



# 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 31, Number 4

Winter 2016

## It's Nearly Convention Time! Don't Delay!

*Get Registered Now For Our San Diego Reunion... Everyone is Welcome!*



*Beautiful shot of downtown San Diego at sunset.*

By the time you receive this issue, the San Diego Reunion/Convention will be less than three months away so it is imperative that you register as soon as possible. Complete and send in the Registration Forms on pages 15-16 and be part of the fun. Remember — our reunion is open to everyone, not just CGCVA members. So bring along your friends and family. Everyone will enjoy the incredible amenities at the Crowne Plaza Mission Valley and all the exciting things there are to do in the San Diego area. Bidding on items at the Silent Auction may result in your walking away



with something unique and there's no telling who you may meet in our Hospitality Room, where fun, camaraderie, a few sea stories and maybe a few adult beverages can be shared. Help out the convention committee and send in your registration forms soon if you haven't already done so!

*Hey! Come see me at the world famous San Diego Zoo.*

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## Coast Guard Combat Veterans Association

### ELECTED OFFICERS

National President — Michael Placencia, LM  
National Vice President — Stephen Petersen, LM  
National Secretary/Treasurer — Gary Sherman, LM,

### BOARD OF TRUSTEES

Chairman — PNP Ed Swift, LM  
Two-Term — Bruce Bruni, LM & Robert Macleod, LM  
One-Term — William Figone, LM & Floyd Hampton, LM

### ADMINISTRATIVE OFFICE\*

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\*use the Administrative Office for contact with the CGCVA on all matters except *QD Log* submissions.

### THE QUARTERDECK LOG

Editor In Chief — PNP Ed Swift, LM  
(Send submissions to [swiftie1@verizon.net](mailto:swiftie1@verizon.net))

### AUXILIARY OFFICERS

National President — Betty Schambeau  
National Vice President — Beverly Johnson  
National Secretary/Treasurer — Mimi Placencia

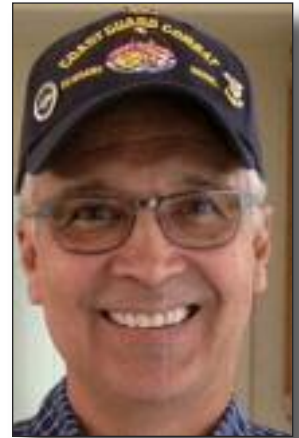
### APPOINTED OFFICERS

**By-Laws** — Thomas W. Hart, LM; **Convention Planners** — Steve Petersen, LM, Mike Placencia, LM, and Bruce Bruni, LM; **Membership** — PNP Joe Kleinpeter, LM; **Parliamentarian** — (Vacant); **Historian** — PNP Paul C. Scotti, LM; **Service Officers** — Thomas Huckelberry, LM; Richard Hogan, Jr., LM, and Floyd Hampton, LM; **Budget Director** — Gary Sherman, LM; **Chaplain** — Vince Patton, LM; **Master at Arms** — Ed Floyd, LM; **Webmaster** — Richard Ames, LM; **Nominating Chairman** — Bill Figone, LM; **Cape May Liaison** — Tom Dougherty, LM and John Scubert, LM; **MEAP** — Ed Bachand, LM and PNP Ed Swift, LM

## From the President

Members and Friends:

Thank you for the privilege of having me serve as the Association president the past four years. I would not trade it for anything. The past 15 "From the President" articles have kept you informed as to our progress with continuing programs and bringing on a few new ones. I am especially proud of our participation in the commissioning ceremony of several Sentinel Class Cutters. And we will be represented when the new Homeland Security Cutter *Munro* is brought into service in Seattle, Wash., in April 2017.



*Mike Placencia*

The 50/100 Club program has been extended to April 30, 2017 and it has generated strong interest. The Association Activity Statement and donation form can be found on pages 29-30. Kindly spread the word.

We are only three months away from the 2017 Convention/Reunion in San Diego. Time to firm up your plans to attend. The planning committee has put together what should be a grand time. The Opening Ceremony on May 8th will include a 50th anniversary commemoration of the Coast Guard Vietnam Veteran and a recognition of the Coast Guard men and women serving in Patrol Forces Southwest Asia (PATFORSWA).

In closing I want to thank all the members who have taken an active part and promoted the ideals of the Association. They honored us with their service and dedication. Not once in my four years in office did I get a "no" response to a request. Well maybe once. Come to think of it, it was a lousy idea. Nevertheless, they responded and told the stories that you read in the *Quarterdeck Log* issue after issue. Some I have known since I was a 20-year-old petty officer in Vietnam. Some I have met for the first time and some are no longer with us. They will never be forgotten. Bob Hope said it best, "Thanks For The Memories".

Yours in Service,

**Michael Placencia**

Next *QD Log* deadline is May 20, 2017.  
Please email articles and photos to the editor at: [swiftie1@verizon.net](mailto:swiftie1@verizon.net)



## From the Vice President

Ahoy Shipmates,

On January 24-25, I had the privilege to represent our Association for the winter conference of the Museum Exhibit Advisory Panel (MEAP). This was held in New Orleans at the Holiday Inn Downtown



*(Left to Right) Rear Admiral David Callahan, CGCVA Vice President Steve Petersen, and Admiral Robert Papp (Ret), Past Commandant of the Coast Guard*

Superdome. Executive Director, Wes Pulver, presented an overview of the NCGMA progress, timeline of key milestones, and an update of the museum building design and requirements. MEAP Coordinator, Jon Nickerson, with MEAP core team members, facilitated discussion with participants to identify the most important stories to be told in the museum. After the morning brainstorming session, we all boarded a shuttle bus that took us to the WWII Museum, located in the general area. The tours were broken up in two groups (Museum regulations) and viewed the Pacific and European Theatre Exhibits. This was followed by a special private screening of the Museum produced film "Beyond All Boundaries".

Panel members were hosted to dinner (a great buffet) at the hotel with Rear Admiral David Callahan, Eighth District Commander, as

guest speaker. WOW! What interesting stories he told — the rescue of crew members of a grounded ship at Station Quillayute, Washington in the 1950's to modern day Hurricane Katrina rescues.

He was introduced by Retired Admiral Robert Papp, Past Commandant.

Day two brought us to discussions of important stories to be told and included in our museum. Feedback was solicited for reactions of the WWII Museum experience. If you have never been to this museum, it is awesome. The displays and artifacts were incredible.

With closing remarks by Wes Pulver, it was time to head out of the Big Easy and head back to Texas.

Please think about making a contribution to the Coast Guard Museum — our museum — which will tell our Coast Guard story to all that visit.

CGCVA member, Jim (Flag Bag) Fay, has again furnished me with material intended to baffle most seasoned sailors. Since I was a Snipe, he has an engineering nautical term for us to ponder. "What are the six degrees of Freedom?" If you don't know the answer, go to page 14 in this log, and there will be no 1300 early liberty.

Full Speed Ahead. Watch out San Diego!!

**Steve Petersen**



*Steve Petersen*



*CGCVA member Jim Fay manning the starboard flag bag (containing 68 flags/pennants) during CGC Chase Vietnam Deployment.*

### **"Uncle CGCVA" Needs You!**

Right now, our National President, Mike Placencia and National Vice President, Steve Petersen are also our Reunion Committee, as they have been since the passing of Ed Burke and Baker Herbert. Mike and Steve took



over in 2013 and have handled the dual roles of national officer and organizer, contract negotiator and reunion manager for the last two reunions and the reunion coming up in San Diego in 2017.

At issue is that members that do it all get burned out. The "squeaky wheel gets the grease" and volunteers gets a disproportional share of the duties and responsibilities. I'm asking you to consider volunteering or submitting your name as a future volunteer, when Mike and Steve decide they've had enough. There is no "French Frigate Shoals" anymore, so volunteering is not what it used to be. If you're interested in helping the association in any capacity, please let Mike Placencia know.

### **And in that Same Thought ...**

... Our Bylaws limit the National President to only two consecutive 2-year terms. I believe this was done so that we could have as many members as possible take on that responsibility and enjoy the personal prestige of being National President of this great Association. It also prevented having one person dominate the Association for years and years.

This was a great idea when the Association was almost 2,000 strong. However, we are now less than 1,400 in number and getting older every day. We don't have as many members expressing interest in taking the CGCVA helm, at least none that I know of, at this time.

Perhaps we should consider changing the Bylaws to allow a National President or National Vice President to remain in their office for a longer period of time. If we have officers who are enthusiastic, hard-working and personally committed to the Association, we should be able to keep them for a longer period than four years. We are at a crucial point where we need to focus on

finding new members and keeping this Association on track! If you feel such a change would be appropriate, speak up and email me at [cgcva@comcast.net](mailto:cgcva@comcast.net).



*Gary Sherman*

### **Life Membership Dues Change**

The CGCVA Board of Trustees has approved an increase in some of the Life Membership Dues rates, effective 1 March, 2017. This was done because the levels for some of the age groups were incorrectly set in 2011 and needed to be re-adjusted to make being a Life Member a benefit to the Association.

The new Life Membership Dues are as follows: Ages 18-24 (\$750); Ages 25-34 (\$550); Ages 35-44 (\$400); Ages 45-54 (\$325); Ages 55-64 (\$250); Ages 65-74 (\$200); and Ages 75 and older (\$125).

Because our investment earnings with Life Dues over the past 10-15 years has been a mere pittance, in terms of interest earned, being a Regular dues-paying member is a much greater benefit to Association's cash situation.

And, please keep in mind that we now have a new Group Email system that is a backup to remind members that their membership has expired. You can determine your membership status by looking at your address on the *Quarterdeck Log*. If you miss that renewal date, and you've submitted your email address, your name will be picked up when the late pay group email goes out each month.

