



# the Quarterdeck Log

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

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Spring 2005

## CGCVA Begins 20th Anniversary

*Today's Association of 1700-Plus Membership Began With 15 Veterans*

Wow! Our Association is now celebrating its 20th Anniversary. What began with just a handful of Coast Guard combat veterans casually getting together in Chicago in 1985 has evolved into a dynamic, self-supportive organization claiming a membership of more than 1,700. This tremendous growth is a testament to the organizational skills, creativity and motivational leadership of our Association's founding members and the many members who have unselfishly volunteered to take on positions of responsibility. Today's Coast Guard Combat Veterans Association is well known by Coast Guard leadership as an organization that can be relied upon for strong support in all many areas.

We can be proud of the many contributions we have made to our parent Service during the past 20 years. Taking a lead role to ensure that the American Flag flies 24/7 over the gravesite of Congressional Medal of Honor recipient Signalman 1/c Douglas A. Munro; recognizing a deserving Coast Guard member annually for heroism; raising funds to erect monuments recognizing the Coast Guard's significant wartime contributions to our Nation; and providing morale supplies and support to deployed Coast Guard personnel are but a few of the many areas in which the CGCVA was proved its merit.

Yet, with all the accomplishments we have made in the past and will continue to make, the CGCVA remains a highly successful reunion group, dedicated to encouraging camaraderie among its members and providing the means in which members can celebrate their combined Coast Guard wartime experiences. Certainly the most obvious way to do accomplish this is by holding reunions. In that vein, I urge all CGCVA members to please attend our 20th Anniversary Reunion & Convention in Tampa, Florida October 20-24, 2005. Your convention committee has worked very hard to ensure that this will be our best reunion ever. And remember... we welcome

other reunion groups and individuals to consider joining with us. Everone participating "under the CGCVA umbrella" can take advantage of the discounted prices that our convention committee has negotiated as well as our Hospitality Suite, tours and special activities planned for our group. And outside groups can also get private meeting rooms arranged through the CGCVA. This will truly be an awesome reunion so please put it on your calendar and register.

As with each convention, we will be holding a Business Meeting and that is the only activity not open to non-CGCVA members during the entire reunion. Important information is passed to attending members at this meeting, and it is where the attending members elect the Association's leadership and gets to vote on any proposed By-Laws changes. So make sure to sign up for the Business Meeting (or Auxiliary Friendship Luncheon if not a CGCVA member).

Our By-Laws Chairman, Vince Stauffer, reports three proposed By-Laws changes for the 2005 convention. They are listed here to give all members an oppor-

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*An "honor platoon" of CGCVA members participated in the LT Jack C. Rittichier funeral and graveside services.*



*CGCVA Members represent our Association at dozens of patriotic events across the nation.*



## Coast Guard Combat Veterans Association

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### ADMINISTRATIVE OFFICE\*

National Secretary-Treasurer  
P.O. Box 544 6629 Oakleaf Drive  
Westfield Center, OH 44251

Phone: (330) 887-5539 Fax: (330) 887-5639

E-mail: [USCGW64@neo.rr.com](mailto:USCGW64@neo.rr.com)

Website: [www.coastguardcombatvets.com](http://www.coastguardcombatvets.com)

\*use the Administrative Office for contact with the  
CGCVA on all matters

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## From the President

Shipmates:

We will soon be making our selection of the CGCVA Coast Guard Person of the Year for 2004. The actual presentation will be made at our October 23, 2005 Awards Banquet at the Tampa Reunion. This will be the highlight of the evening and it will be my distinct pleasure to make the presentation, assisted by our scheduled keynote speaker, Coast Guard Chief of Staff VADM Thad Allen.

As I reflect on my own 12 years with the CGCVA, I see the Association as a natural extension of the Coast Guard. I have met and made a great many wonderful friends through



*New CGCVA member Ron Conklin (left), a Vietnam veteran, with CGCVA President Ed Swift at the Vietnam Statue in Washington, D.C. The two were stationed together in New York City in the early '80s and hadn't seen each other in 12 years. (photo by Betty Conklin)*

the Association, just as the Swift Family did during my 30-year active-duty career. I have been provided numerous opportunities to represent our fine organization and I feel very fortunate to have had those moments. In that regard, it is my sincere hope to see the CGCVA continue to serve its members as a top quality reunion organization and to also continue to make other improvements. Our website: [www.coastguardcombatvets.com](http://www.coastguardcombatvets.com) is top-shelf, due to tremendous work by "temporary" webmaster Bill Wells. Bill has made significant upgrades to the site and it now offers a variety of features that members can use. If you haven't gone to the site lately, take a spin and see what you've been missing. Our quarterly magazine, *Quarterdeck Log*, has evolved into a full-color publication and continues to receive rave reviews from members and non-members alike. Plans are also in the works to enhance our CGCVA Scholarship program. And there's much more.

More recently, some of our members have offered to donate many of their uniforms and wartime memorabilia to the CGCVA but unfortunately we just don't have the space to store them. We have been able to channel many items to military museums across the country (and in many cases providing the entire USCG exhibit) but that's simply not the right answer. We deserve a more lasting and centralized way to properly exhibit such items. I have long indicated that one day I'd like

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**Next QD Log deadline is Aug. 1, 2005**



### Greetings All:

A Great big salute to all you men and women of WWII. Without your sacrifices 60 years ago, there is no telling what flag we would under now. We all appreciate the good life, and freedoms you have given us.

I am still slowly working on getting more Coast Guard artifacts into the New Orleans D-Day Museum. There will be years of new construction and additions to the Atlantic and Pacific Wings.

As part of Military Month, I was delighted to be invited to a talk by Eric Ruff, Principal Deputy Assistant Secretary of Defense and U.S. Congressman Sam Johnson (R-Texas and 7-year Viet Nam P.O.W) about a program for the military called "America Supports You." The basic premise of the program is to show support of our troops at home and abroad. You can learn more about the program from [www.AmericaSupportsYou.mil](http://www.AmericaSupportsYou.mil). You will receive an information kit and dog tag. I wish we had had something like this in the 60's and 70's.

I also met the President of the Deployed Soldiers Family Foundation. It sounds like a super organization for the families of deployed soldiers and sailors. Jill Boyce is a wonderful, peppy lady who may be reached at [www.JPBwrite.yahoo.com](http://www.JPBwrite.yahoo.com) or [www.dsffusa.org](http://www.dsffusa.org).

Linda and I will be attending several veterans events between now and October. One great way to get the CGCVA's name out there is to attend similar patriotic events in your area. There is also a huge Viet Nam Vets Welcome Home in Branson, Missouri in the middle of June. This is a week-long celebration.

Say a prayer for our members who crossed the bar and best of health to the rest of us. Semper Paratus!

**Frenchy**

### Welcome New Members

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

#### FEBRUARY 2005

Thomas W. Hart (*E.L.R. Johnson*); Richard E. Radle (*Herb Weinstein*); Edward B. Waliczek (*Chuck Ulrich*); Caleb C. Mitson (*The Association*); Jim E. Miller (*Patrick Ramsey*); Robert J. Kinsey (*Patrick Ramsey*); William S. Sheriff (*Patrick Ramsey*); and Alfred Witt (*Patrick Ramsey*)

#### MARCH 2005

John J. Overholt, LM (*Ed Swift*); Joseph R. Lanthier, LM (*Kerry Kingery*); Myron L. Baldwin, Jr. (*Ed Swift & M. Bujarski*); William T. Demarco

(*Patrick Ramsey*); Langdon M. Herndon (*The Association*); and Everett F. Rollins, III (*Ed Swift*).

#### APRIL 2005

Bruce R. Bowman (*Chris Wood*); Richard V. Butchka (*Patrick Ramsey*); Frederick L. Moore (*Fred Linke*); Alan F. Ricker (*Chris Wood*); Kenneth J. Spoor (*Patrick Ramsey*); Gene D. Costill (*Patrick Ramsey*); Roger M. Dudley, LM (*Don Taub*); and Jasper A. Snell (*Clinton Marshall*).

#### TOP MORONS OF 2004

AT&T fired President John Walter after nine months, saying he lacked intellectual leadership. He received a \$26 million severance package. Perhaps it's not Walter who's lacking intelligence.

Police in Oakland, CA spent two hours attempting to subdue a gunman who had barricaded himself inside his home. After firing ten tear gas canisters, officers discovered that the man was standing beside them in the police line, shouting, "Please come out and give yourself up."

A man walked into a Topeka, Kansas Kwik Stop and asked for all the money in the cash drawer. Apparently, the take was too small, so he tied up the store clerk and worked the counter himself for three hours until police showed up and grabbed him.

Police in Los Angeles had good luck with a robbery suspect who just couldn't control himself during a lineup. When detectives asked each man in the lineup to repeat the words: "Give me all your money or I'll shoot", the man shouted, "that's not what I said!".

A man spoke frantically into the phone: "My wife is pregnant and her contractions are only two minutes apart". "Is this her first child?" the doctor asked. "No!" the man shouted, "This is her husband!"

In Modesto, CA, Steven Richard King was arrested for trying to hold up a Bank of America branch without a weapon. King used a thumb and a finger to simulate a gun... Unfortunately, he failed to keep his hand in his pocket. (helloooooo )!

Last summer, down on Lake Isabella, located in the high desert, an hour east of Bakersfield, CA, some folks, new to boating, were having a problem. No matter how hard they tried, they couldn't get their brand new 22 foot boat, going. It was very sluggish in almost every maneuver, no matter how much power they applied. After about an hour of trying to make it go, they putted into a nearby marina, thinking someone there may be able to tell them what was wrong. A thorough topside check revealed everything in perfect working condition. The engine ran fine, the out-drive went up and down, and the propeller was the correct size and pitch. So, one of the marina guys jumped in the water to check underneath. He came up choking on water, he was laughing so hard! Under the boat, still strapped securely in place, was the trailer!

Address Changes

To help you receive your *Quarterdeck Log*, please send me any change of address. If you travel North or South, East or West for winter or summer, let me know and I will change your address in our computer. If I don't receive an address change, chances are you won't receive the magazine.



*Sandstone carving created by Seabee Waldon T. Rich in 1945 at the site of the 31st NCB Camp on Iwo Jima.*

sending in their dues early. This saves me from sending out a reminder notice. Those members that sign up for "life membership" have really helped me out.

Guess Who I Talked To Recently?

Lee Goldstein. Lee was one of the members of Operation "Tight Reign," a secret project for Loran-C in Vietnam and Thailand. Unfortunately, it wasn't until Lee realized he was in bad physical shape he went to the Veterans Administration. It took quite a long time for the VA to get the necessary documents and permit a claim to be filed. Lee did work with CGCVA Service Officer Tom Huckelberry, and Tom did a great job but Lee waited too long. He crossed the bar before his disabilities could be fully evaluated and properly compensated. The message: If you believe you are suffering from a service-connected disability, start a claim file immediately — and I do mean immediately. **Locate your Discharge Certificate (after 1950, your DD-214).** If you want, have your local County/City Recorder record this and then place the original in a safe place (a fire proof container is recommended). Let your spouse, children or trusted others know where this document is. Consider keeping it with your will or living will. In at least one instance, the CGCVA has furnished a DD-214 copy to a family member when death occurred.

Small Stores

Check out the items in the CGCVA Small Stores on page 29 of this magazine. Order now. I will take some Small Stores items to our Tampa Convention & Reunion in October but things sell fast and at times I run out of the very items you may want. Remember the five P's: Proper planning prevents poor performance!

CGCVA Membership Card

If you are attending the October CGCVA Convention & Reunion in Tampa, Florida, please be certain to have your up-to-date CGCVA membership Card. You will need to show this card to enter the Business Meeting where you will have the opportunity to vote on proposed By-Laws changes, bring up new business, and cast your vote for Association officers and Trustees. If you need a replacement CGCVA Membership Card, please let me know. **Baker**

CROSSED THE BAR

**RADM Richard A. Bauman**

Joined: 07-04-94 CTB: 02-15-05

**Howard Block, LM**

Joined: 06-14-91 CTB: 2005

**Irving L. Goldstein**

Joined: 09-01-94 CTB: 02-25-05

**Joseph F. Lynch**

Joined: 01-15-95 CTB: 05-06-04

**CWO3 Don Nelson**

Joined: 01-09-01 CTB: 05-03-05

Crossing The Bar

*Sunset and evening star and one clear call for me!  
And may there be no moaning of the bar,  
when I put out to sea.  
But such a tide as moving seems asleep,  
too full for sound or foam.  
When that which dres from out  
the boundless deep turns again home.  
Twilight and evening bell, and after that the dark!  
And may there be no sadness of farewell,  
when I embark;  
For tho' from out our bourne of time and place  
the flood may bear me far,  
I hope to see my Pilot face to face  
when I have crossed the bar.*

*Alfred Tennyson*

## **USCGC Coos Bay**

The *USCGC Coos Bay (W-376)* Annual Reunion will be held Sept. 21-25, 2005 in Portland, OR. Contact: **Chuck Mullarkey** at e-mail: [coosbaychuck@aol.com](mailto:coosbaychuck@aol.com), phone: (425) 823-4040.

