



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 29, Number 3

Winter 2014

All Aboard For Our Reunion In Buffalo!

Hurry and Get Your Registration Form In Soon To Guarantee Your Spot.



A tour of majestic Niagara Falls is just one of the exciting things reunion attendees can do while in Buffalo. Try your luck at the nearby casino, participate in a PSU plaque dedication ceremony, and, of course, enjoy our famous Hospitality Suite.

We are in the final planning stage for the 2015 Reunion scheduled for May 17-22 at the Millennium Hotel in Buffalo, N.Y. Here are the some highlights:

Buffalo Arrival

Whether you arrive by air or train (Depew Station), call 716-206-8333 for complimentary shuttle service to the hotel. The runs are about every 30 minutes.

Millennium Hotel

Fully refurbished with indoor pool, our guests will be

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Coast Guard Combat Veterans Association

ELECTED OFFICERS

National President — Michael Placencia, LM
National Vice President — Stephen Petersen, LM
National Secretary/Treasurer — Gary Sherman, LM,

BOARD OF TRUSTEES

Chairman — PNP Ed Swift, LM
Two-Term — William Figone, LM & Floyd Hampton, LM
One-Term — Ernest “Swede” Johnson, LM

ADMINISTRATIVE OFFICE*

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*use the Administrative Office for contact with the CGCVA on all matters except *QD Log* submissions.

THE QUARTERDECK LOG

Editor In Chief — PNP Ed Swift, LM
(Send submissions to swiftie1@verizon.net)

AUXILIARY OFFICERS

National President — Betty Schambeau
National Vice President — Beverly Johnson
National Secretary/Treasurer — Mimi Placencia

APPOINTED OFFICERS

By-Laws — Thomas W. Hart, LM; **Convention Planners** — Steve Petersen, LM, Mike Placencia, LM, and Bruce Bruni; **Membership** — PNP Joe Kleinpeter, LM; **Parliamentarian** — Terry Lee, LM; **Historian** — PNP Paul C. Scotti, LM; **Service Officers** — Thomas Huckelberry, LM; Richard Hogan, Jr., LM, and Floyd Hampton, LM; **Budget Director** — Gary Sherman, LM; **Chaplain** — Vince Patton, LM; **Master at Arms** — Ed Floyd, LM; **Webmaster** — Richard Ames; **Nominating Chairman** — Bill Figone, LM; **Cape May Liaison** — Terry Lee, LM; **Investment Committee** — Gary Sherman, Steve Day, PNP Joe Kleinpeter, and Ernest “Swede” Johnson

From the President

Greetings Shipmates:

As we approach our 2015 Reunion and celebrate our 30th anniversary, I proudly reflect what the Association has accomplished during the past two years. Many of our members have traveled all over the country representing CGCVA at a number of events, cementing our excellent reputation as a CG veterans service organization. Many of these events have been featured in the *Quarterdeck Log*. Here are some highlights:



Mike Placencia

- Maintained the gravesite of Medal of Honor recipient Douglas Munro and attended the annual memorial services for Munro in Cle Elum, Wash.
- Presented the Person of the Year Award to Petty Officer Franco (CG Sector New York — 2012) and Petty Officer Peikert (Taclet South — 2013) during all hands ceremonies.
- Participated in Yellow Ribbon Events honoring our fellow deployed Coasties at Long Beach, San Francisco and Boston.
- Presented awards to recruits at Cape May, N.J. and cadets at New London, Conn.
- Attended commissioning ceremonies of the new Fast Response Cutters in Miami and Key West, Fla.
- Participated in the Sunset Parade honoring the CGCVA at Cape May, N.J.
- Participated in Coast Guard week at Grand Haven, Mich.
- Participated in the ground breaking ceremony for the new CG museum in New London, Conn.
- Participated in the 70th anniversary of D-Day at Normandy, France.
- Partnered with the Port Security Unit group on a plaque that will be dedicated in Buffalo, N.Y. during the 2015 Reunion.
- Released the CGCVA Challenge Coin.

I want to thank all of you for generously supporting our organization with your efforts to attend events on

Next *QD Log* deadline is May 25, 2015.
Please email articles and photos to the editor at: swiftie1@verizon.net

From the President

our behalf and your donations to the Quarterdeck Log Booster Club and memorial funds that we have established.

In closing, I am dedicating my term in office to Baker Herbert. His recent passing has been heartfelt and I tell

myself everyday that I would not be here if were not for his gentle prodding to get more involved. Baker was not one to take no for an answer. He is another CGCVA giant that will be missed.

Yours In Service,

Michael Placencia

From the Vice President

Ahoy Shipmates.

Again, I shall start my column with condolences, this time to Mary Lou Herbert and family on Baker's passing. I always enjoyed being around him and will be eternally grateful to him for helping me to be more involved in our Association. His commitment to our organization will live on forever. Smooth Sailing Baker. We shall miss you.

On a brighter note, the Buffalo Reunion continues to fall in place and should be a great one. Remember that this is our 30th Anniversary. It's going to be special with many things not done at previous reunions. Call your buddies and let them know that you are going and its time to get your registration in.

Looking forward to seeing you all in May. Bring a jacket, the water at the Falls is cooler than you think.

P.S. Say a prayer for Association member Terry Lee, who has been undergoing treatment in New York.

CGC Diligence Anniversary

The *CGC Diligence (WMEC-616)* 50th Anniversary of the commissioning ceremony was held in Wilmington, N.C. during the week of Nov. 8-11. This was sponsored by the Wilmington Harbor Trust, the City of Wilmington, Navy League and Coast Guard Auxiliary. In attendance were four Association LM's — Phil Kies, Albert Reyes, Ed Floyd, and myself.

On Saturday there were static displays set up at the Dilly's Moorings and ship tours and the annual golf tournament. That evening, a dinner was held for all past & current crew members and supporters and retired Captain Phil Kies addressed the group. Phil was a young ensign/plank owner in 1964.

On Sunday, there were more

tours, including one of the *CGC Smilax (WLIC-315)*. She was commissioned in 1944, making her the oldest cutter in existence. Her 315 number is painted gold, to indicate she is Queen of the Fleet. WOW! Two CG ships moored at the same pier representing 120 years of service.

While touring the Coast Guard City of Wilmington, we had lunch at the Front Street Brewery, which microbrewed a special limited Diligence beer in honor of the ship's 50 years of service. It was pretty darn good, especially after the third one.

On Monday we enjoyed old friendships. Three of us, Nathan Holmes QMCM, Mike Auble EMCS, and myself, were all young chiefs together on the Dili 34 years ago. We were invited by one of the chiefs to visit the mess and our old quarters. Cool!

Tuesday was a joint Veterans Day Observance and Recognition of all that served aboard the 50-year-old vessel conducted at the Coast Guard Moorings under a large tent. The ship's skipper, Cmdr. Randall, and his crew did an outstanding job making us all feel quite comfortable and very much a part of the current crew.

Hats off to all that made our visit something we shall always remember. Special thanks go to Ensign Joe Smith who kept us informed of all events. The highlight of it all for me was being with three fellow chiefs and four Coast Guard Combat Veterans. It was a long ride to Wilmington N.C. from Texas, but well worth it.

