



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 26, Number 4

Winter 2011

Pearl Harbor Memorial Ceremony on Taney

70th Anniversary of Attack Remembered Aboard Last Surviving Pearl Harbor Vessel Still Afloat

Coast Guard Commandant ADM Bob Papp provided keynote remarks at a Pearl Harbor remembrance aboard the decommissioned Coast Guard Cutter *Taney* in Baltimore. This year is both the 70th anniversary of the Pearl Harbor attack and 25th anniversary of *Taney's* decommissioning. *Taney* is the last surviving vessel afloat to have been present during the attack and serves as a museum ship in Baltimore's Inner Harbor. Selected segments of ADM Papp's speech are provided below:

Good morning. It's great to be aboard *Taney* to commemorate the 70th anniversary of the attack on Pearl Harbor — a date that for many of you who served in WWII changed your lives personally — and, more broadly, changed the trackline of our Nation's history.

Seventy years ago today, at 0755 on Sunday December 7, 1941, members of *Taney's* crew were resting in their racks right below the very deck we are assembled on, when they were blasted out of their holiday routine by an attack force of over 180 Japanese aircraft.

I took the opportunity to review the *Taney's* Commanding Officer's report of the events of that morning — CDR Louis B. Olson, reported as follows:

“When the anti-aircraft fire was first observed... general quarters [was] sounded and all officers not on board ordered to return. The anti-aircraft battery as well as all other guns were ready to fire with their full crew and three officers at their stations in four minutes. The remaining officers with one exception were aboard less than ten minutes later. Steam was ordered and the



Coast Guard Commandant ADM Bob Papp and retired U.S. Marine Thomas Talbott prepare to lay a wreath in the Baltimore Inner Harbor during a Pearl Harbor Memorial Ceremony and reception aboard the Coast Guard Cutter Taney in Baltimore Dec. 7, 2011. Talbott is one of the last remaining survivors of the attack on Pearl Harbor. Photos by PO2 Patrick Kelley.

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From the President

Membership Efforts

My thanks to all members who have brought in new members so far this year, especially our Membership Chairman PNP Joe Kleinpeter who has been able to reach out to all of the deployed 110 foot cutters and their command. I'd also like to say thanks to PNP Paul Scotti who provided autographed copies of his book, “Coast Guard Action in Vietnam” in this outreach effort. Keep up the great work everyone!



Ed Swift

Convention 2013

As this magazine goes to print, our Convention Committee is busy checking sites for our 2013 Reunion/Convention. And, as soon as a contract has been signed there will be information and registration forms available in the *QD Log*. Since the 2011 convention was held on the East Coast, sites out west are being evaluated.

Convention 2015

I and many others who attended the 2011 convention, held at the Crowne Plaza in Herndon, VA, were quite impressed with the rooms, facilities, service and great pricing we received there and our elected and nominated officers agreed we would like to return there in 2015. While no contract has been signed at this time with the Crowne Plaza, we are requesting that one be created with the same information and pricing as with the 2011 contract. Again, I will let everyone know if this materializes so that long-range planning can be made.

'Back to Boot Camp' Event

The CGCVA has been invited by the USCG Cape May Training Center's commanding officer (and CGCVA member), CAPT William Kelly, to hold a CGCVA event there in 2012. CAPT. Kelly has graciously extended this invitation to CGCVA members, to spotlight our association and has offered to open the training center for us, for a short

Next QD Log deadline is May 1, 2012.
Please email articles and photos to the editor at: swiftie1@verizon.net

tour of duty. Coordinating this event are **Gary Sherman** and **Terry Lee**.

The event is being planned for the “shoulder season” in Cape May, sometime around 28 September, 2012, when the hotel rates are more reasonable. Tours will most likely go from a Thursday afternoon until noon Saturday, and will include our attendance at the Friday morning recruit graduation, and dinner on the base, Friday evening.

Obviously this event will appeal primarily to those who reside in the Mid-Atlantic Coast area, where it is an easy drive to the Cape May area, and the number of participants will determine what room rates we’ll be able to obtain.

If you are interested in this event, please e-mail CGCVA Secretary/Treasurer Gary Sherman at cgcva@comcast.net or call his office at 610-539-1000, and say, “Count me in for the Back to Boot Camp event,” and also indicate that you’ll need a hotel for one or more nights so we can get a head count. This will be a great event, and it should be noted that no push-ups will be required!

Please note — this special event does NOT take the place of our biennial reunion/convention and if you can only afford to attend one activity please plan on attending the 2013 convention somewhere out west. Still, if you can afford to attend both and traveling to Cape May is within reason, the ‘Back to Boot Camp’ event will surely be a lot of fun. By the way, the good folks at Cape May would like other Coast Guard reunion groups to consider holding events there. Their goal is to open their doors to where it all started for so many Coast Guard careers.

For more information on visiting or arranging a reunion at USCG Training Center Cape May, contact **Kim D. Tomlin**, the Cape May Training Center Event Coordinator at 609-898-6396 or email: kim.d.tomlin@uscg.mil.

CGC Ingham (WHEC-35)

CGC Ingham still remains the most decorated ship in Coast Guard history to date with 16 ribbons and 13 battle stars including two Navy PUC’s. She was the command ship for MacArthur’s return to



CGC Ingham executive director Bill Verge chats with ADM Papp in November 2011 following the ship’s arrival in Key West, FL.

Corregidor and Manila as well as 13 landings in the Philippines. She was the first ship to return to China with RADM Buckmaster who had been the commanding officer when he was captain of the *Yorktown* when she was sunk at Midway. *Ingham* is a National Historic Landmark as well as being the Coast Guard National Memorial to those Coast Guard Servicemen who lost their lives from WWII through Vietnam.

I have recently been in contact with LT Bill Verge, USCGR (Ret.) who is the executive director of *CGC Ingham* and he briefed me on *Ingham*’s recent history, including significant restoration efforts. I know that historic ships require a lot of upkeep and restoration so I told Bill I would make a pitch to the CGCVA

membership to help preserve this magnificent piece of Coast Guard history by making a donation. Donations can be mailed to: USCGC *Ingham* Memorial Museum at P. O. Box 186, in Key West, Florida 33041. For more information, go to: www.uscgcingham.org.

By the way, Bill has recently joined the CGCVA and he was in the original deployment of RONONE Div 11 from Subic Bay to Phu Quoc. He served in various staff positions as well as executive officer for the *Point Glover*. He served in Vietnam from 1965-66 and finished up his last eight weeks in Saigon as operations officer for CG Activities, SE Asia on Admiral Ward’s staff.

Semper Paratus!

Swiftly



The CGC Ingham following restoration.

From the Secretary/Treasurer

QD Log Boosters

My continued thanks to all who contribute to our QD Log Boosters. Your donations are a tremendous help in offsetting the printing and mailing costs of our fantastic magazine.

Just Some Ramblings

My Dad (Robert Sherman) was a member of the U. S. Navy Armed Guard and served aboard two or three Liberty Ships, delivering ammunition overseas before and during the invasion of Europe. He was told that if their ship got torpedoed, there would be nothing left — no ship, no sailors — nothing. Guess this is what happens when you have 5,600 tons of ammo aboard. (That's 11.2 million pounds for those of you who weren't Storekeepers!)

One of the standing orders on these ships was that if you were going on deck, you had to wear a lifejacket. One day, my Dad got caught by the OD, who said "Sherman, where's your lifejacket? Go put one on!". My Dad replied, "Sir, I don't want a life jacket, I want a parachute!" The officer was puzzled and asked him why he wanted a parachute. My

Dad simply replied "Because I want to come down a lot slower than I went up!" The OD just shook his head! I loved that story, growing up. I was very proud of him, just as we all are of that Greatest Generation, who saved the world! Thank you to all of you World War II veterans!

What's any of this have to do with the CGCVA and my job as secretary/treasurer? Not a damn thing!

I just couldn't think of anything else to write about and I figured you guys could handle one more sea story! And having only sailed on the *CGC Castle Rock* and the good old Governor's Island Ferry, I don't have a lot of sea stories!

Happy New Year to all! Semper Paratus, Gary



Gary Sherman

Welcome New Members

<u>New Member</u>	<u>Sponsor</u>	<u>New Member</u>	<u>Sponsor</u>
Christian R. Berry	The Association	Charles W. Billings	Gary Sherman
Christopher C. Murphy	Gary Sherman	LM Dennis R. Wright	The Association
LM Robert M. Levance	Gary Sherman	Robert M. Shotwell	Joe Kleinpeter
John W. Wilkes	Joe Kleinpeter	Paul D. Balmer	Gary Sherman
Christopher J. Bastow	Joe Kleinpeter	Gene R. Griffith	Gary Sherman
Brian P. Hill	Joe Kleinpeter	Matthew D. James	Mark McKenney
George R. Lehr	Joe Kleinpeter	Kiara B. Mells	Joe Kleinpeter
Jose A. Rodriguez	Joe Kleinpeter.	Kirsten L. Rousell	Joe Kleinpeter
Wade K. Sellers	Joe Kleinpeter	James Turner	Joe Kleinpeter
John W. Wilkes	Joe Kleinpeter	Tracy A. Mancuso	Gordon Higgins
Gabriel C. Ruiz	The Association	William L. Wathen	Harry Huggins
Charles Bridges	Joe Kleinpeter	Michael J. Burch	Joe Kleinpeter
Thomas E. Canapp	Jack Read	Kyle R. Chapin	Joe Kleinpeter
Anthony Colonna	Joe Kleinpeter	Skyler H. Galish	Joe Kleinpeter
Jarrett L. Hall	William Carl	Rafael Ortiz, III	Joe Kleinpeter
Robert J. Rowe	Joe Kleinpeter	James R. Weber	Joe Kleinpeter
Jordan S. Welch	Joe Kleinpeter	John M. Yingling	Joe Kleinpeter

TRICARE Pharmacy Home Delivery

The TRICARE pharmacy home delivery program already fills over 1 million prescriptions a month, and a recent reduction on copays for generic prescriptions gives many beneficiaries an even greater incentive to receive their regular medications by mail. TRICARE beneficiaries can now get generic prescriptions without a copay. Ideal candidates for the pharmacy home delivery program include those with several regular maintenance medications for conditions such as hypertension and diabetes who already fill their 90-day generic prescriptions at a local pharmacy. For more information, visit the TRICARE website.

Persian Gulf Claims Deadline Extended

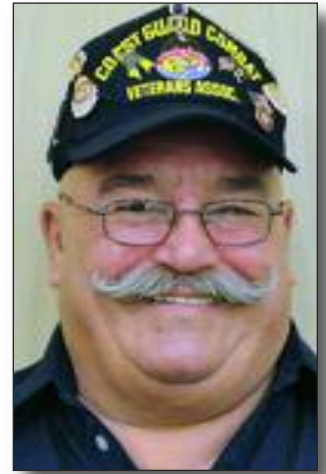
The Department of Veterans Affairs has extended the presumptive period for Persian Gulf War veterans to file claims for undiagnosed illnesses. The new deadline is Dec. 31, 2016. The Department of Veterans Affairs estimates that 25-35 percent of veterans of Desert Shield/Desert Storm have undiagnosed and chronic multi-symptom illnesses, such as chronic fatigue syndrome, fibromyalgia, irritable bowel syndrome and concentration problems.

