



ASSOCIATION

# the Quarterdeck Log

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

Volume 17, Number 2

Summer 2002

## Coast Guard City USA Does It All

### *SPARS celebrate 60th Anniversary; SM1 Douglas Munro remembered*

What began as a community picnic in Grand Haven, Michigan in 1924 has now, 78 years later, blossomed into a 10-day festival in honor of the U.S. Coast Guard. Known officially as "Coast Guard City U.S.A.," the town and neighboring Spring Lake and Ferrysville comprise the Tri-Cities and annually commemorate the ideal all Coast Guard men and women share; saving lives at sea, in peace and in war, both here at home and around the world.

Grand Haven has celebrated its unique relationship with the Coast Guard since the early 1900's, when the U.S. Life Saving Service established a station at the Lake Michigan shoreline community.

The first cutter homeported in Grand Haven was the *Escanaba* (WPG-77). Arriving in the winter of 1932 covered in ice, *Escanaba* received a warm welcome. Built to break the ice on the lakes, the cutter was transferred to war duty in the North Atlantic in early 1942 and assigned to the "Greenland Patrol."

The loss of the *Escanaba* in June 1942 was a devastating one for the close-knit Grand Haven community and their anguish was channeled into raising \$1-million in war bonds to purchase a replacement cutter the following year. The third, and most recent *Escanaba*, a 270-foot Famous-class cutter, was commissioned during Coast Guard Festival week in Grand Haven in 1987.

The highlight of the annual Coast Guard Festival celebration is the National Memorial Service at Escanaba Park on the Grand

Haven waterfront. Each year, on the final Friday of the Festival, the tragic loss of the first *Escanaba* in World War II and the sacrifice of all Coast Guard members who have died while fulfilling the Coast Guard motto "Semper Paratus" (Always Ready), is commemorated.

The 2002 Festival continued the fine tradition and further recognized the many contributions of the Coast Guard SPARs. Created in November 23, 1942, the Coast Guard Women's Reserve will soon celebrate its 60th anniversary, and nearly 40 SPARs, many in their WWII

uniforms, attended this year's Festival. The SPARs were a huge boost to the war effort with more than 10,000 volunteers between 1942-46. At the peak of the Coast Guard Reserve's strength during World War II, one out of every 16 enlisted members and one out of every 12 officers was a SPAR.

One such SPAR was LT Edith F. Munro, mother of SM1/c Douglas Munro, the Coast Guard's only Congressional Medal of Honor recipient.

The heroism of Douglas Munro was also addressed at the Memorial Service and he was remembered as the 60th anniversary of his passing nears.

Backdroping the reverent Memorial Service and providing open house to thousands of visitors during the Festival were four Coast Guard cutters, including the 290-foot ice breaker *Mackinaw* (WAGB-83), the 180-foot seagoing buoy tender *Sundew* (WLB-404), the 140-foot icebreaking tug *Bristol Bay*, and the 100-foot inland buoy tender *Buckthorn* (WLI-642).



Coast Guard Vice Commandant VADM Thomas Barrett assists with the cake-cutting duties as the 60th anniversary of the SPARS is commemorated at the Grand Haven Coast Guard Festival.



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**From the President**

Dear Shipmates:

This will be my last opportunity to speak with you before our convention in Reno in October so let me say "Thank You" to all who have given so much for our Association. It is a joy to be associated with such dedicated individuals. I know we will have a great convention and I look forward to seeing you all again.



**JACK CAMPBELL**

In the last *QD Log*, I spoke of the mini-reunion that Trustee Herb Weinstein put together in Florida. It was a fun time and I feel very strongly that more CGCVA members should take a proactive role to generate mini-reunions across the country, especially those who live near Coast Guard units. The Secretary-Treasurer can assist you with identifying other CGCVA members in your area, so it then becomes a matter of contacting them and making arrangements. Our mini-reunion in Cape May last year was a huge success with over 100 attendees. Things don't have to be planned on a grand scale; getting together for a day of fun at a Coast Guard unit with just a dozen or so CGCVA members can still be a great time.

Although I was unable to go to the Coast Guard Festival in Grand Haven, MI this year, I'm pleased to say the CGCVA was very capably represented by VP Ed Swift, LM Ray O'Malley and several other members.

I have logged some mileage lately for the Association though, attending the Commandant's change of command ceremony, visiting the *CGC Eagle* with Terry Lee in Washington, DC., and making weekly trips to Cape May, NJ to present CGCVA certificates and watches to graduating recruits.

A few weeks after our Reno convention I'll be traveling to jolly old England with Terry Lee. I plan to visit the American cemetery at Cambridge and pay my respects to the Coast Guard WWII personnel buried there.

I am pleased to say the CGCVA is a partner in a most worthwhile project, helping to erect a lighted flagpole and monument dedicated to the memory of Mr. Marion "Mike" Cooley. Mike faithfully raised and lowered the American Flag daily over the gravesite for over 40 years in true devotion and dedication to his friend, SM1/c Douglas Munro. We are sharing costs of the project with the Coast Guard Chief Petty Officers Association Seattle Chapter and the Cle Elum VFW post.

See you in Reno. Semper Paratus!

Jack

**Next Quarterdeck Log  
deadline is November 1, 2002**

## From the Vice President

### Thank You Grand Haven!

Wow! Talk about a first-class experience! Mare and I had the distinct please of representing the CGCVA and its Auxiliary at this year's Coast Guard Festival in Grand Haven, MI and it was truly a memorable time. This really is Coast Guard City, USA (although the cities of Spring Lake and Ferrysburg share in the Tri-City event).

From our first event, the Retirees Dinner, to the Grand Finale & Fireworks Extravaganza, we were treated like royalty by everyone. The Festival Committee, headed by Tom Manderscheid and Roger Jonas, was a dedicated army of volunteers, taking care of every detail. Not a simple task considering the scope of the festival and the myriad logistics. Still, they pulled it all off like magicians. Even Mother Nature didn't deter them. Following the Mitch Ryder concert, Grand Haven was rocked by high winds, driving rain and even nearby tornados. Trees fell and branches and debris were strewn throughout the city yet, by noon the next day, everything was back to normal. All evidence of the previous night's storm was completely gone and the festival activities continued without a hitch. Most impressive!

I've seen many parades (and marched in dozens of them when still in uniform) but this was the first time Mare and I had the opportunity to ride in one as dignitaries. We rode in style in a '99 Corvette convertible as part of the official Coast Guard contingent. It was a tremendous honor to be representing Coast Guard combat veterans and the cheers and remarks from viewers along the parade route made us both very proud to be part of the CGCVA and CGCVA Auxiliary.

The real thrust of the festival in Grand Haven centers around the annual National Memorial Service and this year's ceremony was no exception. Our Medal of Honor recipient, SM1 Douglas Munro was remembered as we approach the 60th anniversary of his death. The SPARS were welcomed as the 60th anniversary of their founding approaches and they were strongly represented by about 40 lovely ladies, many wearing their World War II uniforms. The memorial service was held at Escanaba Park, named for the WWII Coast Guard cutter that exploded and sank 59 years earlier while serving as

a convoy escort near Greenland. Only two crewmen survived, BM2 Melvin Baldwin and Seaman Ray O'Malley, while 101 officers and men perished. Baldwin passed away in 1964, but CGCVA life member Ray O'Malley returns to Grand Haven every year and is a central point in the memorial service, placing a wreath at the Escanaba Park flag pole and liferaft. For me, a Coast Guard retiree with over 30 years service, it was a moment to be treasured, enhanced by the remarks of emcee LCDR Kent Fisher, USCG (Ret.), Vice Commandant VADM Thomas Barrett, and Mayor of Grand Haven Ed Lystra.



**ED SWIFT**

### Remembering Munro

The Coast Guard's lone Medal of Honor recipient, SM1 Douglas Munro, died Sept. 27, 1942 and the feature article in this issue remembers him. In the first of two parts, CGCVA member CDR Ray Evans, USCG (Ret.) relates experiences with his good friend Doug Munro as they enter the Coast Guard and become known as "The Gold Dust Twins". It makes for good reading as we near the 60th anniversary of Munro's death aboard a Higgins boat at Guadalcanal. Great article Ray!

### New CGCVA Website

Thanks in large part to the efforts of our Ways & Means Chairman Robert MacCloud and web designer John Beck, our association can now boast it has a professional website. While some portions are still "under construction," and there's much more that will be added, you can visit it now at [www.coastguardcombatvets.com](http://www.coastguardcombatvets.com). Mr. Beck created the page but it will be up to us to keep adding to it and to keep it maintained. Robert MacCloud

is training to be our webmaster but he needs material. Please send submissions for our new CGCVA website to him at [rgbysheast@aol.com](mailto:rgbysheast@aol.com). Thanks Robert! See ya'll in Reno. Semper Paratus!

**Swifty**



*CGCVA VP Ed Swift and CGCVA Auxiliary VP Mare Swift (aka King and Queen of Vice) got the royal treatment, riding in a '99 Corvette in the Grand Haven, Mich. Coast Guard Parade.*

# From the Secretary-Treasurer

## Welcome New Members

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

### MAY 2002

Samuel Skinner (Ed Swift); Donald J. Brejska (Bill Wells); Charles E. Devaney (Emil Kutka); William A. Mehling (William O'Keefe); Robert A. Shane (Association); David N. Tedford (Chuck Ulrich); *Robert K. Chandler* (Billy C. Smith); Lawrence N. Danik (William O'Keefe); George A. Quinn, Jr. (David Desiderio); and Phillip V. Taylor (Joe Kleinpeter).

### JUNE 2002

Donald R. Bennett (Sideney H. Weinstein); Ralph W. Brookins (Robert Brookins); John N. Damron (Association); Albert J. Droillard (Joe Kleinpeter); Gary A. Markegard (Bill Wells); C. Bruce Palmer (Michael Kristula); Hugh Salter (Joe Kleinpeter); Claude Sawyer (Association); Donald M. Taub (Patrick Ramsey); John A. Vogel (Bill Wells); James P. Sutherland (Joe Kleinpeter); William H. Lindgren (Association); Robert A. Borlase (Patrick Ramsey); Marvin J. Shapiro (Association); James W. Bentler (William R. Bentler); and Chester M. Sprague (Joe Kleinpeter).

### JULY 2002

Raymond H. Alger (Joe Kleinpeter); Keith A. Barker (Joe Kleinpeter); Larry E. Dixon (Robert Brennan); Raymond F. McDonald (Patrick Ramsey); John V. Pletz (Richard Trevallee); Gerald (Jerry) T. Willis (Tommy Bowden); Alexander C. MacNulty (Association); C. William Bailey (Association); James C. Lamanna (Joe Kleinpeter); Louis N. Ortega (Ed Burke); and John R. Siglow (Association).

#### **AND YOU THOUGHT YOU KNEW EVERYTHING...**

- Donkeys kill more people annually than plane crashes.
- The first product to have a bar code was Wrigley's gum.
- Barbie's full name is Barbara Millicent Roberts.
- Venus is the only planet that rotates clockwise.

## USCG Vets Wanted

Most of you have received correspondence from me in the past 2 years. You will note that I always send you a copy of the data we have for you in the computer. I always ask for you to review this for completeness and return any changes to me so I can update your record.



**TERRY GRAVISS**

The reason we do this is that I receive requests on a fairly regular basis for someone to represent the Coast Guard, and in particular to represent the Coast Guard Combat Veterans Association for this or that event. Often they want someone who has had a particular experience or served on a particular unit. The only way I can know is if you tell me. **HELP ME HELP YOU** and the organization. Thanks!

## Reno Reunion

This is the last *QD Log* issue before our Convention & Reunion in Reno so it's the last time the registration forms, schedule of events and tour information will be published. If you haven't already registered, made hotel reservations, and indicated the activities you want to participate in, please use the forms located in the center of this issue. They're all self-explanatory.