Steve Petersen

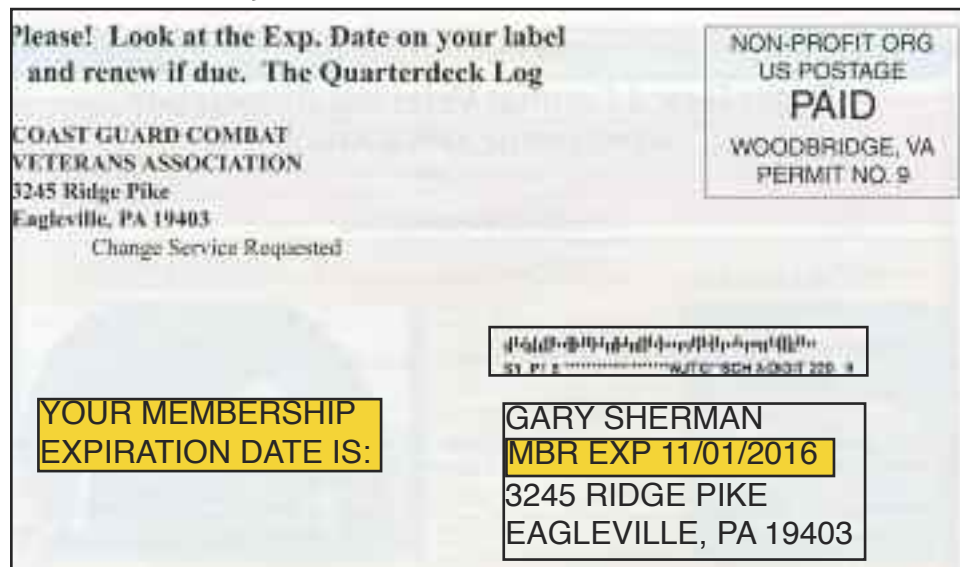


Steve Petersen



Please Pay Your Dues On Time

Recently, I sent out more than 200 postcards to regular CGCVA members to remind them their Association dues were overdue. Besides the time it takes for me to generate the postcards and mail them, the additional cost of mailing them is something the Association can't continue to simply absorb. If you are a regular member, you pay dues every other year and the date your membership dues are paid through is indicated on the mailing address of every *Quarterdeck Log* you receive, just below your name (see highlighted area of illustration below).



If you have received a postcard reminder about your Association dues, please remit them as soon as possible. If you didn't get a postcard but are a regular (not life member), please note the Membership Expiration Date on your *QD Log*. If it's time to renew, send in your \$40 to cover dues for two more years. It's that easy!

We Need Your E-Mail Address

Occasionally, as your Secretary, I have news that needs to be passed to the entire membership very quickly. The *QD Log* is not timely enough and members don't check our webpage often enough. So, if you haven't already provided it, please send it to me at cgcva@comcast.net. This would enhance communications and I will not share it outside the association without your approval.

Just type your name in the e-mail (you don't have to write anything else in the email), I'll understand that you are furnishing your name & email address so I can

enter it into your record in the Association's database.

With your email address, I can quickly notify you of CGCVA events in your area, so that you'll have an opportunity to support and represent the CGCVA, giving us a presence at various events around the country. I can also use it to notify members that their dues are now past due



Gary Sherman

since mailing postcards is time-consuming and expensive while email is cheap, quick and easy!

We are looking at the cost to develop a program to send "email blasts" to members, by area or region or by conflict, so we can notify you of events and make announcements that would have cost hundreds of dollars, to mail out notices by hand. This will be a tremendous way to ensure better communications with our members so please make sure I have your email address! Thanks and Semper Paratus!

Gary Sherman

Crossed The Bar

John R. Badgley, LM
Robert A. Buotte, Sr., LM
Admont G. Clark, LM
Agostino Gagliano, LM
Baker W. Herbert, LM
Roland W. Johnson, LM
Dale J. Palmer, LM
Patrick E. Ramsey, LM
Joshua S. Sparrow, LM
Olaf Veath, LM

Greetings,

A few months ago I received an email from a Navy Vietnam Vet that was stationed in South Vietnam at the

a picture of the person along with their bio and medals. If you hover over



*Betty Schambeau
Auxiliary President*



the medal, a description pops up. The memorial pages tell the location on the wall, name rubbing, personal data, military data, casualty data plus

same time as my husband. He shared the above web site with us. The information that is listed at this site is heart wrenching to say the least but quite a memorial to help remember the sacrifices of the fallen and their families.

Information about the Vietnam Memorial Wall web site: <http://www.virtualwall.org/iStates.htm>.

This site enables you to look someone up that you knew say in High School just by checking that city and finding details of their death. A group of amazing part-time, all-volunteer staff put together The Virtual Wall consisting of 58,260 memorial pages. These pages use the Vietnam War casualties listed by Home of Record.

When you go to this site you first click on a state. When it opens, scroll down to the city and the names will appear. Then click on their name. It may show you

more.

The site also has links for: Alphabetical by Last Name, Panels of the Wall by Date, Photograph Index, Highest Military Awards and Indexes by Military Unit.

This link is a virtual wall of all those who lost their lives, our lost heroes. It reminds us of the sacrifice of those who served in Vietnam for our country.

Auxiliary Involvement at the Reunion

In closing I am still looking forward to hearing from you and what item you will be bringing for our silent auction at our May reunion. Please use the form below. Some of the silent auction items can be seen on page 14 of this issue. And, of course, if you haven't already renewed your Auxiliary membership, please use the form on page 29. Thanks!

Betty Schambeau

2015 CGCVA Reunion Silent Auction Item Registration Form

Description of Item: _____

Name of Person Supplying Item: _____

Send this form to: Betty Schambeau at P.O. Box 207 in San Antonio, FL 33576 or to betty.schambeau@embarqmail.com

Remembering John R. Badgley

My husband, John Roy Badgley, sailed into eternity November 5, 2014, after a brief illness. John was 92, and still an avid and active sailor. He graduated from the Coast Guard Academy in 1943 as a Lt. (j.g.)

John commissioned & decommissioned the Coast Guard-manned frigate *USS Bisbee (PF-46)* which served during WWII in the South Pacific and the invasion of Leyte Gulf where they were at quarters for three days. After the war, John was on Adm. Nimitz' staff. Later, on the GI bill he attended Harvard Graduate School of

Design and became an architect.

John served in the reserves for another 15 years. In 2007 he published "*Frigate Men*", an account that detailed life aboard the *Bisbee* in WWII.

Jan Badgley (Johns wife)

Editor's Note: CGCVA member Thom Weber also wrote about John Badgley, noting they served together on the Bisbee from launching until decommissioning, and remained good friends over the years. At 94, Thom remains in fairly good health which he attributes to a good wife, a cane, and a nip of wine before dinner.

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 \$10 or more to the QD Log Booster Club each year it would pay for all the expenses that go into printing and mailing the magazine. 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:

Iver J. Anderson

Mindy Young

Joseph Kleinpeter

David Peverly

Herbert Cohen

Richard Perry

Robert Samuelson

Robert Heater

Ed Swift

Thomas Lisenby

Kenneth Corbin

George Watson

George Mengel

Al Duffield

Brance McCune

Francis Boyle

George Himmelright, Jr.

Michael A. Johnson IMO Stan Barnes

William Held IMO CWO Donald Brauer

Bill & Margie Figone IMO Ed Burke

Lois Csontos-Nielsen IMO Baker Herbert

Bob & Jane Maxwell IMO Ed Burke

Stephen Bolen IMO Ed Burke

Ed & Mare Swift IMO Baker Herbert

Nancy Burke IMO Ed Burke

Gary & Janie Sherman IMO Baker Herbert & Ed Burke

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.

CGC Bibb Reunion

The Bibb Shipmates Association will be holding its 18th reunion in Charleston, S.C. at the Holiday Inn Charleston-Mount Pleasant. Arrival day is Sunday, October 11, 2015 and departure day is Thursday morning, October 15. The last active reunion day is Wednesday, October 14th. The hotel phone is 843 884-6000. Be sure to tell the reservationist that you are with the Bibb Shipmates Association to receive our special room rate. If you are a member of the Association, a family member of a former *Bibb* sailor or a former sailor on the *USCGC Bibb (WHEC-31)* anytime during 1937-1985 you are welcome to join us. If you need additional information, contact **Jim Tweed** at 4 Birch Circle, Hopedale, MA, 01747. E-mail: jtweed94@comcast.net. Phone: 508 478-9694.

Watch For New Coast Guard Stamp

In August 2015, two anniversaries for the U.S. Coast Guard will be remembered with a single commemorative "forever" stamp. The design shows an oil painting by artist William S. Phillips of the Coast Guard Cutter *Eagle* with an MH-65 Dolphin helicopter flying above.

According to the USCG historian's office, in 1790 Congress authorized the Secretary of the Treasury, Alexander Hamilton, to create a maritime service to enforce customs laws, alternately known as the system of cutters, Revenue Service and Revenue-Marine.

President Woodrow Wilson signed the Act to Create the Coast Guard on Jan. 28, 1915.

