days awaiting off loading with a pretext of non-metric measurements. Our crewman are without jobs, without ability to earn a living simply because our Merchant Marine is

virtually non existent. When our ships came to our harbors they were greeted by our dock personnel and our harbor pilots. The foreign ships don't give a hoot for us or for our crews. Their wages are nothing more than slaves pay, and they have the skills to match. It is no wonder that more of our people are not killed or maimed by these malingers. How do we score on the scale of fairness? Why do we permit our goods to come and go from our ports on these scows? Why not take back our command of these jobs, safety, skill and earnings once and for all. We earned the right to be the finest Merchant Marine in the world. The excuse of Unions and Union Wages are typical. We ship our raw lumber abroad, our untanned skins abroad, our computer chips designed here are manufactured at our expense abroad, our dress and suit manufacturers are competing with our countrymen for jobs. Lets start to take back that which is ours. Lets stop selling America out and lets start at one of the places which we can control immediately, our Merchant Marine. These unqualified dangerous sailors of fortune are coming to our table, eating our food and running away with the profit. Our Congress, and our Coast Guard should set up the rules and take back our leadership of the seas and of the ports and harbors. Skippers should be able to speak and be understood by the crew and engineers. Our radiomen and medical crews should be real and proper. The real rule and rules of the sea should be imposed or they should be denied our ports and our products.

I witnessed on two coasts in the last two years ships sailing from our ports, not going beyond the horizon (totally ignoring 3 or 12 mile territorial limits) for gambling, returning after emptying the pockets of the travelers, with a minority of American Crewmen and completely avoiding the payment of American Income Taxes, and carrying the profit away to a foreign country. The flags of convenience don't even match the language spoken by the crewmen, and we permit this to go and on. Only the minority of

the crew came from the U.S., had proper Merchant Marine Papers and I can only assume the only ones to pay U.S. Income Taxes. They pay only wharfage and charges for harbor pilots, if they use them. They do not even tell of emergency procedures or lifeboat stations, (for fear that a lifeboat drill be demonstrated or lifeboat properly demonstrated at all.) Can you imagine what would happen in a real emergency. Even the hinges and straps on the lifejackets are painted over and not workable. Unfortunately we will cry when it is too late. Evidence the foreign skipper, and crew that abandoned the passengers and minor crew off the coast of Brazil recently. These are my views and are not to be assumed those of the Association. If you have something to say in this regard write now, write often and tell what you are thinking to your Senators and Representatives. I have written to the Commandant and to Senators Mikulski and Mitchell and have responses from all, with positive indications that change is coming.

Since I last wrote, I have been invested with the Chairmanship of the Normandy Beach Memorial Committee of our Association. We are proceeding with a Memorial Plaque to be placed at the Normandy Beach, American Memorial Museum. I expect to coordinate all of the various activities related to the Coast Guard Combat Veterans Memorial for this event. In the offing is a group plan to proceed to Europe or England, so that we might fully participate in this effort of 50 years, yes 50 years ago. If we can get your ideas and input over the next couple of months, we will be sure to proceed as a large group to commemorate this auspicious event. We are looking as well for members and for those who served in this effort. I received a copy of the DE Sailors Association News. That association has received more than \$203,500 in contributions to bring the Slater (DE-766) from its current location back to a Patriots Point at Charleston, SC for a proper home port treatment. Noticed as well that

they make no mention of our Association and I will attempt to do something about that. Perhaps a unified effort by these associations will assist in producing a real result at the Normandy Memorial. More about DESA later in this issue.

Likewise the efforts of the 83 footers from that effort will be working with us as time moves along. But we cannot wait too long. June '94 is around the corner.

Our association has received a contribution of \$200 from the USS KEY WEST (PF-17) ASSOCIATION via its Secretary-Treasurer Gordon M. Manhard of Venice, FL. Thats how great oaks from little acorns grow.

If anyone has any ideas or wants to participate further with this matter, please call or write now!!!

Here it is 2 months since the last issue and I have received a smattering of material from our membership. Please, lets have some tales, real, tall or otherwise to publish.

Semper paratus,

Josh Sparrow

WWII Quiz Answers.

