



the Quarterdeck Log

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

Volume 25, Number 1

Spring 2010

Coast Guard Senior Leadership Changes

ADM Papp Takes Helm as 24th Commandant; VADM Brice-O'Hara Becomes Vice Commandant

On May 25th, under a huge tent erected on the grounds of Fort McNair, barely a quarter mile from the Coast Guard Headquarters Building, ADM Robert J. Papp, Jr. became the Coast Guard's 24th Commandant, taking the helm from ADM Thad W. Allen. Just 24 hours earlier at the same site VADM Sally Brice-O'Hara had taken over the responsibilities as Coast Guard Vice Commandant from VADM David P. Pekoske. Both the Commandant's Change of Command and Vice Commandant's Change of Watch ceremonies included a patrolling Coast Guard cutter and smallboats, trailered small-boats as static displays, an HH-65 helicopter, performances by the Coast Guard Band and Ceremonial Honor Guard, and attendance by classmates of the incoming and outgoing officials.

Dozens of members of Congress, Defense Secretary Robert Gates, DHS Secretary Janet Napolitano, service chiefs plus the chairman of the Joint Chiefs of Staff were at the Commandant's Change of Command, along with former commandants and the leaders of coast guards from around the globe.

Secretary Napolitano reflected that, "ADM Allen turns over a Coast Guard that is more capable, modern, prepared and efficient than at any time in its history, and he leaves it in the capable hands of another fine leader, ADM Papp."

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ADM Robert J. Papp, Jr. (right) salutes as he relieves ADM Thad W. Allen as Coast Guard Commandant May 25th as DHS Secretary Janet Napolitano looks on.



VADM Sally Brice-O'Hara (right) salutes as she relieves VADM David P. Pekoske as Coast Guard Vice Commandant May 24th as ADM Thad W. Allen looks on.

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THE QUARTERDECK LOG

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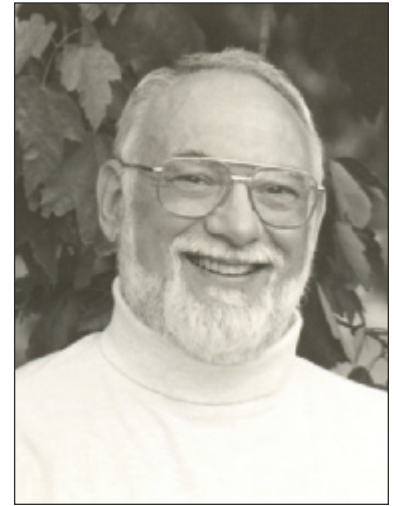
APPOINTED OFFICERS

Thomas W. Hart, LM (By-Laws); Baker Herbert, LM (Convention Planner); Patrick E. Ramsey, LM and Floyd Hampton, LM (Membership); Mike Placentia, LM (Parliamentarian); Paul C. Scotti, LM (Historian); Josh Sparrow (Awards); Thomas Huckelberry, LM and Floyd Hampton, LM (Service Officers)

From the President

2011 Reunion- Convention

Our intention to hold the next reunion in Baltimore did not work out. The rates were too high and the amenities less than what we desire. The same held true with Washington D.C. and Atlantic City. The Reunion planning committee, however, did get us an extraordinary booking in



Paul C. Scotti

Herndon, Virginia. You mean you do not know Herndon? Why, it is named after Commander William Lewis Herndon the American naval explorer, of course. He captained the steamer *SS Central America* and while helping to save more than 150 passengers and crew, like a heroic captain he went down with the ship.

We are booked into The Crowne Plaza Hotel (check out its website) adjacent to Dulles Airport, a mere twenty-two miles west of Washington, D.C. As with all of our reunions this one will be another memorable one. See you in Herndon.

Seeking CGCVA Envoys

We receive numerous requests from military and civilian groups to provide members to represent the Coast Guard Combat Veterans Association and combat veterans, at ceremonies, memorials, dedications, and such. Generally, we cull the membership list to locate someone in the area and contact them to find out if they are available to attend. This is a hit and miss method. Therefore, I am establishing a CGCVA Envoy Bureau, whereby, members interested in accepting these requests will be put on a contact list. If you want to be put on the envoy list advise our National Secretary, Gary Sherman. Mention any special talents such as speaking a foreign language or willingness to be a speaker. You will be doing the Association a great service and enhancing the image of the United States Coast Guard.

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Next QD Log deadline is August 1, 2010.
Please email articles and photos to the editor at: swiftie1@verizon.net

CG-Sponsored Musher Finishes 4th in Iditarod

Juneau, Alaska — Veteran dog sled racer and Coast Guard-sponsored musher, Ken Anderson, crossed the finish line in Nome fourth in this year's 38th annual Iditarod race traveling 1,049 miles across Alaska.

Anderson, now a 10-time veteran of the race, started more than nine days earlier in Willow with 16 dogs.

According to statements by Anderson's wife on their website, Anderson experienced some setbacks during the race. While running across glare ice Anderson was blown sideways causing him to hit a stump that was sticking out of the ice. It catapulted him over the handlebars, ripped out both of the cross pieces and did major damage to the bed of the sled as well. He had no choice but to turn around and go back to the checkpoint where he spent some time on repairs.

Despite the setbacks, Anderson also flourished and jumped ahead in the standings by splitting the run from Old Woman Cabin to Koyuk into two, roughly equal runs, which meant bypassing both Unalakleet and Shaktoolik. This distance has traditionally taken three runs.

Anderson will be working with the Coast Guard and visiting schools across Alaska. Anderson will visit with the children speaking about his mushing and race experiences and the Coast Guard's core values.



ANCHORAGE, Alaska – Coast Guard sponsored Iditarod racerunner Ken Anderson departs on the first leg of the 38th edition of the Iditarod, March 6, 2010. (U.S. Coast Guard photo by Petty Officer 1st Class David Mosl)

ADM Allen Will Remain at Gulf Spill

Although no longer the Commandant, ADM Thad Allen will continue to serve as the national incident commander and play an oversight role in the Gulf of Mexico oil spill cleanup, according to ADM Robert J. Papp, Jr.

Homeland Security Secretary Janet Napolitano designated Allen as the incident commander May 1st and since that time he has coordinated the efforts of federal agencies and overseen BP's efforts to stop the leak spewing thousands of gallons of oil into the gulf each day.

"It's almost like bringing back an experienced, talented athlete for the big game," Papp said.

In fact, it wasn't very long after conclusion of the Commandant Change of Command ceremonies on May 25th that ADM Allen was back in Louisiana evaluating plans and providing in-depth media interviews.



HEBER CITY, Utah - Members of the Coast Guard investigation and salvage team, accompanied by the Wasatch County Sheriff's Department, representatives from the Parks and Recreation Department and search and rescue volunteers, begin their investigation of the downed Coast Guard MH-60T helicopter crash site, March 5, 2010. The helicopter went down as it was transiting from the Winter Olympics in Canada, back to its home air station in Elizabeth City, NC, March 3, 2010. All five crewmembers aboard the helicopter survived and were taken to a local hospital for treatment. The cause of the crash is still under investigation. (U.S. Coast Guard photo by Petty Officer 3rd Class Caleb Critchfield)

Remember Your Membership Renewal Date

If you feel that your copy of the *Quarterdeck Log* is late, it could be that you changed your mailing address and didn't let us know. However, most likely the biggest reason that a member didn't get their *Quarterdeck Log* is that they didn't remember to take a look at the Membership Renewal Date and send in their due, for the next two years.

Your Membership Renewal Date is under your name, on the back page of the *Quarterdeck Log*. This date, which is below your name, and above your mailing address, is the specific date that your membership expires and another 2-year payment is due. Your dues payment is vital to keep the *Quarterdeck Log* and the Coast Guard Combat Veterans Association

Crossed The Bar

Charles A. Barnes, LM
Garth J. Callahan
Paul D. Dowling
John Gonsalves
PNP Albert D. Grantham, LP
Bernard Mestayor
Robert L. Sams, LM
Leonard Suter, Jr., LM

running and in "the black". Please check the date each time you receive a copy of the *Quarterdeck Log* and that way you'll always be current and you won't miss a single issue. Semper Paratus!
Gary Sherman

FedsHireVets Website

The Office of Personnel and Management (OPM) has launched [FedsHireVets.gov](http://www.feds-hirevets.gov/), a critical component of President Obama's Veterans Employment Initiative. This website will become the main source for Veterans employment information and resources for both Veterans and Hiring Officials. View the site at: <http://www.feds-hirevets.gov/>

Welcome New Members

<u>New Member</u>	<u>Sponsor</u>
James W. King	Gary Sherman
Joseph J. Lisko	Charlotte C. Bart
Harry W. Bischoff	The Association
Lelland L. Harris	G. Herrald
William P. Margulies	The Association
Donald E. Uselton	The Association
Robert T. Douville	The Association
Milton W. Sauls, Jr.	The Association
William M. Baldwin	Joe Kleinpeter
Michael J. Canning	Joe Kleinpeter
Stephen P. Denton	Joe Kleinpeter
Jerry L. Feltis	Joe Kleinpeter
Lucas T. Gelin	Joe Kleinpeter
Zack T. Harkness	Joe Kleinpeter
Kris M. Knott	Joe Kleinpeter
Carlos Lare-Masters	Joe Kleinpeter
Michael S. Palmer	Joe Kleinpeter
Antione M. Springfield	Joe Kleinpeter
David M. Valdez	Joe Kleinpeter
Eric N. Yunck	Joe Kleinpeter

Happy "90th" Coast Guard Chiefs

On May 18th the Coast Guard Chief Petty Officer will be celebrating "90" years in the Coast Guard. Although the Coast Guard has been around for almost 220 years, it wasn't until 1920 that Congress approved and the Coast Guard established the enlisted rank of Chief Petty Officer.

Since the establishment of the Chief, the words "Go Ask the Chief" have resounded throughout the Coast Guard. Imagine that! It's hard picture the Coast Guard getting along without the "chief" for 130 years.

The Chief's Anchor has always been the symbol of authority, it represents stability and security. Chief's have served with Honor, Respect and Devotion to Duty in the finest tradition of the US Coast Guard for 90 years.

Each time the chief dons their hat with that shiny anchor they should wear it with pride and dignity. The Chief has always been required to be a Fountain of Wisdom, the Ambassador of Good Will, the authority on Personnel Relations and a Technical Expert.

The Chief should also enhance the image of the Chief Petty Officer and to promote camaraderie between all Chief's.

Again, Happy Birthday and Semper Paratus.

BMCS Jack Crowley, USCG (Ret.)

Reunions

CGC Ingham

A reunion of the *CGC Ingham (WHEC-35)* will be held Oct. 7-9, 2010 at Virginia Beach, VA. If you are interested in attending or have information on the whereabouts of *Ingham* shipmates, please contact: **Douglas B. Thurnher** at 4105 Duke Drive in Portsmouth, VA 23793-4916. Ph: 757-483-3992. Email: dthurnher@cox.net.

CGC Southwind

The second reunion of *CGC Southwind (WAGB-280)* crew members will be held Sept. 23-25, 2010 in Baltimore, MD. For more information visit www.southwind280.com or contact: **CWO4 Ed Clancy, Ret.** at 904-242-9070 or email: clancyedward@bellsouth.net.

USCG Investigative Association

A reunion will be held Oct. 8-10, 2010 at the Doubletree Hotel in Portland, OR for members of the USCG Investigative Association. Contact: **Tom Craig** at 1133 Jefferson St., Wenatchee, WA 98801. Ph: 509-663-4015. Email: tc70photo@gmail.com.

Stewards and Stewardmates

The USCG National Association of Former Stewards and Stewardmates, Inc. will hold their 21st reunion July 28-Aug. 1, 2010 at the St. Christopher Hotel, 114 Magazine St., New Orleans, LA. Contact: **CPO Donald Lewis, Ret.** at 504-891-9568 or 718-341-2450.