## **USCGC Hamilton**

All past and present *USCGC Hamilton* crewmembers and their guests are invited to attend a Ship's Reunion July 7-10, 2005 in San Diego, CA (homeport of the present cutter). Contacts: **Jim Jarrett** at [oinkpwr@neo.rr.com](mailto:oinkpwr@neo.rr.com), phone: (888) 709-6465; or **Lee Bordeleau** at [Lee.Bordeleau@advest.com](mailto:Lee.Bordeleau@advest.com), phone: (800) 488-4494.

## **USS Callaway**

The 39th Reunion of the *USS Callaway (APA-35)* will be held Sept. 19-23, 2005 in Branson, Mo. For information, contact: **Wallace Shipp** at 5319 Manning Place, NW, Washington, DC 20016-5311. Phone: (202) 363-3663.

## **USS Cavalier**

The *USS Cavalier (APA-37)* WWII Association will hold its 17th Reunion Sept. 21-25, 2005 at the Holiday Inn Green Tree in Pittsburgh, PA. Contact: **John Giles** at (503) 965-6732. E-mail: [jegiles39@earthlink.net](mailto:jegiles39@earthlink.net).

## **USS Sheliak**

The WWII Coast Guard-manned *USS Sheliak (AK-62)* will hold its 17th Reunion Sept. 7-11, 2005 at the Clarion Hotel in Charleston, SC. All former shipmates who would like to attend should contact **Fred Mientka** at (719) 328-9519.

## **USS William F. Seiverling**

The *USS William F. Seiverling (DE-441)* will hold their 41st reunion Sept. 28 - Oct. 1, 2005 at the Ramada Resort Conference Center, 1700 West Highway 76, Branson, MO 65616. Call the Ramada at 1-800-641-4106. For more information, call **Mike & Delores Reyna** at (660) 529-2506 or **Howard Noe** at (228) 435-3929.

## **Greenland Patrol**

The annual Greenland Patrol Memorial Ceremony will be held May 31, 2005 at the site of the Greenland Patrol

Monument at the USCG Academy in New London, CT. CDR Michael Hicks, commanding officer of the International Ice Patrol, will speak at the service and two wreaths will be dedicated. These wreaths will be dropped in the North Atlantic at a later date during an Ice Patrol flight. Contact: **MST2**

**William P. Tootle, Jr.**, at [wtootle@rdc.uscg.mil](mailto:wtootle@rdc.uscg.mil), phone: (860) 441-2627.

## **New York Taxi Ride**

A tourist is picked up by a cabbie in New York on a dark night. The passenger taps the driver on the shoulder to ask him something. The driver screams, loses control of the car, nearly hits a bus, drives up on the sidewalk, and stops inches from a shop window. For a second everything is quiet in the cab. Then the driver says, "Look friend, don't EVER do that again. You scared the daylights out of me!" The passenger apologizes and says he didn't realize that a "little tap" could scare him so much. The driver, after gathering himself together, replies, "Sorry, it's not really your fault. Today is my first day as a cab driver - I've been driving hearses for the last 25 years!"

For more information, contact **Patti Covington** at Maersk, Inc. Phone: (703) 351-0129. Fax: (703) 351-0135. E-mail: [pcovington@mllnet.com](mailto:pcovington@mllnet.com).

*Note: The Danmark was placed at the disposal of the U.S. Coast Guard from May 12, 1942 until it was returned to the Danish Government on Sept. 26, 1945. Only the Coast Guard Academy (and perhaps Officer Candidate School) classes during that period would have served in her, except of course for the enlisted and warrant members of the crew.*

## **Saluting Top Recruits**

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

**SA Nicholas S. Bicandi** (Kilo 170) of Boise, Idaho reports to *USCGC Hamilton*, San Diego, Calif.

**SA David A. Schmid** (Lima 170) of San Antonio, Texas reports to *USCGC Walnut*, Honolulu, Hawaii.

**SN David P. McCarthy** (Mike 170) of Tampa, Fla., reports to USCG Station Cortez, Fla.

**SN Timothy P. Natoli** (November 170) of Pittsburgh, Pa., reports to USCG Training Center Cape May, N.J.

**SA Daniel L. Purdy** (Oscar 170) of Orlando, Fla., reports to USCG BM "A" School at Training Center Yorktown, Va.



**SN Randy Yanez** (Quebec 170) of Corpus Christi, Texas, reports to USCG Station Miami Beach, Fla.

**SN Ryan R. Rejzer** (Sierra 170) of Philadelphia, Pa., reports to USCG Sector San Diego, Calif.

**SA Eduardo Duarte** (Tango 170) of North Miami, Fla., reports to USCG Station Rio Vista, Calif.

**SN Gilberto M. Gomez** (Uniform 170) of Miami South, Fla., reports to *USCGC Steelhead*, Port Aransas, Texas.

**SA Daniel R. Dominguez** (Victor 170) of Cerrito, Calif., reports to USCGC Alex Haley, Kodiak, Alaska.

**SA Joseph C. Abruzzo** (Whiskey 170) of Miami, Fla., reports to Port Security Unit 307, St. Petersburg, Fla.

**SA Patrick C. Nichols** (Xray 170) of Jacksonville, Fla., reports to BM "A" School, USCG TraCen Yorktown, Va.



*CGCVA members and spouses who visited USCG Station Fort Lauderdale, Florida on March 15th*

viding us all lunch, a tour of the station, and a tour of the harbor area aboard a cutter. Sea stories abounded. We all had a wonderful time and decided to plan a similar event for 2005.

Once again I made a lot of phone calls to members in the South Florida area and we scheduled a visit to USCG Station Fort Lauderdale for March 15, 2005. We had another good turnout and several CGCVA members brought along their wives. Assembling at the station at 10 a.m., we were introduced to the station's commanding officer and XO, then given a tour of the station grounds. It is a very

busy unit with numerous large cruise ships coming in and out of the Port Everglades harbor area, as well as countless private yachts and small craft. The volume of marine traffic keeps the station quite busy.

Following the station tour, we were surprised with a picnic and barbeque, followed by a boat ride (for those that dared) through the inlet and into the Atlantic. Once in the open water, they opened the throttles for a fast ride along the coast. Our excursion was topped off with a slower cruise inside the harbor to observe the many beautiful yachts and homes of the "rich and famous."

Once back at Fort Lauderdale Station we thanked the crew for making our visit so enjoyable and took some pictures. Because of the wonderful camaraderie and friendships developed, we agreed to plan another get-together in 2006. I mentioned the CGCVA Convention & Reunion scheduled for October 2005 in Tampa and everyone indicated they were looking forward to it. I expect the CGCVA's Florida membership to attend our convention in full force. **Trustee Herb Weinstein**

### ***Nantucket Graverobbers***

Federal prosecutors are suing six deep-sea divers who defied the Coast Guard and took relics last year from the sunken Coast Guard Lightship *Nantucket*, disintergrating since 1934. The government claims the divers with the Boston Sea Rovers plundered the lightship and desecrated a gravesite when dive team leader Erik Takakjian led a team that took a 1,200 lb. bronze bell, the ship's helm, telegraph and other artifacts.

Takakjian's lawyer says the government ought to be thanking the team for finding the ship in 1998 and undergoing a dan-

### ***E-Mail Addresses***

To assist our Association members in contacting each other, the *QD Log* used to include a complete e-mail list of participating members. Due to magazine space constraints, the complete list will instead be provided on the CGCVA website: [www.coastguardcombatvets.com](http://www.coastguardcombatvets.com). Once at the site, click on "contacts" in the left hand margin. The *QD Log* will run e-mail address additions and changes only in each issue. Below are the additions and changes received since the last issue. E-mail additions, deletions and changes should be sent to: [swiftie1@msn.com](mailto:swiftie1@msn.com).

Altoff, Gerry [galtoff@cox.net](mailto:galtoff@cox.net)

Alton, George P. [altongrshn@aol.com](mailto:altongrshn@aol.com)

Kohan, George [gkcoastie41@att.net](mailto:gkcoastie41@att.net)

Logue, Carroll R. "Lou" [ellogue@juno.com](mailto:ellogue@juno.com)

McNish, Philip [qilla@localnet.com](mailto:qilla@localnet.com)

Nasmyth, Walt [Nasmyth10451@comcast.net](mailto:Nasmyth10451@comcast.net)

Petty, Joseph J. [Robotjoe@msn.com](mailto:Robotjoe@msn.com)

### ***South Florida Get-Togethers***

Due to my lack of journalistic perseverance (which translates to my being lazy), I failed to report on last year's Coast Guard combat veterans get-together in south Florida. I made calls to more than 65 CGCVA members living in the area and several were able to attend the March 9, 2004 visit to USCG Station Miami Beach. The crew there was very gracious, pro-

gerous dive to bring back artifacts memorializing the 17 crewmen aboard the *Nantucket (LV 117)*. The lightship was rammed and sunk with all hands on May 15, 1934 by the *Olympia*, a sister ship to the *Titanic*.

The divers plan to hand over the relics to federal marshals but continue their own battle to receive a salvage award. They contend that the ship was abandoned by the U.S. government.

**Boston Herald**

## **USS LST 325**

The *LST 325* article in the Winter 2004 issue of the *QD Log* was most interesting. When the ship was transferred from the Greek navy in 2000 to the volunteers of the LST Memorial Organization, they started a ship's log from the time the volunteers arrived on July 17, 2000 in Greece until she arrived in the U.S. on January 10, 2001. I followed the ship's daily log postings on the internet as they restored the vessel for the Atlantic crossing and proceeded to the U.S. It is a fascinating log site filled with information and many photos of the project. Just go to:

[www.palosverdes.com/lst887/lst325](http://www.palosverdes.com/lst887/lst325).

**Roger L. Kehm**

## **Remembering Jack Dempsey**

After reading Clyde (Bill) Allen's "The Brawler's Last Fight" article in the Winter '04 *QD Log*, I was reminded of my USCG boot camp training at Manhattan Beach, Brooklyn, N.Y. While there I participated in CDR Jack Dempsey's "Hour of Charm" where he instructed me how to guard my face and avoid my recurring nose bleeds!

**Billy Parker**

## **Remembering Jack Dempsey II**

I went through boot camp at Manhattan Beach Training Station in Brooklyn, N.Y. in 1943 before going to two radio schools and LORAN School. Jack Dempsey was stationed there in charge of the physical training area. He would "put on the gloves" and "play" with some of the guys just so they could say they were in the ring with a Heavyweight Champion. I did not have that opportunity though. He had on his staff a Lightweight Champion by the name of Lou Ambers. I'm not sure of Lou's rank or rating in the Coast Guard but I did get to "spar" with Ambers. Both he and Dempsey accommodated the boots so they



would have something to write home about.

Ambers professional Lightweight career spanned nearly 12 years. He compiled a record of 94 wins, 8 losses, and 7 draws, and went undefeated in 32 fights. He was one of the top Lightweights of the 1930's.

**Roger L. Kehm**



## **Iwo Jima 60th Anniversary**

Ahoy Mates! On March 7-14, I returned to Iwo Jima on a tour group of three plane loads of Marines, their families and friends. I was the sole Coast Guard veteran of D-Day flying with the 50 or so fellow D-Day Marines. I let them know that 60 years ago they couldn't find the island without the help of the Coast Guard. I was prepared to show them "one more time." It was all in the name of harmonious good cama-

*(Left) Marvin Perrett atop the overlook at Asan Land Beach, Guam in March during his return visit to Iwo Jima.*



*CGCVA Life member Marvin Perrett with CAPT Dale Rausch, commanding officer of the Coast Guard unit in Guam.*

raderie and we all had mutual respect for each other.

We were treated royally everywhere we went. The dignitaries and media were with us all the way. I was interviewed by CNN and "Mail Call" which might air later.

Coast Guard CAPT Dale Rausch arranged for me to make a presentation aboard the U.S. Naval Base in Guam, with Navy RADM A.J. Johnson in attendance.

Our one-day trip to Iwo Jima was awesome and memorable. There was much fanfare. With military vehicles and escorts at our service, we toured the island from end to end and bottom to top of Mt. Suribachi. Everyone brought home some sand,



along with mixed memories of another day, another time. Semper Paratus!  
**Marvin Perrett**

## **A New Member Writes...**

I was recently enrolled into the CGCVA by my stepson, **Petty Officer Kerry Kingery** — and what a nice surprise it was. I had no knowledge of your Association or I would have joined years ago. So first, I'd like to extend my membership to a Life Membership.

