



# the Quarterdeck Log

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

Volume 25, Number 3

Fall 2010

## Munro Memorial Service in Cle Elum, WA

### *Nephew of Famous Coast Guard Hero Implores All Coast Guardsmen to Attend Annual Ceremony*

Sept. 27, 2010 marked the 68th anniversary of the heroic actions performed by Coast Guard Signaller 1/c Douglas Munro, officer-in-charge of landing operations at the Battle of Guadalcanal in the Pacific's Solomon Islands. Facing a barrage of enemy fire, Munro played an invaluable role in the evacuation of 500 Marines from a heavily surrounded beach in Guadalcanal.

In doing so he paid the ultimate price. For his efforts, displaying the highest level of the Coast Guard's Core Values, he was posthumously awarded the Congressional Medal of Honor in May of 1943 by President Franklin D. Roosevelt.

In memory of his actions, approximately 40 Coast Guard members and military veterans gathered at Munro's gravesite in his hometown of Cle Elum, Washington, to attend his annual memorial service.

The ceremony was brief but meaningful. Hosted by Coast Guard CAPT Robert Klapproth, the ceremony featured a color guard routine, 21-gun salute and some endearing words from guest speakers Cle Elum Mayor Charles Glondo and Munro's nephew, CDR Doug Sheehan, USCGR (Ret.). With a speech chronicling the evolving ceremonial practices in his uncle's remembrance, Sheehan finished by saying, "So as you have lunch with your shipmates over the next year, and stand with them, please tell them about this ceremony. Tell them that at least one time in their Coast Guard career, they should attend this ceremony. It is the right thing to do." *(Editor's Note: CDR Sheehan's complete remarks are provided starting on page 10 of this issue.*



*Cle Elum Mayor, Charles Glondo, speaks at Douglas Munro's memorial service, Sept. 27, 2010.*



*Color Guard squad gives 21-gun salute at Munro memorial service.*

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## From the President

### Convention Planners Needed

The current (outgoing) CGCVA convention planning committee has matters well-in-hand for the 2011 Biennial Convention and Reunion. We will, however, need a new committee for 2013. It is important that the next committee meet with members of the outgoing committee to be briefed and to transfer funds and documents.



*Paul C. Scotti*

A successful reunion is one where members and guests arrive smiling and leave laughing. This happens with thorough planning, constant follow-up, and attention to the smallest details. Our convention planners take on this important task with enthusiasm and without expectations of pats-on-the-back. Remember, attendees expect a smooth-running convention. But, if things go badly, you will get grief. The planners know that a bad reunion will drive members and guests away from attending future gatherings. So, the only satisfaction you may expect is from the personal knowledge of a job well done.

The reunion site under consideration for 2013 is Grand Haven, Michigan, over Coast Guard Festival Week. This may, or may not, be feasible, it will be up to the planning committee to evaluate.

If you believe that you have what it takes to negotiate a contract, if you are willing to travel to potential convention sites, and you believe you are capable of making the next reunion better than any other, then contact Baker Herbert via E-mail: [uscgw64@neo.rr.com](mailto:uscgw64@neo.rr.com), or by telephone at (330) 887-5539. It is prudent that we have a new planning committee before we meet in Virginia, in May.

### A New Cross In Town

Joining the Distinguished Service Cross (Army), Navy Cross, and Air Force Cross, is the Coast Guard Cross. The establishment of the Coast Guard Cross, and authorization for the Coast Guard to award the Silver Star, became a fact

Next QD Log deadline is February 1, 2011. Please email articles and photos to the editor at: [swiftie1@verizon.net](mailto:swiftie1@verizon.net)

## From the President

with the signing of the Coast Guard Authorization Bill into law on 15 October. This has been a goal of member **Bill Wells**. Through his initiative and persistence behind the scenes it has become a reality. Atta boy, Bill.

### Coast Guard Cutters

No, not the kind that glide over water but the kind that glide over ice. It is hockey season again and time to recall what noted sportswriter and hockey historian Stan Fischler calls “the most underrated, unrecognized championship team of any sport, any time — and the toughest.” The team: the Coast Guard Cutters. It was formed during World War II at the Coast Guard Yard. The Yard at the time was one of the Coast Guard’s recruit training centers where a number of professional and amateur hockey players who enlisted, trained. The personnel officer, LCDR Cliff MacLean, a hockey player, formed those who were later stationed at the base into a team and entered it into the Eastern Hockey League.

In 1951, there was a movie titled ‘Fighting Coast Guard’. That title fit the Coast Guard Cutters. Former New

York Rangers coach and general manager Emile Francis said, “There was nothing like them, before or since.” It was a hell-raising team that would just as well fight as play hockey. At a game in Philadelphia the Coast Guardsmen fought the opposing players and the fans. Officials, in trying to break up the fights were in virtual hand-to-hand combat. Order was not restored until the arrival of riot police.

Besides league games, the team played exhibition games against National Hockey League teams, such as the Stanley Cup champion Detroit Red Wings. At games in New York and Boston the Coast Guard Cutters regularly drew crowds in excess of 12,000. When the 30-piece Coast Guard Band was present, the band played ‘Semper Paratus’ after every goal the Cutters scored. Yes, the team could fight, but it could also play winning hockey and won the United States open championship in the two years (1942-1944) of its existence. However, the war had priority over hockey and players were reassigned to fill wartime billets bringing about the end of a team that many hockey followers believe “to be one of the best all-American hockey teams to have played the sport.”



### Sometimes We Forget

As we progress through the “road of life” sometimes we forget, because we are overwhelmed in day-to-day matters, these pithy words: I expect to pass through this world but once. Any good therefore that I can do, or any kindness that I can show to any fellow creature, let me do it now — for I shall not pass this way again.

Enjoy life...it’s an adventure!

**Paul C. Scotti**

*The Coast Guard Cutters Hockey Team*

## From the Secretary

### Heading South?

Over the years, when a member applied to join the CGCVA, he was asked if he had a second address. At one time, the previous National Secretaries must have made note of those individuals whose address changed during the year, as those Snowbirds or Winter Texans headed for warmer weather and then back again, in the Spring, to see the grandkids, up North.

Our software system can not automatically change your address, unfortunately. Someone has to go in and make the change manually. And most important, doing this assumes that the addresses on file are still correct, and the date the address change was to be made, is also correct. If your trip is delayed, for some reason, your *Quarterdeck Log* could easily have been sent to where you keep your snow shovel instead of where the sand gets in your bathing suit.

Our Association computer can record two addresses, but that system isn't currently functioning reliably and unfortunately, I cannot keep track of members movements in order to guarantee you'll receive your latest *Quarterdeck Log*.

Therefore, effective immediately, all members are required to notify the National Secretary of any change in address and the effective date of that address change, by telephone, e-mail or snail mail. Since you know when

### Crossed The Bar

**Gilbert L. Hurt, LM**  
**Frank Tucker**  
**Neal Saffer, LM**

### Welcome New Members

#### New Member

Richard J. Parker, LM  
Joseph Loiseau  
Timothy S. Mowbray  
Claude E. Conn  
Don Huenfeld  
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CGCVA 2009 POY

you are coming or going, just get me the information and I'll make the change. If you still don't get your *Quarterdeck Log*, we'll do what we can to mail you any missing copies.

Keep us informed of your travels and we'll get our great magazine to you!

Shipmates, I can be reached at [cgcva@comcast.net](mailto:cgcva@comcast.net) or [secretary@coast-guardcombatvets.com](mailto:secretary@coast-guardcombatvets.com). Semper Paratus!

Gary Sherman

## From the Editor-In-Chief

### My Thanks to All

As some of you know, I recently had major surgery and had to stay at home for five weeks to recuperate. It was a very challenging time and I am most appreciative for the many Get Well cards I received and more importantly, knowing that I was in your thoughts and prayers.

I'd also like to extend my thanks to CGCVA member **Frank Bari** who graciously stepped to the plate by offering to serve as the *QD Log* assistant editor. Frank jumped right into the fray and provided feature stories for this issue and the Summer 2010 issue. Also, working with CGCVA member **Chris Wood**, Frank is developing a 4-part feature that will start in the Winter 2010 issue. See inside for more details and a "teaser" intro.

Thanks are also extended to **Dr. Bill Thiesen**, the Atlantic Area Historian, who has provided several educational and entertaining feature stories for the *QD Log* over the past few years.

And of course, my sincerest thanks to the many CGCVA members who have submitted articles, features and photos to me over the past 19 years for the *QD Log*. It is the CGCVA members sharing their memories that make this magazine what it is. Thank you all!

Anyone who has an article, feature, or photos for the *QD Log* should mail them to me at 13602 Lindendale Rd., Woodbridge, VA 22193 or email them to me at [swiftiel@verizon.net](mailto:swiftiel@verizon.net). Photos and original materials will be returned upon request. Thanks again. SP! **Swiftly**

### *National Memorial Day Parade*

The 2011 Washington, DC National Memorial Day Parade is now accepting applications for the 7th annual event, scheduled to step off at 2 p.m. on Monday, May 30, 2011. This parade grows in size each year and all veterans are welcomed to attend and participate. Visit the parade website: [www.nationalmemorialdayparade.com](http://www.nationalmemorialdayparade.com) for more information and to obtain an application form to march. You can also call 610-431-1121, email: [awalp6@aol.com](mailto:awalp6@aol.com) or [undersunpr@aol.com](mailto:undersunpr@aol.com) or write **Todd Marcocci** at 882 South Matlack St., Suite. 202, West Chester, PA 19382.

### *Florida State Park Vet Passes*

Shipmates... Recently, the Florida State Legislature enacted a bill providing discounts on annual passes for members and veterans of the U.S. armed forces, Reserve forces, and surviving spouses of certain veterans.

The Florida Division of Recreation and Parks shall provide the following discounts on park fees to persons who present written documentation satisfactory to the division which evidences their eligibility for the discounts:

— Active duty members and honorably discharged veterans of the U.S. armed forces, National Guard, or reserve components thereof shall receive a 25-percent discount on annual entrance passes.

— Honorably discharged veterans who have service-connected disabilities shall receive lifetime family annual entrance passes at no charge.