By the way, in 2008 three guys got together on the internet. Our aim was to convince the U.S. Postal Service to issue a series of stamps in 2015 commemorating the 100th birthday of the U.S. Coast Guard. Since the USPS likes stamps that are purchased but not used, i.e., collectors items, we proposed a sheet of 20 different

Remembering Baker Herbert

CGCVA Founding Member and long-time association Secretary and/or Treasurer Baker W. Herbert, 83, passed away on December 11, 2014. Baker served honorably in the U.S. Coast Guard for over 20 years, retiring in 1969. He enjoyed a second career with the State Farm Insurance Company, retiring in 1989. A dedicated public servant, Baker served as a volunteer fire fighter in Lafayette Township for many years. Later, he was elected and proudly served as the Township Clerk and Zoning Inspector for Lafayette Township. He was Vice President and a dedicated member of the Ohio Public Employee Retirees, Inc., Chapter #38, Medina. He was a member of Veterans of Foreign Wars Post 6892 and American Legion Post 0523.

Baker married Marylou Witcraft June 21, 1952 and enjoyed 62 years of marriage. He was a loving husband, father, grandfather and friend to many. He is survived by his wife Marylou, daughters Patricia Schiesswohl, Linda Romano, and Kate de Medeiros; son Jeffrey Herbert; sister Carmel Auth and brother Bernard Herbert. He was the loving grandfather to Ryan Kolarov, Jamie and Robby Schiesswohl, Bradford and Max Herbert, and Ian and Dillon de Medeiros, and great grandfather to Caleb Kolarov.

"I will miss Baker terribly. He, like Ed Burke, was one of my mentors, someone I could always confide in, discuss important association matters with, and always know I would get his honest opinion. He helped me tremendously during my three terms as association president and I cherished his honesty, wisdom and sage counsel. Farewell my friend!"

Ed Swift



stamps depicting the many missions of today's Coast Guard. Several of you were kind enough to provide letters supporting this effort and, after many years of effort, we received notice that indeed, in August of 2015 there will indeed be ONE stamp issued. It is a very handsome stamp and useful forever however it scarcely depicts the enormous value of the United States Coast Guard and the many missions it performs, daily.

Nonetheless, Lt. John Longnecker, USCG, Ret; Capt. Carl Zellner, USCGR, Ret (recently deceased), and I are were very pleased (thrilled, delighted, ecstatic) to have helped this happen. This is a perfect example of how just a few dedicated people can create events.

This August, my advice to each of you is to buy out ALL the CG stamps in your local Post Office. They will be good forever regardless of what happens to the postage rate. Their values will only increase as the price of postage increases. It is an



(Left) Newly approved USCG "forever" stamp that will be available in August.

investment that is guaranteed to increase in value, not available in other options.

Capt. Fred Herzberg, USCG Ret. Co-Founder, Executive Director Emeritus, Regent, Foundation for Coast Guard History

***Editor's Note:** PNP Joe Kleinpeter was very outspoken on this issue and provided letters and supporting data to the USPS regarding a series of Coast Guard stamps for 2015. I also sent supporting letters while serving as CGCVA*

Anthem Veterans Memorial

The Anthem Veterans Memorial, located in Anthem, Arizona, is a monument dedicated to honoring the service and sacrifice of the United States armed forces. The pillar provides a place of honor and reflection for veterans, their family and friends, and those who want to show their respects to those service men and women who have and continue to courageously serve the United States.

At precisely 11:11 a.m. each Veterans' Day (Nov. 11), the sun's rays pass through the ellipses of the five Armed Services pillars to form a perfect solar spotlight over a mosaic of The Great Seal of the United States.

The memorial was designed by Anthem resident Renee Palmer-Jones. The five marble pillars represent the five branches of the United States military. They are staggered in size (from 17 ft to 6 ft) and ordered in accordance with the Department of Defense prescribed precedence,



ranging from the U.S. Army, the U.S. Marine Corps, the U.S. Navy, the U.S. Air Force and the U.S. Coast Guard.

Additionally, the brick pavers within the Circle of Honor are inscribed with the names of over 750 U.S. servicemen and women, symbolizing the support for the Armed Forces. The pavers are red, the pillars are white, and the sky is blue to represent America's flag. The circle represents an unbreakable border. Anthem resident and chief engineer, Jim Martin was responsible for aligning the memorial accurately with the sun.

Color Guard Photo courtesy of Anthem Community Council



Photo by Mike Spinelli

National President so please buy 'em when they're available.

Here's Some Coast Guard Lore

What is the origin of the saying "You have to go out, but you don't have to come back"?

A letter to the editor of the old *Coast Guard Magazine*, written by CBM Clarence P. Brady, USCG (Ret.), published in the March 1954 issue (page 2), stated that the first person to make this remark was Keeper Patrick Etheridge. Brady knew him when both were stationed at the Cape Hatteras LSS. Brady tells the story as follows:

"A ship was stranded off Cape Hatteras on the Diamond Shoals and one of the life saving crew reported the fact that this ship had run ashore on the dangerous shoals. The old skipper gave the command to man the lifeboat and one of the men shouted out that we might make it out to the wreck but we would never make it back. The old skipper looked around and said, "The Blue Book says we've got to go out and it doesn't say a damn thing about having to come back."

Etheridge was not exaggerating. The Regulations of the Life-Saving Service of 1899, Article VI "Action at Wrecks," section 252, page 58, state that:

"In attempting a rescue the keeper will select either the boat, breeches buoy, or life car, as in his judgment is best suited to effectively cope with the existing conditions. If the device first selected fails after such trial as satisfies him that no further attempt with it is feasible, he will resort to one of the others, and if that fails, then to the remaining one, and he will not desist from his efforts until by actual trial the impossibility of

Ever Seen One of These?



I saw this bracelet recently and was wondering if any CGCVA members have ever seen one like it? It belongs to a friend whose dad was in the Coast Guard during WWII. She thinks he bought it for her mom between 1941 and 44. It looks like it may be brass or brass plated. Both of her parents passed away quite a while back. She is my old partner's wife and I never knew her dad was in the Coast Guard until after he died. I don't believe it is for sale. I'm just looking for any information to help her out.

Thanks,
Ed Hutchinson
ehutchinson@neo.rr.com

effecting a rescue is demonstrated. The statement of the keeper that he did not try to use the boat because the sea or surf was too heavy will not be accepted unless attempts to launch it were actually made and failed [emphasis added], or unless the conformation of the coast — as bluffs, precipitous banks, etc. — is such as to unquestionable preclude the use of a boat."

This section of the Regulations remained in force after the creation of the Coast Guard in 1915. The new Instructions for United States Coast Guard Stations, 1934 edition, copied Section 252 word for word as it appeared in 1899. [1934 Instructions for United States Coast Guard Stations, Paragraph 28, page 4]. **Jack "J.J." O'Neil**

(P.S. As a former Life Boat Coxswain, I really never bought into that but it sounds good — Motivate! Motivate! My motto was, "You have to go out, but do whatever it takes to get back".

New Book on Douglas Munro

On September 27th, Lakota Press released "*Guardian of Guadalcanal: The World War II Story of Douglas Munro, United States Coast Guard*". The book, written by acclaimed author Gary Williams, tells the story of the courage and selflessness of Douglas Munro, the Coast Guard's only Medal of Honor recipient.

Douglas A. Munro was a signalman first class died heroically on Guadalcanal on September 27, 1942. Having volunteered to evacuate a detachment of nearly 500 Marines who were facing annihilation by an unexpected large enemy force, he succeeded in safely extracting them. In doing so, Munro was mortally

wounded.

“I am very proud and quite honored to be able to share the full story of Douglas Munro in its entirety,” said author Gary Williams. “This man volunteered to lead a rescue expedition to save the lives of hundreds of Marines. He truly led by example — he was courageous, selfless and was only thinking about the mission at hand.”

For his heroic and selfless actions during the rescue mission, Munro was awarded the Medal of Honor, as well as the Purple Heart posthumously.

The official launch of “Guardian of Guadalcanal” took place September 26th, during a book signing at Putnam Centennial Center in Cle Elum, Wash.,

where books were signed by Gary Williams and Douglas Munro’s nephew, Doug Sheehan. This launch followed the Annual Ceremony to honor Signalman 1st Class Douglas Munro at the Laurel Hill Cemetery.