The Reunion Committee has asked me to remind CGCVA members attending the reunion to sign up for the Annual CGCVA Business Meeting & Luncheon. It's the one opportunity you have to make changes to the By-Laws,

elect new officers and voice your opinion regarding the Association. And don't forget your spouses and/or guests. While you're at the Business Meeting & Luncheon, they can enjoy themselves at the CGCVA Auxiliary Luncheon, so sign them up for that activity. The Reno Reunion offers a lot of great activities and tours so don't wait... send in your registration form today. You can't beat the prices or the camaraderie! **Terry**



*Coast Guard members from Grand Haven units and four visiting cutters attended the National Memorial Service in Escanaba Park, Grand Haven, Michigan.*

## Reunions & Notices

### **Absecon & Chincoteague Reunion**

The 2nd reunion for USCGC's *Absecon* (WHEC-374) and *Chincoteague* (WHEC-375) will be held October 3-6, 2002 at the Radisson Hotel, 700 Monticello Avenue, Norfolk, VA, across from the Scope Convention Center. Coast Guard and Navy personnel who served on either vessel from their commissioning dates in 1943 to decommissionings in 1972 (when both cutters were turned over to South Vietnam) are invited, as well as their families. Contact John R. Peters at 905 Laconia Court, Virginia Beach, VA 23464. Ph: (757) 479-0000. E-mail: [odupeters@aol.com](mailto:odupeters@aol.com). You can also contact Harry S. Huggins at 5411 Greenfield Drive, Portsmouth, VA 23703. Ph: (757) 484-3700. E-mail: [muzz4poppi@cs.com](mailto:muzz4poppi@cs.com). Keynote speaker for the October 5th banquet will be ADM James Loy who served on the *Absecon* during the 1960's.

### **USCG 41st Annual Reunion**

All personnel who are, or ever were affiliated with the Coast Guard, Spars, CG Reserve, CG Auxiliary, and their spouses, family members, companions, and friends are invited to attend the USCG 41st Annual Reunion September 21, 2002 in Manitowoc, WI. The reunion will be held at the Holiday Inn at 4601 Calumet Avenue, including registration, meetings and the Coast Guard Exchange. A Hospitality Room will be conducted from 1130 to 1600. Contact: Jerry Harrington at 5760 Gordon Blvd., Sturgeon Bay, WI 54235. Ph: (920) 743-9732. E-mail: [jharrington@charter.net](mailto:jharrington@charter.net).

### **USS Callaway**

The *USS Callaway* (APA-35) will hold a reunion October 7-11, 2002 in Charleston, SC. Contact: Wallace Shipp at 5319 Manning Place, N.W., Washington, DC 20016. Ph: (202) 363-3663.

### **USS Cavalier**

The *USS Cavalier* (APA-37) World War II Association, Inc., will hold a joint reunion of its Coast Guard and Navy crews (1943-68) on September 29-October 3, 2002 at the San Remo Hotel, Las Vegas, NV. Contact: CWO4 John E. Giles, USCG (Ret.) at P.O. Box 325, Pacific City,



*One of several Coast Guard bagpipers who added to the Grand Haven Coast Guard Festival's National Memorial Service, playing "Amazing Grace".*

OR 97135. Ph: (503) 965-6732. E-mail: [jegiles@oregoncoast.com](mailto:jegiles@oregoncoast.com).

### **USS Funston**

The *USS Frederick Funston* (APA-89) will hold a ships reunion September 29 - October 2, 2002 in St. Louis, MO. Contact: Walter Schwarting at W304N2368 Westwind Drive, Pewaukee, WI 53072. Ph: (262) 367-0055. E-Mail: [SaltyV10@aol.com](mailto:SaltyV10@aol.com).

### **USS Furse**

The *USS Furse* (DD/DDR-882) Association is looking for shipmates who served between 1945 and 1972 for a reunion to be held October 16-20, 2002 in Myrtle Beach, SC. Contact: Maurice C. "Tut" Tuttle at P.O. Box 890, Shelter Island, NY 11964. E-mail: [ussfurse@aol.com](mailto:ussfurse@aol.com). Ph: (631) 749-0274.

### **USS/CGC Lansing**

A reunion for the *USS/USCGC Lansing* (DE/DER-388, WDE-488) will be held October 16-20, 2002 at the Best Western Landmark Hotel in Metairie, LA. Contact: Terry A. Moberg at 902 Cindy Street, Brainerd, MN 56401. Ph: (218) 829-3288. E-mail: [tmoberg@brainerd.net](mailto:tmoberg@brainerd.net). Web site: [www.usslansing.org](http://www.usslansing.org).

### **USS Seiverling**

The 38th reunion of the *USS William F. Seiverling* (DE-441) Association will be held October 2-6, 2002 in San Antonio, TX at the Woodfield Suites, 100 West Durango Blvd. Ph: (210) 212-5400. Contact: Henry Jasper Love III at 2084 Hollywood Drive, Bay St. Louis, MO 39520. E-mail: [lovede441@aol.com](mailto:lovede441@aol.com). Phone/Fax: (228) 467-8538.

### **255 Sailors Reunion III**

The third reunion of all thirteen 255's will again be held at the Plaza Hotel in downtown Las Vegas, NV. Dates of the reunion are May 4-8, 2003. Registration forms will be mailed to members in 2002 and will include reunion information and special rates from Southwest Air Lines and Alaska Air Lines. To save money on mailing, I will send

## Reunions & Notices

out information via e-mail to those members who can receive it. If your e-mail address has changed or you have a new one, please send it to me at [doak17@gci.net](mailto:doak17@gci.net) and I will update our membership database. Contact: Doak Walker at P.O. Box 33523, Juneau, AK 99803. Ph: (907) 789-2579. Fax: (907) 789-2780.

### **LST-787**

A reunion for *USS LST-787* Association will be held October 2-5, 2002 at the downtown Holiday Inn in Muskegon, MI. The event will include a tour of the LST-393 Museum. Contact: Patty Blankenship of The Travel Shoppe at (231) 894-2777, fax: (231) 894-9881 or E-mail: [travelshoppe@worldnet.att.net](mailto:travelshoppe@worldnet.att.net).

### **LST-793**

The Coast Guard-manned *LST-793* will hold its 20th annual reunion October 10-12, 2002 in the Lafayette Plaza Hotel in Mobile, AL. For a reunion packet, contact David Sivanich at 5040 Zenith Avenue, Minneapolis, MN 55410-2114. Ph: (612) 926-8504.

### **CG Army Manning Detachment**

A reunion of all World War II Coast Guard personnel who served in the Coast Guard Army Manning Detachment ships will be held in conjunction with the CGCVA Convention & Reunion in Reno, NV October 28-November 1, 2002. The group will hold a meeting there at 0930 on October 30th, prior to the CGCVA Business meeting. Contact: George P. Alton at 2524 Longview Drive, San Leandro, CA 94577. You can also contact John Weddel at his e-mail address: [marjon35@juno.com](mailto:marjon35@juno.com).

### **Destroyer Escort Sailors Association**

A reunion is planned for USCG-manned *Destroyer Escorts 249, 250, 251, 252, 253, and 254* October 13-17, 2002 at the Ocean Dunes Resort in Myrtle Beach, SC. Contact: Phillip L. Kenney at 323 La Espiral, Orinda, CA 94563. Ph: (925) 202-3057.

### **Saluting Top Recruits**

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

CGCVA-sponsored Physical Fitness Award:

SN James S. Agnone (Sierra 161) of San Jose, CA reports to USCGC *Kodiak Island*, St. Petersburg, FL.

SA Martin E. Hensley (Victor 161) of Milwaukee, WI.

SA Cole A. Mason (X-Ray 161) of Portland, OR reports to USCGC *George Cobb*, San Pedro, CA.

SA David L. Baker (Alpha 162) of Tampa, FL reports to USCGC *Katherine Walker*, Bayonne, NJ.

FA Ryan A. Welday (Charlie 162) of Colton, CA reports to USCGC *Boutwell*, Alameda, CA.

SA John A. Wreglesworth (Echo 162) of Las Vegas, NV reports to USCG Station San Francisco, CA.

SA Lindsay S. Garrod (Golf 162) of Lansing, MI reports to MSO Toledo, OH.

SN Nicholas W. Pardi (Hotel 162) of Alexandria, VA reports to Baltimore MEPS, Elkridge, MD.

SA Christopher R. Sims (Foxtrot 162) of Fresno, CA reports to USCGC *Morganthau*, Alameda, CA.



*The Coast Guard Combat Veterans Association wreath laid at the gravesite of SM1/c Douglas Munro on Memorial Day, May 27, 2002 by CGCVA member Vince Stauffer.*

### **Medal of Honor Postage Stamps**

For those CGCVA members who happen to be stamp collectors, four new stamps were recently issued (August 7, 2002) by the Solomon Islands Philatelic Bureau. The issue date represents the 60th anniversary of the Marine landings on Guadalcanal, Tanambogo, Gavutu, and Tulagi.

The new stamps honor four of the 18 Congressional Medal of Honor recipients in the Guadalcanal Campaign

## Notices & Association News

of 7 August 1942 to 9 February 1943. It was impossible to issue 18 stamps so four were selected to represent the group, including SM1/c Douglas Munro, USCG.

Other stamps honor a combat infantryman (SGT Michael Paige, USMC); an airman (CAPT Joseph J. Foss, USMC); and a sailor (RADM Norman Scott, USN).

In addition to these four stamps, sheets of four stamps will be available, listing the names of the other 14 Medal of Honor recipients.

**Jim Bunch**

### E-Mail Addresses

To assist our Association members in contacting each other, here is an alphabetized list of member names and their e-mail addresses. This list is published as they are received. Previously listed e-mail addresses will be shown regular-face; new and changed addresses will be shown in bold-face:

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*CGCVA National President Jack Campbell and New Jersey Gov. James E. McGreevey at a Veterans Reception at the Governor's Residence on June 22, 2002.*

## Notices & Association News

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### The Mexican Wife

*Pancho was laying on his death bed. He had only hours to live when he suddenly smelled tamales. He loved tamales more than anything else in the world, especially his wife Chepa's tamales which were known throughout the barrio as "lo mejor de lo mejor," (the best of the best). With his last bit of energy, Pancho pulled himself out of bed, across the floor, down the stairs and into the kitchen. Here, his wife was spreading the masa for a new batch of tamales. As he reached for one of the freshly steamed tamales, he got smacked across the back of his hand by the wooden spoon his wife was holding. "Leave them alone, Pancho," she said, "They're for the funeral!"*

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## Notices & Association News

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(L to R) CGCVA members MCPO Walt Wozniak, National Vice President Ed Swift, and MCPO George Ingraham at the Coast Guard Festival in Grand Haven, MI. The three "Persian Gulf pirates" were among several Coast Guard Desert Shield/Desert Storm veterans attending the annual event.

### Convention Elections

I would like to be considered for the position of Secretary/Treasurer at the Reno Reunion. Qualifications: Founder, CGCVA 1985; Board of Directors 1986-88; Treasurer 1988-1998; Trustee 1998-present; Northern Michigan 1965 Accounting; USCG Finance Specialty 1947-1969; Personal Injury Investigator and Attorney Negotiator, State Farm Insurance, 1969-1986; Clerk Treasurer, Lafayette Township, Medina County, Ohio 1978-1993. Personal, age 71, married to Marylou 51 years, 4 children and 7 grandsons.

Whether elected or not, I will still support the CGCVA with all of my heart. If elected I know Terry Graviss will work with me on setting up the labels for mailing of the QD Logs.

