



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.

Volume 21, Number 3

Fall 2006

LT Shay Williams Feted by CGCVA *Helo Pilot Selected as Association's 2005 Coast Guard Person of the Year*

Shock and awe. That's what LT Shay R. Williams said he felt when he was notified by his commanding officer that he had been selected as the CGCVA's Coast Guard Person of the Year for 2005. He was then told that he would be flown to Washington, D.C. for a presentation ceremony in the Coast Guard Commandant's office. Having never visited the Nation's capitol, LT Williams decided to make a long weekend of the event to see the sights and meet with some old friends.

Things turned out even better than he envisioned. The weather was spectacular and his friend, Jennifer Cleckler, was able to take off work for a few days to accompany him. Together, they took in many of the historic monuments and even enjoyed an evening with some of Williams' shipmates who were also visiting Washington, D.C.

Then, on Monday morning, October 16th, LT Williams found himself being greeted by ADM Thad Allen at USCG Headquarters, prior to receiving a plaque as the CGCVA's 2005 USCG Person of the Year. After being presented the plaque by ADM Allen and CGCVA PNP Ed Swift, LT Williams remarked that he was quite surprised to have been singled out for the prestigious honor. He said he was only one of many Coast Guard persons who worked long hours for many days following the wrath of Hurricane Katrina. He graciously accepted the plaque but also said he did so on behalf of all the people who participated in the post-hurricane rescue and relief efforts.



Coast Guard Commandant ADM Thad Allen presents the 2005 CGCVA Coast Guard Person of the Year plaque to LT Shay R. Williams at the 16 October ceremony at USCG Headquarters. Also pictured are Williams' friend Jennifer Cleckler, CGCVA PNP Ed Swift, and CGCVA PNVP Ed Burke.

In This Issue

Cover Story	Pages 1 & 28
From The President	Page 2
From The Vice President	Page 3 & 29
From The Secretary-Treasurer	Page 4
Reunions	Pages 5-6
Notices & Association News	Pages 7-14
2007 Convention Info & Forms	Pages 15-18
Feature Stories	Pages 19-25
From The Service Officer	Page 26-27
Ship's Store	Page 30
CGCVA Membership Form	Page 31

continued on page 28



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Awards Officer.

From the President

Greetings Members, Auxiliary and Associate Members:

I have recently appointed **LM Josh Sparrow** as the Association's Award Officer. Over the past few years, there has been considerable concern regarding qualifications and eligibility of certain awards for those who served in various combat and/or combat support areas. As a veteran's service officer, I know there are many veterans out there who never received medals and awards they were due. Additionally, changes in eligibility criteria for certain awards have changed and it is often confusing to figure out if you qualify or not. It will be Josh's job, as an attorney and CGCVA member, to determine the validity of member's inquiries and requests for various medals and advise them accordingly. Inquiries should be directed to Josh at: docclock@cox.net.

CGCVA Participation — Since the last *QD Log*, several USCG activities have occurred and I am delighted to say that our Association has not only been a participant but, in many cases, asked to help coordinate these events.

In early October, **PNP Ed Swift** represented our Association at the 15th annual reunion of the CG-manned *USS Centaurus (AKA-17)* in Washington, D.C. All of the members of that reunion group are eligible for CGCVA membership so hopefully many will consider joining us if they aren't already members.

In mid-October at the USCG Academy in New London, Ct., a cadet review was conducted to honor Coast Guard combat veterans. We were asked to provide a list of members residing in Connecticut and several surrounding states, which we did. Nearly 80 members were able to attend the review and several were selected to sit on the reviewing platform. Our thanks to the Corps of Cadets and the Academy for honoring us!

On 10 November, **PNP Ed Swift** represented the Association at the annual Coast Guard Memorial Day Service on Coast Guard Hill at Arlington National Cemetery. A few weeks earlier, he and **PNVP Ed Burke** were at USCG Headquarters to present our CGCVA Coast Guard Person of the Year award to the 2005 recipient, LT Shay Williams.

Most recently, our Association was asked to provide a list of members in the Mississippi area so that they could be invited to attend the christening of the Coast Guard's first National Security Cutter, the 418-foot *CGC Bertholf*. I was among the fortunate CGCVA members in attendance and it was indeed an honor to be part of this day in Coast Guard history. Even our commandant, ADM Thad W. Allen, mentioned our Association in his remarks at the launching. Thank you sir!

All for now gang. Have a very safe and happy holiday season and please register early for our April convention in Burlingame, Calif. Semper Paratus! **Gil "Frenchy" Benoit**

Next QD Log deadline is Feb. 1, 2007.
Please e-mail material to the editor
at: swiftie1@verizon.net

Our Unknown Service – That the U.S. Coast Guard is still a mystery to some was evident when I recently stood in the commissary checkout line at an Air Force base. A man behind me noticed my Coast Guard cap and asked seriously, “Excuse me, how far out does the Coast Guard go?” Calmly, I replied, “Around the world.” His face brightened with this new knowledge. “Oh, just like the Navy,” he said.

Florida Notes – I spent several weeks in Florida this summer visiting family and made a couple of observations. First, in Merritt Island there is the Brevard Veterans Memorial Center



The Brevard County military museum library is an excellent avenue for researchers and those of us who just enjoy military topics. (photo by Paul C. Scotti)

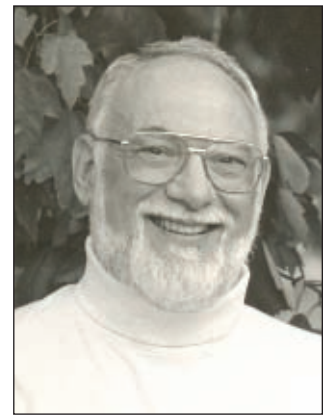
and Park. This facility includes a museum, a library, meeting rooms, and a veterans council. The library is well-stocked with military books, VHS tapes, DVDs, audiotapes, and still photography. Check out is on the honor system. Make your selection, sign a log-out sheet and return the items when you are done with them. The museum is rich in artifacts. However, the only armed force not represented is the Coast Guard. The sole Coast Guard item I found was a Challenge Coin in the coin display. As the museum’s memorabilia comes solely from donations I encourage Florida residents to contribute Coast Guard items to: Veterans Memorial Center Inc., 4005 Sykes Creek Parkway, Merritt Island, FL 32952. Telephone: (321) 453-1776. Secondly, I remember reading that Florida issues military specialty license plates and kept an eye out for them. I was disappointed to spot only two vehicles with Coast Guard license plates. But then, I don’t remember seeing tags of the other armed services. Nonetheless, when I move to Florida my car will sport a Coast Guard tag.

Coast Guard in Books – In the past ten years, books, both non-fiction and fiction, written about the Coast Guard have come out with regularity. Before then Coast Guard books were uncommon. The turnaround is in large part a result of the establishment of the Foundation for Coast Guard History and proactive efforts by the Coast Guard’s Public Affairs Program urging writers to consider the Coast Guard for their subject.

It used to be a surprise to find books on the Coast Guard or with the Coast Guard in them. Years ago I picked up a World War II novel about tanks that looked like a good read.

It was better than that. Within the covers were deeds of Coast Guard valor.

The book is “Hell Has No Heroes”(Original title: “Barbara”) by Wayne Robinson. Published in 1962, in paperback, you can still find it on-line. A few months ago I found another copy at a library book sale. What excites me in this book is that the Coast Guard is



Paul C. Scotti

portrayed factually and its actions are realistic. Although, a novel, the details of the Normandy invasion, the role of tanks and that of the Coast Guard are true.

A battalion of Sherman tanks are to accompany the D-Day Invasion. These Shermans have been modified to float and move with the aid of propellers. The plan is for the tanks to launch from LCTs, “sail” to shore in the lead protecting the initial troops with its armor and guns. On D-Day, the battalion commander with four of his tanks is on a Coast Guard-manned LCT. The colonel realizes that the sea conditions are too rough for his tanks to be put in the water so far from the beach. The

continued on page 29



Inside the Brevard County military museum, which is in dire need of Coast Guard artifacts. All of the military branches have display tables with the exception of the Coast Guard. (photo by Paul C. Scotti)

Stories and Reunions

Sometime in 1984, VADM Tom Sargent and I decided to hold a reunion for those of us who served in Vietnam. we set a date in July 1985, met near Chicago (since that was mid-America and good for both air and train transportation). We were surprised to meet Roger Williams, a Coast Guard WWII veteran who served on *CGC Duane*, and it was quickly decided that we must include all USCG combat veterans. Our Association has always been geared towards reunions. Over the ensuing years there have been so many stories of our members finding former shipmates and of course meeting new Coast Guard friends. I know we have met some great people at CGCVA reunions and continue to do so. While it is very unfortunate that so many of our members have crossed the bar, we at least have many of their stories and have shared many happy reunion times. It is with great anticipation that I look forward to seeing many of you in California in April, 2007 at our convention in Burlingame. Please use the forms in this magazine to register early.

Ships Store Items

Carrying our CGCVA Small Stores items to the April 2007 reunion in California is NOT practical and shipping is cost prohibitive. So, if you see any items you'd like to have at the reunion from our Ship's Store (items and prices listed on page 30), order them from me ASAP or at least 60 days prior to the reunion to ensure you have them in time. This is especially crucial for items requiring personalized embroidery (polo shirts & caps).

I have just ordered a number of new CGCVA items, all made of pewter. Many are pictured on the Ship's Store page in this issue but as of deadline, I didn't have pricing. I should have all the information by the time you receive this *QD Log* issue so call me for prices and shipping information of any items you're interested in.

Dues Reminders

As previously reported, Association dues have been increased by \$2.50 per year so dues are now \$30 for two years. If your *QD Log* mailing label indicates expiration, please send in your \$30 dues to me at the CGCVA Administration Office. Of course this does not apply to life members. Life membership rates are definitely a

Crossed The Bar

- Karl W. Morris**
Joined: 5/14/05 CTB: 10/19/06
- Albert Perrotta, LM**
Joined: 8/12/02 CTB: 7/27/06
- Stanley G. Sinclair**
Joined: 7/16/97 CTB: 7/5/06
- CAPT Dorothy C. Stratton LM**
Joined: CTB: 9/17/06
- CAPT B. Foster Thomson, III**
Joined: 7/27/94 CTB: 6/5/06
- Stanley A. Vilitski, LM**
Joined: 2/15/01 CTB: 10/11/06

consumers best buy at: Under age 30 (\$200); 31-40 (\$185); 41-50 (\$165); 51-60 (\$145); 61-70 (\$115); 71-80 (\$85); 81-89 (\$50), and folks 90 and older (no cost).

Change of Address

Keep those address changes coming. I appreciate the notifications and you have to enjoy receiving the *Quarterdeck Log*, which has been judged by the independent research group of Herbert and Herbert as the very best U.S. veterans' publication.