“Guardian of Guadalcanal” is available at Amazon, CGX, Barnes & Noble bookstores, and a variety of other retailers. The book is on the Coast Guard Commandant’s Professional Reading List, and both Coast Guard and Navy Exchanges stock it.

For more information on the book or Douglas Munro, please visit www.douglasmunro.com.

Chase Association Reunion

The next USCGC Chase Association Reunion will be held at the Brookshire Suites, 120 East Lombard Street in Baltimore, Maryland, August 14-17, 2015. This reunion is open to all former Chase sailors, active-duty



WWII Mementos

I will soon be sending a Japanese Flag and bayonet to the Coast Guard Museum in New London. I picked up these items on Saipan on D-Day 1944. I have been in contact with the son of one of my WWII shipmates from the *USS Cavalier (PA-37)*, a Coast Guard-manned combat attack transport. **Herb Cohen (now 89 years old)**



(Above) The Japanese flag Herb Cohen found on Saipan during WWII.

(Left) Herb Cohen holds the Japanese bayonet he is donating to the Coast Guard Museum.

and former Coasties and their families. A block of rooms have been booked so make reservations directly with the hotel at 410-625-1300. The hotel is only a block from the Inner Harbor, where you will be able to visit the *USCGC Taney*, and two lightships. All Coast Guard veterans and retirees will be able to go on board at no cost. Former USCG Commandant Adm. Thad Allen plans to attend our Saturday evening sit-down Reunion Banquet as our guest of honor.

A Remembrance Ceremony at the Coast Guard Yard at Curtis Bay is planned for our six shipmates who died near there in April 1971.

Our 2015 reunion in Baltimore, close to the Inner Harbor, will be a very special one for all who attend. I encourage you to tell fellow shipmates about this event and to make your plans to attend. Any questions should be directed to me at email collinmacd@verizon.net or 540-338-9677.

A. Collin MacDonald
President of the USCGC Chase Association

Kudos to “Butch” Hampton

As Service Officer for American Legion Post 117 of Maxton, N.C., and the organizer of our annual Veterans Day Ceremony, our Post officers and members extend a

very hearty "THANK YOU" to your member, Floyd C. "Butch" Hampton. Butch was our Honored Guest Speaker at our 2014 ceremony, along with his wife, Kim. It was a real pleasure to have them both, especially after traveling for more than four hours one way to speak to us. Butch opened many eyes that day and gave many people a better understanding of just what the Coast Guard really does during a conflict, as well as during their daily routine. As we rotate guest speakers from every service, we hope to revisit you in four years for another speaker, and I am sure whomever you send will be just as informative and interesting. Again, Thank You!

Howard Cross

Kudos to Gary Sherman

Recently, CGCVA member George Varner was killed in an auto accident and his wife was severely injured in the accident. George's granddaughter, Evelyn, wrote to our secretary/treasurer and asked if a CGCVA ballcap could be purchased. Her grandmother, who remained in the hospital, had continually asked for the CGCVA hat George had been wearing but apparently it was disposed of following the accident likely because of the blunt force trauma involved. The hat had been purchased from the CGCVA years earlier and it was George's favorite. He was proud to wear it and proud of his Coast Guard service during WWII.

To make a long story short, Gary paid for a replacement hat himself and quickly shipped it to Evelyn, who in turn, presented it to her grandmother, who is now in a third hospital undergoing rehabilitation. Bravo Zulu Gary!

COLA Rates Increase for 2015

For the third year in a row, the cost of living adjustment (COLA) increase will fall below two percent. It was announced in October that the COLA for 2015 will be 1.7 percent. This measure increases veterans disability compensation, survivor benefits and clothing allowances by the same percentage as the increases in Social Security benefits. These benefits affect roughly four million veterans, dependents and survivors.

The United States of America Vietnam War Commemoration



On behalf of a grateful nation, we invite you as a Vietnam War Veteran, to ride the program float honoring your service and the service of your family members, during the 62nd Annual Parade of Nations in Downtown Norfolk, Virginia on April 25, 2015.

Space is limited, so please RSVP to Lt.Cdr. Pride L. Sanders at Pride.L.Sanders.mil@mail.mil or by calling 703-697-4956. You will receive a confirmation email that your space on the float is reserved as well as directions for the morning of the parade.

Currently, we do not have the ability to seat wheelchairs on the float. All riders must be able to walk up 3-5 steps onto the float platform and stand throughout the duration of the parade, which is approximately two hours.

Service-Related Disability Compensation rates for 2015 will be as follows: 10% (\$133.17); 20% (\$263.23); 30% (\$407.75); 40% (\$587.36); 50% (\$836.13); 60% (\$1,059.09); 70% (\$1,334.71); 80% (\$1,551.48); 90% (\$1,743.48); and 100% (\$2,906.83).

Attn: CGCVA **Vietnam Veterans**

Any CGCVA member who is a Vietnam Veteran and wishes to be listed with the Vietnam Commemoration Committee is encouraged to submit his/her contact and Vietnam service information to LCDR Pride L. Sanders at pride.l.sanders@uscg.mil or 202 372-4641. Over the next few years, Vietnam commemoration events will be taking place across the U.S. and the committee will be searching for representatives from all service branches to participate in these events.

Retired CG Vietnam veterans are also encouraged to submit his/her contact and background information to CWO4 Robert Hinds, USCG (Ret.) at Robert.C.Hinds@uscg.mil. Ph: 202-475-5451. Mr. Hinds is the CGHQ Retiree Services Program



Approved design for the bronze plaque to be produced for the CGCVA and presented at the Buffalo and Erie County Naval and Military Park during the 2015 CGCVA Convention/Reunion in Buffalo, New York. Donations for this project can be sent to the CGCVA Administration Office.

Welcome New Members

<u>New Member</u>	<u>Sponsor</u>
Christian C. Gaudio	The Association
Donald J. Gill	The Association
Thomas J. Leahy	The Association
Robert W. Leclair	Frank Larder
Lisa A. Phillips	The Association
Scott K. Savela	Joe Kleinpeter
Bryan S. Sergeant	The Association
Lee E. Taratino	Frank Larder
Eric A. Vanvelzen	The Association
Zachary A. Colton	The Association
Gregory P. Nies	The Association
Barry P. Phillippy	The Association
Robert W. Christiansen	Walter Viglienze
James R. Comerford	The Association
Richard V. Reese	Capt. Karl Leonard
William E. Ricks, LM	Floyd Hampton
Thomas E. Zaborski	Cmdr. Tom Johnson

Manager, and he would like to help with messaging to and recognition of these individuals within the CG Retiree community via the CG Retiree Services Program website (www.uscg.mil/retiree), the PPC-RAS website (<http://www.uscg.mil/ppc/ras/gp/>), and the *CG Retiree Newsletter*.

Rolling Thunder XXVIII

The annual Rolling Thunder “Ride for Freedom” will be held on May 24, 2015, in Washington, D.C. Assembly area is in the North Pentagon Parking Lot at 0800. Bikes will leave at noon for the ride through Washington to the Vietnam Veterans Memorial to pay our respect to our brothers and sisters who gave their lives for the freedom we enjoy every day and for the full accounting of all POWs-MIAs and veterans rights. For more information, go to: www.rollingthunder1.com.

Attn: CGC Sebago Sailors

The 70th anniversary of the original commissioning of the *CGC Sebago* will be observed by an unveiling of an

historical marker at Plaza de Luna at the foot of Palafox Street in Pensacola on Saturday morning, September 19, 2015. We have the permit and the approval from (the State of Florida in) Tallahassee for the marker but we have only managed to raise about 10% of the \$3000 needed so our priority is getting the word out about the need for donations. A PayPal account and details on

how to donate, along with more details on the event, are available on the www.sebagosailors.org website.

The youngest among us are in their mid 60's and Jim Wilcox, the last commanding officer of the *Sebago* plans to attend (and he's in his 90's).

For details, contact Dean Kratchmer (Sebago 68- 70 Vietnam Crew) at deankratchmer@hotmail.com.