I realize this is only for the state of Florida but why shouldn't every state provide similar benefits to veterans. Perhaps you can speak up in your state and get the attention of your state officials.

**Tom Huckelberry, CGCVA Service Officer**

### *Cutterman's Memorial Dedicated at CGHQ*

The new Cutterman's Memorial, dedicated to those lost in the line of duty while serving aboard our cutters, was dedicated at Coast Guard Headquarters in Washington, D.C. on Oct. 20th. Etched into the Memorial's six granite panels are the names of the fallen and the ships they served in, along with the poem "Hurrah for the Sea" and a cutterman's insignia. Set into the background



*Coast Guard Commandant ADM Bob Papp thanks SCPO Scott Pugh for his work in developing the Coast Guard Cutterman's Memorial during the dedication at Coast Guard Headquarters in Washington, DC, on Oct. 20, 2010.*

are some of the cutters and battle streamers.

"These shipmates were simply doing their duty, performing the mission," said Coast Guard Commandant ADM Robert Papp, "They gave everything to our Service and Nation. This Memorial is a small token of our appreciation. We can never forget them."

Coast Guard cuttermen are a proud group with a long history of service to our Nation that dates back to the first cutter, believed to be *Vigilant*, which was launched in March 1791. ADM Papp's words highlight a stark reality known and shared by all cuttermen who operate in a dynamic and demanding environment at sea. While we



*Coast Guard Commandant ADM Bob Papp surveys the names on the new Coast Guard Cutterman's Memorial plaques following the dedication ceremonies.*

honor and remember all shipmates lost in the line of duty, the Memorial was established to remember those who gave their lives aboard cutters in service of their country.

The Coast Guard has operated more than a thousand different cutters across its 220-year history. They span the age of wind driven sail, steam powered paddle wheels, and diesel-electric driven propellers. They saw intense action in war and peace, operating in all corners of the globe. They also include legendary names like *Eagle*, *Bear*, *Hudson*, and *Tampa*. But behind all of the technology, operations and exploits; are the people: the cuttermen.

“When I entered the Coast Guard Academy, all I wanted to do was be a cutterman,” said Papp. “I spent much of my career at sea fulfilling the responsibilities of our Service. I could not have imagined doing anything else.”

And while cuttermen have performed great feats in service to our Nation, they have also known great sacrifice. We have lost 124 vessels, 83 of which were during wartime operations. Since 1917, 1242 cuttermen, our shipmates, have made the ultimate sacrifice. Among them, 11 crewmembers of the Coast Guard Cutter *Cuyahoga*, which

was lost 32 years earlier near the mouth of the Potomac River in a collision with the 521-foot Argentinean bulk freighter *Santa Cruz II*.

“Our work is difficult and sometimes dangerous,” said Papp, adding, “The sea is unforgiving — it always has been.”

CDR Glynn Smith, USCG

### *Have You Received All the Awards You Are Due?*

In the last *QD Log* issue there was an article about the Coast Guard’s new Overseas Duty Ribbon. This article’s title made me think that now there was another ribbon just for LORAN Duty that was new but actually of course the article was about the Vietnam Service Medal. I’d like to add some first hand knowledge.

From February 29, 1968 to June 20, 1969, I was a YN2 attached to Commander, Southeast Asia Section Office, in Bangkok, Thailand (COMSEASEC). Our office oversaw LORAN operations at transmitting stations at Lampang and

### *QD Log Booster Club*

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

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

Duane P. Gatto	Melvin Exer	Robert Hamill	Lois R. Csontos-Nielsen
Joseph Pegler	Sam King	Adrian Lonsdale	Thomas Frischman
Gordon Landon	Steven McKinley	William Sheron	John C. Rosemergy

Terry Lee (in memory of PNP Jack Campbell)

Troy M. Styron (in memory of “Chief Pat”)

Thanks to all to have become QD Log Booster Club members so far! All contributions are appreciated! And remember, these deductions are tax deductible as we are 501.c.

Sattahip in Thailand, at Con Son in South Vietnam and at receiving station Udorn, Thailand. Later, in 1969, we also got Tan My in South Vietnam but I had already rotated back to the states.

I believe it was some time in 1968 that we received a letter authorizing all COMSEASEC personnel in Thailand and Vietnam to be awarded the Vietnam Service Medal in support of combat operations in Vietnam. The letter was classified confidential, and therefore there was no addition to the awards manual. I had always assumed that after the war it would have been declassified and added to the awards manual.

When we received the letter, we made the proper entries in all the service records of personnel assigned currently and I assume that continued after my departure. To my knowledge there was no effort to notify personnel assigned prior to the letter but the letter was retroactive to a date (possibly 15 March 1962). I wonder since the authorization was classified, perhaps that is why we didn't attempt to notify personnel who had been attached to COMSEASEC since its inception.

Now here is some additional information that the article didn't cover. Personnel, like myself at the section office in Bangkok are also eligible for the Vietnam Service Medal. Further, any personnel attached and any of the above COMSEASEC locations for six months are also eligible for the Republic of Vietnam Campaign Medal w/device 60. LORAN restricted duty was for 12 months and the section office was 24 months to 36 months so unless there were special circumstance causing early departure everyone is eligible for both medals

Another award is possible. Sometime in the 80's I think, the Coast Guard introduced the CG Restricted Duty Ribbon and it also was retroactive and I would assume almost 100% of the Coasties attached to any of the LORAN stations would be eligible for that ribbon as well. In 1991, I was a Navy Reserve officer attached to U.S. Forces Japan at Yokota, AFB and I visited the CG office there and looked through their awards manual. Based on the information in the manual, I determined just how many bronze service

### Remember When...



*Here is a photo of CG officers from D1 circa 1947 submitted by CGCVA Life Member CDR David Teska, USCGR. One is his grandfather, then LCDR John T. Leonard (3rd from the left in the front row) but Dave does not know who the others are. Do you? According to Dave, his grandfather came into the Coast Guard in the 1940s from the Steamship Inspection Service where he'd worked since about 1931. Before that he was in the USN during WWI and separated in 1921 as a CWO (BOSN). He retired from the USCG in 1951 as a CDR and passed away in 1965.*

stars I could wear on my Vietnam Service Medal and I wrote to the Coast Guard to ask if I was eligible for the CG Restricted Duty Ribbon. Within a few months I got a positive response in the mail. They authorized me to wear the Restricted Duty Ribbon and also the CG Sea Service ribbon as I coincidentally had more than two years sea service. Even though I was at the section office in Bangkok, I was authorized the restricted duty ribbon perhaps because when I was originally assigned there I was an E-4 on an unaccompanied tour.

Now, too, based on information in the *Quarterdeck Log*, I have asked for authorization to add the CG Overseas Duty Ribbon to my shadowbox.

Unbelievably there are several other ribbon or medal possibilities for certain COMSEASEC personnel, those that spent some time on the ground in Vietnam. I did spend time on the ground in Saigon and Con Son on visits and have inquired about the Republic of Vietnam Meritorious Unit Citation (Gallantry Cross Medal with Palm) or the Republic of Vietnam Meritorious Unit Citation (Civil

### *Scratch Building a USCG Boat*

Here's some information from model-maker Bill Waldorf on the model of a WWII Coast Guard 83'er he is building me to keep 'the dream alive'.

**CGCVA LM Jack W. Read**

"I am used to doing larger ships, so this small craft will be a good diversion for me. I feel it will make an interesting subject. I was contacted by Mr. Jack Read, who served on these boats during the 1944 invasion of Europe at Normandy. He wanted to know if I could build him a replica of the boat and, after looking things over, I agreed to start construction. In keeping with my feelings towards veterans, I am doing this labor free. Mr. Read is now 88 years old but quite active for his age. He provided considerable background information of the cutters, as well as helpful photos. Here is some of the background"

"The 83-footers were wood-hulled boats, their hull form was the round bilged type, single planked. The design for the boats was completed in March of 1941, and 40 boats were contracted to be built by the Wheeler Shipyards in



*Early version of the 83'er. Note the absence of depth charges and rocket launchers. You can see the 20mm.*

Brooklyn, N.Y. With the advent of WWII, a further 190 boats were ordered. Early units were fitted with an Everdur bronze pilothouse. Due to a shortage of bronze, later boats were fitted with a plywood pilothouse. All craft were capable of 21 knots full speed at the time of delivery, but their performance was degraded by machinery wear as well as the increased displacement from armament, radar, sonar, etc., so top speed was dropped to about 16 knots. During 1941-45 these boats were used for anti-submarine patrol, coastal convoy escort, and search and rescue. They played a little known important role during the Normandy Invasions harassing German U-Boats, but most importantly saving some



*Good shot of the subject. Note the boxes on either side of the pilothouse which are storage for the 7.2 rockets. This has the plywood pilothouse.*



*Starboard side view of an 83'er underway. Note the pilothouse. This was the bronze version, early production. Bronze started to run short during the war, so later versions were fitted with a plywood pilothouse which was more angular and less of a chamber on the roof.*

1,500 lives. These boats were 83-feet in length, had a beam of 16 feet, and weighed in at 54 tons. They were powered by two Sterling Viking II gasoline engines, rated at 600 HP each. The boats carried 1,900 gallons of 100 octane fuel. Later units were equipped with a 20mm MG at the stern, two 7.2 rocket launchers, and eight depth charges. Only a handful of the proud little ships still exist today."

"Due to the fact that the plans are rather poor for this subject, I decided to use a fiberglass hull, rather than scratch-built one. But it is just that, a hull. No details whatsoever. So there will be lots of scratch-building on this one. The model will be 1/24 scale which puts it at about 42". It will be waterline with crew."