Finally

I cannot tell you how much your notes, phone calls and e-mails mean to me. Talk about learning about the Coast Guard, and after more than 59 years of active duty and retirement — well, almost every day there is something new to me. Not to be outdone by the French, CGCVA member Chris Wood has come up with a nice short abbreviation for Semper Paratus, which is "SP". We all remember the RSVP from *respondez s'il vous plait*. Anyway, SP! **Baker**



A couple of "Couch Coasties" guard a sofa while they await retirement orders to a Coast Guard home museum. (photo by Paul C. Scotti)

Ocean Station Ships

There will be a reunion of all Coast Guard ships that served on Weather Patrols on 13-16 May 2007 at Harrah's Hotel & Casino, Reno, Nev. Contact: **Doak Walker** at (907) 789-2579. Fax: (907) 789-2780. E-mail: doak17@gci.net. Web: www.255wpg.org.

USS Bisbee

The *USS Bisbee (PF-46)* Association will hold its 28th annual reunion 25-29 April 2007 in Tucson, Ari. Included will be a tour to the city of Bisbee, the ship's namesake, where tours and ceremonies are planned for the group. Contact: **John Badgley** at (949) 855-6637. E-mail: jrbadgley@world.net.

USS Callaway

At our 40th reunion at Grantville, Pa., in September it was decided to verify names on our 314 mailing list, and that any persons attending the upcoming 20-23 August 2007 reunion send a deposit 60 days prior to the reunion. For more information, contact **Wallace & Dorothy Shipp** at 11240 John Kline Lane in Broadway, Va., 22815-2687.

40-Footer Restoration Project

CGCVA member **Tony Kopke** is now in the process of restoring *CG-40587*, which he purchased from the Great Lakes. Tony is looking for volunteers with GM-671 diesel engine experience, welders, painters and scrapers. He intends to restore the boat and use it for USCG pleasure cruises. Anyone interested can reach Tony at 9 5th Avenue in Sea Girt, N.J. 08750 or call him at (732) 449-0956.

Congratulations Graduates

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 **James A. Nugent** (Mike 174) of Salisbury, Md., reports to USCG Station Chincoteague, Va.
- SN **Jeffery P. Vanderlann** (November 174) of Los Angeles, Calif., reports to USCG Port Security Unit 311, Long Beach, Calif.
- SN **Lori A. Baran** (Oscar 174) of Baltimore, Md., reports to USCG Station Depoe Bay, Ore.
- SA **Aaron N. Gutierrez** (Quebec 174) of Los Angeles, Calif., reports to *USCGC Munro*, Alameda, Calif.
- SA **Kyle W. Hoefler** (Sierra 174) of Milwaukee, Wisc., reports to BM "A" School, USCG Training Center Yorktown, Va.
- SN **Eric B. Spier** (Tango 174) of Humbolt Bay, Ore., reports to *USCGC Acushnet*, Ketchikan, Alaska.

QD Log Booster Club

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

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

<p>Glen Brantley Merritt Troxell Frank Tucker Richard Frugia Charles Bevel Gary Fortner Lawrence Dinerman Nicholas Rossi Joseph Lanthier James Bell Dee C. Bryant Larry L. Jones Francis Rosemond Raymond Weitzel James Ruff (in honor of Ted Willis, ELD#1)</p>	<p>R. F. Willett David Blum Arthur Goodwin Baker Herbert Marylou Herbert David Ramsay Gary Sherman H. Don Smith Joseph Larday Edward Floyd Louis Panzieri Dave Meadows Henry Skidmore Bernard Weber</p>
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Thanks to all to have become QD Log Booster Club members so far! All contributions are appreciated! And remember, deductions are tax deductible as we are 501.c.

SN Shannon M. Hickey (Uniform 174) of San Jose, Calif., reports to *USCGC Hamilton*, San Diego, Calif.

SA Andrew L. Orser (Victor 174) of Albany, N.Y., reports to USCG Air Station Cape Cod, Mass.

SA Reynard A. Ramos (Whiskey 174) of Norfolk, Va., reports to YN "A" School, USCG Training Center Petaluma, Calif.

FN Levie F. Clow (X-Ray 174) of Vancouver, Wash., reports to *USCGC Acushnet*, Ketchikan, Alaska.

FN Logan J. Banner (Yankee 174) of Montgomery, Ala., reports to USCG Station Tillamook Bay, Garibaldi, Ore.

FA Ricky L. Braun (Zulu 174) of Boise, Idaho, reports to *USCGC Alert*, Warrenton, Ore.

SN Derek Abbott (Alpha 175) of Springfield, Mass., reports to *USCGC Campbell*, Portsmouth, N.H.

SA Brandon Goodwin (Bravo 175) of Raleigh, N.C., reports to ET "A" School, USCG Training Center Petaluma, Calif.

SA Austin B. Green (Charlie 175) of San Antonio, Texas, reports to *USCGC Morganthau*, Alameda, Calif.

SA Lydia J. Brown (Delta 175) of San Francisco, Calif., reports to USCG Sector San Francisco, Calif.

FA Ian W. Widney (Echo 175) of Denver, Colo., reports to USCG Naval Engineering Support Unit Seattle, Wash.

SN Samuel J. Augustine (Foxtrot 175) of Washington, D.C. awaits orders to AET "A" School.

SA Kara L. Stanton (Golf 175) of Vancouver, Wash., reports to USCG Group North Bend, Ore.

SN Kyle J. Gaab (Hotel 175) of Cleveland, Ohio, reports to USCG Station Marblehead, Ohio.

SN Hector L. Morel (India 175) of Chesapeake, Va., reports to *USCGC Sitinak*, Key West, Fla.

SA Joshua A. Chilson (Juliect 175) of Springfield, Mass., reports to USCG Training Center Petaluma, Calif.

SN Johnathan L. Garcia (Kilo 175) of Riverside, Calif., reports to USCG Integrated Support Command Miami, Fla.

SN Renee D. Sibold (Lima 175) of Columbus, Ohio, reports to USCG Fourteenth District, Honolulu, Hi.

SN David L. Dobias (Mike 175) of Denver, Colo., reports to *USCGC Vigilant*, Patrick AFB, Fla.



Memorial Day 2007

The 2007 National Memorial Day Parade in Washington, D.C. will be held at noon on Monday, May 28, 2007. For more information, call (610) 431-1121.

Looking Ahead

I for one am really looking forward to attending the Burlingame Reunion in April. Fisherman's Wharf in San Francisco is my primary interest and I'm delighted to see that it is included in one of the tours. That's where I was discharged on 22 October 1945 after serving just over five years in the Coast Guard. I was sort of second in charge in those days (at CG Operating Base, Pier #47). There were about 160 regulars plus 244 Coast Guard Auxiliarists, who manned two 38-foot picket boats and two 50-footers. The Auxiliary folks included bankers, newspaper men, and even a few movie stars. They only worked there one day a week for 12 hours... what a headache. Anyway, I'm looking forward to seeing the old place again and hopefully, many old shipmates.

Arthur J. Goodwin

Scholarship Winner

The Association office recently received a very nice "Thank You" letter from **Tom Dougherty**, the latest recipient of the CGCVA Scholarship. Tom writes, "My sincere thanks for the CGCVA Scholarship. I will be using the funds to pay for textbooks and many other school supplies. Again, my sincere thanks!"

Editor's Note: On behalf of the entire Association, here's wishing you the very best in your continued education Tom!

Got Some Good Aviation Stories?

Pteros... launch your aircraft! Aviators, the USCG Aviation History Committee of the USCG Aviation Association needs your help in launching a new and exciting addition to our website. So, dust off those old flight logs... we've got a new history project started and you're the author! www.aopetro.org

Because of your interest and cooperation with the Oral History project, we're trying a parallel project where we collect your stories via e-mail and post them on our website. We now want you to e-mail us with your story about that one mission that stands out the most in your mind. Tell us about the time that tested your skills, touched your heart, shook you up, drained your reserves, made you proud or just plain beat you up. You know... the one you tell your grandkids or recall while "hangar flying." Let the words flow and take us back on that mission with you.

Here are the rules:

1. Keep it to 1,000 words or less.
2. Include all your personal info with your story (name, rank/rate, pilot number)
3. Include the unit name, date, and time of day if applicable.

4. Include the names of crew members and aircraft number if possible.

5. E-mail story to me at ptero@comcast.net.

All submissions will be lightly edited for content and grammar. Due to space restrictions and number of submissions, we cannot guarantee that all stories will be published, however, a hardcopy of your story will be preserved in the archives of the USCG Historian. Nothing that you send us will be lost to time.

If you have any questions about how to do this, can't make up your mind about missions to write about, aren't sure about your writing skills, anything at all... please don't hesitate to e-mail me with your concerns. We can work together to sort out your ideas and solve any problems.

This is an exciting new phase of history-gathering for us but we can't do it without you, so start sending me your stories. As much as we look forward to reading your memories, we are far more excited about saving them. Thanks in advance for your contributions to our website and to the preservation of Coast Guard aviation history.

Cathy Sivils Entman

Marriage, Navy Style

"Wilt thou Jack, take this woman as thy wedded wife? To live together insofar as the Bureau of Naval Personnel will allow? Wilt thou love her, comfort, honor and keep her? Take her to the movies and come home promptly on all 48's?"

"Aye aye, Sir."

"Wilt thou Jane, take this sailor as thy wedded husband, bearing in mind liberty hours, ship schedules, watches, sudden orders, uncertain main connections, and all other problems of navy life? Wilt thou serve him, love him, honor and wait for him? Learn to wash, fold and press his uniforms, and keep the smoking lamplit for him at home?"

"I will."

"Proceed with your pledges."

"I, Jack, take thee Jane, as my wedded wife from 1700 to 0730 as far as permitted by my commanding officer, liberty hours subject to change without notice, for better, for worse, for earlier or later, and I promise to write at least once a week."

"I, Jane, take thee, Jack, as my wedded husband, subject to the orders of the Officer of the Day, changing residence whenever the ship moves, to have and to hold as long as my allotment comes through regularly, and there I give my troth."

"Then let no man put asunder what God and the Bureau of Naval Personnel have brought together, by writ of the authority in Navy reg's subject to regulations of BUPERS bulletins concerning matrimony. You are now man and wife."

By direction of the Commanding Officer

Welcome New Members

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

JULY 2006

Laurence A. Roe (*Richard G. Pelly*).

AUGUST 2006

Robert P. Burns (*Pat Ramsey*), **LM David G. Murray** (*Pat Ramsey*), **John L. Bouknight** (*Pat Ramsey*), **Ralph B. Gajewski** (*Pat Ramsey*), **LM Michael Kamin** (*Baker Herbert*), **George R. Pruneau** (*Pat Ramsey*), **Michael L. Schultz** (*Bill Wells*), **John Krantz** (*Pat Ramsey*), **James E. Carlson** (*Charles Fuller*), **Larry B. De Malignon** (*Pat Ramsey*), and **Dennis W. Laquinta** (*Pat Ramsey*).