VGLI Insurance Coverage Increases

Some veterans covered under the Veterans Group Life Insurance program (VGLI) now have the opportunity to increase their coverage to the current maximum coverage under the Servicemembers' Group Life Insurance (SGLI) program. Veterans can increase their coverage by \$25,000 at each five-year anniversary date of their policy to the current legislated maximum SGLI coverage of \$400,000. Eligible veterans are notified of this opportunity a week before the start of the 120-day period prior to their anniversary date, and twice more before the actual anniversary date.

For more information about VA's Insurance Program or other VA benefits, visit the VA website at www.va.gov or call 1-800-827-1000. Veterans are also encouraged to visit VA's web portal at eBenefits — Insurance.

For more on insurance options and tips, visit the Military.com Money Center.



Floyd "Butch" Hampton

Reunions

Icebreaker Muster

A Muster for all personnel who served on Coast Guard icebreakers will be held May 13-18, 2012 at the Amelia Hotel in Amelia Island, FL. POC is **Joseph Quintiliani** at www.icebreakermuster.net. Phone: 508-548-0329.

Cosmic Airlines Reunion

We will hold our annual Coast Guard Air reunion 20-22 May 2012 at the Silver Legacy Hotel/Casino in Reno NV. For room reservations contact the hotel at 1-800-687-8733 and ask for group rate "USCG". For further information or a sign-up sheet contact **Roger Schmidt** at 925-443-1449 or email: rogngina@sbcglobal.net.

CGC Sherman Reunion

The *CGC Sherman (WHEC-720)* has planned a reunion for Sep 1-4, 2012 in San Diego, CA (specific site to be determined based on head count). POC: **Richard Ames** at

uscgshermanassociation.com. Ph: 410-760-6123. This reunion is a work in progress. If you are interested in attending, please register at our USCGC Sherman Association web site above.

CGC Bibb (WHEC-31)

The Bibb Shipmates Association will hold its 16th Reunion in Portland, ME at the Holiday Inn By the Bay, Sept 19-22, 2012. For more details, contact **Jimmy Tweed** (1970s) at jtweed94@comcast.net, **John Peterson** (1980s) at J.W.PetersonElectric@comcast.net or **Mike Johnson** (1968-69) at oldhippie1249@numail.org.

CGC Castle Rock Reunion

The *USCGC Castle Rock (WHEC-383)* is having a reunion June 13-15, 2012 at the Radisson Hotel in New London, CT. For info, contact **Max Imhoff** at: bbgeezer@aol.com.



“Coast Guard in Alaska” Renewed

I'm not sure how many CGCVA members have tuned in to watch the Weather Channel series “Coast Guard Alaska” that premiered in November but it has already garnered at least two more seasons on the air. The show, produced by Al Roker Entertainment, follows Coast Guardsmen from Air Station Kodiak to show what it takes to live and work in this corner of the world where extremely hazardous weather adds to both the necessity and obstacles to their rescue missions.

The second season, debuting this April, will feature five 60-minute episodes. The third will have eight and is due out in October.

Having served as a technical advisor at the Coast Guard's Hollywood Liaison Office in 1977-79, I can honestly say how difficult it is to actually see a script for a series get to the pilot stage and ultimately be selected to run on the air. PNP Paul Scotti also served at the Hollywood Liaison Office and I'm sure he read many, many scripts that showed promise but never got out of the starting blocks. Regardless, it's great to see a Coast Guard series back on the air so if you haven't already tuned in, give it a try.

CGC Monomoy Rescues Iranians

The Coast Guard Cutter *Monomoy*, attached to the Navy's Commander, Task Force 55, rescued six Iranian mariners from a distressed vessel in the North Persian Gulf, Jan. 10th.

The *Monomoy*, a 110-foot Island-Class patrol boat operating in the area, spotted distress flares and light signals from the Iranian cargo dhow, *Ya-Hussayn*. The dhow's master requested assistance from *Monomoy* indicating the engine room was flooding and deemed not seaworthy.

The crew of the *Monomoy* launched their small boat and approached the *Ya-Hussayn*. Two persons were rescued from the vessel and four from a life raft tied off to the dhow's stern.

The six Iranian mariners were transferred to the *Monomoy* and were provided water, blankets, and halal meals. Halal meals are in accordance with Islamic law and are stored aboard Coast Guard ships to provide to Muslim mariners in distress.

Petty Officer 2nd Class Emily Poole, *Monomoy's* medic, expressed her sentiments about assisting mariners at sea. “Saving lives is the last thing you expect to do at 0300 while patrolling in the Northern Arabian Gulf, but



The distressed Iranian-flagged dhow, Ya-Hussayn floats here, Jan. 10, 2012. The Coast Guard Cutter Monomoy rescued six Iranian mariners who abandoned the dhow after its engine room flooded.



A rescued Iranian mariner from the dhow Ya-Hussayn, gives a thumbs up while aboard the Coast Guard Cutter Monomoy here, Jan. 10, 2012. The Monomoy rescued six Iranian mariners, who had to abandon their dhow, the Ya-Hussayn, after its engine room flooded.

being in the Coast Guard, that's what we are trained to do."

Hakim Hamid-Awi, the owner of the *Ya-Hassan* stated, "Without your help, we were dead. Thank you for all that you did for us." The Iranian mariners wished the best for the captain and crew.

The six mariners were later transferred by rigid hull inflatable boats from *Monomoy* to the Iranian Coast Guard vessel *Naji 7*.

U.S. Navy Capt. Edward Cashman, commander of Task Force 55, commended *Monomoy's* actions. "*Monomoy* displayed exceptional skill and professionalism during the night time rescue at sea. *Monomoy's* presence in the Northern Gulf and the effective coordination of the rescue proves again the value of coalition maritime security operations."

Monomoy is supporting maritime security operations and theater security cooperation in the U.S. Navy's 5th Fleet area of responsibility.

Purple Heart Awarded

A Purple Heart has been given to the family of a World War I Coast Guardsman in New Castle, N.H., who was killed onboard the *USS Tampa*. The family of Fred Wyman received the Purple Heart from Sen. Kelly Ayotte.

Wyman was a crewman aboard the *USS Tampa* when it was hit and sunk by a German U-boat on Sept. 26, 1918. Among those killed were 111 Coast Guardsmen, four U.S. Navy men, a captain of the British Army, 10 seamen of the Royal Navy and five civilian employee dock workers. It is believed to be the largest loss due to enemy action suffered by U.S. Naval forces during the war.

CGC Chase Now NNS Thunder

The warship formerly called the *USCGC Chase* was commissioned into the service of the U.S. Coast Guard on

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:

Gary Haythorn	Ed & Nancy Burke	Dennis Wright	Les Burkins
Lois Bouton (SPAR)	Dominick Pizzulli	William Sheron	Eugene Dugan
Paul Vasterling	Irving Jenkins	Herbert Cohen	Alex Soltesz
Frank Bari	Albert Somma	James W. Ashe	

Joseph Rondeau IMO CGC Bill (W-31) Shipmates
Joseph J. Lisko IMO BM2 Andrew "Rock" Lisko and LT William "Bill" Bart
R. Lance Jones IMO Howie Block
Terrance Lee IMO Bill Donohue
Baker & Marylou Herbert IMO VADM Thomas Sargent III and Jack Campbell

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.

11 March 1968. She was recommissioned into the Nigerian Navy on 19 January 2012 as the *NNS Thunder*. She has a cruising range of 9600 nautical miles at 20 knots and 80 feet flight deck making it an ideal platform for extended patrols. The war ship is equipped with a combined diesel and gas turbine propulsion plant. The ship departed Alameda, CA, on November 21st and sailed through Manzanillo in Mexico to Panama, Port of



Former CGC Chase is now NNS Thunder (F-90)



Minister of State for Defence, Erelu Olusola Obada (left), and the Chief of Policy and Plans, Naval Headquarters, Rear Admiral James Oladimeji, at the departure ceremony for NNS Thunder F90, held at the U.S. Coast Guard Island, Alameda, California.

Spain in Trinidad and Tobago, Dakar in Senegal, Tema in Ghana and finally Apapa, Lagos.

The Commanding Officer of *NNS Thunder*, Navy Captain Mohammed Nagenu, expressed satisfaction on arrival and professed that their voyage from the United States to Nigeria was every seaman's dream. The ship's company comprising 150 officers and men onboard, were in a joyous mood on arrival at the Apapa Jetty.

The special guest of honor at the reception of *NNS Thunder*, the Honorable Minister of State for Defence, Erelu (Dr) Olusola Obada, in her remarks commended the efforts of the ship's company and reiterated that the arrival of *NNS Thunder* would enhance the security of the nation's waterways.

Coast Guard Ethos

This message announces the release of the Coast Guard Ethos to reflect the enduring values and character of Coast Guard men and women in the active, reserve, civil-

ian and auxiliary force. It pays homage to our long line of proud Coast Guardsmen and sets the standard for the men and women who serve today, and will serve in the future.

Earlier this year, a senior-level work group convened to examine the Guardian Ethos and determine whether adjustments were needed to make the ethos a more enduring service charge. The work group recommended minor changes to the existing language. After consulting with the Master Chief Petty Officer of the Coast Guard and other senior leaders, I approved the change. The below Coast Guard Ethos will serve as an enduring statement of the fundamental character and spirit of our Service in a way that honors our profession and affirms our distinguished heritage.

I am a Coast Guardsman. I serve the people of the United States. I will protect them. I will defend them. I will save them. I am their shield. For them I am Semper Paratus. I live the Coast Guard core values. I am proud to be a Coast Guardsman. We are the United States Coast Guard.

The Coast Guard Ethos replaced the Guardian Ethos effective December 1, 2011, at Training Center Cape May, USCGA and OCS. Coast Guard Recruiting Command will transition from existing materials as they are expended to the new Coast Guard Ethos. All Coast Guard units and offices shall discontinue use of displays and materials featuring the Guardian Ethos by July 1, 2012.

A digital version of a Coast Guard Ethos poster for local printing is available at <http://www.uscg.mil/top/about>

Stand a taut watch,

Admiral Bob Papp and Master Chief Michael Leavitt

Nome Fuel Delivery Done; Vessels Prep to Leave

NOME, Alaska -- Coast Guard, state, local, and industry personnel completed the safe delivery of an estimated one million gallons of diesel and 300,000 Gallons of gasoline to the city of Nome early Jan. 19.

Two hoses were used to transfer the much needed fuel from the Russian-flagged tanker vessel *Renda* more than 500 yards across the Bering Sea ice to an on shore fuel tank storage facility. Fuel transfer operations began Monday and continued until all the fuel was safely delivered and the last hose was disconnected on Thursday.

"Throughout this mission our Coast Guard crews, partners, and industry personnel at sea and ashore have been dedicated to ensuring a safe transit for the *Renda* to Nome and completing a safe fuel delivery," said Rear Adm. Thomas Ostebo, Coast Guard District 17 commander. "I am extremely proud of the way our partners and the marine industry worked as a collaborative team along with the Coast Guard to get the needed fuel to the residents of Nome."