1. Guadalcanal, Sept. 27, 1943.
2. Alexander Hamilton, Jan. 29, 1942.
3. Four Chaplains, Feb. 3, 1943.
4. Over two hundred.
5. Escanaba, June 13, 1943.
6. Icarus, May 9, 1942.~
7. Northland, Sept.12, 1941.
8. Corsair fleet, or "Coastal Pickets."
9. Muskeget, Sept. 1942.
10. Asiatic Pacific.

Ref. US Coast Guard WWII,
Institute Published by
Willoughby.

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USCGA Members residing in the Seventh Coast Guard District (Florida, South Carolina & Georgia) desiring to keep abreast of current Coast Guard activities may subscribe to the Seventh CG District monthly publication entitled "COASTLINE." Just forward your name and address on a postcard to:

Editor
COASTLINE
Seventh CG District (dpa)
Brickell Plaza Federal Building
909 S. E. First Avenue
Miami, FL 33131-3050

USCGC ALEXANDER HAMILTON
(WPG-34) MEMORIAL

The USCGC ALEXANDER HAMILTON Survivors Association will be dedicating a Memorial in September 1993 in Waesche Plaza on the grounds of the USCGC Academy in New London, CT.

The Memorial will honor the 26 crewmen who lost their lives as a result of the ALEXANDER HAMILTON being torpedoed off Iceland on 29 JAN 1942.

Anyone desiring to donate to this Memorial should forward such to:

USCGC ALEXANDER HAMILTON
Survivors Association
Public Affairs Office
USCG Academy (spa)
15 Mohegan Avenue
New London, CT 06320-4195

The Public Affairs Office will also provide the exact date the dedication is to be held.

USS SHEBOYGAN/USCG PORTER
FORMER CREWMEMBERS

Bob "Whitey" EDWARDS would like to hear from former crewmembers of the USCG Destroyer PORTER (CG-7) (1929-33) and USS SHEBOYGAN (PF-57) (1944-46). Contact him at:

BMC Robert EDWARDS, USCG (Ret)
8801-149 East Moonrise Lane
Floral City, FL 34436

WALL OF LIBERTY MONUMENT TO BE BUILT
IN NORMANDY TO HONOR ALL WHO SERVED

The Battle of Normandy Foundation has undertaken a major task with the Wall of Liberty project. The Wall of Liberty is to be the first monument in the world to honor all Americans who served in the European Theater of Operations (ETO) during World War II, including those veterans who are still living, and those who have passed on.

The Wall of Liberty is to be built in Caen, the capitol of Normandy, near the beaches where American armed forces first landed on D-Day, 6 June 1944. It will be adjacent to Le Memorila, the world's largest World War II Museum. The Memorial will be dedicated in June 1994.

The goal of the project is to record the names of the five million American ETO veterans - from all branches of the armed forces and from all ranks. The ETO includes the North African, Mediterranean and Italian Campaigns.

Veterans can obtain more information/data on the project by calling 1-800-WW2-VETS (800-992-8387) or writing to: The Battle of Normandy Foundation, 1730 Rhode Island Avenue, N. W., Washington, DC 20036. Funds for the construction of the Wall are being raised by charging a fee of \$40.00 for each veteran registered as well as private and corporate donations.

HAMPTON (VA) NATIONAL CEMETERY CLOSES

The Department of Veterans Affairs (DVA) closed the Hampton (VA) National Cemetery in FEB 1993. However, the cemetery will continue to accommodate casketed remains of eligible spouses and children of those already interred in the cemetery. Burial space also remains available for the interment of cremated remains.

Sufficient burial space is available at Virginia's two other national cemeteries located at Culpeper & Quantico

A Most Unusual Ship

Carl Hegner, CGC 83399, 83401, WYP 342

During World War II, I was stationed on board the C.G.C. 83399 and 83401 operating in the Caribbean. Both of these cutters were subsequently sent to New York, put on a freighter, and shipped to England where they served in the "D-Day" invasion, patrolling in the English Channel to rescue Allied fliers shot down during the invasion.

Prior to these ships leaving for New York, I was transferred to Panama where I was assigned to the C.G.C. Bodega (WYP 342), the ex-Norwegian whaler, Thordr.