SEPTEMBER 2006

William H. Miller, Jr. (*Bill Wells*), **Simm A. Powell** (*Pat Ramsey*), **LM Shay R. Williams** (*The Association*), **Hans Burkhardt** (*Pat Ramsey*), **LM Dick F. Willett** (*Pat Ramsey*), and **Larry L. Smith** (*Charles Rummel*).

OCTOBER 2006

Herbert T. Monroe (*James Carlson*), **LM Allan J. Babineau** (*Dennis Bulba*), **William E. King** (*Edward Sloniger*), **Steven J. McKinley** (*Pat Ramsey*), **RADM Richard W. Schneider** (*Paul C. Scotti*), **Billy J. Cantrell** (*The Association*), and **Dr. David B. Crawford** (*The Association*).

Editor's Note: Marriage, Navy Style was discovered by an unidentified woman who was sorting through her father's belongings from the 1950s. It was submitted by CGCVA member Iver J. Anderson who served in the Coast Guard 1942-46, then in the Navy 1947-52. Thanks Iver!

CG Cutter Heads to Iraq

A Coast Guard cutter based on Seattle's waterfront is for the first time during the Iraq war being deployed to serve in the Persian Gulf.

The 378-foot-long *Midgett*, a high-endurance cutter that is part of the service's deepwater fleet, and its crew of 186 departed September 16th for seven months' duty with the Navy's Expeditionary Strike Group Five. Other Coast Guard cutters from around the nation have served in the Persian and Arabian gulfs during the Iraq conflict, but not cutters from Seattle. In smaller increments, some Puget Sound Coastguardsmen, notably Port Security Unit 313 from Tacoma, have served in the war zone.

The *Midgett* will participate in exercises with allied coun-
(continued on page 9)

Farewell to ADM J. William Kime

Admiral J. William Kime, 19th Coast Guard Commandant, crossed the bar on 14 September 2006 in Baltimore, Md. A memorial service and burial with full military honors was held on 29 September at Arlington National Cemetery. A 1957 graduate of the Coast Guard Academy, he served aboard the cutter's *Casco* and *Boutwell*, and oversaw drug interdiction operations in the Seventh Coast Guard District. Prior to being selected as commandant, ADM Kime's flag assignments included Chief of the Office of Marine Safety, Security and Environmental Protection at USCG Headquarters and Commander, Eleventh District in Long Beach, Calif.

At his memorial service, Coast Guard Commandant, ADM Thad W. Allen remarked, "It is said that the Coast Guard protects man from the sea and the sea from man. Admiral Bill Kime was a fire that burned fiercely in our Service and our Nation. He refused to accept the notion that we could not change how we work in our environment and protect it at the same time. He refused to accept the notion that our people should have to provide their own safety net in times of need. Most of all, he refused to accept the notion of impossibility..." "He saved lives, protected the environment, and kept the promise of the Coast Guard to America..." "Fearless and independent is the way that I will remember Admiral Bill Kime, as should the country and humanity that he cherished and served."



Farewell to CAPT Dorothy Stratton

Honorary CGCVA Member CAPT Dorothy C. Stratton crossed the bar on 17 September 2006 in West Lafayette, Indiana. She was 107 years old. CAPT Stratton was the first female Coast Guard officer and the leader of the Coast Guard Womens' Reserve (SPARS).

In June, 1942, during WWII, she took a leave of absence from her position as Dean of Women and Associate Professor of Psychology at Purdue University, and joined the Women Appointed Volunteer Emergency Service (WAVES). She received her commission in the Navy as a lieutenant and, while serving as assistant to the commanding officer of the radio school for WAVES, she was called to serve as the first director of the new Coast Guard Womens' Reserve. CAPT Stratton coined the term SPARS from the service's motto "Semper Paratus, Always Ready" and under her leadership, the SPARS grew to 11,000 during WWII.

In a message, Coast Guard Commandant, ADM Thad W. Allen said, "CAPT Stratton was ahead of her time. Her pioneering spirit and dedication to duty continue to serve as a model for all Coast Guard men and women. She was an inspirational leader and public servant long after her wartime obligations had ended. Her contributions to the Coast Guard and the nation have already marked her place in our history. We honor her legacy..."

Editor's Note: CAPT Stratton was presented a personalized CGCVA ballcap and Honorary CGCVA Membership on her 103rd birthday.



CAPT Stratton as she prepares to take a PanAm clipper to Hawaii to form a SPARS unit at Pearl Harbor in 1945.

tries and support naval operations, Coast Guard officials said.

“We will provide Expeditionary Strike Group Five with a robust ability to support maritime interdiction and maritime security operations,” Capt. Lee. Alexander, *Midgett's* commanding officer, said in a news release.

In addition to the *Midgett*, another Pacific Northwest vessel, the Canadian Navy frigate *Ottawa*, based in Esquimalt, B.C., joined the fleet.

The strike group, which comprises 6,000 sailors and Marines, is led by the amphibious assault flagship *USS Boxer*, based in San Diego. It includes the dock landing ship *USS Comstock*, the amphibious transport dock *USS Dubuque*, the cruiser *USS Bunker Hill*, and the guided-missile destroyers *USS Benfold* and *USS Howard*. The group will conduct exercises in the Western Pacific and steam toward the gulf.

The *Midgett's* role at home, with the rest of the Coast Guard, has been to guard the nation's coasts, ports and inland waterways.

Operating from Seattle, it generally patrols the West Coast, ranging from South America to the Bering Sea. In addition to its homeland security mission, its duties include maritime law enforcement, especially immigration and drug interdiction, fisheries and environmental protection, and search and rescue on the high seas.

When Coast Guard vessels and crews serve overseas with Navy ships, their mission switches from homeland security to national defense. The Coast Guard, which falls under the Homeland Security Department, through an agreement with the Defense Department provides the Navy with interdiction and boarding capabilities, port security for Navy ships.

The Coast Guard's high-endurance cutters are its largest ships next to the polar icebreakers. *Midgett*, commissioned in 1972, was the 12th and last of the Coast Guard's fleet of now-aging high-endurance cutters to be built, and was renovated in 1992. It is one of 10 high-endurance cutters on the West Coast and comes under the operational command of the Coast Guard's Pacific Area based in Alameda, Calif.

The cutter is named after Chief Warrant Officer John Allen Midgett Jr., who received the nation's highest lifesaving award, the Gold Lifesaving Medal, after he and his lifeboat crew fought rough seas and flames to save the entire 36-member crew of a torpedoed British tanker in 1918.

Mike Barber
Seattle Post-Intelligencer



Photo courtesy of USCG

**IN 2005, THEIR RESPONSE
TO HURRICANE KATRINA WAS HEROIC.
IN 2055, WHAT WILL BE REMEMBERED?**

The Foundation for Coast Guard History



www.fcgh.org

Coast Guardsman Marries From Bahrain

Two weeks into his year-long tour in Bahrain, USCG Seaman Michael Christensen of Sunnyside, Wash., found out his family was growing. Christensen's fiancée, Jennifer Rivard, had discovered she was pregnant with his child, and the couple decided they could no longer wait to be married. Before that could happen, they would need to convince the state of Washington to let them marry half a world apart. Christensen is a part of the deck force department of Coast Guard Patrol Forces Southwest Asia (PATFOR-SWA) in Bahrain. It is his department's mission to keep the six patrol boats here maintained and mission ready. A mission the seaman says he takes very seriously.

PO2 Allyson Conroy
Military.Com

Tour of Duty With Coast Guard in Iraq

It was a first day she'd never forget. U.S. Coast Guard LT Kate Higgins, commanding the 110-foot cutter *Baranof* in the North Arabian Gulf off the coast of Iraq, noticed smoke billowing off in the distance. “I thought, I'm new here but that doesn't look right,” said Higgins. She soon learned that an Iraqi oil terminal off the coast had caught fire, but they didn't know how. “We were very concerned about the cause. It could have been an attack,” she said. The *Baranof* and another nearby Coast Guard cutter on patrol that day rescued 15 people. “They were covered in oil and some of them were in shock,” said Higgins. Since May, Higgins has been stationed out of a port in Bahrain, Kuwait as part of a security detail for two Iraqi oil terminals, which account for about 85 percent of the new gov-

ernment's income. Higgins, who graduated from the Coast Guard Academy a year before the Sept. 11, 2001 terrorist attacks, realizes her assignment has thrown her onto the front lines in the war on terror.

Jason Hartke

The Connection Newspapers

Cutter Returns From Southeast Asia

The Coast Guard cutter *Sherman*, a 378-foot high-endurance cutter, returned home to Alameda September 17th after completing a 25,000-mile, five-month deployment in Southeast Asia. During their voyage the *Sherman* crew participated in a series of military exercises with the U.S. Navy, the

U.S. Coast Guard and the naval services of Singapore, Thailand, Indonesia, Malaysia, Brunei and the Philippines. The deployment also marked the first time that the Coast Guard combined operations with the newly created Malaysia Maritime Enforcement Agency, which is modeled after the Coast Guard.

Also during the trip the crew helped assess damage at Wake Island in the aftermath of Super Typhoon Ioke. The *Sherman's* crew and Coast Guard Pacific Strike Team members from Novato were the first to respond after the typhoon ravaged the island.

Peter Hegarty

Contra Costa Times

USS Centaurus Reunion

On the evening of 30 September, USS Centaurus (AKA-17) crewmembers, spouses and guests culminated their 15th annual reunion with a formal banquet at the Sheraton National Hotel in Arlington, Va. Representing the CGCVA, I was able to speak with the Centaurus crewmembers about our Association, provide them all courtesy copies of the QD Log, and invite them to join the CGCVA and attend our 2007 convention in Burlingame, Calif.

ADM James S. Gracey, USCG (Ret.) was the keynote speaker for the evening and his remarks were very well received by the group, who earlier that day ventured on their own on various tours in the Washington, D.C. area. A day earlier, the group had taken buses to the World War II Memorial, lunched at Union Station, and toured Arlington National Cemetery.

During the banquet, Coast Guard Historian, Dr. Robert Browning, accepted a large painting of the Coast Guard-manned Centaurus and a Japanese prisoner's letter that had been presented years ago to then Centaurus commanding officer, CAPT George E. McCabe, USCG. The letter, written in Japanese, also includes a translated version in English. Both items will become part of the Coast Guard's artifact collection.



(Left) Crewmembers from the USS Centaurus at the September 30, 2007 ship's reunion in Arlington, Va. (Top) CAPT George E. McCabe, commanding officer of the USS Centaurus, with framed Japanese POW letter. (Above) Dr. Robert Browning, USCG Historian, accepts framed Japanese POW letter and painting of USS Centaurus from George McCabe, Jr.

