



the Quarterdeck Log

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Volume 27, Number 3

Fall 2012

“Back to Boot Camp” Event a Huge Hit

Nearly 60 CGCVA Members and Guests Attended the Two-Day Event at USCG TraCen Cape May

The CGCVA Back to Boot Camp Event, held on October 11th and October 12th, 2012 was a great success. We had 59 members and spouses attend the two-day event, which was held at the U. S. Coast Guard Training Center, in Cape May, New Jersey.

The event was originally suggested by CGCVA member CAPT William Kelly, TraCen Cape May's commanding officer, who had long been encouraging the CGCVA to consider holding our biennial reunion/convention in Cape May. The Back to Boot Camp Event was a better match, however, in terms of hotel accommodations and other facilities and it was a great opportunity for us, primarily from the East Coast, to attend and re-live those days when we were young men, just beginning our lives by serving our country.

The Event began with a Welcome Reception held at the La Mer Oceanside Resort. This allowed attendees to check into the hotel and then gather at the conference center for drinks, other refreshments, and of course, camaraderie.

Attendees were welcomed by Regimental Officer (and CGCVA member) LCDR Scott Rae, Battalion Officer LT Ed



CGCVA members attending recruit graduation ceremonies with Cape May Commanding Officer CAPT William Kelly and LCDR Scott Rae. (Photo courtesy of Gary Sherman)

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From the President

2013 Convention

Convention Planner Mike Placencia has made arrangements for some interesting activities at the Reno Reunion. Check out his new Convention information on the following page and the updated Convention information and Registration forms on pages 15-18 in this issue. Please be sure to get your Registration in early.



Ed Swift

Thanksgiving

Hopefully you will be receiving this issue of the *QD Log* before Thanksgiving. During that annual holiday, we traditionally gather with friends and family to share not only a glorious dinner but also love, camaraderie and friendship.

Many of us say Grace before eating and either orally or silently offer thanks for what we have received during the year. I, for one, will be giving thanks to a host of people, including one I never met who is now departed.

On Aug. 23rd, I became unconscious and was barely breathing. I was rushed to the nearby hospital, examined, and deemed to have pneumonia. I was put in a medically-induced coma and had a breathing tube inserted. Soon afterwards I was medivaced by helo to the area hospital that performs transplant operations. I had been on the national lung transplant list through that hospital for several months.

Upon arrival, I was again examined and my wife was told that I was gravely ill and to expect the worse. I was given 24 hours while a frantic search for a suitable lung was made. An "exceptable" lung was identified there at the hospital and I was prepped for the operation. At the eleventh hour a nearly ideal lung match was identified in Norfolk and it was immediately flown to Fairfax, VA. where I was given it, and a new life, on Aug. 25th. Keep in mind I was in a coma this entire period, as well as several days afterwards, and have no recollection of what had transpired. All I know is that when I awoke on Aug. 29th, with the breathing tube removed, I was surrounded by my wife Mare, and our two sons Kris and Scott. Kris,

Next QD Log deadline is February 1, 2013. Please email articles and photos to the editor at: swiftie1@verizon.net

From the President

who lives in California, had taken a “red eye” to Virginia a few days earlier after Mare informed him of the situation.

I said I will be treating Thanksgiving 2012 differently than any previous one. I will give thanks that day, and every day, to my incredibly wonderful wife for her insistence that the local hospital coordinate plans with the transplant hospital, which led to the helo medivac and instantaneous national search for a good lung match. And after the procedure, she was with me every day, even when I was too groggy to know she was there. She has been a fantastic caregiver through the two-plus months since, helping me and encouraging me. More than 40 years ago I fell in love and married the USO “Cookie Girl” in Cleveland, and I couldn’t be more in love with her today.

I give thanks to my sons Kris and Scott who visited me often following the surgery and it was so good to see them together again. I give thanks to my many, many

good friends who took the time to visit me, send me Get Well wishes by card, gift or phone call, assisted Mare with driving responsibilities, and brought food to the house after I returned home.

I give thanks to the myriad medical personnel who were involved throughout my ordeal. They were all truly angels and I owe them everything.

I thank the family of the donor and, of course, the donor most of all, who unfortunately had to die in order for this old Coastie to have a second chance at life.

And of course I thank the Lord for blessing me with such a wonderful gift. He certainly heard the many prayers made on my behalf and I know there truly is incredible power in prayer. Thank you all for keeping me in yours!

Well that’s my Thanksgiving story. Here’s wishing everyone a very Happy Thanksgiving and a joyous holiday season.

Semper Paratus!

Swiftly

From the Convention/Reunion Committee

Since the last *Quarterdeck Log*, your Convention Committee has put together an exciting and fun-filled event. The convention, which runs from April 29 - May 3, 2013, will have a new meeting location, a new featured group activity, and a familiar fan favorite tour. Now to the details:

[Silver Legacy Hotel](#) — This place is a home run. It is big, classy and right downtown. The meeting rooms are conveniently located off the lobby area and first rate. The hotel provides free airport shuttle service that picks up at 15 and 45 past the hour. There are plenty of restaurants and cocktail lounges to enjoy — even a piano bar. We will be close to the National Auto Museum and the Reno River Walk area — all very nice tourist spots.

[Take Me Out To The Ball Game](#) — Our featured event will take place on Tuesday evening, April 30th. We will be hosted by the Pacific Coast League Champion Reno Aces (Arizona Diamondbacks AAA team) as they play the Las Vegas 51's (New York Mets AAA Team). Before the game we dine at the park in a special area reserved for CGCVA. Menu consists of BBQ chicken, hot dogs, beans, salad, chips, cookies, soda and water. One of our members will participate in the ceremonial first pitch. The ballpark is within easy walking distance from the hotel (2 blocks). All this for \$35.00

[The Wild West Is Alive and Well](#) — We want to offer a trip to Virginia City once again. This will only be available to the first 50 people (we are reserving only one bus) who want to go on Thursday, May 2nd. Pick up at the hotel at 10 am and return by 3 pm. Cost: \$18.

We are now working on obtaining the Awards Banquet guest speaker and honor guard, staffing the Hospitality Room and organizing the opening ceremony. The Committee welcomes you to Reno. This will really be a great time so please send in your completed Registration forms as soon as possible. Forms and details on pages 15-18.

Mike Placencia, Steve Petersen, and Gary Sherman

From the Secretary-Treasurer

Shipmates,

My thanks to all who attended the "Back to Boot Camp" event in October at Cape May. It certainly was a fun time and our hosts, CAPT William Kelly and his staff, really went out of their way to give us a first-class tour of the training center and let us see the impressive young men and women as they begin their service in today's Coast Guard. Luckily our event at Cape May did not correspond with the arrival of Hurricane Sandy.

I'd also like to thank PNP Joe Kleinpeter for giving me so much extra work. As our Membership Chairman, Joe was tasked with contacting deployed Coast Guard units and ones deploying for overseas duty in combat zones to educate them about the CGCVA since they would all

be eligible for membership. He has done just that and we are now on their scope and that's why I have the extra work.

For those of you who have recently sent in applications for membership, I wanted to let you know that the National Secretary is busier than a one-armed storekeeper with three sea bags. I am currently processing over 90+ applications for membership, mostly



Gary Sherman

Welcome New Members

New Member (Sponsor)