Next, I wanted to send in some photos and let you know some details of my service. As a Coast Guard FN/1c I served on *USS LST 784* in the Pacific and made assaults on Iwo Jima and Okinawa. Spent time in the Philippines, then on to Japan and Tokyo Bay. Returned to the U.S. in 1946, got discharged in May, and celebrated my 20th birthday a month later — not much older but a lot wiser.

The following year I enlisted in the Army and retired as a major in December '64. Still, once a Coastie, always a Coastie — and proud to be in the CGCVA!  
**Joe Lanthier**

## **WWII USCGC Northland**

I recently had the pleasure of sponsoring CAPT Roger M. Dudley, USCG (Ret.) for CGCVA membership. He served in the Greenland Patrol during WWII and on the *USCGC Northland* and I wanted to provide information to the CGCVA membership on two little-known events involving the *Northland* back then.

In mid-August 1940, three German weather stations on the east coast of Greenland were eliminated in a joint action of the *Northland* and the Free-Norwegian gunboat *Fridtjof Nansen*. These three stations were newly manned by German sent civilians; most were Norwegian "Quislings" and a few "Nazi"-Danes. America was of course neutral then, and the action was "arrests of illegal immigrants." Authority to do so was via a Danish "colony manager," Mr. Lief (or Eric?) Hagganssen, who was aboard the *Northland* throughout this event.



*Coast Guard-manned LST 784 on the beach at Iwo Jima in February 1945.*

*Northland* eliminated the southernmost of these three stations, located at Torgilsbu, wrecking the radio and electrical equipment but not the buildings. The *Fritjof Nansen* destroyed the new station at Cape Biot and the radio and electrical equipment at the northernmost station at Myggbutka. Due to the diplomatic situation at that time, *Northland* had to release the "enemy" trawler *Ringsel*, along with those personnel, for their return to German-occupied Norway. A few did defect, as did their leader, CAPT Willey Knutsen.

He was later transported by the *USCGC Campbell* to New York City. A few others defected to British and/or Canadian locales but most returned to Norway.

Those "arrested" by the *Nansen* were captured as prisoners of war and were taken to British-occupied Iceland, along with the captured trawler *Vesle Kari*.



*cNorthland in her WWII paint scheme.*

Note: This event took place 13 months before the "proud-First" captures also by the *USCGC Northland* on the east coast of Greenland in September 1941.

During July 1940, "volunteers" were recruited from various USCG units for a "secret mission" (place unknown to them until after they signed up). They were all officially "discharged for the convenience of the government" and simultaneously contracted to a commercial company. This was the cryolite mine at Ivigtut in southwest Greenland. They served there on one-year contracts, then a second group of volunteers served during 1940-42, until relieved by U.S. Army Artillery battalion in 1942. Their contract-agreement included double



*USCGC Northland in WWII*



pay, a bonus for satisfactory service, promotion to the next USCG paygrade, and choice of their next duty station in the USCG. For those who remained in the Coast Guard there was no loss in longevity time for pay and retirement purposes for their year or so as “civilians.”

The Coast Guard installed two 3”/50 ship’s deck guns as artillery for the use of the above “volunteers” garrison at Ivigtut. The first was delivered by *USCGC Campbell*. The second one was removed from the *Northland* (an after-deck gun), dismantled and transported to shore by small improvised barge, then hauled up the face of a cliff in pieces and installed along with its ammunition, etc.

CAPT Dudley was then an ensign and was one of two USCG officers in charge of this



*(Above and Right) Captured Nazi Radio Stations in Greenland.*

installation in late August and early September 1940. It was located high-up, overlooking the fjord entrance to Ivigtut.

Note: Both the USCG and the Germans stationed “civilians” in neutral Greenland in 1940-41.

Note: The loss of the three weather stations on the east coast of Greenland

decision to cancel the invasion of England in Sept-Oct 1940.” A fleet of more than 2,000 amphibious vessels had already been prepared to transport the first 13 of 40 Army divisions. They would be augmented by airborne troops spread out in harbors in France, Belgium and Holland. The German side of the air battle was poor, however, it had largely kept the British Navy out of the English Channel. Hence, conditions were iffy. So, according to Field Marshal Keitel, it was the weather situation that drove the final decision and Hitler opted to invade Russia instead.

Note: The two stations of three buildings were left intact and later became USAAF weather stations. Torgilsbu (Torgil’s Hut) became BE-1. Myggbutka still later became BE-5 after the original BE-5 at Eskimonaes (USCG’s most northern Sledge patrol Station) was captured and wrecked by a German force, and bombed by USAAF bombers in May 1943.

**CAPT Donald M. Taub, USCG (Ret.)**



*Burial site on Greenland shore.*

in August 1940 had a serious ill-effect on Germany’s air battle of Britain, and more so, their plans and preparations to invade England in September 1940. Northwest Europe’s weather originates over Greenland and thus the ability to predict weather conditions for its actions against Britain was critically important, especially for an amphibious invasion. For this to succeed the Germans needed about 4-5 days advance prediction of the simultaneous “right” sea and air weather conditions. Field Marshal Wilhelm Keitel, Chief of the German High Command then, wrote in his memoirs that “the weather was the single most factor in Hitler’s



*USCGC Northland on WWII Greenland Patrol.*

**A Remarkable Story**

From November 1943, until her demise in June 1945, the American destroyer *William D Porter* was often hailed - whenever she entered port or joined other Naval ships - with the greetings: "Don't shoot, we're Republicans!" For half a century, the U.S Navy kept a lid on the details of the incident that prompted this salutation. A Miami news reporter made the first public disclosure in 1958 after he stumbled upon the truth while covering a reunion of the destroyer's crew. The Pentagon reluctantly and tersely confirmed his story, but only a smattering of newspapers took notice.

Fifty years ago today, the "Willie D" as the *Porter* was nicknamed, accidentally fired a live torpedo at the battleship *Iowa* during a practice exercise. As if this weren't bad enough, the *Iowa* was carrying President Franklin D. Roosevelt at the time, along with Secretary of State Cordell Hull, and many of the country's WWII top military brass. They were headed for the Big Three Conference in Tehran, where Roosevelt was to meet Stalin and Churchill. Had the *Porter's* torpedo struck the *Iowa* at the aiming point, the last 50 years of world history might have been quite different.

The *USS William D Porter (DD-579)* was one of hundreds of assembly line destroyers build during the war. They mounted several heavy and light guns, but their main armament consisted of 10 fast-running and accurate torpedoes that carried 500-pound warheads. This destroyer was placed in commission on July 1943 under the command of Wilfred Walker, a man on the Navy's fast career track. In the months before she was detailed to accompany the *Iowa* across the Atlantic in November 1943, the *Porter* and her crew learned their trade, experiencing the normal problems that always beset a new ship and a novice crew. The mishaps grew more serious when she became an escort for the pride of the fleet, the big new battleship *Iowa*.

The night before they left Norfolk, bound for North Africa, the *Porter* accidentally damaged a nearby sister ship when she backed down along the other ship's side and her anchor tore down her railings, life rafts, ship's boat and various other formerly valuable pieces of equipment. The "Willie D" merely had a scraped anchor, but her career of mayhem and mishaps had begun.

Just twenty four hours later, the four-ship convoy consisting of *Iowa* and her secret passengers and two other destroyers was under strict instructions to maintain complete radio silence. As they were going through a known U-boat feeding ground, speed and silence were the best defense. Suddenly, a tremen-

dous explosion rocked the convoy. All of the ships commenced anti-submarine maneuvers. This continued until the *Porter* sheepishly admitted that one of her depth charges had fallen off her stern and exploded. The 'safety' had not been set as instructed. Captain Walker was watching his fast track career become side-tracked.

Shortly thereafter, a freak wave inundated the ship, stripping away everything that wasn't lashed down. A man was washed overboard and never found. Next, the fire room lost power in one of its boilers. The Captain, by this point, was making reports almost hourly to the *Iowa* on the "Willie D's" difficulties. It would have been merciful if the force commander had detached the hard luck ship and sent her back to Norfolk. But, no, she sailed on.

The morning of 14 November 1943 dawned with a moderate sea and pleasant weather. The *Iowa* and her escorts were just east of Bermuda, and the

president and his guests wanted to see how the big ship could defend herself against an air attack. So, *Iowa* launched a number of weather balloons to use as anti-aircraft targets. It was exciting to see more than 100 guns shooting at the balloons, and the President was proud of his Navy. Just as proud was Admiral Ernest J. King, the Chief of Naval Operations; large in size and by demeanor, a true monarch of the sea.

Disagreeing with him meant the end of a naval career. Up to this time, no one knew what firing a torpedo at him would mean. Over on the "Willie D," Captain Walker watched the fireworks display with admiration and envy. Thinking about career redemption and breaking the hard luck spell, the Captain sent his impatient crew to battle stations. They began to shoot down the balloons the *Iowa* had missed as they drifted into the *Porter's* vicinity.

Down on the torpedo mounts, the crew watched, waiting to take some practice shots of their own on the big battleship, which, even though 6,000 yards away, seemed to blot out the horizon. Lawton Dawson and Tony Fazio were among those responsible for the torpedoes. Part of their job involved ensuring that the primers were installed during actual combat and removed during practice. Once a primer was installed, on a command to fire, it would explode shooting the torpedo out of its tube. Dawson, on this particular morning, unfortunately had forgotten to remove the primer from torpedo tube #3. Up on the bridge, a new torpedo officer, unaware of the danger, ordered a simulated firing. "Fire 1, Fire 2," and finally, "Fire 3." There was no fire 4 as the sequence was interrupted by an unmistakable whooooooshhhing sound made by a successfully

***The night before they left Norfolk, bound for North Africa, the Porter accidentally damaged a nearby sister ship when she backed down along the other ship's side and her anchor tore down her railings, life rafts, and ship's boat. The "Willie D" merely had a scraped anchor, but her career of mayhem and mishaps had begun.***



launched and armed torpedo. Lt H. Steward Lewis, who witnessed the entire event, later described the next few minutes as what hell would look like if it ever broke loose.

Just after he saw the torpedo hit water on its way to the *Iowa* and some of the most prominent figures in world history, Lewis innocently asked the Captain, 'Did you give permission to fire a torpedo?' Captain Walker's reply will not ring down through naval history. Although words to the effect of Farragut's immortal "Damn the torpedoes" figured centrally within. Initially there was some reluctance to admit what had happened, or even to warn the *Iowa*. As the awful reality sunk in, people began racing around, shouting conflicting instructions and attempting to warn the flagship of imminent danger. First, there was a flashing light warning about the torpedo which unfortunately indicated it was headed in another direction. Next, the *Porter* signaled that it was going reverse at full speed! Finally, they decided to break the strictly enforced radio silence. The radio operator on the destroyer transmitted "Lion (code for the *Iowa*), Lion, come right." The *Iowa* operator, more concerned about radio procedure, requested that the offending station identify itself first. Finally, the message was received and the *Iowa* began turning to avoid the speeding torpedo.

Meanwhile, on the *Iowa's* bridge, word of the torpedo firing had reached FDR, who asked that his wheelchair be moved to the railing so he could see better what was coming his way. His loyal Secret Service guard immediately drew his pistol as if he was going to shoot the torpedo. As the *Iowa* began evasive maneuvers, all of her guns were trained on the *William D Porter*. There was now some thought that the *Porter*

was part of an assassination plot. Within moments of the warning, there was a tremendous explosion just behind the battleship. The torpedo had been detonated by the wash kicked up by

the battleship's increased speed.

The crisis was over and so was Captain Walker's career. His final utterance to the *Iowa*, in response to a question about the origin of the torpedo, was a weak, "We did it." Shortly thereafter, the brand new destroyer, her Captain and the entire crew were placed under arrest and sent to Bermuda for trial. It was the first time that a complete ship's company had been arrested in the history of the U.S. Navy. The ship was surrounded by Marines when it docked in Bermuda, and held there several days as the closed session inquiry attempted to determine what had happened. Torpedoman Dawson eventually confessed to having inadvertently leaving the primer in the torpedo tube, which caused the launching. Dawson had thrown the used primer over the side to conceal his mistake.

The whole incident was chalked up to an unfortunate set of circumstances and placed under a cloak of secrecy. Someone had to be punished. Captain Walker and several other *Porter* officers and sailors eventually found themselves in obscure shore

assignments. Dawson was sentenced to 14 years hard labor. President Roosevelt intervened however, asking that no punishment be metered out for what was clearly an accident. The destroyer was banished to the upper Aleutians. It was probably thought this was as safe a place as any for the ship and anyone who came near her. She remained in the frozen north for almost a year, until late 1944, when she was reassigned to the Western Pacific.