Thanks and I hope to see many of you in Reno.  
Semper Paratus!  
Baker Herbert, LM

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### Talk About A Good Deal

*Editor's Note:* The below article was submitted by CGCVA member Charles P. Berka, who served on the USS Bayfield from February 1944 to August 1945. He was a seaman on the Bayfield's No. 1 boat during the D-Day landings at Normandy and ship's quartermaster at the Iwo Jima and Okinawa landings.

In August 1945, I got off the *Bayfield* and wound up aboard the cutter *Mallow*, a buoy tender operating out of Yerba Buena Island in San Francisco Bay. It wasn't bad duty, servicing navigational aids up and down the coast from Crescent City to Monterey. We were in port a lot and had lots of liberty so I figured I'd just wait to accumulate enough points to be discharged.

However, in October 1945, I ran into a problem... a big one. I learned the *Mallow* was being sent to the Johnson Islands, a rock-and-hard place about 600 miles southwest of Hawaii. I figured being out there on the *Mallow* that I'd be forgotten and never discharged. Maybe it was self-pity or simply over-imagination.

I got permission from the *Mallow* skipper to write to Admiral Lyndon Spencer (who had commanded the *Bayfield* on D-Day) in Washington in an attempt to get off the ship. I really piled it on: four invasions, 20 months overseas, I wanna go home, blah, blah, blah. He did answer my letter but said there was nothing he could do. In the meantime, a shipmate of mine from the *Bayfield*, Cletus Blackwood, somehow got me transferred to the Alameda Receiving Station. I was thrilled.

Then came heaven! I received orders sending me back to my hometown of Cleveland, Ohio, where I spent my last five months in the service (late December 1945 through May 1946). I even got there in time for Christmas.

Originally, I worked at the Cleveland Life Boat Station where I bumped into Gene Kern, my old boat division commander at Normandy and Southern France. He got me transferred to the Keith Building in downtown Cleveland.

Because there were no barracks, I received subsistence and quarters allowances. Yes, I got paid to live at

home with my parents. I had free use of my father's car and I was out every night, dating my old girl friends and some of my new ones, the SPARs. Civilians in town were appreciative of servicemen so there was a lot of praise... and a lot of free drinks! Talk about a great deal... I even got my automatic advancement to QM1/c.

Charles P. Berka

### Korean War 50th Anniversary

There will be a Sea Service Commemoration in Pusan, Korea on 30 May 2003 to honor all sea service veterans of the Korean War. This will be the only Navy-led commemoration held in Korea and there are plans to include veterans from the Navy, Coast Guard and Merchant Marine. Additional information will be published in later issues of the *QD Log* and literature from the Korean War Commemoration Committee available at our Reno convention in October.

### New Award Honors Bill Herbst

Deceased CGCVA Distinguished Member Bill Herbst is now remembered in the form of the Bill Herbst Community Service Award, recognizing a Coast Guard member (active or reserve) who is a top performer and who volunteers significant time in the community. Damage Controlman First Class Charles Whittemore of Group Grand Haven was the first recipient of the award, presented during the 2002 Coast Guard Festival there.

CWO Bill Herbst served 31 years on active duty with the Coast Guard and was one of the charter members of the Coast Guard Festival Inc. Board, serving with that committee for 35 years.

DC1 Whittemore was cited for a myriad of outstanding volunteer services in the Grand Haven area, including serving dinner and making weekly visits at the city's Senior Center, assisting the Girl Scouts and local schools with special projects, assisting the Coast Guard Festival Committee, serving as a camp counselor for children with Muscular Dystrophy, teaching CPR classes for the local Red Cross chapter, and serving as a lifeguard at the local YMCA.

In addition, Whittemore coordinates the highly visible Group Grand Haven ceremonial Color Guard squad.



DC1 Charles Whittemore, recipient of the first ever Bill Herbst Community Service Award.

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### Spirit Of Hope Award

Another presentation made at the Coast Guard Festival in Grand Haven, MI was the Spirit of Hope Award, named after CGCVA Honorary Member Bob Hope. This year's recipient was Chief Petty Officer Albert J. Succi, who was cited for distinguished patriotism and service to fellow Coast Guardsmen while serving as independent duty yeoman at Air Station San Francisco, CA. Congratulations Chief!



*YNC Albert Succi wearing the Spirit of Hope Award, named after CGCVA Honorary Member Bob Hope.*

### Medal of Honor?

*Editor's Note: The following was submitted by CGCVA LM Tom Barnes and has resulted in some research that may actively involve our Association.*

I was going over my wife's genealogy and discovered that one of her great uncles was COMO Frank Newcomb, USCG (Ret.). The name didn't ring a bell with me but, being a retired Coast Guard officer myself, I was curious and discovered a quite interesting story.

During the Civil War, Frank Newcomb was a Union Navy officer. After the war he joined the U.S. Revenue Cutter Service, serving in the Spanish-American War in 1899 as captain of the cutter *Hudson*, assigned to the Navy under COMO Dewey in Cuba.

Apparently, two Navy torpedo boats and the *Hudson* were to take Cordons Bay (Cardenas, Cuba) and during the ensuing battle the Navy vessel *Winslow* became disabled with heavy loss of life. Newcomb took the *Hudson* in under heavy shore fire and was able to pass a tow line. The *Winslow's* captain and two *Winslow* crewmen however were killed by shore fire trying to secure the tow line. In the end, Newcomb's efforts resulted in the *Winslow* being towed to safety and several Navy crewmen were saved.

Here's where my research got interesting. The Revenue Cutters were working under the Navy but were not considered to be a "real" military organization. We've all heard that before.

By not being part of the Navy, President McKinley and the U.S. Congress were unable to bestow the Congressional Medal of Honor on LT Newcomb. Instead, in their 1900 session, Congress authorized and unanimously passed a resolution to mint and issue the

Cardenas Congressional Medal of Honor to Newcomb. He was the only such recipient of this gold medal.

I have asked Congress to issue Newcomb, who died in Los Angeles, CA in 1930 as a retired Coast Guard commodore, the Congressional Medal of Honor so that his name will be included in the ranks of other military heroes.

I would be honored if the CGCVA would join me in this pursuit. If it gets approved, my wife says she would present it to the Coast Guard Academy for display. It would certainly add a little known heroic Coast Guard act to the Medal of Honor history rolls.

If you would like to help me in this pursuit, please contact me at my e-mail address: LAPRIVEYE@aol.com.

LT Tom Barnes, USCG (Ret.)

### Secret Weapon

In early 1944, I was assigned to Naval Base Gama Doddo, Milne Bay, New Guinea. It was a large base with thousands of sailors but only about 75 Coast Guardsmen. There were actually more Marines in the brig than USCG personnel at the base.

Usual entertainment events were skits, movies, singing and tug-o-war contests between units. One evening, the master of ceremonies announced there were some Coast Guard personnel on base so "Let's bring them onstage for a tug-o-war contest with the Navy."

Harrison Smith, a corpulent Coastie who was assigned as a cook but was really a butcher, took charge by quickly organizing a team and leading them onstage. Facing the tough Navy team, Smith wrapped the rope around his middle and when the "Go" signal was given, he simply leaned backwards, pulling the entire Navy team offstage. Taking over the microphone, Smith roared, "You have just seen the Navy's secret weapon in action... the United States Coast Guard!" This was followed by a roar from the crowd. Too bad we all wore the same dungaree uniforms; it made it hard to distinguish between us and the Navy.

Howard Smith

### Happy Birthday Lou

CGCVA member Louis Ciancaglini writes to say he's hit the Double 40. When he was just 40, he remembers saying he wanted to live until he was 80, then get shot by a jealous husband. Now that he's hit 80, he can't remember what he could or would do to make anyone jealous. He still remembers the adage, "Wine, women and song"

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but says now it's more like Metracal, the same old gal and a sing-along at the Senior Center. Still, Lou is having fun and staying in shape and offers the following exercise tip for others getting up in years:

Try this secret for building arm and shoulder muscles. You might wish to adopt this 3-day-a-week regimen. Start out with a 5-lb. potato sack in each hand. Extend your arms straight out and hold them there as long as you can. After a few weeks, move up to 10-lb potato sacks, then 50-lb potato sacks and finally to where you can lift a 100-lb potato sack in each hand and hold your arms straight out for a full minute. Next, start putting a few potatoes in the sacks, but be careful not to overdo it at this level.

### **Coast Guard World War II Victories**

The Coast Guard has seen combat in virtually every conflict fought by the U.S. World War II saw the Coast Guard come to grips with the empire of Japan as well as the naval and aerial might of Nazi Germany. During the war, the U.S. Navy credited Coast Guard forces with sinking eleven of Hitler's U-boats, nicknamed by Coast Guardsmen as "hearses," although they probably sank at least twelve. The Coast Guard also captured two enemy surface vessels at sea during the war and can take pride in knowing it was the only U.S. service to do so during WWII.

Although the Coast Guard is one of the nation's armed forces, it entered the war as novices in anti-submarine warfare. Nevertheless Coast Guardsmen learned their trade quickly and adapted to combat on the seas in a deadly and efficient manner. During the long campaign across the open waters of the North Atlantic, battling fierce storms as well as the highly trained and excellently equipped German U-boat fleet, the famous Treasury-class cutters earned the respect of both allies and enemies. Later, Coast Guard-manned Navy warships joined the battle and continued escorting convoys and sailing in hunter-killer groups through the end of the war.

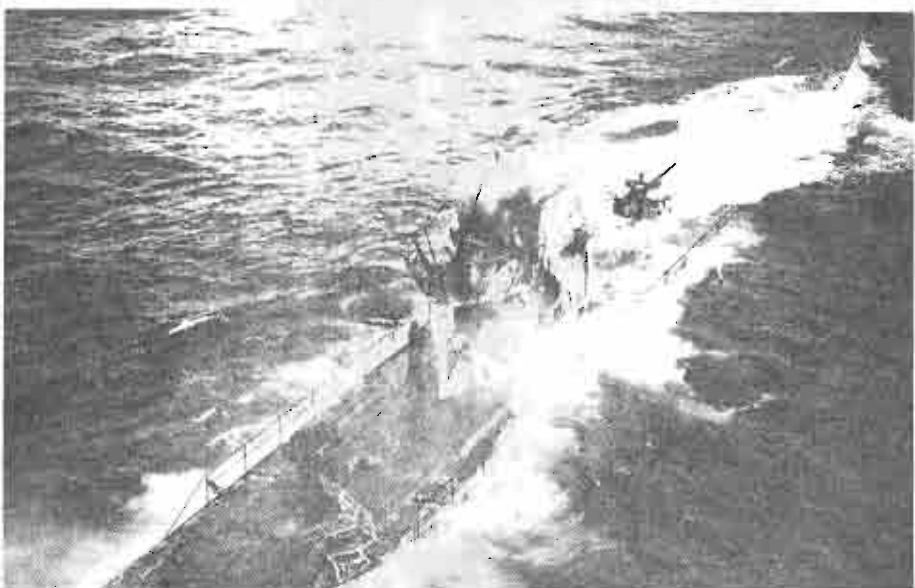
Smaller cutters made history by combating and sinking U-boats right off the coast of the U.S. One of these cutters, the *USS Icarus*, CG, sank the *U-352* and then rescued the surviving crewmen. The crewmen of the *Icarus* have the distinction of being

the first U.S. servicemen to capture German prisoners of war in WWII.

Cutters and their crews gained international notoriety during a number of combat actions in the North Atlantic and in the waters and coastal areas of Greenland. The *USS Spencer*, CG, one of the Treasury-class cutters, attacked and sank the *U-175* in the open Atlantic. This action was unique in that two combat photographers caught the battle on film, providing an unmatched visual record for posterity of the destruction of one of Hitler's vaunted U-boats and the rescue of its crew. Some of the *Spencer's* crew actually boarded the stricken submarine, becoming the first U.S. servicemen to board an enemy warship under way at sea since the War of 1812.