Dwight P. Nass (Joe Kleinpeter)
Rosalyne M. Cox (The Assn)
Roger M. Schmidt (The Assn)
Steven N. Jimerfield (Garret Conklin)
Jack G. Fleming (Joe Kleinpeter)
Lowell C. Gibbs (Gary Sherman)
Donald B. Davis (Ed Swift)
Keith P. Hanson (Joe Kleinpeter)
Clyde M. McCully (Joe Kleinpeter)
Bridget A. Metcalf (Joe Kleinpeter)
Samuel L. Papp (Joe Kleinpeter)
Robert J. Reed (Joe Kleinpeter)
Shawn D. Spicer (Joe Kleinpeter)
Christopher C. Vargo (Joe Kleinpeter)
Brett S. Arruda (Joe Kleinpeter)
Sean P. Brady (Joe Kleinpeter)
Sean D. Cone (Joe Kleinpeter)
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Jonathan L. Linhart (Joe Kleinpeter)
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Kevin D. Novick (Joe Kleinpeter)
Mark A. Pearson (Joe Kleinpeter)
Patrick T. Peters (Joe Kleinpeter)
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Frederick T. Armstrong (The Assn)
William A. Gordon (The Assn)
Steven M. Amaral (The Assn)
Sean M. Ayers (Joe Kleinpeter)
Michael E. Mitchell (Joe Kleinpeter)
John T. Anderson (Joe Kleinpeter)
Daniel Depalma (Joe Kleinpeter)
Matthew D. Harding (Joe Kleinpeter)
Cory R. McGee (Joe Kleinpeter)
Richard R. Mizkar, Jr. (Joe Kleinpeter)
Kenneth J. Randazzo (Joe Kleinpeter)
William H. Robinson (Joe Kleinpeter)
Alex D. Strobehn (Joe Kleinpeter)
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Jonathan B. Bernhardt (Joe Kleinpeter)
Staci K. Brown (Joe Kleinpeter)
Derek J. Day (Joe Kleinpeter)
Paul J. Emig (Joe Kleinpeter)
Geoffrey E. Gatewood (Joe Kleinpeter)
Ryan Henebery (Joe Kleinpeter)
Allison M. Hope (Joe Kleinpeter)
Brian R. Lamb (Joe Kleinpeter)
Jeffrey C. Marsh (Joe Kleinpeter)
Gerald A. Nauert (Joe Kleinpeter)
Jason M. O'Neil (Joe Kleinpeter)
Christopher S. Pekarski (Joe Kleinpeter)
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Drayton C. Parker (The Assn)
Steven F. Lee (Terry Lee)
Cynthia M. Carter (Joe Kleinpeter)
Nicholas R. Sturges (Joe Kleinpeter)
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Christopher L. Rymut (Joe Kleinpeter)
Gregory M. Sullivan (Joe Kleinpeter)
Daniel J. West (Joe Kleinpeter)

From the Secretary-Treasurer

from active duty Coast Guard personnel who are trying out the 2-Year Free Membership, and getting acquainted with the *Quarterdeck Log* and with the CGCVA as an organization. I ask for your patience as I plow through the paperwork.

It should be noted that the National Treasurer's desk is neat and tidy and ready to accept Booster donations or any other money you can spare, for the benefit of the Association. Keep in mind that all donations to the CGCVA are tax deductible as we are 501.c. Apparently the Treasurer is better organized than the Secretary

Thank you! Semper Paratus!

Gary

Crossed The Bar

Herb Abrams
CAPT Frederick Carney, LM
John R. Peters, LM
Alan Ricker
Philip Wittneben

Auxiliary News

Auxiliary Members,

As I write this the hurricane/superstorm Sandy is heading for the east coast. We had wind and rain from the storm when Sandy was off the coast here in Florida. Nothing like the northeast is going to get. We think about all of you and what you will be going through. We have family in the areas where the storm will hit. We are in phone contact often.

The reunion in Reno isn't far off. Mimi and I have been making plans for the luncheon. We are looking forward to the trip west again. We enjoy our car trips

these days. Once in a while we miss the RV travel we did for so many years. We really enjoyed those years. We looked at a van RV not long ago but then decided that we would buy a second car instead. After 24 years with only one car it is neat now to have my own and not have to worry about making plans when we both need cars. We made a trip to St. Augustine and really enjoyed playing tourist again. It is snowbird time and we look forward to seeing people as they arrive south for the winter months.

Liz Scotti Auxiliary President
(321) 474-0007

COAST GUARD COMBAT VETERANS AUXILIARY ASSOCIATION

Membership Information: NEW _____ RENEWAL _____ RETURNING _____ (Please print clearly)

Name: _____ Date: _____

Phone Number: _____ Cell: _____

Address: _____

City: _____ State: _____ Zip: _____

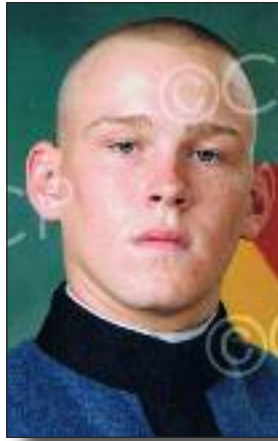
E-mail address: _____

Member name & relationship: _____

MAY 2011 renewal — \$15 for two year membership to expire in May 2013. In order to increase auxiliary membership, we would like to make this offer to new as well as elapsed members. Qualifications: Members limited to spouses of members in good standing of the Coast Guard Combat Veterans Association. For additional information please contact: **Liz Scotti** (President) at els699@aol.com or (321) 474-0007. Or **Mimi Placencia** (Secretary/Treasurer) at (661) 444-0186 or mimiplacencia@hotmail.com. Mail completed application and check (payable to CGCVA Auxiliary Assn) to Mimi Placencia at 9804 Iroquois Lane, Bakersfield, CA 93312.

To the CGCVA:

"I would like to thank you again for the Philip Van Campen Taylor Memorial Scholarship Award that I received last year. I am now in my second year at Virginia Military Institute and the money was a big help in buying my text books and other expenses. Sincerely,"



Cadet Kenneth P. Clarke, III
Grandson of LM Harry S. Huggins

Opening U.S. Ports After Sandy: An All-Hands On Deck Evolution

In every one of America's ports, the Coast Guard has plans in place to protect lives and property from natural

disasters such as Hurricane Sandy. U.S. cities contend with the threat of natural and manmade disasters every year as a major port taken out of commission could devastate local businesses and ripple into the national economy.

Preparing U.S. ports for disaster is a year-round effort that often goes unnoticed. In the case of Sandy, the Coast Guard, working with local partners and the shipping industry, readied ports on the Eastern seaboard to minimize disruptions. Regardless of how well prepared each port was, Mother Nature took her course, causing damage to many ports.

Despite some ports opening just hours after the storm had passed, there will still be work to be done in harder hit areas. Currently, the Coast Guard is focused on getting the ports of New York and New Jersey back to full operations.

The service's priorities are safety of life, to restore

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:

Thomas Coughlin	Charles Rummel	John Wilkes	Seth Hudak
George Moberg	Gerald Ballard	Kenneth King	VADM Sally Brice-O'Hara
Gary Fortner	Wayne Borchsenius	Colin Woodbury	Thomas Frishchmann
Mike & Mimi Placencia			

Baker & Marylou Herbert IMO VADM Jack Sargent and Jack Campbell
CAPT Donald Taub IMO LT John Pritchard and RM1 Benjamin Bottoms
Herb Weinstein IMO Jack Campbell and for the QD Log editor's fine work
Gerald Labodie IMO the brave men of CGC Tampa (WPG-48)

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.

the marine transportation system and rapid reconstitution of operations in the affected areas. Coast Guard crews continue to conduct assessments to ensure ports



Ensign Lindsey Norman retrieves the side scan sonar that NOAA Ship Thomas Jefferson used to survey the Hudson River, so fuel barge traffic could resume. (NOAA photo)

are safe and ready for business, despite damage to Coast Guard stations themselves.

“The United States is a maritime nation and we rely heavily on the ports for commerce — 95 percent of our goods come to us by way of sea. Just about everything you purchase on an average trip to store, from yesterday’s Halloween candy to the shirt on your back,



An MH-65T Dolphin helicopter aircrew from Coast Guard Air Station Atlantic City conducts an overflight assessment of New York boroughs impacted by Hurricane Sandy, Oct 30, 2012. U.S. Coast Guard photos by Air Station Atlantic City.

Farewell USCGC Jarvis



The U.S. Coast Guard Cutter Jarvis returned to its homeport in Honolulu, Sept. 16 after completing the final patrol of the ship's 40 years in service.

The Jarvis holds the distinction of being the first Coast Guard cutter to be commissioned in Hawaii, and has called Honolulu home since being commissioned Aug. 4, 1972. The cutter is named after Captain David H. Jarvis, who led an expedition to rescue 300 whalers stranded off Barrow Point, Alaska in 1897.

Jarvis was honored at a ceremony in Honolulu Oct. 2, where the ship was taken out of active service and recognized for its 40 years of service to the nation. Later this year, Jarvis will be replaced in Honolulu by the Coast Guard Cutter Morgenthau, which is currently homeported in Alameda, Calif.

Jarvis is the fourth of the Coast Guard's fleet of 378-foot high endurance cutters to be removed from service to make way for the new, more capable fleet of 418-foot National Security Cutters.

most likely came through a seaport somewhere at sometime. The port of New York and New Jersey is vital to our nation’s economy and we are doing everything humanly possible to get the port back to full operations. This is an all-hands on deck evolution,” said VADM Robert C. Parker, Atlantic Area commander.

The Coast Guard captain of the port works with maritime stakeholders and industry partners to use lessons learned from previous storms to execute regional plans. The foundation of local and federal governments working with stakeholders occurs on a daily basis but is amplified during emergencies. As captain of the port in New York, CAPT Gordon Loebl is responsible for protecting port facilities, merchant

USCG Memorial at Arlington Cemetery



The Coast Guard Memorial in Arlington National Cemetery is in need of major repairs. The Washington D.C. Chapter of the Chief Petty Officer's Association is selling commemorative coins to raise money for the repairs. Proceeds from the sale of the coin will fund restoration and maintenance of our historic monument.