The crew of the *CGC Healy* will now focus at freeing the *Renda* from the ice, where it was purposely frozen during the fuel transfer, and will lead the *Renda* back across more than 360 miles of sea ice to the open water of the Bering Sea. The *Healy* is the Coast Guard's only operational polar class ice breaker and was designed to break more than 4.5 feet of ice at three knots continuous and 8 feet of ice backing and ramming. Area residents are reminded that the 100 yard safety zone around the ships remains in effect until they depart.

The *Healy* and *Renda* crews departed Dutch Harbor Jan. 3 and arrived to the ice edge Jan. 6. *Healy* will now head back to her homeport in Seattle after completing an eight month extended deployment. **PO1 David Mosley**



CGC Healy escorts the Russian-flagged tanker Renda through heavy ice to Nome, Alaska to deliver much needed diesel fuel and gasoline.

WELCOME HOME

WHAT
A FREE EVENT
to Welcome Home to
Vietnam Veterans
that many never received

WHEN
9:00AM - 4:30PM Saturday, March 31, 2012

WHERE
Charlotte Motor Speedway





www.CharlotteMotorSpeedway.com/WelcomeHome

Women Service Organizations will be on-site to assist women. Please bring your DD Form 214 if they can help, if needed.

Vietnam Vets to Be Recognized at Inaugural Homecoming Celebration

More than 216,000 North Carolina residents served in Vietnam, and some 1,600 made the ultimate sacrifice in that war. Now, the USO of North Carolina and Charlotte Motor Speedway, with support from the North Carolina Association of Broadcasters, will honor their service with an incredible Vietnam Veterans Homecoming Celebration for the military members and their friends and families on March 31, 2012.

The inaugural Vietnam Veterans Homecoming Celebration became a reality on Thursday, Dec. 15, after years of planning — and some 40 years after the Vietnam Conflict ended.

Vietnam veterans never received the type of homecoming celebration that today's troops receive as they return from service. To honor those who served and the military members who returned from combat, the USO of North Carolina is holding a long, overdue homecoming celebration. Hosted by the USO of North Car-

olina and Charlotte Motor Speedway, the Vietnam Veterans Homecoming Celebration 2012 is set to be an unforgettable experience featuring live entertainment, displays and demonstrations, military salutes, and much more! Tickets to the event are free and available at the gate or in advance at www.charlottemotor-speedway.com/Welcome-Home.

Editor's Note: *LM Robert Macleod will be manning a CGCVA table at this event and welcomes all CGCVA members to drop by. He is also planning to host a barbeque that day in nearby Harrisburg if there is enough interest. If you'd like to share some burgers, beer and camaraderie with Robert, let him know at rgbysheast@aol.com or 704-455-6868.*

Attention LORAN Veterans

The following is extracted from USCG Summary of DTRA Report DTRA-TR-10-26. Read the entire report at: uscg.mil/hq/cg1/cg113/docs/LORAN_summary.pdf.

USCG veterans stationed at LORAN stations from 1942-2010 have expressed concern that their duties may have caused them radiogenic disease due to their occupational exposure to x-rays emanating from high voltage vacuum tubes. Approximately 10,000 USCG service members operated these units during this period of time and may have been occupationally exposed to this x-ray source.

Radiation measurements available for analysis included five distinct temporal collections: 1982, 1987-1988, 1993-1999, 2003, and 2008-2011. These measurements provide verification of a valid x-ray radiation exposure hazard that could potentially be a source of occupational disease. Radiation measurements in late 1993 resulted in the installation during 1995 of acrylic-lead radiation shields between the high power vacuum tubes and the outer electrical equipment cabinet doors. Subsequent radiation measurements demonstrated that the radiation shields were effective in eliminating occupational exposure from these radiation sources, if the shields were maintained between the USCG maintenance personnel and the energized power amplifier (vacuum tube).

Results from the USCG's limited LORSTA personnel radiation dosimetry monitoring program in 1988 and 1994 demonstrated minimal personnel radiation exposure for monitored personnel, well within federal occupational radiation exposure limits and presumably was the rationale

for not establishing a USCG LORSTA personnel radiation dosimeter program. However, LORAN transmitter maintenance and engineering experts cite anecdotal reports of LORAN technicians performing exceptional operation/maintenance procedures that entailed significant radiation exposures. Unfortunately, the limited personnel monitoring program did not address these cases, and it is not possible to create a standard scenario for universal application for these personnel. The exceptional scenario must be based on specific inputs from individuals.

Radiogenic disease resulting from active duty occupational radiation exposure is a recognized health impairment that can arise in veterans' post-active duty service, due to radiogenic disease latency periods.

For the VA to connect the veteran's radiogenic disease to service related occupational radiation exposure, a number of inputs are required, including: clinical documentation of the disease, date of the disease diagnosis, veteran's gender, date of birth, radiation dose to the tissue of disease



VietnamSeamen Electronics Technician Matt Gross closes a gate on a transmitter at Loran Station Kodiak at Narrow Cape on Kodiak Island. Gross is part of a 7-person crew that keeps the station functioning 24 hours a day, 7 days a week. Photo by PA1 Keith Alholm.

origin, and associated periods of exposure during service. These inputs are required for input into the National Institute for Occupational Safety and Health's (NIOSH) Interactive Radioepidemiological Program (IREP) software, which is used by VA to assist with developing a medical opinion, as to whether it is likely, unlikely, or as likely as not that the claimed disease is the result of

exposure to ionizing radiation.

Typically, VA requests the military service to provide the veterans' radiation dosimetry records. However, since few of the USCG LORSTA service members were monitored for radiation exposure, a radiation dose reconstruction must, instead, be submitted. This reconstruction will be an estimate of the veteran's radiation exposure, based on estimates of time, distance, and shielding of the veteran's proximity to operating LORSTA high voltage vacuum tubes.

In summary, this report documents two discrete scenarios of service member radiation exposure associated with x-rays emanating from U.S. Coast Guard LORAN high voltage vacuum tube transmitters:

(1) The majority of the LORAN service members who received minimal occupational ionizing radiation exposure.

(2) A smaller group of LORAN personnel who performed "exceptional" maintenance activities (and were not monitored with personnel radiation dosimeters). This group potentially received significant ionizing radiation doses. There is also significant uncertainty associated with this scenario.

Detailed recommendations, guidance and documentation are provided via web to assist USCG LORAN veterans and dependents at: uscg.mil/hq/cg1/cg113/cg1133/dtra.asp

CG Vet Gets Respect for his Military Branch

Don't disrespect the U.S. Coast Guard while Armand Chapeau is around. Chapeau, a Coast Guard veteran (and CGCVA member) who lives in Athens, GA, has taken on the Georgia state government twice when he thought the state wasn't giving the seagoing service branch the respect it deserved.

Both times, the state has yielded to the stubborn Chapeau, whose 29 years of service included a stint during the Vietnam War, where an enemy bullet in his spine left him temporarily paralyzed.

Officers suggested he retire after he recovered from his 1967 wounds, which he received when his Coast Guard patrol boat was attacked on the Cua Viet River. He declined, eventually returning to desk duty even though he was on sick leave. And when officers said his future service should be confined to shore duty, he declined that, too, returning to sea after doctors cleared him.

Chapeau's most recent set-to with state bureaucrats



Armand Chapeau stands by his truck outside his house on Thursday, December 29, 2011. Chapeau helped change the retired Coast Guard license plate to match the plates of the other armed services. (Photo by A.J. Reynolds)

began two years ago, when he found out that the state revenue department had left out the Coast Guard when it designed new license plates for veterans featuring the insignia of other U.S. military branches.

Thanks to Chapeau's persistence, Coast Guard veterans like himself now can get those special tags.

Chapeau learned last month that the state had adopted a new plate for Coast Guard veterans, featuring the Coast Guard insignia and the signature racing stripe design that marks Coast Guard watercraft. He immediately installed one on his 1990 Ford 150. His wife's car carries a state license plate honoring the Purple Heart medal he got for his wounds in Vietnam.

This was the second time Chapeau had protested to the state on behalf of Coast Guard veterans.

After Chapeau retired with the rank of commander from the Coast Guard, he discovered that he couldn't get the special Georgia driver's license that veterans from the other service branches are entitled to receive.

Chapeau got some fortuitous help when then-state Rep. Paul Broun of Athens (father of U.S. Rep. Paul Broun) was involved in a traffic accident near Chapeau's Five Points home, and the Coast Guard veteran asked Broun inside.

"I told him, 'How come I got a Purple Heart, and I'm

not a veteran in the state of Georgia?” recalled Chapeau, who spent 15 years as chief of police in Griffin after he retired from his military service.

Broun later sponsored legislation to extend veteran status to Coast Guard vets in Georgia.

During his Coast Guard career, Chapeau was involved not only in combat, but in many sea searches and rescues, literally saving lives. He spent years patrolling the seas on the lookout for drug smugglers and even helped free hostages when mutineers took over a ship — just doing his duty as a Coast Guard officer.

“It really makes me mad when people discount us,” Chapeau said. Lee Shearer

USCGC Chase Ribbon Board

On November 22nd one of the two Ribbon Boards off of the recently decommissioned *CGC Chase (WHEC- 718)* was on display at the Coast Guard Recruiting Center in Manchester, CT. This all came about after I discovered the recruiter’s office in a strip mall where I had gone to do some shopping. Upon seeing the iconic Coast Guard racing stripe sign I stopped in to check out their office and see what kind of swag they could offer to an old Coastie. I was greeted at the door by the Recruiter-in-Charge, Chief Ray Casher who welcomed me aboard. After chatting with the chief for awhile I told him about the *Chase* being decommissioned, that I was in possession of one of her Ribbon

Boards, and would he be interested in having it for awhile to display in the office. Well Chief Casher jumped right on it and it was on display over the holiday season for all to enjoy, especially new recruits and their family members and friends. It shows them that being a Coastie is for life and how proud we are of our cutters and the shipmates we served with.

Following her decommissioning *Chase* donated both boards and a few other artifacts to the Chase Association as we had offered to be the keepers of such historical items until a suitable location could be arranged for display. The other board is on permanent display at the Coast Guard Heritage Museum in Barnstable, MA (Cape Cod) having been donated to them by the Chase Association this past June.

1952 Chatham Rescue

Sixty years after local Coast Guardsmen carried out the most famous small-boat rescue in Coast Guard history off the coast of Chatham, commemorations are being planned in Chatham and Boston – and in Hollywood.

Of the four young men who carried out the breathtaking rescue of 32 men from the stricken tanker *Pendleton* during a blizzard in 1952, only one survives. In a ceremony in Chatham on Saturday, Feb. 18, Andy Fitzgerald — the engineer who struggled to keep battered lifeboat *CG-36500* underway during the rescue – will be invited to ring a memorial bell for his late shipmates. Seamen Ervin Maske and Richard Livesey died in 2003 and 2007 respectively, and coxswain Bernie Webber passed away in 2009.

Though the details of the commemoration are still being finalized, it will include an open house and awards ceremony in Boston on Feb. 15 featuring Fitzgerald and Senior Chief Charles Bridges, the last living survivor of the *Pendleton* crew. On Saturday, the actual anniversary, there will be an open house at Coast Guard Station Chatham from 1 to 5 p.m. and a visit to Chatham by the famous motor lifeboat, which is now a floating museum operated by the Orleans Historical Society. The boat will depart from its winter home in Meetinghouse Pond and arrive at the Chatham Fish Pier in the morning, making a ceremonial pass through the harbor to the lighthouse in the early afternoon. Officials are also likely to cast a wreath



CGCVA member Chris Wood and CPO Ray Casher proudly display the CGC Chase’s Bibbon Board that adorned USCG Recruiting Office Manchester, CT during the holidays.

of flowers at the bar to honor all who perished there.