Before leaving the Aleutians, she accidentally left her call-

### Think About It

A man decided to write a book about famous churches throughout the military.

He bought a plane ticket to Camp Lejeune, thinking he would start by working his way across the USA from south to north. On his first day he was inside the Base Chapel taking photographs when he noticed a golden telephone mounted on the wall above a sign that read "\$10,000 per call." The man, being intrigued, asked a Marine who was strolling by what the telephone was used for. The Marine replied that it was a direct line to heaven and that for \$10,000 you could talk to God. The man thanked the Marine and went on his way.

Next, he stopped at Andrews Air Force Base in Washington, DC. There, at a very large Chapel, he saw the same golden telephone with the same sign under it. He asked a nearby Airman what this phone's purpose was. She told him that it was a direct line to heaven and that for \$10,000 he could talk to God. "O.K., thank you," said the man, and left.

He then traveled to Ft. Leonard Wood, MO, Wright Patterson AFB, OH, Annapolis, MD, and Parris Island, SC. In every chapel he saw the same golden telephone with the same "\$10,000 per call" sign under it.

Upon leaving Parris Island, he decided to travel to a Coast Guard ship to see if he would find the same phone. He arrived onboard and while waiting he was invited into the Chief's Mess. There was the same golden telephone. This time, however, the sign under it read "40 cents per call." The man was surprised. Just then, a Coast Guard Chief walked in and he asked about the sign. "Chief, I've traveled all over America and I've seen this same golden telephone in many chapels on many different military installations. I'm told that it is a direct line to Heaven, but in the Marine Corps, the Army, the Air Force, and even the Navy, the price was \$10,000 per call. Why is it so cheap here?"

The Chief smiled and answered, "You're with the Coast Guard and in the Chiefs Mess now son, it's a local call."

ing card in the form of a five-inch shell fired into the front yard of the American base commandant, thus rearranging his flower garden. In December, 1944, she joined the Philippine invasion forces and acquitted herself quite well. She distinguished herself by shooting down a number of attacking Japanese aircraft. Regrettably, after the war, it was reported that she also shot down three American planes. This was a common event on ships, as many gunners, fearful of kamikazes, had nervous trigger fingers.

In April, 1945, the destroyer was assigned to support the invasion of Okinawa. By this time, the greeting "Don't Shoot, We're Republicans" was commonplace and the crew of the "Willie D" had become used to the ribbing. But the crew of her sister ship, the *USS Luce*, was not so polite in its salutations after the *Porter* accidentally riddled her side and superstructure with gunfire.

On 10 June, 1945, the *Porter's* hard luck finally ran out. She was sunk by a plane which had (unintentionally) attacked underwater. A Japanese bomber made almost entirely of wood and canvas slipped through the Navy's defense. Having little in the way of metal surfaces, the plane didn't register on radar. A fully loaded kamikaze, it was headed for a ship near the *Porter*, but just at the last moment veered away and crashed along side the unlucky destroyer. There was a sigh of relief as the plane sunk out of sight, but then it blew up underneath the *Porter*, opening her hull in the worst possible location.

Three hours later, after the last man was off board, the Captain jumped to the safety of a rescue vessel and the ship that almost changed world history slipped astern into 2,400 feet of water. Not a single soul was lost in the sinking. After everything else that happened, it was almost as if the ship decided to let her crew off at the end.

**Kit Bonner, Retired Officer Magazine March '94**

## An Unfortunately Familiar Story

I have attached an editorial from the *Marianas Variety* newspaper out of Saipan. It was in response to an article that I previously

posted. Obviously, Mr. Rashman is a little ill-informed and uneducated about the Coast Guard. I too can't believe that this newspaper even had the audacity to print such trash. I would hope that you pass this along to as many people as you can, people who would be willing to reply back to the paper. If so, here's the paper's contact info:

Marianas Variety PO Box 500231, Saipan, MP 96950.  
670-234-6341. 7578 . 9797. [younis@vzpacifca.net](mailto:younis@vzpacifca.net), [mvariety@vzpacifica.net](mailto:mvariety@vzpacifica.net), [admin@mvguam.com](mailto:admin@mvguam.com) **BM1 Callaway**  
**Coast Guard Recruiting Office Guam**

*Editor's Note: The message from Petty Officer Callaway was provided to me from a CGCVA member. It is disturbing enough that a newspaper would publish Mr. Rashman's letter without first checking its validity but the problem goes much deeper. How many times have we attended military ceremonies honoring the U.S. military and all the services are recognized except the Coast Guard. It's something each of us can work on to correct. Our Service's proud military accomplishments are a matter of public record. I can tell you that many current Coast Guard men and women, as well as Coast Guard veterans have already written to the Marianas Variety and to the National Park Service. You'll understand my personal disgust when you read the below letter. If, after reading it, you too feel compelled to voice your opinion, you may wish to contact the newspaper.*



*Janice and Robert Macleod, Commander, and President of Post 523 American Legion, and Auxiliary, Harrisburg, NC sit at the new and recently dedicated park benches in their hometown. The 1.2 acre of land behind Town Hall is now Veterans Park, with a bench for each of the services, including the U.S. Merchant Marine. J&B Development of Concord, NC and the Town of Harrisburg funded most of the cost, with donations from the American Legion. CGCVA Trustee MacLeod served as emcee for the program, which was attended by town officials and members of the Carolina Panthers NFL team, Mike Rucker and Mike Minter. The next goal of the Post and its Auxiliary will be to raise funds for a flag pole and flags for each of the services.*

My letter is in response to Boatswains Mate First Class David Callaway of the United States Coast Guard, who was saddened that the colors of the "nation's fifth military service" were not on display during his recent visit to American Memorial Park on Saipan.

Here's a little something for you, matey. The Coast Guard was a member of the Department of Transportation, which has now fallen into the Department of Homeland Security. Where does that fall into the Department of Defense? No challenge to the legitimacy of the Coast Guard would be in good taste, nor would it be appropriate, but it stands to be said that the Coast Guard has no more a right to be a part of the U.S. military than does the



Salvation Army.

Certainly those who have served in the military are proud to say that they have defended their country with honor, but it seems that Coast Guard "veterans" are more like shallow water police that patrol lakes and harbors for people who rev their outboard engines in a no-wake zone.

My Navy friends often express their shock at the Coast Guard's presence in the CNMI (Commonwealth of the Northern Mariana Islands), citing that they are surprised that they were able to get their boats out in the deep water at all. The reason that the Coast Guard is not welcomed into the honored circle in parks across the United States is because it is regularly seen as a duty that one might aspire to during times of conflict because they will not have to dirty their hands.

I admire the hard work and determination of the Coast Guard's many crews that have thwarted open water drug buys, as well as ensuring that the boaters of the world have enough life vests in case of an emergency, but that still doesn't make them a branch of the military.

I am certain that I will thank my lucky stars if I am caught in storm in a sail boat and the Coast Guard saves my life, and I may even apologize for the tone of this letter when such a time comes to pass. But the point remains that the Coast Guard should not and hopefully will not ever get the opportunity to display their colors alongside those of the servicemen who signed up for combat and gave their lives. At the risk of sounding brash, Coast Guardsers volunteer for a trip around the tub, and that's why they will always get the snub.

Pick up a weapon and follow me! Peter Rashman, Infantry.

**Peter Rashman**  
**San Vicente, Saipan**

### ***CG Changes to Confront 21st-Century Threats***

**By Gerry J. Gilmore**  
**American Forces Press Service**

WASHINGTON, April 22, 2005 - The U.S. Coast Guard has evolved to confront 21st-century security threats to the nation while continuing to perform more traditional duties, the

Many of us who are near 40, or over 40, or WAAAAAY over 40, are confused about how we should present ourselves. We're unsure about the kind of image we are projecting and whether or not we should conform to current fashion.

I made a study of the situation and here are the results. I don't want to burst your bubble, but despite what you may have seen in magazines, on TV, and on the streets, the following combinations DO NOT go together and thus should be avoided:

1. A nose ring and bifocals
2. Spiked hair and bald spots
3. A pierced tongue and dentures
4. Miniskirts and support hose
5. Ankle bracelets and corn pads
6. Speedo's and cellulite
7. A belly button ring and a gall bladder surgery scar
8. Unbuttoned disco shirts and a heart monitor
9. Midriff shirts and a midriff bulge
10. Bikinis and liver spots
11. Short shorts and varicose veins
12. In-line skates and a walker
13. Thongs and Depends !!!

Please keep these guidelines in mind when you shop for your new Spring and Summer wardrobe.

organization's commandant said here April 21.

The Coast Guard has "adapted operationally and culturally to those threats to our security and safety" since the Sept. 11, 2001, terrorist attacks on the United States, Adm. Thomas H. Collins said at Bolling Air Force Base, here, during his "State of the Coast Guard" speech.

When the Department of Homeland Security stood up, the Coast Guard transferred into it. Collins said that homeland security priorities have "refocused our operations."

Yet, the Coast Guard remains "committed to our traditional missions," such as search and rescue, fisheries enforcement, waterways management, and environmental protection, Collins said.

It's been "an extraordinary year" filled with Coast Guard accomplishments, Collins said, noting 6,800 security checks of foreign vessels were conducted since July 1 as part of enforce-

ment of the Maritime Transportation Security Act.

Security at the nation's ports and waterways has been ratcheted up, the admiral reported, with new Maritime Safety and Security Teams posted to ports at Honolulu, New Orleans San Diego, Miami and Anchorage, Alaska. The teams were also engaged in security missions for the 2004 G-8 economic summit meeting held at Sea Island, Ga., both national political conventions, the Presidential Inauguration, the Super Bowl, and President Reagan's funeral.

The Coast Guard continues to support America's war on global terrorism, Collins reported, noting his service has established new intelligence and vessel-tracking centers and maintains partnerships with the National Intelligence Coordination Center and the Office of Naval Intelligence.

Collins cited his service's support to overseas U.S. military commanders, pointing to the death of Coast Guard Petty Officer 3rd Class Nathan B. Bruckenthal, who was killed April 24, 2004, while protecting an oil terminal off the Iraqi coast in the northern Persian Gulf.

Bruckenthal was the first Coast Guard member killed in military action since the end of the Vietnam War. The Coast Guard mourns the loss of Bruckenthal, Collins said, noting the

departed petty officer's sense of duty "is reflected in his fellow Coast Guard men and women."

The Coast Guard also continues to be actively engaged in the war against drugs, Collins noted. Coast Guard counter-drug operations in the past year produced "shattering results," he said, with the record seizure of more than 240,000 pounds of cocaine, exceeding the previous record by 100,000 pounds.

And, current Coast Guard anti-drug operations are outpacing last year's, Collins reported. Such interdiction missions keep drugs off the street and "save innumerable lives from the tragedies of illegal drug use."

The Coast Guard has also increased its efforts to prevent illegal fishing, Collins reported, noting that 4,500 searches of domestic fishery vessels were conducted in 2004, an increase of 1,000 over the year before. He said more than 130,000 pounds of illegally caught fish and other marine species were seized during these operations.

Coast Guard sea-going patrols have also "significantly reduced the instances of foreign fishing vessel incursions into the rich fishing grounds off Alaska," Collins said. And, he observed, "it's been another high-paced operational year" for the Coast Guard, as his service continues to evolve and adjust its mission strategies, force structure, and capabilities "to get the job done."

### Convention Update

We are rapidly approaching October and our date of the

convention. It is going to be a great reunion and everyone should have a good time. The Holiday Inn is treating us very good and Coast Guard Air Station Clearwater has opened the gates wide for us. We have a lot of members residing in Florida so we should have a large turnout. Just remember... attendee's do not have to be CGCVA members. Everyone is welcome and those who are not CGCVA members can attend everything except our business meeting. The Auxiliary Friendship Luncheon takes place at the same time as the CGCVA business meeting to accommodate visitors and guests.

The only major expense for a tour is the StarShip cruise that I believe you will really enjoy. This is a beautiful vessel with first class service and excellent food. You will enjoy a nice cruise of the harbor while you dine.

As always, we will have a first-class Hospitality Room with Bar as an area for socializing with former shipmates. We are anticipating lots of members from North and South Carolina, Georgia, Alabama, Louisiana, Mississippi and Texas, as well as Florida so there is no reason we shouldn't have a good turnout. We have tried to keep the costs down for you and if the distance is too far to drive, there is a great airport close to the hotel. Transportation from the airport is furnished for you if you notify the hotel in advance, as instructed.

We look forward to seeing you and enjoying your company. Please register early so you can be eligible for the drawing of the early registrations and possibly win three days of your stay.