**Gary Sherman**

### **Welcome New Members**

#### New Member

Dale F. Beard  
John M. Roadcap  
Jeff D. Bramblett  
David M. Donadson  
Brian Dudley  
John S. Slattery

#### Sponsor

The Association  
Mike Placencia  
John McHugh  
The Association  
Mike Seward  
Jack "J. J." O'Neil



## 2017 Reunion & Silent Auction

We are gearing up for our 2017 CGCVA Reunion this May in San Diego, California. This reunion has lots to offer in San Diego with things like Coronado, Old Town, Balboa Park, San Diego Zoo, Point Loma Lighthouse (I love lighthouses), and the USS Midway Museum. I hope you give yourselves plenty of time to take it all in along with all the military options while you are there.

Below are just a FEW of the Silent Auction Items that have been promised. And yes, we are still looking for lots more and you don't have to promise them ahead of time, although that would be nice. If you can indeed let me know ahead I can have the paperwork completed when you show up for the reunion. To help you out there is a form on page 29 of this issue regarding Silent Auction submissions as well as a CGCVA Auxiliary Membership Application form on the same page.

I am looking forward to seeing everyone at the reunion.

Betty Schambeau



*Betty Schambeau  
Auxiliary President*



**RESERVED FOR  
YOUR PROMISED  
SILENT AUCTION GIFT**



### *Crossed The Bar*

**Ralph W. Benoit, LM**  
**Roland J. Bishop, LM**  
**James F. Montgomery, LM**  
**Robert A. Shane, LM**

### *Memorial Services Held For Adm. Robert E. Kramek*

On Nov. 20th, Adm. Paul Zukunft, former commanders, and former Master Chief Petty Officer of the Coast Guard Rick Trent attended a small remembrance ceremony for Admiral Robert E. Kramek in Woodlands, Texas. A military funeral with full honors will be held at Arlington National Cemetery in late Spring 2017.

To recognize the importance that education played in Admiral Kramek's life and to honor the service of the

20th Commandant, the Coast Guard Foundation established the Admiral Robert E. Kramek Scholarship Fund. Information about the scholarship fund is available at: <http://www.coastguardfoundation.org/connect/news/676-announcement-admiral-robert-e-kramek-scholarship-fund>.

### *Rolling Thunder XXX*

The 30th Anniversary Rolling Thunder "Ride for Freedom" Demonstration will take place on May 28th during Memorial Day Weekend in Washington, D.C. The assembly area is in the North Pentagon Parking Lot at 8 a.m. and departure to the Vietnam Veterans Memorial will commence at noon. Since the beginning of Rolling Thunder, many remains from WWII, Korea and Vietnam have been recovered, identified and buried on American soil. Six remains from WWI have also been recovered and returned from a war that took place nearly 100 years ago. Pressure to bring home all remaining POW/MIAs will continue through the efforts

### *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 \$10 or more to the QD Log Booster Club each year it would pay for all the expenses that go into printing and mailing the magazine. 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:

**Bill Demander**  
**Michael Russell**  
**Sam King**

**Robert C. Marzen**  
**Frederic Armstrong**  
**Nicholas Rossi**

**Edward Floyd**  
**Ed & Mare Swift**  
**Larry L. Jones**

**Claude E. Conn**  
**Noel Bell**

**Richard Gobble IMO VADM Thomas & Lucy Sargent**  
**Charles R. Bevel IMO Joyce A. Bevel**  
**Brance L. McCune IMO LTJG William R. McCune, MD, USN (WWII)**

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)(19).



of Rolling Thunder. For more information, contact [www.rollingthunder1.org](http://www.rollingthunder1.org).

### **Retired Pay Restoration Act**

On January 19, 2017, Rep. Gus Bilirakis (FL) introduced H.R. 303, the Retired Pay Restoration Act. This bill would end the unfair policy of forcing many military longevity retirees to forfeit some of their retired pay in order to receive equal amounts of disability compensation from the Department of Veterans Affairs (VA). The current policy means many military retirees are paying for their own disability with their military retired pay. This unfair policy has adversely impacted disabled veterans and their families for more than a century, but was partially repealed by Congress in 2004. Under current law disabled veterans with 20-plus years of active military service who are also in receipt of a VA disability determination of 50

percent or higher may retain both military retirement pay and their VA compensation.

The Retired Pay Restoration Act. H.R. 303 would end the longstanding and unfair practice of the government's withholding of military longevity retired pay in exchange for VA disability compensation, regardless of disability rating. In essence, what is unfair for a veteran rated at 50 percent disabled or higher by the VA is equally unfair for a disabled veteran rated at 40 percent disabled or lower.

This legislation has been referred to the House Committee on Armed Services in addition to the Committee on Veterans' Affairs. If you feel that disabled military longevity retirees should not be unfairly penalized by the government for any reason, it is suggested that request your Representative to support this important bill and ask that it be brought to the floor for a vote and passed as soon as possible.

### **2015 Coast Guard Person of the Year (Part II)**

On February 1st, Aviation Survival Technician Third Class Evan A. Staph was presented the CGCVA's 2015 Coast Guard Person of the Year award during ceremonies at Air Station Cape Cod, Mass. Staph was co-recipient of the award, along with Lt. John D. Hess. Lt. Hess was previously presented his CGCVA 2015 Person of the Year award during ceremonies at his current duty station, Air Station Kodiak, Alaska. Representing the Association at Petty Officer Staph's award ceremony were CWO Steve Watts (Ret.) and CWO Heidi Eyestad.

Petty Officer Staph and Lt. Hess were both awarded the Distinguished Flying Cross for their heroic actions on February 15, 2015 while assigned to Air Station Cape Cod. Petty Officer Staph's citation read in part, "For heroism while serving as the Rescue Swimmer aboard CG helicopter CGNR 6033 which was responding to the 44-foot sailing vessel Sedona located 200 miles south of Cape Cod. Arriving on scene, Petty Officer Staph surveyed the Sedona foundering in 30-foot seas and 60-knot winds, then prepared himself for the impending rescue. Demonstrating the highest degree of bravery, he deployed into the frigid seas immediately and despite accumulating ice on exposed surfaces, making movement difficult and painful, recovered the first survivor. During recovery of the second survivor, a hoist malfunction caused the rescue basket to swing out of control. Petty Officer Staph blocked the basket with his hand but received a severe static electricity shock, causing him to temporarily black out but never releasing control of the basket. Once safely aboard the aircraft, he treated the severely hypothermic survivors throughout the perilous flight back to Cape Cod. Petty Officer Staph's swift actions and remarkable skill were instrumental in the rescue of two people."



*(L to R) Lt. (j.g.) Steven Podmore, AST3 Evan Staph pose with CGCVA members CWO Steve Watts (Ret.) and CWO Heidi Eyestad following the 2015 CGCVA Person of the Year Award ceremony, recognizing Petty Officer Staph at Air Station Cape Cod, Mass. (photo by PO3 Rebecca Ward)*

## *"Until Properly Relieved"*

This is the "Motto" of the U.S. Coast Guard Cutter *Rollin Fritch* (WPC 1119) which was commissioned on November 19, 2016 at Cape May Training Center. It was my honor to represent the Association at this important event, which was presided over by U.S. Coast Guard Commandant Paul F. Zukunft. The *CGC Rollin Fritch* is the 19th cutter in its class.



*Rear Adm. Meredith Austin, commander of the Coast Guard's 5th District, provides remarks at the commissioning ceremony. (photo by PO1 Seth Johnson)*

Adm. Zukunft told the story of Seaman 1/C Rollin Fritch (pronounced "Raw-Lin" by his family) who was serving as a member of the gun crew on the *USS Callaway* (APA 35), during a kamikaze aircraft attack on Jan. 8, 1945. Fritch aggressively manned his station and continued to direct his fire toward the enemy aircraft plunging toward the ship until he and his weapon were carried away by the impact of the crash. Thirty-one members of the *Callaway's* crew were killed

and 20 were wounded. Fritch's selflessness and devotion to duty exemplified the Coast Guard's core values. He was posthumously awarded the Silver Star Medal, by the Secretary of the Navy James Forrestal. Seaman 1/C Rollin Fritch was said to have manned his post "Until Properly Relieved"!

Adm. Zukunft told another story about a very close



*Adm. Paul F. Zukunft, Commandant of the Coast Guard, gives the order for the crew of the *Rollin Fritch* to lay aboard and man their stations. (photo by PO1 Seth Johnson)*



*CGCVA plaque presented to crew of the *CGC Rollin Fritch*.*



*The newly commissioned Coast Guard Cutter *Rollin Fritch* (WPC-1119). (Photo by Gary Sherman)*



*Mrs. Donna Fuller, niece of Seaman 1st Class Rollin Fritch, presents a gift to the crew of the *CGC Rollin Fritch* with Mr. Ben Bordelon of Bollinger Shipyards. (photo by PO1 Seth Johnson)*



*LT. Jason McCarthy, captain of the *Rollin Fritch*, with Association Secretary Gary Sherman.*

friend and Coast Guard Academy classmate who served with him but left the Coast Guard to attend MIT and a civilian career. They stayed close until the friend's passing, and it was the admiral's great satisfaction to see his friend's son, Lieutenant Jason McCarthy, become the first commanding officer of the *CGC Rollin Fritch*. Lt. McCarthy commands this new cutter, as a permanent cutterman, having six years of sea time.

Others in attendance included Rollin Fritch's niece, Donna Fritch Fuller who was the new cutter's sponsor. Along with Ms. Fuller were more than 30 of Rollin





*(Left) Lt. Jason McCarthy, captain of the Rollin Fritch, embraces his daughter at the ship's commissioning.*

Fritch's family members, mostly from his birthplace and home in the Midwest but some from as far away as California.

All in all, it was a great day to hoist the ensign and man this newly commissioned vessel. **Gary Sherman**

## Remembering Lt. Thomas Crotty

I don't know if you are aware that each year I place a wreath at the former Japanese P.O.W. Camp at Cabanatuan, Philippines.