After that trip, the lifeboat will tie up at the Fish Pier where the public will be invited to come aboard and see the impossibly small forward compartment where the 32 *Pendleton* survivors crammed aboard for their perilous trip back to Chatham. Several years ago, Coast Guard cadets touring the rescue boat were invited to replicate the feat, but could not do so. Then again, they didn't have quite the incentive that the actual castaways had.

On Feb. 18, 1952, two tankers foundered and broke up in high winds and heavy surf off Cape Cod. The stern section of one of the tankers, the *Pendleton*, was drifting toward certain peril on the Chatham Bar when Coast Guard Station Chatham dispatched the CG-36500 from Aunt Lydia's Cove.

With Webber at the helm, the boat somehow made it through the perilous harbor entrance to open water, only to encounter 70-knot winds and towering seas that smashed the windshield and tore loose the compass. Struggling to keep the engines running, the boat's crew maneuvered the 36500 close to the looming tanker's stern section, and one by one, rescued 32 crew members who scurried down a Jacob's ladder to the water. The rescuers saved all but one crewman, who was crushed between the rescue boat and the stricken tanker. The boat and its crew earned the U.S. Coast Guard's Gold Lifesaving Medal for their heroism. Until his death, Webber steadfastly rejected the label "hero"

Still, the Coast Guard chose Webber's name to grace the first in a class of 154-foot Fast Response Cutters; local history buffs are attempting to arrange a visit by the new CGC *Bernard C. Webber* to Chatham waters as part of the town's tercentenary celebrations this year.

The breathtaking rescue has long been the stuff of local

legend, and has become required reading for many new Coast Guard recruits. But now, 60 years after the rescue, the tale of the *Pendleton* rescue is poised to become part of popular culture.

Walt Disney Pictures has purchased the rights to produce a feature film on the story, based on the book written by Casey Sherman and Mike Tougias, and the script is being written. A Disney spokeswoman confirmed that the project is under way.

"It's very, very early in the development process," she said. "It's an incredibly inspiring story that the studio is developing based on the book, *The Finest Hours*."

It is impossible at this stage to say how much of the



THE MIRACLE WORKERS – It's Feb. 18, 1952, and a Coast Guard crew prepares to tie up at Chatham Fish Pier. The miracle is below, where 32 crewmen rescued from a sinking tanker are huddled. Photo by Richard C. Kelsey

filming, if any, would take place on Cape Cod, or how large the budget might be. In an e-mail to the Chronicle last year, Sherman said he expects the project to be big.

"If shot on location, it would be [the] biggest movie (est. \$50-\$60 million budget) ever filmed on Cape Cod. It will certainly be the biggest movie about the Cape (outside of *Jaws* and the fictitious *Amity*)," he wrote.

Disney has retained Oscar-nominated screenwriters Paul Tamasy and Eric John-

son, the creative forces behind *The Fighter*, to write the film adaptation of the Tougias-Sherman book. The project was brought to Disney by Jim Whitaker of Disney-based Whitaker Entertainment. In a press release issued last year, producer Dorothy Aufiero said she is enthusiastic to take on the project.

"It took an enormous amount of courage for those Coast Guardsmen to accept that mission knowing they might never come back," she declared. "I always wanted to make a film about real heroes, and the men of *The Finest Hours* are real heroes."

Courtesy Cape Cod Chronicle

USCGC Dallas to be Decommissioned

The Coast Guard Cutter *Dallas* will be formally decommissioned from active service on March 30, 2012 at the Federal Law Enforcement Training Center's Pier Papa in Charleston, S.C., former crewmembers are invited to attend in celebration of 45-years of service to the Coast Guard. Civilian guest attire is Business Casual and must have valid federal or state identification to enter.



Artist conception of USCG Enlisted Memorial

USCG Enlisted Memorial

Help us in honoring those who have paid the price for our freedom. The Coast Guard Enlisted Memorial Foundation is gathering donations to build a memorial in recognition of the over 1400 Coast Guardsmen who have given their lives in the performance of duty. The memorial is planned for construction on the grounds of Training Center Cape May, NJ, the current birthplace of the service's enlisted corps. Along with the physical memorial the foundation will maintain this electronic memorial which is constantly being expanded with further background

information, photos, and historical records. The Foundation is a non-profit registered with the State of New Jersey (EIN 45-3144610).

Checks and money orders should be made out to CG Enlisted Memorial Foundation and mailed to the below address: Coast Guard Enlisted Memorial Foundation Inc., at P.O. Box 476 in Cape May, NJ 08204. For more information, contact: questions@cgemf.org.

Congratulations Graduates

Each week at graduation ceremonies at USCG Training Center Cape May, N.J., the CGCVA sponsors the Physical

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.

Fitness Award to a graduating recruit.

A CGCVA watch and certificate are presented, often by an attending CGCVA member. The below listed Cape May graduates have been awarded the PNP Jack Campbell — CGCVA Physical Fitness Award since the last *QD Log* issue:

SN Connie R. Radford (Romeo-185) of Eureka, CA, reports to *CGC James Rankin* in Baltimore, MD.

SN Michael J. Stanton (Sierra-185) of Lansing, MI, reports to Sector Grand Haven, MI.

SA Gillis R. Weaver (Tango-185) of Denver, CO, reports to Training Center Cape May, NJ.

FA Matthew G. Diaz (Uniform-185) of Corpus Christi, TX, reports to *CGC Thetis* in Key West, FL.

SN Kyle R. Siegwarth (Victor-185) of Seattle, WA, reports to Sector San Francisco, CA.

SN Seth W. Castagnola (Whiskey-185) of Eureka, CA, reports to *CGC Steadfast* in Warrenton, OR.

SA Brian J. McGoff (Xray-185) of Providence, RI, reports to *CGC Thunder Bay* in Rockland, ME.

SN Matthew J. Yee (Yankee-185) of Ventura, CA, reports to *CGC Steadfast* in Warrenton, OR.

FA Seth I. Gerard (Zulu-185) of San Diego, CA, reports to Station Frankfort, MI.



USCGC Mohawk at its Key West dock.

USCGC Mohawk May Soon Become an Artificial Reef

By mid-2012, a significant piece of maritime history could be resting on the sea floor 15 miles off Lee County, Florida in 60 feet of water. The Miami-Dade Historic Maritime Museum Inc., has agreed to donate the 65-foot WWII Coast Guard cutter *Mohawk* to Lee County to be scuttled as an artificial reef.

Commissioned in 1935, the “A” class cutter *Mohawk* served as an escort and ice patrol ship during WWII and was involved in 14 attacks against German U-boats. Since 2006, *Mohawk* has been a floating museum in Key West and was recently replaced by the 327-foot cutter *Ingham*.

According to museum manager Bill Verge, a 23-year Coast Guard veteran, “*Mohawk* needs \$300,000 worth of work; we just spent \$1-million on *Ingham*. So this was a business decision.”

Artificial reefs provide habitat for fish and bring money into the local economy. And, because *Mohawk* will be sunk in shallow water, it should serve as a tremendous dive site

for people from all over the world. Although several other vessels have been sunk off Lee County as artificial reefs, *Mohawk* will be the largest vessel there and the only military vessel.

“This is the first ship (in the Lee County area) with an identity and a history,” Verge said, adding, “It’s the last surviving 165-foot “A” class cutter from World War II. We’re going to miss the old gal, but it’s a proper burial for her.”

America’s 2012 Independence Day Parade

This annual parade steps off at 11:45 a.m. on July 4, 2012 from the intersection of 7th Street and Constitution Avenue in downtown Washington, DC and concludes by 2 p.m. More than 200,000 proud Americans view the parade each year and some participating parade marching elements travel from as far as California and beyond. For more information on this patriotic event, contact awalp6@aol.com or undersunpr@aol.com.

Crossed The Bar

William P. Bailey
Paul T. Butler
James Klug, LM
Sherwood N. Patrick, LM
Karl Suelke, LM

Continued from page 1

vessel was ready to get underway. Without having received orders from any source, between 0915 and 0918 *Taney's* gun crews opened fire on scattering formations of enemy aircraft at high altitude passing over the harbor from west to east, using #4 and #5 3-inch guns..."

CDR Olson goes on to describe several more volleys of fire put up by *Taney's* crew... though most aircraft were out of range, *Taney's* gunfire is credited with saving the Honolulu Power Plant from destruction.

He concludes that "the officers and crew bore themselves well, although most members of the crew had had no training except drill and had never seen anything above a 50 caliber fired." That quickly changed, as *Taney* headed for sea the following morning, to chase enemy submarines, and on to an illustrious wartime career where she earned four battle stars for service both in the Pacific and Atlantic.

But after reading CDR Olson's report, I wondered, who was that one missing officer? That "one exception" as the CO termed it. Whatever became of him?

Well, as some of you know from being aboard the ship, *Taney* was designed to carry an aircraft — a Grumman JF2 Duck. Well that aircraft, and its pilot had been assigned on December 6th to Naval Air Station Pearl Harbor. The pilot — and some of you might recognize the name — was LT Frank Erickson. Leave it to the aviator to go AWOL.

When LT Erickson reported to the Naval Air Station on Saturday morning, the Navy officers were so pleased to have a Coast Guard junior officer aboard, that they stuck him with duty that very evening! No qualification required!

Early on the morning of Dec. 7, 1941, LT Erickson was preparing to oversee morning colors, when the base was rocked by two heavy explosions... the Marine color detail did not wait for 0800 to hoist colors. The flag went up, but the tune was General Quarters.

LT Erickson then looked up just in time to see a torpedo bomber launch its weapon at the *USS California*.

As the explosions continued, the phone rang — on the other end of the line was the Air Station Commanding Officer U.S. Navy Captain James Shoemaker, demanding to know "What the hell kind of drills [his Coast Guard duty officer] was pulling down there?!"

With shrapnel raining down, a message was soon dispatched from the Air Station Duty Officer — "AIR RAID PEARL HARBOR — THIS IS NOT A DRILL."

LT Erickson then took station in the airport control tower. He had a commanding view of the attack. From his



Coast Guard Commandant Adm. Bob Papp speaks during a Pearl Harbor Memorial Ceremony and reception aboard the Coast Guard Cutter *Taney* in Baltimore Dec. 7, 2011. The ceremony was for the 70th anniversary of the attack on Pearl Harbor.

position he observed oil covered men, who had abandoned bombed out ships, struggling to make their way ashore, in Pearl Harbor's burning waters. This image was indelibly seared into his mind. But from this chaos, a vision was also born.

A vision of a helicopter capable of hovering, hoisting and ferrying survivors to safety. And, that moment his passion was cemented. His mission was clear. His calling was to bring this vision to reality. And, that's just what he did. Working with Sikorski aviation, he pioneered the use of helicopters for search and rescue. He would go on to become designated as Coast Guard helicopter pilot No. 1 — and his vision of helicopters would go on to save countless lives — on the sea and on the ground. His Pearl Harbor experience — like so many WWII veterans — spurred him on to pioneer a craft that would save countless lives.