Notices & Association News

“New” Coast Guard City

After a long application process, Traverse City, MI has been given special recognition by the U.S. Coast Guard. Traverse City has been named a “Coast Guard City”, a title that required approval from Congress. This means the community has a long-standing relationship with the Coast Guard making the city feel like a home away from home for service members. Officials say it is a huge honor. Traverse City is the second city in Michigan to receive the title, joining the original Coast Guard City of Grand Haven.

Family Helps Dying Man Receive Medal for Forgotten WWII Heroics

On April 8th, a dozen members of William Vogt’s family gathered beside his bed in hospice care in Florham Park, N.J. as he slept quietly. His health was rapidly failing, and he could no longer eat.

A U.S. Coast Guard honor guard filed into the room and addressed Vogt’s family. They were there to give him a Coast Guard Commendation Medal for his role in a feat that likely saved thousands of lives in lower Manhattan and New Jersey during World War II.

“I have to start by apologizing for the fact that it’s 60 years overdue,” said Coast Guard CAPT Gregory Hitchen. “There were so many acts of heroism that some of them got lost in bureaucracy.”

Vogt died early Saturday morning, but his family was



Mary Vogt sits next to her husband Bill Vogt, 87, who was awarded a Coast Guard Commendation Medal at his bed at the Brighton Gardens Assisted Living in Florham Park, N.J.

relieved that two days before his death, he finally was officially honored by the Coast Guard for his bravery as a 20-year-old machinist mate third-class in 1943. Vogt was serving in the munitions detail at the Coast Guard’s Jersey City barracks when a call came in on April 24. A munitions ship, the *S.S. El Estero*, had caught fire while moored in Bayonne. It was filled with more than 1,300 tons of explosives, and if they ignited, the death toll could have been horrific.

A similar munitions ship had caught fire and exploded in Halifax, Nova Scotia during the first World War.

“Thousands of people died, the city was leveled,”

Hitchen said. "That could have happened in Bayonne, New Jersey in 1943."

Two nearly full munitions ships were docked right next to the *El Estero*, and on the pier sat several railroad cars filled with hundreds of tons of ammunition. Not far away were fuel storage tank farms in Bayonne and Staten Island, according to an account by William H. Thiesen, a Coast Guard Historian.

Coast Guard ships sprayed the deck of the *El Estero* with water, but in order to avoid a catastrophic explosion, the ship had to be scuttled — deliberately sunk — in the harbor.

Vogt was among 60 men who volunteered for a mission to board the *El Estero* to try to fight the fire. According to Thiesen's account, the seamen gave their wallets and watches to comrades on the shore before boarding the boat.



William Vogt in an undated photo

As Vogt and the others cooled the ammunition to keep it from exploding, tugboats pulled the *El Estero* into the New York Harbor, where it sank away from the shore.

In recent weeks, seeing his father's health deteriorate, Robert Vogt contacted the Coast Guard to lobby for recognition of his part in the *El Estero* scuttling. In 1944, the city of Bayonne held a parade and gave gold medals to Vogt and the other men who fought the *El Estero* fire. But the Coast Guard had never formally honored him. The service raced to process the paperwork and overnighted a medal to the man's deathbed.

During the ceremony last week, Hitchen read a brief statement and then pinned the medal to a white bedsheet covering Vogt's sleeping body.

Afterwards, his children gathered behind him, as his wife sat next to his bed, and family friends took pictures.

Let Your Name Live On

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

(Whatever is left after other bequests have been granted.) "All the rest, residue, and remainder of my estate, including real estate and personal property, I give, devise and bequeath to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address)."

"I give, devise, and bequeath to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address), _____% of my estate."

"I give, devise, and bequeath to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address), the sum of _____ for the (Name a specific fund), the principle of which shall remain in perpetuity."

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

“Congratulations, Dad,” Robert Vogt said, rubbing his shoulder. **Eliot Caroom**
Star-Ledger

“Sentinel Class” Cutters to be Named After USCG Enlisted Heroes

I am pleased to announce that the name of the first Fast-Response cutter in the Sentinel Class will be the *Bernard C. Webber*. A Sentinel Class cutter will be 153-foot in length and capable of 28-plus knots, with a crew of 22. We are planning to build 58 of these vessels to replace the aging 110-foot Island Class cutters.

The *Bernard C. Webber* is named for PO1 Bernie Webber who executed one of the most famous rescues in Coast Guard history. He piloted Motor Lifeboat CG-36500, from Station Chatham, MA, to the stricken freighter *Pendleton* which split into two during a massive storm off of Cape Cod on Feb. 18, 1952. Fighting 70-knot winds, 50-foot seas, driving snow and despite losing their compass and windshield soon after getting underway, Webber and his three crewmembers reached the freighter and safely rescued 32 sailors. They received the Gold Lifesaving Medal for their heroism. PO1 Webber’s selfless behavior and courageous actions define what it means to be a Guardian. His legacy will continue to inspire the men and women who sail on the cutter that bears his name.

All the Sentinel Class cutters will be named after enlisted heroes to honor our past Guardians who stood the watch. By choosing this naming strategy, we can highlight our maritime heritage by telling the stories of the people who created our vibrant history.

As Alexander Hamilton envisioned, a few armed vessels judiciously stationed at the entrance to our ports, might be useful sentinels of the law. The *Bernard C. Webber* and all of the Sentinel Class cutters will continue to fulfill the vision that Hamilton saw for our Service over 200 years ago.

Please visit these sites for more information on the Sentinel Class: www.uscg.mil/acquisition/sentinel, and PO1 Webber: www.cg36500.org/rescue.

ADM Thad W. Allen
USCG Commandant



Editor’s Note: *The keel-laying ceremony for the Bernard C. Webber was held April 9th in Lockport, LA. His daughter, Patricia, served as the ship’s sponsor and his granddaughters, Leah and Hilary, were maids of honor. Their presence formed a living link between PO1 Webber and the cutter.*

CGC Chase Trip

I’m back from the trip to San Diego for the *CGC Chase*’s 42nd birthday. What an absolutely fantastic experience! LTJG Sonny Bilunas did a terrific job of making the arrangements. She and the captain and crew made me feel very welcome.

The crew was great; we had a good time at the bowling alley and I went out to dinner with some of them. The captain took me on a tour of the ship and boy did that bring back some memories. She has changed over the years but some things are still the same.

They are performing major work onboard so some things are out of place. They have both diesels torn down and are putting new crankshafts in. Both turbines have been replaced over the years. All the work that they are doing involves removing large parts through a shaft all the way out the top of the ship.

There are a few things of note that have changed over



(Above) A bulkhead has been added for the 3” mount. The rounds are fed up from below automatically at an unbelievable rate.

the years...

The crew consists of 175 people. As I recall, we only had 105 (120 on the trip to Vietnam). The down side to that is a bit less room. The bunk rooms are more crowded and the bunks are 3 high (ours were only 2 high), and they are a little narrower. The rec room that was at the bottom of the stairs aft of the mess deck is gone (it goes to a hall and more bunk rooms). There are 25 women on board. There are military police and boarding teams on board with special offices for special weapons. CIC has been moved below deck and the old space is now berthing quarters.

Remember the old days of borrowing movies from the Navy and showing them on the mess deck? No more of that. By comparison, it is entertainment central. There are TV's in many places tied into different broadcast and recorded sources. They do not have any more sonar or ASW. The 5" gun is gone and replaced with a 3" one. It may be a smaller shell, but it fires automatically at an incredible rate.

The future of *Chase* looks uncertain. She is scheduled to be decommissioned in April 2011 but that could change, depending on Congress. They are putting a lot of money into her right now as far as upgrading the engines but that



The ship's bridge has not changed much.



The Chase's 3" mount. No more 5"er.

may be to make her more marketable on a world market (they say that is a possibility). If they decide to keep her in service, it would take millions in appropriations in order to get 10 or more years out of her. We will have to keep track of what the big Washington decision is going to be.

Again, I can not thank the captain and Sonny enough for their hospitality. It was a more than I could have hoped for.

George Ellis

Honor Flight — A Veteran Appreciation Program

If you are a World War II veteran and have never been to Washington D.C. to view the World War II memorial dedicated to you, do not let poor health and lack of funds discourage you from making the trip. Honor Flight is a program that flies veterans to D.C. and provides escorts (guardians) to the sights at no cost to you. The program also applies to Korean and Vietnam War veterans.

To learn more about this unique service go to the Honor Flight Network website at www.honorflight.org. You will find links to frequently asked questions and application forms. You may sign up for a tour to Washington D.C.; volunteer to be an escort; or just make a donation to this non-profit organization. **CDR John J. Ancellotti, USCGR**

Farewell to a Coastie, a Shipmate, and a Friend

Back in the 1980s when I was with the Coast Guard Reserve on Governors Island a newly minted ensign named James McGranachan put his arm around me and said, "Welcome, we make Coast Guard History here."

Jim had risen from Public Affairs Specialist to Ensign



(l to r) LTJG Sonha Bilunas, George Ellis, and CGC Chase skipper CAPT Gregory Sanial.

at an exceptionally fast rate which he credited to knowing how to use your tools in the right way. He was always under-rating his vast capabilities and was very quick to give others the credit for his ideas and projects that he created. He had a good humor and joked about writing for the *National Enquirer* when he was a civilian. He loved everything about the Coast Guard and carried in his mind a vast knowledge of things Coast Guard.

Those who knew him respected his knowledge and abilities. Retired Coast Guard public affairs specialist John Igo regarded Jim as a legend. "I can't believe he's gone." When I told CWO4 Paul C. Scotti, USCG (Ret.) that Jim has passed away suddenly from a stroke he was shocked and related one of his fond recollections: "Jim and I were in Tampa covering the Board of Investigation into the sinking of the buoy tender *Blackthorn*. We had been going at a hectic pace responding to national and local media queries. One morning we woke up and discovered that it was Sunday, the board was in recess and there were no demands on us for a few hours. So we went to Busch Gardens to drink beer and let the animals look at us."

I worked closely with Jim in public affairs during the September 11, 2001, terrorist attacks that brought down the World Trade Center towers. His thorough professionalism amazed me. He did not mind helping you out, because if you did well, the Coast Guard looked good. I recall photographing a Coast Guard helicopter taking off from the station. We were standing on the lower row of steps leading upward on a hill. Jim said to me climb up to the middle of the hill to take my photographs. Had I not taken his advice my photographs would have made it look like the building behind the helicopter had wings. Instead, I got a perfect image that landed on the front page of a local newspaper.

Jim spent close to thirty years in the service he loved. Often he greeted you with a large flushed smile and friendly handshake. He left us too soon and I just wanted to let him

GEOGRAPHY FACTS

- *More than half of the coastline of the entire United States is in Alaska.*
- *The Amazon rainforest produces more than 20% the world's oxygen supply.*
- *The Amazon River pushes so much water into the Atlantic Ocean that, more than one hundred miles at sea off the mouth of the river, one can dip fresh water out of the ocean. The volume of water in the Amazon river is greater than the next eight largest rivers in the world combined and three times the flow of all rivers in the United States.*
- *Ninety percent of the world's ice covers Antarctica . This ice also represents seventy percent of all the fresh water in the world. As strange as it sounds, however, Antarctica is essentially a desert. The average yearly total precipitation is about two inches Although covered with ice (all but 0.4% of it, ice.), Antarctica is the driest place on the planet, with an absolute humidity lower than the Gobi desert.*
- *The term 'The Big Apple' was coined by touring jazz musicians of the 1930's who used the slang expression 'apple' for any town or city. Therefore, to play New York City is to play the big time - The Big Apple.*
- *There are more Irish in New York City than in Dublin , Ireland ; more Italians in New York City than in Rome, Italy ; and more Jews in New York City than in Tel Aviv, Israel.*
- *There are no natural lakes in the state of Ohio , everyone is manmade.*
- *The Eisenhower interstate system requires that one-mile in every five must be straight. These straight sections are usable as airstrips in times of war or other emergencies.*

know with these few lines that he is remembered with affection by those who came across his path.