**Bill Waldorf**



*Mr. Jack Read at age 20-something. He is now 88, and is an Honorary Master Chief in the USCG.*



Actions Medal First Class Color w/Palm). My inquiry was last year, has yet to be answered and I suspect never will. But my research basically indicated if you were boots on the ground in Vietnam one or both ribbons might be yours. I had never considered those two a possibility until I visited with a former shipmate from COMSEASEC, a retired SKCS, and there on his ribbon set was the RVN Meritorious Unit Citation. He transferred out of COMSEASEC after I did so I didn't type his DD-214 but he showed it to me and he was authorized the RVN MUC for the same duty I did but the authorization must have come in after I left. Since he was an SK and not a YN like me, he wasn't familiar with the details of the authorization. **Gary W. Haythorn**

*(Editor's Note: Gary did four years active in the Coast Guard (Oct. 1966 – Oct. 1970) and was discharged with an "impeccably typed DD-214" as a YN1. In 1981 after graduation from college he applied to the Coast Guard*

*for a direct commission but the Coast Guard wasn't hiring. He then applied to the Navy for a direct commission in the reserve as a Supply Corps Officer. He retired in 2001 as a LCDR, USNR but says he always had a special place in his heart and has many fond memories of his service in the Coast Guard.)*

### *Traveling Soon?*

Knowing full well that CGCVA members take vacations and visit lots of places across the USA, our Convention Committee felt it would be in everyone's best interest to notify members of a veterans travel service that provides discounts wherever possible. The committee has used them several times both in conjunction with CGCVA conventions and their personal travel. It's always nice to save money so if you have travel plans, consider VTS (Veterans Travel Service Inc.) at 406 West 34th St., Suite 106, Kansas City, MO 64111. Point of Contact is **Pamela Russell**, Travel Consultant at email: [pam@vtstvl.com](mailto:pam@vtstvl.com). Phone: (816) 531-5850 or (800) 325-9377. Fax: (816) 531-3343. Or go to: [www.vtstvl.com](http://www.vtstvl.com).

### *CGCVA Recognizes Top Cadets*



*(Below) Cadet Color Guard lead the Regimental Review during the October 9th Parents Day Weekend ceremonies at the Coast Guard Academy.*



*CGCVA Life Member Ed Bachand presents Association watches to Cadet 4/c Lukas P. Laplante (top) and Cadet 4/c Abigail L. Bishop during Parents Day weekend at the Coast Guard Academy in New London, CT on October 9th. Ed served on the CGC Castle Rock and then another 25 to 30 years before retiring as a CWO. Thanks for representing us Ed!*



### *Congratulations Graduates*

Each week at graduation ceremonies at USCG Training Center Cape May, N.J., the CGCVA sponsors the Physical Fitness Award to a graduating recruit. A CGCVA watch and certificate are presented, often by an attending CGCVA member. The below listed Cape May graduates have been awarded the PNP Jack Campbell — CGCVA Physical Fitness Award since the last *QD Log* issue:

**SN John W. Dixon** (Uniform 183) of Catonsville, MD, reports to USCG Station Curtis Bay, Baltimore, MD.

**SA Christopher A. Delano** (Victor 183) of Wantagh, NY, reports to USCG Station Kings Point, NY.

**SN Andrew C. Stover** (Whiskey 183) of Los Angeles, CA, reports to *CGC Penobscot Bay*, Bayonne, NJ.

**SA Christopher J. Taylor** (Xray 183) of Boston, MA, reports to *CGC Confidence*, Patrick AFB, FL.

**SN Danielle E. Holland** (Yankee 183) of Nashville, TN, reports to USCG Station Key West, FL.

**FN Eli S. Bell** (Zulu 183) of Albuquerque, NM, reports to USCG Air Station Clearwater, FL.

**SN Brandon L. Gonzalez** (Alfa 184) of Boston, MA, reports to USCG Port Security Unit 301, Cape Cod, MA.

### Remarks at the September 27, 2010 Ceremony in Cle Elum, Washington Honoring Douglas Munro by CDR Doug Sheehan, USCGR (Ret.)

*Thank you all for coming. You have all done the right thing to take the time to attend this ceremony today.*

*I have been attending ceremonies honoring my uncle for 60 years, and I would like to share my perspective with you today on this particular ceremony, and how it came to be. We first conducted this ceremony on September 27, 1999, and it was a very special day. Before I can tell you about it, I need to set the stage to describe what had happened for many years before.*

*Many of you have only known a Coast Guard where Douglas Munro is a household name. It wasn't always like this. When I attended Coast Guard Officer Candidate School in 1969, there was no mention of him anywhere in the curriculum. There were a number of people who certainly knew about him, and they drove events like the naming of Munro Hall at the Academy, Munro Hall at Cape May, the creation of the statue at Cape May, and a number of other events. However, most people in the Coast Guard were focused on the mission at hand, and the Coast Guard's history, heritage and traditions were not something that people spent a lot of time on. Many of you remember the exhibit in Munro Hall at Cape May, but it may surprise you to know that the exhibit was only dedicated in 1999, only about a month after the first of these ceremonies here in Cle Elum.*

*In 1982, I attended a ceremony in Winterhaven, Florida for the 40th anniversary of the Guadalcanal Campaign. I was a Lieutenant Commander in the Coast Guard Reserve, and I was escorting my Grandmother, who was the guest of honor. It was particularly memorable to me, because it*

*was the first and only time in my life when I met face to face with Admiral Dwight Dexter, who was my Uncle's commanding officer at Guadalcanal. I had known of him for most of my life, and I knew that he had written that famous letter to my Grandmother after Douglas Munro was killed. You may have seen the letter at the Coast Guard Museum in Seattle. He gave me his personal log from Guadalcanal, and I still treasure it to this day. I said to him, "Admiral, I have wanted to ask you a question that has bothered me for many, many years, and I am glad that I finally have the opportunity to ask you about it. I am well aware of how much paperwork it takes to get anything done in the Coast Guard, and our substantial bureaucracy. In 1942, you were on a tiny, little Coast Guard base on Guadalcanal, over 10,000 miles from most Coast Guard*

*units. So, I have to ask you: Where did you find the form to recommend my Uncle for the Medal of Honor?" He just smiled and chuckled. He said, "You know, all I ever did was write that letter to your Grandmother" (as if that was a little thing). He always suspected that his yeoman made a copy of the letter and gave it to the Marines. They didn't have copy machines in those days, so it meant that the yeoman had to retype the letter. That was the only explanation he could think of for the letter being quoted in the documentation for the Medal of Honor. A few people simply decided to do the right thing.*

*In 1998, I was in New London, Connecticut for the dedication of the monument honoring the men who served on the APA's during World War II. The APA's were troop transports that were manned by the Coast Guard, and one of them was the Hunter Liggett. My uncle was assigned to that ship, and his picture is engraved on the monument. One of the speakers at the ceremony*

*was Vince Patton, the Master Chief Petty Officer of the Coast Guard. He told a story about attending a military dinner in New York in his dinner dress uniform. He sat next to a corporal in the Marine Corps, who thought Vince was a master chief in the Navy. Vince corrected him, and said, "No, I am a master chief in the Coast Guard". The corporal perked up, and said, "The Coast Guard! That is Douglas Munro's service." He then spent about five minutes telling Vince the story of how Douglas Munro saved the lives of 500 Marines at Guadalcanal. Vince said how impressed he was with how well he had told the story,*



**Doug Sheehan**

but said, "I have to ask... how do you know that story so well?" The marine said, "They teach us that story at Marine Corps boot camp. Douglas Munro saved the lives of Marines, so as far as we are concerned, he is one of us. Besides, the Coast Guard used to be the Revenue Marine. And once a Marine, always a Marine!"

That's when Vince realized that the Marines knew the story of Douglas Munro better than the Coast Guard knew it, so he set out to change that. When he became the Master Chief Petty Officer of the Coast Guard, he announced that his theme and focus for his four year tour as the Master Chief Petty Officer of the Coast Guard would be to get people to focus more on the History, Heritage and Traditions of the Coast Guard. His message caught on like wildfire, particularly among the chiefs in the Coast Guard. Master Chief Dave Evans at Cape May decided to create the exhibit in Munro Hall to tell the story to all the new recruits in Coast Guard Boot Camp. He set out to raise the money needed for the exhibit, and Vince asked my Mom for as many pictures as she could find, that they could use for the exhibit. She probably sent them over 100 pictures, and the planning began in early 1999 to create the museum quality exhibit.

Sometime in the spring of 1999, the phone rang in the Coast Guard District Office in Seattle. A Coast Guard man answered the phone, and the man on the other end of the line said, "My name is Mike Cooley, and I am the post commander of the VFW post in Cle Elum, Washington. I was wondering if the Coast Guard could pay to install a light in the Cemetery in Cle Elum at the gravesite of Douglas Munro. If we had a light, then I would not have to raise and lower the flag, here at the cemetery, every day, because the light would shine on the flag. I'm 82 years old,



and I won't be able to do this much longer. And after I am gone, I doubt that anyone else will do this." The Coast Guard man asked, "How long have you been doing this?" Mike calmly said, "40 years." Every day, rain or shine, he raised the flag in the morning, and took it down at night. He had come home from World War II alive, and he knew that his boyhood friend, Douglas Munro had not. He simply decided that it was the right thing to do to honor his friend by taking on this task. This story spread immediately among the chiefs in the District Office, and it appeared in the Seattle Times. The chiefs got together and called Vince Patton in Washington, DC, and they all said, "Guys, we have to do something!"

They immediately started raising money and started planning to install the light. The city of Cle Elum heard about this and said, "We need to create a memorial to all the men and women of Cle Elum who have served in our nations wars and put it in the cemetery." Dozens of volunteers started working on these projects, and it was decided to dedicate everything together on September 27, 1999, the anniversary of my uncle's death. The one sad thing was that Mike Cooley died about a month before that ceremony. However, he died knowing that everything was well underway, and that his request was going to be honored. Later, his ashes were placed in the gravesite with my uncle, my grandmother, and my grandfather, which was the right thing to do. There is a beautiful plaque honoring Mike Cooley over there on the gravesite.

The ceremony was wonderful. There were 700 people



here. The schools in Cle Elum let their students out early that day so that they could attend the ceremony. Vince Patton was here, as was Master Chief Evans from Cape May, and a representative of the Coast Guard Cutter Munro. The Marine Corps sent a drill team. The mayor of Cle Elum was here, and many people from this wonderful community. The main speaker was Admiral Paul Blaney, who was the District Commander in Seattle. He gave a wonderful speech that told of my Grandmother's service in the Coast Guard after my Uncle's death in World War II. I went up to talk to him for a few minutes before the ceremony. He was clearly a little upset about something, and he said, "I tried to tell them that they didn't have enough chairs!" There were about 50 chairs over there. I told him that I didn't think anyone was concerned about that, and I don't think anyone had any idea there would be so many people here. He said that he had assigned a project officer to the ceremony. You probably realize that admirals like to assign a lieutenant junior grade as a project officer



to make sure that all the i's are dotted and t's crossed for a ceremony like this. He said that about five chiefs all came into his office shortly after he assigned the project officer, and said, "Admiral, we really appreciate all your support of this ceremony, but could you please butt out, because this is our ceremony!" He said, "So that's what I had to do!" He told the project officer to stand down.