So, now you know the rest of the story about cutter *Taney's* "one exception" — the missing officer who went on to be exceptional officer — and dedicate his talents "so that others may live."

(On a lighter note, when Retired CAPT Frank Erickson told this story later in life, he joked that CG aviators that followed him should be thankful to him — because he was never aware of another Coastie being put in charge of a Naval Air Station on their first night ashore.... and he would end the story with a flourish, by stating, "And that's how I started World War II.").

Cold Sea, Lonely Sea — Aboard USS Albuquerque (PF-7)

by David Hendrickson

War in the Aleutians and the Bering Sea had little influence on the outcome of World War II, and even though the Japanese saw the Aleutians “pointing like a dagger at the heart of Japan,” WWII naval historian Samuel Eliot Morison had it right when he wrote “... No operations in this region of almost perpetual mist and snow accomplished anything of importance... It was a theater of military frustrations. Both sides would have done well to leave the Aleutians to the few Aleuts unfortunate enough to live there.” As part of the Japanese Midway offensive of June 1942, the Japanese bombed Dutch Harbor as a gambit to draw the American fleet up north, then invaded Attu and Kiska at the western end of the chain with minimum troops and war supplies with no intent to move eastward. But the mere occupation of American territory demanded American action, which until spring 1943 was largely ineffective air raids from Umnak and Adak hindered by eternal bad weather. Limited supplies for the Japanese arrived by submarine.

As a result of Admiral Hosogaya breaking off engagement in the Battle of the Komandorskis, March 1943, thus failing to resupply troops on Attu and Kiska, the Americans promptly initiated landing on Attu, 11 May, securing the island by the end of the month following bloody casualties on both sides. Kiska was invaded in August only to find that the Japanese had slipped away in the fog and foul

weather, and as Morison put it, “... During the rest of the war the Aleutians offer little of interest. Harassing raids on Paramushiro were varied by occasional shore bombardments and feeble Japanese retaliatory raids on Attu, Kiska and Adak... in any case it was wonderful practice ground for armed forces: after a tour of duty in the Aleutians, every other field of action seemed good.” From late 1943 to spring 1945 the 11th Air Force flying from Adak and Navy Air Wing Four from Attu flew an excess of 1500 sorties across the Bering Sea bombing Paramushiro and Matsuwa, while surface bombardments were delivered by Navy task forces of light cruisers and destroyers operating out of Adak. Any thought of invasion of northern Japan from the Aleutians was dismissed by Admiral King, “That chain of islands provides as rugged a theater for warfare as any in the world. Not only are the islands mountainous and rocky, but the weather in the western part is continuously bad. The fogs are almost continuous and thick. Violent winds with accompanying heavy seas make any kind of operation in that vicinity difficult and uncertain.” The Aleuts called the Aleutians the “Birthplace of bad weather” — wind, rain, snow, sleet, fog and storms. The great arc of the Aleutian chain forms the battle front where moist unstable air warmed by the subtropical Kurashio (Japanese) Current clashes with cold dry Siberian air sweeping across the chilled Bering Sea. The Aleutians enjoy no calm or dry



USS Albuquerque (PF-7)

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season and no station records more than ten cloud-free days a year. The infamous williwaw winds blow up without notice at speeds of 50-100 mph. General Simon Buckner of Alaska Defense Command early in the war wrote, "The naval officer had an instinctive dread of Aleutian waters, feeling that they were inhabited by a ferocious monster that was always breathing fog and coughing up williwaws that would blow the unfortunate mariner onto uncharted rocks and forever destroy his chances of becoming an admiral."

Until the end of the war in 1945, escort duty along the chain, guard ship patrol off the Russian Komandorski Islands in support of bombing raids over Paramushiro in the Kuriles and response to distress calls was assigned duty of Navy-manned destroyer escorts and PCEs and Coast Guard manned patrol frigates and Coast Guard cutters. The duty was recognized as a war of loneliness — single ship patrols, single ship responses to distress calls, convoys of seldom more than two escorts herding an ancient Navy oiler and a Liberty ship plowing along at less than ten knots, and more often than not an overwhelming feeling of isolation accentuated by the enclosing qualities of ever-enduring bad weather.

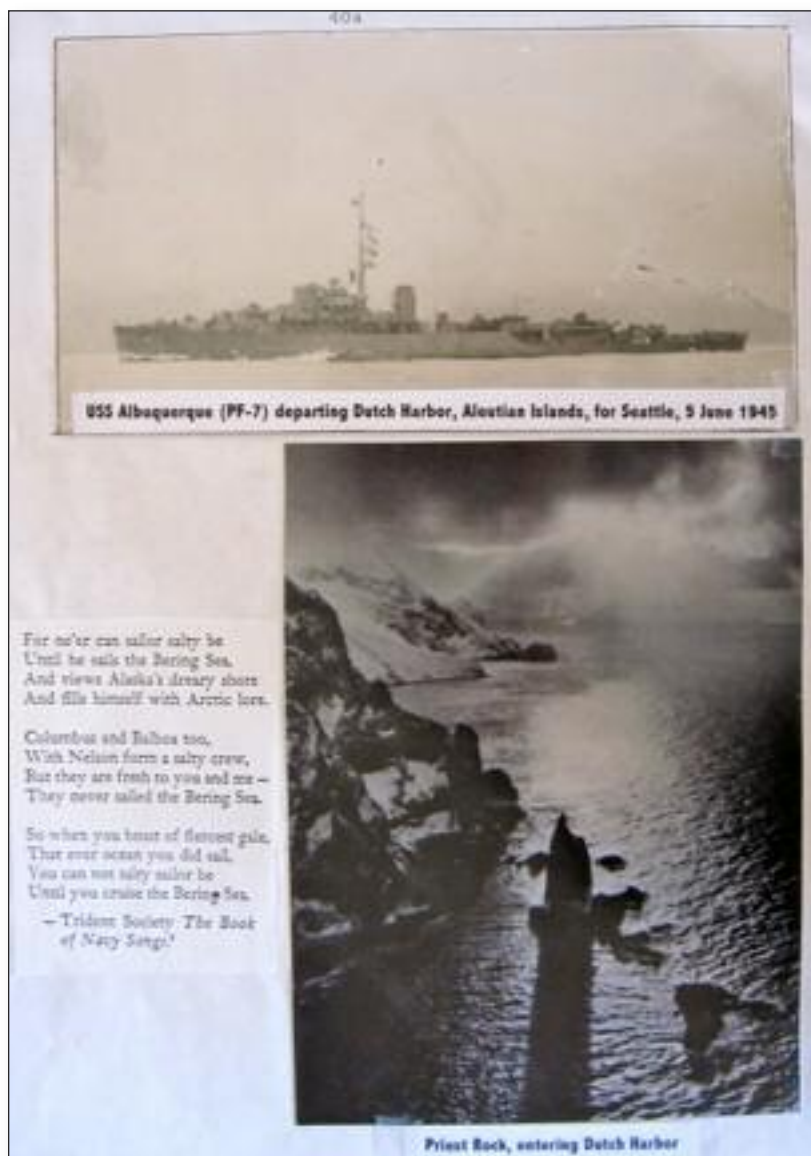
USS Albuquerque (PF-7) was the first frigate to deploy to the Aleutians, departing Seattle for Dutch Harbor on 5 April 1944 as lead ship of Escort Division 27, joined one by one by *Everett (PF-8)*, *Hoquiam (PF-5)*, *Sausalito (PF-4)*, *Pasco (PF-6)* and lastly *Tacoma (PF-3)* in October. Following the Philippine campaign, *Bisbee (PF-46)*, *Gallup (PF-47)*, *Rockford (PF-48)*, *Muskogee (PF-49)*,

Carson City (PF-50) and *Burlington (PF-51)* detached from 7th Fleet amphibious division and joined up with Escort Division 27 in the Aleutians. All twelve were transferred to the USSR under Lend-Lease at Cold Bay, Alaska, mid-summer 1945.

Five days out of Seattle *Albuquerque* cleared Unimak Pass, entrance to the Bering Sea, making for Cape Cheerful and entrance to Dutch Harbor on Unalaska Island. Within hours upon refueling the frigate was out bound leading a convoy to a separation point in the Gulf of Alaska. At departure the log entry read:

"... Unmoored and standing out of Dutch Harbor with convoy formed up in following manner — *SS Turialba* (convoy guide), *USAT William Thompson* at position 21, *SS Chief Washakie* at position 12, *SS William T. Sherman* at position 22 in accordance with U.S Naval Op. Base, Dutch Harbor, confidential orders, this vessel steering course at all engines ahead standard speed 135 rpm, zigzagging patrol station ahead of convoy. 2000-2400 maintain convoy speed 10

knots. Returning to Dutch Harbor on the 16th for a brief rest, lights flashed on at 0427 on the 19th as the PA blared set special sea detail, the announced mission to render assistance to Liberty ship *John W. Straub*, reported sinking twenty-one miles off Sanak Island near Cold Bay, 200 miles distance. At exactly high noon lookouts called out a sighting, within minutes identified as the stern section of ill-fated *Straub*. An Army crash boat from Fort Randall hove into view signaling rescue of fifteen men. Following a violent explosion the forward section of *Straub* went



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down in less than one minute taking fifty-five men to the bottom including the captain and all officers except the third mate who was among the rescued. A boarding party from *Albuquerque* reported no survivors aboard and that the derelict would likely soon sink. An hour later the last of the *John W. Straub* slipped below the grey swells of the Gulf of Alaska.

From late April to mid-August *Albuquerque* escorted twenty-two convoys for a total of eighty-four days at sea in what seemed endless stop and go from Monotony to Boredom to Apathy, a.k.a. in any order, Dutch Harbor, Adak, Attu with an occasional trip to Kodiak in the Gulf of Alaska welcomed by green forests as opposed to the treeless and barren Aleutians. A break in escort duty routine began in Attu on Sunday, 20 August. Four Navy aviation radiomen boarded for temporary assignment as IFF (Identification Friend or Foe) experts. The frigate cleared Massacre Bay in a dense fog shaping a course for a seven day Guard Ship Station patrol off the Komandorski Islands, 300 miles west of Attu, responsibility, IFF response with 11th Air Force and Navy Air Wing Four raiding in the Kuriles, radar surveillance for Japanese aircraft and rescue in case an American aircraft ditched. *Albuquerque* did a second patrol in early September and four in January and February 1945, exchanging twice with *Everett* and *Tacoma*, all patrols in exceptionally nasty winter weather. Earlier when making for Christmas in Attu, *Albuquerque* and *Tacoma* cleared Adak on the 21st escorting old fleet oiler *Brazos* and Liberty ship *Carl Schurz*. The usual dirty weather developed into a full blown storm on the 22nd. Heavily laden *Brazos* surfaced from time to time awash in foam only to disappear in a plunge into the next



giant sea. *Schurz* trailing *Brazos* labored to the crest of wind heightened seas, her stern lifting skyward to reveal an aimlessly turning propeller. By nightfall conditions were perfect for a surprise burst of St Elmo's Fire, the first discharge of white light outlining the mast and spar and radar antenna and a few moments later a second discharge sped around the top of the forward main battery gun tub. St Elmo's fire commonly occurs in cold water seas during bad weather and in this case just as Longfellow described:

Last night I saw St. Elmo's stars

With all their glittering lanterns at play.