**Ed Burke & Bob Maxwell**

## Let Your Name Live On

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

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

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

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

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



COAST GUARD COMBAT VETERANS ASSOCIATION  
**20th REUNION/CONVENTION**

Tampa, Florida, 33612

**REGISTRATION FORM**

20 - 24 October 2005

Holiday Inn Busch Gardens

2701 E. Fowler Avenue

Tampa, Florida 33612

1-800-206-2747 \* Fax 1-813-977-0155

E-mail: [www.tampa-buschgardens.holiday-inn.com](http://www.tampa-buschgardens.holiday-inn.com)



**Room Rates:** Single or Double occupancy \$74.00 plus applicable tax.  
Suites must be arranged through Bob Maxwell

**PLEASE BOOK YOUR ROOM DIRECTLY WITH HOTEL**

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

The rates for anyone wishing to arrive early and/or depart late apply for three days before and three days after

**(Please Type or Print Clearly)**

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

Fees to register, Tours; Luncheons and Banquet are shown on the following page. After selection of the activities you are to attend, fill in the corresponding amounts and total them.

**Send this page and the page with your Tour/Meal selections along with your check to:**

E. P. "ED" BURKE, LM  
17728 STRILEY DRIVE  
ASHTON, MD 20861-9763  
(301) 924-3727





**Holiday Inn Busch Gardens  
Tampa, Florida  
Itinerary**

**Thursday,  
20 October**

**9:30 a.m.** Hospitality Room Open until 3:45 p.m.  
Registration/Info Desk open same as Hospitality Room.  
**4:00 p.m.** Opening Ceremony. Immediately after opening ceremony Reception by the General Manager with entertainment and the Hospitality Room will be open until closing.

**Friday,  
21 October**

**9:30 a.m.** Hospitality Room Open. Registration/Info.  
**10:30 a.m.** Load Bus for StarShip Lunch Cruise, Depart  
**10:45 a.m.** Bring your ticket. Return approx. 3:00 p.m.

**Saturday,  
22 October**

**9:30 a.m.** Hospitality Room Open. Registration/Info desk open until 11:00a.m..  
**11:30 a.m.** CGCVA Business Meeting/Luncheon and the CGCVA Auxiliary Meeting/Luncheon. Be sure to bring your lunch ticket. Guests of CGCVA are invited to the Auxiliary Friendship Luncheon unless there has been a meeting luncheon set up for their group. After the meeting the Hospitality Room will reopen.  
Approximately 2:30 p.m. start departures for Wine Not tours. 15 per shuttle, winery can only accommodate 30 at a time. The rotation by shuttle will accomplish this. Bring your ticket.

**Sunday,  
23 October**

**9:30 a.m.** Hospitality Room Open. Registration/Info.  
**9:30 a.m.** Load Buses for USCG AirSta Clearwater Tour.  
**9:45 a.m.** Buses depart. Bring your ticket.  
**6:00 p.m.** Cocktail Hour in Hospitality Room.  
**7:00 p.m.** Awards Banquet. Hospitality Room will reopen at the end of the Awards Banquet.

**Monday,  
24 October**

**8:00 a.m.** Meeting of Officers and Trustees. Departure of attendees as scheduled.

**Upon your arrival at the Holiday Inn, be sure to check the times of the tours as they are subject to change.**

## General Information for Members & Visiting Associations

Please wear your nametag at all times while in the Hospitality Room. You will not be served without it. There are special discounts when your name badge is worn at the TGIFriday and other areas around the hotel.

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

If you want a separate meeting room and luncheon for your group, contact Bob Maxwell. His telephone number is: (530) 335-3876 & the Fax number is: (530) 335-3304. If no response, call Ed Burke at (301) 570-5664, leave message and Ed will get back to you. **Please, accomplish this prior to arrival at the Holiday Inn. Give Bob or Ed time to accomplish your request.**

All attendee's that require Handicap Accommodations must notify hotel when registering. R/V parking is available for self-contained units at a nominal fee. (Check w/hotel, you must register)

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

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

The rates for anyone wishing to arrive early and/or depart late are the same for three days before and three days after the convention. **Make these arrangements with the hotel when registering.**

Our **Policy for Refunds** is basically the same. Requests for refunds of all payments will be honored for compelling reasons if they are received by **November 1, 2005**. Refund requests after that date will be honored after the convention, subject to availability of funds, after all convention expenses are paid. **Registration fees are non-refundable** due to the fact that the money has been spent for necessary convention items. **All other refund requests are subject to a \$15.00 administrative fee.**

# The Forgotten Bastards of the South Pacific

by Gordon C. Grimes

This is a story of the men of the United States Coast Guard who, during World War II, were unceremoniously assigned to the “Army Manning Detachment” to crew some 244 ships owned by the Army, operating in the South, Central and Northern Pacific Theaters of war from 1942 through 1946. Who were they? What did they contribute? Why did they exist?

Did they belong to the Coast Guard? The Navy? The Army? Who kept the records of their assignments, locations and achievements? Were they names on a roster or just logged in as necessary pieces of equipment by the Army? Were they expendable?

Early in the war years, a strategist knew that most of the islands in the Pacific were surrounded by coral reef. A successful army moves on dexterity and an abundance of supplies. The Army knew that they needed small ocean-going vessels that could get over the coral reefs, get men and supplies ashore, and move personnel from point to point in haste. They knew that the ships had to be under their command in order to cut through the ‘red tape’. The question was obvious – they could get the ships but who was to man them? Of course! The small boat specialists – the U.S. Coast Guard! And so the Army Manning Detachment was created.

Ships were built and personnel to man them were requisitioned as if ordering parts from a manufacturer. The Coast Guard wrote them off as being transferred to the Army. The Army saw them as Coast Guard personnel on loan, manning Army ships. They technically belonged to no one. So developed the nom de guerre “The Forgotten Bastards of the South Pacific.”

This story comes from the memory of an old man some 61 years after the fact. Research is nil. The Coast Guard kept no records and the Army destroyed any records they may have kept at the end of World War II. Anything written here is subject to correction... it was a long time ago.

February 4, 1944 – This insignificant, fresh out of high school, 17-year-old boy steps off a train at Third and Broadway in Oakland, California to start an adventure in a world at war. His port of call is the U.S. Coast Guard Training Station at Government Island in Oakland.

After six weeks of boot camp, six weeks at Signal School, and 10 days leave, he is ordered to report aboard a ship identified as *LT-535*, located at Terminal Island in San Pedro, California. He is handed all of his personnel files and instructed not to lose them since they are the only records that exist.

His date to report was May 7, 1944. He would be considered AWOL after that date. His transportation from Government Island to Terminal Island was on his own. He was now a Seaman First Class (S1/c) Signalman Striker who had no idea that he was being transferred from the Coast Guard to the Army Manning Detachment.

After the 10-day leave, spent in North Hollywood with his mother, this insignificant almost-a-sailor manages to find Terminal Island. It is a large naval base, very confusing and somewhat frightening.



*Author's drawing of the LT-535*

After locating the harbormaster, he is directed towards a dock where his ship may possibly be moored. There were hundreds of ships and much activity. It was after dark on May 7th when he finally located a group of ships tied off to one another.



er. He didn't believe that one of these ships could be his. They were all painted olive drab, the Army color, just like the jeep he had just been transported in.

The first ship tied to the dock was a freight supply (FS) vessel. He questioned the sailor that was on guard duty at the gangplank. The sailor sent our sailor to the bridge of the FS where the officer on duty checked his orders then pointed to the ship that was tied to their starboard and announced, "That is your ship, the *LT-535*." Upon reporting aboard the *LT-535*, he was received by an Ensign Miller. After checking his ID, Ensign Miller stated, "Welcome aboard... you have just joined the Army."

His ship, the Army Manning Detachment ATR (Army Rescue Tug), *LT (Large Tug), 535* was built in Orange, Texas. If Army ships are commissioned, she was put into service in late 1943. Her shakedown cruise was through the Panama Canal to Terminal Island.

Early in the morning of May 11, 1944, she slipped her mooring and headed into San Pedro Bay towards Long Beach, to pick up her cargo. The cargo turned out to be four BCLs (Barge Concrete Large). The barges had no superstructure but were three decks deep. They held as much or more cargo than a liberty ship. It took several hours to hook up the tows and the sun was setting by the time *LT-535* took on the task of maneuvering through the nets that protected the harbor.

The fear our young signalman striker felt, even though he was backed by an experienced signalman, when it was his turn on the signal light with the picket ships, to record the proper heading to get through the nets, with their long line of trailers, was apparently obvious. It took several hours and was well past midnight before the nets were cleared. It was with a sigh of relief and a thought of anticipation as our young sailor watched the lights of Santa Catalina disappear into the darkness.

What a thrill for a 17-year-old boy, fresh out of high school, to be going to sea for the first time. The moon was bright and

the phosphorous reflecting off the ocean's surface, caused by the porpoises already swimming alongside the ship, was something out of "Alice's Wonderland." Our destination was Honolulu, Hawaii, which was probably the port of call for most Army Manning Detachment ships leaving the West Coast.

The exact numbers may be incorrect but as memory reflects the *LT-535* was 135 feet in length and had a crew of 30-35 men.

She was powered by four 16-cylinder diesel electric engines and had twin screws. The *LT-535* didn't have many amenities but to this young sailor his quarters were comfortable. The entire enlisted crew was quartered together and took their



*Author's drawing of the FS-317*

meals in the same area. The racks were stacked four tiers high and to some this would seem crowded. But you must remember that the generation that fought in World War II was very young and they grew up during the time of a crippling depression so they weren't used to many amenities. Also, there was a marked difference in attitude in comparison with today's youth. It was smooth sailing and the kid was thankful that he didn't get seasick.

En route, the crew of the *LT-535* had a lot of general quarters drills, gunnery and abandon ship practice, and, in the case of our young sailor, lots of Morse code practice.

During the voyage, the ship developed a vibration in her port shaft and immediately sought repair facilities upon reaching

Hawaii. After a week for repairs, the *LT-535* was underway in a direction that most Army Manning Detachment ships took to reach the South Pacific. Her next port of call would be Funafuti in the Ellis Islands.

En route, and somewhat near the Equator; *LT-535* experienced its first typhoon. It was quite a blow and the little tug, with her four heavy burdens trailing behind, got into trouble. During the height of the typhoon, barge #3 was struck by barge #4. When they finally sailed out of the weather, they nestled their barges (tied them off to one another). It was discovered that barge #3 was sitting low at its starboard stern and was tak-

***"Welcome aboard... you  
have just joined the  
Army."***

ing on water. This barge was loaded with containers of fuel. The captain decided to switch the cables, putting barge #3 at the end of the tow. This was done in case they had to cut the barge loose. In such a situation, they would lose only one barge. This was no simple task and it took nearly a full day before getting underway again. Before reaching Funafuti, the skipper broke radio silence and asked for assistance. The good old Coast Guard, in the *ATR-634*, rendezvoused with them and took the crippled barge off their hands.

At Funafuti, the shaft is again repaired and one of the engines receives some needed T.L.C. Underway again, the *LT-535* joins a small convoy of two other tugs and one freight supply ship. Destination: Milne Bay, New Guinea. En route, they have an all night vigil with a Japanese submarine. (Read the book "For What It's Worth" for details).

As best remembered, somewhere off the coast of New Georgia, in the area of the Coral Sea, and a day or so before reaching Milne Bay, general quarters is sounded. Before our sailor gets topside to his general quarters station, he hears the 20mm being fired. A lone Zero made an observation pass and then returned and strafed the deck of the little tug with machine gun fire. The only damage was three holes through the pin-up girl painted on the stack. Arriving Milne Bay, the *LT-535* goes in yet again for repairs for the constant shaft trouble, as well as repairs to the stack.

Next, they are ordered up the coast of New Guinea to Finschafen to assist a freighter that had gone aground. From Finschafen, they set sail for Humboldt Bay, Hollandia, New Guinea. Again they are sailing alone but this time without any tows. Again, our sailor is amazed at the number of ships that were on the move or anchored in the bay. The reason why, at that time and place, was that Hollandia was the Third and Seventh Fleet frontier. The invasion of the Philippines, at Leyte, was being organized.

They spend a couple of months in Hollandia, never going ashore. The little tug with her constant shaft trouble needed a permanent fix. She enters a floating dry dock that had just been assembled. The bottom is scraped and the shaft supposedly repaired. Interestingly, at wars end our sailor is

part of the crew that tows the same dry dock to Subic Bay, Luzon, of the Philippine Islands, while serving aboard the *LT-634*.