Fair winds and following seas — Jim McGranachan.

Frank Bari (USCG Retired)

Editor's Note: *I too worked with "Jimmy Mac" while stationed on Governor's Island (1982-86) and was truly astounded with the sheer magic he could make for the Coast Guard. Apparently nothing was off-limits and I believe the saying "The ends justify the means" was a McGranachanism because you often didn't want to know what he did to achieve the usually incredible result.*

From the Reunion Planner

We are finally able to have our convention/reunion in the Washington D.C. area. It is an ideal location for many of our members with a great deal of monuments and sightseeing attractions to visit. We have what we believe to be a great location which is the Crowne Plaza Hotel in Fairfax, Va., which is just outside of Washington and is convenient to everything needed. (Exit 11 on the Dulles Toll road) Registration check-in/check-out is normally 3 p.m. & 12 noon. The hotel will make every attempt to accommodate arrivals prior to 3 p.m. on a space available basis. The hotel will be happy to check luggage for guests before or after the designated times. For those of you that fly into Dulles Int'l Airport and want to possibly get around on your own, there is a car rental in the hotel. And for those of you that drive in, parking is free. There are limited R/V spaces w/no hook-ups. First-come, first-served, so check it out when making reservations.

First, you must register by calling 1-800-227-6963 until 20 April, 2011. Be sure to ask for the Coast Guard Combat Veterans Association room block at the Crowne Plaza



Dulles Hotel. For those of you that require handicap facilities, be sure and advise when you make your reservations. They are ADA approved so just advise/request what you need. After that date, all rooms not reserved from the block will revert to the hotel inventory system. Room reservations

may be cancelled up until the day of arrival at 6 p.m. with no charges or penalties.

Second, we are very close to Dulles Int'l Airport and the hotel provides a shuttle service every half hour. Third, our room rate is \$89.00 plus tax which is 9% at the present time. If you and the "better half" want, you can pay \$109.00 plus 9% tax and it includes breakfast for the both of you in the restaurant. Also, there are some rooms that allow smoking, so be sure to let them know when you register. Non-smokers need not worry; the smoking rooms are secure from the non-smoking rooms. There is no smoking anywhere else in the hotel. There is an indoor heated swimming pool and 24-hour fitness center. All rooms have a refrigerator, coffeemaker, hairdryer

and iron with ironing board. In-room workstation w/complimentary WiFi Internet access, CD player & clock radio & cable TV with premium channels.

The Crowne Plaza is convenient to shopping, restaurants and multiplex movie theater and only 10 minutes to Tyson's Corner shopping center. We will check to find out what is playing at Wolf Trap/Filene Center for the Performing Arts as it is only 10 minutes away.

We are going to set up a trip to Washington to visit the WWII Memorial, Vietnam Wall along with other available sites. See the projected itinerary below. We will make the contacts and have plans and costs included in the next issue of the *Quarterdeck Log*.

Convention/Reunion Planned Schedule

Tuesday, May 3rd

Officer/Board/Chairpersons Meeting @ 4 p.m.

Wednesday, May 4th

Hospitality Room, Check-in @ 9:30 a.m.; Opening Ceremony @ 4 p.m.

Thursday, May 5th

Hospitality Room, Check-in @ 9:30 a.m. Free day and Tour. (See page 19 for details)

Friday, May 6th

Hospitality Room, Check-in @ 9:30 a.m. until 11 a.m. Close Hospitality Room 11 a.m. until end of Business Meeting @ about 2:30 p.m. Hospitality Room reopens.

Saturday, May 7th

Hospitality Room 9:30 a.m. until 5:30 p.m. Tour? Cash Bar @ 6-7 p.m. Awards Banquet 7-9:30 p.m. (est.) Hospitality Room opens for farewells until Closing.

Sunday, May 8th

Officer/Board/Chairpersons Meeting @ 8:30 a.m. Volunteers gather-up CGCVA equipment and get to means of transportation. (We can't have too much help)

The costs of registration, lunches and banquet are yet to be determined. We will make them the best we can possibly get.

A Cold War Encounter

While moored at Adak, the *CGC Balsam* got a call to transfer a badly injured Russian seaman from a fish factory ship at sea near Dutch Harbor. He had been caught between a boat and the ship's structure resulting in broken ribs and possible other internal injuries. We moored alongside the Russian ship using their big "Yokohama" fenders, (floating inflated bags). There was a moderate sea running, so there were no problems staying alongside. There was a long delay before the patient was ready to be moved to our ship. At first during this hiatus, our crew just stared at each other. Then, I told a messenger on the bridge to go down to the wardroom and bring up all the (well-thumbed) Playboy magazines. I had them bundled and tossed them over to the other ship. Well, that started a remarkable exchange between the two ships. Ball point pens, caps, watches, all manner of small items went back and forth. One item caused a little concern. A can of soda was tossed over from the *Balsam*. Apparently the other crew had never seen canned soda and thought it was a grenade. Anyway, we had a fine time trading stuff, even though we could not communicate. Then everything came to a halt when a stern looking man appeared on their bridge and made an announcement to their crew. I suspect it was their political commissar protecting them decadent western culture. It was fun while it lasted. Finally the man was sent over to the *Balsam* on a stretcher. Our corpsman had no way of determining what medication the man had been given, so we just took him to Dutch Harbor, where he went to an Anchorage hospital by airplane. I never did find out how he fared.

Harold Doan



USCGC Balsam

“Liberty Bars”

In point of fact, “shore leave” bars were different — but some of them not a hell of a lot different, particularly in Olongapo. I would be willing to bet that the bars described no longer exist in liberty ports, but I bet some of you can recall places similar to the ones below.

Our favorite liberty bars were unlike no other watering holes or dens of iniquity inhabited by seagoing men. They had to meet strict standards to be in compliance with the acceptable requirement for a sailor training beer-swilling dump.

The first and foremost requirement was a crusty old gal serving suds. She had to be able to wrestle King Kong to parade rest, be able to balance a tray with one hand, knock bluejackets out of the way with the other hand and skillfully navigate through a roomful of milling around drunks. On slow nights, she had to be the kind of gal who would give you a back scratch with a fly swatter handle or put her foot on the table so you could admire her new ankle bracelet some “mook” brought her back from a Hong Kong liberty.

A good barmaid had to be able to whisper sweet nothings in your ear like, “Buy a pack of Clorets and chew up the whole thing before you get within heaving range of

QD Log Booster Club

The printing and postage for the *QD Log* is by far the largest expense item we have and it was determined that if every member contributed \$5.00 to the CGCVA each year it would pay for all the expenses that go into the magazine. The idea was hatched at our Tampa Convention and several members contributed at that time, thereby creating the QD Log Boosters Club. Donations can be sent to the Administrative Office (marked as “QD Log Booster Club”) and all those contributing will have their names listed in the subsequent magazine. Contribution amounts will not be published but all contributions are greatly appreciated. We have been told many times we have the best reunion magazine out there and we’d like to keep it that way.

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

Dave Meadows	Robert Wines	Neil J. Gibb, Jr.	Gener Costill
Robert Urban	William Michels	Gary Sherman	John K. Morton
Phillip Smith	Eugene Dugan	Marcel Bujarski	Jack Shuler
Paul Eason	Edward Oliver	Iver Anderson	Vincent Greco
Larry Fuchs	Joe Kleinpeter	John Gearty	

Stanley Syrek [in memory of CAPT Ralph Curry, USS Pride (DE-323)]

Baker & Matylou Herbert [in memory of PNP Jack Campbell]

Ed Bartley [in memory of the officers and men of CGC Bedloe and CGC Jackson lost at sea]

Arthur Goodwin [in memory of USS Etamin (AK-93)]

Troy Styron [in memory of CAPT Albert Grantham]

William Hitt [in memory of shipmates of USS Serdens (AK-97)]

Arthur Mitchell [in memory of LTJG Lester Meekins, LTJG Michael W. Kirkpatrick, ans EN1 Michael H. Painter who served aboard CGC Point Arden, 1968-69]

Thanks to all to have become QD Log Booster Club members so far! All contributions are appreciated! And remember, these deductions are tax deductible as we are 501.c.

any gal you ever want to see again.”

They had to be able to admire great tattoos, look at pictures of ugly bucktooth kids and smile and be able to help haul drunks to cabs and comfort 19-year-olds who had lost someone close to them. Tell them your ship and they could tell you the names of the skippers back to the time you were a Cub Scout.

If you came in after a late night maintenance problem and fell asleep with a half eaten Slim-Jim in your hand, they tucked your peacoat around you, put out the cigarette you left burning in the ashtray and replaced the warm draft you left sitting on the table with a cold one when you woke up.

The establishment itself had to have walls covered with cutter and other unit plaques. The walls were adorned with enlarged unit patches and the dates of previous deployments. A dozen or more old, yellowed photographs of fellows named “Buster”, “Chicago”, and “Malone” decorated any unused space.

It had to have the obligatory Michelob, Pabst Blue Ribbon and “Beer Nuts sold here” neon signs. An eight-ball mystery beer tap handle and signs reading: “Keep your hands off the barmaid.” “Don’t throw butts in urinal.” “Barmaid’s word is final in settling bets.” and “Take your fights out in the alley behind the bar!” This was typical signage found in classy establishments catering to sophisticated as well as unsophisticated clientele.

You had to have a juke box built along the lines of a Sherman tank loaded with Hank Williams, Johnny Horton, Johnny Cash and twenty other crooning goobers nobody ever heard of. The damn thing had to have “La Bamba” and Herb Alpert’s “Lonely Bull.”

The furniture in a real good liberty bar had to be made from coal mine shoring lumber and was not fully acceptable until it had 600 cigarette burns and your ship’s numbers carved into it. The bar had to have a brass foot rail and at least six Slim-Jim containers, an oversized glass cookie jar full of Beer-Nuts, a jar of pickled hard boiled eggs that could produce rectal gas emissions capable of shutting down a sorority party, and big glass containers full of something called Pickled Pigs Feet and Polish Sausage. Only drunk Chiefs ate pickled pigs feet and unless the last three feet of your colon had been manufactured by Midas, you didn’t even want to get any where near the Polish Napalm Dogs.

No liberty bar was complete without a couple of hundred faded ship or airplane pictures and a “Shut the hell up!” sign taped on the mirror behind the bar along with

several rather tasteless naked lady pictures. The pool table felt had to have at least three strategic rips as a result of drunken competitors and balls that looked as if a gorilla baby had teethed on them.

Liberty bars were home and it didn’t matter what country, state, or city you were in, when you walked into a good liberty bar, you felt at home. They were also establishments where 19-year-old kids received an education available nowhere else on earth. You learned how to “tell” and “listen” to sea stories. You learned how to make a two cushion bank shot and how to toss down a beer and shot of Sun Torry known as a “depth charge.” We were young, and a helluva long way from home. We were pulling down crappy wages for twenty-four hours a day, seven days a week availability and loving the life we lived. We didn’t know it at the time, but our association with the men we served with forged us into the men we became. And a lot of that association took place in bars where we shared the stories accumulated in our, up to then, short lives.

When we came ashore on liberty, we could rub shoulders with some of the finest men we would ever know, in bars our mothers would never have approved of, in saloons and cabarets that would live in our memories forever.

Long live those liberty bars — they were the greatest teachers about life and how to live it.