The point of all these stories is that it is wonderful when people simply decide to do the right thing. The Chief Petty Officer's Association of Seattle decided to make it their mission to

make sure that this gravesite is taken care of, and that people remember to honor the history, heritage and traditions of the Coast Guard. The Coast Guard Enlisted Association has now joined them in that mission. In particular, we all want to remember someone who demonstrated the core values of the Coast Guard, at least as well as anyone ever has.

So as you have lunch with your shipmates over the next year, and stand watch with them, tell them about this ceremony. Tell them that at least one time in their Coast Guard career, they should attend this ceremony. It is the right thing to do.

### *The Glita Incident*

I was awaiting assignment to the CGC Point Welcome and was aboard the YR-71 with camera in hand in either December 1966 or early January 1967 in Danang Harbor, RVN. The M/V Glita was leaving Danang and collided with a Navy barge crane after losing power and steerage. The Glita then plowed between the bow of the YR-71 and rafted 82-ers. Some of the 82's had power and others were pushed around by 14-foot Boston Whalers. The Glita received some damage to its wheelhouse and there was only minor damage to one of the 82-footers.

**John  
Anderson**  
(Fort Myers  
Beach, FL)



### *Watch For 4-Part Feature*

Recently, Asst. Editor Frank Bari spent some time interviewing CGCVA member Christopher F. Wood (hereafter known as Woody). As a result, an insightful and interesting (albeit lengthy) collection of stories were collected. It was decided to present a "chapter" in each of the next four QD Log issues, broken out as follows:

Part 1 — Enlisting in the Coast Guard, attending boot camp, then off to the Vietnam experience.

Part 2 — Collecting Coast Guard memorabilia and building simple home shelf museums.

Part 3 — Reconnecting. The search for shipmates and people that he served with.

Part 4 — Forming the Cutter Chase Association, holding reunions, recording history, and doing projects with your new found shipmates.

Here's a sneak peak at Part 1...

At the age of 17 Woody decided to drop out of high school and join the Coast Guard. He gleefully explained this to his Dad (a WWII veteran) in their home in 1969. With a war raging in Asia, Woody explained to his Dad that if he joined the Coast Guard he wouldn't get drafted and go to Vietnam. Some of his friends had influenced him by joining up and were already happily on their way to Coast Guard Boot camp. His Father agreed and immediately took Woody down to the local Coast Guard recruiting office where they were greeted by a laid-back chief who promised Woody that he most likely get assigned to a small boat station, somewhere close to home. At the same time another friend of Woody's came in to enlist. The chief was thrilled and told both recruits about the "Buddy System," where they could stay together during Boot Camp at Cape May, New Jersey." Things were looking better and better to Woody so both boys took the Enlistment Oath and requested a date to go to Cape May for Boot Camp after the summer in September. After all, the rumors of Woodstock were buzzing in the air. All that great music and girls who had no idea what "long time or short time was" was an event not to be missed.

As the summer began, Woody's plans were falling into place like a straight flush in a poker game. He was hanging out on those beautiful



July days hearing more rumors of a mystical place called Woodstock. What could be better?

Came the dawn... and a phone call from the recruiting office. Woody was advised

*Woody in front of his barracks*



*Standing in line for chow at the Mess Hall*

by the chief who had sworn him in that his friend had come down with 'mono' and plans had changed. Woody now had to report to Boot Camp in the middle of July instead of waiting for the end of summer so off he went to boot camp.



*Squared-away Coastie*

As Woody and the new recruits arrived at Cape May they were met by, "Get your asses off the bus and move it, move it, ladies," shouted by a drill instructor. Woody thought this must be the worse it can be but later just before sunrise, just as he was entering his REM sleep, a loud banging of garbage cans broke the silence of his sleep and as Woody puts it, "The beginning of a potentially great dream." The Drill Instructors slammed the garbage cans louder and louder with their batons and Woody began thinking, "Maybe this Coast Guard thing was a big mistake."

So this is an idea of how we will follow Woody's Coast Guard experiences from Boot Camp through training to Vietnam (didn't the recruiter say, he wasn't going there) to his experiences on *CGC Chase*, Operation Market Time, Task Force 115, right up to the present and

his founding of the CGC Chase Association.

Hopefully, this 4-part series of articles will make some of you reminisce and hopefully bring forth a few smiles as you recall your own youth. As a great singer once put it maybe you'll wind up humming, "I did it my way!"

### *In Remembrance*

Captain Edward "Frank" Oliver, USCG (Ret.) crossed the bar in August at age 87. I, along with other members will miss his presence at our Biennial Reunion-Convention

in May. Frank was a natural leader. Just being around him inspired confidence and trust.

He led an adventurous and long life. In World War II, in the Merchant Marine, he served on troop and cargo ships in the invasions of Guadalcanal, Attu and Philippine Islands. He commanded his first ship, the Liberty ship *SS Bret Harte*, at age 24, and entered the Coast Guard in 1950, a lieutenant.

During the Vietnam War, 98 percent of war materials and supplies arrived by ship. Interruptions to this flow of ships from crew problems, negligence, and accidents, alarmed shipping concerns and naval officials. They wanted someone on scene with authority to overcome these matters promptly. Although, the U.S. Embassy in Vietnam claimed that it needed no help in resolving shipping matters, the Military Sealift Transportation Command was skeptical and asked the Coast Guard for help. Frank was given the job. Working directly for a navy admiral he was posted in

Saigon, from where he could quickly get to a problem area. Numerous times Frank resolved shipping delays. Such as when the offloading of ammunition ships was stopped in Cam Ranh Bay because the master of one of the vessels went mad and threatened to shoot crew members. Frank was called in. He went aboard, confronted the master, and disarmed him. End of interruption.

I first met Frank in 1973 when he was the Captain of the Port, New York, and I was a Photojournalist First Class at Third District Public Affairs. Around midnight, the outbound container ship *Sea Witch* had a rudder failure and collided with the tanker *Esso Brussels*. Locked in a flaming "T" the ships moved three miles from the upper harbor to the lower harbor. Captain Oliver was in charge of the Coast Guard response. From the district operations center, I was on the telephone with the news media for eight continuous hours giving updates and answering questions. When it was over, sixty-four crewmen were saved and sixteen died.

The intense heat from the fire warped both vessels. It was calculated that temperatures had reached one thousand degrees in places.

Frank had a globe-trotting adventurous life that included participating in the running-of-the-bulls, in Pamplona, Spain. We each have one life and Frank was a man who made the most of his. He was a confident man with a humbleness that made people comfortable in his presence. In reading over testaments given him on the funeral home website ([www.westfordfuneral-home.com](http://www.westfordfuneral-home.com)) one word comes to mind in summarizing his personality — Gentleman.

**Paul C. Scotti**

**National President, CGCVA**

### *"Forties Forever"*

Here's some photos of our group "Forties Forever" based on Staten, NY. 40450 is a Mark I model, built at the Coast Guard Yard in 1951. 40581 is a Mark IV model, built at the Coast Guard in 1959. Twenty-seven 40-footers served with the French Navy (Indo-China) and later became part of the South Vietnamese navy and junk force. See many more photos on our website: [www.cg40450.com](http://www.cg40450.com).

Attention 40 Boat sailors and Squadron One 82-footer sailors: I'm looking for photos of South Vietnamese 40-footers in the Cat Lo/Vung Tau/Saigon area and elsewhere they served in South Vietnam. I'm also

looking for photos of the original (as built at the CG yard) inside cabin steering stations of steel, twin-engine 40-footers built between 1951-1959. Those inside steering stations were all removed in the early 1960's. All photos would be returned promptly. Thanks! For more information, please contact **Anthony Kopke** at 9 5th Ave. in Sea Girt, NJ 08750. Ph: 732-449-0956.



Coast Guard Combat Veterans Association

REUNION/CONVENTION REGISTRATION FORM



4-8 May 2011  
CROWNE PLAZA DULLES HOTEL  
Dulles Toll Road, Exit 10  
2200 Centreville Road  
Herndon, Virginia 20170  
1-703-471-6700 or 1-800-227-6963



Room Rates:

Single or Double occupancy \$89.00 plus 9% tax (Current). If you like, occupancy w/ Breakfast for 2 is \$109.00 plus 9% tax (current). Rates apply for three (3) days prior and three (3) days after the convention. Our hotel is ADA approved, be sure to advise of your requirement(s) when you make your reservations. There are several Smoking Rooms available, first come first serve.

PLEASE BOOK YOUR ROOM DIRECTLY  
WITH THE HOTEL

(Be sure to ask for the CGCVA room block at the Crowne Plaza Dulles Hotel)

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

E. P. BURKE  
17728 Striley Drive  
Ashton, MD 20861-9763

(Please type or print clearly)

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

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

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

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

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

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

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

Vessels/Units: \_\_\_\_\_

Coast Guard Combat Veterans Association

Registration/Tour/Banquet/Lunch  
Reservation Form

CGCVA Registration:

<u>Early:</u>	Cost	How Many	Total
Received by 4/20/2011	\$25.00/person	X _____ =	_____
<u>Late:</u>			
Received After 4/20/2011	\$35.00/person	X _____ =	_____

Thursday, May 5, 2011 (Load Bus(s) @ 7:45a.m. Depart @ 8 a.m.)

**Bus Tour of Vietnam Wall, WWII, Korean, & Lincoln Memorials  
w/lunch, then tour of Arlington National Cemetery & Iwo Jima.**

\$65.00/person X \_\_\_\_\_ = \_\_\_\_\_

Friday, May 6, 2011 11:30a.m.