One day it is noticed that activity was on the increase. Ships were leaving port by the gross. Sometime about the middle of October 1944, the skipper went ashore and stayed overnight. The rumor was that they would be getting underway soon. The questions were, "What would their cargo be and where were they going?" The night before they get underway they unexpectedly find out from "Tokyo Rose" herself. Most sailors in the Pacific listened to her radio broadcast. She played the best American music but of course her commercials were propaganda to discourage the Allied forces.

The battle in the Visayan Sea, all the way up to the San Bernardino Straits, was in full swing between Admiral Halsey's Third Fleet and half of what was left of the Japanese Fleet. She (Tokyo Rose) would report on the Japanese victories and the fact that they knew there would be an attempt to invade Leyte. She would inform her listeners that this would never happen.

On this particular broadcast, she had a personal message for General MacArthur. She informed him that he would never set foot on Philippine soil, and further made mention that his personal yacht would never see dry land again. Well, can you imagine the surprise when *LT-535* weighed anchor and put into Humboldt Bay to pick up their cargo? You guessed it... MacArthur's yacht was the tow of the day.

Cables were attached, signals were arranged between the crew on the yacht and the *LT-535*, and they got underway. Out



*Author's drawing of the 634*

of sight of New Guinea, in the black of the night, the 535 dropped anchor and waited until dawn. At first light the crew of the 535 observed that much activity was going on. They hadn't spent the night alone. A large convoy was in the process of forming. Boy did the crew of the 535 feel important.

Their contribution to the invasion of the Philippines was Mac's comfort.

En route to Leyte, our sailor of record accidentally caused a bloop that resulted in a lot of skippers burning the midnight



oil. (Again, read “For What It’s Worth” for details).

The little tug, with her precious cargo, got to leave Leyte, off the coast of Tacloban, about the time of our sailor’s 18th birthday, October 27, 1944. He was sure that all the firworks were in his honor.

After parking Mac’s yacht, the *LT-535* was pressed into service moving troops up and down the coast. After a couple of months in the Leyte area they get orders to sail. It was around Christmas time and the crew was in a melancholy mood. They were ready to get underway. Their “cargo” consisted of as many soldiers they could get aboard. Much to the surprise of everyone, they didn’t leave the way they had entered. The little tug with all her soldiers maneuvered the very narrow and shallow straits between the islands of Leyte and Samar, charting and taking depth soundings all the way to the Sea of Samar. They passed through the area that Halsey had taken on the Japanese fleet. Their destination was the South China Sea and a rendezvous with a large convoy.

There they join the convoy and turn their soldiers over to a troop transport vessel. They tie to the side of the moving transport and unload the personnel up a ladder put over the side of the PA. Believe it or not, they all get aboard safely.

A day or so later the convoy departs, half of the ships speeding up and half slowing down. The forward half was approximately 20 miles ahead. They were in sight of the lookout on the flying bridge. The seas are high and the ride a little rough. The crew was on alert on a stand-by basis but not actually at general quarters. Way off in the distance, on the starboard side, land is sighted. It was the island of Mindoro. The skipper informed the crew that their destination was Lingayen Gulf on the main island of Luzon. They spent New Year’s at sea and the date is about mid-January 1945.

General quarters is sounded. It is observed that a number of Japanese dive bombers with Zero fighter escorts approaching from the starboard were coming from the mainland of Luzon. The captain rationalized that they were probably coming from Clark Field above Manila. Even though it appeared that they were heading for their portion of the convoy they sud-

denly veered to their right and attacked the convoy ahead.

All the men aboard those ships observed a tremendous explosion that seemed to carry no sound on the convoy ahead. Fire, smoke and explosions continued. They later learned when they reached Lingayen that the ammunition ship *Gold Star* had been hit by a kamikaze aircraft. At the time it was rumored that the *Gold Star* was manned by a Coast Guard crew. The *LT-535* remained at Lingayen Gulf for a couple of weeks waiting for fuel.

They finally received orders to set sail down the coast of Luzon where they waited off the Bataan Peninsula, in sight of Corregidor, for a rendezvous with two Navy destroyers. The destroyers, after knocking out a Japanese 14-inch naval gun on a rock island just east of Corregidor, escorted the little tug into Manila Bay.

The dates, time of events and actual conditions may be a little confused here but to the best of remembrance it was about the second week of

February 1945. There were sunk and damaged ships as far as the eye could see. They dropped anchor and once again waited until dawn. That night they learned what their assignment would be. They were to become an electrical power plant when Manila was taken.

The deed was done. Manila was finally secured and the 535 was turned over to a Filipino crew as if she were an old army truck that the U.S.

Army didn’t need anymore. His last night aboard the 535, our sailor got involved in an incident where he was held at Bilobed Prison overnight and a couple of weeks on Paradise Island (located at the fourth bridge up the Pasig River). An investigation ensued following the death of a Filipino girl that his group had been associating with that day. (Once again, read “For What It’s Worth” for details). He was then transferred from Paradise Island to Cavite where he was cleared of all charges. However, being cleared of the charges did not account for being out after curfew and AWOL which would be addressed aboard his new ship. So, about the middle of March 1945, he was sent to Subic Bay where he boarded the Freight Supply



*(Above) The author, Gordon Grimes, as he looked during World War II. (Right) Gordon Grimes enjoying life today.*





Ship *FS-317*.

An interesting phenomenon: During our sailor's tour of duty with the Army Manning Detachment, serving aboard three different ships for a period of 18 months, no one ever received a promotion. Even though this particular sailor was responsible and performing full signalman and quartermaster duties, there was no incentive to up-grade. This was probably because of their unique circumstances. Being nomads, they belonged to no particular service.

On the *FS-317*, he replaced the rated signalman that was transferred off the ship.

Subic Bay wasn't a full naval base at the time and the Bataan Peninsula wasn't fully secured.

About the middle of March 1945, the *FS-317* received orders to rendezvous with a cargo ship where they loaded their two cargo holds with bridge repair supplies, ammunition and 55-gallon barrels of fuel.

Off the coast of Corregidor they join with two other FS's and a destroyer escort (DE). They head south down the coast of Luzon, always staying in sight of land. In the vicinity of Balayan Bay the lookout reported a small boat headed full bore in their direction. Believing that the craft could be a Japanese "J" boat (a suicide boat loaded with explosives, much the same as a kamikaze aircraft), general quarters is sounded. The DE intercepted the small boat. It turned out to be an Army Air Sea rescue boat (possibly manned by the Coast Guard). The DE signaled the *FS-317*, ordering all three ships to put into Balayan Bay.

Our sailor, now much less naive, went ashore with the captain as an armed guard. While there he observed a weapons carrier type Army truck that was loaded with radio equipment and sporting the emblem of the 11th Airborne. He ran out onto the muddy street and stopped the vehicle. The Sergeant driving wasn't too happy about that. Our excited sailor blurted out that his brother-in-law, whom he had never met was a 1st lieutenant with the 11th Airborne. This didn't exactly impress the sergeant but when he mentioned the lieutenant's name was Robert L. Rice, the sergeant got excited and said, "My God, he's my boss. I just left him at the El Tagatay schoolhouse up on the ridge!" He cranked up the radio and as fate would have it, the lieutenant in question answered the phone.

Our sailor and his brother-in-law met for the first time over a field radio. He was informed by the lieutenant that the reason they had put into Balayan Bay was because a Japanese gun, located on the west coast of the peninsula between Balayan Bay and Batangus Bay (their destination), had to be knocked out. The gun was knocked out, the ships entered Batangus Bay and with the permission of the skipper our sailor

hitch hiked up the mountain roads to the Tagatay Ridge and had his first meeting with his sister's new husband.

After leaving Batangus Bay, the *FS-317* returned to Subic Bay and immediately loaded their holds and put out to sea. Their destination: Okinawa, off the coast of Naha. After disposing of her cargo the little olive drab freight supply ship returned to Manila Bay where she was turned over to a Filipino crew.

Our sailor was transferred to the Large Tug *634* which ironically was the same tug that had taken the damaged barge from the *LT-535* east of Funafuti so many months before.

They returned to Okinawa and spent the rest of the war running supplies and personnel between Luzon and Okinawa.

There would be one more adventure before the Army would return our sailor to the Coast Guard.

### Don't Try This At Home

The other day I came home and was greeted by my wife, dressed only in very sexy underwear and holding a couple of short velvet ropes. "Tie me up," she purred, "and you can do anything you want." So, I tied her up and went golfing.

October 10, 1945 — The war had been over for nearly two months. Our little tug, the *ATR, LT-634*, laid at anchor off Naha, Okinawa. Our now well-seasoned sailor had gone on duty on the bridge of the *634* at 1600 hours. He observed a double zero message coming from the yardarm at Naha. The message that a larger than usual typhoon was approaching Okinawa from the Philippines, and was expected to hit at 2400 hours.

If anyone reading this log has been involved with this tremendous act of nature they will always experience chills when they witness high seas. For five nights and four days they were full speed ahead, never losing sight of Okinawa.

Sometime in early 1946 the crew of the *634* is relieved of duty, and one hell of an adventure, and ordered to report to the Naval Reception Center, Cavite, for transportation home.

End of watch... April 6, 1946.

### *Santa Barbara Hit By Japanese Sub*

*Chronicle of America* provides this article from February 23, 1942:

A Japanese submarine shelled a Richfield Oil Company refinery at nearby Elmwood Field yesterday in the first such attack on the mainland. Most of the shells whistled harmlessly past derricks and tanks. The only damage: five hundred dollars worth of shattered wood on a pump-house roof. Southern California defense officials had rushed into action. Sirens wailed, broadcasts were halted and thirty miles of coast were blacked out. Tokyo hailed the sub's commander, Kizo Nishino, but oil company officials think the raid was a personal vendetta. A few years ago, Nishino, then a tanker captain, fell on a cactus plant here, amusing the workers. The captain was heard to vow he would avenge the humiliation.

**Editor's Note:** *New CGCVA member CAPT Roger M. Dudley's following article provides first person information regarding this little-known WWII event. Dudley was the pilot of a Coast Guard seaplane involved in the search for the Japanese submarine that made the attack. There were one or more other attacks by Japanese submarines, launching balloons with incendiary devices intended to start fires in Northwest forests in Oregon (and perhaps Washington) later in WWII. None were successful. It is a unique bit of WWII history of the only Japanese attacks on the Continental U.S. in WWII.*

This report is about an incident that occurred on February 23, 1942 in the vicinity of the airport near Santa Barbara, California. In this case, a Japanese submarine surfaced offshore from the airfield and, using its deck gun, fired shells at the airport and oil tanks located there.

This was a wartime attack by the Japanese against a land target on the west coast of the United States. As far as I know, this was the only occurrence of an enemy attack on the west coast

On February 17, 1942, I was ordered to pilot a PH3 seaplane from San Francisco to USCG Air Station San Diego. I was assigned three crewmembers. I include this information to explain how I happened to be in San Diego at the time of the attack incident. In the days after arriving in San Diego, my crew and I flew coastal search patrols to various places in



*(Above and Left) PH3 two-engine biplane.*

Mexico, returning to USCG Air Station San Diego after each flight.

On February 23rd, while we were still in San Diego, the military authority in the southern California area received the news that a Japanese submarine had been observed near Santa Barbara firing shells from its deck gun at the nearby airport and oil tanks.

The U.S. Navy had operational control of all military defense activity along the California coastal area at the time.

*(Right) A Douglas RD4 two-engine high-wing monoplane amphibian. (Below) RD4 coming ashore at USCG Air Station San Diego.*



mainland of the U.S. during World War II. I am submitting this report because of my involvement in the U.S. response to the attack.

In February 1942, the Coast Guard had air stations located at the municipal airports in both San Francisco and San Diego, each with a complement of five aviators and five aircraft. I was a lieutenant (j.g.) at the time and was stationed at the San Francisco air station.

The types of aircraft at these stations included: The Hall boat designated PH3 which was a two-engine biplane seaplane weighing about 30,000 lbs.; the Douglas RD4 which was a two-engine high-wing monoplane amphibian; the Gruman J4F which was a smaller two-engine high-wing monoplane amphibian; and the J2F which was a Gruman single-engine biplane amphibian.



The Navy found that the Coast Guard was the only service with aircraft immediately available to respond to the Japanese attack. The Navy then directed the Coast Guard to carry out an air search for the enemy submarine.

The San Diego air station CO then directed me to proceed as pilot, A.P. Kellog as co-pilot, Dykes as radioman, and Reily as mechanic to fly an RD4 aircraft on a search for the Japanese submarine. The crew was equipped with sidearms, two rifles and ammunition. Otherwise, the aircraft was unarmed.