The Thordr was constructed by the Akers Mek Werks, Oslo, Norway and commissioned in 1930 as a whaler.

During peacetime, the Thordr mounted a muzzle-loading gun, which fired a harpoon with a 3.5" bore, on the bow. Steam pipes were run through the hold where the line was stowed to prevent it from freezing into a solid mass.

The Navy acquired the Thordr in 1941, added a 3" 50 on the bow, twin 40 mm and 20 mm anti-aircraft guns, depth charge racks, and K-guns. In

addition, a 10" searchlight, radar, communications, etc. was installed. The Navy re-commissioned her on 21 November, 1942 as C.G.C. Bodega (WYP 342).

The Bodega was acquired for operation in Greenland waters, but she proved to be a very crowded and "wet" ship. Subsequently, she was reassigned to the Caribbean, operating out of the Coco Solo Submarine Base, Colon, the Canal Zone.

WYP 342 had a wide variety of duties, from anti-sub patrols, convoy duty, lightship duty, and exploding German mines that had broken loose outside the canal and floated to shore in Nicaragua and Costa Rica.

On December 20, 1943 she was abandoned after running aground and being stranded while attempting to rescue the crew of the SS James Withycombe off the Panama Canal.

Thus ended the saga of the WYP 342, one of the more unusual ships that served in the patrol vessel fleet.

As Carl put it ... "it wasn't the prettiest, perhaps it was even the ugliest, ship in the Navy, but life onboard was always interesting". ✂