Connecting the Dots — Memorial Stirs Memories for Coast Guard Veteran

Tommy Harbour couldn't believe it. "I was at Utah Beach this June and there sat No. 4 out in front of the museum." His boat. The PA33-4. The landing craft he crewed in 1944, on D-Day, as tens of thousands of Allied Forces landed on the Normandy coast to push the invading Germans back through France. Soon after, Harbour found out about another landing craft. A sister ship docked now at the Greenup County War Memorial. And, again, he couldn't believe it. "That's rare to have a boat like that around," he said. "It's the first one I've seen in the U.S. since World War II." Bill Kelly of Boyd County, a fellow veteran, first told Harbour about it as the two became acquainted at Huntington's VA Hospital. Harbour, 81 years young and a Coast Guard veteran, remembers well his first days aboard the *USS Bayfield*.

Allen Blair
The Daily Independent

Chairman of the Joint Chiefs of Staff Honors Servicemembers

On September 21st, the Chairman of the Joint Chiefs of Staff, Marine Gen. Peter Pace awarded five American servicemembers with awards at a dinner hosted by the Center for Security Policy. According to the Pentagon, Coast Guard Lt. j.g. Bradley Middleton, was awarded the Coast Guard Commendation Medal with Operational Distinguishing Device after he spent more than 5,000 hours under way in Iraqi waters and completed more than 100 vessel boardings to ensure the safety of coalition forces off the coast of Iraq. Speaking at the dinner, U.S. Secretary of Defense, Donald Rumsfeld, said. "It's a wonderful thing that you serve our country, and it's a wonderful thing that you could be here this evening." "You'll feel the respect ... the people in this audience feel for you and your colleagues."

Matthew Borghese
All Headline News

Last Patrol of the *Storis* — Queen of the Coast Guard Fleet

The *USCGC Storis* is scheduled to be decommissioned in Kodiak, Alaska after more than 75 years of service. The decommissioning ceremony is tentatively scheduled for February 8, 2007. The *Storis* crew will complete one last Bering Sea Patrol carrying with them a chap-

lain, a dentist and conducting humanitarian missions through many remote Alaskan ports including villages in the Aleutian Islands.

Storis' keel was laid July 14, 1941. Built as an ice patrol tender, she was assigned to patrol the North Atlantic during WWII in 1942. The 230-foot cutter was homeported in Boston, Mass., and assigned to participate in the Greenland Patrols, a mission targeted at preventing the establishment of German weather stations in Greenland. After WWII, *Storis* remained in the Atlantic, homeported in Curtis Bay, Md.

On Sept. 15, 1948, *Storis* was reassigned to the homeport of Juneau, Alaska, beginning what would be 59 years of service in the last frontier state. Her new mission would be the Bering Sea Patrol, delivering medical, dental and judicial services to isolated native villages in the far reaches of the territory. Crews aboard the *Storis* also assisted in establishing LORAN radio navigation stations, providing supplies for the Defense Early Warning System and conducting hydrographic surveys in the uncharted waters off the arctic.

On July 1, 1957, the *Storis*, accompanied by the *USCGC's Bramble* and *Spar*, began searching for a deep draft channel through the Arctic Ocean. The mission was a success, and ended a 450-year search for the Northwest Passage. *Storis* became the first U.S. registered vessel to circumnavigate the North American continent. Shortly after her return from this historic mission, *Storis* was reassigned to the homeport of Kodiak, Alaska.

In 1972, *Storis* underwent major renovations, which converted her from a light ice breaker to a medium endurance cutter. The cutter's primary function changed to enforcing laws and treaties of the domestic and foreign fisheries in the Bering



The CGC Storis in her WWII camouflage markings in 1945.

Sea and Gulf of Alaska. In 1986, the *Storis*' power plant was replaced and berthing quarters were expanded to include female quarters and a new lounge for the crew.

The *Storis* is now the oldest commissioned cutter in the Coast Guard fleet. careers have begun and ended, and lives have undoubtedly been changed in the pursuit of her patrols and historic missions. *Storis* will remain in the hearts and minds of the proud personnel that have served upon her.

To My *Storis* Shipmates...

I look at today's sparkling young Coasties and wonder how we would fit in. The short answer is that we would not. We are neither superior nor inferior, but from a different age, just like our ship. Harder, perhaps, as our mentors were WW II seamen and those who followed them, some of whom lived through privations and horrors we could only imagine. We certainly were more Chauvinistic; the thought of sharing our mess deck and shipboard living with young women, for example, causes me to shake my head in wonderment at what it must be like today. Certainly an entirely different place. Probably a better place.

Today's *Storis* is an anachronism. She is a proud ship with an equally proud crew. They damned well should be. The legacy we left through the years is a tough act to follow and we have high expectations of today's *Storis* sailors. But *Storis* is a compromise. She is trying to be something she never can be: a modern U.S. Coast Guard cutter with computer technology, advanced engineering and crew needs she can never fully provide.

Just like us, it is time for her to retire. It is time for new, younger ships with well-trained men and women who can take advantage of today's technology. If there is any message for today's *Storis* crew it would be this:

"You are temporarily in charge of our ship. Treat her with grace and respect. We served with honor. We took the missions as they came, the good, the bad and the ugly. Sometimes we accomplished our mission and people lived; sometimes we didn't and people died. We bitched, got drunk, were loud and unruly, the Base Kodiak Marines hated us but, by God, we

stuck together in port and at sea. Mess with one of us and you took on the whole crew, right or wrong. We were proud *Storis* sailors then and we are still proud today. Will be to the day we die. You carry on a rich tradition. We welcome you into our fold as you, too, become *Storis* sailors."

Fair winds to all of you. May you have an abundant Thanksgiving, a wonderful Christmas and a healthy, happy

2007. **BM3 Bob Dick**
USCGC *Storis*
July 1966-June 1968



CGC Storis on patrol in Alaskan waters, circa 1977.

A Fun Time In Vietnam

It was about 0200 back in June 1967 when I received a call from the U.S. Embassy in Saigon. I was living in a small apartment on Tu Do Street. The Embassy said they were sending a car to pick me up as the duty officer wanted to speak with me.

At the time, I was a USCG commander serving as Attache to the U.S.

Embassy. Since some 300 U.S. flag merchant ships were hauling cargo to Vietnam, there were often problems with the civilian merchant seamen. The Vietnamese police and the U.S. Army military police in the various seaports refused to have anything to do with problems with the civilian seamen. as a result, any problems arising became the Embassy's responsibility. Consequently, the State Department requested USCG Headquarters in Washington, D.C. to dispatch an officer familiar with the merchant marine. Since I had been a seagoing ship's captain before entering the USCG, I was selected.

The Embassy duty officer told me he had received a call from the U.S. Army Provost Martial in Cam Ranh Bay requesting my attendance. The U.S. Army had suspended ammunition unloading operations on three cargo ships because the captain of the *SS Loma Victory* was roaming the vessel with a pistol in his hand. he was threatening to shoot into the hold and also threatening to shoot the chief mate.

I was transported to Tan Son Nhut airfield where a jet was
(continued on page 14)

Sign on a Proctologist's door:
"To expedite your visit, please back in."

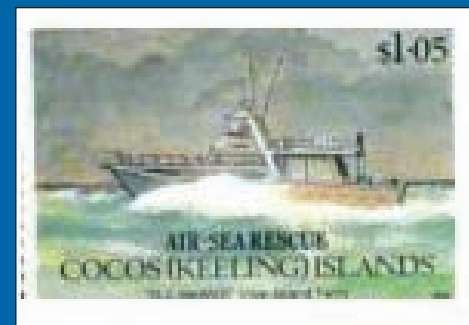
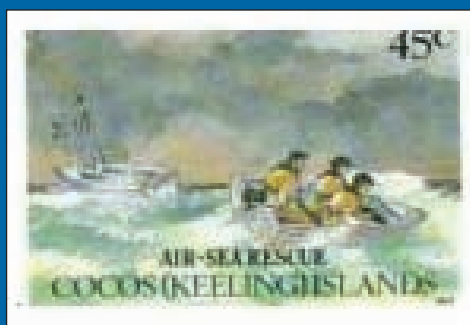
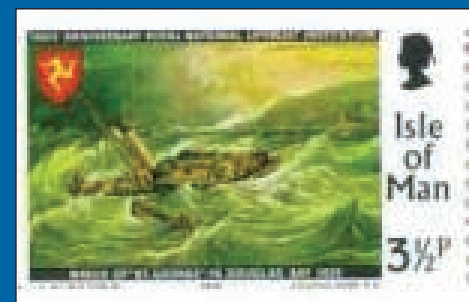
Coast Guard Stamp Issue Project

CGCVA PNP Joe Kleinpeter has initiated a project to create a new Coast Guard Stamp and is looking for your support. Thusfar, Joe has researched the application process of the Citizen's Stamp Advisory Committee, prepared a straight-forward application letter pointing out Coast Guard accomplishments to date, researched postage stamps of other countries (see samples on this page) and found that many have honored their respective coast guards on stamps, purchase coast guard stamps from these other countries, and written all of our U.S. Senators to request endorsement of the stamp.

Joe now wishes to form a committee from interested CGCVA members to communicate with and receive input. If you would like to serve on this committee, please notify Joe at: PointBanks@aol.com. In addition to forming a committee, it would be most helpful if CGCVA members would write their respective U.S. Senators and Congressmen, urging them to support the creation of a new stamp to honor the U.S. Coast Guard. Please keep in mind that any such letters should be courteous and professional, not demanding.

Folks, this is another worthy project that our fine association has initiated. We will continue to maintain a lead role on this project but it needs your support. Just imagine the pride you'll have in yourself and the CGCVA when the day comes that a new Coast Guard Stamp is actually issued. Personally, I still feel tremendous pride whenever I receive a letter that has one of the old green WWII Coast Guard 3-cent stamps with the landing craft on it.

If you'd like to serve on this committee or simply have questions, please e-mail Joe at PointBank@aol.com. Bravo Zulu Joe! *Editor*



waiting. A short time later the plane arrived at Cam Ranh Bay where I was met by an Army colonel, the Provost martial. He drove me to the ammunition pier and when we arrived I could see military police guarding the approach to the pier.

The colonel pointed out the location of the *SS Loma Victory* and said to call if I needed assistance. I remember thinking this cannot be real as I walked down the quiet pier by myself. The *Loma Victory* was first on my left and the other two ammunition ships were docked on the right.

As I walked up the ship's gangway I decided what my approach would be. Having sailed on Victory-class ships, I knew the captain's cabin was two decks up. As I walked down the athwartship passageway toward his cabin I started a conversation, hoping he would hear me. I told him that I had sailed and belonged to the same masters' shipping union. When I got to the cabin door I was pleasantly surprised to see him sitting in his desk chair with a pistol laying on the desk. I continued talking as I sized up the situation. I thought if I could hit his right shoulder, I could knock over the chair and grab the pistol.

After a few more words I lunged forward, hit his right shoulder, and the chair fell over backwards. Then I grabbed the pistol and asked him where the chief mate was. He said, "In his cabin." The cabin was close by so I hollered to the mate and told him to come out. He did and we shouted down the pier for the Army personnel to come aboard.

I subsequently found a variety of drugs in the captain's cabin and learned that he had been using drugs for several months. The chief mate had been acting as captain of the ship. The crew had no complaints as there was no restriction on liquor or women and they had named one cabin on the main deck the "Blue Lagoon"... the crew's bar.