Port Security Units 20th Anniversary

It has been 20 years since 1995 when the Port Security Units (PSU) were officially commissioned, although there were three notional PSUs operating from 1985 to 1995. Those three concept units were PSU301 of Buffalo, NY; PSU302 of Cleveland, OH and PSU303 of Milwaukee, WI, comprised entirely of Reserve personnel and were the first PSUs to deploy in support of combat operations since the Vietnam War, which was Operation Desert Shield and Operation Desert Storm in 1990-91. In 1994, PSU301 and PSU302 again deployed to Haiti in support of Operation Uphold Democracy. It was in 1995 that the Coast Guard decided to commission and permanently stand up the PSUs to continue the commitment to Naval Coastal Warfare, merging the three notional PSUs into PSU309 and adding seven additional PSUs along the East, West and Gulf Coasts.

In 2015, we are celebrating not only the 20th anniversary of the commissioned PSUs, but recognizing the early PSU pioneers who developed and exercised the tactics, techniques and procedures used by today's PSU community. What better place to commemorate the event than in Buffalo, home of the notional PSU301 and coinciding with the CGCVA biennial convention. Past and present members of the PSU community are invited to attend, sharing their experiences and camaraderie with PSU veterans as well as with other Coast Guard men and women who have served in Operation Desert Shield and Desert Storm, Operation Uphold Democracy, Operation Iraqi Freedom, Operation Enduring Freedom as well as the battles of Vietnam, Korea and WWII.

The CGCVA will also honor the PSU community with a bronze plaque that will be presented to the Buffalo and Erie County Naval and Military Park for a permanent display next to the other military plaques, including that of Lieutenant Thomas James Crotty, USCG, the sole Coast Guard POW captured by the Japanese at Bataan. Lieutenant Crotty died while in captivity and was posthumously awarded the Bronze Star for his selfless acts as a POW.

If you are a PSU veteran, come join us at the CGCVA convention, reuniting with former shipmates and making new friends. It will be a great time for everyone. We look forward to seeing you at this event.

Information regarding the PSU 20th anniversary celebration will be periodically updated on the PSU Twentieth Anniversary Facebook page at <https://www.facebook.com/generic.male.1>.

CAPT Karl Leonard, USCGR (PSU305, PSU309)
CAPT Bruce Bruni, USCGR (ret) (PSU301, PSU308)



SAMPLE OF ITEMS THAT WILL BE AVAILABE @ THE
COAST GUARD COMBAT VETERANS REUNION

Silent Auction



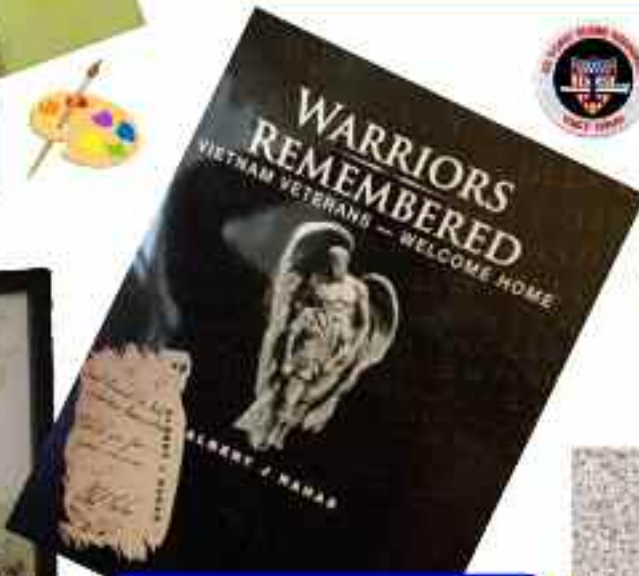
Watercolor Original



Portrait Print CGC Bibb
Bermuda Sky Queen Rescue



Nautical Table/Desk
Lamp



Autographed by Author



Copy of original painting of
CGC Diligence 50th anniversary



Ear rings, Bolo Tie
or Bookmarks



CHARCOAL SKETCHS OF 82's



Dog Plate on Stand

Silent Auction



Coast Guard Combat Veterans Association

REUNION/CONVENTION REGISTRATION FORM

May 17 - 22, 2015
THE MILLENIUM HOTEL
2040 Walden Avenue
Buffalo, New York 14225
Reservations: 1-800-323-3331

Room Rates: Single or Double occupancy \$90.00 plus 13.75% tax
Courtyard Room \$100 plus 13.75% tax

PLEASE BOOK YOUR ROOM DIRECTLY WITH THE HOTEL
(Be sure to mention Code: 1501COASTG)

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 (payable to CGCVA) to:

Mike Placencia
9804 Iroquois Lane
Bakersfield, CA 93312-5323
Phone: 661-401-0609
cgmasterchief22@hotmail.com



(Please type or print clearly)

Name: _____
Address: _____
City/State/Zip Code: _____
Phone: _____
E-mail Address: _____
Arrival Date/Time: _____
Name of Spouse/Guest: _____
Name(s) to Appear on Badge(s): _____
Vessel/Unit: _____

Coast Guard Combat Veterans Association

Registration/Tour/Banquet/Lunch Reservation Form

CGCVA Registration:

<u>Early:</u>	Cost	How Many	Total
Received by March 1, 2015	\$25.00/person	X _____ =	_____
<u>Late:</u>			
Received After March 1, 2015	\$35.00/person	X _____ =	_____

Tuesday, May 19, 2015

Bus Transportation to Niagara Falls State Park and Niagara Seneca Casino

\$25.00/person X _____ = _____

Wednesday, May 20, 2015 11:30 a.m.

CGCVA Business Meeting/Luncheon

\$20.00/person X _____ = _____

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

Wednesday, May 20, 2015 11:30 a.m.

Auxiliary Friendship Luncheon

\$20.00/person X _____ = _____

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

Thursday, May 21, 2015

Cocktail Hour (5 p.m. with Cash Bar); Awards Banquet (6 p.m.)

\$50.00/person X _____ = _____

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

TOTAL AMOUNT ENCLOSED FOR ABOVE ITEMS: \$ _____

Please help the committee by making your reservations as early as possible. We must provide headcounts in advance. It takes a lot of time and effort negotiating to get the best deals possible so you can come and everything is in place when you arrive. So again, please help us by filling out these forms and sending them with your check to Mike Placencia as early as you can. Thanks for your help and consideration!

Coast Guard Combat Veterans Association

Reunion/Convention Itinerary

THE MILLENIUM HOTEL

2040 Walden Avenue

Buffalo, New York 14225



Sunday, May 17

4:00 p.m. — CGCVA Officers/Trustees Board Meeting.
— CGCVA Planning Committee Meeting

Monday, May 18

9:30 a.m. — Registration and Hospitality Room open.
4:00 p.m. — Opening Ceremony.
5:00 p.m. — CGCVA 30th Anniversary Celebration.

Tuesday, May 19

9:00 a.m. — Registration and Hospitality Room open.
10:00 a.m. — First Bus Run departs for Niagara Falls & casino.
11:15 a.m. — Second Bus Run departs for Niagara Falls & casino.

Wednesday, May 20

9:30 a.m. — Registration and Hospitality Room open.
11:30 a.m. — CGCVA Business Meeting/Luncheon.
11:30 a.m. — Auxiliary Friendship Luncheon.

Thursday, May 21

9:30 a.m. — Hospitality Room open.
5:00 p.m. — Cocktail Hour (cash bar).
6:00 p.m. — Awards Banquet.
Hospitality Room reopens after Awards Banquet.

Friday, May 22

Check Out. Have a safe trip home.



Note:

Upon arrival at the Millennium Hotel, be sure to check the times of the events and tour as they are subject to change.

Coast Guard Combat Veterans Association

General Information for Members and Visiting Associations

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

If your visiting group wants a separate meeting room and luncheon contact Mike Placencia and he will do his best to have the hotel accommodate your needs. Please be advised that it is highly unlikely that the hotel will be able to provide a different meal from what the CGCVA & Auxiliary are having without a price difference, if they have the staff to accomplish another meal. Please accomplish this type of request prior to your arrival at the Millenium Hotel to give Mike time to accomplish your request. You can contact Mike at 661-401-0609 or cgmasterchief22@hotmail.com.

Remember, guests are encouraged to attend the CGCVA Auxiliary Friendship Luncheon. We have tried to set up everything to make you comfortable and welcome to this reunion and the CGCVA Convention. If we have overlooked anything, please let us know what it is.