Carl J. Hegner resides at 8815 SW 83rd Street, Miami, FL 33173

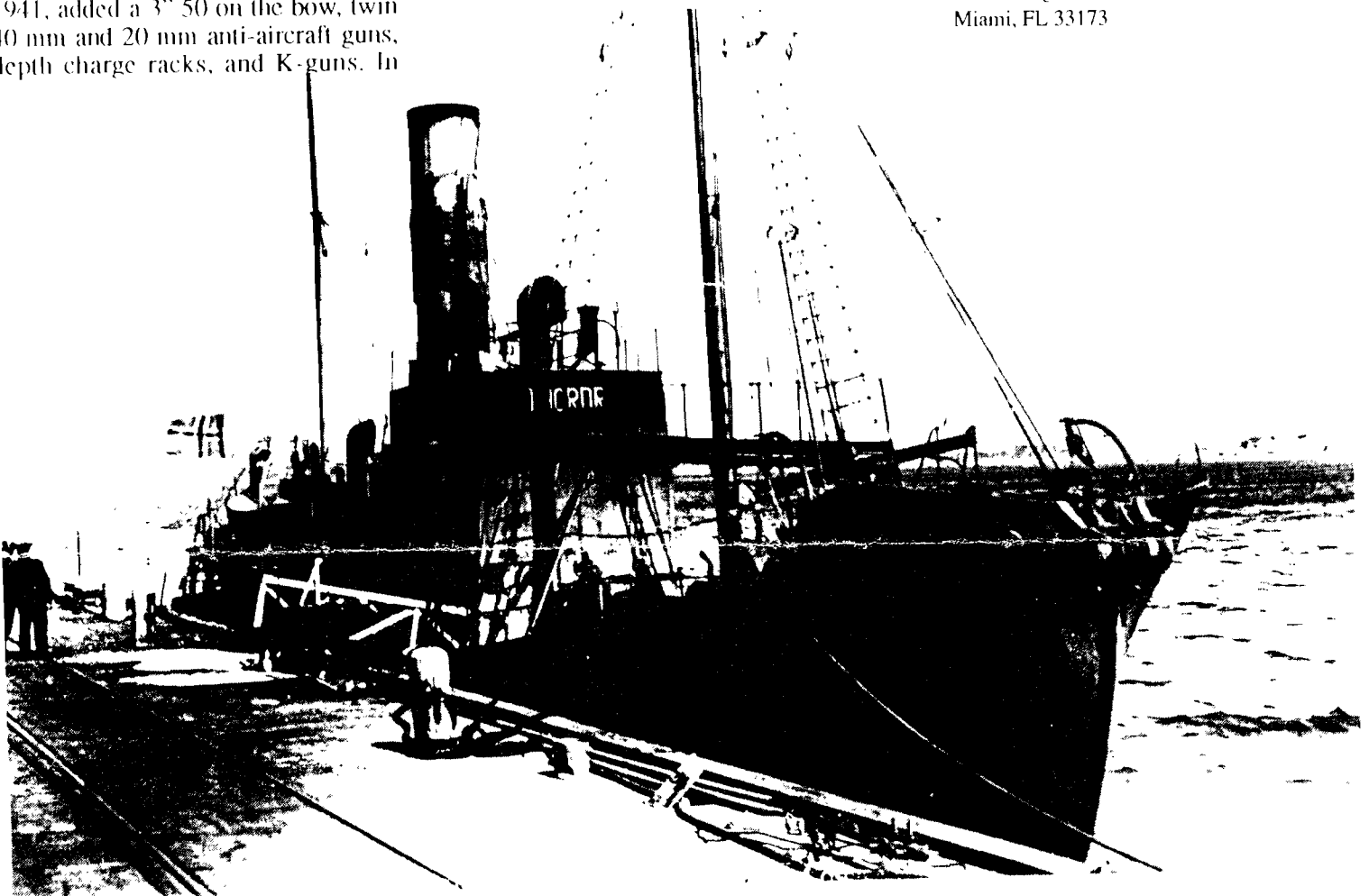


Photo courtesy of Carl Hegner CGC WYP 342

C.G.C. Bodega WYP 342 - (Early 1942 before conversion). The Charleston Navy Yard Port Director had to think twice before granting permission for this most unusual USCG vessel to tie up at his dock! The crew is planning on attending the 100th anniversary April 30 - May 2, 1992 in Charleston, South Carolina. For related article on this ship see page 8

Proposed — A Coast Guard History Foundation

LCDR Tom Beard USCG (Ret)

The U.S. Coast Guard's records, since 1947, sit in sealed boxes inaccessible for lack of a records management system. Other historic fabrics are scattered throughout units or in private hands not cataloged for research. This constraint of documents leaves the Coast Guard story untold, which affects leadership, operational planning and funding. Archival material can be recovered through the establishment of the Coast Guard History Foundation.

Sometimes when telling derring-do tales of early exploits I stop in mid-sentence. The story, I suddenly realize, contains elements of two or more different episodes. All true, just a little jumbled in time. I call it the "old man syndrome." The heroics related sound nearly beyond belief. And that's what they are — beyond belief. Memory is such a fine instrument remembering quaint details but such a poor chronicler.

On one oral history assignment, I received excellent details on salmon fishing in Alaska from an ancient fisherman. However, each time I visited him for additional information, I had to re-introduce myself. Then I relived his World War I combat stories before easing his mind back to the desired facts of 1910. This means of documenting history might be delightful and entertaining but the historian needs more tangible information.

So it is for writers chronicling exploits of the men and women of the U.S. Coast Guard. Unfortunately, records for many of the bold deeds are buried; buried by their own mass. The un-cataloged documents of one year become a mantle closing off access to history. Coast Guard archives are being immersed, virtually unrecoverable, building, in a sense, its own landfill of recorded babble.

Tons of records, documents, photographs and artifacts compiled daily through all the activities of all units in the Coast Guard go into boxes. These boxes are stored as archival material to be sorted, compiled, inventoried and cataloged by the Coast Guard for consignment to the National Records Center. Here its address in the Archives is simply "Record Group 26." Historians, students, Federal offices,

Congress, personnel needing verification of past activities or *anyone* desiring story material, look into these "boxes." Unfortunately, as Robert E. Johnson writes in his book, *Guardians*, "Record Group 26 has few records more recent than 1947; those since that date, are said to number thousands of boxes. — relatively little has been done to catalog them because the Coast Guard, which retains custody, *has never been allotted the resources necessary for this task.*" (Italics mine.)

Historians seeking primary source material currently are forced to search in scattered directions for documents. Arthur Percy relied on many trips to Coast Guard Air Stations. This took twenty years. Forty percent of the photographs he used in his book, *A History of Coast Guard Aviation* came from private or public collections, not Coast Guard files.

Not all documents reach the archive "boxes" as they should. Some are diverted for current research projects or public information. Archival-bound material may be detained by the Coast Guard's historian, the Coast Guard Museum, District Offices or units. This practice leads to problems.