On the tops of masts and tips of spars

And I knew we should have foul weather today.

Standing out of Women's Bay, Kodiak, 7 October 1944, dirty weather was in store as *Albuquerque* led Liberty ship tanker *John P. Altgeld* and freighter *Taloo* to open sea bound for Unimak Pass and ultimately Attu. By dawn on the 8th a full blown storm of 60 knot winds and mountainous sea reduced speeds to six knots. At mid-afternoon *Altgeld* signaled fear of breaking up with cracks developing across her main deck aft of the superstructure. The tanker



USS Albuquerque (PF-7) leaving Dutch Harbor, Aleutian Islands, in June 1945

began pumping out load to reduce strain as the frigate maneuvered within close blinker distance. Near dusk a blinker from *Altgeld* read, “Captain reports she is cracking more but thinks he can ride it out.” *Altgeld* was instructed to keep all lights on and the frigate would keep the tanker under searchlight watch



through the night as the storm slowly blew itself out. At dawn both ships began the slow passage back to Kodiak. Once safely docked a visiting *Altgeld* seaman volunteered that *Albuquerque* miraculously appeared as Jesus Christ walking on water prepared to take each seaman by hand had the tanker broken up. No one cared to speculate on survivors had sinking occurred on the night of the 8th.

At 10:00 p.m. on 14 December *Albuquerque* was again underway out of Dutch Harbor in heavy weather bound for the Shumagin Islands off Cold Bay where *USAT North Wind* was hard aground and breaking up on little Chernabura Island. Arriving on scene at mid-afternoon on the 15th, it was clear that *North Wind* was a total loss. Two boats had pulled away safely and a third, a motor lifeboat from early arrival *USAT David W. Branch* was in trouble clearing the wreck. The frigate stood in to create a lee and as the boat made for open water a Lyle gun light line was fired across the boat followed by a tow line. Once made fast the boat was quickly hauled alongside. From an all but swamped boat, eighteen *North Wind* survivors scrambled aboard followed by *Branch*'s chief officer and four boat crew. On 5 January 1945, the Seattle Post Intelligencer carried a front page story, “Dramatic details of a hazardous North Pacific rescue of 55 men from the stricken army supply freighter *North Wind* were disclosed today by the army and coast guard with arrival of 18 of the survivors. Participating in the daring mercy operation in pounding gale-whipped waters off Cold Bay, were a coast guard vessel and the army transport *David W. Branch*. Thanks to the cooperation of the two services, not a life was lost in the nearly 12 hours it took to save the crew after the ship

was swept off course in a storm late on the night of December 14.”

War conditions in the Aleutians began to draw down by late 1944. In late November *Albuquerque* and *Hoquim* escorted aged troop transport *Orizaba* along the chain to Attu dropping off few troops in number

and collecting larger numbers hoping to be home by Christmas. By spring 1945 escort duty dropped off measurably. In April *Albuquerque* escorted *USAT Branch* to Atka Island returning the first Aleuts from wartime relocation in southeastern Alaska. *Albuquerque*'s long tour in the Bering Sea ended on 5 June 1945, when the captain announced departure for Seattle for refit before transfer to the USSR under Lend-Lease at Cold Bay, exactly fourteen months to the day since dropping lines at Pier 41, Seattle, and shaping course for Dutch Harbor.

In scattered numbers twenty-eight patrol frigates made way to Cold Bay in the summer of 1945. All but *Belfast*, damaged beyond repair, were returned to the U.S. Navy at Yokosuka, Japan, in fall 1949. In summer 1950 fifteen were recommissioned, including *Albuquerque*, for the Korean War. All were decommissioned in 1953 and loaned to Asian nations. *Albuquerque* became *Tochi* in the Japanese Maritime Self-Defense Force. She performed sea duties until permanently moored as a training ship, and in her final act vanished beneath the waves a target ship in 1968.

Editor's Note: Author David Hendrickson served aboard *Albuquerque* from commissioning in San Francisco, December 1943, until transfer to the USSR at Cold Bay, Alaska, August 1945. Hendrickson was historian for the Patrol Frigate Reunion Association until disbanded in formal ceremonies on Coast Guard Island, Alameda, CA, June 2005. He is author of “The Patrol Frigate Story — The Tacoma-class Frigates in World War II and the Korean War 1943-1953,” published by Fortis Publishing, February 2011, available at Amazon.com.

Captain Carl Christian von Paulsen: Coast Guard Aviation Pioneer, War Hero and Naturalist

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

To identify one of the many talented officers who have served in the United States Coast Guard, one need look no further than Captain Carl Christian von Paulsen. Born on the American Frontier and descended from German nobility, von Paulsen developed into a very resourceful and self-sufficient young man with a spirit of adventure and a love of nature. A member of the “Greatest Generation,” von Paulsen experienced the largest technological leap ever known to a single generation of Americans. He witnessed the transition from horse and buggy to the automobile, and the abacus to the personal computer. He saw aviation develop from the Wright “Flyer” to the Apollo space program and, similar to the pioneers who tamed the Old West, von Paulsen relied on his resourcefulness and creativity to help shape early aviation to the needs of the modern Coast Guard. The story of his service career is a lesson in adapting to change and getting the job done with the assets at hand.

Born in 1891, in Helena, Montana, the coldest state capital in the United States, von Paulsen knew the true meaning of the term “cold.” During his childhood, he attended academies in Troy and Albany, New York, and graduated from the Polytechnic High School in Los Angeles, California. von Paulsen was a strong young man standing six feet in height, with a good sense of humor, and known by friends and family as “Von” or “V.P.” A rugged individualist, he worked briefly in the logging camps of Northern California after graduating from Polytechnic High School.

It was from California that he sought appointment to the U.S. Revenue Cutter Service Academy and entered with the Class of 1913, which comprised a group of distin-



Carl Christian von Paulsen early in his career with beard and dressed in a Revenue Cutter Service style uniform. Photo courtesy of the von Paulsen family.

guished cadets. In addition to von Paulsen, a number of classmates figured prominently in the development of Coast Guard aviation, including Rear Admiral Robert Donahue, Rear Admiral Frank Gorman and Commander Elmer Stone.

In June 1913, von Paulsen graduated and received his commission as a third lieutenant in the Revenue Cutter Service. Like many of the Coast Guard’s first pilots, von Paulsen not only flew with aviation units, he also experienced a great deal of sea duty on board ships. During his first five years, he served on board seven cutters, including a World War I tour as executive officer on board the cutter *Morrill*.

By the end of 1919, he began a series of flight schools that would result in his becoming one of the most highly trained aviators in the service. At the navy’s aviation school in Pensacola, Florida, von Paulsen received training in

heavier-than-air and lighter-than-air aircraft, and torpedo planes. He graduated in 1920 with the designation of Naval Aviator (Seaplane) and received the Coast Guard designation of Aviator #6. Early in 1922, he returned to Florida, only this time he attended the U.S. Army Primary Flying School in Arcadia. He graduated in June and transferred to the Army’s Advanced Bombardment Flying School in San Antonio, Texas, where he graduated with honors in December. Within the service, his extensive background in aviation earned him the nick name “The Flying Dutchman.”

In between aviation schools, he served a brief tour at the Coast Guard’s first air station, located at Morehead City, North Carolina. To prove the value of aviation to the service, the Coast Guard had taken over this surplus naval air station and patrolled the shallow waters of the Outer Banks and treacherous “Graveyard of the Atlantic” for

derelict vessels, ships in distress, menaces to navigation, and vessels run aground or gone ashore. By 1921, Congress failed to see the benefit of Coast Guard aviation and cut funding for the Morehead base, effectively ending the service's aviation mission.

von Paulsen's next assignment would alter his career and the course of Coast Guard aviation. In 1924, after completing all of his flight training and a tour on the new cutter *Tampa (WPG-48)*, he assumed command of Coast Guard Section Base 7, located at Gloucester, Massachusetts. In his three-and-a-half-year tour of duty, LCDR von Paulsen instituted aggressive cutter patrols to enforce Prohibition and interdict smugglers. More importantly, he re-established Coast Guard aviation using a borrowed navy Vought UO-1 seaplane and borrowed waterfront property to improvise a small air station. With the UO-1, von Paulsen proved the value of Coast Guard aircraft for spotting Rum Runners as well as carrying out search and rescue missions. He also provided regular instruction for aviators; tested radio communications between aircraft, ships and ground stations; developed important aerial spotting techniques; and experimented with new aviation rescue technology. At Gloucester, von Paulsen demonstrated the importance of aircraft for the Coast Guard's law enforcement and search and rescue missions and, thereafter, aviation remained a permanent branch of the service. Establishment of Coast Guard aviation on a permanent basis proved a monumental step in the history of the service and military aviation in general.

As was customary at the time, aviator von Paulsen returned to sea duty. Once again, he fought the Rum Runners, only this time as captain of Coast Guard destroyer *McCall (CG-14)*, then as Destroyer Force Division 4 commander. He returned to aviation duty in 1930, first as



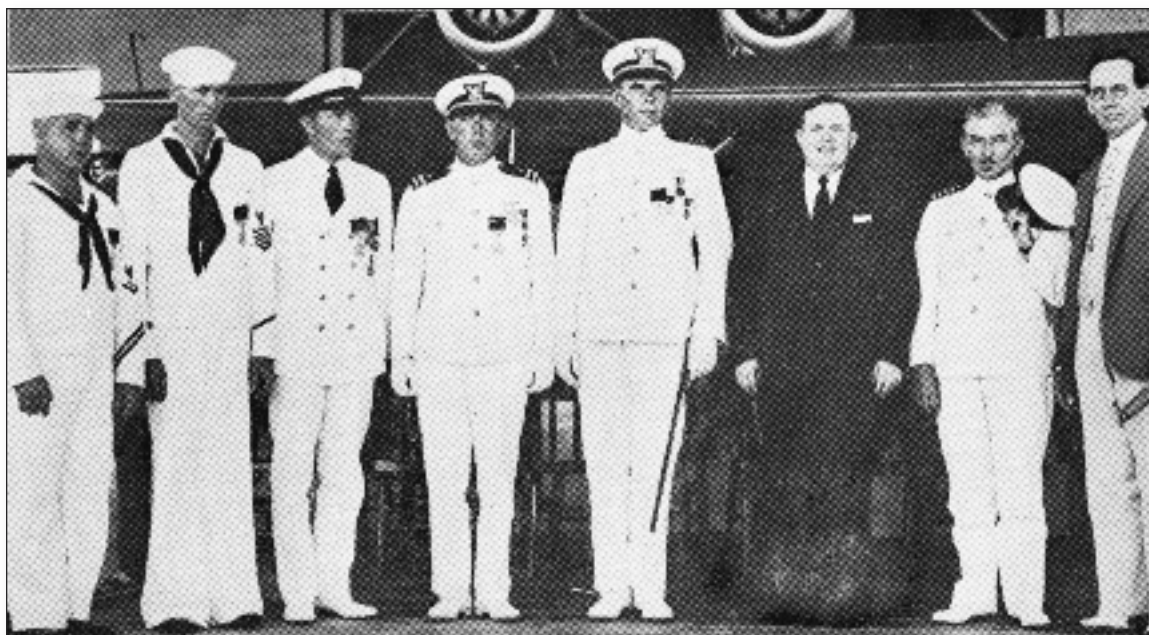
LCDR C.C. von Paulsen, his dog "Brutus" and co-pilot ENS Lawrence Melka, pose in front of their borrowed navy Vought UO-1 amphibian biplane at Gloucester, Massachusetts. Photo courtesy of the von Paulsen family.

commanding officer of the Coast Guard air station at Cape May, New Jersey, then as commander of the Coast Guard air station at Miami, Florida.