Refund Policy:

Requests for refunds of all payments will be honored for compelling reasons if they are received by April 17, 2015. 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.

The Loss and Survival of U.S. Coast Guard Passengers Onboard the USAT *Dorchester* (Torpedoed on Feb. 3, 1943)

Researched and Comiled from Official Naval Records by Robert M. Pendleton



*This unattributed painting depicts the rescue of USAT *Dorchester* survivors by the U.S. Coast Guard cutter *Escanaba* after the troop ship was sunk by a torpedo from a German U-boat on February 3, 1943, during World War II. It was sailing to Greenland as part of a naval convoy.*

The U.S. Army Transport *Dorchester* was a Passenger-Cargo Vessel, 5654 gross tons, owned by Merchants-Miner Transportation Company, and operated by AGWI Lines as a charter to the Army Transport Service. The vessel was commanded by Merchant Marine Captain Hans Danielsen and had a Merchant Marine crew of 132.

Assigned to the vessel were 24 U.S. Navy Armed Guard

personnel, including five attached U.S. Navy communications personnel under command of Lieutenant (j.g.) William H. Arpaia, USNR. Military passengers included 13 U.S. Navy ratings, 21 U.S. Coast Guard ratings plus one U.S. Coast Guard officer (under orders to report to the *USCGC Escanaba*), and 549 U.S. Army troops including four chaplains. There were 157 U.S. civilians and 16

Danish civilians. In all, *Dorchester* was carrying 913 passengers and crew and about 1,069 tons of general cargo and lumber including 60 bags of mail and parcel post.

[A Brief Biography of Lieutenant \(j.g.\) John Joseph Mahoney, USCGR \(Ret.\)](#)

John Joseph Mahoney was born Dec. 18, 1895 in Boston, Mass., and died Sept. 21, 1970 at the Bedford Veterans Hospital in Bedford, Mass. He was best known for being the only U.S. Coast Guard (officer/passenger) to survive the sinking of the *USAT Dorchester*.

In October 1915, at age 19, John was hired for various rigging jobs on new ships at DuPont Company in Hopewell, Va. On Sept. 21, 1916 he was hired for rigging jobs at Newport News Ship & Drydock Co. in Virginia.

In April 1917 he enlisted in the U.S. Navy and in May 1919 received an Honorable Discharge as a Chief Boatswain's Mate. On May 24, 1920, John shipped as a member of the U.S. Merchant Marine Service and was issued a certificate as Second Mate, unlimited #26344, at New Orleans, La. He married in 1921. In April 1923 he was honorably discharged from the Merchant Marine Service having served as Deck Officer on various vessels.

Immediately following his USMM service, John became a U.S. Navy civilian, employed as a ship's rigger at Charlestown Navy Yard in Boston. He continued employment there as Leadingman Rigger for the next 20 years.

In mid-1942, he applied for a commission in the U.S. Coast Guard and after completing the entrance physical and examination he was sent to officer training. At age 46 he was commissioned Lieutenant (j.g.) in the Coast Guard Reserve. He received orders to report to the USCG District Headquarters in Boston for subsequent duty aboard the *USCGC Escanaba (WPG-77)* based in Boston. However, having been delayed at St. Augustine, Fla., he missed his deployment as the cutter had departed on short notice to escort a large convoy from New York to Newfoundland and from St. John's to escort a much smaller one to Greenland. The Coast Guard issued Mahoney two sets of orders; the first to report to the U.S. Navy embarkation officer for passage aboard the *USAT Dochester*, and the second ordered him to report on board the *Escanaba* upon

disembarking at Greenland. He was the sole USCG officer on *Dorchester* traveling as a passenger.

On Dec. 1, 1943, Mahoney was officially retired by the U.S. Coast Guard due to permanent disability incapacities caused by the effects of hypothermia contracted in the line of duty following the sinking of the *Dorchester*. Residing at Melvin Hills, N.H., with his wife, Agnes, he once again applied for and was issued Merchant Marine Seaman's Certificate of Identification No. Z-474045 on Nov. 2, 1944 in New London, Conn., and shipped aboard steam vessel *T.S. Gold* on Feb. 9, 1945 as Second Mate at Boston. He was issued an Honorable Discharge on April 7, 1945 in New York upon the end of hostilities.

Lieutenant (j.g.) John J. Mahoney, USCGR (Ret.) is interred at Forest Dale Cemetery (military section 22, grave 298) in Malden, Mass.

The following is a personal letter written by Mahoney on Jan. 11, 1947 to an unidentified Coast Guard "shipmate" (apparently

another Lt. (j.g.) that had graduated in the same class) concerning his fate and that of other U.S. Coast Guard passengers following the torpedoing of the *Dorchester*.

[The Last Minutes of the USAT Dorchester: A Personal Description](#)

Dear Shipmate:

First of all, you should have been home when I dropped by your way as this yarn that I have to spin is a rather long one, and I tell it much better than I write.

*Today I received my mail from home. Someone finally went into our house and forwarded all the mail here. 1943 was very young when I arrived home from St. Augustine, but finding my wife okay — well, half my troubles were over. I went to the district headquarters and found I was assigned to the 135-foot cutter, *Escanaba*. Boy, oh boy, was I peeved. I felt like chucking everything overboard. I wanted a big ship and knew I'd be sick as a dog on one of those small crafts. Also found out that I had been assigned before I even left Florida.*

It seems I was lucky without knowing it because I just missed her and she had just left for Greenland. Yes, in my mind, the Greenland Patrol was the meanest job in the whole Atlantic Ocean.



LT (j.g.) John J. Mahoney, USCGR

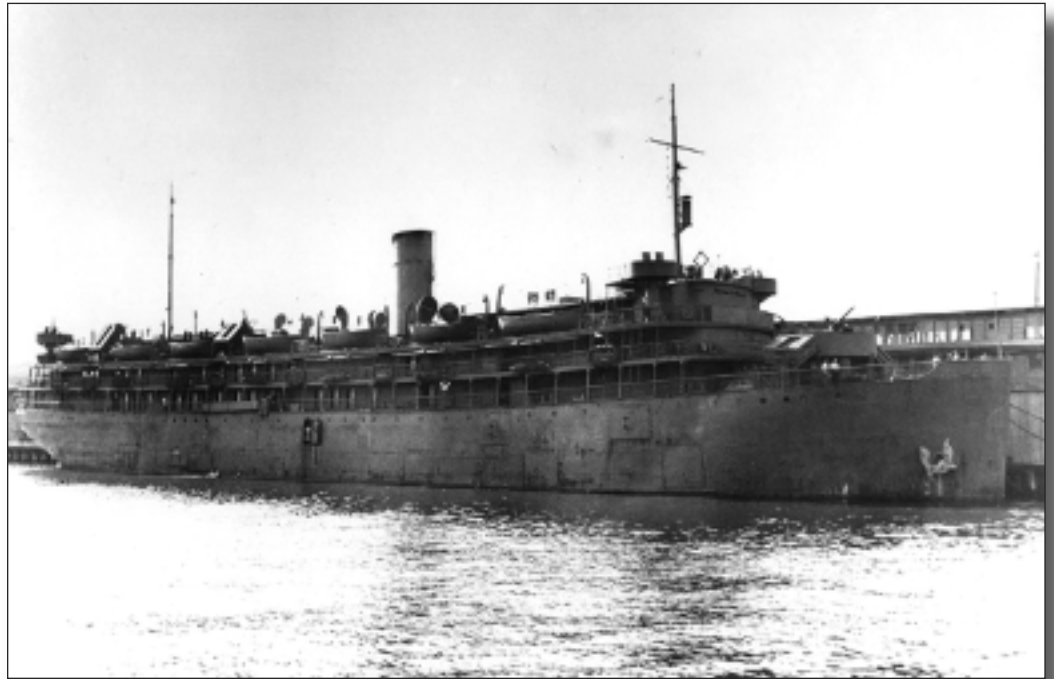
While waiting to receive my money, I ran into another officer and when I told him I was heading for Greenland, he said, "Have you received your winter outfit?" I told him that I hadn't. "Well," he said, "You had better get one as you will need it." So I trotted over to the personnel officer and asked him about it. He replied, "Oh, yes, I forgot you should have one." He started me off and it was lucky I had the time; it took almost two days to get it. It filled a good-sized sea bag and I hated to do it, but I had to lug it along anyway.