You can purchase a coin for \$20 from your local CPOA chapter. Additional details on this project restoration can be obtained by contacting the Washington DC Chapter, CPOA via Facebook or their website: <http://wdccpoa.org/restoration/>

Alternatively, you can mail a check for \$20 + \$1.95 shipping & handling to:

*Restoration 2012
Washington DC Chapter, CPOA
P.O. Box 70105
Washington, DC 20024*

Checks can be made out to Washington DC Chapter, CPOA.

vessels and the maritime transportation system itself.

"My primary focus is getting the port and waterways open for business and that requires we accurately assess the safe navigation of the channel and the ability of the port infrastructure to receive and support vessel traffic," said Loebel. "Even though a navigable waterway can be transited, the vessel will still need a facility to moor at safely."

Progress is already being made. Just this morning (Nov. 2nd), NOAA worked with the Coast Guard to restore the fuel flow to the area. Sandy's damage to metropolitan New York flooded port terminals, halting fuel deliveries and leaving many filling stations unable

to run their pumps. The barges and tank ships carry tens of millions of tons of petroleum products through the Port of New York and New Jersey but barge deliveries were hampered by these obstructions.

NOAA ship *Thomas Jefferson*, which had transited to New York Harbor overnight, conducted a hydrographic survey of the Hudson River to search for sunken containers, debris and shoaling. Using high-tech side scan sonar equipment, *Thomas Jefferson* provided critical safety information to Loebel and the port was re-opened to fuel barge traffic.

Restoring fuel flow into the New York was a success, but there are still waterborne obstructions and parts of the port remained closed. The Coast Guard will continue to partner with the maritime industry and stakeholders to ensure the marine transportation system is fully restored. The multibillion-dollar industry depends on its ability to recover after disasters like Sandy and the Coast Guard will not stop until the ports of New York and New Jersey are open for business. **LT Stephanie Young**

Coast Guard Responds in the Wake of Sandy

The Coast Guard has a proud tradition of preserving life in even the most adverse conditions and stood ready to continue that tradition in the wake of Sandy.

Previous to Sandy's landfall, the Coast Guard pre-positioned resources to better ensure the service's ability to support search and rescue operations immediately following the storm. This careful planning and preparation paid off, as the Coast Guard's help was needed before Sandy even made landfall when the *HMS Bounty* began sinking in the Atlantic Ocean with 16 souls aboard.

While the dramatic rescue aboard *Bounty* has captured the nation's attention, Coast Guard helicopter crews were also busy responding to multiple requests to rescue people who were trapped in their homes in the wake of the storm. Coast Guard aircrews were sent

Notices & Association News

from both air stations Atlantic City and Cape Cod to provide search and rescue response.

Yesterday, in just one of these rescues, three people — trapped in their home from the extreme high tides — were saved by a MH-65T Dolphin aircrew. As the three people were taken to area hospitals in the safety of a

Coast Guard helicopter, another crew assisted New York Police marine units with nine people in distress.

Despite the hard work of emergency responders, people are still in need. Airboats, traditionally used for ice rescues in the Great Lakes region, were dispatched from the 9th Coast Guard District to support this need.

Training Center Cape May Sites... the Old and the New



The Forming Company building circa 1966 (Top Left) was like a House of Horrors for many of us compared to the modern digs of Sexton Hall (Top Right).

How many remember scarfing down your food as quickly as you could at the old Mess Hall, circa 1966 (Below Left)?

Recruits now enjoy heart-healthy meals at the Etheridge Hall Dining Facility (Below Right)

(Photos courtesy of Andy Cowley)



(Right) A MH-65T Dolphin helicopter aircrew from Coast Guard Air Station Atlantic City rescues three people stranded in their homes in New York boroughs that were impacted by Hurricane Sandy, Oct 30, 2012. (U.S. Coast Guard photo by Air Station Atlantic City)

These unique boats can operate in shallow water and are able to help out in flooded communities and more than a dozen Coast Guardsmen from stations in Ohio and Michigan deployed to the East Coast to support Sandy response operations.

“We are providing crewmembers and assets that are normally used for ice rescue operations and are now going to be used in a completely different environment,” said CAPT Jeff Ogden, commander of Sector Detroit. “There are millions of people affected by this storm, and we are ready to assist them in any way we can.”

The response is bigger than any one state or any one



agency, and the Coast Guard is also coordinating with partners to assess damage in ports and waterways.

Maritime transportation system recovery units are in place to coordinate the reopening and survey of local waterways and facilities. Coast Guard crews in conjunction with the Army Corps of Engineers, local harbor pilots and state and local authorities are working to inspect shore-side facilities for damage.

At sea, buoy positions will be checked to ensure vessels can navigate shipping channels safely. Crews are also in the process of identifying new hazards or areas where shoaling has occurred due to moving sand disturbed by Sandy. In addition to debris and obstructions in the water, several boats are adrift along the entire Eastern Seaboard.

“We are continuing to work closely with our partner agencies to assess damage to our ports and waterways,” said CAPT Joseph Vojvodich, commander of Sector Long Island Sound. “Boaters are reminded to stay off the water until the waterways are reopened. If you have a

PATFORSWA RAID Team



The PATFORSWA Chiefs Mess welcomes new chief, OSC Phillip Carpenter (center) to the Mess.

The PATFORSWA Redeployment Assistance and Inspection Detachment (RAID) Team is comprised of both active duty and reserve members, and they are deployed with the U.S. Army in support of Operation Enduring Freedom. In Afghanistan, our Coast Guardsmen wear the Army's MultiCam uniform and support the shipment of materials in and out of the war zone. The RAID mission is to assist the DOD with the safe redeployment of containerized cargo as well as the storage and segregation of hazardous materials. The Coast Guard's goal is to ensure hazardous materials are properly prepared for shipment and for re-entry to U.S. ports.

MCPO Mark A. Pearson, CMC, USCG Patrol Forces, Southeast Asia

recreational boat or watercraft that has come free from its mooring, please report it to the Coast Guard immediately. This can save valuable search and rescue resources from unnecessarily looking for a missing person."

The remnants of Hurricane Sandy continue to pose a danger and activities on the water should be avoided for the next few days. The public is advised to stay clear of beaches as currents remain a danger. Even the best swimmers can fall victim to the strong waves and rip currents in the wake of storms. Swimmers should stay clear of beaches until local lifeguards and law enforcement officials say the water is safe.

The storm is still powerful as it inches across Pennsylvania. Those still in the storm's path should stay informed and be prepared. As the nation continues to assess the impact of the storm on communities

CGCVA Awards Presented at USCG Academy



CGCVA member CWO Ed Bachand, USCG (Ret.) presented the CGCVA awards to the male and female 4/c cadets who excelled in the Obstacle Course and Entry Physical Fitness Exam. Award recipients were 4/c Casey J. Fall and 4/c Michael B. McGee. Also shown are Connecticut Lt. Gov. Nancy Wyman (left) and Academy Superintendent RADM Sandra Stosz (center). Thanks for representing us again in New London Ed!



CGCVA member Wayne Borchsenius of Norway, IL, revisited Normandy, France last September for the first time since 1944. The trip was beautiful. The only similarity being the weather on Omaha and Utah Beaches... fog and mist. It was nice to see the LST-331 listed in a memorial at Utah Beach, along with the Coast Guard Rescue Flotilla One monument and CGCVA monument. At the museum on Omaha Beach I was presented with American and French flags, along with a memorial packet. LST-331 was head of a small USCG flotilla that landed on Omaha Beach in the first wave. Twenty-eight landings later finished the Normandy service for the faithful LST-331. During that time, one of our shipmates was flown back to the U.S. to be one of the pall bearer at President Roosevelt's funeral. His name was Arthur Arnold.

along the Atlantic seaboard, Coast Guard units will respond and remain at the ready.

LT Stephanie Young

The military salute is a motion that evolved from medieval times, when knights in armor raised their visors to reveal their identity.

Gold is the only metal that doesn't rust, even if it's buried in the ground for thousands of years.

“Back to Boot Camp”

continued from page 1

Herbst, Mission Support Division Officer CDR Patrick Knowles, and Command Master Chief BMCM Dawn Smith. It was great to spend some time with these active duty Coast Guard members and discuss what they are going through, in their efforts to support the Coast Guard’s current missions.

On Friday morning we caravanned to the training center and at 8 a.m. and had breakfast with the parents of the recruit graduates at the enlisted club. At 10 a.m., we got to view the latest video of the training center program and then we toured the Douglas Munro museum, housed in Munro Hall, on the quad. Then we were on to graduation, in the gymnasium at 11 a.m.