Enemy vessels destroyed in action during WWII by the Coast Guard include submarines: *U-352*, *U-157*, *U-166*, *U-626*, *U-529*, *U-606*, *U-175*, *U-550*, *U-371*, *U-866*, *U-857*, and *U-853*.

Enemy vessels originally credited to the Coast Guard



(Top) Coast Guardsmen on the deck of the cutter *Spencer* watch the explosion of their depth charge which blasted *U-175* to the surface. *Spencer* crewmen then picked up *U-175* survivors. (Above) The damaged *U-175* about to sink.

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but later disallowed include the U-225 and RO-32. Enemy vessels captured by the Coast Guard during WWII include the *Buskoe* and *Extersteine*. **USCG Historian**

### Tennis Anyone?

I grew up on the mean streets of Brooklyn where to survive you either had to be built like a moose or be able to run very fast. Being a rather small and skinny kid, I learned to run very, very fast. In fact, I held the record for the 60-yard dash at P.S. 238 for many years.

Being able to run well and as a result of the street games like stickball we used to play, I developed into a pretty good athlete for my age and size. Somewhere along the way I picked up an old wooden tennis racket and used to spend afternoons banging an old Spaulding rubber ball against the wall at P.S. 238. One day the gym teacher saw me and commented that I had good form and with some practice could become a fair tennis player.

There weren't any tennis courts in our neighborhood and so I really didn't get to practice much. Besides, the way my friends saw things, anyone who played tennis was a sissy and therefore fair game. I wasn't too frightened of them though... as I said, I could run very fast! In spite of everything, I did turn out to be a pretty good tennis player!

### AND YOU THOUGHT YOU KNEW EVERYTHING...

- The liquid inside young coconuts can be used as a substitute for blood plasma.
- A Boeing 747's wingspan is longer than the Wright Brothers' first flight.
- American Airlines saved \$40,000 in 1987 by eliminating one olive from each salad served in first-class.
- Apples, not caffeine, are more efficient at waking you up in the morning.
- Thirty-five percent of the people who use personal ads for dating are already married.

The Japanese bombing of Pearl Harbor pretty well put an end to my carefree days and in 1942, when I turned seventeen, I joined the Coast Guard. I had an interest in the Coast Guard since my days as a Sea Scout. Whenever we visited the Coast Guard Air Station in Brooklyn, they were always helpful and friendly. I also had an interest in the Navy because my uncle was regular Navy and my hero. But it was the Coast Guard for me. I attended boot camp at Manhattan Beach where the CO was a Captain Baylus.

After completing boot camp, I was sent to Norfolk awaiting further assignment, then on to New Orleans and eventually to the 10th Naval District Headquarters in San Juan, P.R. Much to my surprise I found out that the commanding officer was no other than Commodore Baylus, my boot camp CO.

As a new seaman, I was assigned to the "Bull Gang" as soon as I arrived in that tropical paradise. The base was expanding and my fellow "Bull Gangers" and I were the expanders. Cement had to be mixed, holes dug, buildings painted and lumber hauled along with dozens of other projects. After a few weeks though, this expanding got to be a drag.

Then the fickle finger of fate pointed my way. The duty Bos'n, who incidentally had become a good friend and mentor, told me that the Old Man wanted to see me. On the way to his office I must have aged 20 years. I had no idea what an officer with one star on his collar could want with a 17-year old boot.

As it turned out, he had seen me playing tennis and wondered if I would be interested in teaching his wife and daughter the finer points of the game. Before I had a chance to answer or explain that I was just a fair player and not really qualified to teach anyone, he also told me that I would be transferred from the Bull Gang for as long as it takes. That did it. I gladly took the opportunity and became a Tennis Instructor striker. My only duty was to teach them tennis and I soon became the envy of my shipmates.



A "holy stone," traditionally used to clean ships' wooden decks, was donated to the decommissioned battleship USS *Missouri* by the crew of the Coast Guard barque *Eagle*, represented by retired crewmen CDR Bill Clark (middle left) and CAPT John Milbauer (middle right). With them are Missouri volunteer Jeff Landsdowl (left) and Chief Operating Officer Don Hess.

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That good duty lasted several months until the skipper's wife and daughter became pretty fair players themselves. After that I was assigned to a ship and joined my shipmates on ASW duty.

It was a hell of a way to fight a war! Tennis anyone?  
**Howard Block (USCGC 83325)**

### ***Every Man Distinguished Himself***

At least 1,438 Allied soldiers were saved from death in the bone-chilling waters of the English Channel by the Coast Guard's Rescue Flotilla. The Coast Guard also manned five attack transports and 25 LST's and LCI's but its five dozen 83-foot patrol boats had the sole mission of saving men.

Thirty were assigned to Utah and Omaha Beaches, sites of the landings by American forces; the other half covered areas where British, Canadian and French forces went ashore. More than 500 of the 1,438 rescued were saved within 36 hours of the initial assault waves.

CGC-1 made one of the first rescues of the invasion.

Less than 2,000 yards off the beach, the vessel picked up 47 soldiers and sailors from a stricken landing craft just a few minutes after H-Hour. Manuevering the craft around shellfire and oncoming landing craft that had the right-of-way, CGC-1 continued until every man visible had been pulled on board.

Some distance away, CGC-2 was busy picking up soldiers whose DUKW's were being swamped as they moved close to the beach. Underwater obstacles were everywhere, but CGC-2 did not lose one of the soldiers.

Cutters CGC-3 and CGC-4 helped get troops to the beach under heavy German fire as their own landing barges were foundering. They towed them right onto the beaches.

CGC-5 made 34 rescues in six hours. The cutter's wooden decks were red with blood but none of the wounded were lost and all were transferred to hospital ships.

The coolness of ENS Richard S. Peer, CO of the CGC-8, probably saved many British lives. His vessel was sent to stand by a British steamer loaded with troops that had taken a direct hit. Many were wounded and fire

had broken out. Over a bullhorn his words, "Sir I am standing by to take off casualties if and when you think it necessary," calmed the panicked British who began aiding their wounded and putting out fires.

CGC-16 was convoying invasion barges to the beach as mines were taking their toll of landing craft. One barge was hit 800 yards off the beach and sank. CGC-16 headed to the site and began picking up survivors when a nearby landing craft disintegrated. Men and debris were scattered but the CGC-16 crew continued, getting all the men safely on board, then transferring them to a larger Coast Guard ship for medical help.

Soon after, CGC-16 responded to a sinking landing craft loaded with ammunition. After retrieving what they thought was the entire crew, a survivor indicated there was still one man aboard with his legs broken. Returning to the landing craft, crewmen managed to get the last man off just before the craft turned turtle. In this case, 22 men had been pulled to safety, 19 of them stretcher cases, but all 22 lived.

Two days after D-Day, CGC-32 and CGC-40 rushed to the aid of a sinking destroyer escort just off the beach. In only eight minutes, 24 crewmen were brought to safety. Two cutter seamen stayed on the ship's bridge as it was sinking in order to free an injured man from a tangle of twisted steel. The man was finally strapped to a stretcher, but onrushing water barred avenues of escape. They pulled the injured man with them into the sea, getting just yards away from the ship when it capsized and sank. They kept the man afloat until all three were picked up by CGC-32.

The terse report: "Survivors rescued, five; corpses, none. Comments, none" covered a hair-raising rescue that won for LT George Clark, CO of CGC-35, the British Distinguished Service Cross.

Clark had plunged CGC-35 through a wall of flames after a large landing craft loaded with oil and gasoline was hit. CGC-35's crew pulled survivors from the burning oil on the water and the decks of the doomed craft.

Certainly each of the 83-footers had a story to tell, summed up like this: "Every man distinguished himself."

**Jack Sullivan**

### **CROSSED THE BAR**

#### **Edward M. Larock**

Joined: 12-10-95 CTB: 6-7-02

#### **Enrico Massi**

Joined: 11-17-97 CTB: 5/22/02

#### **Carl A. Koehnlein**

Joined: 9-24-95 CTB: 9-15-01

#### **John G. Ryan**

Joined: 9-10-87 CTB: 4-5-02

#### **CAPT E. Webster, USCG (Ret.)**

Joined: 6-17-88 CTB: 1-30-02

#### **Leo W. Jennings**

Joined: 5-18-94 CTB: 3-16-02

#### **Charles I. Carpenter**

Joined: 9-4-94 CTB: 1-14-02

#### **Richard B. Lewis**

Joined: 9-22-95 CTB: 12-29-01

#### **Michael Overko**

CTB: 7-28-02

# Reno, NV 2002

## Itinerary

Monday,  
28 October

09:30a.m. Hospitality Room Open. Registration/Info.  
4:00p.m. Opening Ceremony. Immediately after opening ceremony the Hospitality Room will be open until closing.

Tuesday,  
29 October

9:30a.m. Hospitality Room Open. Registration/Info.  
9:45a.m. Load onto buses for 10:00a.m. Grand Tour. M.S. Dixie II, Lake Tahoe Tour. To return about 5:00p.m.

Wednesday,  
30 October

9:30a.m. Hospitality Room Open. Registration/Info.  
11:30a.m. CGCVA Business Meeting/Luncheon and the CGCVA Auxiliary Meeting/Luncheon. Be sure to bring Your lunch ticket. Guests of CGCVA are invited to the Auxiliary Luncheon unless there has been a meeting luncheon set up for their group. After the meeting is over the Hospitality Room will reopen. Slot Machine Tournament immediately after meeting.

Thursday,  
31 October

9:30a.m. Hospitality Room Open. Registration/Info.  
10:15a.m. Load bus for 10:30a.m. Tour of Virginia City and Carson City. You will return to the Peppermill by 4:00p.m. 6:00p.m. Cocktail Hour w/cash Bar.  
7:00p.m. Awards Banquet. Hospitality Room will reopen at the end of the Awards Banquet.

Friday,  
1 November

9:00a.m. Meeting of Officers and Trustee's. Departure of attendee's as scheduled.

**Thanks for coming and have a safe trip home.**

## General Information for Members & Visiting Associations

Please wear your nametag at all times while in the Hospitality Room. You will not be served without it.

If you registered early, your ship/station/Group will be entered on your nametag. This should make it easier to be recognized and attract others to speak up and get acquainted.

If you want a separate meeting room and luncheon for your group, contact Bob Maxwell. His telephone number is: (530) 335-3876 & the Fax number is: (530) 335-3304. Hopefully, you will accomplish this prior to arrival at Peppermill.

All attendee's that require Handicap Accommodations must notify hotel when registering.

R/V parking is available for self-contained units at a nominal fee. (Check w/hotel, you must register)

Remember, you are entitled to participate in all activities with one exception and that is, you cannot attend the CGCVA Business Meeting. The By-Laws state that only members can attend.

All guests are encouraged to lunch with the Auxiliary luncheon. We have tried to set up everything to make you comfortable and welcome to this reunion & CGCVA Convention. If we have overlooked something, please let us know what it is.

Different from past gatherings, this time the rates go up Friday, Saturday and Sundays. Should you want to arrive early or stay late be aware that the rates will increase. This does not include Friday, November 1, 2002.