A memorial has been built at Cabanatuan to honor the thousands of Allied military personnel who perished at the camp during WWII.

Lt. Thomas J.E. Crotty, USCG was on General McArthur's staff on Corregidor in the spring of 1942. Lt. Crotty was a Mine Warfare Specialist and when the "Rock" fell, Lt. Tom Crotty became a P.O.W. of the Imperial Japanese Army at Cabanatuan, Camp 1. However, Tom, or "Jimmy" as his family called him, did not last long in captivity and died of inhuman treatment at the hands of his captors in Sept. 1942.

Tom Crotty is the Coast Guard's sole P.O.W./M.I.A., since the war of 1812, yet he is virtually unknown to most Coast Guardsmen!

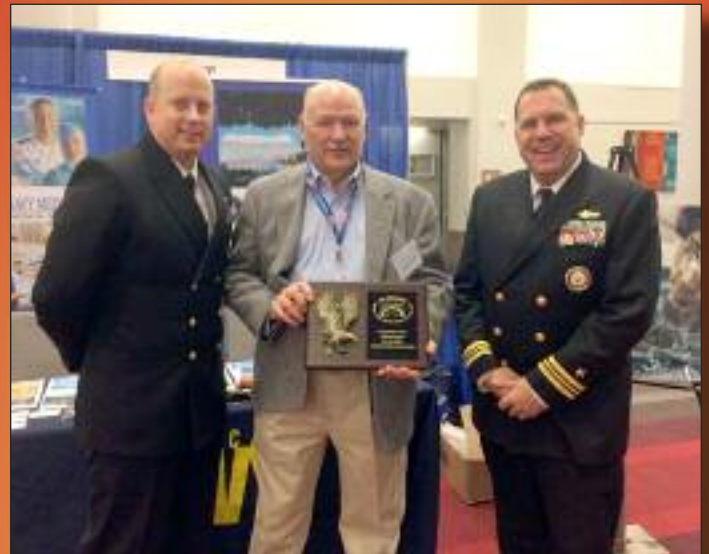


*Lt. Thomas Crotty*

On April, 9, 2017, a National Holiday in the Philippines, a military ceremony will be conducted at Cabanatuan to honor the Heroes of Bataan and Corregidor. At that ceremony I will participate along with former Philippine Coast Guard Commandant, Adm. Wilfredo Tamayo, (Ret.), as well as U.S. & Philippine military personal, and local and international officials. Adm. Tamayo and I will place a wreath from the USCG & CGCVA to honor Lt. Crotty at that ceremony.

Also on Memorial Day 2017 I will place another wreath at the American Military Cemetery in Manila to honor the 57 USCG K.I.A.'s & 1 M.I.A. (Crotty) who are

## Helping Injured Military Members



I'm sure you know the Coast Guard has always had a strong rivalry with Navy. The last couple of years the U.S. Naval Reserve Unit in the Minneapolis/St. Paul Twin Cities area has asked me to provide them a booth at our Annual Orthopaedic and Trauma Conference to assist in recruitment of Ortho/Trauma surgeons and Trauma nurses to fill their places for injured soldiers coming out of the Middle East. This year we again provided them a no-cost booth in a prime location for the event. Even though we talked about the great rivalry between the services, they provided a plaque in honor of an old Coastie (and CGCVA member) for assisting them.

**Timothy S. Mowbray, DM, FACHE**  
President/CEO

**Excelen - Center for Bone & Joint Research and Education**

**Note from Secretary:** I like to tease Tim because he was a BM2 on the Castle Rock and now I have to call him "doctor". How weird is that!

intered there, along with over 17,000 Allied servicemen and women.

Over the past 10 years, I have been trying to arise awareness of the sacrifices of Lt. Crotty & the 57 others who died in the Pacific Theater, however, to date, my attempts seem to have fallen on deaf ears at USCG Headquarters.

"Fair Seas"

**Jack "J." O'Neil, CPO, USCG (Ret.)**

## Notices & Association News

**Editor's Note:** I ran a feature story "The Life and Career of Lt. Thomas Eugene Crotty: A Coast Guard Leader, Hero and Prisoner of War" written by Atlantic Area Historian Dr. William Thiesen in the Spring 2010 QD Log. You can read this in the QD Log Archives on the CGCVA website.

### Boot Camp Awards

At each graduating boot camp company at Training Center Cape May, N.J., the recruit earning the Physical Fitness Award is presented a CGCVA watch and certificate, in memory of PNP Jack Campbell who initiated the award several years ago. The following graduating recruits have been presented the CGCVA/Jack Campbell Physical Fitness Award since last published in the *QD Log*:

**SN Levi R. Cadwell** (November-193) of San Diego, Calif., reports to *CGC Adelie*, Port Angeles, Wash.

**SA Michael F. Hand** (Oscar-193) of Philidelphia, Pa., reports to Sector San Juan, P.R.

**SA Mark J. Grijalva** (Papa-193) of Los Angeles, Calif., reports to Station Port Canaveral, Cape Canaveral, Fla.

**SN Christopher B. Moses** (Quebec-193) of Tampa Bay, Fla., reports to Aids to Navigation Team, Chincoteague, Va.

**SA Shane M. Mullen** (Romeo-193) of Cleveland, Ohio, reports to *CGC Mellon*, Seattle, Wash.

**SN Kristen A. Pruitt** (Sierra-193) of Memphis, Tenn., reports to Station Bellingham, Wash.

**SN Matthew H. Lemonis** (Tango-193) of Manhattan, N.Y., reports to Station Mayport, Atlantic Beach, Fla.

**SA Forrest W. Herring** (Uniform-193) of Phoenix, Ariz., reports to MK "A" School, Yorktown, Va.

**SN Jay T. Pettit** (Victor-193) of Montgomery, Ala., reports to Station New Orleans, Metairie, La.

**SA Jacob C. Godoy** (Whiskey-193) of Cleveland, Ohio, reports to Special Missions Training Center, Camp Lejeune, N.C.

### USCG Will Keep Enlisted Ratings

With the Navy's recent decision to phase out ratings in favor of an alphanumeric job code system to create more career flexibility, the Coast Guard is the only service to continue using traditional ratings. "Don't

### All In The Family

I got the photo on the right from my cousin, who just added the tattooed service numbers of his oldest brother and mine to the service numbers of him and his twin brother.

My cousin, Wayne Sherman, and his twin brother Steve, both joined the USCG in 1968, going through basic together, and retiring after 20 years.

Their older brother, and my cousin, Mike, was prior Navy, but in 1966, joined the Coast Guard, volunteered for Vietnam and reported to the *CGC Point Welcome* after the friendly fire incident. Mike also retired from the Coast Guard after 20 years.

I joined in 1969, following in their footsteps, ironically because both my Dad and their Dad, my uncle Bill, were WWII Navy veterans and the attraction to the Coast Guard was to join a smaller service where there would be more opportunities and we would not be lost in the crowd, as in the Navy.

When my twin cousins were going through boot camp in 1968, they got told to report immediately to the company commander's office, so they both reported to the CCs office, squared the door, and stood at attention in front of the company commander's desk. The CC commenced to scream at them for being the company screw-ups and what lousy recruits they were and he was going to drum them out of the Coast Guard. They just could not understand why they were being singled out. They felt it was unfair and they were both getting very upset.

All of a sudden the company commander stopped berating them and said okay, turn around and say Hi to your brother Mike (who was standing behind them, behind the door). They were so happy to see Mike (who had just returned from Vietnam), and that it was all just a ruse, that they started to tear up with joy!

We were one of those "Coast Guard Families" with four of us in the Coast Guard at the same time. Mike and I were in Vietnam and Steve and Wayne spent their careers in the 9th District!

We are all proud of our service to this great nation!

Gary Sherman





expect that to change anytime soon,” Coast Guard Commandant Adm. Paul Zukunft said.

“With the Master Chief of the Coast Guard [Steven Cantrell], we said, ‘What would the workforce think about this,’ and it would cause chaos,” Zukunft said. “I cannot afford chaos when every person in the Coast Guard has a 24/7 job to do.”

Coast Guardsmen are “very proud of the rating badge that they wear on their sleeve,” Zukunft said, “so I’ve listened to my Master Chief and he’s provided me the best advice. So that was a very easy question for me to say ‘no’ to.”

### **Gulf War Illness Presumption**

The Dept. of Veterans Affairs (VA) has announced that it will extend the date Gulf War veterans are able to apply for presumptive disability compensation to December 31, 2021. The compensation would extend over Gulf War illness and other conditions associated with service in the 1991 war, such as chronic fatigue syndrome, fibromyalgia and functional gastrointestinal disorders. The presumptive period for these illnesses was set to expire on December 31, 2016. For information on research regarding the causes and effective treatments for Gulf War illness, go to: <http://cdmrp.army.mil/GWIRP>.

### **Coast Guard Museum Milestone**

On December 19, 2016, the National Coast Guard Museum Association (NCGMA) revealed the initial exterior design plans for our forthcoming National Coast Guard Museum (NCGM) in New London, Connecticut. This is an extremely important milestone for all members of the Coast Guard Family, as our story and accomplishments will be shared with fellow citizens who are often unaware of the Service’s historic and current contributions to our maritime nation.

National Leaders including U.S. Senator Richard Blumenthal, U.S. Senator Chris Murphy, U.S. Congressman Joseph Courtney, and former Commandant Adm. Bob Papp attended the unveiling, showing the prominence and significance of the museum to our Nation. The museum will be built on the Thames River waterfront, adjacent to the 1791 mooring of the Revenue Cutter *Argus* and planned future homeport of USCGC Barque *Eagle*. This multi-modal location, including a dynamic ferry terminal, train station, and easy access to I-95, is the perfect home to

celebrate the wide-ranging and illustrious past of the Coast Guard and its predecessor agencies.