I subsequently designated the chief mate as master of the vessel and flew the arrested captain back to San Francisco. Upon my return to the U.S., the Coast Guard commandant awarded me the Bronze Star.

I sent this story to the USCG Historian after reading in the *QD Log* that he was looking for incidents of combat in Vietnam and WWII.

CAPT Frank Oliver, USCG (Ret.)

BABY BOOMER HIT PARADE!

It's been fun being a baby boomer... until now. Some of the artists of the '60's are revising their hits with new lyrics to accommodate us aging baby boomers ... and darn, I'm singin' along to several of them. They include:

1. Herman's Hermits — Mrs. Brown, You've Got a Lovely Walker.
2. The Bee Gees — How Can You Mend a Broken Hip?
3. Bobby Darin — Splish, Splash, I Was Havin' a Flash.
4. Ringo Starr — I Get By With a Little Help From Depends.
5. Roberta Flack — The First Time Ever I Forgot Your Face.
6. Johnny Nash — I Can't See Clearly Now.
7. Paul Simon — Fifty Ways to Lose Your Liver .
8. The Commodores — Once, Twice, Three Times to the Bathroom.
9. Marvin Gaye — Heard It Through the Grape Nuts.
10. Procol Harem — A Whiter Shade Of Hair.
11. Leo Sayer — You Make Me Feel Like Napping.
12. The Temptations — Papa's Got a Kidney Stone.
13. Abba — Denture Queen.
14. Tony Orlando — Knock 3 Times On The Ceiling If You Hear Me Fall.
15. Helen Reddy — I Am Woman, Hear Me Snore.
16. Leslie Gore — It's My Procedure, and I'll Cry If I Want To.
17. Willie Nelson — On the Commode Again

CGCVA 2007 Convention & Reunion

Our 2007 Convention in Burlingame, Calif. is now only about five months away and the Convention Committee has arranged for some very exciting tours. We're hoping for a large turnout so, if you haven't already registered, please do so as soon as possible by using the forms on the next two pages (or download the registration forms from the CGCVA website.) The sooner you register, the easier it makes things for the Convention Committee, specifically yours truly, who is coordinating the rooms and tours.

While this is a CGCVA reunion, we welcome non-members so consider bringing along some friends as guests. Spread the word to other any CG reunion groups you may know who are searching for a place to hold a reunion. Because of our size, we always obtain superb hotel rates and the more folks who register equates to more "perks" we get from the hotel and bus companies. We also can provide separate meeting rooms for other reunion groups if desired. The only CGCVA-members-only activity at the convention is the Business meeting.

We have invited several CG flag officers to participate in our convention and we always welcome Coast Guard personnel in the area to visit our Hospitality Suite.

So, spread the word and sign up soon. Have a wonderful holiday season and plan on lots of fun and camaraderie this coming April in California. Semper Paratus! **Ed Burke**

Check out: www.coastguardcombatvets.com

COAST GUARD COMBAT VETERANS ASSOCIATION

13TH REUNION/CONVENTION

Burlingame, CA

REGISTRATION FORM

16-20 April 2007

Sheraton Gateway Hotel

800 Airport Blvd.

Burlingame, CA

Phone: 1-650-340-8500 * Fax: 1-650-340-0599

Room Rates: Single or Double occupancy \$68.00 plus \$9.80 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

Registration/Tour/Lunch/Banquet

Reservation Form

CGCVA Registration:

EARLY: (Rec'd By 3/15/07)

\$15.00 per person, \$27.50 Couple

LATE: (Rec'd After 3/15/07)

\$17.50 per person, \$32.50 Couple

NO EXCEPTIONS

		Total
Registration Fee (See Above)	Single: _____ Couple: _____	_____

<u>TOURS:</u>	<u>Cost</u>	<u>How Many?</u>	
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<u>Tuesday, April 17</u>	<u>\$30.00ea X</u>	_____	= _____
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Bus trip to Coast Guard Island, Alameda, CA @ 8:30 a.m. with return to hotel by 4:00 p.m. Includes lunch at Base.

<u>Thursday, April 19</u>	<u>\$25.00ea X</u>	_____	= _____
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Tour of San Francisco, Golden Gate Park, Ocean Beach & Fisherman's Wharf with return to hotel by 4:00 p.m.

<u>Wednesday, April 18 11:30 a.m.</u>	<u>\$16.00ea X</u>	_____	= _____
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CGCVA Business Meeting & Lunch (Add \$2.00 after 3/15/07)

<u>Wednesday, April 18 11:30 a.m.</u>	<u>\$15.00ea X</u>	_____	= _____
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CGCVA Auxiliary Friendship Lunch (Add \$2.00 after 3/15/07)

<u>Friday, April 20</u>	<u>\$30.00ea X</u>	_____	= _____
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Cocktail Hour 6:00 p.m. (Cash Bar)

Awards Banquet 7:00 p.m. (Add \$2.00 after 3/15/07)

Poultry: _____ Beef: _____

TOTAL AMOUNT ENCLOSED: \$ _____

Make checks payable to: CGCOMVETS

(If you have dietary requirements, advise Bob Maxwell upon arrival)

SHERATON AIRPORT HOTEL

BURLINGAME, CA

Itinerary

- Sunday,
15 April** 4:00 p.m. Board Meeting of CGCVA Officers, Trustee's and Appointee's with dinner to follow.
- Monday,
16 April** 9:30 a.m. Hospitality Room Registration/Info Desk Open until 2:45p.m.
3:00 p.m. Opening Ceremony. Hospitality Room open following Opening Ceremony.
- Tuesday,
17 April** 8:00 to 8:30 a.m. Load Bus for tour to Coast Guard Island, Alameda. 8:30 a.m. Bus Departs hotel to return at 4:00 p.m.
9:30 a.m. Hospitality Room Registration/Info Desk Open
- Wednesday,
18 April** 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.
- Thursday,
19 April** 8:00 to 8:30 a.m. Load Bus for SF Tour. 8:30 am Bus departs to return at 4:00 p.m.
9:30 a.m. Hospitality Room open all day.
- Friday,
20 April** 9:30 a.m. Hospitality Room Open
11:00 a.m. Air/Sea Rescue Drill on Bay, within walking distance from Hotel.
6:00 p.m. No Host Cocktail Hour
7:00 p.m. Awards Banquet
Hospitality Room open after banquet.

Upon your arrival at the Sheraton Gateway Hotel, be sure to check the times of the events and 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 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, send Fax or leave message and Ed will get back to you. **Please, accomplish this prior to arrival at the Sheraton Gateway. 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 the same. Requests for refunds of all payments will be honored for compelling reasons if they are received by **March 15, 2007**. 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 \$20.00 administrative fee. Please be advised that when we pay the bills based on the registrations received, we cannot refund that money as it has been spent whether or not you have shown up.**

The Sinking of the U-869

by Harold Moyersy

On the night of February 11, 1945 the U.S. Coast Guard-manned *Howard D. Crow*, a 306-foot long destroyer escort, was heading 143 degrees south, southeast out of Ambrose channel NYC Harbor. The ship had been underway for eight hours and had joined up with convoy CU 58 to serve as protection from German submarine attacks. The Nazis had just suffered the defeat of their final European land offensive in the Ardennes Forest (known commonly as the Battle of the Bulge). Allied forces were now nearly assured of victory. The United States homeland, untouched by bombings, and emerging as the world's great industrial power, was hailed as the "arsenal of democracy"; this arsenal was transported across the Atlantic by ships like those of convoy CU 58.

The United States homeland, untouched by bombings, and emerging as the world's great industrial power, was hailed as the "arsenal of democracy"; this arsenal was transported across the Atlantic by ships like those of convoy CU 58.

At that stage of the war it was almost suicide to attack a defended convoy. The life expectancy of a U-Boat was two patrols. By 1945 an attacking sub could expect to sink only about one ship before detection. A few years earlier the situation was entirely different. German U-Boats were enjoying what they termed their "happy time". Allied convoys were being mauled by wolf packs of subs. These coordinated attacks, typically at night, were carried out over successive days over wide expanses of ocean. A mariner had reason to fear the approach of dusk and survival prospects were bleak in the cold, dark North Atlantic. Sailors on munitions ships or tankers carrying aviation fuel seldom knew what hit them. For them the wait was worse than the end.

The life expectancy of a U-Boat was two patrols. By 1945 an attacking sub could expect to sink only about one ship before detection.

The war's turn was probably cold comfort for the men of CU 58. Ships were still being lost, although at a markedly reduced rate, and shipwrecked men were still freezing to

death in the Atlantic. The men read the newspapers, they knew the war would soon be over; they had been running the U-Boat gauntlet in some cases for over five years. Merchant seamen suffered crew casualties higher than their U-Boat enemies. Many had to feel the stress of flipping the coin so many times with the ending of the war so near. The men of the *Howard D.*

Crow didn't feel the end was as near for their wartime service. The invasions of Iwo Jima and Okinawa were still ahead and the allied "Europe first" strategy had left for the United States a Japanese enemy that was still very much alive. The men of the *Crow* and the other escorts knew that their reward for hard work in the Atlantic would be more hard work in the

Pacific.

The crew of the German submarine *U-869* sailed two months earlier with a different reality. They felt they were condemned men. This was their first patrol and there was no optimism that they would return to the quay greeted as heroes with marching bands and pretty girls admiring the victory pennants hanging from the conning tower. The U-Boats had abandoned their warm, lively French bases and their new bleak Norwegian bases were in a shambles and constantly under attack. Victories were rare and celebratory pennants rarer. They had departed Kristanstand, Norway on December 8, 1944 for a point in the ocean several hundred miles south of Iceland, from there they would be directed via encoded radio message for a patrol destination. On December 29, 1944 U-Boat command radioed the submarine to patrol an area off the New Jersey Coast. The order was in turn rescinded when the *U-869* radioed in her fuel supply. The young captain of the submarine, twenty

eight year old Hellmut Neuerburg, had been extra cautious on his voyage to his detachment point. Neuerburg was on his first sub patrol ever and he no doubt was alarmed at the growing number of lost Commander's portraits that were covering the walls of the officers' clubs. Instead of taking his boat between Ireland and Iceland, Neuerburg had decided to travel the longer, but less patrolled route south of Greenland. This is what had diminished his fuel supply. U-Boat command rerouted him to the straights of Gibraltar where he would have more time to operate on patrol. They expected him to arrive on February 1, 1945.

hedgehogs. Carpenters Mate Robert Quigly was below deck in the stem of the *Crow*. He knew nothing of the attack until the hedgehogs went off. At least one had detonated and the violence of the explosion was so great that he thought a torpedo had struck his own ship. He ran on deck only to witness an emerging oil slick on the waters surface. "What the hell's going on?" he asked gunners mate Ted Sievec. Sievec was his bunkmate and had also fired the hedgehogs. "We are attacking a submarine", he replied.