Here is the payoff. If I didn't have heavy winter clothes on — everything but the heavy socks and boots — I could not have lived for eight hours in water of 30 degrees, which I did subsequently, and I never would had I not run into that officer.

Anyway, I left Boston with very unusual orders. I had two sets — one to join the *Escanaba* — the other to report to a Navy Embarkation Officer in New York. I packed everything they gave me. It took another husky fellow and myself to tote it and we went over to the South Station where we had a car to ourselves. Starting out with me — I was the only officer — there were about 25 Coast Guardsmen of various rates and a Navy plane crew of 10 men. Five Coast Guardsmen and two Navy men finally reached Greenland with me. Of approximately 1,200 men, 210 survived.

We were met in New York by a Navy officer who took us to Staten Island where we boarded the *S.S. Dorchester*, a pretty fair-sized steamer, about 420-feet long, about 55-foot beam and maybe 12 knots. Friday, January 22, we started out, joined a convoy of about 100 ships. Boy, oh boy, do those convoys creep. I guess we averaged about four knots an hour until we reached St. John's, Newfoundland the following Wednesday at midnight.

This, the steam ship *Dorchester*, is the ship that had the four chaplains on it, all regular fellows. They had the stateroom next to mine. I told them off a few times for turning in and locking their stateroom door. You remember those lectures we had on keeping locked doors open.



USAT Dorchester

Father John P. Washington and I became very good friends the few days we were together. I was also very friendly with another fine fellow, 2nd Lt. William Reese, of Rome, N.Y., Lord, rest him. The ministers were Rev. Clark V. Poling and Rev. George L. Fox. Rabbi Alexander D. Goode was another member and if you can get hold of the Jewish war book "Brothers In Arms" it tells the story of the four chaplains; also quite a show in radio.

We had approximately 1,100 on board — soldiers, civilians and Danish subjects going to work in the mines in Greenland. We had three messes for passengers, and that is how I figured how many we were carrying.

After tying up in St. John's, I saw three Coast Guard boats handy to us but no one was allowed ashore, and I, of course had to get clearance from the captain of the *Dorchester*. We thought we would be there for some time but next Friday evening we pulled out for the North. We didn't know where we were going. Well, seeing that this is going into too much detail, am turning in and will continue tomorrow.

Weather was clear and cold leaving St. John's and we were all positive that there was not a submarine in the whole Atlantic. However, there was a submarine there. The enclosure shows the formation of convoy and escorts. When we were hit, the ship on the right side went left, and after we were sunk she hit the ship on the left, midship's starboard side.

The torpedo hit us at 0105. Ordinarily, I would have been sleeping at this time but luckily I was playing cards — 500 rummy — with some soldiers across from my room. I happened to look at my watch which was five minutes fast (It was a beautiful present from the men which I bossed in the Charleston Navy Yard in Boston). I said, “Come on boys, make it snappy... every one of us should turn in as it is after one a.m.” We decided on one more hand — then BANG! — it happened. I just had time to think, “Is that a torpedo?” Sure did not sound like one on this slow-witted Harp. Then the lights went out. After that, one word describes it very well — PANIC. Yes, sir, they all went crazy.

I went into my room and knowing where my parka and life preserver were in the dark, put them on, and not hurrying either because you know I am a stubborn sort of fellow and was positive the little racket I heard was not capable of sinking the ship.

Going out on deck, everything was in a mess. No one knew anything of discipline and order. I went around telling the boys everything would be okay — the ship was not going to sink, but no one would listen to that reasoning. Suddenly, I realized I had forgotten my gloves. I wasn't far from the stateroom, just outside in fact, so I decided to return to get them when I ran into the Rabbi and told him where I was going. “Never mind going back, I will give you a pair as I have two pair,” he told me. “Okay,” I replied,

“As long as you can spare them.” Putting on the gloves I came to the decision that I will get hell for when we get into port. You see I was still positive the ship was not going to sink. Then I said, “Come on boys, give me a hand. I want to put these doughnuts (rafts) overboard.” There were three of them right under the wing of the bridge starboard. The only way I could get any help was to take hold of them and

shake them. They were actually petrified. We finally got the three doughnuts overboard. They weighed about 300 pounds each. While they were being put over I heard a kid on the No. 1 gun say ‘Will I open fire?’ I did not reply until he asked me a second time and I yelled back, “What in hell are you going to shoot at?” as it was pitch black darkness.

After putting the three doughnuts overboard, one fellow who was close to me on the port side said, “How about the ones on the other side?” “Sure,” I replied, “They will slide down easy.” So we put those over too.

Now there about 210 men saved, and out of 13 lifeboats there was only one picked up with about 35 men, so you can see plenty were saved

on these life rafts as they were put over after the ship's headway had stopped. After putting over these life rafts (this all happened on the promenade deck where the four chaplains were gathered) I went up to the bridge and boat deck where I was sure someone would be. But no, not a living soul was there. I am sure of this although other



The USCG Convoy Escorts and Convoy Vessels were traveling from St. John's Newfoundland to Narsarsuaq, Greenland. CGC Tampa (WPG-48), CGC Escanaba (WPG-77) and CGC Comanche (WPG-76) were the three USCG cutters of Task Unit 24.8.3 assigned to escort Convoy SG-19 comprised of U.S. Army Transport Dorchester and the Norwegian freighters S.S. Biscaya and S.S. Lutz.

Feature Articles

people have claimed differently, but I figure that when a person lies, the only one he is kidding is himself.

Well, arriving on the boat deck and finding no one around, I started aft to where I knew there was a big box of life preservers — all new one too — because a few days previous I had swapped a dirty one for a clean one. The cover was off this box so I began to heave over some life preservers to men in two boats below me. By now the ship had rolled over plenty to starboard, so much so that I had to hold tight because of the list. I yelled to the men in the boat, “Get the hell away from here before the ship rolls over you.” After throwing over about 20 life preservers, I noticed that one boat was still lashed down on deck instead of being swung outboard for instant use like the others. Then the thought struck me that maybe this ship would sink and if she did, well, I would have this boat ready for myself, figuring that if I released the gripes the boat would float off as the ship went down and I would have it all to myself. Consequently, I moved to the outside of the lifeboat which was the extreme outside of the ship, when I discovered that I was in water over my shoe tops.

Now I had navigated this deck and knew it was 50 feet above the water so my brain began to work and I knew then she was pretty well over and, as I looked up at the foremast, she was then over to an angle of about 60 degrees. That was enough for me so I went down in the water and started to swim, looking over my shoulder at the main mast which came down nearer and nearer to me. I just about got out of

the way of the mast — it was then down about 80 degrees — when the stern went straight up in the air and down went the *Dorchester* with the stern about perfectly perpendicular. I was so relieved to be away from her that I yelled as she went down, “There she goes boys; there she goes!” After yelling this I found out I had a fellow hanging onto



USCGC Tampa (WPG-48), Flagship under the command of Cdr. Charles W. Dean, USCG. Convoy commander was Capt. Joseph Greenspun, USCG.

me. I must have given him a hard look because he said to me, “I haven’t any life preserver.” I did not mind because I had on my parka and life preserver and was very buoyant. I could hold up a couple of men.

I swam with my holder-on to a big shadow. It was very dark and overcast — you know the weather. However, the shadow proved to be one of the doughnuts I had thrown over but it had too many men in there to suit me — no place for me to park — so I advised the fellow with me, “You better get on here Jimmy — it will hold you up longer than I can.” He was agreeable and I started away from them looking for something not so crowded.

Eventually, I cut out fussing and grabbed onto something that came along. It was a lifeboat awash and crowded but I squeezed my way in to the starboard quarter, pushing in between the second and third fellows from the stern. It was quite smooth all the time. I finally became settled in the boat and after being there for about 10 or 15 minutes some ship started shooting star shells. Right away I figured they were planes, but only for a second, as they didn’t last long.