Record material has vanished through "serious blunder" and the "inconsistency factor" (L.L. Zumstein memorandum, 1 November 1979). Photograph collections are missing (Erickson collection; photos used in the *History of Coast Guard Aviation*). Access to serious researchers is restricted. Dennis Noble, writer of the Coast Guard Bicentennial series in the *Commandant's Bulletin*, unable to develop adequate material from traditional archives sought information direct from district offices. Three districts responded only after

repeated queries that they were "too busy with operational matters to be interested in history." Noble also notes, that favorable responses from district offices, "depended on personal interest (in the project) by the district public affairs personnel."

Museums constitute a parallel source with the National Archives and the Coast Guard History office for archival materials. THE Coast Guard Museum is located at the Academy where it "... will have maximum impact in promoting a sense of tradition and heritage among our future leaders." (J.B. Hayes endorsement, Zumstein) Yet, the museum with a multi-million dollar collection of more than 70 paintings, almost 100 models of Coast Guard vessels and aircraft, four figure heads, cannon, etc., today does little more than provide decorations for the Academy library. Much of this valuable collection is in storage. Immediately, questions arise. What is the volume of artifacts held throughout the Coast Guard? Are these scattered artifacts considered inventory of The Coast Guard Museum? Who is in charge and is there a master collection/display plan?

The apparent loss of accessions, once in Coast Guard custody, from individually donated collections discourages others from contributing valuable documents. Unfortunately, these individual treasures of diaries, photos, artifacts, etc., unless discovered and held *securely in public trust*, can get scattered as holders die, obliterating provenance. I recently discovered the existence of a diary and photographs by a crewman of the Cutter BEAR. The family has no intention of passing these on to official Coast Guard archives

where they might be invaluable to researchers.

The immediate need for proper records keeping is most always lost in the urgency of up-front operations with restricted funding trickling away before reaching less insistent needs of archival management. Archival materials, like bilge dunnage does not just go away if ignored. Some day, someone will have to go down and clean the mess out. Delay only compounds the problem. We are aware of its presence and the need to do something.

Zumstein, a dozen or more years ago, established the following four objectives for a historical program: "Instill in all Coast Guardsmen a link with our Service and past so as to promote esprit de corps and retention; prepare an *Annual Historical Record*; provide collections to illustrate and enhance the achievements of the Coast Guard; *Provide research and archival assistance to the Coast Guard*; (Italics mine), other government agencies and the general public." Still today this directive goes unheeded.

This article is not an attempt to accuse the offices charged with public affairs or records management of failure to exercise their duty. The task of proper archival records management is far beyond the capability of present staffs and budgets. Two nonprofit organizations have accepted some responsibility in preserving Coast Guard history. The Coast Guard Foundation supports where "appropriated funds could not be used or where they are inadequate." Currently, the Foundation provides some financial support to the Coast Guard Museum and several years ago the Foundation offered the Coast Guard a new museum building. The offer was rejected by the Commandant, however, because maintenance and staffing in perpetuity was not included. The second group is the Coast Guard Academy Alumni Association which has among its missions the goal "to preserve and foster the traditions of the Academy and the Coast Guard" The scope of this thesis is beyond the commitment of these organizations but they are not excluded and are encouraged to examine the challenges.

A properly managed archives offers benefits beyond its cost. A cursory examination of Coast Guard operations during Prohibition and the current drug interdiction efforts shows startling similarities. Operational planners of today may be shocked to find their solutions, or problems, were the same generations before. Record-keeping necessary to justify expenditures is understandable, yet if the data is inaccessible, buried in un-cataloged archives, how are arguments going to be substantiated, plans justified? The Coast Guard must start a comprehensive records management system.