The homeport of New London also offers Coast Guard men and women the opportunity to visit the museum, with the Leadership Development Center and Coast Guard Academy within walking distance. Additionally, the museum will highlight Coast Guard operations and

### **Remembrance Sunday in the United Kingdom**

Whilst the majority of events are to remember those British service men and women who lost their lives in all conflicts, members of the Dorset Military Enthusiasts and members of the 29th Division Re-enactment Group, in D-Day Invasion kit, gathered at the U.S. Coast Guard Memorial on Poole Quay on November 13th to also remember the sacrifices made by members of the U.S. Armed Services and Allied Nations in World Wars 1 and 2 to preserve the freedom and liberty of the United Kingdom and the rest of the world.

Specifically, the U.S. Coast Guard Rescue Flotilla 1 (known locally as the Matchbox Navy) and Landing Craft containing elements of the U.S. 29th Division and Rangers which both sailed from Poole on June 6, 1944 in support of the D-Day Invasion.

Our small event culminated in two minutes of silence in memory of the fallen and the laying of wreaths at the memorial. The full portfolio of photographs is available on the facebook page of [Dorset Military Enthusiasts](#).

We shall remember them.

Steve Marande



research, incorporating units like the Research and Development Center, International Ice Patrol, the Marine Safety Lab, Sector Long Island Sound, and major cutters operating in the Northwest Atlantic.

To view the museum's exterior architecture, please visit the National Coast Guard Museum's webpage at [www.coastguardmuseum.org](http://www.coastguardmuseum.org). To remain involved and informed about the museum, you may register on the webpage and you will receive quarterly newsletters and information regarding associated events in your area.

The Coast Guard has been actively engaged in this project with the NCGMA, led by a Commandant's Advisory Council and facilitated by CG-0923, the Office of External Outreach & Heritage.

Members who would like to share personal stories or highlight important milestones in our Service's illustrious 226-year history are encouraged to send ideas via email to [history@uscg.mil](mailto:history@uscg.mil) and visit the CG-Ideas at Work website: <https://cg-ideasatwork.ideascale.com> to participate in community discussions about the National Coast Guard Museum. Two previous crowdsourcing challenges and their

results can be found there, along with future museum challenges. For information on donating artifact(s) or archival material(s), please contact the U.S. Coast Guard Historian's Office by email at [history@uscg.mil](mailto:history@uscg.mil).

**Rear Adm. Anthony Vogt**  
**Director, Governmental and Public Affairs**

### **TRICARE Covers Treatment for Congestive Heart Failure**

Congestive Heart Failure is now a covered diagnosis under the TRICARE cardiac rehabilitation benefit.

Heart failure occurs when the heart is unable to pump enough blood to meet the body's needs. This may happen when the heart muscle itself is weaker than normal or when there is a defect in the heart that prevents blood from getting out into the circulation. Signs of heart failure include:

- Shortness of breath
- Chronic coughing or wheezing
- Build-up of fluid



**Are You Aboard?**

**JOIN THE CREW!**

By registering, you will be kept informed of the latest scuttlebutt, including:

- Quarterly Newsletters
- Upcoming Events
- Major Milestones in the design and construction phases
- Our "Plankowner" program

Now is the time for ALL Coast Guard personnel – active, reserve, retired, civilian, auxiliary and family –  
**"To Bring Coast Guard History to Life!"**

Visit [CoastGuardMuseum.org](http://CoastGuardMuseum.org) to register today!

860.439.1790 | [info@coastguardmuseum.org](mailto:info@coastguardmuseum.org) | [www.CoastGuardMuseum.org](http://www.CoastGuardMuseum.org)



- Fatigue or feeling light-headed
- Nausea or lack of appetite
- Confusion
- High heart rate

If you are experiencing any of these symptoms, talk to your health care provider. If you have been diagnosed with heart failure, it's important for you to manage and keep track of symptoms and report any sudden changes to your healthcare team.

Providers of cardiac rehabilitation services must be TRICARE-authorized hospitals or freestanding cardiac rehabilitation facilities. All cardiac rehabilitation services must be ordered by a physician.

For more details on what is covered, visit [TRICARE.mil](http://TRICARE.mil).

### **Changes to VA Choice Program**

More veterans are now eligible to access private health services under changes to the Veterans Choice Program. The changes, which are designed to streamline eligibility requirements, follow feedback from veterans along with veteran-service organizations.

Enrolled veterans previously gained automatic eligibility for Choice if they lived more than 40 miles from a VA medical facility. The eligible pool is now deeper, as veterans have access to Choice if they reside more than 40 miles from a VA facility with a full-time primary-care physician. This opens Choice to 160,500 more veterans enrolled in VA care.

Another change lifts the requirement that to qualify for Choice a veteran must have enrolled in VA health care by August 1, 2014. That makes 26,000 recent enrollees eligible for Choice automatically because they live more than 40 miles from VA primary care.

These and other changes will expand the program, established in late 2014, which allows veterans to see a civilian health care provider if they live in a remote area or can't get an appointment at a VA facility within 30 days.

More information on the Veterans Choice Program is available at [www.va.gov/opa/choiceact](http://www.va.gov/opa/choiceact).

### **CGC Owasco Vietnam After-Action Reports**

A bit over three years ago, the *CGC Owasco* had it's first reunion. I served on her as a QM3 for a year and a half and was a member of her crew during her assignment off the coast of Vietnam. At that reunion my old Operations Officer, Lt. Frank Nicolai and I had the privilege of seeing each other again after 44 years. We spoke for hours and traded stories with him giving me the perspective from the wardroom and me giving him the same from the deck plates. In short — we had a great time and, of course, the stories get much better with age. I should also add that during my three years at sea — 18 months on the *Owasco* and another 18 on the *CGC Alert* after returning from WestPac — I had the privilege of working for two fine Operations Officers as a QM3 on the *Owasco* and QM2-QM1 on the *Alert*. Frank Nicolai was the first and set the bar high.

### **Navy/Coast Guard Icebreakers**



Does anyone know when and where the above photo was taken? It shows three Navy icebreakers pushing an iceberg. It must be prior to June 30, 1966 because on that date the three icebreakers pictured were transferred to the U.S. Coast Guard. They included the *Glacier*, *Burton Island* and *Atka*, the latter renamed to *Southwind*.

Shortly before the reunion ended, Frank asked me if I was interested in seeing some of the After-Action Reports he had to write at the close of each month for forwarding to the Commander of Coast Guard Squadron Three. He was kind enough to send them to me. I just contacted him and asked him permission to forward two of them, November 1968 and February 1969, for inclusion in a future *Quarterdeck Log*. They paint quite a picture and really give some insight into what the WHECs did there. Of particular interest is the amount of time underway as noted in the reports. November '68 was 86.9% after a 3-day R&R in Bangkok and 100% in February of 1969. The reports have been declassified after 12 years so the "Confidential" stamps no longer apply.

Dave Moyer, LM

**Author's Note:** *Unfortunately, the reports are a bit hard to read and would take up five pages of the magazine. However, if former Owasco Vietnam crew members or others would enjoy reading them, Dave is willing to email them to you. They are in .pdf format. If interested, contact Dave at: [davelmo@aol.com](mailto:davelmo@aol.com).*

### **TRICARE to Expand Preventive Service Coverage**

Effective January 1, 2017, TRICARE will cover annual preventative office visits for all Prime beneficiaries 6 years of age or older. Children under 6 were already covered by existing well-child coverage. This will ensure children in developing stages receive observation, physical examination, screening, immunizations, and various counseling services. TRICARE Standard beneficiaries can receive preventive services with no cost-share or copayment through Health Promotion and Disease Prevention (HP&DP) examinations (i.e. in connection with a covered immunization or cancer screening).

Additionally, the annual well-woman exam will continue to be covered for all Prime and Standard beneficiaries under age 65 with no cost-share or copayment. For more information on these and other preventive services, visit [TRICARE.mil](http://TRICARE.mil).

**Answer to nautical quiz on Vice President's page: Yaw, pitch, roll, sway, heave and surge.**

### **2017 CGCVA Reunion at a Glance**

**Where:** San Diego, California

**When:** May 8-12, 2017

**Hotel:** Crowne Plaza, Mission Valley

**Room Cost:** \$115 plus tax

**Booking:** Make your reservations directly with the Crowne Plaza by calling 1-888-233-9527 or <https://resweb.passkey.com/go/ee9blb4e>. Be sure to ask for the Coast Guard Combat Veterans Association Reunion 2017 rate.

**Amenities:** Large property with 400 recently renovated rooms. Laid out like a resort with plenty of greenery, outdoor pool and spa. Plenty of parking. Full restaurant and bar on premises. Rooms have a refrigerator and microwave. Free Wi-fi. Complimentary business center.

**Parking:** \$2 per night (reg. \$13) for CGCVA members and guests.

**Breakfast Buffet:** \$10 (tax and tip included). Regular price is \$18).

**Transportation:** No airport shuttle. Taxi is \$20 one way. Shuttle is \$12 per person each way or you can use your Uber or Lyft Account.

Hotel provides a complimentary shuttle to nearby Old Town San Diego and the Fashion Valley Mall on a frequent basis. Easy transfer to the metro trolley. Hotel provides daily shuttle to the San Diego Zoo and Sea World.

**Planning in Progress:** 50th commemorative anniversary of the Vietnam Veteran. Acknowledging the Coast Guard Patrol Forces Southwest Asia Veteran. Silent Auction. Chieu Hoi Auction.