Carpenter's Mate Robert Quigly ran on deck only to witness an emerging oil slick on the waters surface. "What the hell's going on?" he asked gunners mate Ted Sievec. Sievec was his bunkmate and had also fired the hedgehogs. "We are attacking a submarine", he replied.

The *Crow* instantly called for help in the attack. The *USS Koiner* answered the call and turned northwest and headed the fifteen miles to the

Crow at flank speed. A request also went out to CINCLANT (Commander and Chief Atlantic) for a hunter killer group to pick up the attack. Hunter killer groups were specialists; they usually patrolled with a light aircraft carrier and contained several high-speed destroyers. Once they picked up the scent, they would stay on a target for hours, even days. The *Crow* and the *Koiner* requested the hunter group because they needed to rejoin the convoy as rapidly as possible. Their absence left the convoy vulnerable to attack from any other submarine that may be lurking nearby.

The *Crow* continued her attack as she waited for relief. At 5:17 PM four depth charges were dropped on the slowly moving contact. This resulted in air bubbles and more oil coming to the surface. Twenty-five minutes later three more depth charges were dropped. Again air bubbles and oil came to the surface. At 6:00 PM the *Koiner* arrived and investigated the sonar contact, which was now stationary on the bottom. As the *Crow* stood off, Lieutenant Commander Judson of the *Koiner* ordered an attack. In all, Judson ordered three attacks on the stationary target, each attack brought oil to the surface but no movement. He lowered a small boat over the side and Chief Ring investigated the dark water over the attack site. Ring soaked up oil on a rag and returned to the *Koiner*. Lieutenant Commander Judson ordered both vessels to return to convoy CU 58 and take up station. At 7:26 they were underway. Judson classified the contact non-sub. CINCLANT was notified that

Early evening

February 11, 1945 was overcast and unseasonably warm in the mid forty degree range. The sea was calm with a slight swell from the east. Lt. John Nixon commanded the *Crow*. The anti-submarine warfare officer was Ensign I. G. "George" King who at 24 was just a few years older than some of the men under him. At 4:39 PM the sonar operator, Howard Denson, yelled out a strong contact. The contact was from sonar, a machine that produced a pinging noise and then analyzed a return echo. A good operator could distinguish a steel object from a hard sea bottom or a school of fish. Denson was a good operator, he was an original member or "plank owner" of the *Crow's* crew. He was well trained on his sonar equipment, as were most operators, the increasingly lopsided Battle of the Atlantic testified to that. His contact was so strong that ASW (Anti-Submarine Warfare) officer King ordered preparations for an immediate hedge hog attack without waiting for the captains orders. A "hedge hog" was a special anti-submarine weapon mounted on the forward deck of the destroyer. It fired 24 missiles forward of the speeding vessel. The grouped missiles resembled a porcupine, or as the English say, "hedge hog". Each missile contained a 38 lb. warhead that only detonated on contact with a hard surface. The missiles landed on the water in an elongated elliptical pattern and rapidly sank until making contact, striking a sand bottom wouldn't set them off.

The destroyer approached the submerged contact at 4:53 PM, fourteen minutes after making contact and fired her

In the escort report for CU 58 the event was written off as an attack on a wreck "submarine or otherwise" as the report stated.

The destroyer approached the submerged contact at 4:53 PM, fourteen minutes after making contact and fired her

the hunter killer group was no longer needed. The men of the *Howard D. Crow* were disappointed, errant depth charge attacks don't bring air bubbles and oil to the surface. They really felt they got one. In the escort report for CU 58 the event was written off as an attack on a wreck "submarine or otherwise" as the report stated. The attack occurred at an inexact point in the ocean roughly 39.30 North, 72.58 West. Sixty years after the attack, 92-year-old Charles Judson still recalls the night. "I thought I was attacking a wreck, it never moved the whole time I attacked it". Convoy CU 58 successfully crossed the Atlantic, with no losses.

After the war an exhaustive study was made to determine the fate of every German U-Boat. This was in part to determine who should be credited for which sinking. These after war assessments took into account information from a variety of sources, namely the Eastern Sea Frontier Diary (our attack and activity records), as well as German sources. After war assessors noted the *Howard D. Crow* and *Koiner* attack but were inclined to believe in Lieutenant Commander Judson's analysis that the contact was a shipwreck lying on the bottom. German submarine command kept careful records: No U-Boats were operating off the New Jersey coast in February 1945. The boat commanded by Hellmut Neuerburg, *U-869*, was presumed by the Germans to be sunk off Gibraltar. That was her patrol area and they failed to contact the vessel after repeated attempts. After war assessors had three attacks on contacts off Gibraltar in which to pin the success for the sinking. They settled on an attack on February 28, 1945 by *USS Fowler* and the French vessel *L'Indiscret*. The attack was assessed "B" (probable).

Forty-six years later, a group of hard-core Atlantic wreck divers made an incredible discovery, a Type IX German U-Boat. The wreck divers, spear-headed by John Chatterton, set to work identifying the sub. The story is well told in the New York Times Bestseller "Shadow Divers." The divers, principally Chatterton, Richie Kohler, and John Yurga, had a problem that was the exact opposite that the after war assessors had. The Jersey divers had a U-Boat without an attack whereas as the assessors had an attack without a U-Boat. The two pieces

of information were for some reason never linked even though the attack and the newly discovered submarine were near one another. Official Navy records said no attack in February '45, period. The Germans said no U-Boat was in that place at that time. The boat became a mystery sub and in his characteristic cleverness Chatterton dubbed the find the "U-Who".

In 1997, Chatterton was able to recover a tag solving the mystery as to the identity of the sub: she was the *U-869*. A careful analysis of Intelligence records indicated that the sub probably hadn't received the message to head to Gibraltar and obviously continued on her

course to the New Jersey coast. As to why she sank? The original wreck diving trio came up with a circle run torpedo theory; the submarine fired a torpedo that doubled back on itself. At that stage of the war U-Boats carried acoustic torpedoes that homed in on high-speed propeller noises. These weapons were primarily defensive, in theory an escort racing in to attack a submarine could be destroyed by a homing torpedo. Despite initial reports of success the weapon was in fact ineffective. A major reason the circle run theory was accepted was that British Navy experts who viewed underwater footage of the gaping hole in the submarine's control room felt the damage was so massive that it had to be from a torpedo and not a depth

charge. The other reason it was accepted is simply what else could have sunk it? Records never recorded an attack in that area. The circle run torpedo theory has many flaws. Most notably that the U-Boat doesn't have a single wound but two wounds. She has a massive hole breaching her upper deck in the location of the aft torpedo room. The circle run torpedo theorists have no explanation for this damage.

It's a fallacy to say that only a torpedo could have caused the *U-869's* damage. Clearly a circular run torpedo wouldn't have made two large holes separated by a distance of 75 feet. The explosive warhead on a German T-5 acoustic torpedo was 604 lbs. The explosive charge on a U.S. Mark 7 "ashcan" depth charge was 600 lbs. The reason torpedoes typically produce more damage is because of the close proximity of the detonation. The depth charges on the *Crow* were set to explode at 200 feet. Several crewmembers remember that once while training

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off Corpus Christi, Texas they dropped depth charges set for 50 feet. The resulting concussion sprung leaks in the brand new warship and she had to go into dry dock for repairs. From that point on the charges were set to explode as deep as possible. The charges' depth fuses were set in 50 foot increments, 200 feet would have been a logical setting for the water depth at the attack site. The *U-869* sits in 224 feet of water and the submarine's hull is 22.5 feet in diameter. That means it's possible that a depth charge with 600 lbs of explosives could detonate a foot off the pressure hull. This could explain the gaping hole in the *U-869's* control room as well as the aft torpedo room. Add to that damage forty plus years of being struck by 10-ton clam dredges and fishing nets and you can begin to see that the damage is not unexplainable by depth charge. Those familiar with shipwrecks in this depth of water frequently see ships that have been reduced to a pile of rubble.

The known location of the *U-869* is 4.5 miles from the reported position of the *Crow* and *Koiner* attack. Navigation of that era was an inexact science, 4.5 miles is remarkably close. If after the war assessors had known a German U-Boat was in that area in February 1945, they most certainly would have taken a closer look at the destroyers attack. The most interesting thing about the *Crow/Koiner* attack is the date, February 11, 1945. The U-Boat had reported its position January 6, 1945 at 56.21 North, 26.45 West. At this point she had traveled 2,070 miles from Norway, or 69 miles per day. German U-Boat command expected her to arrive in her Gibraltar operation area on February 1, 1945. This was a distance of 1,770 miles. This also equaled 69 miles per day. The U-Boat however never headed to Gibraltar. She headed to a point off New Jersey, and this distance was 2,430 miles. If she averaged 69 miles per day, it would have taken 35 days to reach the location in which she sank. That date would have been February 11, 1945; the exact date of the *Crow/Koiner* attack.

In light of this newly uncovered information, a new ending can be envisioned for the *U-869*. Arriving in her patrol area in the busy waters off New Jersey, she soon detects the sounds of a convoy over her underwater listening hydrophones. Traveling below the surface, her diesel engines breathing through an schnorkel tube, the *U-869* tries to position herself for an approach on the unsuspecting CU 58. Suddenly, alarm fills the boat, the hydrophone operator hears the sound of an approaching warship moving fast. The young captain takes her

deep. A hedgehog detonation sends the crew into a panic as the U-Boat skids along the bottom. Not dead but badly wounded she tries to creep away; one hedgehog isn't always sufficient to destroy a 1,120-ton U-Boat. The submarine was moving very slowly along the bottom as the *Crow* came in for her depth charge run. It's impossible to know which damage occurred

first, the aft torpedo room or the control room. Either would have been instantly and catastrophically fatal. Lieutenant Commander Judson was probably correct in his assessment that he was bombing a wreck: a wreck that was one hour and thirty-eight minutes old.

It's highly likely that the attack on February 11, 1945 was responsible for the sinking of the *U-869*. The attack most probably prevented the submarine from attacking a

ship in convoy CU-58. It's time to give these aging heroes the recognition they deserve.

It's highly likely that the attack on February 11, 1945 was responsible for the sinking of the U-869. The attack most probably prevented the submarine from attacking a ship in convoy CU-58. It's time to give these aging heroes the recognition they deserve.

Editor's Note: *The above feature was taken from electronic files available from the USCG Historian's office. The following article provides additional first-hand information from USS Crow crewmembers, two of whom, Ted Sievec and Harold Muth, are CGCVA members. The article was submitted to the QD Log by CGCVA member Donald K. Kahler.*

An Old War Story With a New Ending

by Bruce A. Scruton

The gray-haired men sat with mugs of coffee, telling a war story. It's an old story, but they now tell a new ending — how their ship sank a German U-boat more than 60 years ago.

Thanks to a chance encounter by some divers in 1991 and the persistence of a few of them, the history of how two vessels met with fatal results in WWII is now coming to light.