On New Year's Day 1933, von Paulsen started out on what would become one of the service's most famous aviation search and rescue missions and the first such mission to receive the Gold Lifesaving Medal. At

Arcturus, one of several early Coast Guard amphibian aircraft given names rather than numeric designations. It was on board Arcturus that von Paulsen earned the first Gold Lifesaving Medal awarded for an aviation search and rescue mission. Photo courtesy of the U.S. Coast Guard Aviation Association.





LCDR von Paulsen and crew receiving the Gold Life-Saving Medal. In attendance are Captain C.F. Howell, the mayor of Miami and the governor of Florida. Photo courtesy of the USCG.

mid-day, LCDR von Paulsen and his crew took off from Miami in the Coast Guard seaplane *Arcturus* (at that time, several Coast Guard aircraft received names rather than numeric designations) to rescue a teenage boy blown offshore by a severe storm near Cape Canaveral. *Arcturus* met stiff headwinds, rain and low visibility during the rescue mission, but von Paulsen located the missing teenager adrift in a skiff thirty miles southeast of the cape

and managed to land the aircraft in seas of between twelve and fifteen feet. The crew rescued the boy, but the aircraft had sustained wing damage during the landing and could not maintain flight thereafter. von Paulsen taxied *Arcturus* toward shore while the seaplane lost its wings to the stormy seas. The amphibian's boat-shaped fuselage rode the waves comfortably and the crew and the survivor

Captain von Paulsen and another of his pet canines. This photo shows von Paulsen on the bridge of an attack transport with cocker spaniel "Eight Ball." von Paulsen's previous pet, a white bulldog named "Boy-o-boy," had been a particular favorite with the Inuit people of Greenland. Photo courtesy of the USCG.



aviation background, von Paulsen was an experienced Arctic sailor. During the first part of World War II, he served as deputy commander of the Greenland Patrol under Edward "Iceberg" Smith, another distinguished member of the Academy class of 1913. With von Paulsen in command, cutter *Northland* (WPG-49) seized the German-controlled trawler *Buskoe*, the first enemy vessel captured in World War II, and a nearby Nazi weather station complete with

codes and classified papers. von Paulsen later led a joint Army-Coast Guard task force to capture a second German weather station on Sabine Island, on Greenland's east coast. After one of the task force's two icebreaking cutters was damaged by ice, von Paulsen forged ahead with the *Northland*, finding the station and its supply ship recently destroyed by the Germans. von Paulsen's troops did capture one Nazi straggler, but the rest had been evacuated by long-range aircraft. von Paulsen and all who knew him must have seen the irony of a

German-American, who spoke fluent German and descended from German nobility, serving as deputy commander of the Greenland Patrol, which was responsible for clearing the kinsmen of his German ancestors from the frozen expanses of this Danish territory. With the weather stations cleared from Greenland's coasts, von Paulsen received the Legion of Merit Medal and moved on to his next assignment.

After the Greenland Patrol, von Paulsen began the final chapter of his Coast Guard career, which found him sailing to destinations far from his Montana birthplace. In 1943, the veteran aviator served briefly on board the famous Coast Guard-manned attack transport *USS Samuel Chase (APA-26)*. From the *Chase*, he assumed command of the new Coast Guard-manned troop transport *USS General George M. Randall (AP-115)*. von Paulsen saw the immense ship through commissioning, outfitting and shakedown cruise. In 1944 and early 1945, his ship ferried Allied troops between ports in the Pacific and Indian oceans. The highlight of this assignment was the humanitarian mission of carrying 5,000 displaced Polish war orphans to their new home in New Zealand.

In June 1945, even before the end of the Pacific War, von Paulsen retired due to health issues. He was fifty-four years old and had served thirty-five years in the Coast Guard. When he retired, he returned to his home in South

Florida and hung up his wings, having "used all my flight hours." For the next thirty years, he devoted himself to his family, friends and his lifelong interest in nature. He assisted the National Park Service in mapping the boundaries for the Florida Everglades and invested much of his spare time in the collection and cultivation of the rare and colorful *Liguus* tree snail, a variety of which (*Liguus vonpaulseni*) is named for him. It was due in part to his efforts that the *Liguus* snail was spared from extinction.



Liguus vonpaulseni, the *Liguus* tree snail genus named for Captain von Paulsen. Photo courtesy of Henry T. Close, *The Liguus Tree Snails of South Florida*, 2000.

Captain von Paulsen experienced a rich and interesting life, including a long and fulfilling retirement; growing up on the Frontier; and an exciting and rewarding career in the United States Coast Guard. From his native Montana, he traveled to the four corners of the world. He also fought two world wars and a war against the Rum Runners, and he helped

save countless lives. von Paulsen also helped establish the role of aviation for military, law enforcement and humanitarian applications and helped nurture early Coast Guard aviation into an established branch of the service. And, in retirement, he assisted in mapping the boundaries of Everglades National Park, and helped save from extinction an endangered species of tree snail. The life of Carl Christian von Paulsen is a testament to the character of individuals who serve in the Coast Guard and the unique qualities they bring to the service.

Elmer F. Stone and the Pioneering Role of USCG Academy Graduates in Early Aviation

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

One hundred years ago, during the dawn of the twentieth century, a transportation revolution took place that swept aside centuries of pre-industrial technology, such as animal-and wind-driven machines. In their place came steam and internal combustion engines, hydraulic and pneumatic power, automobiles and aircraft. During this era of rapid technological change, such visionaries as Elmer Fowler Stone rose to the challenge, and through their technical skill, ingenuity and perseverance, developed these

technologies into modern forms of transportation commonly used worldwide since the early twentieth century.

Like many of his technologically minded contemporaries, Elmer Stone began life in small-town America. In 1887, he was born on a farm in Livonia, New York, just south of Rochester; however, at a young age his family moved to Norfolk, Virginia, located in the maritime center of Hampton Roads. This region proved a focus of new

naval technology, with the highly-mechanized Newport News Shipbuilding Company and nearby Norfolk Navy Yard building and maintaining the nation's new steel navy.

So it must have seemed logical that an intelligent and inquisitive young man raised in such nautical surroundings would apply for admission into the United States Revenue Cutter Service School of Instruction (forerunner of the United States Coast Guard Academy), located in New London, Connecticut. The Revenue Cutter Service provided its officers an opportunity to serve on the high seas, and in addition to training on sailing ships, gain experience with steam ships, the largest man-made machines of the day. Stone topped the list of applicants for the class of 1913, a small group that would feature several distinguished graduates in the history of the U.S. Coast Guard.

In three years, Stone graduated from the Academy and was commissioned as a third lieutenant. His first assignment was the cutter *Onondaga*, patrolling the Mid-Atlantic Coast out of Hampton Roads. During his first year, Stone qualified as an engineering officer, and then requested and was granted assignment as a line officer. In the spring of 1915, Stone demonstrated his ability as a boat coxswain in rescuing the crew of the schooner *C.C. Wehrum*, which wrecked in a storm off False Cape, Virginia. For this heroic effort, Stone received a commendation from the assistant secretary of the Department of Treasury.

Despite his skill as a line officer, Stone's interest and true aptitude lay with matters of engineering and technology. In 1903, before he entered the Academy, the Wright Brothers had already completed their unprecedented

Elmer Stone (standing left) posing with other officers and mascot of Cutter Onondaga.



Cadet Elmer Fowler Stone (standing right) posing with other cadets on board a cutter.

“First Flight,” not far from Stone's home in Norfolk. The Curtiss Aeroplane & Motor Company established one of the nation's first flying schools in Newport News, Virginia, near *Onondaga's* homeport. In early 1915, after witnessing Curtiss's seaplane operations, Stone experienced his own first flight in a Curtiss F “flying boat” and was convinced that aviation could revolutionize the Coast Guard's traditional missions of search and rescue, and law enforcement.

Stone became a driving force behind early Coast Guard aviation, but he had to convince others to join the cause. The movement gained momentum as one-by-one, his Academy brethren backed his effort to establish a Coast Guard aviation branch. Stone's *Onondaga* shipmate, Lieutenant Norman B. Hall (Class of 1908), also experienced his first flight at the Curtiss flight school and the two junior officers converted *Onondaga's* skipper, Commander Benjamin Chiswell (Class of 1896), to their cause. By early

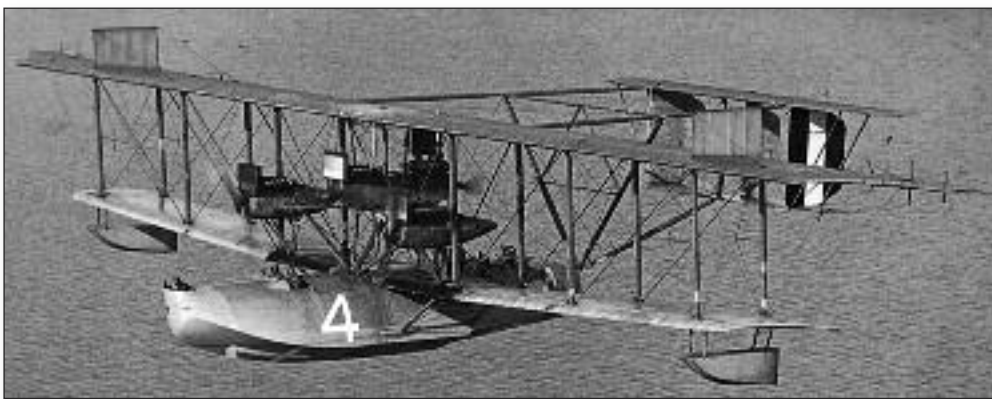


Feature Articles

1916, Coast Guard Commandant Ellsworth Bertholf (Class of 1889) had also become a believer and sent Stone and Second Lieutenant Charles E. Sugden (Class of 1909) to the U.S. Navy's new flight school in Pensacola, Florida. Lt. Hall was assigned to Curtiss's New York aircraft factory to study design, construction and maintenance. Bertholf also lobbied Congress to approve a Coast Guard "aerial coastal patrol" for the service and hired aircraft developer Glenn H. Curtiss to develop and build a flying boat design.

By the end of 1916, it seemed that aviation was well on its way to becoming an accepted part of Coast Guard operations. Stone and Sugden completed several months of the one-year training program at Pensacola. Congress passed Bertholf's aerial coastal patrol legislation, which included ten Coast Guard air stations, and Curtiss experimented with flying boat designs. In addition, Hall was developing instrumentation and studying strength of materials used in the latest aircraft manufacturing methods. He would eventually become the service's first aviation engineering officer. And by the spring of 1917, Stone and Sugden completed their training, received their wings, and the Navy designated them Aviator #38 and Aviator #43, respectively.