On the early morning of February 24th, we departed San Diego and flew to Santa Barbara. We then flew along the coast about three miles offshore to Point Arguello and then northerly along the coast to the latitude of San Luis Obispo. At that point, the search path was moved farther offshore and turned southerly enroute to Santa Barbara, then back to San Diego. The total flight time was 10 hours and as far as sighting a submarine, the search was negative. **CAPT Roger M. Dudley, USCG (Ret.)**

### *Sailing Into The Abyss*

Greetings. Read this letter received from CWO Bill Benedetto, USCG (Ret.) and now an attorney in civilian life. I am sure many of you have crossed paths with Bill. Sounds like a great book. It has certainly received several good reviews. I have ordered a copy from Barnes and Noble ([www.bn.com](http://www.bn.com)).

Title: Sailing into the Abyss.

Publisher: Kensington Publishing Corp.

Publication Date: March 2005.

List Price \$23.95

Barnes and Noble price: \$19.16 (Hardcover).

If you have a problem with their web site (I did), you can order by phone at 1-800-843-2665. Perhaps some of you might remember this incident. Anyway, like Bill says, "Former CWO's need all the help they can get" and I think most of you will agree with that. If you decide to not order this book, I'll rent my copy after I read it. Just another CWO that needs help.

**Vince Stauffer**

Hello, Vince:

Lightning struck! Kensington Publishing Corp. published my first book, "Sailing Into The Abyss" nationwide. It's not all Coast Guard, but the 28 years of experience and training helped!

The Book: In the annals of maritime history, one finds no parallel to the odyssey of the Merchant Marine SS Badger State. No other ship has ever been held hostage by a cargo of bombs, 500- to 2,000-pound blockbusters, roaming free in the hull of the ship. "A big pit of deadly, dangerous snakes," as one crewmember described it.

The ship, bound for Vietnam in the winter of 1969, encountered violent storms in the North Pacific Ocean. Pallets holding the bombs captive began to break down. A night-and-day bat-

tle ensued between crew and cargo, exacerbated by two unpredictable and violent storms over the Christmas holiday. An explosion followed and the crew abandoned ship. Alongside, unable to break the iron embrace of the mother ship, the boat is capsized by a 2,000 pound bomb spewing out of the doomed ship, throwing thirty-five defenseless seamen into the freezing waters of the North Pacific where they are attacked by albatrosses. Further information available at [www.williambenedetto.com](http://www.williambenedetto.com).

The Author: Served in the U. S. Coast Guard from 1946 to 1974 in Search and Rescue, Port Security, and as Shipping Commissioner — protecting merchant seaman's rights — and finally as a Marine Investigating Officer. Part-time and full-time studies eventually led to a law degree in 1980 and a second career for the ensuing 20 years. **Bill Benedetto**

### *Convention Update*

We are rapidly approaching October and our date of the convention. It is going to be a great reunion and everyone should have a good time. The Holiday Inn is treating us very good and Coast Guard Air Station Clearwater has opened the gates wide for us. We have a lot of members residing in Florida so we should have a large turnout. Just remember...

attendee's do not have to be CGCVA members. Everyone is welcome and those who are not CGCVA members can attend everything except our business meeting.



The Auxiliary Friendship Luncheon takes place at the same time as the CGCVA business meeting to accommodate visitors and guests.

The only major expense for a tour is the StarShip cruise that I believe you will really enjoy. This is a beautiful vessel with first class service and excellent food. You will enjoy a nice cruise of the harbor while you dine.

As always, we will have a first-class Hospitality Room with Bar as an area for socializing with former shipmates. We are anticipating lots of members from North and South Carolina, Georgia, Alabama, Louisiana, Mississippi and Texas, as well as Florida so there is no reason we shouldn't have a good turnout. We have tried to keep the costs down for you and if the distance is too far to drive, there is a great airport close to the hotel. Transportation from the airport is furnished for you if you notify the hotel in advance, as instructed.

We look forward to seeing you and enjoying your company. Please register early so you can be eligible for the drawing of the early registrations and possibly win three days of your stay. **Ed Burke & Bob Maxwell**



### **New Handbook Updates Veterans Benefits**

A new edition of the popular handbook *Federal Benefits for Veterans and Dependents* by the Department of Veterans Affairs (VA) updates the rates for certain federal payments and outlines a variety of programs and benefits for American veterans. Most of the nation's 25 million veterans qualify for some VA benefits, which range from health care to burial in a national cemetery. In addition to describing benefits provided by the VA, the 2005 edition of the 120-page booklet provides an overview of programs and services for veterans provided by other agencies. The handbook includes resources to help veterans access their benefits, with a listing of toll-free phone numbers, Internet addresses and a directory of VA facilities throughout the country. The handbook can be downloaded FREE from VA's website: [www.va.gov/opa/feature](http://www.va.gov/opa/feature).

### **Military ID cards for Age 75+**

Military retirees already receive ID cards with no expiration dates; but, renewing ID cards upon expiration has been a continuing requirement for family members. Congress passed legislation with the FY05 Defense Authorization Act (NDAA) to authorize the Services to issue ID cards without an established expiration date to those dependents and survivors of military retirees who are 75 years of age. Those to which this applies should note however, that although the law is in place, the capacity to issue the indefinite card to the eligible population is being worked into the next software release which is not expected until Summer 2005. Until the capacity to issue the indefinite cards is brought on line, these individuals must continue to renew their ID cards upon expiration by visiting an issuing facility or by the mail-in renewal process if they qualify to use it. In the past, many Medicare-eligible family members simply let their ID cards expire if they were not near an installation to use the shopping privileges. But since enactment of TRICARE for Life and TRICARE Senior Pharmacy coverage several years ago, older family members who have Medicare A & B now have a medical benefit and must have a current ID card to use the benefits. Older retirees should check with their local ID card issuing facility or look for an update in the Air Force Retiree News Service concerning the status of the issuance capacity for the over 75 ID card population.

### **Living Wills**

A Matter of Life and Death — A living will is a legal document that expresses a person's personal health-care wishes in the event the individual is unable to make decisions. If incapacitated, a living will provides the doctor with guidance for your continued treatment. This guidance includes decisions related to extraordinary measures to sustain life. There is no federal standard for living wills, so some states have a single document, while others use two. One is a directive to physi-

cians expressing the patient's personal desires in advance, and the other designates an individual who would decide on the measures taken to preserve life at a later time. Military legal assistance offices can prepare living wills free of charge to active-duty servicemembers, family members, retirees, and reservists on active duty for 30 days or more.

### **VA Disability Compensation**

Disability compensation for veterans is not subject to federal or state income tax. About 80% of veterans receive their VA benefits by direct deposit, which VA recommends for security reasons. Veterans are rated at increments of 10% reflecting degree of disability. As federal regulations summarize the underlying principle, "The percentage ratings represent as far as can practicably be determined the average impairment in earning capacity resulting from such diseases and injuries and their residual conditions." The largest category of veterans on the compensation scale is at 10% disability (\$108 per month), with 783,000 veterans at this rate at the beginning of FY05 among the total 2.6-million veterans receiving disability compensation. The criteria for rating the severity of various disabilities are available online at:

[www.access.gpo.gov/nara/cfr/waisidx\\_03/38cfr4\\_03](http://www.access.gpo.gov/nara/cfr/waisidx_03/38cfr4_03)

As medical knowledge, laws and procedures change, VA regularly publishes proposed changes to these criteria in the *Federal Register* for public comment before a final regulation is adopted.

Where a veteran has more than one disability, the percentages are not simply added together to produce a new rating. Instead, a formula described in federal regulations calculates the overall rating. A veteran may be rated at 0%, meaning there is evidence of the service-connected condition, but it does not impair the veteran. An example is a minor scar. This 0% rating, though not compensable, can be beneficial, since it may raise the veteran's priority in other VA programs such as health-care eligibility. In addition, it may be reviewed for a higher rating if the condition worsens. A veteran may have a number of disabilities individually evaluated as 0% which produce 10% combined disability and entitle the veteran to disability compensation. At the start of FY05, there were more than 15,000 veterans in the category of "compensable zero" ratings.

In addition to the 2.6-million veterans on the compensation rolls, past studies have shown approximately 1.2-million veterans have overall (noncompensable) ratings of 0%. There were 771,000 new and reopened claims requiring a disability rating received from veterans in FY04, an average of more than 64,000 claims filed per month. Among veterans on the rolls, the largest category is service-connected disabilities is musculoskeletal problems, accounting for about 40% of all disabilities. Data on the number and type of disabilities are published annually at: [www.vba.va.gov/reports](http://www.vba.va.gov/reports).

Tom Huckelberry — CGCVA Service Officer

tunity to review them and vote on them (if attending the reunion). They were provided jointly by Bob Maxwell, Ed Burke, Ed Swift and Baker Herbert during a teleconference on March 3, 2005.

Article I, paragraph 5. Auxiliary. Change: Such Auxiliary (may) instead of (to) provide their own Organization and by-laws.”

Article III -- Dues, paragraph 2 after: The National Treasurer shall deposit Life Membership moneys in a “Restricted Fund, called the “Life Membership Account” which will be held in reserve at \$35.00 for each living Life Member. These funds that do not exceed the total reserve of funds may be used in general fund expenditures and/or invested according to the needs of the Association, but will be duly noted in the accounts ledger.” Delete the remaining part.

Article VII -- paragraph 2. Awards. Delete “for the immediate preceding two (2) year period.”

### **And We'll Be There In October...**

St. Petersburg/Clearwater: 70 Years of Coast Guard Aviation History. And also the site of a special tour available to all persons attending the CGCVA Convention in October.

You won't want to miss this tour so mark it down when you register (forms in center of magazine).

March 1, 1935. The beginning of an era of U.S. Coast Guard history. It was on that date that USCG Air Station St. Petersburg was commissioned and began air operations flying seaplanes of the day. The location was a scenic waterfront site in downtown St. Petersburg. For more than four decades, the air crews assigned to



***CDR White and CGCVA Vice President Gil Benoit at the Villarreal Hall dedication ceremonies at USCG TraCen Yorktown, Va.***

this station performed countless rescues and carried out many other USCG missions with distinction. Over the years, unit personnel and equipment expanded and changed with the times.

In the fall of 1976, with four twin turbine Sikorsky HH-3F helicopters assigned, the air station was relocated about 12 miles north to the St. Petersburg-Clearwater Airport. Seaplane ramps were no longer necessary, but most important was the need for facilities and space to support, in addition to the helicopters, four HC-130B Hercules fixed-wing aircraft and the personnel required to operate them. Thus, USCG Air Station Clearwater was born to continue the legacy of service carried out for so long at St. Petersburg. Currently, the Clearwater air station operates seven HC-130B Hercules aircraft and five HH-60J helicopters. One Hercules crew recently returned from a 40-day mission supporting tsunami relief efforts.

March 1, 2005. Captain E.F. “Rusty” Rollins, the air station commanding officer, USCG Aviator 2198, and his staff, hosted a celebration of the 70 past years of Coast Guard aviation history at the two locations. And I know the CGCVA had at least one member in attendance that day because CAPT Rollins is a CGCVA member. In addition to local civic dignitaries and other members of the community, invited guests included many retired Coast Guard pilots and aircrew personnel who had served at one or both of the facilities.

The day was marked by tours of both stations, proclamations being read, displays of vintage aircraft and other artifacts including scrap books containing clippings and images telling stories of myriad exploits and heroism.



***(Above) CGCVA members unveil the first of two Vietnam monuments at USCG TraCen Cape May, N.J. The two memorials were funded through donations by CGCVA members.***

***(Right) The CGCVA Vietnam Monument in Robert Crown Park at the USCG Academy, New London, Ct.***





(continued from page 2)

to see an honest to goodness Coast Guard Combat Museum. Such a building would not simply house many of the items contributed by our members, but would professionally preserve and display them. Such a museum would provide a lasting tribute to Coast Guard combat veterans and serve as an educational tool for all those who would visit. What's your thoughts on such an idea? This would make an interesting topic (or agenda item) at the CGCVA Business Meeting at the October Reunion.



*Don't worry... that won't be the case at the Tampa Reunion.*

As an end note, please check out the new items in the Ship's Store on the next page. The Yellow (Support) Ribbons with pewter Coast Guard or CGCVA logos are the perfect addition to your suit or jacket lapel, or even on your CGCVA garrison or baseball caps. Our CGCVA Service Officer, Tom Huckelberry, bought several and is strategically handing them out at veterans benefits presentations and, as a direct result, he has identified and signed up new members. Nice going Huck! They're awesome! **Swiftly**

## Casey Of The Coast Guard

A 10-Chapter Pathe Serial (1926)

Cast: George O'Hara, Helen Ferguson, J. Barney Sherry, Jean Jarvis, Colt Alperson, Robert Craig, James Mack, Joe Marba, and Rolland Flander.