**Note:** Check the CGCVA website for up to date announcements in between issues of the *QD Log*.



Coast Guard Combat Veterans Association

REUNION/CONVENTION REGISTRATION FORM

May 7 - 12, 2017

THE CROWNE PLAZA MISSION VALLEY

2270 Hotel Circle, North

San Diego, California 92108

Reservations: 1-888-233-9527 or https://resweb.passkey.com/go/ee9blb4e

Room Rates: Single or Double occupancy \$115.00 plus tax

PLEASE BOOK YOUR ROOM DIRECTLY WITH THE HOTEL

(Be sure to ask for the Coast Guard Combat Veterans Association Reunion 2017 rate)

Fees to register, luncheons and banquet are shown on the following page. After selection of the activities you wish to attend, fill in the corresponding amounts and total them. Send this page and reservation form with your Luncheon/Awards Banquet/Meal selections along with your check (payable to CGCVA) to:

Mike Placencia

9804 Iroquois Lane

Bakersfield, CA 93312-5323

Phone: 661-401-0609

cgmasterchief22@hotmail.com



(Please type or print clearly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Arrival Date/Time: \_\_\_\_\_

Name of Spouse/Guest: \_\_\_\_\_

Name(s) to Appear on Badge(s): \_\_\_\_\_

Vessel/Unit: \_\_\_\_\_

**Coast Guard Combat Veterans Association**

Registration/Luncheon/Awards Banquet Reservation Form

CGCVA Registration:

<u>Early:</u>	<b>Cost</b>	<b>How Many</b>	<b>Total</b>
Received by March 30, 2017	\$25.00/person	X _____ =	_____
<u>Late:</u>			
Received After March 30, 2017	\$40.00/person	X _____ =	_____

Tuesday, May 9, 2017

**Open Day to do whatever you wish (and there's plenty to do). A partial list is provided on page 13 to give you some ideas. If undecided at arrival, a more comprehensive list will be with your registration pack.**

Wednesday, May 10, 2017 11:30 a.m.

**CGCVA Business Meeting/Luncheon (CGCVA members only)**

\$25.00/person                      X \_\_\_\_\_ = \_\_\_\_\_

Poultry: \_\_\_\_ Beef: \_\_\_\_ (Note: If you have dietary requirements, advise Mike)

Wednesday, May 10, 2017 11:30 a.m.

**Auxiliary Friendship Luncheon (Open to all)**

\$25.00/person                      X \_\_\_\_\_ = \_\_\_\_\_

Poultry: \_\_\_\_ Beef: \_\_\_\_ (Note: If you have dietary requirements, advise Mike)

Thursday, May 11, 2017

**Cocktail Hour (5 p.m. with Cash Bar); Awards Banquet (6 p.m.)**

\$55.00/person                      X \_\_\_\_\_ = \_\_\_\_\_

Poultry: \_\_\_\_ Beef: \_\_\_\_ Fish: \_\_\_\_

(Note: If you have dietary requirements, advise Mike)

**TOTAL AMOUNT ENCLOSED FOR ABOVE ITEMS: \$ \_\_\_\_\_**

Please help the committee by making your reservations as early as possible. We must provide headcounts in advance. It takes a lot of time and effort negotiating to get the best deals possible so you can come and everything is in place when you arrive. So again, please help us by filling out these forms and sending them with your check to Mike Placencia as early as you can. Thanks for your help and consideration!





## Coast Guard Combat Veterans Association

### General Information for Members and Visiting Associations

Please wear your name tag at all times while in the Hospitality Room. You will not be served without it. There are special discounts when you wear your name tag around the hotel. If you registered early and indicated such, your ship/station/group name will be included on your name tag. This will make it easier to be recognized and attract others to speak up and get acquainted.

If your visiting group wants a separate meeting room and luncheon contact Mike Placencia and he will do his best to have the hotel accommodate your needs. Please be advised that it is highly unlikely that the hotel will be able to provide a different meal from what the CGCVA & Auxiliary are having without a price difference, if they have the staff to accomplish another meal. Please accomplish this type of request prior to your arrival at the Crown Plaza Mission Valley to give Mike time to accomplish your request. You can contact Mike at 661-401-0609 or [cgmaterchief22@hotmail.com](mailto:cgmaterchief22@hotmail.com).



Remember, all guests are encouraged to attend the CGCVA Auxiliary Friendship Luncheon. We have tried to set up everything to make you comfortable and welcome to this reunion and the CGCVA Convention. If we have overlooked anything, please let us know what it is.

#### Refund Policy:

Requests for refunds of all payments will be honored for compelling reasons if they are received by April 17, 2017. Refund requests after that date honored after the convention, subject to the availability of funds, after all convention expenses are paid, Registration fees are not refundable. This is due to the fact that the monies have already been spent for necessary/contracted convention items.





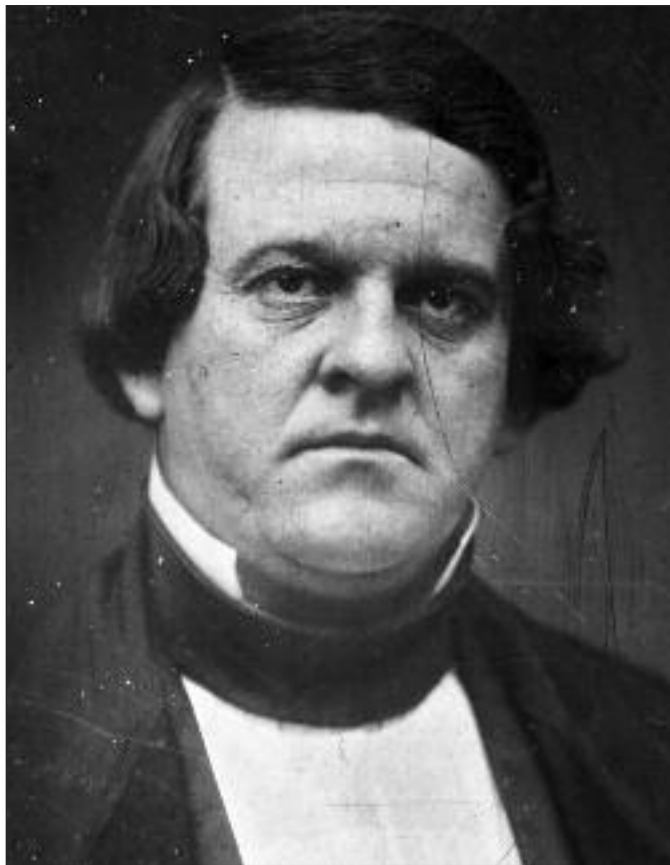
# Howell Cobb — Secessionist, Confederate General and Cutter Namesake

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

To identify one of the most interesting, and many would say infamous, men who have been associated with the history of the United States Coast Guard, one need look no further than Thomas Howell Cobb, known as Howell Cobb. A powerful American political leader before the Civil War, Cobb would help lead the Southern states into secession and the Confederacy. The Coast Guard's legacy services would find his name adorning more than one of their ships.

Howell Cobb was born into Georgia's plantation elite in 1815 and grew up near Athens, Georgia. A quick learner, he attended Franklin College, later the University of Georgia, graduated cum laude and then pursued law. A year later, he married and his wife would bear him eleven children over the course of the next twenty-five years. In the 1840s, he began his rise in national politics. In 1843, he was elected from Georgia to the U.S. House of Representatives and, from 1849 to 1851, he served as the Speaker of the House. In 1851, he returned to his home state and, for the next two years, served as the fortieth governor of Georgia.

The 1850s brought greater challenges for Southern Democrats like Cobb, faced with growing polarity between North and South political factions. He was an ardent supporter of slavery, but he also believed in preserving the Union. In 1854, Cobb returned to Washington to serve once again as a U.S. representative from Georgia. Two years later, he published *A Scriptural Examination of the Institution of Slavery*, invoking the Bible in support of the institution of slavery. In 1857, President James Buchanan



*(Left) Photograph of Howell Cobb early in his political career before the Civil War. (Library of Congress)*

appointed Cobb the twenty-second Secretary of the Treasury making him one of the only Treasury Secretaries appointed from the Deep South.

In the 1800s, revenue cutters typically received the names of treasury secretaries. During his tenure as head of Treasury, Howell Cobb held the distinction as the namesake for not only a revenue cutter but also for a Federal lighthouse tender. The revenue cutter *Howell Cobb* and lighthouse tender *Howell Cobb* were both built in 1857. The Revenue Cutter Service built

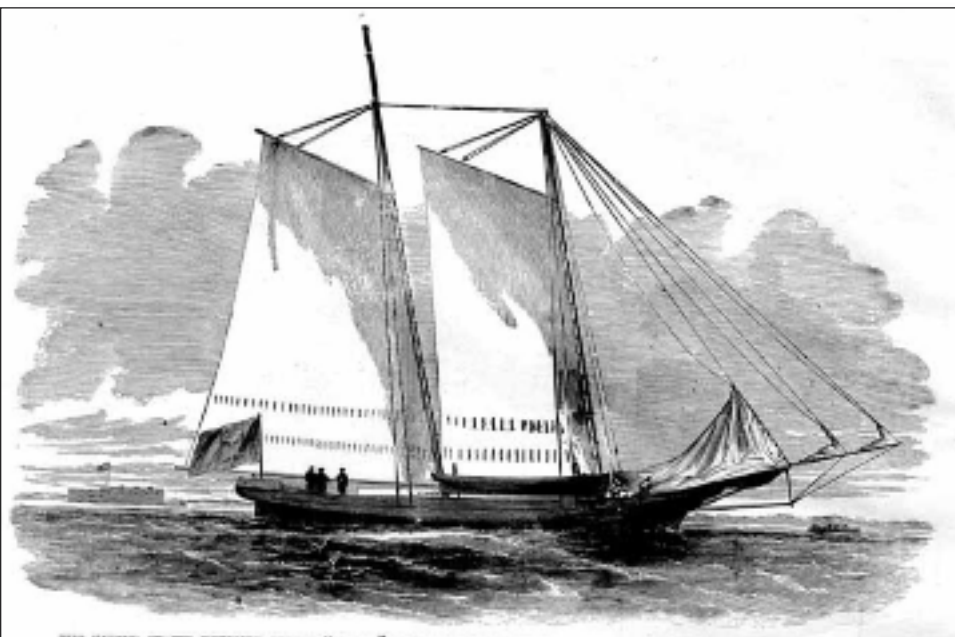
the cutter in Ohio to serve the station located at Oswego, New York. She was a sixty-five foot wooden schooner-rigged sailing vessel that displaced nearly sixty tons. The U. S. Lighthouse Service built a slightly larger wooden schooner-rigged sailing vessel in New York that displaced ninety tons. The *USLHT Howell Cobb* was

*(Right) A youthful looking Treasury Secretary Howell Cobb, who served in the late 1850s. (U.S. Treasury Department)*



stationed in Charleston, South Carolina, and serviced lighthouses and aids to navigation along the Southeast coast.