The obsession about the *USS Howard D. Crow* — sent to the scrap yard in the late 1970s — and submarine *U-869* — sent to the bottom of the Atlantic Ocean off the coast of New Jersey in 1945 — became the bestseller "Shadow Divers," published in 2004.

While the book focuses on the divers and to some extent the crew of the ill-fated submarine, this group of coffee drinkers —

some of the Coast Guardsmen who manned the *Crow* — were in Albany, N.Y. as part of a reunion of destroyer escort crews. One of their stops was to the *USS Slater*, the lone surviving destroyer escort from WWII.

The men recalled that it was late afternoon on that February 11, 1945, when the *Crow* was accompanying a convoy of supply ships across the Atlantic Ocean to England. CGCVA member Ted Sievec was on duty in a gun turret. Howard Denson was the sonar operator. CGCVA L M Harold Muth, who

was to serve 34 years in the Coast Guard, retiring as a captain, was an ensign on duty in the ship's Combat Information Center (CIC).

Denson heard the sonar "ping" of a metallic object — a submarine, which he reported to the sonar officer. That belief was strong enough that the crew went to battle stations. Sievec moved from his gun turret to fire a "hedgehog," so-named because its pattern of 24 forward-firing missiles made it resemble the animal. Denson, a "plank owner," or original crew member of the *Crow*, kept listening to the sound running ahead of the ship, reporting its direction and range. In the CIC, the target's direction was being plotted. The hedgehog fired and bubbles and an oil slick rose from the deep. Depth charges were dropped. More bubbles. More oil.

Confident a submarine was below, the ship's captain called for help from another destroyer escort, the *USS Koiner*, and a task force whose sole duty was to hunt down and destroy the enemy. The *Koiner* also dropped depth charges.

But as darkness fell, there was no other debris. The target was not moving. The convoy was moving off and needed protection. The *Koiner's* captain, the ranking officer on the scene, determined the "submarine" was probably a sunken wreck and called off the attack. The task force was canceled and the two ships rejoined the convoy.

"Many of us were sure we had a submarine," recalled

Muth, as he and his shipmates recounted the events. "You don't get bubbles from an old sunken fishing trawler."

But the war continued. Other missions — a dozen convoy escorts during the war for the *Crow* — were accomplished.

Muth said, "In two years, we made five, six attacks on what we thought were submarines." But there were no confirmed sinkings.

During WWII, being a German submariner was one of the conflict's most dangerous occupations. An estimated 80 percent of the men who went to sea in U-boats did not return.

"I think the greatest

sailors were the submariners, on both sides," said Muth. "Oh yeah. You couldn't get me to go down in one of those," said Denson.

Yet for all the losses, only about 40 percent of the lost U-boats were ever officially credited. Many sallied forth, made one or two radio contacts with German naval headquarters, and were swallowed by the sea.

The *U-869* was one of those subs credited, however.

Based on captured German records after the war, U.S. Navy officials determined that the sub had been ordered away from its original destination off the New Jersey coast to patrol near Gibraltar. A sub was sunk in that area about the time the *U-869* would



USS Crow



Locker plate found aboard sunken U-boat confirming it as the U-869.

have been there. The logic fit.

However, in 1991, divers made the unexpected discovery — a German submarine in 230-feet of water, 60 miles off the New Jersey coast. Successive dives over six years found evidence it was the *U-869*.

So the mystery deepened. How could a submarine, believed to have been sunk in Gibraltar, come to lie on the ocean floor thousands of miles away? And, more importantly, what caused her to sink?

The divers discovered two holes in the sub, one in the conning tower and one over the aft torpedo room. The first theory that the sub had been sunk by one of its own torpedoes that circled back didn't work. Torpedoes don't hit the top of a ship,

even a submarine. Those holes led to one other explanation: an attack from a surface ship. Exhaustive searches found the log of the *Crow* detailing its Feb. 11th attack. The coordinates of that attack put it less than five miles from where the *U-869* was discovered.

The sub's captain had been an aviator in the German Navy but transferred to the submarine service. He was given just a few months of training then put in command of one of the Reich's newest submarines. Helmut Neuerburg was 28. He probably never received the radioed orders changing course. Youth provided no experience in escaping.

The crew of the *Crow* held its first reunion in 1984, and, according to Sievic, there was some reminiscing about the attack. "But there wasn't any big deal. It wasn't the topic," said Basil Philippy, a seaman on the *Crow* in 1944.

During the 1991 dive, PBS created, then aired a documentary about the discovery. Some crewmen from the *Crow* saw the show and the phones began ringing. Many in the crew knew their beliefs would be verified.

While evidence is strong and verbal assurances given that the *Crow's* history is to be rewritten, "it's not official until it's written down," said Philippy. "I hope it's written soon," he added. "There's fewer and fewer of us every year. Next year might be the last."

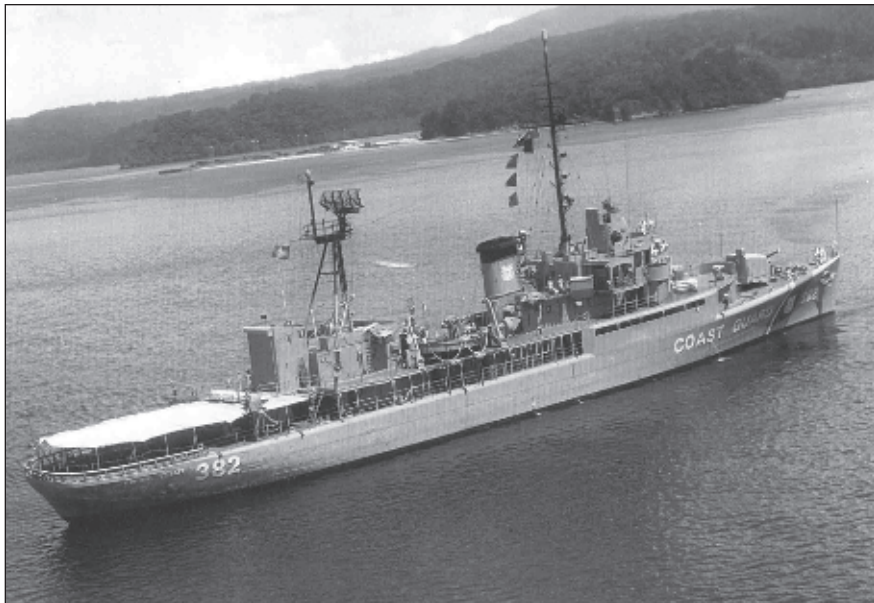
USARS Duluth

I read the article "The Forgotten Voyage of the USARS Duluth" by **Ed Flynn** in the Winter 2004 *QD Log* issue. The Duluth was a CG-manned Army repair ship in WWII. I served as a member of the Army repair unit aboard the Duluth's sister ship, the *USARS J.M. Davis* in WWII. Just wondering if any CGCVA members also served on this ship. I'd enjoy hearing from them. I can be reached at 9887 Mollie Lane in Santee, CA 92071.

Charles Nichols



Members of the USARS Duluth WWII radio crew include (left to right) Francis Fowler, Ed Flynn, and Ken Archer.



The USCGC Bering Strait, circa November 1971. Sunbitted by CGCVA member Tony Kopke, the photo shows the cutter painted gray prior to its transfer to the South Vietnamese Navy. According to Tony, only one other cutter, the Yakutat, which was also transferred to the South Vietnamese, was painted gray.

Coast Guard Drops NASCAR Sponsorship

A recent Coast Guard message announced that the service has decided to drop its NASCAR sponsorship in the Busch Series at the end of the 2006 season. The Coast Guard had sponsored a partial season in 2005 and full seasons the past two years.

The message lauded Richard Childress Racing and drivers Kevin Harvick and Jeff Burton who combined for ten victories during the 2006 season in the Team Coast Guard #21 car. So successful was the team that Kevin Harvick won the overall drivers point championship by the largest margin of victory in the history of the Busch Series. The #21 team helped raise awareness of the Coast Guard and millions of race fans now associate us with their success.

Unfortunately, competing fiscal demands in 2007 meant discontinuing the racing sponsorship. It was a very difficult decision but the Coast Guard must remain ready to meet current and future mission execution requirements. New acquisitions, shore infrastructure needs, increased operating costs and expanding mission demands required the service to reassess its continuing funding priorities.

The Marines have also decided to drop out of NASCAR in 2007. The Army, Navy, Air Force and National Guard, who each have NASCAR programs ranging from a few million dollars to more than \$15-million per year, apparently plan to continue NASCAR sponsorships in 2007.

USCG Combat Veterans Honored

On 13 October, about 80 Coast Guard combat veterans from several states arrived at the Coast Guard Academy in New London, Conn., to be honored at a cadet review. Many were CGCVA members, including PNP Joe Kleinpeter, Marvin Perrett, Mark McKenney and Chris Wood. Several were included in the official party and did the review of the corps of cadets, along with Academy Superintendent, RADM Van Sice. The group was also treated to a reception and a presentation of patriotic songs by the Cadet Choir.

Before departing, each combat veteran was presented a personal certificate of appreciation as a keepsake.



Partial COLA for 2006 Retirees

Servicemembers who retired during calendar year 2006 will receive a somewhat smaller, partial COLA for this year only, because they already received a January military pay raise (which also raised their 2007 retired pay). If you retired in 2006, your COLA is calculated as follows:

*Members who entered service before Sept. 8, 1980, and who retired on or after Jan. 1, 2006, will receive a 2.8% COLA.

*Members who entered service on or after Sept. 8, 1980 (whose retired pay is calculated on their highest 36 months' basic pay rather than final basic pay), and retired between Jan. 1, 2006, and Sept. 30, 2006, will receive a partial COLA-based on the calendar quarter in which they retired. Jan-Mar retirees will receive 2.8%; Apr-Jun retirees, 2.4%; and Jul-Sep retirees 0.6%. Those who retire after Oct. 1, 2006, (fourth quarter) will see no COLA this year.

*Members retired during 2006 will receive full-year COLAs in future years.

History: Retiree COLAs and active duty pay raises are rarely the same. Over time, we've seen cycles when COLAs were higher and others when pay raises were higher. During the 1970s, COLAs were higher in five years and pay raises won out for the other five. In the '80s, pay raises beat COLAs (6 - 4); in the '90s, it was 50-50 split (5 - 5). The first half of this decade, pay raises were higher, but for the last two years, the pendulum has swung back to favor COLAs.

Bottom Line: Retiree COLAs and the military pay raises have different purposes and are tied to different adjustment standards.

Military pay raises are based on private sector pay growth, as measured by the Bureau of Labor Statistics' Employment Cost Index (ECI). Their intent is to ensure military pay is kept reasonably comparable to private sector pay, to allow the services to compete successfully for manpower over time.

Retired pay COLAs, on the other hand, are cost-of-living adjustments that track to inflation, as measured by the Consumer Price Index (CPI). Their purpose is to ensure that whatever purchasing power a member's retired pay represented on the date he or she left service isn't eroded by inflation over time.