Synopsis: George Casey (George O'Hara) is hated and feared by a band of smugglers under the leadership of Don Malverni (Cort Albertson) and "Diamond Kate." (These two, with their band, have established themselves as "Count and Countess." Planning their next coup, they choose for the time, a night when the Cadets of the Coast Guard are to hold a ball in celebration of promotions.

They arrange a fake SOS in



connection with a fire on an old schooner. They decide to "get" Casey when the signal is answered. Orders are changed and Casey's brother responds to the call. That night Frank Casey receives the bullet intended for George. George arrives on the scene, swears revenge and pursues the killer to a point near Malverni's estate where a fight occurs. In searching for the wounded man, Casey discovers a secret passage which leads to the house.

That same night, the "Count and Countess" are entertaining John Warren (J. Barney Sherry) and his daughter Doris (Helen Ferguson) — the latter, Casey's fiancée. The Countess poses as Malverni's sister and soon has John Warren infatuated with her. She plans to use Warren as an outlet for smuggled jewels. Casey suddenly appears from the basement and "Diamond Kate" cleverly allays Casey. Aided by her accomplice and the gang, they stage a fake fight.

In the meantime, Doris confides her suspicions to Casey and plans are made to determine the ownership of the yacht, *Sea Spray*. Coast Guard cutters and seaplanes scout for it's position.

Locating the ship, Casey boards it and a struggle occurs when he reaches the cabin where Malverni is seated. Just then, a Coast Guard cutter, with Doris aboard, fires a shot over the bow of the yacht which disregards the signal to stop...

... and all of this just in Chapter 1 (The Smugglers Ruse"

**Article & photo courtesy of CDR Ralph Judd, USCG (Ret.)**

## Chase Sailors Visit Cape May

Thirteen crewmembers from the USCGC Chase got together recently at the USCG Training Center Cape May, N.J. They were treated to participate in graduation ceremonies and the presentation of the CGCVA watch and certificate to the graduating cadet winning the Physical Fitness Award. Chris Woof reports that nine of the attendees are already CGCVA members and the remainder now have membership applications. Chris said he also met a female Health Services Technician there who served for the USCG in Iraq. She now also has an application form.

*Editor's Note: Chris was also sending photos of the Cape May visit by the Chase gang but they were not received in time to be included in this issue. Sorry Chris... they'll be in the Summer '05 issue.*

## Sailors All

An RKO Production (1943)

Credits: Produced by Frederic Ullman, Jr.; directed by Slavko Vorkapich; supervised by Jay Bonafield; photographed by Harry W. Smith; written by Hershel



## CGCVA Small Stores

*The following CGCVA items are now available. Send orders to Baker Herbert at P.O. Box 544, Westfield Center, Oh., 44251-0544. Call Baker at (330) 887-5539 or e-mail at [USCGW64@neo.rr.com](mailto:USCGW64@neo.rr.com). Please make checks payable to CGCVA. Prices shown include first-class or "Book Rate" postage. **WE DO NOT ACCEPT CREDIT CARD ORDERS.***

**CGCVA BASEBALL CAP:** blue/black, or white, gold lettered CGCVA with logo, full back. One size fits all. Plain visor **\$11.00** With senior officer scrambled eggs on visor. **\$15.00**. Add \$3.00 and up to six gold letters will be sewn on the back of your cap. Example: "BAKER"

**CHRISTMAS TREE ORNAMENTS:** 255' Owasco Class; 378' Hamilton Class; 270' Class; 210' Class; and USCGC Mackinaw. Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. **\$10.00** each (shipped in display box).

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

**LAPEL PIN:** U.S. Flag above USCG logo. **\$4.00** each; two for **\$7.00**; and three for **\$10.00**.

**LAPEL PIN:** USCG Yellow Ribbon support pin with pewter USCG emblem in center. **\$5.00** each. **New Item.**

**LAPEL PIN:** USCG Yellow Ribbon support pin with pewter CGCVA emblem in center. **\$5.00** each. **New Item.**

**ZIPPER PULL:** USCG Emblem, Dept. of Homeland Security Emblem, and U.S. Flag Emblem **\$2.00** each. **New Item.**

**BOOKS:** "Coast Guard Navy of WWII" by William Knight. **\$20.00**. "Coast Guard Action in Vietnam" by CGCVA member Paul Scotti **\$20.00**. "Coast Guard In World War One" by CGCVA member CAPT Alex Larzelere **\$30.00**. "Rescue At Sea" by Clayton Evans **\$40.00**. Coast Guard Combat Veterans, Turner Publishing **\$35.00**. "Always Ready - Today's U.S. Coast Guard" by Bonner and Bonner **\$15.00**. "The Coast Guard At War, Vietnam 1965-1975" by CAPT Alex Larzelere **\$30.00**.

**CGCVA GOLF SHIRT:** Short sleeve, polyester/cotton, CGCVA logo on right side with name over left pocket (Please specify preference of script or block lettering). Available in white, red or blue in sizes S, M, L, XL. \$35.00. Must state name for pocket. Size XXL, add \$2.00. Size XXXL, add \$3.00.

**CGCVA BOLO TIE:** USCG Emblem with gold lace. Beautiful! **\$20.00**. **Only two left in stock.**



Deutsch and Richard O. Fleischer; narrated by Dwight Weist; recorded by Francis Woolley; music by Max Pilzer and Herman Fuchs.

**Synopsis:** Here is a dramatic, detailed piturization of the great home-front war job being done by the lads of the U.S. Coast Guard Reserve. It brings to the screen in telling fashion the round-the-clock activities of those sea-minded citizens who, because they are over-age or are holding down essential war jobs, have been unable to enter the regular armed services. Men of unique status, they make up this temporary reserve of our Coast Guard to perform a most necessary service. Their praises are for the most part unsung — their patriotic effort a strenuous one — their activities exciting and not without risk.

"Sailors All" was Number 1 in the 2nd Series of the RKO Production "This Is America"

Article & photo courtesy of CDR Ralph Judd, USCG (Ret.)

# THE SHIELD OF FREEDOM™



# Coast Guard Combat Veterans Association

## General Information

The Coast Guard Combat Veterans Association is a Non-Profit Corporation. It consists of active duty members, reserve members, retired members and honorably discharged former members who served in, or provided direct support to combat situations recognized by an appropriate military award while serving as a member of the U.S. Coast Guard or U.S. Coast Guard Reserve.

Being mindful of the traditions, duties and purposes of the U.S. Coast Guard, it is our duty to uphold and defend the Constitution of the United States of America. We believe that through social association and mutual acquaintance we may further perpetuate the memory of our fallen comrades, assist their widows and orphans, assist honorably discharged and retired Coast Guard combat veterans, and promote and enhance the image and posture of the U.S. Coast Guard.

Upon acceptance into the Association, you are furnished a membership card and certificate, a copy of the Association By-Laws, a CGCVA logo pin and a copy of our quarterly newsletter, "*The Quarterdeck Log*." You will continue to receive copies of the newsletter for the duration of your membership. "*The Quarterdeck Log*" contains articles, photographs and reunion information submitted by members and timely information on Coast Guard activities and news events. In addition to our quarterly magazine, we maintain a website: [wwwcoastguardcombatvets.com](http://wwwcoastguardcombatvets.com).

Our membership numbers more than 1,700 and we continue to grow. Our membership rolls include veterans ranging from World War II to present conflicts. Our Secretary-Treasurer maintains a comprehensive computer database so there is a good chance that you can locate other shipmates who served with you. CGCVA records must be able to support our IRS-provided tax-exempt status so we insist that copies of supporting documents (Discharge, DD-214, Letter of Medal(s) awarded, etc.) accompany applications for membership.

We hold a CGCVA Convention/Reunion every 18 months and make every attempt to shift locations so members nationwide have an opportunity to attend. During the reunions, attending members can voice their opinions and participate in the governing process of the Association at the Business Meeting/Luncheon. Annually, we recognize a deserving Coast Guard member as the CGCVA Coast Guard Person of the Year and we sponsor a CGCVA Scholarship for the relative of a member in good standing. We provide CGCVA watches and certificates to the Physical Fitness Award recipient in every graduating recruit company and to selected Coast Guard Academy cadets. We also maintain the gravesite of the Coast Guard's only Congressional Medal of Honor recipient, SM1/c Douglas A. Munro, in Cle Elum, Wash.

We offer an Associate Membership to Coast Guard and Coast Guard Reserve members who qualified as combat veterans while serving in another armed service. We also offer Auxiliary Membership to CGCVA Members' spouses and other family members.

The CGCVA has very reasonable dues at just \$25.00 for two years membership. Auxiliary Membership is only \$10.00 for two years. Once a member in good standing, the CGCVA offers you a very attractive "Life Member" rate.

We hope you will consider joining the CGCVA. For your convenience, a CGCVA Membership Application is on the reverse of this sheet. If you have specific membership questions, please call the CGCVA National Secretary-Treasurer at 330-887-5539. Whether you're a recent or long-time Coast Guard combat veteran, don't let our organization pass you by. Jump aboard and enjoy the camaraderie of other Coast Guard combat veterans. Semper Paratus!

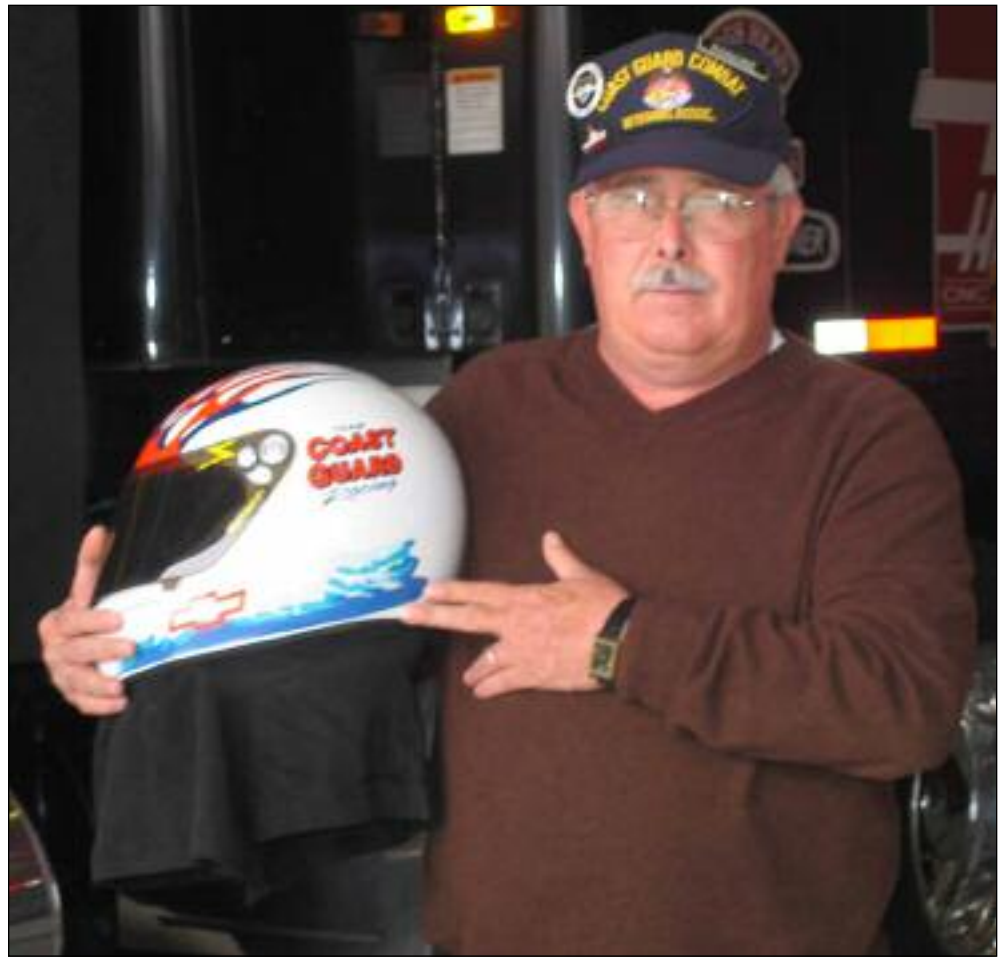
**Remaining "Always Ready"**  
**The Coast Guard Combat Veterans Association**







*Our busy Trustee from North Carolina, Robert MacLeod, has offered to assist Coast Guard Recruiting efforts in conjunction with the Coast Guard's Busch Series "Team Coast Guard Racing" program. Mac lives close to Lowe's Speedway in Charlotte. He recently toured the pit area and was able to meet with the Team Coast Guard Racing team. Here's Mac with Justin Labonte's racing helmet. No... you can't keep it!*



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The Quarterdeck Log**

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