**CGCVA Business Meeting/Luncheon**

**Auxiliary Friendship Luncheon**

\$17.00/person X \_\_\_\_\_ = \_\_\_\_\_

Saturday, May 7, 2011

**Cocktail Hour (6-7 p.m. with Cash Bar); Awards Banquet (7 p.m.)**

\$50.00/person X \_\_\_\_\_ = \_\_\_\_\_

Poultry: \_\_\_\_ Beef: \_\_\_\_ (Note:If you have dietary requirements, advise Ed/Baker)

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

*(Make checks out to CGCOMVETS)*

Please help the committee by making your reservations as early as possible. It is very difficult when you wait until the last minute, then we are supposed to give the hotel, bus service counts of how many are coming for meals & tours to be ready the first thing on opening day. Some do not realize how much time is spent on your behalf getting these reunions put together. Take it from us, it takes a lot of time and effort negotiating to get the best deal possible so you can come and everything is in place and you have nothing to worry about, we have it under control. So again, please help us by filling out these forms and sending them with your check to Ed Burke as early as you can. I realize that we still have some time to go but six (6) months is not too early. Thanks for your help and consideration!





## Coast Guard Combat Veterans Association

### Reunion/Convention Itinerary

4-8 May 2011

**CROWNE PLAZA DULLES HOTEL**

**2200 Centreville Road, Exit 10**

**Herndon, Virginia 20170**



### Tuesday, 3 May

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

### Wednesday, 4 May

9:30 a.m. to 2:45 p.m. — Hospitality Room & Registration/Information desk open.

3 p.m. — Opening Ceremony. Hospitality Room reopens following Opening Ceremony.

### Thursday, 5 May

7:45 to 8 a.m. — Load bus for Washington, D.C. veterans' memorial tour and lunch, then visit Arlington National Cemetery and Iwo Jima Memorial **(DO NOT FORGET YOUR TOUR TICKETS)**.

9:30 a.m. — Hospitality Room & Registration/Information desk open all day.

### Friday, 6 May

9:30 to 11 a.m. — Hospitality Room & Registration/Information desk open.

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

### Saturday, 7 May

9:30 a.m. — Hospitality Room & Information desk open until 5:30p.m.

6 p.m. — Cocktail Hour (Cash Bar). 7 p.m. — Awards Banquet. Hospitality Room will reopen after Awards Banquet.

**Note:** Upon arrival at the Crowne Plaza, be sure to check the times of the events and tours as they are subject to change. Also, there are several places such as an air museum, shopping areas, Wolf Trap Outdoor theatre and others. Arrangements can be made with the hotel for shuttle transportation. They will favor a group using the shuttle and not just a single or few. Try to set up a group to go shopping as there are plenty around the area. we will obtain a schedule for Wolf Trap and have available for the appropriate dates. If anyone wants to rent a car to look around the area and sightsee on your own, there is a car rental available at the hotel. We have tried to cover everything for you, SO ENJOY!

## Coast Guard Combat Veterans Association

### General Information for Members and Visiting Associations

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

If your visiting group wants a separate meeting room and luncheon contact Ed and he will do his best to have the hotel accommodate your needs. Please be advised that it is highly unlikely that the hotel will be able to provide a different meal from what the CGCVA & Auxiliary are having without a price difference, if they have the staff to accomplish another meal. Please accomplish this type of request prior to your arrival at the Crowne Plaza to give Ed Burke time to accomplish your request. You can contact Ed at 301-924-3727 or his Fax at 301-570-5664. Email is [epbbmcs@verizon.net](mailto:epbbmcs@verizon.net).

All attendees that require disabled accommodations must notify the hotel when registering. Also, there are two (2) R/V hook-ups. Inquire at the hotel to learn if it is still available for your use.

Remember, guests are encouraged to attend the CGCVA Auxiliary Friendship Luncheon. We have tried to set up everything to make you comfortable and welcome to this reunion and the CGCVA Convention. If we have overlooked anything, please let us know what it is. At this reunion we have rates three (3) days prior and three (3) days after completion of the reunion.

The hotel has set aside several rooms for smoking. There is No Smoking anywhere else in the hotel, only your smoking room. We are having only one (1) tour during this reunion and it is a good one. Be sure and sign up early so you will not be left out. You will not be able to find a better deal anywhere.

**Refund Policy:** Requests for refunds of all payments will be honored for compelling reasons if they are received by 5 April 2011. Refund requests after that date honored after the convention, subject to the availability of funds, after all convention expenses are paid, Registration fees are not refundable. This is due to the fact that the monies have already been spent for necessary convention items. All other refund requests are subject to a \$25 administrative fee. Please be advised that when we pay the bills based on the registrations received, we cannot refund the monies as they have already been spent whether or not you show up.



# Tip of the Spear: Combat Operations of Adak and the WPBs in Operation Iraqi Freedom

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

The maritime conditions of Iraq and the Northern Arabian Gulf (NAG) can greatly limit the operations of large naval vessels and warships. Due to this and the navy's lack of in-shore patrol craft, a large part of the U.S. Navy's request for Coast Guard assistance in Operation Iraqi Freedom (OIF) centered on the service's shallow-draft patrol boats. Cutters of the 110-foot Island Class, also known as WPBs, would serve as the mainstay of shallow-water operations. Commanded by LT Sean C. Mackenzie (Class of 1992), the deployment of the 110-foot patrol boat *Adak* serves as a snapshot of WPB operations in OIF. Deployment of the WPBs overseas would represent the first combat deployment of Coast Guard patrol boats since the Vietnam War, even though other Coast Guard assets had served in operations Desert Shield and Desert Storm in the 1990s.

In early February, the Coast Guard's Atlantic Area Command deployed to the NAG the WPBs *Aquidneck*, *Adak*, *Baranof* and *Wrangell*. The 110s arrived in Bahrain at the beginning of March having ridden on board the Motor Vessel *Industrial Challenger* for thirty-five days. On March 5, a heavy-lift crane off-loaded the WPBs taking only six hours to set all four in the water. LT Mackenzie, Executive Officer LTJG Scott A. Rae (OCS Class of May 2000), and the crew ran *Adak* through sea trials for two days and on March 9, *Adak* and sister ship *Aquidneck* deployed to the NAG followed by *Baranof* and *Wrangell* on March 12.

In the days leading up to combat operations, *Adak* focused on maritime interdiction operations. Coalition vessels had restricted passage of local watercraft out of the Khawr Abd Allah (KAA) Waterway, thinking that these vessels might carry mines or escaping Iraqi officials. By mid-March, local watercraft had attempted several break-outs with fleets of dhows and small boats and, on March 17, a large breakout consisting of sixty Iraqi watercraft attempted to evade Coalition units. With the vessels scattering in all directions, *Adak*, *Wrangell* and their small boats, aided by other Coalition units, managed to corral all of the Iraqi watercraft and board them. None of the vessels carried escaping Iraqi leaders and all had discharged any



*110-foot cutter ADAK being loaded on board a Military Sealift Command vessel destined for the Middle East. (Courtesy of U.S. Coast Guard)*

illegal cargoes typical of small smuggling vessels. After boarding teams had thoroughly searched the dhows, *Adak* and the other patrol vessels allowed the watercraft to proceed along a specific route into the NAG.

In the early morning hours of March 20, Coalition forces initiated combat operations with air attacks against key military targets in Baghdad. In addition, Coalition forces

had to secure Iraq's Khor al-Amaya Oil Terminal and Mina al Bakr Oil Terminal to prevent environmental attack by the Iraqi regime. On the evening of March 20, SEAL teams supported by Polish Special Forces personnel, stormed the oil facilities. During the operation, Mackenzie and *Adak*, along with *Baranof*, maintained security around the terminals to prevent reinforcement or escape by Iraqi military forces. After the SEALs cleared the terminals of Iraqi personnel, weapons and explosives, Coast Guard personnel from Port Security Units 311 and 313 arrived to secure the facilities.

Next Mackenzie received orders to patrol the KAA Waterway, so by the early morning hours of March 21, *Adak* had steamed up the KAA to serve as a guard ship. In fact, of the 146 Coalition naval units in the NAG, *Adak* stationed itself deepest in enemy territory and served as the "tip of the spear" for Coalition naval forces. During its early morning patrol, *Adak* and navy patrol *Chinook* surprised and stopped two down-bound Iraqi tugboats, including one towing a barge, and ordered them to anchor. At first, the vessels raised no suspicions for they ordinarily serviced tankers and smaller watercraft that plied local waters. But the two patrol vessels continued guarding



*ADAK performing maritime interdiction operations. The WPB is seen here with a local dhow typically used for regional commerce. (Courtesy of U.S. Coast Guard)*

the tugs and a special boarding team composed of Australian and American explosives experts searched the tugs and barge and found concealed within them a total of seventy contact and acoustic mines. Had they been released, the mines could have sunk or heavily damaged Coalition naval vessels operating in the NAG. The team secured the tugs and *Chinook* transported the tug crews back to a Coalition naval vessel for processing. The captain of one of the mine-laying tugs admitted that the sight of Mackenzie's "white patrol boat" had prevented him from deploying his deadly cargo.

Throughout March 21, the captain and crew of *Adak* experienced a great deal of excitement. At 06:00, Australian and British frigates began naval fire support operations in what became known as "Five-Inch Friday." The warships poured nearly 200 rounds of four-and-a-half-and five-inch shells into the Iraqi defenses while *Adak* screened the vessels to ensure that no unauthorized watercraft approached. During this time, Mackenzie and his men felt buffeting from the explosions of hundreds of bombs and shells lobbed on shore. British Royal Marines, supported by U.S. Navy and Royal Navy hovercraft, commenced the amphibious assault on the Al Faw Peninsula; the largest amphibious operation carried out since the Korean War.