Submitted by Garrett Conklin

CGC *Waesche* Ceremony

I presided at the commissioning ceremony for our 2nd National Security Cutter (NSC), *Waesche*. The event was very well orchestrated and widely attended by local officials, industry members, and Coast Guard men and women from around the country. While much of our organizational focus has been on the *Deepwater Horizon* oil spill in the Gulf of Mexico, this ceremony served as a reminder of our multi-mission nature and the urgency for recapitalizing our aging fleet of cutters.

Congratulations to the crew of *Waesche* and all the people who diligently worked to make this ceremony happen.

Waesche is one of the most technologically advanced ships ever introduced into the Coast Guard and represents a much needed injection of new capabilities into our fleet. *Waesche* also serves as another positive milestone for our acquisition program. Upon acceptance, *Waesche* had 50

percent fewer trial cards (work items) than *Bertholf* did at the same period. We're confident that the third NSC, *Stratton* which is scheduled to be christened on 23 July 2010, will continue that trend.

It was an honor to have Marilla Waesche, the granddaughter of ADM Russell Waesche, as the cutter's sponsor. During my remarks, I highlighted ADM Waesche's legacy. He was the longest tenured commandant, having served from 1936-1945, and led our Service through the darkest days of World War II. At the height of the war, he directed the largest expansion in our history when the Coast Guard had over 176,000 people, and operated over 750 cutters, 290 Navy vessels, 255 Army vessels and scores of small boats. He also successfully integrated all of the marine safety functions into our Service and oversaw the development and implementation of the Coast Guard Reserve and the Auxiliary. He was arguably the most influential commandant in our history and it is an honor to have a ship named after such a great leader.

Today's ceremony was a proud moment for the entire Coast Guard. Bravo Zulu to *Waesche* and to all of our men and women working on the Gulf Coast. Just as ADM Waesche demonstrated over 65 years ago, we are proving once again why we are America's Maritime Guardian.

VADM David Pekoske

Coast Guard Graduates

First Two SEALs

While most everything else about Navy SEAL class 277 looked the same — haircuts, insignias, steely-eyed expressions — one thing stood out at the graduation at Naval Amphibious Base Coronado — two U.S. Coast Guard tropical blue uniforms.

Two Coast Guardsmen have joined this elite fraternity of warriors, marking the first time in the history of naval special warfare members from another military service have completed SEAL qualification training and been assigned to operational SEAL teams.

For more than a year and a half, these Coast Guardsmen endured what many consider to be the most difficult



CGC Waesche sails by Yerba Buena Island en route to it's homeport in Alameda, CA.

training available in the Armed Forces, including among other things, training in combat diving, demolitions, marksmanship, patrolling, cold weather survival, land warfare and parachute operations.

The two members — whose names have been withheld for security reasons — attended training as part of an historic Memorandum of Understanding signed in 2008 by the Commandant of the Coast Guard, the Chief of Naval Operations, and U.S. Special Operations Command. The MOU is scheduled to last for the next seven years, with the option to extend indefinitely if both services find value in the arrangement.

The primary impetus behind the MOU is to contribute Coast Guard forces to the global war on terror. There are, however, secondary benefits to such an agreement. It builds upon existing inter-service training opportunities between the nation's sea services, and 'operationalizes' the national maritime strategy signed in 2007 by the Coast Guard, Navy and Marine Corps. For the Coast Guard, it is also a valuable investment in the future — potentially providing counter-insurgency subject-matter experts to help develop counter-terrorism programs and training.

The newly commissioned SEALs will be assigned to operational SEAL teams for the next five years, where they will serve at least two operational tours before they have the option to return to the Coast Guard. This time will most likely include combat duty.

Three Coast Guardsmen are now in the SEAL training pipeline. One recently completed Basic Underwater Demolition/SEAL (BUD/S) and has advanced on to more specialized aspects of SEAL training; one will begin

BUD/S this month; and the third is preparing to begin training at the BUD/S preparatory school in Great Lakes, Michigan. The Coast Guard still has one seat yet to fill for 2010.

Christopher Lagan

Book Review

“Ocean Station”

(Operations of the U.S. Coast Guard 1940-1977)

By Michael R. Adams

C-2010 Nor'Easter Press

ISBN: 978-0-9779200-1-3

Finally, a book about Ocean Station: a duty that comprised three weeks of hazards, heroics, brutal endurance, and extreme boredom. It was a necessary patrol but one that most Coast Guardsmen disdained. There was nothing exciting about sitting for weeks on an imaginary spot on the ocean. From these nautical outposts the cutter crews reported weather observations, provided navigational reference to trans-oceanic aircraft, and rescued distressed ships and planes.

The constant enemy of cutter and crew was the weather. When storms came through blowing in excess of forty knots with forty-foot seas the men just rode it out while they were endlessly tossed and bruised. Sleeping was near impossible under these conditions. Ocean Station duty — just wore a man out.

Weather station patrols began in 1940 when the *Bibb* and *Duane* took positions on Station 1 and Station 2 in the Atlantic Ocean between Bermuda and the Azores. Over the years the number of Oceans Stations around the world varied. From 1951-1971 the Coast Guard manned primarily six stations: four in the Atlantic (Bravo, Charlie, Delta, Echo) and two in the Pacific (November, Victor). This duty was given to the cruising cutters: the 327-foot Secretary Class; the 311-foot Casco Class; and the 255-foot

Lake Class cutters.

The chapters of the book are broken down into the respective stations. The author, a retired Coast Guard officer with service on the North Atlantic ocean stations, and a licensed master mariner, weaves into the narrative details that make absorbing reading. He explains subjects such as dead reckoning; what aircraft pilots and ship captains need to consider when an airplane has to ditch in the ocean; and factors that go into determining where to search for survivors. His explanation of the sagging, hogging, wracking, pitching, yawing, rolling, surging, and heaving stresses a ship continuously undergoes causes one to marvel at the durability coming out of ship design and construction.

Rarely would a cutter abandon station even when its topside structures were smashed, its small boats destroyed, and topside gear carried away by the sea. In winter, when the North Atlantic turned a ship into an ice sculpture threatening its stability the crew turned out on deck with baseball bats to knock away the ice.

The book is filled with accounts of rescues of aircraft and ship survivors in terrible sea conditions. There are accounts of cutters so beaten up by storms that they came close to breaking up at sea. For reference, the book has

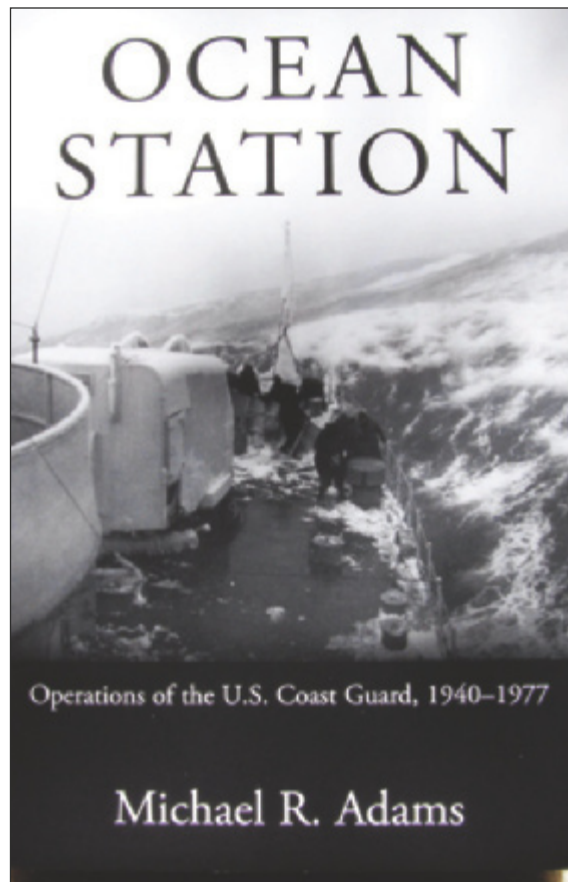
illustrations, appendixes, source notes, a bibliography, and index. It is well-researched. One of the appendixes lists all the cutters that pulled an Ocean Station since the beginning in 1940.

New technology in navigation, communications, weather-collecting, and jet aircraft made Ocean Stations obsolete. The final station, Hotel, was closed in 1977.

After reading this book, those who pulled Ocean Station will say, “Yep, that’s the way it was.” Those who did not will say, “Whew! I’m glad I didn’t have to.”

I wholeheartedly recommend this book. But don’t blame me if it makes you seasick.

(Editor’s Note: Review by CGCVA President Paul C. Scotti, author of Coast Guard Action in Vietnam)



Four Chaplain's Tribute

On February 28, 2010, my wife and I attended the Four Chaplain's 67th Anniversary Memorial Service at St. Sebastian Catholic Church in Sebastian Fla. It was a very commendable tribute. Part of the closing ceremony was playing the songs of the Armed Services, notably the Army, Air Force, Navy and Marine Corps. From our pew in the church I had to remind them to mention the U.S. Coast Guard. I would have liked to tell them about the *CGC Escanaba* picking up over 200 survivors from the *Dorchester*, and that the *Escanaba* herself was sunk the following June.

Nicholas Rossi L.M.,
USCGC Sea Cloud, Greenland Patrol

CW Operators Reunion

The 11th annual Coast Guard CW Operators Association reunion will be held Sept. 8-11, 2010 in Branson, MO at the Honeysuckle Inn and Conference Center. RV'ers will park at the ABC RV Park in Branson. Contact: **David Johnson** at zut213@earthlink.net. More information on this reunion at www.comm-one.org.

Physical Fitness Award Winners

Below are the recipients of the CGCVA's Jack Campbell Award for Physical Fitness, presented since the last *QD Log* listing. Named for PNP Jack Campbell, the award is presented to a member of every graduating boot camp company:

SA Shawn M. Tkach (I-182) of Manchester, CT, reports to *CGC Tampa*, Portsmouth, MA.

SA Kenneth T. Minnes (J-182) of Atlantic City, NJ, reports to *CGC Spencer*, Boston, MA.

SA Joshua A. Runkle (K-182) of Pittsburgh, PA, reports to USCG Station Cortez, FL.

SA Tyler J. Iwanicki (L-182) of Woodbridge, VA, reports to MK "A" School, USCG Training Center Yorktown, VA.

SN Adam M. Weaver (M-182) of Richmond, VA, reports to *CGC Naushon*, Ketchikan, AK.

SA Brett E. Lawson (N-182) of Kansas City, MO, reports to *CGC Alex Haley*, Kodiak, AK.

FN Samuel P. Taylor (O-182) of Boise, ID, reports to *CGC Jarvis*, Honolulu, HI.

SA Dillon T. Lindsey (P-182) of Oklahoma City, OK, reports to USCG Station Quillayute River, La Push, WA.

SN Jason P. Caprioli (Q-182) of Denver, CO, reports to USCG Station Umpqua River, Winchester, OR.

SN Christopher M. Yaw (R-182) of Lansing, MI, reports to USCG Station Charlevoix, MI.

FA Crystal L. Winslow (S-182) of Portland, ME, reports to USCG station South Portland, ME.

FN Timothy G. Bakels (T-182) of Hollywood, FL, reports to *CGC Confidence*, Patrick AFB, FL.

SN Hannah M. Efries (U-182) of Columbus, OH, reports to *CGC Galveston Island*, Honolulu, HI.

SN Derrick D. Roberts (V-182) of Denver, CO, reports to OS "A" School, USCG Training Center Petaluma, CA.

FA Walter A. Herzog (W-182) of Eureka, CA, reports to *CGC Morganthau*, Alameda, CA.

SN Matthew M. Kain (X-182) of Fresno, CA, reports to *CGC Osprey*, Port Townsend, WA.

SA John T. Falnes (Y-182) of Atlantic City, NJ, reports to USCG Station Cape May, NJ.

SN Stephen C. George (Z-182) of Greensboro, NC, reports to *CGC Forward*, Portsmouth, VA.