CGCVA life members Baker Herbert and John Palmer represented our Association at the graduation ceremony, presenting the CGCVA’s Jack Campbell physical fitness award to SA Joseph M. Ferrante, and then we watched Recruit Company Delta 187 graduate and join the fleet.

After graduation, we had lunch with the recruits in the enlisted mess hall, and got to watch a few recruits receiving some special (and very very loud) words of encouragement from their



(Left) “Chasers” at the Chase street sign Jerry Hill, Chris Wood (Woody), and Mike Hastings.

company commanders. Personally, I don’t remember there being a salad bar in the mess hall in 1969, but I guess that goes with the times. I can tell you the chow was a lot better in 2012 than in 1969. Perhaps it was because of those nice ladies who were serving it up and the absence of recruits in the galley, who were in their last week of boot camp and not concentrating on their culinary skills. It was an interesting experience that brought back memories.

After lunch, one of our members, Tom Dougherty, gave us a tour of the base, including the Sexton Hall building, where recruits are mustered in when they get off the bus. Tom’s last Coast Guard duty station, prior to his retirement, was as a drill instructor in Cape May and he gave us a great tour of the facility. He stayed on as a civilian after



Steve Poole, Regimental Officer LCDR Scott Rae, CMC Dawn Smith, Rick Poole at La Mer’s Welcome Room.



Recruit Company preparing for drill.



CGCVA gang having lunch with recruits at the Harbor View All-Hands Club.



(Left) LCDR Rae and CAPT Kelly join with CGCVA World War II veterans Herb Weinstein, John Palmer, and Stanley Godlesky.

“Back to Boot Camp”

retirement and it was great to get his perspective. CAPT Kelly joined us in Sexton Hall and discussed how recruits arrived on Tuesdays but didn't form companies until Friday, so Sexton Hall became their temporary training and berthing center. CAPT Kelly then answered every question we could think of and he was very gracious with his time.

After the tour we spent some money at the Base Exchange, then back to the hotel.

We arrived back at the Training Center at 6 p.m. for drinks & dinner at the “Oceanside” Club, which was attended by 45+ members and guests. CAPT Kelly and his wife Angie, CDR Owen Gibbons and his wife Kathy, and LCDR Scott Rae and his wife Mary attended the dinner and CAPT Kelly presided over the dinner, with brief remarks.

CAPT Kelly thanked each CGCVA member for his service in the United States Coast Guard and for attending this event. He also praised fellow CGCVA member Mike Schultz, who is a manager for the USO at the Philadelphia airport, where all the recruits are flown to before being driven down to Cape May for training. Mike does most of the transport from the airport to Cape May when he's not participating in “Families of the Fallen”.

It was a great event, with perfect weather. The long distance award goes to Bill Frost and his wife Suzie, who flew in from Washington. Bill said he went through boot camp at



CGCVA members and wives enjoy breakfast at the training center's Harbor View All-Hands Club.



Terry Lee, Tom Bronnle, Mary Ann Bronnle with other CGCVA members at the La Mer's Welcome Room.



(Left) PNP Joe Kleinpeter presents CAPT Kelly with a booklet of historic Coast Guard stamps.



(Right) Lois and Herb Weinstein.

Alameda and always wanted to see Cape May and thought this was a great opportunity to see it, first hand. I asked Bill, as is my custom, if they had to do push-ups and pull ups at Alameda, like they did at the real Coast Guard Boot Camp (Cape May). I just love to rile up those Alameda guys!

Gary Sherman

Editor's Note: *Photos courtesy of Gary Sherman, Alice Hill, Bill Frost, Chris Wood, and Herb Weinstein). Kudos to Gary and Terry for coordinating this very special event. Bravo Zulu gents!*



Today's modern recruit barracks at Training Center Cape May.

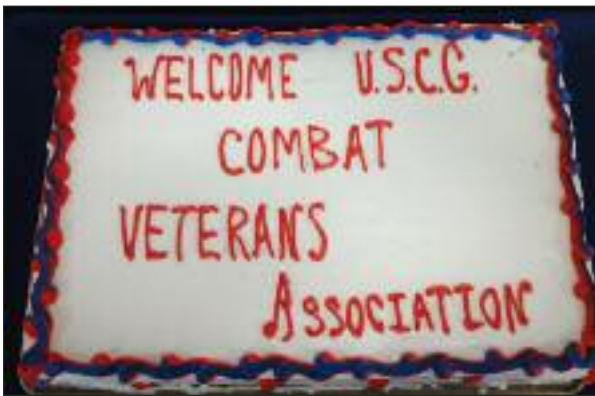


“Back to Boot Camp” planners Gary Sherman and Terry Lee.

“Back to Boot Camp”



CGCVA Member Tom Dougherty lecturing CGCVA members in recruit classroom



Cake prepared by training center's culinary staff for CGCVA event.



CGCVA's Vietnam Monument at USCG Training Center Cape May.

CGCVA LM John E. Palmer

The Wish of a Lifetime charity helped one of our Life Members, John E. Palmer, make his wish come true.

John, a CGCVA member since 1992, wanted to give away the CGCVA watch, again, at the Cape May Training Center graduation, just like the times he did so in the 1990's, alongside late PNP Jack Campbell. John, formerly a resident of New Jersey, moved to Virginia about 12 years ago and missed being able to attend the graduation ceremonies, as he had before.

John is a World War II veteran, serving on the USS Millidgeville, CGC Wakerobin and CGC Jonquil. He began his Coast Guard career at CGTS Manhattan Beach in Brooklyn, New York and also served at PERSEPCEN#4 in Philadelphia.

The Wish of a Lifetime charity, founded by Jeremy Bloom, to honor our senior citizens, paid to fly John, his wife Doris, their daughter Joyce Patterson and son-in-law Dan Patterson, from Virginia to Cape May, for the Back to Boot Camp Event on October 12, 2012.

John was one of three WWII veterans who attended that day and John assisted Baker Herbert in presenting the CGCVA watch to the recruit company's physical fitness award winner, at the indoor ceremony.

Clearly, John was all smiles, participating in the ceremony and watching all those eager young men and women, as they begin their Coast Guard careers.

“Congratulations to John for a job well done!”

Gary Sherman



Daniel Patterson, Doris Palmer, John Palmer, Joyce Patterson and Cape May Commanding Officer CAPT William Kelly following the recruit graduation ceremony. (Photo by Alice Hill)

Coast Guard Combat Veterans Association

**REUNION/CONVENTION
REGISTRATION FORM**

April 29 to May 3, 2013
SILVER LEGACY RESORT CASINO
407 North Virginia Street
Reno, NV 89501

Reservations: 1-800-867-8733 or 775-325-7401



Room Rates: Single or Double occupancy
\$72.00 plus 13.5% tax

PLEASE BOOK YOUR ROOM DIRECTLY WITH THE HOTEL

(Be sure to ask for the CGCVA room block at the Silver Legacy Resort Casino)



Fees to register, tours, 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 Tour/Meal selections along with your check 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: _____
Arrival Date/Time: _____
Name of Spouse/Guest: _____
Name(s) to Appear on Badge(s): _____
Vessels/Units: _____

Coast Guard Combat Veterans Association

Registration/Tour/Banquet/Lunch Reservation Form

CGCVA Registration:

<u>Early:</u>	Cost	How Many	Total
Received by April 12, 2013	\$25.00/person	X _____ =	_____
<u>Late:</u>			
Received After April 12, 2013	\$35.00/person	X _____ =	_____

Tuesday, April 30, 2013 5:30 p.m.

Baseball Game at the Reno Aces with Dinner

\$35.00/person X _____ = _____

Wednesday, May 1, 2013 11:30 a.m.

CGCVA Business Meeting/Luncheon

\$20.00/person X _____ = _____

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

Wednesday, May 1, 2013 11:30 a.m.

Auxiliary Friendship Luncheon

\$20.00/person X _____ = _____

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

Thursday, May 2, 2013 10 a.m. to 3 p.m.

Virginia City Bus Trip (Note: Only 50 seats available)

\$18.00/person X _____ = _____

Thursday, May 2, 2013

Cocktail Hour (6-7 p.m. with Cash Bar); Awards Banquet (7 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. I realize that we still have some time to go but six (6) months is not too early. Thanks for your help and consideration!

Coast Guard Combat Veterans Association

Reunion/Convention Itinerary
SILVER LEGACY RESORT CASINO
407 North Virginia Street
Reno, NV 89501

Sunday, April 28

4 p.m. — Board Meeting of CGCVA Officers, Trustees and Appointed Officers, followed by dinner.