During the landings, an Iraqi PB-90 patrol boat had been cruising upstream on the KAA Waterway and positioned itself where it could threaten low-flying Coalition helicopters and provide early warning reports to land-based Iraqi forces on the Al Faw Peninsula. To engage the PB-90, the



*A captured Iraqi Republican Guard crew member from an Iraqi PB-90 gunboat. The POW suffered from hypothermia when rescued from the KAA Waterway and he was one of the first maritime POWs of the war. (Courtesy of U.S. Coast Guard)*



*ADAK on patrol in the Northern Arabian Gulf. (Courtesy of U.S. Coast Guard)*

Coalition command center vectored in an AC-130 gunship, which destroyed the Iraqi vessel. Afterward, a Coalition helicopter spotted three surviving crewmembers floating down the KAA and notified *Adak* of their location. The WPB recovered the three hypothermic Iraqis at 8:30 a.m. and transferred the prisoners to an Australian naval vessel for processing. Coalition experts later identified the men as warrant officers from Iraq's Republican Guard.

After Coalition forces wrapped up the initial phase of combat operations, Coalition planners focused on opening the KAA Waterway to vessel traffic. Wrecks from the Iran-Iraq War and the First Gulf War still littered the KAA and its shores, but mines proved a greater concern. Some mines still remained in the waterway from Operation Desert Storm. Minesweeping operations began on March 22 with navy Sea Dragon helicopters towing minesweeping sleds along the waterway. Mackenzie received orders for *Adak* to join sister ship *Wrangell*, and navy patrol craft *Chinook* and *Firebolt* to escort U.S. Navy and Royal Navy minesweepers up the KAA. The process proved slow as the minesweepers proceeded at a rate of three knots up the forty-mile channel to the Iraqi port of Umm Qasr. The patrol boats had to stand off 1,000 yards from the minesweeping vessels and they often had to station themselves upriver from the minesweepers. On several occasions, the minesweepers located mines in waters previously navigated by the WPBs and, on one occasion, *Adak's* crew listened as the patrol boat contacted a mine that came to the surface and failed to detonate.

It took about a week to complete mine-clearing operations on the KAA and with Umm Qasr in Coalition

hands, cargo vessels could begin steaming into the Iraqi port. Naval combat operations concluded near the end of March, but Mackenzie and *Adak* joined the other WPBs to continue their force protection role and served as escorts while navy salvage vessels *Catawba* and *Grapple* removed obstructions in the waterway. On March 28, Coalition forces sent the first shipload of humanitarian aid into Umm Qasr on board the shallow draft Royal Fleet Auxiliary *Sir Galahad* under the escort of *Adak*, *Wrangell*, a minesweeper and patrol craft *Firebolt*. *Adak* and its crew continued escort duties along the KAA into early April. On April 11, *Adak* escorted Iraq's first commercial shipment on

board Motor Vessel *Manar*, which carried 700 tons of Red Crescent Society aid of food, water, medical supplies and transport vehicles. Meanwhile, Mackenzie received orders to return to base and, on April 12, *Adak* redeployed to Bahrain after completing a thirty-five day non-stop deployment to the NAG.

On April 9, organized resistance had ceased in Baghdad,



*Crew of the ADAK grouped on the bow of the 110-foot cutter. (Courtesy of U.S. Coast Guard)*

followed in mid-April by a cessation of resistance in most other Iraqi cities. On May 1, President George Bush announced the end of combat operations in Iraq and the Coalition's offensive operations came to a close. During OIF, *Adak*, its sister ships and their crews brought many vital capabilities to the theater of operations. The patrol boats operated for many hours without maintenance in waters too shallow for most naval vessels and served as the fleet's workhorses in boarding, escort duty, force protection and maritime interdiction operations. The characteristic

white hulls of the WPBs also provided a less antagonizing presence in a highly volatile region. As in past Coast Guard combat missions, such as Vietnam, Coast Guard patrol boats and personnel, such as LT Sean Mackenzie, exceeded all expectations in shallow-water and in-shore maritime operations. Given the frequency that hostilities erupt in the world's littoral regions, shallow-draft Coast Guard units and their specialized personnel will continue to play an important part in future naval operations.

## LCDR Holly Harrison: Veteran of Operation Iraqi Freedom and Bronze Star Recipient

by William H. Thiesen, PhD  
Coast Guard Atlantic Area Historian

As with any meaningful career, that of LCDR Holly R. Harrison reflects her hard work and devotion to duty. This native of Arizona comes from a military family tracing its connection to the nation's armed services back several generations. Early in life, LCDR Harrison continued her family's tradition of service to country, gaining hands-on experience with Coast Guard units while still in high school. She spent a year in college working hard to fulfill her dream of entrance into and graduation from the Coast Guard Academy.

After completing four years at the Academy, Harrison received a variety of shipboard assignments, including ones on *Storis* (WMEC-38), and the 110-foot cutters *Kiska* (WPB-1336) and *Aquidneck* (WPB-1309). A World War II-era cutter famous for making the Northwest Passage in 1957, *Storis* proved an excellent vessel on which to learn to drive ships. Harrison served as an ensign on *Storis* in the stormy Bering Sea and boarded numerous fishing vessels in support of the cutter's law



LT Holly Harrison on board Coalition vessel  
*USS Milius*.

enforcement mission. Next, Harrison transferred to Hilo, Hawaii, to serve as executive officer on board the 110-foot patrol boat *Kiska*, which performed a variety of missions in the mid-Pacific area. Harrison served on board *Kiska* for two years before later receiving command of her own cutter, the WPB *Aquidneck* homeported out of Fort Macon, North Carolina.

Near the end of 2002, after well over a year in command of *CGC Aquidneck*, Harrison received orders to the Northern Arabian Gulf (NAG) to take part in Operation Iraqi Freedom (OIF). Harrison had to cancel an assignment to escort vessels in the Delaware River, return the *Aquidneck* to homeport to load spare parts, and steam for the Integrated Support Center-Portsmouth, in Hampton Roads, Virginia. In Portsmouth, Harrison spent over two months preparing the cutter and crew for deployment to the Middle East.

These preparations included rigorous training in small arms and chemical, biological and radiological warfare. Harrison and her crew also prepared *Aquidneck* for trans-Atlantic shipment on board a Military Sealift Command ship.

## Feature Articles

Trans-shipment of *Aquidneck* and three other 110-foot cutters required a great deal of logistical work and by January 2003, the four WPBs were ready to load onto the commercial heavy-lift motor vessel *Industrial Challenger*.

Harrison and her crew boarded a chartered jet for Bahrain and touched down on February 26. Shortly after arriving, Harrison and the three other patrol boat skippers boarded *USS Valley Forge*, a guided missile cruiser and command ship for Task Force 55, under which the cutters would operate. Task force commander, U.S. Navy captain John W. Peterson, had specifically requested use of the patrol boats during the September 2002 planning for OIF naval operations. Peterson and his staff briefed the skippers on their upcoming mission and the naval combat operations about to begin.

After the patrol boats arrived in Bahrain, the work tempo increased. Within ten days of Harrison's arrival, *M/V Industrial Challenger* delivered *Aquidneck* and the other 110s after a thirty-five day passage. On March 5, a heavy-lift crane off-loaded the cutters and Harrison and her crew conducted sea trials for the next two days. On March 8, they stowed stores on board *Aquidneck* boat and, on March 9th, the patrol boat sailed to the Northern Arabian Gulf (NAG) with sister ship *Adak*. Once the two cutters arrived, they began maritime interdiction operations, boarding and inspecting indigenous watercraft that navigated the waters along coastal Iraq.

During March, Coalition naval forces restricted the flow of Iraqi watercraft along the Khawr Abd Allah (KAA) Waterway, the primary maritime link between Iraq and the Gulf. Naval planners believed that these dhows and other watercraft might hold mines, weapons or escaping Iraqi officials. The Iraqi watercraft countered Coalition efforts by staging breakouts, which involved dozens of watercraft trying to escape simultaneously. These attempts included a large breakout of sixty dhows on March 17. *Aquidneck* worked together with the other WPBs and an HH-65 helicopter from high-endurance cutter *Boutwell* to corral the watercraft and board each of them. Together, they managed to inspect all the vessels and found no weapons, illegal cargoes or Iraqi officials.

In the evening of March 20, Operation Iraqi Freedom's combat operations began as Coalition warships launched Tomahawk missiles toward Baghdad. *Aquidneck* patrolled around the naval vessels during launch operations to screen them from intruders. The missile launches proved an awesome sight and none of the off-watch crew could sleep. Harrison was unaware of the fact that, as captain of *Aquidneck*, she had become the first woman to command a Coast Guard vessel in a combat zone.

The next day, *Aquidneck* remained on patrol in the NAG. Early in the morning, a lookout on board the cutter spotted a British Royal Navy Sea King helicopter approach while another Sea King vectored in from the opposite



*LT Harrison's CGC Aquidneck patrolling the Iraqi oil platforms.*

direction. To the amazement of the crew, the two helicopters collided in mid-air and exploded on impact. *Aquidneck* reacted immediately and appeared at the site of the disaster before any other Coalition vessel. As jet fuel burned on the water's surface surrounding the wreckage, *Aquidneck* launched its small boat and commenced search operations; however, all of the seven helicopter crewmembers, including an American navy officer, died in the crash.

After Coalition naval forces wrapped up the initial phases of combat operations, naval planners focused on opening the KAA Waterway to vessel traffic. On March 22, *Aquidneck* joined the escort detailed to protect Coalition minesweeping vessels clearing a channel to the Iraqi port of Umm Qasr. In order to do this, *Aquidneck* and the other escorts had to navigate upstream of the minesweepers. This mission proved to be a stressful one because Harrison's crew realized that they were sailing through unswept waters and that the thin-skinned cutter could be torn apart by a floating mine. This mission concluded successfully with no casualties to the minesweepers or their escorts, but later analysis indicated that *Aquidneck* had passed through water that held active mines.

*Aquidneck* performed numerous patrol missions to safeguard Iraqi oil platforms. On several of these patrols, Iranian gunboats would appear, test Harrison and her crew's reactions, and gauge the capabilities of *Aquidneck*. Harrison had to draw a fine line between responding assertively while not provoking hostilities. Harrison chose the middle



*A Coast Guard WPB on patrol in the Northern Arabian Gulf.*

ground of having the crew ready to man the cutter's loaded guns without training any weapons on the Iranian vessels. Whenever the Iranian vessels appeared in *Aquidneck's* patrol area, Harrison paralleled their course and matched their speed, sometimes exceeding thirty knots to do so. Harrison made sure her cutter did not present a threatening posture, but she never backed down and the Iranian gunboats always broke off these encounters and retreated to their territorial waters.