COAST GUARD COMBAT VETERANS ASSOCIATION

**REUNION/CONVENTION**

**Reno, Nevada, 2002**

**REGISTRATION**

October 28 – November 1, 2002

**PEPPERMILL HOTEL CASINO**

2707 South Virginia Street

Reno, NV 89502

775-826-2121 \* 800-648-6992 \* [www.peppermill.com](http://www.peppermill.com)

**PLEASE BOOK YOUR ROOM DIRECTLY WITH HOTEL**

(Be sure to let them know you are with CGCVA)

(Please Type or Print Clearly)

Name:	
Address:	
City/State/Zip Code:	
Phone:	Organization:
Arrival Date/Time:	
Name of Guest/Spouse:	
Name(s) to Appear on Badge(s):	

Fees for Registration, Tours, Luncheons and Banquet are shown on the following page. After selection of the activities you are to attend, fill in the corresponding amounts and total them. Send this page and the page with your selections along with your check to:

E. P. "ED" BURKE, LM  
17728 STRILEY DRIVE  
ASHTON, MD 20861-9763

## Registration/Tour/Lunch/Banquet Reservation Form

CGCVA Registration:

**EARLY:** (Rec'd. By 10/1/02)  
\$10.00 per person, \$18.00 Couple

**LATE:** (Rec'd. After 10/1/02)  
\$12.50 per person, \$23.00 Couple

	<u>Cost</u>	<u>How Many?</u>	<u>Total</u>
Registration Fee (See Above)	_____		_____

**TOURS:**

<b><u>October 29, Tuesday</u></b>	<b><u>\$40.00</u></b> ea	X	_____
Dixie II with tour of Lake Tahoe and Truckee. Depart 10:00 am			

<b><u>October 31, Thursday</u></b>	<b><u>\$25.00</u></b> ea	X	_____
Virginia City/Carson City. Depart 10:30 am			

**LUNCH:**

<b><u>October 30, Wednesday</u></b>			
<b>CGCVA Business Lunch</b>	<b><u>\$14.50</u></b>	X	_____
(Add \$1.50 after 10/1/02)			

<b>CGCVA Auxiliary Lunch</b>	<b><u>\$14.50</u></b>	X	_____
(Add \$1.50 after 10/1/02)			

**AWARDS BANQUET:**

October 31, 2002	<b><u>\$28.50</u></b>	X	_____
(Add \$1.50 after 10/1/02)			

Poultry: \_\_\_\_\_

Beef: \_\_\_\_\_

**TOTAL AMOUNT ENCLOSED:** \$ \_\_\_\_\_

(Make check payable to: CGCOMVETS)

**Please Register Early**

**If you have dietary requirements advise Bob Maxwell upon arrival.**

# The "Gold Dust Twins" 1939-1945 (part I)

by CDR Raymond J. Evans, Jr., USCG (Ret.)

On Sept. 17, 1939 two young men walked into the U. S. Coast Guard recruiting station in the federal building in Seattle and enlisted as Apprentice Seamen. Doug Munro came from the small mountain town of Cle Elum, Wash., where his father was manager of the Milwaukie Railroad electric substation. Ray Evans came from Seattle; his father was a long time employee of the Pacific Telephone and Telegraph Company in the Long Lines Division. This is their story of World War II.

There were no Coast Guard training stations on the West Coast in 1939 so I was put in charge of a group of about 12 enlistees, including Munro, and placed on a bus to the Coast Guard Air Station, Port Angeles, Washington. The raw boots were put to work mowing lawns, cleaning up and servicing aircraft.

Seven days into this routine we heard an announcement asking for volunteers to fill seven vacancies aboard *USCGC John C. Spencer (W-36)*. *Spencer* was then en route on permanent change of station orders from Valdez, Alaska to the Coast Guard Base at Pier 18 on Staten Island, New York City. The *Spencer* was then just three years old and a smart ship with an experienced crew. We volunteered and served aboard *Spencer* until early 1941, earning third class signalman rating during this time.

That year the Coast Guard was ordered to man three attack transports - *USS Hunter Liggett*, *American Legion*, and *Joseph T. Dickman* that previously had been U.S. Army transports. The word came out that signalmen were needed on the *Hunter Liggett* so Doug and I, after many hours of pleading, convinced CDR Harold S. Berdine, the *Spencer's* executive officer to let us go.

On arrival aboard *Liggett* at the Brooklyn Army Base, we found we were actually attached to the staff of Commander, Transport Division Seven (CTF-7), under the command of COMO G. B. Ashe, USN. The officers of the staff were all Navy except for CDR Dwight Dexter, the Personnel Officer, who was Coast Guard. The Navy apparently felt the Coast Guard did not have officers trained in ship handling in convoys or multi-ship groups so the division commander was Navy. The Coast Guard comprised the rest of the crews on all three vessels.

Skipping over time and lots of training in the newly devised protocol of amphibious warfare including hauling British troops to Bombay from Halifax, Nova Scotia, we eventually found our way on the *Liggett* to Wellington, New Zealand, in the build-up for the invasion of

Guadalcanal Island in the Solomons. While there, COMO Reifschneider, named Commander of Auxiliaries in the invasion, arrived by air from the United States. He needed a temporary staff until his permanent staff personnel arrived by ship so Doug and I were assigned as his signalmen for that period. At the conclusion of this temporary duty, I returned to *Liggett* but Munro ended up aboard the attack transport *McCawley*.

In early August 1942, the transport divisions departed Wellington, New Zealand under sealed orders -- only the top brass knew our destination. A rendezvous with the fighting fleet occurred several days later and the word came down that Guadalcanal in the Solomon Islands was our amphibious landing target. It had an air-

field under construction by the Japanese that could be devastating to allied operations in the South Pacific. The need to take the island and the airfield was very clear.

On the morning of Aug. 7, 1942, the fighting fleet, led



Douglas A. Munro as he looked when he enlisted into the Coast Guard in 1939.

## Feature Article

by the Australian cruiser *Canberra* and followed by the transports, crept into Lunga Channel between Savo Island and Guadalcanal in the dark just before dawn. When the fleet began shore bombardment the flashes from the three gun turrets lit up the area and we could watch the explosions on shore. I remember thinking what sort of hell that must be on the receiving end. That is just what happened to us later when "Pistol Pete," a Japanese naval cannon, fired on us from the ridge above Matinikau almost daily for several weeks. The gun was removed from a beached Japanese freighter and carried inland to a cave on the mountain. Mounted on a railroad track it could be rolled out, fired, and then retreat into the cave. With a high bunker in front of the cave, it was almost impregnable. Two barrels of napalm finally ended its short chapter in history but not before it had shown us the hell we had visualized that opening morning.

Finally, the transports arrived off Lunga Point and commenced unloading troops. My ship, *USS Hunter Liggett*, carried 35 landing craft and four tank lighters. Once underway, they formed four circles off the bow and stem and each boat momentarily came alongside under a cargo net on which the marines climbed down to embark. Then the boats, in line abreast, perhaps a mile wide headed for the beach under the protective cover of the shore bombardment and aircraft strafing the beach area, both of which were ceased as our boats reached

the beach. The Japanese apparently decided against a beach confrontation and pulled back behind the airfield so the beach landing was relatively unopposed. Further inland starting the next day the marines encountered the enemy on the ridge behind the airfield that became known as "Bloody Ridge," a most appropriate name.

The Sea Bees (Navy Construction Battalion) with their heavy equipment started immediately to complete the airfield, encountering sniper fire all the time. Eleven days later the first U.S. aircraft -- Douglas Dauntless dive-bombers, Wildcats and the twin-boom P-38

Lightning fighters - commenced arriving. Prior to that, the island and vessels had been under air attack daily by bombs and torpedoes. With one layer of Marsden steel mats on the field, the first B-17 bombers made ruts in the mats. A second layer corrected that problem so B-17s and transport planes could use the field as well as the fighter squadrons.

When I learned that CDR Dexter had received orders to command the Naval Operating Base (NOB) at Guadalcanal, I volunteered for duty with him, building and manning a beach signal station with other signalmen and one radioman. I landed on the island on Aug. 7th with the Marine invasion force. The landing was relatively unopposed as the Japanese forces drew back onto the ridge behind what became known as Henderson Field, and let the landing occur with little interference until later, when the fighting became fierce.

Munro, on the other hand, made the landing on Tulagi Island, 20 miles across Sealark Channel from Guadalcanal, a very bloody action that wiped out 80 percent of the first wave of Marines. It took several days of intense fighting before the island was declared secure. Two weeks later, with that action complete, Munro transferred back to Guadalcanal and the "Gold Dust Twins," as we were dubbed on the *Spencer*, were reunited.

Japanese torpedo bombers flew almost daily through the anchored transports in

those first 11 days, forcing them to get underway and interrupting unloading. The bombers flew below bridge level causing many gun crews to almost shoot into ships across from them. I can't remember a vessel being sunk by a bomber but I was ashore after the first day and am not a good source for statistics afloat. I do know the *Hunter Liggett* was credited with downing one such torpedo bomber.

Ashore Japanese medium bombers called "Bettys" bombed us daily from an altitude of about 20,000 feet. The standing 'canal joke went that if our fighters left the bombers alone they invariably missed their target, often



Raymond J. Evans as he appeared when he joined the Coast Guard.

## Feature Article

by a great deal. Once clear out in the bay. On the other hand, if the fighters met them coming in on their bomb run and they dropped in a panic, they inevitably hit us hard right on target. We prayed the fighters would hold off until after the drops but their strategy was to get above the Japanese bombers and attack from in the sun before they had a chance to make their targets.

We lived in a makeshift shelter constructed of crate walls and pup tent roof, about 4' x 8' located at the base of the signal tower. It sat at the side of the NOB headquarters, the former plantation managers home located at the high water mark on the beach at Lunga Point. We had a coconut log reinforced bomb shelter dug in a few feet from the shelter that was often occupied when "Pistol Pete" decided to play. It was also used often at night because the Japanese figured keeping everyone from sleeping would eventually wear us down. They would dispatch a small single engine float plane from Rabaul, New Britain to fly around starting about midnight and for three hours drop a bomb about every fifteen minutes just to keep us in the uncomfortable foxhole instead of sleeping in our shelter. Later, in November, it seemed they ran short of bombs because they would drop a bomb and then what we thought was a dud until we discovered the huge boulders they were dropping in place of bombs. The rocks had the same effect in that they kept us awake.

Oblivious almost to the land fighting, NOB Guadalcanal, as our unit was known, went about the business of unloading transports of all kinds of material and running nightly anti-submarine patrols in a 35-foot Higgins landing boat equipped with two depth charges set to detonate at a 50-foot depth. We maintained contact with NOB throughout the night by radio using Morse code.

Only our navy radioman named Brown and I could read code by ear so we alternated nights while out on patrol. I was aboard the only night we encountered a submarine. It surfaced close by, heard our engine, put a searchlight on us and immediately dove. We were so confused I am

ashamed to say that no depth charges were dropped. We missed our only chance at a sub.

The signal gang constructed a coconut log tower and installed a signal light to communicate with the ships in "Iron Bottom Bay." Each of the transports in the original landing had to leave two boats and crews ashore as they were departing the area. This left CDR Dexter, the NOB CO, approximately thirty 35-foot landing craft and perhaps 10 or 12 tank lighters to ferry all supplies onto the beaches, a big job that he carried out masterfully. The crews left behind for the most part were eager and able. Those that were not were quickly weeded out and sent back to their ships within a few days after the landing. Those that were left made NOB a hard working (if not always smooth) operating group.

The British Colonial Service (BCS) Solomon Island command abandoned their headquarters at Aola just ahead of the Japanese invasion of the canal. Behind, they left Lieutenant Martin Clemens of Henley-on-Thames, England (now a retired Major in Melbourne, Australia) to lead the native population into the mountains and to evacuate all the furnishings of the Aola headquarters. These were hidden in a mountain cave and never found by the Japanese. No Japanese ever saw a native female or child (nor did we), but many of the native men worked initially as laborers for the Japanese, building the airfield and later assisted the Marines in finding and eliminating Japanese forces.



CDR Raymond J. Evans, USCG (Ret.) in 1992, as contrasted with his 1940 Coast Guard photo.