The presidential election of 1860 changed Howell Cobb's life forever. President Buchanan had groomed him as his successor, but Cobb failed to run in the Democratic primaries. After serving for over three years, Cobb resigned his post as Treasury Secretary after Abraham Lincoln's election in November 1860. He then became chairman of the Secessionist Convention and, later, speaker of the Provisional Confederate Congress. For two weeks he served as the provisional head of the Confederacy before the



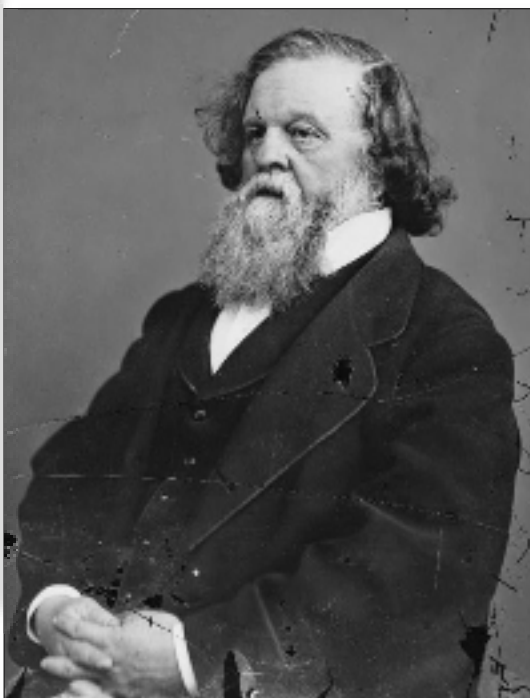
*The sailing cutter William Aiken was similar in design but larger than the cutter Howell Cobb. It was common in the 1800s to name cutters for Treasury Secretaries such as Cobb. (Donald Canney, U.S. Coast Guard and Revenue Cutters, 1790-1935, 1995)*



*Howell Cobb, who served in the Civil War as a brigadier general and later a major general in the Confederate States Army. (Hargrett Library, University of Georgia)*

election of Confederate president Jefferson Davis in February 1865.

The Civil War necessitated a significant increase in the size of the Union revenue cutter fleet not only to replace cutters confiscated by the Confederacy, but also to maintain traditional cutter



*This post-Civil War photo of Howell Cobb in his early fifties shows him aged beyond his years by campaigning in the field and leading armies in the war. (Library of Congress)Coast*

served as commander of the District of Georgia and Florida. During the war, Cobb's suggestion of a

missions under wartime pressure. In late 1861, six cutters sailed from the Great Lakes to bolster the East Coast fleet for wartime duty. One of them, the cutter *Howell Cobb* went ashore in a gale during her transfer to the Boston station. Her crew was rescued, but she was a total loss. In 1857, the year she was built, *USLHT Howell Cobb* had also gone ashore. However, the lighthouse tender *Cobb* was salvaged and, in 1861, the Confederacy confiscated her for wartime purposes.

After helping establish the Confederacy, Howell Cobb became an active military leader in the Confederate States Army. He received the rank of brigadier general in the Army of Northern Virginia and later



prisoner-of-war camp in southern Georgia led to the creation of the infamous Andersonville Prison where many Union POWs lost their lives. In his famous “March to the Sea” through Georgia, General William Sherman learned the location of Cobb’s plantation and ordered it burned except for the slave quarters. In the spring of 1865, then Major General Cobb argued against an eleventh-hour proposal to enlist slaves to fight with



*Aerial photograph of the Coast Guard cutter Cobb during World War II. Cobb served as the first test platform for landing helicopters on board ships. (U.S. Coast Guard Collection)*

the Confederate Army supported by General Robert E. Lee. Finally, on April 20th, 1865, Cobb surrendered his command to Union military forces at Macon, Georgia.

Years in the field leading troops and fighting a lost cause had aged Cobb well beyond his years. After the war, he remained in Macon to practice law. He bitterly opposed postwar Federal Reconstruction policies in the South; however, he refrained from denouncing them until he received a presidential pardon in 1868. That same year he

and armed for the war, and used by the Coast Guard as the first platform for testing shipboard helicopter landings.

While not a member of the Service, Howell Cobb’s life reminds us of the divisions in American life, culture and politics in the early 1800s that resulted in the Civil War. And also how a once popular political leader and Service vessel namesake, would later be resented and reviled by many of his countrymen.

died of a heart attack while visiting New York City. He was fifty-three years old when he passed away and was buried near his former home in Athens, Georgia. Reminders of Cobb would surface decades later when distant relation, Ty Cobb, rose to fame as one of baseball’s early star players. And, in World War II, the Coast Guard received yet another vessel named “Cobb.” This time it was the former passenger vessel *Governor Cobb*, cut-down

## United States Lighthouse Service Operations in the American Civil War

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

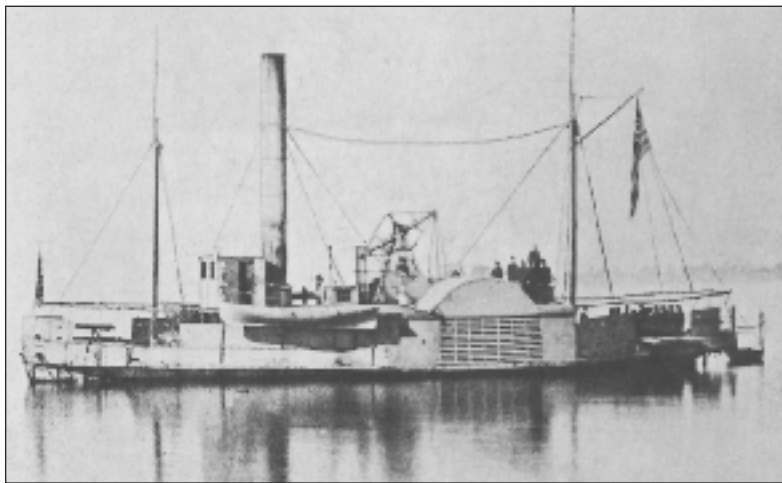
As they would in nearly every nineteenth-century American war, the United States Coast Guard’s legacy services played an important role in the Civil War. In addition to the Revenue Cutter Service, another predecessor agency of the Coast Guard, the United States Lighthouse Service, took part in the conflict. Prior to the war, the Lighthouse Service, also known as the U.S. Light-House Board, operated lighthouses all along the East and Gulf coasts. Other Lighthouse Service assets included buoys, other aids to navigation, buoy depots, lightships, and lighthouse tenders.

Like other government agencies, many Southern lighthouse personnel transferred their allegiance from Federal service to the Confederate States Lighthouse



*Rare photograph from the 1800s of the Key West Lighthouse, which remained in Union hands during the Civil War. (U.S. Coast Guard Collection)*

Bureau. This included numerous lightkeepers as well as one-time U.S. Navy officer Raphael Semmes, who had previously served as secretary of the U.S. Lighthouse Service. Semmes received appointment as the first superintendent of the Confederate Lighthouse Bureau. As Union forces occupied large sections of



*(Left) U.S. Lighthouse Service tender Van Santvoort was transferred to the Union Navy in 1861 and served as the gunboat USS Coeur de Lion during the Civil War. (U.S. Coast Guard Collection)*

the South's coastline, the Confederate government required fewer Lighthouse Service staff. Keepers and support staff lost their jobs while former naval officers, such as Semmes, went on to serve in the Confederate Navy. Later in the war, Semmes would earn fame as captain of the Confederate



*The tallest lighthouse on the East Coast, Cape Hatteras held great strategic value both to Union military forces and the Confederates. (Courtesy of the National Park Service)*

cruisers *CSS Sumter* and *CSS Alabama*. Semmes's successors heading the Confederate Lighthouse Bureau would do little more than manage unlit lighthouses and idle assets.

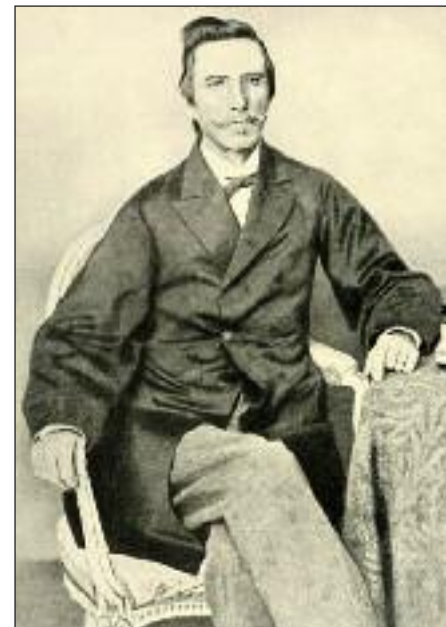
In the early stages of the conflict, only certain lighthouses in Virginia and those located in the Florida Keys and Dry Tortugas remained in Union hands. For strategic purposes, Union and Confederate forces struggled to control the rest of the 160 lighthouses and aids to navigation in Southern territory. Union military forces needed lighthouses and aids to navigation to facilitate naval operations and delivery of troops and supplies to the

enemy naval operations and night-time navigation. Both sides used the lighthouse towers to observe movements of enemy naval and land forces.