SN Megan C. Lewis-Taylor (A-183) of Woodbridge, VA, reports to USCG Station Marquette, MI.

SA Gregory D. Zagorski (B-183) of Chesapeake, VA, reports to EM "A" School, USCG Training Center Yorktown, VA.

SA Victor R. Galloway (C-183) of New York, NY, reports to USCG Sector New York, Staten Island, NY.

SN Joshua D. Kiley (D-183) of Pittsburgh, PA, reports to OS "A" School, USCG Training Center Petaluma, CA.

SN Adam J. Marchand (E-183) of Houston, TX, reports to USCG Sector Houston, TX.

SN Thomas J. Hoffman (F-183) of San Diego, CA, reports to *CGC Boutwell*, Alameda, CA.

Coast Guard Overseas Service Ribbon



On October 28, 2009, the commandant approved the establishment of the Coast Guard Overseas Ribbon (OSR). Eligibility includes active duty members of the Coast Guard on a permanent assignment and who successfully complete a tour of duty of at least 12 months at an overseas shore-based station or onboard a cutter permanently assigned to an overseas area. Also eligible are inactive duty members of the Coast Guard Reserve who are permanently assigned and have satisfac-

torily completed a minimum of 36 cumulative days of service at an overseas duty station during each 12-month period of the required tour length as established for active duty personnel.

The ribbon may be awarded retroactively to personnel who are credited with completion of a tour of at least 12 months of overseas duty at a shore-based station. Individuals requesting awards for service prior to the approval date of the award are eligible for the initial award only.

Subsequent awards of the Coast Guard Overseas Service Ribbon are authorized for completion of additional tours of duty meeting the requirements indicated above. A 3/16" bronze star is authorized for each additional eligible period of duty.

The Coast Guard Overseas Ribbon will be worn after the Coast Guard Restricted Duty Ribbon and before the Coast Guard Basic Training Honor Graduate Ribbon.

For comments and questions, contact Ms. Deneen Day at Deneen.A.Day@uscg.mil.

Kamikazes

New Year's 1945 was celebrated by departing Manus for a new job — Lingayen Gulf. As the flagship for ComTranRon 12 (Commander of Transport Squadron), the *USS Cambria* carried 52 officers and 545 enlisted men of Headquarters Co. 108 Infantry Regiment and other units of the 40th Division under BGEN Shoe as a member of Task Force 79.2.

Gunnery Officer Hines kept telling us of the so-called kamikaze planes that were crashing into ships with devastating effects. We could not believe this but he insisted we keep a sharp eye on look out and to take dead-eye aim as we got enemy planes in our sunsights.

Two evenings out from our destination of Lingayen Gulf, LCDR Hines' prophesy proved correct. We had been



USS Callaway (PA-35)

at battle stations since noon and at about 1600 four planes appeared. They were at a very high altitude and out of range. A few 5-inch shells were sent up with no effect.

Suddenly, two of the planes started a dive, hurtling straight down. Anti-aircraft fire directed toward them appeared to be a solid sheet of steel. Down and down they came. I was firing at the nearest one and suddenly it

disappeared in a burst of flame. The other plane, however, survived all the ack-ack and crashed into the cruiser *USS Columbia*. The next afternoon, as we were preparing to enter Lingayen Gulf, we were subjected to another kamikaze attack. Five planes attacked this time with one hitting the carrier *Kitkun Bay* and another hitting an LST.

Our sister ship, *USS Callaway (PA-35)*, was hit and severely damaged. Twenty-nine of her crew were killed and another 22 wounded. Despite her damage she continued to

Lingayen Gulf and landed her troops.

We went to Leyte, picked up more troops, then returned to Lingayen. On the first night back we were attacked by suicide boats — small fast boats loaded with explosives



Callaway cremen killed from a kamikaza attack lie on litters on the ship's deck.

that would crash into ships. It was a very frightful night. Ships were firing at the attacking boats and the shells were ricocheting off the water back up into the air. Several rounds buzzed through our superstructure.

One boat crashed into the *Warhawk*, a transport just off our starboard quarter. She still had all her troops aboard and the boat struck amidship into a troop compartment, blowing an eight foot hole in the ship's side. The compartment was flooded and 90-100 soldiers drowned.

We again returned to Leyte and found ourselves attached to the First Lingayen Reinforcement Group. This time 10 transports and six LSTs constituted the squadron. Enroute back to Lingayen the LSD *Shadweh* was hit by a torpedo from a Japanese plane and sent back to Leyte for repairs. The *USS Cavalier (PA-37)* was hit by a torpedo in the same attack. Our two sister ships had been hit and suffered casualties but the *Cambria* was still living up to her nickname "Lucky Lefty".

We departed Toclolan, Leyte on Feb. 2nd and headed southward across the Equator, arriving at Tulagi, Solomon Islands, on Feb. 11th. There the *Cambria* and other ships of ComTranRon 12 spend the remainder of February and all of March training for a major operation. While there we heard about the invasion of Iwo Jima. Coast Guard vessels involved in the landings there included 17 LSTs and the transport *Bayfield*, a veteran of the Normandy landings, and the *Callaway*.

The Japanese losses at Iwo Jima were staggering — 21,304 killed with 212 prisoners taken. Following the loss at Iwo Jima and the first carrier attack on Japan, the Japanese military decided to use their remaining aircraft and inexperienced pilots for kamikaze operations. This resulted in more than 1,200 kamikaze units.

On March 18th, carrier planes attacked airfields on Kyushu. Two waves of suicide planes were sent to strike the carriers of Task Force 58 and strikes hit the *Enterprise*, *Intrepid* and *Yorktown*. The next day more suicide planes took to the air and the carriers *Wasp* and *Franklin* were hit.

The *Franklin*, hit a daybreak, had all her planes on deck, fully armed. She was hit by a conventional bomb that started fires on her hangar deck. A second bomb struck her flight deck and set off a huge explosion engulfing the entire flight deck in flames. 725 men were killed and 265 were wounded, however, due to improvements in damage control, she made it back to Ulithi in the Admiralty Islands.

On March 24th, the *Cambria* was at anchor in Ulithi ready to head to Okinawa when we saw a carrier approach-

ing — the *Franklin*. The carrier had a decided port list and we could see her blackened flight deck and superstructure. Wisps of smoke still funnelled up from below deck and there was no one visible on deck. She looked like a ghost ship. In austere silence all eyes were cast on this once-proud fighting ship that had been reduced to smoldering rubble. As she slowly slid by us it seemed like a wake. She eventually returned to the naval yard in Philadelphia and was rebuilt, but not in time for further action in the war. Old Ben would have been proud of her. Robert Sams

New Coast Guard Senior Leadership

(continued from page 1)

ADM Papp is the 13th Gold Ancient Mariner of the Coast. He has served in six cutters, commanding four of them, including the training barque *Eagle*. He has a tremendous amount of operational experience and the Coast Guard Combat Veterans Association certainly wishes him well.



VADM Brice-O'Hara is a longtime friend and strong supporter of the CGCVA and we wish her well in her new assignment.

VADM Sally Brice-O'Hara and VADM David P. Pekoske



ADM Robert J. Papp, Jr. and ADM Thad W. Allen at their cake-cutting ceremony following change of command.

Notices & Association News



CGCVA World War II veteran and CGCVA Life Member Tanney Oberg (left) chats with ADM Allen's father, retired Chief Damage Controlman Clyde Allen, also a CGCVA member, following the change of command.

Have We Got a Tour For You!

We not only have a great hotel with reasonable rates and exceptional rooms and facilities, but we have found an excellent New World Charter Service to take you on what we believe to be the best tour possible at a most reasonable price. At the 2011 CGCVA Convention we will only be sponsoring one tour. It will depart the Crowne Plaza Hotel Dulles Airport on Thursday, May 5th at 8 a.m. and return at 5 p.m. The full day tour will include lunch at Philips Restaurant on the Washington, D.C. waterfront.

The tour will include the U.S. Navy Memorial to view

the USCG Honors Plaque. Then, a guided tour of the World War II Memorial, Korean War Memorial, Vietnam Wall, and Lincoln Memorial, plus other memorials in that general area. This will provide a beautiful panoramic view of the city. From the steps of the Lincoln Memorial one can see the Washington Monument with the U.S. Capitol in the background.

At about 11:45 a.m. we will proceed to the waterfront for a lunch that features a virtual smorgasbord of great seafood, meat and pasta dishes, side dishes and desserts. At about 1:45 p.m. we will depart for Arlington National Cemetery for a guided tour aboard a chartered tram. After that it's on to the Iwo Jima Memorial for a brief tour then back to the hotel (and the Hospitality Suite).

It's an incredible tour package and the cost is only \$65 per person. Whether you've been to Washington, D.C. and seen the sights or not, you won't want to miss out on this all-inclusive tour. We have been planning the CGCVA conventions for many years and we honestly don't recall ever being able to arrange such a great tour at such a great price.

This special tour package will be offered on a first-come, first-served basis so be sure to sign up for it once the 2011 Convention Registration Forms are published. Plan to register early because we feel this tour will be very well attended and we expect other Coast Guard groups to be at the reunion.

***Editor's Note:** This tour article was developed just as this QD Log issue was going to the printer.*

Auxiliary News

Greetings Everyone,

It is 22 years, on July 16, since the Auxiliary was established. There were 15 women at the first meeting. I was elected the first president for 1988-1990. We had four elected officials and one appointed one. Of the original group, four are still active. It has grown and has become a fun time for those who attend reunions and aren't members of the Coast Guard Combat Veterans Assn. itself. I enjoy talking to everyone at the reunions. You each have a story to tell about your life with the Coast Guard. Many of you weren't married to your spouse when the person was at war, but over the years you have heard the stories. Reunions give you the chance to meet people who have shared experiences. Some of the members of the auxiliary are children

of the person who served. They have a different type story to tell. Each story is special and should be shared.

The moving Vietnam Wall is in Melbourne, Florida, a week every year in April. It is during a Veteran's Festival. It is this week, as I write this column. We have found the names on the wall of the Coast Guard personnel who lost their lives in Vietnam. When we lived in Virginia we went to the Wall in Washington DC. There are several traveling walls that tour the country each year. If you have a chance to see one you will be glad that you did.

It is time to begin thinking about the reunion for next May. I hope that you will be able to attend. It will be a special time once again.

Liz Scotti, Auxiliary President (321) 474-0007

continued from page 2

21-Veteran Salute

Each year on Memorial Day, at the Vietnam Unit Memorial Monument, a 21-Veteran Salute is given to recognize individuals of the Navy and Coast Guard who died in Vietnam. This year the Association has selected to be honored Ltjg David C. Brostrom, USCG, who was killed aboard the cutter Point Welcome in 1966. If you receive this magazine before Memorial Day and you are near San Diego, you are welcome to attend the ceremony at noon at the Naval Amphibious Base, Coronado CA. It is expected that relatives of David will be present. For more information go to the VUMMF website at www.vummf.org or contact Bob Bolger at bob.bolger@gmail.com.

QD Log Assistant Needed

Our quarterly magazine, *The Quarterdeck Log*, is an informative and attractive publication. Thanks to its superb editor, Ed Swift, it is read cover-to-over by our members and active duty personnel, including admirals. However, nothing lasts forever. After all, how long was a “permanent” change of station? Three years? Two years? One year? Months? Ed Swift will not be the *QD Log* editor “permanently.” Life goes on and situations change. Therefore, we need someone to come forward to be Ed’s assistant editor and when Ed steps down to become the next fulltime editor of our renowned magazine. If you want to make a contribution to our organization and you are interested in bringing Coast Guard history and news to our readers here is your opportunity. If, you are interested contact Ed Swift at swiftiel@verizon.net.