I propose the establishment of a Coast Guard History Foundation as a nonprofit corporation with the purpose to support official

efforts in records assimilation, documentation and the dissemination of the history of the U.S. Coast Guard. Its goals will:

- Provide perpetual leadership devoted to maintaining historic Coast Guard documents and fabrics.
- Seek revenue sources and maintain a nonprofit foundation to provide non-appropriated funds to support the U.S. Coast Guard Commandant's historic records of-fices and museum.
- Encourage educational opportunities for maritime historians by:
 - a. providing endowments and educational loans for graduate and doctoral studies relating to Coast Guard history.
 - b. Publishing manuscripts created from research, utilizing Coast Guard archives.
 - c. Furnishing means and graduate interns for records management projects in Coast Guard documents as adjuncts to existing programs financed with appropriated funds.
- Support the collection of documents and fabrics relating to all Coast Guard activities and encourage the expansion of the Coast Guard Museum as one museum with branches at district and unit levels.

The November 1988 "Sitrep #39" of the Ancient Order of the Pterodactyl supports my observations of the problem of inaccessible resource data when it stated in its report, "... that many pictures, records and memorabilia have been compiled over the years by Headquarters, placed in storage in a ware house somewhere in the local countryside, and through lack of documentation or misuse have become dim or forgotten. A project should therefore be undertaken to obtain permission for access to this storage for exploration and research to uncover items useful and appropriate for public display."

This suggestion, however well intentioned, still falls short of the actual need but certainly emphasizes that something must be done! The only solution, however, is a complete archival and records management program. Any lesser short cuts will forever destroy vital documents and casts a shadow over the marvelous record of one of the world's most remarkable organizations. Then, both the Coast Guard and the public will be the losers. The pride bestowed on Coast Guard members by recognition is one of the greatest forces in leadership. Additionally, public knowledge of the enormity of the tasks accomplished, provides political/funding support necessary for the Coast Guard to continue its assigned roles.

Only during war does a military organization truly create an historic record. The Coast Guard is an important exception. Every hour of every day, lives of those who serve and citizens alike, along with the very substance of

this nation, are affected by the actions of this small military force of men and women. The U.S. Coast Guard's story continues in war or peace. Therefore, it is for the protection and dissemination of the continuous flow of historic fabric that the Coast Guard History Foundation should be created. ■



Tom Beard was a Naval Aviator for 10 years. He entered the Coast Guard from the Navy as a Direct Commission Aviator and flew HU-16s, C-130s and HH-52s for another 10 years. He retired from the Coast Guard in 1975. Since retirement from the Coast Guard he has had a varied career as a student, commercial pilot, museum director, community college teacher, yacht and commercial vessel designer, maritime preservation consultant and writer. He also has sailed more than 60,000 miles with his wife Carolyn aboard their 37 foot sail boat, MOON SHADOW. He holds a BA degree in History from The Evergreen State College and a MA degree in Maritime History with studies in historic preservation records management and museum science, from Western Washington University.

Ed. Note:

It is believed the CGCVA should support the establishment of a Coast Guard History Foundation in a joint effort with other Coast Guard associations to prevent the further loss of irreplaceable Coast Guard historical material, records and artifacts.

A SAUDI SOUVENIR

I was watching a twenty year old movie on the only channel the T.V. set would receive when an Islamic prayer break came on. The movie stopped and five minutes of chanting and wailing started. One of my room mates casually said, "We towed in a sunken wooden boat yesterday." As an admitted boat nut the words "wooden boat" brought me out of my daze and to full alert! My imitation of twenty questions brought little information. It might have been a dugout log boat, he wasn't sure. They were on patrol the day before, spotted the vessel half submerged, and towed it to the Coast Guard dock where it was left. That someone could look at a wooden boat and not even have enough interest to determine if it was in fact a dugout was beyond me. An old wooden boat, possibly a dugout, definitely caught my imagination. This piece of information gave me a purpose and reason for going on duty the next morning.

To say that I was in an unusual situation was an understatement. For the last two and a half months I had been in Saudi Arabia as part of a Coast Guard Port Security unit. This was a big change from being self employed as a marine surveyor and serving in the Coast Guard Reserve one weekend a month. It did have a few benefits though, like running a modified 22' Boston Whaler with two large outboards and a machine gun wide open across the crystal clear Arabian Gulf. Of course I pulled up next to any wooden fishing dhows that I saw, but the restraints of military life in a war zone and a foreign language were making it difficult to learn as much about Arabian boats as I would like. The every other day routine of around the clock four hours on, four hours off, four hours on watches was not helping either. I was finding myself on off days either sleeping all day or sitting around and wishing I was able to sleep all day. Either way my motivation and ambition were approaching zero. But then mention, "We towed in a wooden boat yesterday" and suddenly the fog would clear and there was purpose to life again.