With World War I erupting in Europe, the early movement for Coast Guard aviation slowed to a standstill. As the United States entered the war, the Coast Guard was transferred to the Navy Department by executive order. Since Coast Guard aviators were assigned to flight training after post-Academy cutter assignments, they were senior to nearly all new U.S. Navy aviators and were given command of wartime naval air stations. Lt. Sugden took command of Ile-Tudy Naval Air Station, on the north-west French coast. In

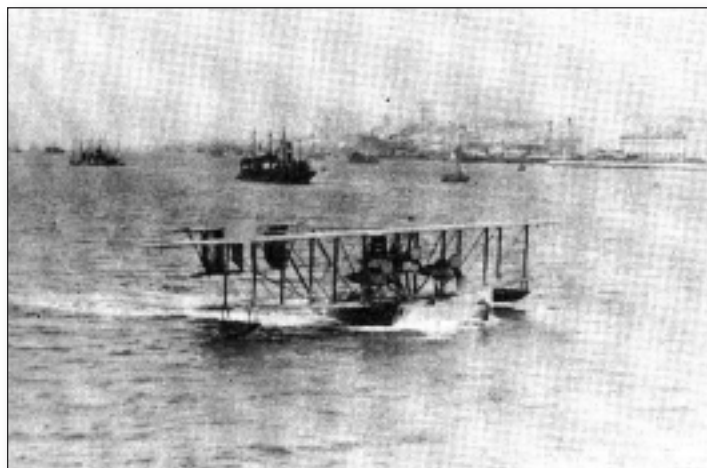


A rare photograph of NC-4 during flight operations. NC-4 had three forward facing tractor engines and one center-mounted pusher engine.

addition, Coast Guard Academy graduates Stanley V. Parker (Class of 1906), Philip B. Eaton (Class of 1908), Eugene A. Coffin (Class of 1910) and Robert Donahue (Class of 1913) took command of other naval air stations.

In the meantime, the Navy assigned Stone and Academy classmate Robert Donahue to the aviation detail on board *USS Huntington*, an armored cruiser built by Newport News Shipbuilding Company in 1903, the same year that the Wright Brothers first took to the air. Stone probably recognized the irony of his assignment to a ship with such a history. *Huntington* was one of two cruisers fitted with pneumatic aircraft catapults and, from the middle of 1917 through the late summer of 1918, Stone served as a seaplane aviator and studied operating problems with the new shipboard catapult while the cruiser served in the Atlantic. Stone learned a great deal about aircraft catapults and naval aviation operations on the open ocean and he became closely associated with such naval aviation pioneers as Marc Mitscher and William Moffett.

In September 1918, Stone received promotion to first lieutenant and a transfer to the Navy's Bureau of Construction and Repair (predecessor of the Navy's Bureau of Aeronautics) in Washington, D.C. By early spring of the next year, the Navy transferred him to Naval Air Station Rockaway, in New York, to serve as a pilot in NC Seaplane Squadron One. His mission was to pilot the seaplane NC-4 in the first attempt to fly across the Atlantic Ocean. The aircraft stationed at



NC-4 landing in the Tagus River, Lisbon, Portugal. The worst of the Atlantic Crossing was over, but NC-4 even suffered a mechanical breakdown on its final leg from Lisbon to Plymouth, England.



Crew of the NC-4 after the successful transatlantic crossing. Elmer Stone stands second from the left and NC-4 is faintly visible behind the crew.

Rockaway were very large “NC” (Navy-Curtiss) flying boats. The NC’s had a biplane design with three forward facing tractor engines and a fourth center-mounted pusher engine facing to the rear. Each NC flying boat had a crew of six, including the pilot, co-pilot, radio operator, engineering officer, assistant engineer and commanding

officer/navigator. Fully loaded with 1,800 gallons of fuel, the aircraft weighed about 28,000 pounds, 4,000 more than under normal conditions. The overloaded aircraft had to fly nearly two miles at full speed to get airborne.

On 8 May 1919, *NC-4* took flight along with squadron aircraft *NC-1* and *NC-3*. A fourth seaplane, *NC-2*, proved unfit to fly so it was cannibalized for spare parts. The seaplanes’ first leg would take them from Rockaway, east to Halifax, Nova Scotia; and on to Trespasy Bay, Nova Scotia, their departure point for Europe via the Azores. The NC flying boat’s complex design proved

disoriented and landed their seaplanes to obtain a celestial navigation position before attempting to reach the Azores. Both were damaged while landing in heavy seas, rendering them incapable of further flight. Maintaining the only accurate navigation plot, *NC-4* avoided disorientation and arrived at its destination in the Azores. From there, *NC-4*

continued on to land in the Tagus River in Lisbon, Portugal, before concluding its flight in Plymouth, England.

In the early afternoon of 31 May 1919, after fifty-four hours in the air, Stone landed *NC-4* in Plymouth harbor, becoming the first man to successfully fly an aircraft across the Atlantic. Stone completed his transatlantic flight eight years before Charles Lindbergh’s famous solo crossing in the *Spirit of St. Louis*. Stone and the crew of *NC-4* had proven the feasibility of transoceanic flight and their achievement attracted world-wide attention. Stone and the *NC-4* crew were recognized with the Order of the Tower and Sword, Portugal’s highest award; a French silver medal commemorating *NC-4*’s historic flight; and Great Britain’s Royal Air Force Cross. Upon their return home, President Roosevelt awarded the *NC-4* crew the Navy



Stone preparing for yet another test flight in an amphibious aircraft destined for service in the U.S. Coast Guard.

Cross and later Congress struck a unique *NC-4* Medal specifically for the crew of the record setting aircraft.

With the war over, the Coast Guard was returned to the Treasury Department by executive order and Stone received assignment as executive officer on the cutter *Ossipee*. In 1920, the service resurrected its fledgling aviation program and established its first air station at Morehead City, North Carolina. The service designated Stone as Coast Guard Aviator #1 and assigned him to refurbish and prepare four flying boats to operate at Morehead City Air Station. Stone's colleague, Charles Sugden, received the designation of Coast Guard Aviator #4 and, with his experience in running air stations for the Navy, Sugden received command of Morehead City.

By the end of 1921, Congress failed to provide the funding to support operation of Morehead Air Station and it was decommissioned in 1922. The Navy requested the Coast Guard return Stone on loan and, for the next five years, Stone test flew everything from fixed-wing aircraft to dirigibles and balloons; however, his primary duty was to serve as the Navy's technical expert on shipboard aircraft catapults and deck arresting gear. He led development of a powder-operated catapult and arresting gear for the new aircraft carriers *Langley*, *Lexington* and *Saratoga* and wrote the aviation test requirements for the carriers.

During the mid-1920s, the service's Prohibition enforcement mission against Rum Runners along the U.S. coast rejuvenated interest in Coast Guard aviation. In 1926, the Coast Guard established an air station at Gloucester, Massachusetts, and placed Stone's 1913 Academy classmate and fellow aviation pioneer Carl C. von Paulsen in command. With this initial base, the Coast Guard re-instituted the aviation branch of the service and this time it remained permanently. During the 1930s, the service continued to build on its modest aviation establishment, adding more assets, air stations and personnel.

Meanwhile, Stone continued to work for the Navy. Due to his invaluable service, the Navy extended an invitation for Stone to transfer his commission from the Coast Guard

to the Navy. But he remained true to his service and finally requested a return to Coast Guard duty. From his return to the service in 1926 through 1931, Stone saw duty on cutters enforcing Prohibition laws. He served first as executive officer on the Cutter *Modoc*, then as commanding officer of the Coast Guard destroyers *Monaghan* and *Cummings*.

Stone's return to Coast Guard aviation began in early 1932 with duty as the senior member of a trial board tasked with selecting new Coast Guard aircraft. And by the spring of 1932, he took command of Coast Guard Air Station Cape May. In 1934, he was assigned to Santa Monica, California's Douglas Aircraft Company in charge of inspecting new Coast Guard aircraft. During this time, he piloted a new Coast Guard J2-F Grumman "Duck" to a world speed record for an amphibian aircraft of 191.734 miles per hour. In 1935, he received promotion to the rank of commander and took command of Coast Guard Air Patrol Detachment, San Diego. In May of 1936, while observing tests of new service aircraft at San Diego, Stone passed away at the age of forty-nine. He died doing what he knew best; testing aircraft to ensure

the quality and safety of new Coast Guard air assets.

During his Coast Guard career, Elmer F. Stone accomplished a great deal. He served his country selflessly for over twenty-five years, including his service in World War I. He successfully championed the cause of early Coast Guard aviation. He was the first man in history to successfully pilot an aircraft across the Atlantic Ocean. He also pioneered the development of naval aviation, test flying aircraft of every kind then in use by the military. He helped perfect the take-off and landing gear necessary for shipboard aviation. He was designated Aviator #1 by the Coast Guard and Aviator #38 by the U.S. Navy. His medals and awards included the Navy Cross, Congressional *NC-4* Medal and various foreign awards and medals. And perhaps most importantly, he was liked and respected by his peers in both the Coast Guard and the Navy; so it was only fitting, when he was interred at Arlington National Cemetery, that his pallbearers included officers from both military branches.



A portrait shot of Elmer Fowler Stone, in his Coast Guard uniform, shown later in his career.

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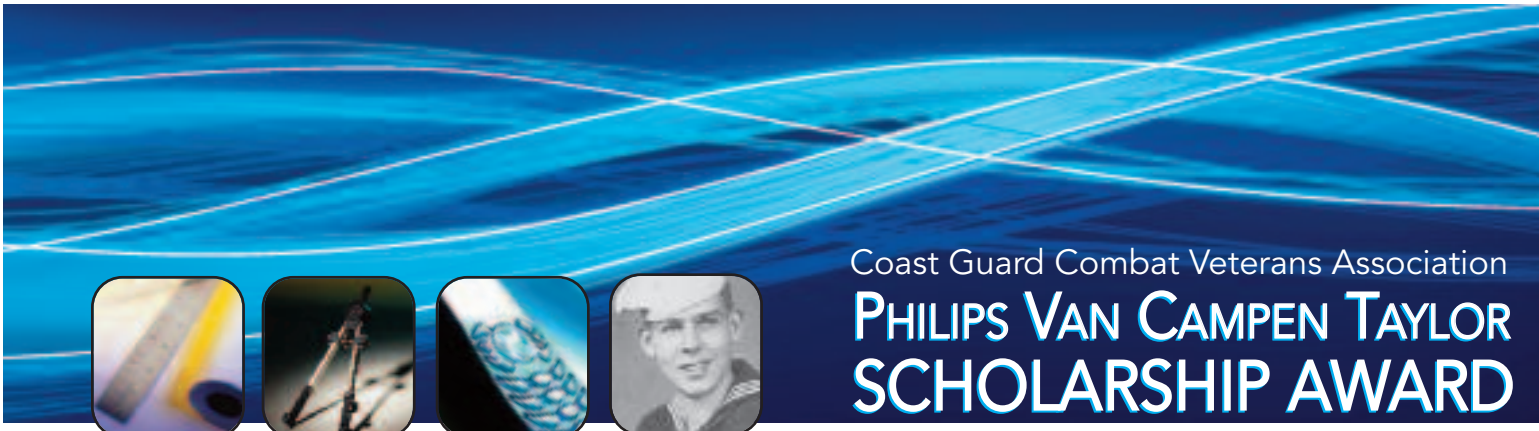
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