The High And The Mighty

We all have movies that we saw growing up that stick in our mind. I was eleven years old in 1954 when I saw

John Wayne in *The High and the Mighty*. It was good drama and I never forgot the scene at the end when his boss watching John Wayne walking away from the plane utters, “So long, you ancient pelican.”

Well, recently, I bought the movie on DVD and watched it for the first time since 1954. I was not disappointed, it was still very entertaining. The story, you recall, is about an airliner flying from Honolulu to San Francisco that encounters engine problems and may have to ditch if it cannot make San Francisco. What I did not remember as a kid was the full cooperation given the producers by the U.S. Coast Guard. In the opening credits the Coast Guard is thanked for its cooperation and advice in making the movie. The name of LCdr Robert M. Cannom is listed in the credits as Coast Guard technical advisor. In the movie are scenes of the Twelfth Coast Guard District Rescue Coordination Center and two white-hulled 83-footers getting underway. Several scenes feature a Coast Guard amphibious plane taking off and its aviators in communication with the stricken aircraft.

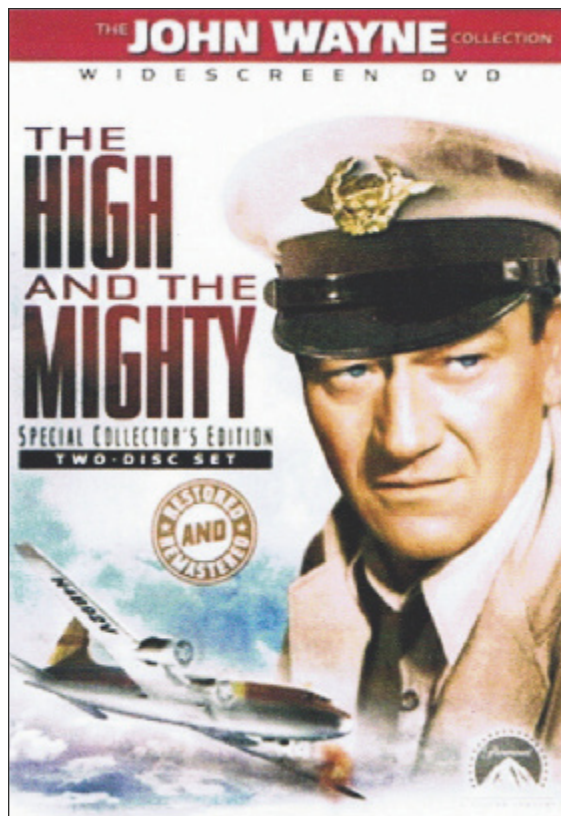
At age eleven, I didn’t know much about the Coast Guard so I can’t say that it inspired me to become a Coast Guard motion picture-television liaison officer. Nonetheless, from 1988 to 1991, that is what I was in Los Angeles. My name also appeared on screen as Coast Guard technical advisor.

In a curious case of life imitating art, two years later, in 1956, Pan American’s clipper *Sovereign of the Skies*, a Boeing Stratocruiser, flying from Honolulu to San Francisco had engine problems. Unlike John Wayne’s plane it couldn’t make it to the coast and had to ditch at Ocean Station “November” where the crew of the cutter *Pontchartrain* rescued all

thirty-one people aboard. If you watch the movie you will notice whenever the Coast Guard rescue plane appears on the screen it is subtly introduced by the music of *Semper Paratus*. I bet the technical advisor had something to do with that.

Enjoy life...it’s an adventure!

Paul C. Scotti



The Life and Career of Lt. Thomas James Eugene Crotty: A Coast Guard Leader, Hero and Prisoner of War

by William H. Thiesen, PhD, USCG Atlantic Area Historian

One may become a leader in a variety of ways. Some learn the skills over the course of a lifetime, while a rare few are born with the talent to lead others. Thomas James Eugene Crotty was a natural-born leader. Near the end of his brief life, he would call on his innate leadership skills time and again in a desperate struggle against impossible odds.

Born in 1912, “Jimmy” Crotty was the youngest in a family of five boys and a girl. He grew up in the old Fifth Ward of Buffalo, New York, and devoted his childhood to playing, managing and coaching team sports in South Buffalo. He competed for three years on the American Legion junior baseball team and in 1929, his senior year in high school, he managed and coached the team to win the Legion’s junior championship. One of Crotty’s childhood friends later wrote his mother Helen and reminisced about “those wonderful days when we were boys, athletes, and friends together.”

By 1930, Crotty had graduated from Buffalo’s South Park High School and gained



Cadet T. James “Jimmy” Eugene Crotty’s portrait photograph from the 1934 Academy yearbook.

entrance to the U.S. Coast Guard Academy. As a cadet, Crotty excelled in athletics once again, participating in basketball for three years; competing in football for four years, and serving as the team’s captain his senior year. During his time at the Academy, Crotty also served as class vice president and, during his senior year, as class president and company commander. In the 1934 Academy yearbook, *Tide Rips*, the editorial staff wrote: “He will be missed by all of us when we come to the temporary parting of ways, but the future

will be enlightened with thoughts that we will serve with him again. Bon Voyage and Good Luck.” For most of Crotty’s friends, graduation would be the last time they would see their classmate and friend.

After graduation, Crotty had a brief but promising Coast Guard career, which hardened him into a mature leader. For six years, he served on board cutters based out of New York, Seattle, Alaska and Sault Ste. Marie. His career included duty on the cutter *Tampa*, during its famous rescue of passengers from the burning liner *Morro Castle*, and a Justice Department appointment as special deputy on the Bering Sea Patrol. Throughout these years, Crotty continued to play on and coach Coast Guard sports teams.

In the late 1930s, diplomatic tensions increased in the



Cadet Crotty (standing at left) while attending the Coast Guard Academy.

Pacific between the U.S. and Imperial Japan and the American military began sending additional personnel and units to overseas outposts. These tensions and military moves set Crotty on a collision course with tragic events unfolding half way around the world in the Pacific. In April 1941, Crotty received orders to undertake studies at the navy's Mine Warfare School in Yorktown, Virginia. With additional training at the navy's Mine Recovery Unit in Washington, D.C., Crotty became the Coast Guard's leading expert in mine operations, demolition and the use of explosives. In the summer of 1941, he received orders to sail for the Philippines and join a navy mine recovery unit near Manila. By early fall, Crotty had departed on a one-way trip to the South Pacific.

On October 28, Lt. Crotty arrived in the Philippines during one of the darkest periods in American military history. On December 7, 1941, without declaration of war or belligerence by the U.S. military, the Imperial Japanese Navy launched a surprise attack on American military installations at Pearl Harbor, Hawaii. Over the course of



ENS Crotty on the bridge of a cutter shortly after graduation from the Academy. (Coast Guard Magazine, May 1949)

facilities at the Cavite Navy Yard and advancing enemy ground forces necessitated the movement of American units behind fortified lines on the Bataan Peninsula and onto the island fortress of Corregidor. During this evacuation, Crotty supervised the demolition of strategic civilian and military facilities to prevent them from falling into enemy hands.

This equipment and material included the navy yard's ammunition magazine and the fleet submarine *USS Sea Lion*, which the enemy damaged during the air attack. Crotty had the sub stripped of useful parts, filled it with depth charges and blew it up on Christmas Day.

The navy withdrew Crotty and its other personnel from Cavite to the Sixteenth Naval District Headquarters at Fort Mills, on Corregidor. The Navy reassigned Crotty to the local guard unit, but he also participated in night raids on the mainland to demolish more American equipment and facilities before the Japanese occupied the mainland around Manila. During February and March of 1942, Crotty served as executive officer of the navy minesweeper *USS Quail*, which shot down enemy aircraft and swept American mine fields so U.S. submarines



USS Quail

Feature Articles

could surface at night to deliver goods and remove critical personnel. During his time as executive officer, *Quail* served as command vessel and provided shore bombardment for an offensive against Japanese landings attempting to cut off supply lines to American forces trapped on the Bataan Peninsula. The combined sea and land operation wiped out the Japanese on the beachhead. However, by the end of March, Bataan's defenders had been under siege for over five months and on April 9, the exhausted American and Filipino forces on Bataan finally surrendered.

The island defenders of Corregidor held out for another month after the Bataan surrender. Crews on board navy vessels, such as *Quail*, had cannibalized deck guns and moved them onto the island to mount a final stand against the encircling enemy forces. Crotty served up to the bitter end fighting along side the island's stubborn army, navy and marine defenders. Eye witnesses reported last seeing him commanding a force of marines and army personnel manning seventy-five millimeter beach guns firing down on enemy forces landing on Corregidor's beaches. When Japanese bombardment finally silenced Crotty's guns, Corregidor's defenders knew the island fortress would soon fall.

With Corregidor's capitulation on May 6, Crotty became the first Coast Guard prisoner of war since the War of 1812, when the British captured Revenue Cutter Service cuttermen. Like Corregidor's other prisoners, Crotty made the arduous journey along the route of the infamous Bataan "Death March" to the prison compound at Cabanatuan in the Philippine interior.

Meanwhile, the captain and many crew members from Crotty's former ship, *USS Quail*, managed to escape the encircling Japanese forces using one of the minesweeper's motorized lifeboats. They embarked on a successful 2,200 mile

LTJG Crotty leads a landing party from the CGC Ossipee.
(Photo courtesy of Ed Klingensmith)

odyssey through enemy waters to the safety of Australia. In October 1942, a year after Lt. Crotty arrived in Manila, Coast Guard Commandant Russell R. Waesche received a letter from navy intelligence officer Lieutenant Commander Denys W. Knoll. On May 3, Knoll had boarded possibly the last submarine to leave Corregidor before the island fortress fell into enemy hands. In the letter, Knoll recounted his recollections of Crotty's service in the Philippines and concluded the letter with the following paragraph:

"Lieutenant Crotty impressed us all with his fine qualities of naval leadership which were combined with a very pleasant personality and a willingness to assist everyone to the limit of his ability. He continued to remain very cheerful and retained a high morale until my departure from Fort Mills the evening of May 3rd. Lieutenant Crotty is worthy of commendation for the energetic and industrious manner in which he performed all his tasks. He continued to be an outstanding example of an officer and a gentleman to all hands and was a source of encouragement to many who did not possess his high qualities of courage and perseverance that he displayed. Having seen Lieutenant Crotty undergo all the trials during my five months in the Manila Bay area, I feel sure that the rigors and trials of a prisoner of war will produce little if any



change, and I look forward to the return of Lieutenant Crotty to active duty, for I am sure he will continue to perform his duties in keeping with all the traditions of the Naval and Coast Guard Services.”

Crotty’s fellow prisoners at Cabanatuan knew him for his love of sports as well as his sense of humor and optimism. One of them wagered a bet with Crotty on the outcome of the 1942 World Series while another later recounted that: “The one striking thing that I remember was his continued optimism and cheerfulness under the most adverse circumstances. He was outstanding in this respect at a time when such an attitude was so necessary for general welfare.” But Crotty’s courage and optimism could not sustain him late in the summer of 1942 when a diphtheria epidemic swept through the camp killing forty prisoners per day. Crotty contracted the illness and, with the prison’s lack of necessary medications and proper health care, he passed away only days after getting sick.

Jimmy Crotty did not merely try to achieve the Coast Guard core values of honor, respect and devotion to duty; he lived them. He served his men, his country and the Coast Guard to the best of his abilities and he remained true to the core values even under the most cruel and inhumane conditions. The U.S. Coast Guard authorizes the use of thirty-four battle streamers representing heroic service action in battle since 1790. Records indicate that Lt. Crotty



*A rare photo of Allied POWs marching in formation at Cabanatuan Prison.
(Courtesy of the MacArthur Memorial Library, Norfolk, VA.)*

was the only active duty Coast Guard personnel that participated in the defense of the Philippines, an operation that merited the authorization of a Defense of the Philippines battle streamer for the Coast Guard. In January 1945, the army’s Sixth Ranger Battalion liberated Cabanatuan Prison, an event that has been dramatized in books and movies. Liberation came too late for Crotty however, whose body lies buried beside thousands of other American and Filipino heroes who perished in the insufferable conditions at Cabanatuan. Crotty received little recognition for his heroic efforts during those desperate days of early 1942 due in part to the destruction of records and historical information and the death of so many eye witnesses. To this day, no one knows the precise day he died or the exact location of his final resting place.