It was obviously a large dugout canoe, over seventeen feet long, quite beamy and flat bottomed. The tree it was cut from had to have been immense. The gauge holes were clearly visible where the builder had first drilled small holes through the bottom and then checked frequently to make sure he didn't remove too much wood. There were numerous cracks and checks in the log with cotton stuffed in some cracks in the log and polyester and epoxy putty stuffed in others. There was no doubt that it would hold out enough water to float for a reasonable amount of time. The canoe's history and varied owners could be traced by six different colors of paint on the hull and the repairs that ranged from a crude, ill fitting dutchman fastened with copper rivets to a well fitted piece inset very tightly and fastened with brass nails.

Two things really grabbed my attention. This boat had frames that had been carved out of the hull. I had never seen that in a dugout before. The second thing was that this came out of a massive tree

tape. My eyes got wide and I knew I was in business.

With several other Boat Ops people I set to work. Just as I had envisioned the packing tape was as good as trunnels. I taped the four sections of PVC together at each end, stretched out the middle with pieces of the mop handles and the shape was almost like a canoe. Well, if you squinted through one eye it looked almost like a canoe. The work was slowed of course, by a hundred other kibitzers who all thought they were old men of the sea. Comments such as "It won't float", "It will turn over", "It will sink", "The plastic will tear" were constantly being offered. But like Noah building the ark, I turned my back on the hecklers and pressed on.

Then I heard the news that struck fear into my heart. The Navy Explosive Ordnance Disposal (E.O.D.) unit next to us was not only working on an entry of their own, they even had plans to dive under water and slash the thin plastic skin of my boat. I worried about that until the start of the race but other than taking off so fast that they couldn't catch me, I couldn't come up with any other defense.

Now she was almost finished and I was really proud. I found some cans of spray paint and couldn't resist adding a red Coast Guard racing stripe on the bow. Then a co-worker added a full size wooden replica of a .50 caliber machine gun. It looked so real I was afraid it might get me disqualified. She was something to behold.

Race day arrived and I was ready. With the sky ominously dark from the oil fires in Kuwait, the tension of not knowing if I would return from my competition with the sea was causing the muscles in my face to twitch. The other sections started bringing out their entries. Mar Sec had turned their raft into "Saddam Hussien's Bunker" complete with a life size likeness of Saddam and when they pulled a line he raised his arms and surrendered. It was a big hit. Engineering Support had two entries. One was an eight foot by four foot likeness of an MRE (meal ready to eat or meals refused by everyone, depending on the condition of your stomach lining) complete with printed menu and giant spoon/paddles. The second was a fuel tank from a Coast Guard Raider boat painted grey with a Bart Simpson doll as coxswain. Obviously all this time in the desert was starting to warp people. The Admin Section had a four foot by four foot cardboard box that had been fibreglassed and was addressed to "Any Serviceman". Their paddles were shaped like giant pencils. Cute, but definitely out of the running. But then, what did you expect from Admin? The Officers had built a Hobie Cat look-a-like out of huge tubes of PVC and a trampoline from camouflage netting. Okay, it was only a Hobie Cat look-a-like to the officers, but they tried. As each boat was brought out a crowd would gather and they were really getting in to it. This really looked like it would be fun.

Then the unbelievable happened. Boats started arriving from other branches of the service. We were expecting the Navy E.O.D. and

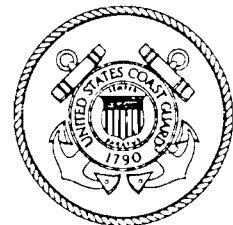
their raft that looked like a VS 50 anti-personnel mine was pretty good. But no one was expecting the Navy MIUW with their floating outhouse trimaran. Then the Seabees showed up with a raft of two inflated body bags (fortunately they were empty), and a second raft of two very large ships fenders. A real carnival atmosphere was developing with a very large crowd continuing to gather. Then a noise started in the distance and grew louder. A truck with a raft in the back came into view followed by a full company of Marines double timing in formation. The Marines had landed. There went the neighborhood property values.