For more information, see: <http://www.moaa.org/colawatch>.

The COLA will be 3.3%, effective December 1, 2006. It will first appear in the January 2 checks. For the second straight year, the retired pay COLA will be larger than the military pay raise (2.2% for 2007).

New TRICARE Standard Handbook Now Available

TRICARE Management Activity is releasing a new TRICARE Standard Handbook, which goes into greater detail than prior issues, to help guide beneficiaries who are using TRI-

CARE Standard. For more information or to obtain a copy go to: <http://www.tricare.osd.mil/pressroom/news.aspx?fid=233>.

TRICARE Allowable Charges Tables Now Online

The TRICARE maximum allowable charge tables are available online now at <http://www.tricare.osd.mil/allowablecharges/>. They list the 300 most frequently used procedures or services, and the amount that TRICARE is legally allowed to pay for them. These charges are tied to Medicare allowable charges.

The tables are adjusted for specific localities but do not reflect discounts regional contractors may negotiate with TRICARE network providers. Therefore, they may differ from the amounts shown on TRICARE beneficiaries' explanation of benefits.

Paying for TRICARE Prime

Retirees can pay their TRICARE Prime enrollment fees through a monthly allotment from their retired pay. Retired pay allotments may be deducted from one of the following pay agencies: Defense Financial Accounting System (DFAS), U.S. Coast Guard, or U.S. Public Health Service.

The allotment will be withdrawn electronically from your retired pay in increments of \$38.33 for family coverage or \$19.17 per individual coverage per month. Allotments are effective the first month following the quarterly payment.

Allotments only can be deducted from certain pay agencies. Beneficiaries who receive survivor benefits from either retired or active duty sponsors are paid through a separate pay account and are not eligible for setting up an enrollment fee allotment. Former spouses, as well as retirees who choose to receive VA payments instead of retired pay, also are not eligible to pay by monthly allotment.

CGES Scholarship Program

The Coast Guard Exchange System (CGES) established a scholarship program to provide scholarships to students who are dependents of USCG active duty, reserve, and military retired members, current NAF and APF employees, and Coast Guard Auxiliarists that are embarking on undergraduate college/university studies. A \$1,500 scholarship will be awarded to the most outstanding applicant, and \$500 scholarships will be awarded to the two runners-up. Scholarships are awarded on a one-time basis and are based upon academic achievement, accomplishments and interests, and participation and demonstrated leadership in both school-oriented and community/volunteer activities.

Verification of eligibility will be through DEERS for dependent children of Coast Guard active duty, reserve and military retired members. Eligibility for dependents of civilian

employees (NAF and APF) and Coast Guard Auxiliarists will be determined by review of the members' 2005 federal tax return.

Applicants must be in their last year of high school or home schooling and scheduled to graduate and attend college full-time during the subsequent year. Those who have already graduated from high school are not eligible to apply.

Students must plan to attend an accredited college or university for undergraduate studies. Scholarships will not be awarded for participation in non-academic and/or certificate programs. Students accepting appointments to service academies or the Merchant Marine Academy are not eligible.

Applications must be submitted to:

**The CGES Scholarship Committee
Coast Guard Exchange System Headquarters
870 Greenbriar Circle, Suite 502
Chesapeake, VA 23320-2681**

Applications must be postmarked no later than the application deadline of 28 February 2007. No extensions or exemptions will be made. Upon receipt, the eligibility of each applicant will be reviewed and validated. It is the responsibility of each applicant to ensure that all documents are submitted by their high school, testing agencies, and/or other organizations.

In addition to the completed application, the following documents must be submitted:

uments must be submitted:

- the official academic transcript to include the first semester of the senior year
- S.A.T or A.C.T. scores.
- A short essay, not to exceed one typewritten page, explaining what the applicant hopes to achieve in his/her college career, including educational, professional and personal goals.
- Two letters of recommendation from teachers, school administrators, and/or community leaders.
- The most current IRS Form 1040 signed by parent(s) or legal guardian must be included for applicants of Coast Guard civilian employees (NAF or APF) and Coast Guard Auxiliary members.

Applications are available on-line at: www.uscg.mil/mwr (click on scholarship opportunities) or by sending a letter-size self-addressed, stamped envelope to the CGES Scholarship Committee.

CGES Scholarship winners will be notified not later than 31 May 2007 by mail. Checks will be made payable to the colleges, and sent to the colleges' financial departments to credit the students' accounts.

Point of contact for the CGES Scholarship is **Carolyn R. Moore** at (757) 420-2480, ext. 3043.

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.

LT Shay Williams

(continued from page 1)

Williams, an ex-Army warrant officer helicopter pilot, joined the Coast Guard through the direct commission aviator program. He is currently stationed at USCG Air Station Miami in Opa Locka, Florida but he was being honored for his work while stationed at USCG Air Station New Orleans. He received the Distinguished Flying Cross for his post-Katrina rescue efforts and his award citation reads as follows:

“Lieutenant Junior Grade Shay R. Williams is cited for extraordinary achievement while participating in aerial flight from 29 August to 6 September 2005, as Aircraft Commander aboard Coast Guard HH-65B helicopters in response to Hurricane Katrina. Demonstrating exceptional aeronautical skill and judgement, and innovative urban search and rescue techniques for which he was not trained, he saved 91 survivors during 17 sorties totaling over 30 day and night flight hours.

Overcoming the fatigue and stress of an unprecedented, week-long rescue operation, he repeatedly and skillfully pushed the power-limited HH-65B to the edge of its performance envelope, close to unlighted hazards, despite continuous reports of violence and gunfire and the constant threat of midair collision in the congested, uncontrolled airspace. Immediately after storm passage, he made numerous tightly confined landings to evacuate stunned survivors. He coordinated the evacuation by tug of a stranded cargo ship, then skillfully completed a vertical surface rescue swimmer delivery to a school roof and hoisted 36 survivors to safety. He landed “light” on a damaged supermarket roof, rescuing 34 desperate, dehydrated victims. He displayed superlative interagency

coordination skills as liaison to Task Force Eagle, coordinating hundreds of rescue missions with Department of Defense and Coast Guard assets. Immediately after a second 12-hour day as air liaison, he launched on a night rescue mission, systematically hovering through the city within feet of trees and power lines using night vision goggles to search for signs of life. Locating three people trapped in the floodwaters between the pitched roofs of homes, he adeptly positioned his aircraft between obstacles and recovered them with three flawless hoists. He continued hoisting and saving lives after being warned by authorities about a cloud of toxic hydrogen sulfide in the area., refusing to abandon the mission. Lieutenant Junior Grade Williams’ actions, aeronautical skill, and valor were instrumental in the rescue of 91 victims. His courage, judgement and devotion to duty are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard.”

Speaking with Shay at lunch following the ceremony, he said he actually saved 98 people. Coincidentally, I had seen the motion picture “The Guardian” only a few days earlier and recognized Shay from a photograph that was included at the end of the movie while the credits were running.

Joining Mare and myself for the presentation ceremony at USCG Headquarters were CGCVA PNVP Ed Burke and his wife Nancy. Along with Jennifer, we all had a most enjoyable lunch and talked for a couple hours about our respective military careers, the events following Hurricane Katrina, and, of course, the CGCVA. I presented Shay with an

Honorary CGCVA Life membership, a personalized CGCVA ballcap, and other Association items at the luncheon and both he and Jennifer expressed a strong desire to attend the CGCVA Convention next Spring in Burlingame, Calif.

On behalf of the entire Association, congratulations again to LT Williams and I do hope that he and his lovely girlfriend will be able to join us next April. They are both wonderful, down-to-earth folks and were most appreciative of the attention given them by the CGCVA. Bravo Zulu Shay!

Editor

(Left) LT Shay Williams and his friend Jennifer Cleckler following the award ceremony at USCG Headquarters.



PNP Ed Swift presents the 2005 CGCVA Coast Guard Person of the Year award to LT Shay Williams of Air Station Miami.



From the Vice President

(continued from page 3)

young Coast Guard skipper, a soft-spoken Southerner, sees the colonel's dread and tells him, "Colonel, your men don't have a chance in this sea and those tanks. I don't know what the signal will be about launchin', but we're havin' mighty poor radio reception out here tonight... Well, now, I think the best thing for the Coast Guard to do is to take the Army right in where it might be able to do some of the other boys some good. So, Colonel, if you're worryin' about launchin' those tanks of yours into the deep six, forget about it. We're takin' you in."

At one point later in the battle the colonel looks seaward to see an LCT aground and burning and wonders if it was the one that brought him ashore. The battle rages on. A general orders the colonel to round up his tanks and lead them to a crisis point at another beach. His racing convoy stops when a blood-smeared army captain jumps in front of the column. The soldier's force is pinned down at a bluff by accurate German mortar fire. He wants tanks to help him. He is refused. After all, a general's order has priority over a captain's need. He further implores the colonel, "We're fighting with any man we can get, whether he belongs to us or not. We even got Coast Guard up there." Coast Guard! That was all the colonel needed to hear. He gave the captain six tanks.

Boy, I get excited all over again just in recounting these passages.

Enjoy life, it is an adventure. Until next time....Paul



Newspaper headline of the attack on Pearl Harbor from the Brevard County military museum.. (photo by Paul C. Scotti)



Newspaper announcing the end of World War II from the Brevard County military museum. (photo by Paul C. Scotti)

(Left) The Brevard County military museum converted an old mail box into a flag drop to deposit worn out flags for disposal. (photo by Paul C. Scotti)

(Right) England's recruiting poster version of America's "Uncle Sam Wants You!" is one of the artifacts in the Brevard County military museum in Merritt Island, Florida. (photo by Paul C. Scotti)



CGCVA Small Stores

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

CGCVA BASEBALL CAP: blue/black, 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: "SWIFTY"

CHRISTMAS TREE ORNAMENTS: 255'; 378'; 311'; 270'; and 210' Classes; and USCGC Mackinaw (WAGB-83). Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. **\$7.00** 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 PINS: Pewter Yellow Ribbon surrounding USCG Emblem. \$5.00. Pewter Yellow Ribbon surrounding Coast Guard Combat Veterans Association Emblem. \$5.00.

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**. "Hooligan Sailor" by Leon Fredrick. **\$9.00**. "Sea Episodes of a Sailor" by Richard Longo **\$20.00**. "Lucky Sweetbriar" by Tanney Edward Oberg **\$25.00**.

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 color and name for pocket. Size XXL, add \$2.00. Size XXXL, add \$3.00.

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

PATCHES: CGCVA, CON-SON, ELD, ELD-Eagle, Sattahip, Market Time, and CG-TAC. Each one is **\$5.00**. Tonkin Gulf Yacht Club **\$6.00**. Small CGCVA patch **\$3.00**.

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Coast Guard Combat Veterans Association

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Painting of Coast Guard-manned USS Centaurus (AKA-17) by crewmember Stanley Maltzman. The painting was donated to the Coast Guard at the USS Centaurus' 15th annual reunion.

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