Both sides of the conflict sought other U.S. Lighthouse Service assets. were highly sought after by. The Confederacy removed valuable lamp oil supplies from Southern light stations to support the war effort. Eleven lightships stationed in the South before the war were either sunk by the Confederates to block waterways or used for other maritime needs. In addition, many contemporary lighthouse tenders were relatively modern steamers and put to use for military purposes. In the North, eight lighthouse tenders were transferred to the Union Navy; and, in the South, eight lighthouse tenders were commandeered by the Confederate Government.

During the war, the U.S. Lighthouse Service assisted the Union war effort in many ways. These activities included re-lighting the light stations extinguished by the Confederate

*(Right) Raphael Semmes, one-time secretary of the U.S. Lighthouse Service, who became head of the Confederate States Lighthouse Bureau before earning fame as the captain of commerce raiders CSS Sumter and CSS Alabama. (Photographic History of the Civil War, New York, 1911 found in Wikipedia)*





forces and positioning special buoys, lights, and lightships to aid Union military operations. In 1862, the Treasury Department sent Special Agent Maximilian Bonzano to New Orleans to restore re-captured lighthouses to operational status, starting with those located in Louisiana. In spite of hostilities that continued to threaten lights in Union-occupied territory, Bonzano made steady progress and expanded his efforts to include lighthouses located along the entire Gulf Coast.

After the conclusion of hostilities, the Lighthouse Service worked diligently to return the South's lighthouses and aids to navigation to operational status. However, it took ten years to complete the job. In 1875, the Service finally completed the task of refurbishing hundreds of Southern lighthouses and aids to navigation to their pre-war condition. Throughout the war and its aftermath, United States Lighthouse Service men and women stood the watch and did their best to light the way for American maritime traffic.



*Official seal of the United States Lighthouse Service.  
(U.S. Coast Guard Collection)*

## For the Safety of Ports, Ships, and Facilities

By Petty Officer 2nd Class David R. Marinby

After WWII came to American soil, the Port of Baltimore was selected as one of the ports to build emergency cargo ships, or Liberty ships as they later became known. On Feb. 25, 1942, by order of the Secretary of the Navy, the Coast Guard was assigned the responsibility of protecting ports, vessels and waterfront facilities.

With the selection of the port of Baltimore, the Coast Guard was sent on a course to establish a training center located on the grounds of Fort McHenry. As the training station grew, the facility left little room for the morale and personal lives of those assigned as students, instructors and support personnel.

As the Coast Guard's role during the war increased, so too did the need for servicemembers and volunteers. Nearly 250,000 men joined the Coast Guard during the war effort. With such a rapid expansion of personnel came a need for

proper training.

"On May 15, 1942, the War Department leased nearly eight and a half acres of Fort McHenry for the Coast Guard to use as a fire control and port security training facility," said Ranger Scott Sheads, a historian at Fort McHenry.



*Coast Guardsmen in formation at Coast Guard Training Station Fort McHenry. On May 15, 1942, the War Department leased nearly eight and a half acres of Fort McHenry for the Coast Guard to use as a fire control and port security training facility.*

## Feature Articles



*Park Ranger Vince Vaise looks over WWII logs, magazines and other documents from Coast Guard Training Station Fort McHenry.*

“The first class of 50 policemen and firemen, recruited from all over the country, will begin a five or six-week course, to be followed by similar courses for the port security section of the Coast Guard’s fire-prevention and fire-fighting schools,” said the *Baltimore Sun* newspaper. “On completion of the training period, the members of the class will be assigned along the coast line, some for duty at ports and others for training newly enlisted personnel.”

“It seems to me that overall, in studying the historical material at the fort, the two main missions of the Coast Guard were port security and shipboard firefighting,” said Ranger Vince Vaise, chief of interpretation at Fort McHenry

National Park. “Port security was emphasized early in the war because we were just getting into the war building the ships and because Pearl Harbor was recently attacked.”

The port security training encompassed sabotage, war gases, first aid, Judo and firearms.

“Later, the emphasis shifts to shipboard fire-fighting,” added Vaise. “The legacy in that came late in the war when the kamikaze attacks were at their height, [the U.S.] really did have shipboard firefighting figured out.”

By June of 1943, the training station grew to include temporary wooden barracks on the east grounds, a fire demonstration building, an open demonstration oil tank, a 40-foot fire tower and a gas chamber.

“They also had the *Gaspar De Portola*, an old Liberty ship, which was used for fire training on how to fight fires on board Navy ships,” added

Sheads.

An unseaworthy Liberty ship, the *Gaspar De Portola* was obtained by Adm. Russell R. Waesche, commandant of the Coast Guard at the time. The vessel was used to conduct several tests on shipboard fires.

The Firefighting School included lessons on chemistry of fire, fire streams and friction losses, nomenclature, fire pumps, respiratory protection, flammable liquids and gases, fire safety and 12 hours of outdoor fire training.

By the spring of 1943, the training station developed a course in Elementary Damage Control consisting in studies of firefighting, stability buoyancy-organization and



*The Liberty ship Gaspar De Portola obtained by Adm. Russell R. Waesche, commandant of the Coast Guard during WWII, for use at Coast Guard Training Station Fort McHenry.*



*(Right) Coast Guardsmen stationed at Fort McHenry during WWII are pictured entering the star fort in a photo taken for the Baltimore Sun.*

shallow water diving and welding.

Aside from training, life for those stationed at Fort McHenry was routine.

“A typical day started with reveille, breakfast call and then we’d jump on the trucks, which took us to the piers where we stood guard duty,” said August Lachner, who was stationed at Fort McHenry. “Men not on guard duty manned fireboats, cleaned buildings or were mess cooks.”

To escape the routine of day-to-day



*A Coast Guardsmen stationed at Fort McHenry during WWII poses for a photo by the entrance to the fort grounds.*

“They said it was really training intensive and certainly the workload was quite heavy with regulating all the buoys and the ships and support of port security. So I’m going to guess that when they had a little bit of free time, there was a lot of steam to blow off. That manifested itself in a lot of different ways.”

“You have some colorful tales of guys getting drunk,” said Vaise. “Perhaps most colorful was a guy who not only was drunk and had a bottle smashed over his head, but was actually thrown in the brig, which

operations, USO entertainers would often visit the fort, and servicemembers found other ways, on and off post, to entertain themselves.

“In the weekends we’d have entertainment in the cafeteria, which is now the Naval Reserve Center,” said Mozzo. “I belonged to a dance band and played the clarinet on Saturday and Sunday nights. It was a lively base 24/7.”

“When you study the era of the U.S. Coast Guard at Fort McHenry, it’s like the old saying, ‘you have your saints and you have your sinners,’ and actually, like most normal people, a little bit of both,” added Vaise.

he managed to escape but was found wandering and asking how one gets off the fort grounds.”

In all the Coast Guard trained more than 28,000 servicemembers and volunteers on security and fire control, and in August of 1945 with the end of WWII, the Coast Guard vacated the park.

Today, walking the grounds of Fort McHenry and talking to the park rangers, visitors can see exhibits and hear about the Coast Guard’s rich history in protecting the nation, much as the service continues to do today.



# Memorial Service Honors 23 Fallen Crew Members of Cutter Blackthorn

By Space Coast Daily

The Coast Guard honored 23 fallen crew members January 28th in St. Petersburg during the 37th anniversary memorial service of the Coast Guard Cutter *Blackthorn* collision.

The Coast Guard Cutter *Blackthorn* sank after colliding with the tanker vessel *Capricorn* near the Sunshine Skyway Bridge Jan. 28, 1980.

The *Blackthorn* lost 23 of its 50 crew members in the Coast Guard's worst peacetime disaster.

A memorial inscribed with the names of the crew members who perished stands two miles north of the collision site.

*Blackthorn* was one of 39 original 180-foot seagoing buoy tenders built during World War II between 1942-1944.

*Blackthorn* was initially assigned to the Great Lakes for ice-breaking duties, but after only a few months, she was reassigned to San Pedro, California.

She served in San Pedro for several years before being brought into the gulf coast region to serve in Mobile, Alabama then transferred to Galveston, Texas for the final years of her service until the accident.

In 1979-1980, *Blackthorn* underwent a major overhaul in Tampa, Florida. However, on 28 January 1980, while leaving Tampa Bay after the completion



A crew member from the Coast Guard Cutter *Bernard C. Webber*, a 154-foot Fast Response cutter homeported in Miami salutes his fallen shipmates. (Space Coast Daily photo)



of the overhaul, she collided with the tanker *SS Capricorn*.

Shortly after the collision, *Blackthorn* capsized, killing 23 of her crew. The cutter was raised for the investigation, but ultimately was scuttled in the Gulf of Mexico after the investigation was complete.

She currently serves as an artificial reef for recreational diving and fishing.

(Left) The Coast Guard Cutter *Blackthorn* underway in 1972. The *Blackthorn* sank after colliding with the tanker vessel *Capricorn* near the Sunshine Skyway Bridge Jan. 28, 1980. (USCG image)



## Feature Articles

Rear Adm. Scott A. Buschman, Coast Guard District Seven commander, presided over the ceremony held in Blackthorn Memorial Park at the base of the Sunshine Skyway Bridge overlooking Tampa Bay.

The ceremony included an aerial salute by Air Station Clearwater crews, a reading of the names of *Blackthorn* victims and the tolling of the ship's bell.