Securing the KAA Waterway for regular commercial traffic required not just minesweeping operations, but the clearing of other obstacles as well. Wrecks and hulks of destroyed ships dating back as far as the Iran-Iraq War dotted the KAA Waterway's shoreline. Armed boarding teams from the WPBs had to clear the shoreline of any potential threats hidden within these wrecks. During these operations, a boarding team from *Aquidneck* discovered military supplies within the hulk of a tanker, including Iraqi military uniforms, money, AK-47s, fresh food and drawings of Coalition naval vessels. *Aquidneck's* shore parties also secured a number of coastal bunkers that proved inaccessible to land forces.

While serving as *Aquidneck's* captain, Holly Harrison's cutter and dedicated crew conducted innumerable maritime interdiction, search and rescue, escort and combat-related operations in the Northern Arabian Gulf. In 2003, Harrison received recognition of *Aquidneck's* for these



*LT Harrison receiving the Bronze Star with Atlantic Area Commander VADM James Hull, looking on.*



achievements under her command. She became the first female member of the service to receive the Bronze Star medal in addition to her record as the first woman to command a Coast Guard cutter in combat.

After re-deployment to the United States, Harrison transferred to the Maritime Law Enforcement School, in Yorktown, Virginia, and put her rich boarding experience to use as a senior instructor. She moved with the school to

Charleston, South Carolina, to help establish the Coast Guard's law enforcement academy in that city. Following her teaching work in Yorktown and Charleston, she served for two years as executive officer of the medium-endurance cutter *Legare*, which performed several drug interdiction and illegal migrant patrols in the Caribbean. Today, she serves as a program reviewer at Coast Guard Headquarters in Washington, D.C.

## From a Little Town in Long Island, NY to the Brown Waters of Vietnam

by Frank Bari, Assistant Editor

Alan Dillenbeck knew at the age of 13, that he wanted to join the Coast Guard. "I was working as a young boy at a place called Scotti's Marina, where fishing boats would come in for work and repairs." Doing odd jobs around the Marina at a young age in a small corner of Long Island, New York, which was right on the water for the boats to pull in, Alan developed his work ethics. "One day a U.S. Coast Guard small boat pulled up with three beautiful girls in it. I knew then I wanted to join the Coast Guard."

But that's not all. Alan developed a love for the sea and the lure for adventure. "My father would take me out fishing on an 83-foot charter boat and I later found out that the boat was a former Coast Guard boat with quite a history. It was a converted World War II Coast Guard cutter that had been part of "The Match Box Fleet" during the Normandy invasion." That formidable group of wooden cutters had the distinction of rescuing men from the waters on D-Day."

Alan was hooked and at 18 years old joined the U.S. Coast Guard. His first duty station after Boot Camp was Station Atlantic City, NJ where he became a boat coxswain. He later went on to Station Jones Beach, NY. There he continued being a coxswain but as an E-3 he couldn't do boardings. You had to be a petty officer to conduct boardings of other boats and ships so Alan always had a petty



*Crew of the USCGC Cypress*

officer, usually an E-4, with him underway who could officially do the boardings.

Alan soon advanced to E-4 and volunteered for duty in Squadron One, the fleet of 82-foot Coast Guard cutters patrolling the waters in Vietnam. Squadron One was no picnic. The inland waters of Vietnam were full of jungle-lined rivers and narrow canals where your adrenalin would rush through your veins as you couldn't turn around. It was prime territory for Viet Cong or NVA Regulars to

spring an ambush. It also was a key area heavily sprayed with Agent Orange, a future enemy of many of our service members.



*Point Cypress rocking and rolling at the Division 11 docks.*



*Point Slocum and another WPB transiting a narrow canal.*

When Alan received his transfer to Squadron One, Division 13, he knew what he was getting into. He was first sent for training in Alameda, CA. After training for nearly six months he was sent to Travis Air Force Base, outside of Oakland, CA for a military flight to South Vietnam. From Saigon he traveled to the rain, mud, rice paddies, rivers and canals in the coveted Mekong Delta. The Mekong probably had the best rice in Southeast Asia. It was therefore a target for the Viet Cong and their allies from the North, who used all manner of watercraft along the waterways of the Mekong Delta to bring in supplies, soldiers, food, medicine, and weapons. Sampans and junks had to be boarded and inspected. Suspects found on these vessels were taken and checked out by the Coast Guard. There were plenty of undocumented firefights that would come in an instant and end just as fast. There was boredom, there was fear, and there were sounds real and imagined. There was also beauty in the sky and the jungle itself. There was contrast just like life and death and you felt both.

Alan was assigned to the 82-foot cutter *Point Cypress* (WPB-82326), stationed at Cat Lo. As a Boatswain's Mate Third Class, he immediately saw action on patrols on the *Point Cypress*. Alan went on patrol after patrol, at least eight hours per day and then conducting boardings at night. Alan was responsible for all the maintenance on the cutter. He also spent time onbase as there was always a contingent of Coasties who, though assigned to a particular WPB, also went underway on others. Record keeping of crew

members was not a priority. Alan, at one time was ordered to go on patrol on the *Point Jefferson* and according to Alan, there is no record of that. Sometimes a Coastie would be on R&R or on the binnacle list and replaced by someone else. The patrols weren't going to stop their vigilance because of a man or two. Thus, many Coasties on the WPB'S who saw action or boardings while on another WPB, where they were acting as a replacement went undocumented.

Alan's tour of duty in South Vietnam was from Nov. 1967 to Nov. 1968. After being at Cat Lo for a time The *Point Cypress* was transferred to An Thoi, down in the Delta. There the routine was pretty much the same — patrols, boarding, and working with The U.S. Army's 9th Division Mobile Riverine Forces, whose main base was in

Dong Tam. There were many support mission of Naval Gunfire from the WPB's covering the 9th Division. The WPB's were nothing to mess with and they packed a punch. A Coast Guard gunner's mate had developed the concept of piggy-backing a .50 caliber and 81mm mortar. The soldiers of the 9th were glad when being supported by the Coast Guard and Alan participated in many of these actions.

Alan recalled an incident while on patrol when a helicopter ran out of fuel and almost crashed into the *Point Cypress*. The helo just missed them and

fell in the river. Eight men from *Point Cypress* jumped into the river to help the pilot. It turns out the chopper had been



*Squadron One Logo*



*Point Cypress underway*

spraying Agent Orange and Alan and his shipmates swam in the Agent Orange tainted water. The men on the *Point Cypress* called for a medic and one came to work on the injured pilot.

Alan and another Coastie, Gil “Frenchy” Benoit, a legend and one of the bravest Coasties to sail the Brown waters of Vietnam, were asked to do some observation near a possible Viet Cong passage route. The two stayed up at night observing and slept in the daytime. One night, Alan thought he saw something and he moved close to the edge of a mountain to get closer for a better look. He wound up falling off the mountain onto a tree that broke his fall and he then continued to fall. He’s alive to tell the story after receiving 25 stitches in his head.

Alan recalled a shipmate, Fireman Eddie Hernandez who was a replacement on the *Point Cypress*. A former boxer, Alan took a liking to this “gutsy kid.” Alan went



*(Left to right) Heriberto Hernandez, USN Junk Force Liaison, unidentified USN sailor, and Alan Dillenbeck*



*(Left to right) Alan Dillenbeck, Vietnamese Liaison, USN Corpsman, and Heriberto Hernandez*



*Three Viet Cong suspects being brought in for questioning.*

with him on boardings using Boston Whalers and the two became close.

There was a report of a junk that had a white man tied down on its deck. This was by the Ca Mau Peninsula and it was rumored that the Viet Cong had a POW Camp in that area. One night, Hernandez, along with a two officers, volunteered to go through the canal where the junk had been spotted. Traveling on a Boston Whaler, they entered a narrow canal where they were ambushed. Both officers were shot and Eddie was hit under his armpit — a lung wound. Eddie continued to fire as they somehow backed out of the canal. Eddie continued shooting until his magazine was empty but tragically he then died of his

wounds. Alan was heartbroken to lose his friend.

The Coast Guard is now building the “Sentinel Class” of cutters. These cutters will be 153-foot in length and capable of speeds in excess of 28 knots, with a crew of 22. They are being named after Coast Guard enlisted personnel who performed heroically. Eddie Hernandez will soon have a cutter of this class named for him. He is not forgotten. It will be under his proper name, Heriberto Hernandez.

After serving in Vietnam, Alan Dillenbeck returned home and finished out his Coast Guard days at Station Shinnecock, Long Island, NY. He remained a hero becoming a member of the New York Fire Department and is now retired. He is a quite humble man but in his eyes there are many stories. He stated, “I love the U.S. Coast Guard and have no regrets. I went to Vietnam for my country and I would do it again.”

## Reunions & Get-Togethers

### *USCG Investigative Association*

A reunion for members of the USCG Investigative Association will be held at the Double Tree Hotel in Portland, OR. Contact: **Tom Craig** at 1133 Jefferson St., Wenatchee, WA 98801. Email: [tc70photo@gmail.com](mailto:tc70photo@gmail.com). Phone: 509-663-4015.

### *Ships Built Prior to 1975*

On May 16-19, 2011, a reunion will be held at Harrah's Hotel/Casino, 219 North Center Street in Reno, NV. The reunion is open to all Coast Guard personnel who served on ships built prior to 1975. Contacts: **Doak Walker** at P.O. Box 33523, Juneau, AK 99803. Email: [cgcutters@gci.net](mailto:cgcutters@gci.net). **MCPO Jack Hunter** at 5897 South Sherman Way in Centennial, CO 80121-1130. Phone: 303-797-3136.

### *CGC Bibb (WHEC-31)*

The 15th reunion of the Bibb Shipmates Association (BSA) will be held April 6-9, 2011 in Savannah, GA. Interested persons should contact **Mike Johnson** at 277 Brandon Lane, Newnan, GA, 30265-1499 or Email: [oldhippie1249@nu-](mailto:oldhippie1249@nu-)

[mail.org](http://mail.org). There is also information available on our website: [www.cutterbibb31.com](http://www.cutterbibb31.com). You do not have to be a member of the BSA to attend and your family is welcomed and encouraged to come.