LT “Jimmy” Crotty Honored After 68 Years

by Lou Michel, The Buffalo (N.Y.) News Staff Reporter

Sixty-eight years later and thousands of miles away from the mass grave where he was buried, a South Buffalo, N.Y. native is at last receiving recognition for his World War II heroism. The path to glory taken by LT Thomas J. E. “Jimmy” Crotty is one few war heroes have followed.

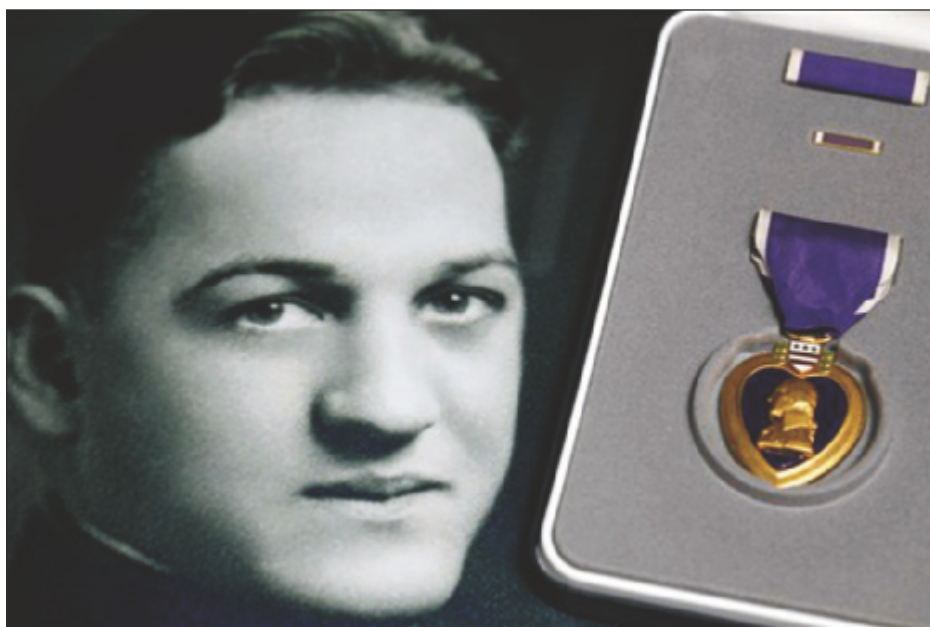
He was the only member of the Coast Guard to become a prisoner of war since the War of 1812, one of a handful of Coast Guard members in modern times to remain classified as missing in action because his body was never recovered. And, as of 12:30 p.m. on May 6, 2010, he is in a select group of Coast Guardsman to receive the Bronze Star for Meritorious Service, the Purple Heart, the Prisoner

of War Medal and the Philippines Defense Medal.

Accepting the medals at the Armed Forces Luncheon in the Connecticut Street Armory was Crotty’s great-nephew Michael Kelly.

“I’m certain my great-uncle Jimmy will be looking down and smiling upon what’s being presented,” Kelly said. “I’m ecstatic, as is the rest of my family. He’s a true World War II hero from Buffalo. All of Western New York should be proud.”

Kelly and his uncle Patrick Crotty contacted the Coast Guard about a year ago, and that set in motion the process that culminates thutoday with the honors for the fallen



(Above) Michael Kelly holds a Bronze Star and Purple Heart Medal which were presented posthumously to his great-uncle, LT Thomas J. E. Crotty, along with other medals.
(Left) A photograph of LT Crotty sits next to the Purple Heart Medal. (AP photos by David Duprey)

lieutenant.

For years, Kelly said, stories and old photographs had circulated in the Crotty family telling of Crotty's service in the Pacific. Having cross-trained with the Navy, he was considered the Coast Guard's leading authority on mine warfare and demolitions.

On Sept. 2, 1941, Crotty received orders to set sail with the Navy's Asiatic Fleet. A graduate of South Park High School and the Coast Guard Academy, he left his family behind, thinking he'd be back in six months.

But history intervened.

While in Manila, assigned to a Navy mine-removal unit, the Japanese attacked Pearl Harbor on Dec. 7, 1941. The Japanese then began attacking U.S. Navy facilities in the Philippines, putting Crotty in the middle of the action.

Cavite Navy Yard was bombed, and the advancing enemy forced American personnel to move to the island fortress of Corregidor in Manila Bay. Crotty served as second-in-command of the *USS Quail*, a minesweeper, and was involved in a number of demolitions operations that destroyed strategic civilian and military facilities to prevent them from falling into enemy hands.

In one of the more memorable of those operations, Crotty filled the *USS Sea Lion*, a submarine damaged in a Japanese bombing, with depth charges and sank it,

but not before stripping it of useful parts.

Though the Japanese ruled the skies above Manila, the *Quail* provided vital anti-aircraft cover shooting at low-flying enemy planes, according to information gathered by William H. Thiesen, a Coast Guard historian.

At one point, 500 unattached Marines, naval aviators and sailors — Crotty among them — were turned into an infantry company, known as the Naval Battalion, to fight Japanese troops on the Bataan peninsula. The quickly assembled unit succeeded in "pushing [the Japanese] back to the sea," Thiesen said.

Crotty also helped clear minefields seeded in Manila Bay by the Navy and Army to protect U.S. forces from the



LT Crotty's name appears on the Coast Guard wall at the Manila American Cemetery in the Philippines, along with 57 other Coast Guardsmen.

Japanese navy. Mines needed to be cleared so submarines could surface at night and deliver supplies and transport personnel from the island, and it was dangerous work.

Using two motorized lifeboats, Crotty and his comrades stretched a chain between them and proceeded along a parallel, predetermined course, snagging mines. Once the mines surfaced, crew members shot holes into them until they sank. Only a few of the mines ever detonated.

Crotty also served as a Marine with the 4th Regiment, 1st Battalion, on Corregidor and engaged enemy forces, which had invaded on May 5, 1942. His versatility included supervising Army personnel who were manning a 75-mm howitzer “dug in on top of Malinta Hill, the small mountain that protected the island fortress’ underground command center,” Thiesen said, basing his account on eyewitness reports.

But it was a losing battle. Disease, starvation and exhaustion proved insurmountable, and the American forces surrendered on the afternoon of May 6.

“With Corregidor’s capitulation, Crotty became the first Coast Guard prisoner of war since the War of 1812, when the British captured certain U.S. Revenue Cutter Service vessels and their crews,” Thiesen said.

During his time at the Cabanatuan prison camp, the 30-year-old Crotty was known for his sense of humor and positive outlook. A fellow POW recalled his “continued optimism and cheerfulness under the most adverse circumstances. He was outstanding in this respect at a time when such an attitude was so necessary for the general welfare.”

Crotty’s lightheartedness, however, was suddenly dimmed when a severe epidemic of diphtheria swept through the camp, which lacked medicine and health

services. On July 19, three days after contracting the disease, Crotty died.

“A burial party gave Crotty his last rites and buried him in a mass grave outside the prison walls,” Thiesen said.

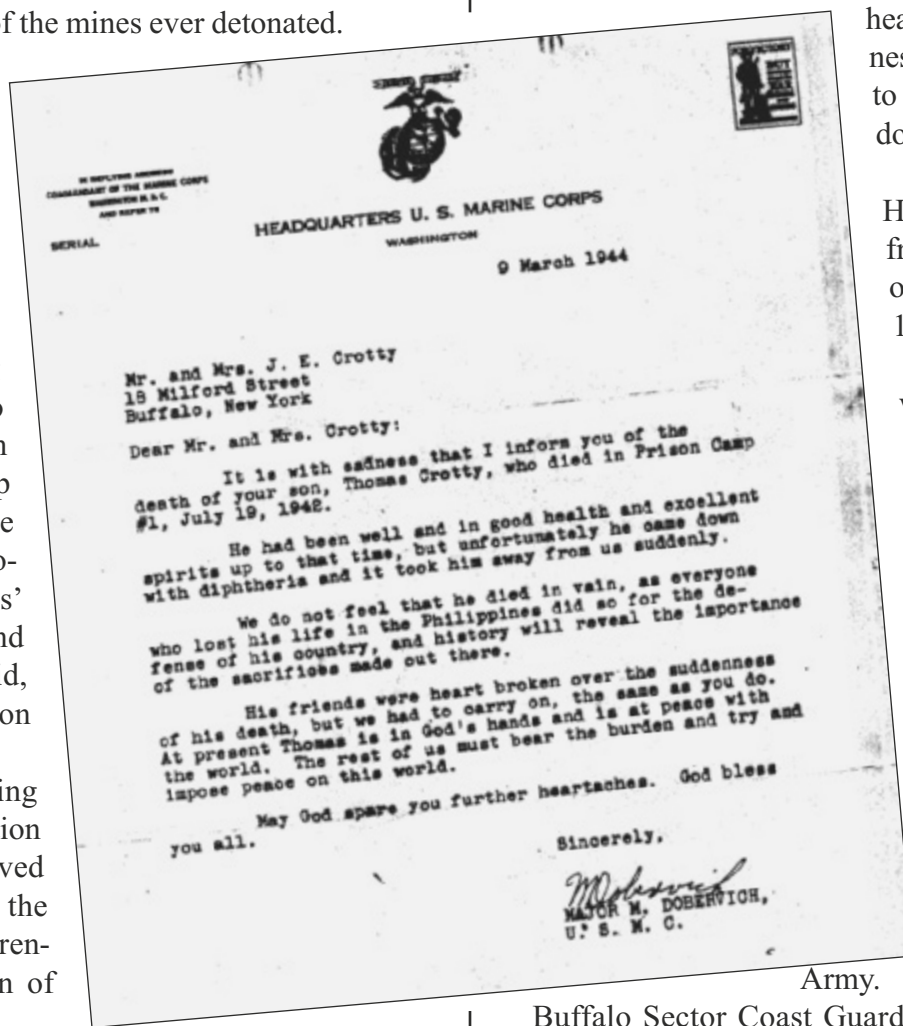
In a letter to Crotty’s mother, Helen, a Marine Corps major known as “M. Dobervich” wrote:

“[Crotty's] friends were heartbroken over the suddenness of his death, but we had to carry on, the same as you do.”

Back home in Buffalo, Helen Crotty had not heard from her son, the youngest of six children, since April 1, 1942.

“[She] watched and waited for the mailman every day, and she seemed to fail visibly with each passing day,” according to a recollection from Mary Crotty, the lieutenant’s only sister.

Now, all these years later, his family knows he is at last receiving the recognition he earned in the Pacific in serving not only the Coast Guard, but the Navy, the Marines and the



Army.

Buffalo Sector Coast Guard LT Brian L. Sadler says Crotty’s story is perfect for the 50th annual Western New York Armed Forces Week observance, which began Sunday with the unveiling of a bronze plaque honoring the lieutenant at the Buffalo & Erie County Naval and Military Park at Erie Basin Marina.

Among the 500 people attending today’s luncheon, Sadler said, more than 30 were Crotty’s relatives.

“He served in different branches of the Armed Forces,” said Sadler, who assisted in gathering information on Crotty’s military career. “Lt. Crotty possessed all of the Coast Guard’s core values — honor, respect and devotion to duty.”

Remembering BMC “Pat” Patterson

by BMCM Mark D. “Mac” McKenney, USCG (Ret.)