During the ceremony, crew members from Coast Guard Cutter *Joshua Appleby*, a 175-foot Keeper Class Coastal Buoy Tender homeported in St. Petersburg and Coast Guard Cutter *Bernard C. Webber*, a 154-foot Fast Response

cutter homeported in Miami, laid 23 roses to commemorate each of the fallen crew members.

Steeped in tradition and respectful remembrance, the annual *Blackthorn* commemoration is a moving tribute offering glimpses into the finest Coast Guard traditions.



*Association member CWO4 Bill Held (Ret.) and his wife Jackie represented the CGCVA with a wreath-laying at the Blackthorn ceremony. Note: Bill was Mike Placencia's recruit company commander during Mike's basic training at Alameda, Calif.*



*Association member Mike Held (right) poses with two former Coast Guardsmen who were stationed at Group St. Petersburg at the time of the CGC Blackthorn's sinking. Chuck Amzabel is in the center and the other man is Terry.*

## The QD Log is Still Looking For an Editor-in-Chief



Anyone interested in putting together the Association's quarterly magazine is urged to contact current editor Ed Swift who has doing it for more than 22 years. Ed can be reached at:

[swiftie1@verizon.net](mailto:swiftie1@verizon.net).

## Ship's Store

The below listed CGCVA items are now available. Send orders to Richard Hogan at 4713 West Rock Creek Road High Ridge, MO 63049-3308 or [richardhoganjr@charter.net](mailto:richardhoganjr@charter.net). Please make checks payable to CGCVA. Prices shown include first-class or "Book Rate" postage. Also, given the current state of technology, please let us know if you feel we should offer credit card payments (and passing the credit card fee on to the purchaser).

### CGCVA GOLF SHIRT



*New CGCVA Golf Shirt on Professional Model*

Display your CGCVA affiliation with our new (made in the USA) golf shirts with embroidered CGCVA logo. Navy blue in sizes L, XL and XXL for only **\$27.50** each plus free shipping. They're awesome!



*Embroidered CGCVA Logo*

**(New Item) CGCVA CAR WINDOW DECAL:** Full-color 6" wide oval decal of the CGCVA logo. Weather resistant and ready to peel and place. Let others know you're a CGCVA member. **\$5.00.**

**PATCHES:** CGCVA (small) **\$4.00.** CGCVA (large) **\$5.00.** RONONE, CON-SON, ELD-Eagle, Market Time, and Squadron Three, ELD CG Vietnam, USCG LORSTA Sattahip Thailand **\$5.00** each. Tonkin Gulf Yacht Club **\$6.00.**

**CGCVA BASEBALL CAP:** Blue/black, gold-lettered CGCVA with embroidered logo, full back, one size fits all. **\$25.00.** Unable to get name or initials stited on back of caps at this time.

**CGCVA GARRISON CAP:** Currently unable to get sewing done on these caps. If cap is desired, please call me ahead of time to learn about sewing status. Must know head size. **\$26.00.**

### CGCVA CHALLENGE COIN



You asked for it at the 2013 convention and we listened. Now, all CGCVA members can have their own challenge coin. These will serve as great keepsakes and also as "thank you" gifts to persons or organizations helping out our Association. **\$12.00.** each, shipping included. Supplies are limited so order yours today!



## Miscellaneous

### COAST GUARD COMBAT VETERANS ASSOCIATION AUXILIARY & ASSOCIATE MEMBER APPLICATION

Membership Type: Auxiliary: \_\_\_\_\_ Associate: \_\_\_\_\_ New: \_\_\_\_\_ Renewal: \_\_\_\_\_ Returning: \_\_\_\_\_  
Two-year membership May 20\_\_\_\_ to May 20\_\_\_\_

Name: \_\_\_\_\_ Date: \_\_\_\_\_ E-mail address: \_\_\_\_\_  
Home Phone Number: \_\_\_\_\_ Cell: \_\_\_\_\_  
Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_ Zip: \_\_\_\_\_

**Dues: \$15 for two-year membership.** Make check or Money order payable to: CGCVA Auxiliary Assn.

Mail to: Mimi Placencia National Secretary-Treasurer, 9804 Iroquois Lane, Bakersfield, CA 93312

Auxiliary Membership Qualifications: Family of members of the Coast Guard Combat Veterans Assn. in good standing.

Associate Membership Qualifications: All other Interested parties. Associate membership is a non-voting membership.

For additional information please contact:

Betty Schambeau (Auxiliary President) at [betty.schambeau@tampabay.rr.com](mailto:betty.schambeau@tampabay.rr.com) or (352) 279-3279.

Mimi Placencia (Auxiliary Secretary/Treasurer) at [mimiplacencia@hotmail.com](mailto:mimiplacencia@hotmail.com) or (661) 444-0186

### 2017 CGCVA Convention/Reunion Silent Auction Item Registration Form

Description of Item: \_\_\_\_\_

Name of Person Supplying Item: \_\_\_\_\_

Value: \_\_\_\_\_ Minimum Bid: \_\_\_\_\_

Send this form to: Betty Schambeau at P.O. Box 207 in San Antonio, FL 33576 or to [betty.schambeau@tampabay.rr.com](mailto:betty.schambeau@tampabay.rr.com)

Introducing

## THE CGCVA 50/100 CLUB

On the next page you will find the CGCVA activities mission statement and the 50/100 Club donation form. Over the years, our members have been generous with their own contributions. This new program is geared for family members, friends and business associates that want to honor your service and the fine work the Association does on behalf of the Coast Guard. The program runs from November 1, 2016 through April 30, 2017. We will keep you posted as to its progress on the website. Thank you for your support.

Approved by: CGCVA Officers and Board of Trustees

# COAST GUARD COMBAT VETERANS ASSOCIATION

Established 1985

The Coast Guard Combat Veterans Association is a non-profit association 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. Our Association fosters good fellowship, perpetuates the memory of our fallen comrades, assists honorably discharged and retired Coast Guard combat veterans, and promotes and enhances the image and posture of the United States Coast Guard. Our members nationwide take part in the following activities:

- Each year we honor a Coast Guard person for demonstrated heroism.
- Each year we honor two Coast Guard Academy cadets at New London, Connecticut.
- Each week we honor a graduating enlisted member from basic training at Cape May, New Jersey.
- We assist in maintaining the gravesite of Medal of Honor recipient Douglas A. Munro in Cle Elum, Washington.
- We participate in commissioning ceremonies for Coast Guard cutters named for those who received a combat-related or heroism-related award.
  - We participate in Yellow Ribbon Pre- and Post-Deployment events.
- We publish our acclaimed national magazine, *The Quarterdeck Log*, on a quarterly basis.
  - We maintain a highly professional website: [www.coastguardcombatvets.org](http://www.coastguardcombatvets.org).

For all of these reasons and more we hope you will consider becoming a member of our 50/100 Club (see below for details)



## Proud to be a Member of the COAST GUARD COMBAT VETERANS ASSOCIATION 50/100 Club

(Please select one of the below by checking the appropriate box)

Enclosed is my personal contribution to the Coast Guard Combat Veterans Association 50/100 Club in the amount of **\$50**. Please list my name in the *Quarterdeck Log* as: \_\_\_\_\_

Enclosed is my business contribution to the Coast Guard Combat Veterans Association 50/100 Club in the amount of **\$100**. Please list my business in the *Quarterdeck Log* as: \_\_\_\_\_

Enclosed is my anonymous contribution to the Coast Guard Combat Veterans Association 50/100 Club in the amount of \$\_\_\_\_\_. I do not wish to be listed in the *Quarterdeck Log*.

Checks should be made out to: **CGCVA** with "50/100 Club Donation" included in the "Memo" section. Please mail checks to:

CGCVA Administrative Office  
P.O. Box 777  
Havre de Grace, MD 21078

**All contributions are greatly appreciated and remember we are a 501(c)(19) organization so your contributions are completely tax deductible.**



# Coast Guard Combat Veterans Association

## MEMBERSHIP APPLICATION

(Please Print Clearly)

### PERSONAL INFORMATION

Last Name: \_\_\_\_\_ First Name: \_\_\_\_\_ M.I.: \_\_\_\_\_ Suffix: \_\_\_\_\_

Street: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Telephone: \_\_\_\_\_ Email: \_\_\_\_\_

Date of Birth: \_\_\_\_\_ Sponsored by: \_\_\_\_\_

For those with a second address, please provide that address below. This is to ensure proper delivery of the Quarterdeck log magazine and other Association materials

Street: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

When are you at this address (dates)? \_\_\_\_\_

### MILITARY INFORMATION

Branch: \_\_\_\_\_ Dates of Service (From): \_\_\_\_\_ To: \_\_\_\_\_

For broken or other service affiliation:

Branch: \_\_\_\_\_ Dates of Service (From): \_\_\_\_\_ To: \_\_\_\_\_

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

Ships, Duty Stations of Combat theatre(s): \_\_\_\_\_

#### IMPORTANT INFORMATION FOR MEMBERSHIP:

This application MUST be accompanied by a copy of your discharge (both sides if applicable); or a copy of your DD-214; or a copy of your DD-215; or a copy of NAV/CG-523; or a copy of your letter(s) of awards; or a copy of some "official" documentation that states your participation in or your direct support of a combat situation. You may get a certified statement from a former shipmate who is a member of the CGCVA in "Good Standing" stating that you served with him or her on a particular ship or station during a particular period of time.

Dues: **\$40.00 for 2 Years**

Make check or Money Orders payable to:

**CGCOMVETS**

**Send application and payment to:**

CGCVA Secretary/Treasurer

P.O. Box 777

Havre de Grace, MD 21078

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

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

**COAST GUARD COMBAT  
VETERANS ASSOCIATION  
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HAVRE DE GRACE, MD 21078  
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***CGCVA member Joe Lisko and some of his buddies at a  
reunion of Cape May veterans in 2016 at (where else)  
Cape May.***