Monday, April 29

9:30 a.m. to 2:45 p.m. — Hospitality Room & Registration/Information desk open.
3 p.m. — Opening Ceremony. Hospitality Room reopens following Opening Ceremony.

Tuesday, April 30

9:30 a.m. — Hospitality Room & Registration/Information desk open all day.
5:30 p.m. — Baseball Game at the Reno Aces with Dinner

Wednesday, May 1

9:30 to 11 a.m. — Hospitality Room & Registration/Information desk open.
11:30 a.m. — CGCVA Business Meeting/Luncheon. CGCVA Auxiliary Friendship Luncheon. **(BE SURE TO BRING YOUR LUNCH TICKETS)**. Guests of CGCVA are invited to the Auxiliary Friendship Luncheon unless separate meeting luncheon has been arranged for their group. Hospitality Room will reopen at the conclusion of the CGCVA Business Meeting.

Thursday, May 2

9:30 a.m. — Hospitality Room & Information desk open until 5:30p.m.
10 a.m. to 3 p.m. — Virginia City Bus Trip
6 p.m. — Cocktail Hour (Cash Bar). 7 p.m. — Awards Banquet.
Hospitality Room will reopen after Awards Banquet.

Friday, May 3

Check Out. Have a safe trip home. Next convention is in two years.



Note: Upon arrival at the Silver Legacy, be sure to check the times of the events and tour as they are subject to change.

Silver Legacy Double Room on left; King Room on right.



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 Silver Legacy to give Mike time to accomplish your request. You can contact Mike at 213-407-4800 or cgmasterchief22@hotmail.com.

Remember, 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 March 28, 2013. 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 convention items. All other refund

requests are subject to a \$25 administrative fee. Please be advised that when we pay the bills based on the registrations received, we cannot refund the monies as they have already been spent whether or not you show up.



Silver Legacy Lobby Area

Three Days in January 1970

by Mark Romey

After reading the last two *Quarterdeck Log* magazine's articles discussing USCG history and the 1986 forward to *The USCG in South East Asia During The Vietnam Conflict* by Eugene Tulich where he states "attempt to convince many individual Coast Guardsmen that the preservation of CG history in a narrative form is primarily their responsibility," I decided to write an article depicting three separate incidents that happened three days in a row in January 1970.

These depictions will give the reader an idea of what the U.S. Coast Guard's Squadron One, 82-foot WPB's experienced in Vietnam. These narratives are written based on my recall of events taken from the monthly summaries I researched from the U.S. Navy summary: Commander Naval Forces Vietnam (COMNAVFORV) Monthly Summaries 1969 & 1970, significant incidents and U.S. Coast Guard Squadron One; Division 13 (Cat Lo) summary: (Division Monthly Summary Report; Task Unit 115.3.6 CG Div. Thirteen, 4. (c) Significant Operations, which is only for 1970.

I was the gunner's mate on the *Point Grace* (WPB-82323) and the *Point Cypress* (WPB-82326). I was amazed at all the incidents we were involved in. We did our job and did it well. I'm very proud to have served in Squadron One. I hope my feature will compel other folks to take the



VC flag from Ba Lai river. (L to R) ET2 Hart, SN Kelly, and GM from base.

time to put on paper their experiences.

Some people are unaware that the U.S. Coast Guard is one of the five branches of our country's armed forces. Some people do not know that the U.S. Coast Guard, smallest of our Nation's military services, has participated in every war declared and undeclared, since 1790, including Vietnam, Iraq and Afghanistan.

During the Vietnam conflict the USCG was requested by other armed

services to help fill some niches in Vietnam. The USCG was asked to establish and operate LORAN stations to help in the air war. They helped fly the "Jolly Green Giants" to rescue shot down pilots. They helped direct the "safe" off loading of munitions in South Vietnam ports. The Coast Guard was asked to set Aids to Navigation in main shipping ports. They were requested to help stem the flow of North Vietnam supplies to their troops in the south by filling the gap in vessels which operated closer to the coast in Operation Market Time, then participate in SEALORDS Operation, helping the US Navy and Army take the fight to the rivers and canals. The USCG integrated very well with all the armed forces. Paul C. Scotti, in his book, *Coast Guard Action in Vietnam*, does an excellent job describing all the functions taken on by the USCG in Vietnam.

To fill the niche for Operation Market Time and later to help in SEALORD operations, the Coast Guard sent twenty six 82-foot patrol boats (WPB's) to Vietnam. The boats were stationed at three bases along with Navy Swift boats at Danang, An Thoi and Cat Lo, where my boats were



GM2 Romey with flag.



GM Romey firing LAW at bunker.

stationed. Our area of operation was primarily the “delta” in IV Corps.

I was 20 years when I served aboard the *Point Grace* and *Point Cypress* in Vietnam from from June — August 1970. These two cutters participated in numerous Market Time, Market Raider, Sealords, Bright Light (POW) and Blue Shark operations. On some of these operations we used our Boston Whalers (13-17 foot small boat “skimmers”) to probe canals, insert/extract SEAL’s and ARVN troops/Kit Carson scouts (ex-VC).

In the latter years of Squadron One the WPB’s spent more time in the rivers and canals participating in Market Raider and Sealord operations then in Market Time ones. During my tour I would estimate we spent 70-80 percent of our time in the river and canals.

I was lucky to have had two outstanding CO’s while I was there, LTJG Ebersole (*Point Grace*) was an OCS graduate and LTJG Godfrey (*Point Cypress*) was a USCG Academy graduate. I feel that due to their exceptional decision making abilities and directions, a bunch of us are still here. I was also honored to serve with great crew mates.

To give the readers an idea of what the U.S. Coast Guard participated in I researched the monthly summaries from both the U.S. Navy and U.S. Coast Guard. These are for significant actions that occurred during the months. When I was reviewing these summaries three days in a row in January 1970 stuck in my mind. To this day I can’t believe I’m still here (“Big Ernie” was smiling on me) and that I made it through those days. Following is my write-up of how I remember the three incidents.

January 28, 1970 (Ba Lai Outpost)

On January 28, 1970, the *Point Grace* (WPG 82323) entered the Ba Lai river, Kien Hoa Province. It was mid morning. We were to conduct boarding operations on all river traffic. The boarding would be accomplished using the 13-foot Boston Whaler in conjunction with the WPG.



FN Parker & GM Romey getting small boat ready for operation.



Point Cypress conducting boarding prior to ambush.

During the afternoon we observed several Viet Cong flags flying on the both banks. During the boarding operations several persons were detained without proper ID papers. Subsequently we stopped by an ARVN outpost to drop off the detainees and visited with the US Army advisors who told us there had been a lot of VC activity lately.

We departed the Ba Lai river to enter the Ham Luong river to patrol for the night. The *Point Grace* was traversing from the Ba Lai to the mouth of the Ham Luong when the commanding officer (Ebersol) received the transmission from the outpost that they were under attack by an unknown force of VC and were requesting assistance from any forces in the area. The CO responded and we turned the WPG around and headed back to the Ba Lai. As we approached the outpost we could see tracers flying both ways and hear the mortar and RPG explosions. We pulled the boat on the bank adjacent to the outpost and fired our



Small boat with detainee from boarding - Ba Lai river.

.50 cal to give the advisors our location. The advisors requested we use our 81mm mortar to illuminate the battle field. We fired all our illumination rounds by the time the VC were driven off and broke off the attack. After about a hour the advisors released us.

We were all anxious to get out of the Ba Lai. The regular operating protocol was to have at least two boats together when operating in canals or rivers with a lot of VC activity. As the boat was exiting the Ba Lai we picked up activity ahead of us on our radar. As we approached the contacts the CO told us to be ready and turned on the spot light. There were two sampans full of VC crossing the river. We took them under fire with the forward .50 cal machine gun while the port and starboard guns fired at the both banks to cover us. One sampan was beached on the left bank and we received some small arms fire until our 50's opened up. The other sampan was caught mid stream and shot up killing one and wounding two other VC. The CO ordered myself and SN Kelly to take the Boston Whaler and search the shot up sampan. As we approached the sampan I noticed a hand hanging on the side. As I grabbed it the man climbed up my arm. I hit him with the .45 pistol I was holding and



Point Cypress at village at mouth of My Than river.

wrestled him into the skimmer. I can't believe I didn't shoot him. He was wounded and just wanted to get out of the river. It was pretty tense on the boat and we were drifting with the current with a spot light on with an unknown VC force in the area. We cleared the Ba Lai and waited until morning to take the wounded back to

the outpost. The next day we went back to the outpost and delivered the two WIA. When we pulled up to the outpost the advisors said "Coast Guard, what are you guys doing here? Thanks for being here last night!" They gave us a case of beer, for thanks.