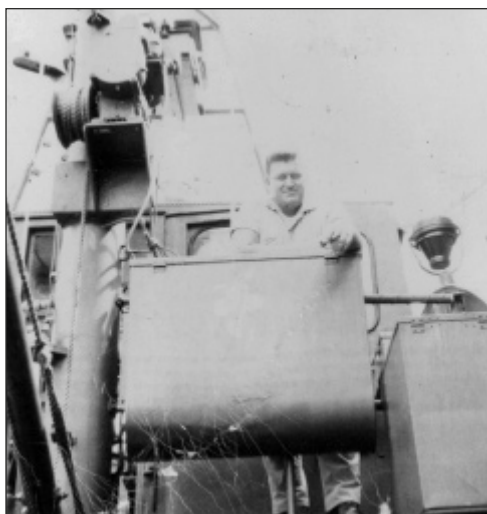
BMC Richard “Pat” Patterson, USCG passed away on April 12th.

On 5 April I received a call from Joan Patterson that he was being discharged from Gainesville VA Hospital and Hospice and did not have long to live. He was stricken with an incurable type of cancer labeled MDS. Fortunately I was close enough and able to be with him for a couple of days before he died.

Chief Patterson is a part of Coast Guard history as a result of his heroic actions aboard the *CGC Point Welcome* in Vietnam.

Beneath his Bronze Star and Purple Heart existed one of the most humble and charitable men I ever knew. For the past 17 years he and his wife Joan provided Thanksgiving meals and Christmas meals to the poor. Additionally, they provided Christmas gifts to all the children in the surrounding area.

Chief Pat was born on 6 Nov. 1931 in Berea, Ohio (just outside Cleveland), and was raised by



his mother in Miami FL. Besides Viet Nam, he served at several units in Maryland, Virginia, Georgia and Florida. He is survived by his wife Joan, two daughters, two sons, and several grandchildren and great grandchildren.

His wishes were to be cremated and his remains scattered at sea. Joan and I discussed this and agreed that the Chatham Bar off Cape Cod would be appropriate. BMCS Dave Jonason (OinC Station Chatham) and I have provided for and scheduled a memorial service on Cape Cod as



(Above) BMC Richard Patterson (standing in front row on right side) during the memorial service for the Coast Guardsmen killed by friendly fire on the Point Welcome August 11, 1966.

follows: Wednesday, 16 June 2010 @ 1030. Location: CG — Viet Nam — Iraq Memorial at 44 Smith Street, West Harwich, MA. Then at 1200 at USCG Station Chatham there will be a short service, transportation and scattering of cremains followed by a collation.

On behalf of the Patterson Family contributions or donations sent directly to Joan Patterson at P.O. Box 768 Old Town, FL 32680 would be most helpful in assisting

them and very much appreciated.

Had it not been for the heroic and masterful actions by Chief Pat on 11 Aug. 1966 I would more than likely not be here today, along with the rest of the crew.

As I left him, I thanked him for the many additional years he gave us. "God has seen what you did for us, have no fear, it is time for your reward."

In the name of the President of the United States, the Commander in Chief U.S. Pacific Fleet takes pleasure in awarding the Bronze Star Medal to:

Richard J. Patterson
Chief Boatswain's Mate, United States Coast Guard
For service as set forth in the following:

CITATION

"For meritorious service in connection with operations against the enemy while serving on board USCGC POINT WELCOME (WPB 82329), a unit attached to Division TWELVE, Coast Guard Squadron ONE on 11 August 1965. POINT WELCOME was mistakenly attacked by friendly aircraft while on combat patrol just south of the demilitarized zone separating North and South Vietnam. The first attack caused a blazing gasoline fire on the fantail of the cutter which threatened to engulf the entire aft section of the vessel. Chief Petty Officer PATTERSON, displaying the finest qualities of bravery and leadership, took charge of the situation and using a fire hose, forced the flaming liquid over the side, thus extinguishing the fire. Even as he was accomplishing this task, he saw the second aircraft attack rip through the pilot house killing the Commanding Officer and seriously wounding the Executive Officer and the helmsman. Unhesitatingly, and with complete disregard for his personal safety, Chief Petty Officer PATTERSON climbed to the bridge and took command ordering his crew to carry the wounded to the comparative safety of the below decks area. Alone on the bridge, he then maneuvered the cutter at high speed to avoid subsequent attacks. When it became apparent that he could not successfully evade the attacking aircraft, he ran the cutter close ashore, and directed abandonment. Under his composed leadership, the wounded were wrapped in life jackets and paired with the able bodied before going over the side. Chief Petty Officer PATTERSON kept his crew calm and organized while they were in the water and until they were picked up by rescue craft. His dynamic leadership, daring action and loyal devotion to duty in the face of great personal risk were in keeping with the highest traditions of the United States Coast Guard and United States Naval Service."

Military Handbooks Available

A variety of useful 2010 versions of books regarding veterans-related topics, including employment, scholarships, medical benefits, life insurance, base installations, retired affairs and much more are available on line at: www.militaryhandbooks.com. These can be downloaded. Printed copies are also available, most for \$10 each.

VA Proposes Change to Aid Veterans Exposed to Agent Orange

Well over 100,000 Veterans exposed to herbicides while serving in Vietnam and other areas will have an easier path to qualify for disability pay under a proposed regulation published by the Department of Veterans Affairs (VA) that adds three new illnesses to the list of health problems found to be related to Agent Orange and other herbicide exposures. The illnesses are B cell leukemias, such as hairy cell leukemia; Parkinson's disease; and ischemic heart disease. The decision is based on the latest evidence of an association with widely used herbicides such as Agent Orange during the Vietnam War, as determined in an independent study by the Institute of Medicine (IOM).

Although this is a proposed rule, VA encourages Vietnam Veterans with these three diseases to submit their applications for compensation now so the Agency can begin development of their claims and so they can receive benefits from the date of their applications once the rule becomes final.

Over 80,000 of the Veterans will have their past claims reviewed and may be eligible for retroactive payment, and all who are not currently eligible for enrollment into the VA healthcare system will become eligible. Veterans who served in Vietnam anytime during the period beginning January 9, 1962, and ending on May 7, 1975, are presumed to have been exposed to herbicides. Used in Vietnam to defoliate trees and remove concealment for the enemy, Agent Orange and other herbicides left a legacy of suffering and disability that continues to the present.

In practical terms, Veterans who served in Vietnam during the war and who have a "presumed" illness don't have to prove an association between their illnesses and their military service. This "presumption" simplifies and speeds up the application process for benefits.

Other illnesses previously recognized include: AL Amyloidosis, Acute and Subacute Transient Peripheral Neuropathy, Chloracne or other Acneform Disease consistent with Chloracne, Chronic Lymphocytic Leukemia (now being expanded), Diabetes Mellitus (Type 2), Non-Hodgkin's Lymphoma, Porphyria Cutanea Tarda, Prostate Cancer, Respiratory Cancers (Cancer of the lung, bronchus, larynx, or trachea), and Soft Tissue Sarcoma (other than Osteosarcoma, Chondrosarcoma, Kaposi's sarcoma, or Mesothelioma).

Additional information about Agent Orange and VA's services for Veterans exposed to the chemical are available at www.publichealth.va.gov/exposures/agentorange.

The Value of Service Officers

I was on the phone the other day with my friend, Tom (Huck) Huckelberry. He reminded me that we, as an organization, should remind our membership that we are all entitled to one level or another of the Veteran Administration benefits. He also reminded me that a couple of guys that I had recommended to him about VA issues still have some areas to pursue. Considering the current economic conditions and the craziness with healthcare among other things, Huck is concerned that many of us are not taking advantage of VA programs.

Huck is one of our Service Officers and has been identified as the American Legion's number one Service Officer in the State of Florida a number of times. He is experienced and determined and he will do his absolute best for any of the members of the CGCVA regardless of which State they reside in. You can contact him or another Service Officer and find out what the Veteran's Administration will do for you by going to the CGCVA website at www.coastguard-combatvets.com. Click on the 'contact us' link and your request will be forwarded. Service Officers are willing and eager to help any of our members regardless of time in service, rank or age. Please take advantage of their skills and abilities. Semper Paratus.

Bill Ross

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 or e-mail at USCGW64@neo.rr.com. Please make checks payable to CGCVA. Prices shown include first-class or "Book Rate" postage. **WE DO NOT ACCEPT CREDIT CARD ORDERS.***

CGCVA BASEBALL CAP

Blue/black, gold lettered CGCVA with logo, full back. One size fits all. Plain visor **\$12.00** With senior officer scrambled eggs on visor. **\$16.00**. Add **\$3.00** and up to six gold letters will be sewn on the back of your cap. Example: "TOMMY". Regular CG Baseball Caps, blue or pink \$16. Add name \$3.00.

CHRISTMAS TREE ORNAMENTS

255' Owasco Class; 378' Hamilton Class; 270'; and 210' Classes; and USCGC Mackinaw. Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. **\$8.00** each (shipped in display box).

BOOKS

"Coast Guard Navy of WWII" by William Knight. **\$21.00**. "Coast Guard Action in Vietnam" by CGCVA member Paul Scotti **\$21.00**. Coast Guard Combat Veterans, Turner Publishing **\$36.00**. "Always Ready - Today's U.S. Coast Guard" by Bonner and Bonner **\$16.00**. "A WWII Sailor's Journey" by T.J. Piemonte **\$12.00**. New Books: "Blood Stained Sea" by Michael Walling **\$21.00**. "Choke Point" by Michael Walling (Hero Coast Guard Centered) **\$20.00**. "Sinbad" by Michael Walling **\$21.00**. Toy Sinbad **\$16.00**. Walling books will be autographed to the individual, etc., if indicated in order.

CAP, CGCVA GARRISON

Fore'n aft cap with embroidered CGCVA color logo and "Coast Guard Combat Veterans Association" in white lettering. Must state size. **\$25.00**.

PATCHES (some shown here)

CGCVA (small) **\$4.00**. CGCVA (large) **\$5.00**. RONONE, CON-SON, ELD-Eagle, Market Time, and Squadron Three. **\$5.00** each. Tonkin Gulf Yacht Club **\$6.00**.

(Phone or email Baker about CGCVA embroidered white hooded shirts)





Coast Guard Combat Veterans Association

MEMBERSHIP APPLICATION

(Please Print Clearly)

Personal Data

Name: _____ Date: _____
Last First Init.

Address: _____
Street

City/State/Zip Code: _____

Telephone: _____ E-Mail: _____ Date of Birth: _____

Do you have two (2) residences? Yes _____ No _____ (This is for Quarterdeck Log mailings)

If Yes, please furnish the below information:

Address: _____

City/State/Zip Code: _____

Telephone: _____ When There? From: _____ to _____

Sponsored By: _____

Military Data

Branch of Service: _____ Service Number: _____ From: _____ To: _____

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 CGCVA member in "Good Standing," stating that you served with him on a particular ship/station during a particular period of time.

Rank/Rate: _____ Present _____ @Discharge _____ @Retirement _____

Signature: _____ Date: _____

Dues: \$30.00 for two (2) years. Amount of Membership Dues Enclosed: \$ _____ **Make checks or money orders payable to: CGCOMVETS** and mail to: Gary Sherman, LM, CGCVA National Secretary-Treasurer, 3245 Ridge Pike, Eagleville, PA 19403. Phone: (610) 539-1000. E-mail: cgcva@comcast.net

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

**COAST GUARD COMBAT
VETERANS ASSOCIATION**

**3245 Ridge Pike
Eagleville, PA 19403**

Change Service Requested

NON-PROFIT ORG
US POSTAGE
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WOODBIDGE, VA
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Houlihan's will look more like "Hooligan's" when the CGCVA holds its 2011 Convention at the Crowne Plaza Hotel.