This event was shaping up as the biggest thing to hit Al Jubail in a long time. Then disaster happened. The Marine Colonel in charge of the port called and said the water in the port was off limits and the event had to be cancelled. The crowd was starting to get ugly and it looked like another war might break out. With some quick thinking and exhaustive international diplomacy it was arranged with the Brits to hold the race at the British Pearl Beach compound. That was great news, but was over five miles away. Schwarzkoph would have been proud. Numerous pickups and deuce and a half trucks appeared from nowhere and suddenly were filled with boats. A bus and several vans even filled with spectators for the trip. When this hilarious, wild "Mardi Grais" like procession wound its way through down-town Al Jubail even the camels did a double take. Like I said, the city hadn't seen anything like this in a real long time.

With every entry crowded at the edge of the water the rules were carefully and thoroughly explained. "Don't cheat. There are no other rules." As the starting horn sounded the Boat Ops ultra light grabbed the lead for about fifteen seconds. Then my outrigger got caught in a raft and swung sideways. The MIUW port a potti sprang into a solid lead. A dramatic shift in momentum occurred when about thirty Marines entered the water, sank the port a potti and began to push and pull the Marine raft. The Admin "Any Serviceman's Package" started to disintegrate and the two occupants dragged its remains back to shore. I couldn't get my outrigger untangled from the raft so I jumped in the water and started pulling the boat, but it was too late. The race to the finish was tight with the Marines just edging out the Engineering Support MRE. I finally finished well back in the pack and collapsed in the sand. I was exhausted, but totally exhilarated. Desert Storm wasn't supposed to be this much fun.

Member Anthony M. Aiken, of 14309 Compton Rd., Centerville, VA 22020, Work Tel. 703 591-1040, Home 703-830-3788, who served as a Gunner's Mate on board the 82' USCG "Point Caution," stationed at Cat Lo, So. Vietnam from April 1968 to April 1969 is in search of crew members or any other source of information, to document his injury incurred from a boating incident during that period. Your help will be appreciated.

"Semper Paratus"
Always Ready



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Written by *LT(jg) Brian J. Whetstine, USCGR*

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Coast Guard Combat Veterans Association Membership Application

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Name: _____ Date: _____
Last First Middle Init.

Date Of Birth: _____

Address: _____

Telephone Number(s) _____

City: _____

State: _____ Zip Code: _____

Sponsored By: _____

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, at Retirement or Discharge: _____

Amount of Membership Dues enclosed: \$ _____ **Dues: \$20.00 Every 2 years**

Make Checks Payable to: CGCOMVETS

Signature: _____ Date: _____

Important: Include a COPY of DD-214 or other Applicable Separation Document To:

E. P. "ED" Burke, Secretary

Coast Guard Combat Veterans Assoc. Tel: (301) 924-3727

17728 Striley Drive, Ashton, MD 20861-9763



5726.5
18 June 1993

From: Commandant
To: Commander, Fifth Coast Guard District (dpa)
Subj: COAST GUARD COMBAT VETERANS NATIONAL CONVENTION

1. Subject event is scheduled for 26-30 October 1994 at Norfolk, VA. At a later date they will be inviting the Fifth District Commander to participate in the convention. Their conventions are usually well attended and are the largest of the Coast Guard reunion groups.
2. While it is understood it is too early to make firm commitments, Mr. Ed Burke, National Secretary of the organization, is developing the program and has requested Coast Guard support for the convention, including a vessel, color guard and tour of Coast Guard Support Center, Portsmouth.
3. Ideally they would appreciate a visit by a vessel to downtown Norfolk and a possible cruise on the ship sometime during their convention. The color guard would be used for two or three of their convention events.
4. We request that you assign someone to act as liaison with Mr. Burke. His address is: Administrative Office, Coast Guard Combat Veterans Association, 17728 Striley Drive, Ashton, MD 20861-9763. His phone number is 301-924-3727.

J. R. WARD
By direction

THE QUARTERDECK LOG

**COAST GUARD COMBAT
VETERANS ASSOCIATION
6858 LAFAYETTE ROAD
MEDINA, OH 44256
(216) 725-6527**

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