January 29, 1970 (Night Ambush)

On the night of January 29, 1970 while on Sealord Op 1191, *Point Grace* conducted a small boat (13' skimmer) covert surveillance in the mouth of the Rach Khu Rau in the Long Toan Secret Zone, Vinh Binh Province. There were three of us in the skimmer, *Point Grace* CO (LTJG Ebersole), coxswain (SN Kelly) and myself as M-60 gunner. We were set up for about 30-40 minutes taking turns on the starlight scope when we heard voices on the bank we were next to. We could see two Viet Cong walking along a embankment carrying their weapons, smoking cigarettes and talking. There were more than the two we observed by the noise that was being made.

Just as the voices quit a sampan came out of the canal on a collision course with us. We slipped the anchor, fired a pop flare to illuminate it, and I gave it a burst across it's bow. It contained a load of rice and two elderly individuals. They were very upset with us. We delivered them to the *Point Grace*, learning later they were VC. We then returned to the surveillance post. Bad idea. We were welcomed back with heavy automatic weapons fire. The skimmer headed further up



Point Cypress in Dung Island canal to extract SEAL Team.

the canal and kept receiving fire. The CO told Kelly to turn the skimmer around and give it full throttle. He told me to open up with the M-60 and return fire as we tried to exit the canal. The *Point Grace* was coming back to the canal to give us supporting fire with it's five .50 cal. machine guns and it's 81mm mortar.

As we traversed the canal we could see numerous muzzle flashes and tracers coming at us. At one point I could hear bullets hitting the skimmer and see the flash of tracers between me and the CO. The protective fire power of the *Point Grace* quieted the enemy's fire as we pulled the skimmer next to the cutter. The boat crew of the skimmer were very anxious and glad to be alive.

The *Point Grace* remained on station firing harassment and interdiction (H&I) fire in the area until morning. At day light the Black Pony's (OV-10) from Vung Tau showed up for air strikes in the area. Fire from both the Black Pony and mortar fire from the WPG resulted in a number of secondary explosions. A VC storage area was detected and destroyed.



GM2 Romey with all he has left; rocket went off in his locker.

rocket fire. We took one rocket hit in the forward part of the boat and it started a fire next to the 81mm mortar ammunition. All guns on the WPB were retuning fire (5-.50 cal; 2-M60, and 1-M79). The CO ran the boat onto the bank as Chief Engineman Griffith went below to put out the fire. The *Point Grace* was still in the "kill zone" receiving fire. Another B-40 went over my head just missing me, the mast and the radar array. I still remember the

whoosh of it going over my head. I left the roof and went below to man the phone between Chief Griffith and the CO to advise the latter on the fire and damage assessment.

The *Point Cypress* headed for us and joined the fight along with two Black Pony's (OV-10's) that were on station. After getting the fire out the *Point Grace* reengaged. The CO put the boat's bow on the bank adjacent to the bunkers that ambushed us. I climbed off the boat and threw satchel charges in two bunkers. Return fire from all units accounted for four KIA and 10 bunkers, 12 structures, and two sampans destroyed.

January 30, 1970 (Ambushed)

On January 30, 1970 the *Point Grace* and *Point Cypress*, while participating in Sealord Op. 1193, entered the Rach Bang Gung, from the Ham Luong river, Kiem Hoa Province. We were conducting a maximum boarding and PSYOPS mission. There were 52 craft boarded and various materials (soap, candy, cigarettes, flyers,) distributed without incident. The *Point Grace* turned down the Rach Sau canal to exit to the Ham Luong river. I was set up on the roof with an M-60 machine gun. I reported to the CO that I could see a male running along the embankment and asked if I should "take him". The CO said no because he was in a return fire only zone. He disappeared. As the *Point Grace* was exiting the Rach Sau canal we were ambushed by an unknown force. We received heavy automatic fire from both banks and B-40



Point Grace undergoing repairs in Singapore.

Completing the damage control work to stabilize the *Point Grace*, the *Point Cypress* accompanied it back to Cat Lo. The *Point Grace* was ordered to Singapore for repairs. The rocket we took had gone off in my locker so the only clothes I had left were what I was wearing!

I remember these three days but I honestly did not realize that they occurred on three consecutive days until I saw them on the summaries. I

thought these incidents were weeks apart. The mind is a funny thing.

War is Declared: The War of 1812

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

On June 18, 1812, President James Madison signed a declaration of war against Great Britain, officially starting the War of 1812. At that time, the United States government faced the Royal Navy's 600 ships with sixteen navy vessels, a fleet of small U.S. Navy gunboats, fourteen cutters and several smaller revenue vessels.

While heavily armed American privateers and navy warships carried out a war against British ships on the high seas, the domestic maritime

force of revenue cutters, navy gunboats and a few trapped American warships waged war against British ships stationed off the East Coast. Throughout the war, the revenue cutters served as frontline units protecting American coastal shipping and combating British privateers, British warships and the Royal Navy barges deployed for shallow water operations.

Early Cutter Operations and Engagements

As they would in future American conflicts, the revenue cutters went in harm's way and participated in the first naval encounters of the war. On June 25, 1812, Norfolk-based cutter *Thomas Jefferson* captured the British schooner *Patriot* bound from Guadeloupe to Halifax with a cargo of sugar. This was the first maritime capture of the war.

In early summer, revenue cutter master George Brooks armed and manned the cutter *James Madison* in a manner similar to a heavily armed American privateer. Built in 1807 in Baltimore, the cutter *James Madison* originally served in that port before taking up station in Savannah in 1809. At eighty-six feet in length on deck and twenty-two feet wide, *Madison* was one of the largest of the revenue cutters. On July 17, 1812, Brooks announced he was departing Charleston to chase six unescorted British merchantmen sailing up the coast from Jamaica. On July



Customs flintlock pistol from 1810 similar to those used by cuttermen during the War of 1812 (Coast Guard Collection).

23, 1812, *Madison* captured the 300-ton British brig *Shamrock* after an eight-hour chase. Bound from London to Amelia Island with a cargo of arms and ammunition, *Shamrock* carried six cannon and a crew of sixteen men. In addition, on August 1, *Madison* captured the Spanish brig *Santa Rosa*, near Amelia Island, and brought it to Savannah for adjudication.

Under the command of former U.S. Navy captain, Master Daniel McNeill, the cutter *Gallatin* also enjoyed early success in capturing British merchantmen bound for Spanish Florida. On August 1, 1812, *Gallatin* took the British brig *General Blake*, sailing from London to Amelia Island, and brought it to Charleston for adjudication. The British ship flew Spanish colors and carried an illegal cargo including African slaves.

During the course of the war, the revenue cutters played an important part in the war effort, however, this brief history only allows space to mention a few of these heroic ships.

Cutter Commodore Barry

Early in the war, the cutters continued to pursue their law enforcement mission in American waters despite more numerous patrols by units of the Royal Navy. For example, during the summer of 1812, a British squadron comprised of 38-gun frigate *HMS Spartan*, 36-gun frigate *HMS*

Maidstone, 18-gun brig *HMS Indian* and 12-gun brig *HMS Plumper* patrolled off the Maine coast near the Canadian border. The first battle pitting a revenue cutter against Royal Navy forces took place between the cutter *Commodore Barry* and elements from this squadron.

By the beginning of August 1812, the *Commodore Barry* had rounded up five smuggling vessels in this area and was escorting them back to the customs house for adjudication. On August 2, cutter master Daniel Elliott learned of a Royal Navy patrol and heard distant gunfire as the British captured American vessels not far from his anchorage. For self-defense, Elliott anchored next to the American privateer *Madison* in the harbor of Little River, Maine, east of Machias. Anticipating a British attack, the Americans beached their vessels and set up shore batteries behind defenses improvised from cordwood.

On August 3, the British sent in five armed barges with approximately 250 officers and men to attack the small American force. The British paid dearly for the attack on the *Commodore Barry*, suffering several dead and wounded, but the attackers carried the day. A local Maine fisherman witnessed the battle, recounting that at “about 1 p.m. five launches of men (about 250) started from them [Royal Navy warships] for the harbor. In a few minutes the firing commenced and continued for nearly two hours, then it ceased.” All but three of the cutter’s crew escaped into the woods, and these three cuttermen became the first U.S. sea service prisoners of the war and the first POWs in Coast Guard history. The British sent the three men to Halifax, where they were the first revenue cuttermen incarcerated at the British military prison on Melville Island.