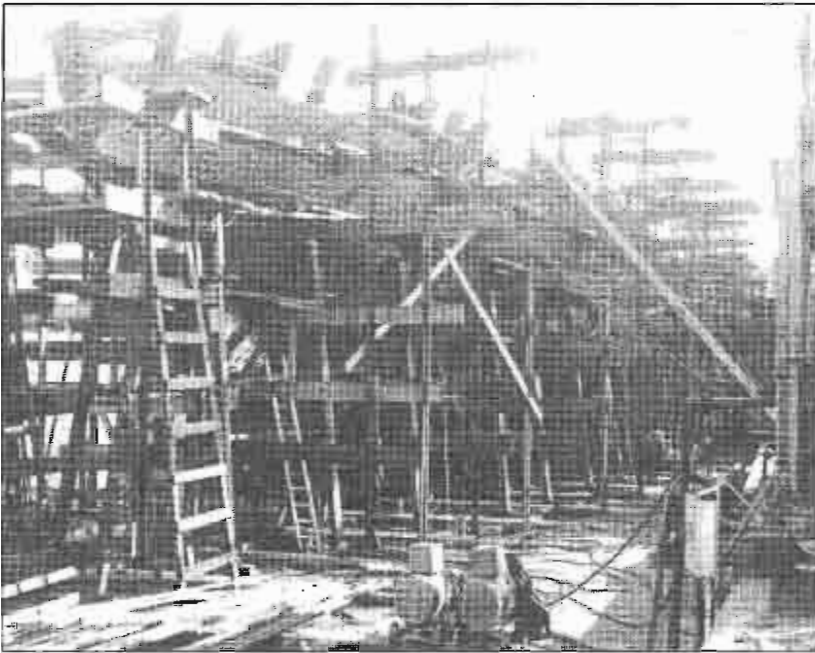
*dedication took place in September 1999 - 57 years after the Point Cruz action that took Doug's life. For more on the life and career of Douglas Munro, visit the Coast Guard Historian at [www.uscg.mil/hq/g%2Dcgp/history/munro%20index.html](http://www.uscg.mil/hq/g%2Dcgp/history/munro%20index.html).*

*Part II of "The Gold Dust Twins" will run in the next QD Log.*

### ***Queen still regal at 60; Storis oldest Coast Guard Cutter in service***

KODIAK, Alaska - As the Queen turns 60, wide beam and ribs support this stately figure. Ribbons and awards adorn as though a crown. The golden hull numbers 38 anoint the Queen of the Fleet - The Coast Guard Cutter *Storis*.

Considered a relic of naval history by some, the *Storis* and its crews continue to serve our country. Programs are in place to revamp and create new Coast Guard assets, however, *Storis* may serve as many as 10 more years.



*Storis' hull being laid in Toledo Shipyard in 1942.*

"She's a really fine, well maintained ship. She's one of a kind in the Coast Guard," said Faye Sherer, wife of former *Storis* commanding officer CDR Philip Sherer.

The Queen's build has been found well suited to the Alaskan waters. "It seemed to possess a very definite, no nonsense, no frills capability; go anywhere, do anything, take a lickin', keep on tickin' kind of vessel," said former commanding officer CDR James Cushman.

Constructed in 1942, *Storis* combines design elements from icebreakers, buoy tenders, cargo carriers, gunboats and aircraft carriers. Originally, the *Storis* carried floatplanes on the rear. The bow has trundled through crests from the Atlantic, the Pacific, the Bering Sea, the Panama Canal and the Northwest Passage.

The Queen showed strength during WWII. Stationed out of Boston, the cutter ran a route between Greenland and Newfoundland. Though it served as the command ship for a fleet of 125-foot patrol boats, its primary mission was to guard against the establishment of Nazi

weather stations and transport supplies to servicemen on Greenland.

*Storis* also participated in a number of attacks on Nazi submarines and the capture of a Nazi weather station.

Mingled with the ice and snow, *Storis* follows its namesake. *Storis* was derived from a Scandinavian name that was taken from the Eskimo word "sikorssuit" which translates directly as great ice or blue ice.

Following the war, *Storis* continued to float with the ice. Assigned to the Great Lakes, near its building place of Toledo, Ohio, *Storis* broke ice through the channels, the locks and along the Atlantic Coast before spending a brief time at the Coast Guard Yard in Curtis Bay, Md., and then taking up duty in Juneau.

*Storis* patrolled the Bering Sea from 1948 through 1957. Showing compassion to the isolated LORAN units, lighthouses and native villages, the Queen carried supplies and mail. *Storis* also ferried supplies for what became part of the U.S. Defense Early Warning system.

The Queen became a judge, a doctor and a dentist by carrying the three aboard to visit the outlying villages in the '50s. This action was referred to as the Bering Sea patrols. It had been years since the village inhabitants had received the services of these professionals.

The spirit of the Bering Sea patrols was revived in 1995 when the ship took on an eye doctor, a dentist and two chaplains and made visits out the Aleutian chain and as far north as Point Barrow.

"Our health director told me about the visits on the phone and she cried real tears," said Linda Jarett, a physicians assistant at the St. Paul Island Clinic. "She was so thrilled that the people of St. Paul were getting this



*Storis circa 1955*

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extra service that they so badly needed."

Members of the *Storis*' crew engaged in community projects including cleaning up fishing nets, line and debris that had washed up on the beaches, fixing buildings in the towns, as well as cleaning up the St. Paul cemetery and re-erecting the cemetery fence that had been destroyed by the weather and vandals. The cemetery is home to the bodies of several Coast Guardsmen who died during the previous Bering Sea patrols.

"I think continuing the traditions instills a certain pride in the crew, and pride is the basis of professionalism," said CDR Gerald Davis, commanding officer of the *Storis* at the time.

The trip also provided the people of St. George with the first Christmas Eve service by a Russian Orthodox priest in 10 years.

"The church provides a real sense of community to which orthodox and non-orthodox residents alike can turn," said LCDR Jerome Cwiklinski, the chaplain who performed the service.

The Coast Guard collaborated with the Navy in support of Arctic operations between 1955 and 1957. The *Queen*, now a researcher, performed hydrographic surveys in addition to other duties.

The *Queen* was re-stationed in Kodiak and became an explorer in 1957. Sailors had searched for a Northwest Passage for 450 years. Teamed with the Coast Guard Cutters *Bramble* and *Spar*, they worked their way through the Northwest Passage. *Storis* became a pioneer, the first U.S. vessel to transit the fabled passage. It was also the first ship to circumnavigate the North American continent.

When Alaska gained statehood in 1959, the need for Bering Sea patrols and the Defense Early Warning system came to an end. *Storis* retained its value by providing necessary search and rescue response.

Beginning in 1960, the U.S. implemented ALPATs -- Alaskan patrols. The increase in fishing from all sides was enormous in Alaska and foreign fishermen were continually violating U. S. territorial waters.

The *Queen*, again an enforcer, assisted in the establishment of these new patrols, and in February of 1967 the crew discovered and took into custody two Soviet vessels fishing illegally, again making history. After a lengthy chase through the ice off St. Matthew Island, the

*Storis* escorted the *Lamut*, the Russian Bering Sea fishing fleet flagship, and the vessel *Kolyvan* to Adak and then Kodiak. The *Lamut* was reported to be carrying 60 metric tons of shrimp in its hold alone. During the transit the *Lamut* made several attempts to escape eventually prompting the arrest of the *Lamut* captain and fishing fleet commander, Leonid Stavlu Kuschenko.

At the time, Alaskan fishermen were up in arms about the continued disregard for the maritime boundary line by other nations. Some fisherman went so far as to order



*Storis* on Greenland Patrol during World War II.

bazookas, recoilless rifles, and anti-tank guns. These actions prompted FBI intervention. The FBI made searches of fishing vessels and confiscated numerous weapons.

One U.S. fishermen, furious at the Russian incursions and heated even more by this most recent incident, asked the U.S. to "take that hammer and sickle off the stack and add that vessel to our fleet." Another man was quoted as saying, "If the government doesn't do something this time, one of us guys is going to get hot and put a bullet right through one of their pilot houses."

"Now the Russians have once again flagrantly ignored the law," said Sen. E. L. Bartlett, D-Alaska. "A fine in this case will not suffice. This piracy must be stopped. The only way to stop it is to get tough." Kuschenko stood trial in federal court in Anchorage. He was fined \$10,000. Additional fines were levied against the boats.

*Storis* proved its strength again in 1975, leading a small fleet of 15 tugs and barges through the early heavy ice during a North Slope re-supply effort. *Storis* carried supplies to Prudhoe Bay. The *Storis* itself became lodged in the ice during the effort and the cutter *Burton Island* had to help free the *Queen*.

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"I thought maybe we were going to spend a long winter in that ice," said LCDR Paul Shearer, executive officer of the *Storis* at the time.

In October of 1992, the *Queen* was an ambassador to Russia. The purpose of the visit was a cultural and technical exchange. The vessel was the first foreign military ship to visit Russia since the Crimean War in the early 1850s, roughly 150 years. On that occasion it was an invasion attempt.



*Storis* alongside the *Lamut*, the Russian Bering Sea fishing fleet flagship seized with the vessel *Kolyvan*. The *Lamut* was reported to be carrying 60 metric tons of shrimp in its hold alone.

The *Storis* and its 86-member crew docked in Petropavlovsk-Kamchatskiy on the 252nd anniversary of the city's founding. Among delegations, tours and meetings, the crew found time to teach their hosts how to assemble and eat an American hamburger and roast hot dogs. It was the first time many of the Russian inhabitants had set eyes on a foreigner.

Souvenirs from the trip included a Russian militia captain's greatcoat, in the custody of the *Storis*' yeoman, Tony Roberts. A calculator had been the price of the coat. Each *Storis* crewmember received a blue and white striped t-shirt, the traditional uniform of the Russian maritime service. The *Storis* crew gave away numerous t-shirts and ball caps of their own.

In November of 1992, the *Storis* became the cutter with the longest service in the Bering Sea, eclipsing the *U.S. Revenue Cutter Bear*, which had held the distinction since 1929. The *Bear* was decommissioned in 1929 with 44

years and two months in the Bering Sea.

Despite the *Queen*'s advanced age, *Storis* cruises over 20,000 miles on more than 180 underway days in Alaskan waters from its homeport of Kodiak. Continuing to enforce U.S. laws and treaties and providing invaluable search and rescue efforts.

PO Sara Raymer

Public Affairs Office Kodiak, AK

### Two Jima Landings II

*Editor's Note:* Michael Kristula submitted the following article after reading the *Two Jima* article in *QD Log* (Vol. 16, No.4) which told about LST-795. His story involved actions taken by LST-763 which was also busy during the landings there.

When the CG-manned LST-763 arrived off Iwo Jima on 19 February 1945, the island was entirely engulfed in smoke. Naval ships and planes were relentlessly pounding the island with bombs and rocket-fire. That morning, the Marines disembarked via the ship's bow ramp, slid into the water in their amphibious vehicles, and headed for the beach.

On 22 February, the 763 beached on "Blue-Two Beach" about 200 yards from the front lines. Mortar and small arms fire

was heavy and damaged the pontoons that were lashed to the ship on the starboard side. The ship retracted to reposition itself on "Yellow-One Beach" where it continued to unload its cargo of ammunition despite offshore



The CG-manned LST-763 unloading cargo on Iwo Jima during February, 1945.



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gunfire. Each time the 763 touched shore, the fighting Marines would come aboard to shower, clean-up, borrow dry clothing and slurp down coffee that was always waiting for them.

After taking on 23 casualties, the ship retracted under cover of darkness and made its way to area Charley. The following morning, the 763 returned to "Yellow-One" to continue unloading its ammunition cargo, much of which moved only a hundred yards to the firing batteries. That afternoon the ship made two more landings on "Yellow-One" and then anchored off the island. That evening the general quarters alarm sounded at 1930 and the ship's guns began firing at enemy aircraft. Firing ceased at 2130 but no downed enemy aircraft were reported.

On 24 February, the 23 casualties still on board 763 were transferred to *LST-929*. The damaged pontoons were unleashed and immediately sank. Nevertheless, CAPT Alton Meekins eased the ship back to "Yellow-One" for further unloading of cargo.