*(Cockwise from top left) PNP Bob Maxwell, VFW Commander-In-Chief Richard L. Eubank, PNVP Ed Burke, Jane Maxwell, and Nancy Burke in Reno on Sept. 11th. The event was a Homecoming celebration for Eubank who was installed as the top VFW official at the VFW 11th National Convention in Indianapolis on Aug. 26th.*

## Auxiliary News

### *Hello All:*

Cooler weather has arrived in Florida. Of course, that makes this Oregon girl happy. The summer was long, hot and humid.

I am looking forward to the Reunion in Virginia, in May. As fast as time goes by it will be here before we know it. I have a very special program planned for the Auxiliary luncheon. You won't want to miss it. It is something that the men will enjoy and you guys will be sorry you have to attend the business meeting and miss the fun.

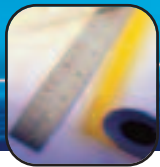
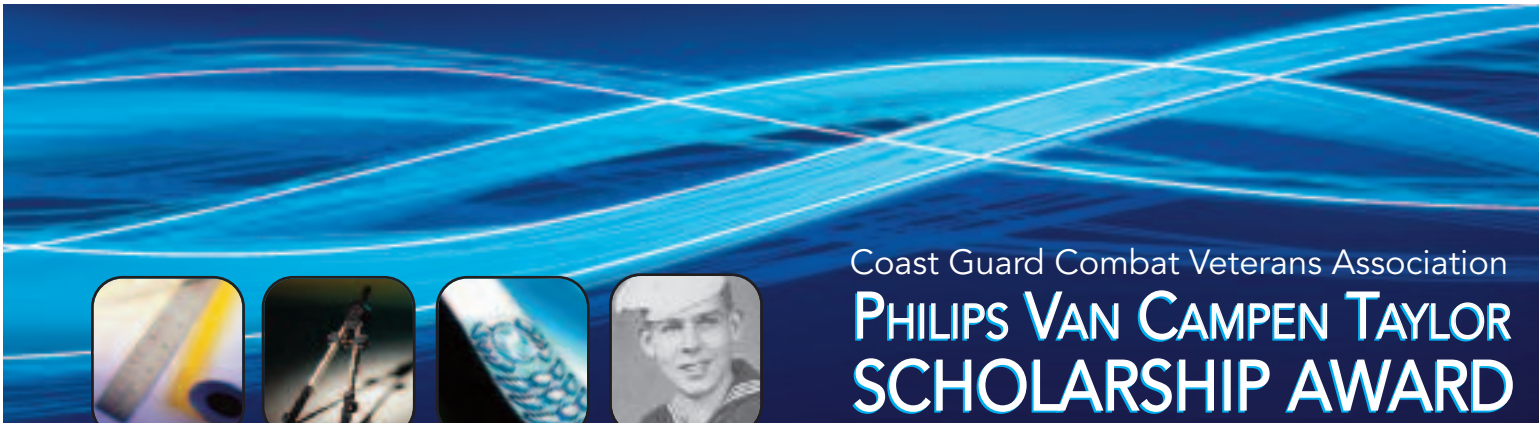
After talking to Baker about the hotel in Virginia, it sounds very nice and in a good location. We lived in Virginia for seven years so in ways it will be like going home for us. We have family and friends in the area, so that will be great for us too.

The last few months I have been tied up with eye problems and frustration at not being able to see to do some of the things I've been use to doing. Cataract surgery in

both eyes four weeks apart, and no glasses for nine weeks, was interesting. As was applying more than five hundred and fifty eye-drops connected with the surgery. That is behind me now. With new eyeglasses I see clearly no matter where I'm looking.

We are looking forward to the upcoming holidays and family time. Really being able to decorate the house is great after all the years in the RV lifestyle. We do three Christmas trees so we can use all the ornaments that we've collected over the years. I try to make something new most years and end up buying a number of new ornaments, as well. One tree is Military and Sea-related and is always fun and full of memories. Our library tree is all Christian-related items. The large family room tree has all the fun stuff. Most of the time, it is only the two of us who see the decorations and that is okay too. We enjoy them immensely. **Liz Scotti**

**CGCVA Auxiliary President**  
(321) 474-0007



Coast Guard Combat Veterans Association  
**PHILIPS VAN CAMPEN TAYLOR  
 SCHOLARSHIP AWARD**

**One scholarship for \$2000 is being offered in recognition of academic excellence in the areas of Science, Technology, Engineering or Math (STEM)**

STUDENT

.....  
 Last Name                                  First                                  Middle Initial  
 .....

.....  
 Street Address  
 .....

.....  
 City    State    Zip  
 .....

.....  
 Age                                  Date of Birth                                  Social Security Number  
 .....

.....  
 Telephone                                  Email  
 .....

.....  
 Signature                                  Date  
 .....

SPONSOR

.....  
 Last Name                                  First                                  Middle Initial  
 .....

.....  
 Street Address  
 .....

.....  
 City    State    Zip  
 .....

.....  
 CGCVA Expiration                                  Relation to Applicant  
 .....

.....  
 Telephone                                  Email  
 .....

.....  
 Signature                                  Date  
 .....

**OFFICE USE ONLY**

.....  
 Received By                                  Date

Complete    Yes    No                  Approved    Yes    No

.....  
 Award Date                                  Presenter                                  Date Mailed

**QUALIFY**

- be 17-19 years of age
- have a 3.9 GPA
- be a relative of a current CGCVA member
- be pursuing a minimum 4-year degree in Science, Technology, Engineering or Math (STEM)
- able to show financial need

**INCLUDE**

- at least two letters of reference (sponsor, teacher, pastor, etc.)
- proof of GPA
- a picture and bio outlining your career goals in the STEM arena

**DEADLINE**  
 Application with supporting documents must be received on or before  
**June 1, 2011**

**SEND PACKAGE TO:**  
 Baker Herbert  
 P.O. Box 544  
 Westfield Center, OH 44251



*semper paratus*  
 ALWAYS READY

Application signature authorizes the CGCVA to verify records from applicable institutions.

for more information about how to qualify for membership CGCVA, please go to <http://www.coastguardcombatvets>

## CGCVA Small Stores

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

### CGCVA BASEBALL CAP

Blue/black, gold lettered CGCVA with logo, full back. One size fits all. Plain visor **\$12.00** With senior officer scrambled eggs on visor. **\$16.00**. Add **\$3.00** and up to six gold letters will be sewn on the back of your cap. Example: "TOMMY". Regular CG Baseball Caps, blue or pink \$16. Add name \$3.00.

### CHRISTMAS TREE ORNAMENTS

255' Owasco Class; 378' Hamilton Class; 270'; and 210' Classes; and USCGC Mackinaw. Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. **\$8.00** each (shipped in display box).

### BOOKS

"Coast Guard Navy of WWII" by William Knight. **\$21.00**. "Coast Guard Action in Vietnam" by CGCVA member Paul Scotti **\$21.00**. Coast Guard Combat Veterans, Turner Publishing **\$36.00**. "Always Ready - Today's U.S. Coast Guard" by Bonner and Bonner **\$16.00**. "A WWII Sailor's Journey" by T.J. Piemonte **\$12.00**. New Books: "Blood Stained Sea" by Michael Walling **\$21.00**. "Choke Point" by Michael Walling (Hero Coast Guard Centered) **\$20.00**. "Sinbad" by Michael Walling **\$21.00**. Toy Sinbad **\$16.00**. Walling books will be autographed to the individual, etc., if indicated in order.

### CAP, CGCVA GARRISON

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

### PATCHES (some shown here)

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





# Coast Guard Combat Veterans Association

## MEMBERSHIP APPLICATION

(Please Print Clearly)

### Personal Data

Name: \_\_\_\_\_ Date: \_\_\_\_\_  
Last First Init.

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

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

Telephone: \_\_\_\_\_ E-Mail: \_\_\_\_\_ Date of Birth: \_\_\_\_\_

**Do you have two (2) residences? Yes \_\_\_\_\_ No \_\_\_\_\_** (This is for Quarterdeck Log mailings)  
**If Yes, please furnish the below information:**

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

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

Telephone: \_\_\_\_\_ When There? From: \_\_\_\_\_ to \_\_\_\_\_

Sponsored By: \_\_\_\_\_

### Military Data

Branch of Service: \_\_\_\_\_ Service Number: \_\_\_\_\_ From: \_\_\_\_\_ To: \_\_\_\_\_

**Important:** This Application MUST be accompanied by either a copy of your Discharge (both sides); or, a copy of a DD-214; or, a copy of a DD-215; or, a copy of NAV/CG-553; or, a copy of your letter of awards; or, a copy of some other "official" document that states your participation in or your direct support of a combat situation. You may further get a certified statement from a former shipmate who is a CGCVA member in "Good Standing," stating that you served with him on a particular ship/station during a particular period of time.

Rank/Rate: \_\_\_\_\_ Present \_\_\_\_\_ @Discharge \_\_\_\_\_ @Retirement \_\_\_\_\_

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

**Dues: \$30.00 for two (2) years.** Amount of Membership Dues Enclosed: \$\_\_\_\_\_ **Make checks or money orders payable to: CGCOMVETS** and mail to: Gary Sherman, LM, CGCVA National Secretary-Treasurer, 3245 Ridge Pike, Eagleville, PA 19403. Phone: (610) 476-8061. E-mail: [cgcva@comcast.net](mailto:cgcva@comcast.net)

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

**COAST GUARD COMBAT  
VETERANS ASSOCIATION**

**3245 Ridge Pike  
Eagleville, PA 19403**

Change Service Requested

NON-PROFIT ORG  
US POSTAGE  
**PAID**  
WOODBIDGE, VA  
PERMIT NO. 9



*(Above) Members of the USS Emmons (DD-457) at their recent reunion. It was a bittersweet event as it was learned that divers had been scavenging items from the Emmons which was sunk by kamikazi attack on April 6, 1945 near Okinawa. PNP Joe Kleinpeter found first-day issue stamps and envelopes from the Emmons' commissioning and launching, framed them and sent the gift (left) to the group in time for their reunion. Nice going Joe!*