Cutter James Madison

During the seventeenth and eighteenth centuries, the French developed a naval strategy termed *guerre de course*



Painting by Peter Rindlisbacher of Cutter James Madison capturing the armed British brig Shamrock on July 23, 1812 (Coast Guard Collection).

that relied on warships or armed vessels to attack enemy merchant shipping. Not a mandated mission of the Treasury Department’s cutters during the war, only the *James Madison* pursued this strategy. To increase the offensive capability of the *Madison*, Master George Brooks added four extra cannon, including short-range carronades, to the standard cutter armament of six guns. Brooks also more than tripled the cutter’s usual complement

of fifteen men to support boarding operations and accommodate prize crews for captured vessels. Brooks had turned the *Madison* into a tool for carrying out *guerre de course* tactics against the British.

On August 13, 1812, *James Madison* set sail on a cruise out of Savannah, in company with privateers *Paul Jones* and *Spencer*, to prey on British merchantmen. By August 22, the *James Madison* located a British convoy and attacked that night. According to reports, Captain Brooks mistook the 32-gun frigate *HMS Barbados* for a large merchantman, ordered the cutter to fire several guns and



A War of 1812 illustration showing larger units of the Royal Navy supporting an attack against the U.S. mainland (Library of Congress).

attempted to board the British warship before realizing his error. For seven hours afterward, the *Barbados* chased the *Madison*, which jettisoned two guns to escape, but the wind eventually died. The frigate finally captured the cutter after deploying barges to tow the enemy warship to the cutter's position. *Barbados's* captain, Thomas Huskinsson, noted that he had already chased *Madison* once before and complimented the cutter on its fast sailing qualities.

After the capture of the *James Madison*, the ship-of-the-line *HMS Polyphemus* sent a prize crew of officers and twenty men on board the cutter to sail it to England. On October 7, 1812, *James Madison's* captors formally designated the cuttermen as "prisoners of war" and processed the men for parole or internment. The British paroled Brooks and his officers and, on November 24, 1812, they arrived by ship at New York. The British sent nine of *Madison's* enlisted men to Halifax and four of them to Boston. They placed the rest of the crew in prison at Chatham, England. Four men considered black slaves were captured with *Madison* as well as three men described as "mulatto," who were free "men of color" employed as members of the crew. One of the latter group, fifteen-year-old Beloner Pault ranks as the youngest POW in the history of the U.S. Coast Guard. On May 28, 1813, *Madison* seaman John Barber (or Bearbere) died on board the British hospital ship *Le Pegase* at Chatham. Historians consider him the first Coast Guardsman to die in captivity.

Cutter Thomas Jefferson

The Norfolk-based cutter *Thomas Jefferson* distinguished itself many times during the war. It did so once again in April 1813. The enforcement of a British blockade of the Chesapeake Bay early in 1813 saw Royal Navy warships and their armed barges patrolling parts of the Hampton Roads area in search of unlucky American merchantmen.

These armed barge patrols would meet their match on April 11, 1813, in the James River. On that day, cutter *Thomas Jefferson* together with a pilot boat and a contingent of local militiamen overhauled three Royal Navy barges. The armed barges attempted to escape up the James, but the *Thomas Jefferson* ran them down so fast that the flotilla hove to. Just as Captain William Ham was about to order his gunners to fire a broadside, the British commander ordered the white flag raised and surrendered. Ham ordered the nearly sixty British officers and men ashore under an armed guard of about



A painting by Patrick O'Brien of the Cutter Thomas Jefferson capturing Royal Navy barges and men in Hampton Roads, Virginia (Coast Guard Collection).

forty riflemen. The cutter and militiamen also repatriated the crew of the American merchantman *Flight*, captured earlier by the British barges. The *Alexandria Gazette* reported, "the loss of so many men and barges at this time will embarrass the enemy not a little, as it will weaken very considerably his means of annoyance."

Cutter Surveyor

Beginning in early 1813, the British blockade of the East Coast had brought the naval war to home shores, especially in the Chesapeake Bay. On June 12, 1813, Captain Samuel Travis anchored Cutter *Surveyor* off Gloucester Point, near



Painting by Patrick O'Brien of the Battle for the Surveyor depicting the vastly outnumbered cutter crew defending their ship on June 12, 1813 (Coast Guard Collection).

Yorktown, Virginia. The customs collector for the port of Baltimore built the *Surveyor* to serve the Baltimore station and commissioned it in 1807; however, during the British blockade, it served in the southern Chesapeake Bay. *Surveyor* measured sixty-eight feet on deck, nineteen feet wide, and drew about six feet of water; and it carried a crew of about twenty-five officers and men, and a main armament of six cannon. Not knowing the proximity of British naval forces to his cutter, Captain Travis set out a picket boat with a small crew and installed boarding netting around the cutter's deck.

At about midnight that evening, four Royal Navy boats carrying a party of nearly fifty British officers and men from the frigate *HMS Narcissus* approached through the evening haze with muffled oars. They managed to close within 150 yards of the cutter before the picket boat detected them and fired a warning shot. The British navigated their boats away from *Surveyor's* main guns, rendering them ineffective. Travis armed each man with two muskets and ordered them to wait until the British rowed within about fifty yards, when he gave the word to fire. The *Surveyor's* crew of eighteen men fought stubbornly, with seven men sustaining wounds, and managed to kill three attackers and wound seven more. However, the British boarding party gained the cutter's deck, overwhelmed the outnumbered crew and captured the cutter.

The lieutenant in charge of the attacking flotilla later returned Travis's sword, commending him for the valiant defense of his ship in the face of overwhelming enemy forces: "Your gallant and desperate attempt to defend your vessel against more than double your number excited such admiration on the part of your opponents as I have seldom witnessed, and induced me to return you the sword you had so ably used... I am at a loss which to admire most, the

previous arrangement on board the *Surveyor* or the determined manner in which her deck was disputed inch-by-inch."

On June 21, 1813, nearly ten days after *Surveyor's* capture, Acting Treasury Secretary William Jones wrote the Baltimore customs collector that "as a Revenue Cutter can be of no use in the waters of the Chesapeake, during the continuance of the present state of things [British blockade], it will be proper for you to inform the officers and crew of the "*Surveyor*" that they are to consider themselves as being no longer in the service of the United States." By this time, Travis and his crew were prisoners on board the British 44-gun frigate *HMS Junon*, anchored near the mouth of the James River. On August 7, 1813, the British paroled Captain Travis at Washington, North Carolina. He returned to Virginia after his release and lived in Williamsburg for much of the remainder of his life. The rest of the cuttermen fared far worse than Travis. The British sent two of *Surveyor's* junior officers and sixteen of its enlisted men to the military prison on Melville Island at Halifax.



The illustration "The Peace" drawn after the conclusion of the war (Library of Congress).

revenue cutter *Mercury* proved the value of small maneuverable vessels on the East Coast's inland waterways. Homeported in the city of New Bern, North Carolina, *Mercury* was perfect for operating in North Carolina's shallow coastal waters. The cutter's master, David Wallace, came from a prominent family from the state's Outer Banks and he had an intimate knowledge of the coast. By late May 1813, the British blockade began to encircle the Southern port cities, including Ocracoke, North Carolina. Located next to a channel through the Outer Banks that served as the main entrance to North Carolina's inland sounds and

Cutter Mercury

During the British blockade of the North Carolina coast, the

exposed to enemy attack, Ocracoke proved easy prey for British attackers.

In mid-summer, an ominous threat loomed on the horizon, as a Royal Navy squadron appeared off shore. On July 12, 1813, the British launched a surprise attack. Fifteen armed barges, supporting approximately 1,000 British officers and enlisted men, captured two American privateer brigs, but *Mercury* managed to escape with the local customs house papers and bonds by “crowding upon her every inch of canvas she had, and by cutting away her long boat.” The British had hoped to take the cutter, so their barge flotilla could enter Pamlico Sound and capture the city of New Bern. *Mercury* thwarted those plans by outrunning the barges, sailing directly to New Bern and warning city officials of probable attack by British troops. *Mercury*'s early warning allowed locals the time to muster the necessary army and militia forces to defend the city and the British reversed their invasion plans. New Bern's newspaper, the *Carolina Federal Republican*, wrote, “Captain David Wallace of the Revenue Cutter, merits the highest praise for his vigilance, address and good conduct in getting the Cutter away from the enemy, and bringing us the most speedy intelligence of our danger.” Afterward, *Mercury* remained active in North Carolina waters. On November 12, 1814, the cutter captured the ship *Fox*, used as a tender by ship-of-the-line *HMS Ramilles*, and delivered to New Bern the vessel and its crew of a Royal Navy midshipman and seven enlisted men.