From 25 February to 3 March, *LST-763* ferried troops, ammunition, vehicles and supplies to the Iwo Jima beaches from transports anchored off the island. On 26 February, the 763 received considerable damage during these operations while unloading high priority cargo from the *USS Bolivar* in heavy seas. On 28 February, a Marine from the 34th Draft Replacement detached to the Pioneers 3rd Marine Division, fell into the sea while being transferred from a LCM to our ship. He was quickly rescued though and placed in the 763's sickbay.

In need of repairs, *LST-763* departed Iwo Jima on 3 March and sailed for Saipan. Borrowing a phrase from Bill Broderick's article, "The Marines knew that *LST-763* was there too." **Michael Cristula**

### 2002 Coast Guard Festival

"If the carnival, parades, concerts and shows are the heart of the Coast Guard Festival," said Grand Haven Mayor Ed Lystra, "then the National Coast Guard Memorial Service is the soul."

Hundreds of people gathered in Escanaba Park for the August 2nd afternoon ceremony that annually honors those who protect the shores and have given their lives

as they served in the Coast Guard, including the 101 crew members who perished on the Coast Guard cutter *Escanaba*.

The *Escanaba*, which was commissioned in Grand Haven, MI in 1932, was sunk by a torpedo blast in the North Atlantic on 13 June 1943. Only two of the crew members survived the blast and the icy waters.

One of those survivors, Raymond O'Malley, has attended the memorial service every year since 1943. On this day, O'Malley laid a wreath at the base of the Escanaba Memorial and then saluted as the sounds of a 21-shot volley by the USCG Group Grand Haven Honor Guard and taps filled the park. Melvin Baldwin, who survived the *Escanaba* sinking with O'Malley, died in 1964.



*Wreath placed at CGC Escanaba Memorial.*



*Ninth Coast Guard District Commander RADM Ronald F. Silva and CGCVA LM Raymond O'Malley salute at the National Memorial Service in Escanaba Park, Grand Haven, Michigan.*

This year's Miss Coast Guard USA, Ella Dunn, also placed flowers at the memorial.

But while the traditions of the annual memorial service remained, the speakers at the service pointed out how much has changed in just the past year, since the terrorist attacks of September 11, 2001.

Rev. Doug Bytwerk offered a prayer and said that the Coast Guard now patrols the country's borders with a "sense of urgency and with a sense of imminent danger."

Vice Admiral Thomas Barrett told the crowd that what has kept this country free is sacrifices like those made by Coast Guard men and women. "We are going to stay America -- strong and free," he said.

But while the memorial service served as a time to reflect on what

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has changed, Lystra pointed out that the Coast Guard values of honor, respect and devotion to duty have always stayed constant. He asked the crowd what kind of man or woman would be willing to risk their life to save someone in danger?

"In Grand Haven, we know the answer," he said, looking out at the many Coast Guard men and women who attended the ceremony. He added that for more than two centuries, the Coast Guard has always been "our nation's first responders" and that many people are able to go home to their families every day because of them.

Master of Ceremonies Kent Fisher, a retired Coast Guard officer, shared the story of just one of the guardsmen who gave up his life so that others could return home.

According to Fisher, SM1/c Douglas Munro died in September 1942 while helping to evacuate Marines who were trapped by Japanese forces at Guadalcanal. Fisher explained that Munro selflessly drove his vessel between the Marines and the enemy fire.

"He sacrificed his life and 500 Marines got off that beach," said Fisher, adding, "He's the yardstick... Doug

Munro is our standard and our ideal."

The SPARs, which were an all-female non-combat arm of the Coast Guard created during WWII, were in attendance and recognized at the ceremony.



*CGCVA Vice President Ed Swift and CGC Escanaba survivor Ray O'Malley get ready for the Grand Parade in downtown Grand Haven.*

Near the end of the memorial service, Fisher said that a Coast Guard helicopter, which had been scheduled to fly over the service, had been diverted to help with a rescue effort in southern Lake Michigan. "As we look back, the work of the Coast Guard goes on," he said.

**Gena Kaiser**  
**Grand Haven Tribune**

### ***Sand Pounders***

*Editor's Note: This article was submitted by CGCVA member Bob*

*Walthouse, who was one of many "beach pounders" at USCG Station Short Beach (at Freeport, Long Island) in 1942-43. The article was written in 1942 by YN1 Barry Rothstein.*

Greenland and Iceland wastes find a close parallel in Coast Guard stations along the 100-mile front of Long Island's south shore. Men from these stations who do five-hour stretches on the wind-swept beaches fronting the frothing, turbulent Atlantic are schooled in alertness and vigilance.

Duty at any of these stations offers the next best thing

to sea duty. There is no rolling over the bounding main, but the bitter, stinging winds sweeping in from the sea hit the beach pounders and run up and down their sturdy jungle cloth gear, seeking an opportunity to slip through and chill them to the marrow.

Short Beach Lifeboat Station was built especially for Coast Guard use in 1935, and is one of seven such stations protecting the Freeport area against sabotage and night landings.

During winter months, only hardy fishermen venture out to Long Island stations to subject themselves to the icy blasts. In



*(left to right) VADM Thomas Barrett, CGCVA Auxiliary VP Mare Swift, Sheila Barrett, and CGCVA VP Ed Swift aboard the CGC Mackinaw at Grand Haven.*

## Features & Association News

inky blackness of coldest nights, Coast Guardsmen's thought revolve about one point: "They shall not pass."

Each beach-pounder is impressed with his explicit duty, and is indoctrinated to act automatically and with cool-headed precision in the face of danger.

participated in many rescues on the eastern seaboard, the most recent in September, 1942, when he put out to sea with Seamen John Donovan and Victor Smith, bringing back four persons. Wrote the Commander of the Patrol Forces in a letter commending the rescuers:

"There was an extremely strong surf running, accompanied by a strong tide, and had it not been for the prompt and efficient action and the able surfmanship of Willis and his crew, these civilians probably would have been drowned, for they were in an exhausted condition when picked up by the dory crew."

Willis is but one of many experienced surfmen that comprise the Long Island stations. CBM Joe Knowles of Short Beach Station, landed Marines at Guadalcanal in WWII while serving as a surfman attached to the *USS McCawley*. MM1/c Clarence Coffin of Short Beach participated in beach landing while on board the *USS Joseph T. Dickman*. Coxswain Julian Kluskowski served with the *Wakefield* group and BM1/c "Del" Daisey participated in the Battle of Coral Sea, landing troops at Guadalcanal and fighting off Japanese in foxholes.

These men and many others like them are indoctrinating and giving the benefit of their experiences to younger, less experienced men. Their efforts, for the most part unspoken and untold, have

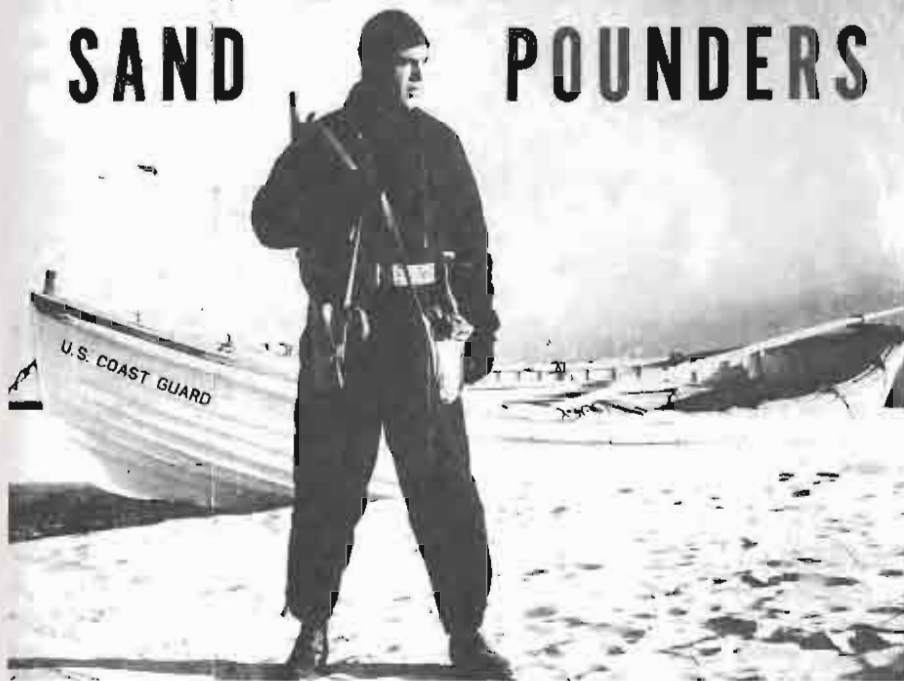
brought shore station combat squads to a peak of efficiency.

### USS Cavalier

*Editor's Note:* This is a follow-up article to one which ran in the QD Log some time ago. It takes over after the Coast Guard-manned Amphibious Transport *USS Cavalier* (APA-37) was torpedoed while supporting Army forces on Luzon, crippling the ship.

When the *Cavalier* left the Philippines' waters, it was towed to the Ulithi Atoll where the ships were gathering, preparing for the invasion of Okinawa. As we lay in anchorage, a troop ship passed by us preparing for anchorage. While passing the other ships, its crew starting calling us a rust bucket and other uncomplimentary

## SAND POUNDERS



*Wearing special gear to contend with weather and saboteurs, Seaman Jack Howrigan is typical of "sand-pounders."*

It is many months since beach-pounder John Cullen aided in the capture of Nazi saboteurs who landed on Long Island shores, and the Coast Guard has learned many lessons of vital importance in guarding our first line of defense on the American mainland. Gone are isolated posts with no method of communication when emergency arises. The Coast Guard has instituted and is operating a precise plan of action, employing the knowledge and background of some of the ablest pre-war surfmen.

No small part of shore station alertness is attributable to maneuvers simulating actual combat with ambulances and trucks, many times with Army cooperation. Daily drill, too, is an important factor.

Otis L. Willis, CBM, veteran surfman, is officer-in-charge at Long Beach. In nine years' service, he has

their experiences to younger, less experienced men. Their efforts, for the most part unspoken and untold, have



*CBM Joseph H. Hoffman (right), Short Beach Station's officer-in-charge, consults his watch officer, BM2/c John Thoss, about the day's watch assignments.*

things. The voices grew louder until one of the *Cavalier* mates shouted back, "Laugh if you like, but we're heading for the States." It was as if someone had turned off the sound on the radio. There was not a peep from them after that, only laughter from the *Cavalier*. The *Ben Franklin* was there with much battle damage.

One afternoon while underway back to Pearl Harbor under tow, the tugs *Sands Point* and *Bald Head* stopped towing us so the mates could go swimming on the starboard side. Gunners Mates were placed on deck

armed in case sharks appeared. One mate jumped off the flying bridge shouting, "Banzai!" The captain, who was watching, said, "Who in the hell is that crazy nut?"

While underway, the mates who had brought new dungarees decided to soften and lighten the denim by tying them to lines and drop them in the water off the fantail. When they noticed it drew attention from the sharks, one of the mates went to the machine shop to make a hook and a cook gave us some meat to put on it. We actually got hooked a six-foot shark and heaved it right up to the gunwale. Unfortunately, the hook straightened out and the shark fell back into the water.

We pulled into Pearl Harbor a few days before the war ended in Europe and tied alongside a cruiser. The cruiser had a bugler for all calls and since we had a five-piece band on the *Cavalier*, it was decided they would be used to make the like calls. That worked fine until about the third day when the bugler decided to jazz it up a bit. We went back to voice call in a hurry.

We were watching a movie on the third hatch when the ship received notification of the end of the war in Europe. All of a sudden all the lights flashed, whistles blew and bells rang. The celebration lasted for about 15 minutes then it became dark again. After all, the war with Japan still waged on.