Cutter Vigilant

To keep regional waters secure for American commerce also meant fighting British privateers that patrolled off East Coast ports and preyed on American merchantmen. The engagement between *Vigilant* and the British privateer *Dart* proved one of the most impressive captures of an enemy ship by a revenue cutter. It involved the sloop *Dart*, formerly an American ship captured by the British and converted into a privateer. The heavily armed raider carried one twelve, two nine and two six-pound cannon, as well as four swivel guns. By October 1813, *Dart* had amassed an impressive capture record of over twenty American merchantmen. Similar to other

cutters, the *Vigilant* measured sixty feet on deck and nineteen feet wide and carried an armament of six cannon. The cutter had a crew of seventeen and its master, John Cahoone, came from a prominent shipping family of Newport, Rhode Island.

News of the privateer arrived in Newport on October 4, 1813, so Captain Cahoone prepared the cutter for a fight. He raised an armed contingent of local militia to supplement the cutter's crew for boarding and sailing home any captured vessels. *Vigilant* sailed out of Newport and located *Dart* that evening off the east end of Block Island. In the dark of night, Cahoone pursued the armed privateer and ordered *Vigilant*'s cannon fired at the raider. After firing a broadside, Cahoone steered the cutter alongside the enemy vessel, while *Vigilant*'s men boarded the privateer and chased the enemy crew below decks. Cahoone's crew took the *Dart* and sailed the enemy privateer back to Newport.

This would not be the last vessel taken by *Vigilant*, but it proved to be the last combat use of boarding by a revenue cutter in the Age of Sail. The newspaper *Columbian Patriot* boasted, “Captain Cahoone, with the volunteers under his command, deserve the highest credit for the spirit and promptitude with which this affair was conducted; and it is of the utmost importance, as it is probable she [*Dart*] would, but for this, have been almost a constant visitor during the ensuing season, when the mischief she would have done is incalculable.”



Painting by Dean Ellis showing Cutter Vigilant capturing the enemy privateer Dart off the shores of Block Island on October 4, 1813 (Coast Guard Collection).

Cutter Eagle

On October 10, 1814, news arrived in New Haven that a privateer in Long Island Sound had captured an American merchantmen. Cutter captain Frederick Lee showed no hesitation in pursuing the enemy. He assembled local militia to join his cutter and sailed into the night to re-capture the American vessel and take the British vessel as well. The next morning, Lee found his cutter dangerously close to the 18-gun brig *HMS Dispatch* and a tender and managed to escape capture from armed enemy barges by running the cutter onto the north shore of Long Island, near Baiting Hollow. The cutter's crew and militia stripped the cutter of its sails, dragged *Eagle's* cannon up Long Island's shoreline bluffs and dueled with the British warship. After they exhausted their large shot, *Eagle's* men tore up the ship's logbook to use as wadding and fired back the enemy shot that lodged in the hull. During the engagement, the British fire tore away the cutter's flag three times, but crewmembers volunteered to replace it each time. This gun duel ended without a decisive outcome, however, an American captive on board the captured merchantman recounted that the battle damaged *Eagle* appeared to be a complete wreck.

After fighting for two days, *HMS Dispatch* departed in search of reinforcements. Meanwhile, Lee patched up and refloated his damaged cutter. On October 13, the British gun brig and its tender returned with the 32-gun frigate *HMS Narcissus*. Later that day, the Royal Navy flotilla delivered an overwhelming force of seven armed barges, whose numerous officers and men fought off Lee's crew and volunteer militia to capture the damaged cutter. Lee later commented, "The officers and crew, together with the volunteers, on board the cutter, have done their duty as became American sailors."

War's End and New Missions

On Christmas Eve, 1814, representatives of the United States and Great Britain signed the peace treaty, the Treaty



(Left) A rare miniature portrait of Captain Frederick Lee. This is the only contemporary illustration of a cutter captain known to exist (Madison Historical Society, Madison, Conn.).

of Ghent, at a ceremony in Ghent, Belgium; however, in North America the war continued in full effect until February 1815. On February 11, the sloop *HMS Favorite* flew the white flag and delivered the peace treaty to New York City. The war officially ended when President Madison signed the treaty on the February 16, 1815.

Before the war, the revenue cutter fleet served primarily as a maritime police force, enforcing U.S. trade laws and tariffs, and interdicting maritime smuggling. However, the War of 1812 solidified the cutters' naval role and new wartime missions, including high seas combat, port and coastal security, reconnaissance, commerce protection and shallow-water combat operations.



A painting by Patrick O'Brien illustrating the War of 1812 Cutter Eagle on patrol in Long Island Sound (Coast Guard Collection).

TRICARE Rates May Increase Again

This October retirees saw TRICARE Prime enrollment fees increased to \$269.28 per year for individuals and \$538.56 per year for retirees with families. However, retirees should be aware that TRICARE is warning that these enrollment fees may increase again when Congress passes the final FY 2013 budget. For this reason TRICARE is recommending that retirees pay either monthly (through automatic deduction/charge) or quarterly due to the chance that the non-refundable enrollment fees may increase again before the end of the fiscal year.

Social Security Announces 1.7 % Benefit Increase for 2013

Federal retirees will receive a 1.7 percent cost-of-living adjustment in 2013, according to the latest government figures.

The Bureau of Labor Statistics early Tuesday released Septembers inflation figure, the final data point needed to calculate the 2013 COLA. Inflation stayed relatively low over 2012, resulting in a 2013 COLA that is much less than this years 3.6 percent bump.

The government publishes the annual cost-of-living adjustments typically in late October, based on the percentage increase (if any) in the average Consumer Price Index for Urban Wage Earners and Clerical Workers (CPI-W) for the third quarter of the current year over the average for the third quarter of the last year in which a COLA became effective. The CPI-W measures price changes in food, housing, gas and other goods and services. The 3.6 percent boost in 2012 was the first COLA increase since 2008.



The USCG Training Station Manhattan Beach, N.Y. Thanksgiving Menu for Nov. 25, 1943. It was provided by CGCVA member M. J. Donovan.

<i>Dinner</i>		
SEAFOOD COCKTAIL RUSSIAN DRESSING		
CREAM OF TOMATO SOUP CROUTONS		
HEARTS OF CELERY		MIXED OLIVES
ROAST MARYLAND TURKEY		
CRANBERRY MOLD		GIBLET GRAVY
OYSTER AND APPLE DRESSING		
SWEET POTATOES	MARSHMALLOW	FRESH ASPARAGUS
PINEAPPLE SHERBET		
DINNER ROLLS	BUTTER	VIENNA ROLLS
BRANDIED MINCE TARTS		MOLDED ICE CREAM
	COFFEE	
MINTS		NUTS

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.**

NOTE: WE CANNOT CONTROL WHERE THESE PRODUCTS ARE MANUFACTURED. SOME ARE IMPORTED. CALL BAKER FOR COUNTRY OF ORIGIN IF DESIRED.

CGCVA BASEBALL CAP

Blue/black, gold lettered CGCVA with logo, full back, adjustable size. Plain visor **\$13.00** With senior officer scrambled eggs on visor. **\$17.00**. Add **\$3.00** and up to six gold letters of your choosing will be sewn on the back of your cap. Example: "TOMMY". Regular CG Baseball Caps, blue or pink **\$10.00** Add name **\$3.00**. (Imported)



NEW ITEM — CGCVA BASEBALL CAP

Blue/black, gold-lettered CGCVA with embroidered logo, full back, one size fits all. No names on back. **\$25.00**. (Imported)

BOOKS

"Coast Guard Navy of WWII" by William Knight. **\$22.00**. "Coast Guard Action in Vietnam" by Paul Scotti **\$22.00**. A few copies of "The Coast Guard At War" by Alex Larzelere **\$32.00**. All books sent "Book Rate" and price includes S&H.

CHRISTMAS TREE ORNAMENTS

255', 270', 378' and CGC Mackinaw (W-83). Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. **\$9.00** each (shipped in display box).



White Hoodie

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Fore'n aft cap with embroidered CGCVA color logo and "Coast Guard Combat Veterans Association" in white lettering. Must state size. **\$26.00**.

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Sizes M, L, XL and 2XL in colors white and blue, light to medium weight with embroidered CGCVA on upper left. CGCVA only makes about \$3.00 on each Hoodie sold with UPS rate increase. White or blue Hoodie in sizes M, L, or XL **\$40.00**. White or blue Hoodie in size 2XL **\$42.00**. Includes shipping costs. (Imported)



Blue Hoodie

PATCHES (some shown below)

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

NEW ITEM — DECAL

4" x 4" CGCVA logo to adhere on glass. State if for inside or outside. **\$4.00**.



Coast Guard Combat Veterans Association

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(Please Print Clearly)

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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.

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CAPT Paul Flynn (standing second from left) and MCPO Mark Pearson (standing far right) visiting their Redeployment Assistance and Inspection Detachment (RAID) in Afghanistan. Looks like many in this unit recently joined the CGCVA.