**Ulysses De Pompei**

### **Cement Mixer "Putty" "Putty"**

After waiting almost two months at NOB Norfolk, I finally received my shipping out orders. I was to join a draft of about 25 other Coasties being shipped to New Orleans to await further transportation.

In New Orleans we boarded a transport with a large



*SPARS salute during the playing of the national anthem during the Coast Guard National Memorial Service at Escanaba Park during the Grand Haven, Michigan Coast Guard Festival.*

Marine detachment and soon discovered that we were part of a landing force that was scheduled to invade the island of Martinique in the Caribbean. There was concern that the German U-boats operating in the Caribbean were being supplied by the Vichy-controlled government.

We were enroute Roosevelt Roads in Puerto Rico where the Coasties would train as landing boat coxswains. After our training we were to join with the Marines in joint exercises and when deemed ready, we would assault Martinique.

About half way through our training, the operation was cancelled because the Vichy government surrendered to the Allied demands. That put an end to our involvement with the Marines.

All the Coasties were shipped back to San Juan and placed on the "Bull Gang" (the maintenance crew that was called upon to fix anything) at the Coast Guard base. It was not a glorious or fun job.

As soon as we were settled, we were ordered to report to the Bos'n Locker for assignment. We were marched down to the pier and what we were confronted with was a sight to behold. Tied up to the pier was a huge barge loaded with thousands of bags of cement. There were so many bags piled on the barge that the gunwales were awash. There was a detail of men on the barge, stripped to the waist, loading the cement bags on a pallet. A crane on the dock would then lift the loaded pallet, swing it onto the dock and put it down near a truck, ready to be hand-loaded by another detail of young men. This was a shocking sight to us because it was obvious that we were about to join that work detail.

The thought passing through my mind was that I was

## Features & Association News

only about 130 pounds soaking wet, and that the cement bags weighed about 80 pounds each -- more than half my weight! According to my calculations, I would be dead before lunch.

Once again, however, Lady Luck smiled down on me. The boatswain's mate in charge asked if anyone in our gang could drive a truck. My hand went up like a shot. Now I had never driven a truck in my life, in fact I had never driven anything up to that point. The law in New York state was 18 years old minimum for a drivers license. Since I wasn't even 18 yet, I had never driven a motor vehicle. Still, I had watched my Dad drive many times so I did have a handle on shifting gears. Besides, the truck had a shifting pattern on the gear box. I was in like Flynn, or so I thought!

When the truck was loaded, I fired up the engine, shifted into first gear and took off like a pro. So far, so good but it soon became apparent that I couldn't shift from first to second. As luck would have it, the construction site was only about 1/4-mile from the pier so I did the only thing I could do -- drive the truck the entire distance in low gear.

When I arrived at the construction site, I complained to one of the other drivers of my problem and he volunteered to see what was wrong. We took off with him at the wheel and he easily shifted from first to second gear. The secret, he told me, was to "double clutch." I tried it and of course that was the solution to my problem. I practiced on my way back for another load and the rest of the days work was easy.

Driving the truck lasted for some time and I didn't have to manhandle the 80-pound sacks of cement.

Lady Luck was once again on my side but what a way to fight a war. No wonder I was looking forward to sea duty!  
Howard Block

### AND YOU THOUGHT YOU KNEW EVERYTHING..

- The reason firehouses have circular stairways is from the days when the engines were pulled by horses. The horses were stabled on the ground floor and figured out how to walk up straight staircases.
- It's possible to lead a cow upstairs... but not downstairs.
- A duck's quack doesn't echo and no one knows why.
- Turtles can breathe through their butts. Okay, too much animal information!



## Coast Guard Combat Veterans Auxiliary Membership Application

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

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

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

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

**Make Checks Payable to: CGCVA AUX**

**Jennifer Graviss, Secretary/Treasurer**

**295 Shalimar Dr.**

**Shalimar, FL 32579-1242**

CGCVA Form #3A (Rev. 12/98)

## CGCVA Small Stores

The following CGCVA items are now available. Send orders to Baker Herbert at P.O. Box 544, Westfield Center, OH 44251-0544. Call Baker at (330) 887-5539, fax at (330) 887-5639, or e-mail at [USCGW64@worldnet.att.net](mailto:USCGW64@worldnet.att.net). Please make checks payable to CGCVA. Prices include first class mailing with the exception of Christmas Tree ornaments, which require special packaging.

### BASEBALL CAP

blue/black, gold lettered CGCVA with logo, full back, plain visor \$11.00. White baseball cap also, one size fits all for both caps.

### BOOK

hardback, "The Coast Guard At War, Vietnam 1965-1975" by Alex Larzalere - \$30.00

### BOOK

"Coast Guard Navy of WWII" by William Knight. Special reduced price \$19.95

### BOOK

"Coast Guard Action In Vietnam" - by Paul Scotti. \$20.00

### BUMPER STICKER

CGCVA \$2.00 or 3 for \$5.00

### CHRISTMAS TREE ORNAMENTS

255' OWASCO Class; 378" HAMILTON Class, CGC MACKINAW. Each ship of class imprinted on back with commissioning and decommissioning dates. \$12.50 each (shipped in display box).

### CGCVA GARRISON CAP

fore 'n aft, CGCVA Logo, white lettered "Coast Guard Combat Veterans Association" with logo. Must state size. \$25.00

### BOOKS, PATCH

Volume 1-B Black Cutters \$8.50; Volume 1-C Red Cutters \$6.50; Volume 2 Aviation \$10.50. Booklets are spiral bound.

### MODEL KIT

CG Helicopter, Bell HTL - \$15.00 reduced price - one left

### PATCHES

Collector items as we can't get any more - Squadron One, Squadron Three, Explosive Loading Detachment, Market Time - Vietnam; Loran Station Con Son or Tonkin Gulf Yatch Club. \$10.00 each.

### MODEL KIT

378" Hamilton class, 47" length, composite plastic kit includes decals and deck hardware. Suitable for radio control or static display - FOR THE EXPERIENCED MODEL BUILDER) - \$200.00

### "T" SHIRT

white, CGCVA Logo, sizes large, XL \$7.00, 2XL \$8.00

### WRIST WATCH

CGCVA Logo, stainless steel back, 2 men's left \$25.00

### WRIST WATCH

Stainless steel, with CGCVA Logo and calendar - waterproof to 50 meters, lifetime warranty, swiss movement, comes in gift box - 3 men 1 ladies left. I will not reorder \$55.00

### CGCVA

Embroidered Logo - 4 inch \$5.00

### PORTFOLIO

9-1/2 x 13" zip up, CGCVA Logo embossed, leather like, \$25.00 - 10 only left



Coast Guard Combat Veterans Association

MEMBERSHIP APPLICATION

(Please Print Clearly)

Personal Data

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

Address: \_\_\_\_\_  
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City/State/Zip: \_\_\_\_\_

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Do you have two(2) Residences?  Yes  No  
If Yes, furnish the following information: (This is for the Quarterdeck Log mailings)

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Military Data

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**Important:** This Application MUST be accompanied by either a copy of your Discharge (Both Sides); or, a copy of a DD-214; or, a copy of a DD-215; or, a copy of NAV/CG-553; or a copy of your letter of awards, or a copy of some other "Official" document that states your participation in or your direct support of a combat situation. You may further get a certified statement from a former shipmate who is a member of the CGCVA in "Good Standing," stating that you served with him on a particular ship/station during a particular period of time. Haitian service has recently been authorized the Armed Forces Expeditionary Medal that qualifies for membership.

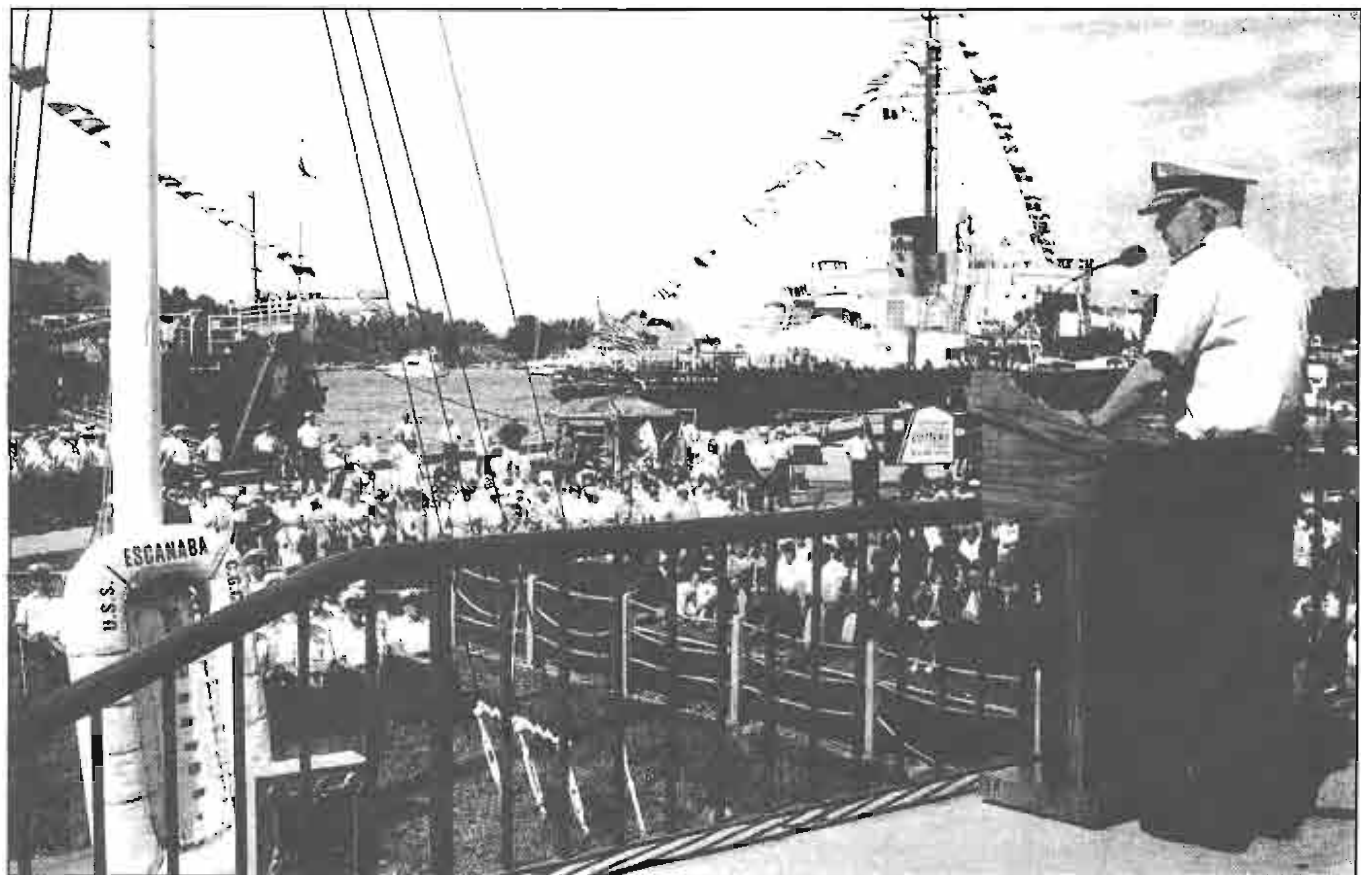
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Dues: \$25.00 For 2 Years. Amount of Membership Dues Enclosed: \$ \_\_\_\_\_  
Make Check/M.O. Payable To: CGCOMVETS

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

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*Vice Commandant VADM Thomas Barrett delivers the commandant's message during the 2002 Coast Guard National Memorial Service held at Escanaba Park in Grand Haven, Michigan. (photo by Andy Loree, Grand Haven Tribune)*

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The Quarterdeck Log**

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