Well, I was still in the lifeboat. I said my prayers, sang songs, and made quite a bit



USCGC Escanaba (WPG-77) under the command of Lt. Cdr. Carl Uno Peterson, USCG

of noise to keep up my courage. The men around me began dropping off, and as soon as they slumped over they were done — about 35 or more men in the boat. The fellow on my right, James Hoatson, a civilian from Verona, N.J., was too quiet. I gave him a poke and said, “Come on, open your mouth; going to die with your mouth shut?” When this fellow came home from Greenland a year later, he gave me

were praying for me. You see I had done numerous favors for Sisters, Brothers and Priests, and the Sisters would say, “Well, we can’t pay you but we will pray for you.”

When things were the blackest and I was quite sure my number was up, I just said to myself, Well Maloney, you have been a pretty good guy. What have you got to worry about?” After saying that, I looked the old Grim Reaper right in the eye without a quiver. I am not kidding. No, it wasn’t a victory for me, but for my religion which had taught me to believe if you live right, then death should hold no terror for you — and it didn’t.

After a very long time it eventually broke daylight about 0800 as I figured it. Ahead of me I saw nothing at all so I yelled at Jimmie Hoatson who was then perched on the opposite end of the boat, “Do you see anything?” He replied, “Yes!” I asked, “How many?” and he held up two fingers, meaning two. It was the Escanaba and Commanche. About a half hour later, one of the two came near us. We were then five, six or maybe seven still alive in the boat. We yelled and gesticulated

but after coming within a few hundred yards or so, she pulled away from us. This just about broke the hearts of everybody but Hoatson and myself. The others just seemed to lay down and die or go out of the picture. The fellow next to me went down into the water and I got a hold of him and tried to pull him up again, yelling, “Come on, stick it out. The boat is here.” My efforts were of no avail; he couldn’t stick it out and died right close to me.



USCGC Comanche (WPG-76) under the command of Lt. Cdr. Ralph R. Curry, USCG

credit for saving his life. My example gave him strength to stick it out. Incidentally, he and I were the only two who survived from that boat.

While in the lifeboat we saw plenty of boats moving around. One almost came near us during the first hour or so. Understand, in this lifeboat I am sitting on the gunwhale with water up to my waist and, as the hours went by, we drifted apart and the sea was becoming rougher and rougher. Men were still dropping in the boat — some of the bodies floated out — and I noticed there was more room at the other end of the boat so I started in that direction. I fell into a big hole in the middle so I stopped half way and eventually got back to end where I started from but on the other side.

Things at this time looked very black indeed; not because it was pitch black in the darkness of night but because our numbers were rapidly diminishing.

I said my prayers not only to myself but out loud too. I have a very special prayer to the Sacred Heart that I always say in time of need. I asked God if He did not hear my prayers, to hear those of my friends in religion who



Norwegian freighter S.S. Biscaya

After a while, I could see both cutters close together, then they separated, one going off to the right and the other to the left. The latter turned left again and came straight toward us. Thank God! It was the Comanche! The grandest, most beautiful sight I had ever seen or ever will, as she was bearing down on us. They threw



Norwegian freighter S.S. Lutz

a heaving line to us which I grabbed and held onto until we were right under the lifeboat and a net. I threw the bowline over my head and under my armpits and was hauled up to the deck of the Comanche. Then I remember telling them about it in Boston when I arrived home.

I said when I was outside that lifeline, according to the Coast Guard, I was expendable but at the same time unbendable, so I said to the XO, Mr. Anderson, "I can't bend. I am frozen stiff. You'll have to pick up my legs and slide me like a piece of wood." Well he savvied all right and I was tipped up and slid across (with) the lifeline. Someone grabbed my legs and let me down easy. A sailor came up to me and said, "Come on, I'll piggyback you down below," but I replied, "No, just go ahead of me. I'll lean on you as I can still stumble." With this sailor's help I managed to go down the ladder to the berth deck. There were quite a few men stretched out on mattresses. Seeing one empty, I grabbed it.

I now jump to a conversation I had with Capt. Currier of the Comanche — the best sailor I have ever met or will meet. He was being relieved of command of the cutter and he introduced me to his successor. He said, "Captain, I want you to hear this officer's story." Turning to me, he asked, "You were in the whaleboat with another fellow weren't you?" I replied, "Yes sir." Now get this, he said, "You know I was screening the Escanaba and was not supposed to stop for you." To which I replied, "Well, captain, if you didn't, I would still be floating up around Greenland." I might add that I had never met a finer man than Capt. Currier and don't mind being indebted to him for my life.

Now my worries were just starting, as they found out I

was an officer. They put me in the navigator's bunk without a stitch of clothing but plenty of blankets. I asked for someone to come to help me and it happened to be a motor mechanic. I borrowed a suit of woolen underwear and a pair of socks from him and sent him out to find my clothes and take money out of them. In less than five minutes he

was back with \$145 I had in my pocket. This was a very good deed done for me and it was a great help when I went ashore after searching the ship for a week for my clothes. I never did find my clothes, thanks to the Army again — and their system.

I surely worried for about 15 hours before we landed in Greenland as I figured if I had to go overboard again I wouldn't have enough clothes for that 30 degree water. We finally landed at Blewy (Bluie West I, Narsarssauq, Greenland) where we were put ashore. I landed at the recreation hall and I wasn't there long before the admiral called on me. It was Rear Admiral Edward H. (Iceberg) Smith, the Senior Officer Present Afloat, USCG Greenland. Another fine man — an officer and a gentleman. He called on me later when I was in the hospital.

Upon being examined by the doctors, we were ordered to the hospital where we were given sleeping pills. Then they would wake us up often to take our pulse and temperature — the Army again!

Before I went to the hospital, in fact the first thing I did upon hitting terra firma again, was to ask to see the Catholic chaplain. Even though it was about 0300, Father Leonard Scannell showed up. Through him I gave thanks to God for having spared my life. Fr. Scannell proved to be a fine companion and friend and later on he too saved my life, having me put ashore from the Escanaba.

So how did Fr. Scannell save my life? I was at the hospital two days when the doctor of the Escanaba (Asst. Surgeon Ralph R. Nix, USPHS) came in to see me. He told me the ship would be pulling out in a day or so and that I could join the ship before it sailed. I was agreeable to it but the Army doctor disagreed, saying I was still too sick to

leave. I attempted to get off the bed but when I tried to stand I collapsed on the floor and the Army doctor won the argument. I kept after the doctor and the following day he relented, saying I could join the ship. When I reported aboard, I told the quartermaster who I was and he went to the captain and told him an Army officer was reporting for duty. You see, I had lost all my clothes and the only clothes available were army uniforms. They were nice and warm and comfortable, and I might add, I still wear the shoes, even four years after they were issued to me.

The following morning, Dr. Nix of the *Escanaba* went ashore early to attend Mass and he must have spoken to Fr. Scannell about me because shortly after breakfast the doctor said to me, "Say, Mahoney, you look terrible. I'm going to put you ashore again. How about it?" I didn't argue so off I went, and reported to the S.O.P.A. Greenland. There I met Lt. Harry Friedenburt, another Bostonian. I was attached there for about three weeks and then Adm. Smith ordered me back to Boston for a furlough. I came home to Boston on the *Escanaba*.

Arriving back in Boston, I was surprised to learn they had thought I had gone down with the *Dorchester*, and they were certainly surprised to see me. I was given plenty of time off and just before I reported to the Salem Air Station for duty I read in the papers about the *Escanaba* sinking in less than five minutes near where the *Dorchester* was hit. There were only two survivors.

After a month's duty at Salem, I got another job at Chelsea Base and a few weeks at the Constitution Wharf at the Charlestown Navy Yard in Boston. I was sent to the Marine Hospital and judged unfit for sea duty and

USCG Passengers Aboard *Dorchester* That Survived

Birmingham, Thomas Joseph (Apprentice Seaman). Rescued by *CGC Escanaba* and discharged Feb. 8, 1943. Issued an Honorable Discharge by reason of physical disability on Aug. 3, 1945.

Mahoney, John Joseph (Lieutenant (j.g.)). Rescued by *CGC Comanche*. Retired on Dec. 1, 1943 with 43% disability.

Peno, John Quinn Gregory (Apprentice Seaman). Rescued by *CGC Comanche*. Honorably Discharged from the USCG as Carpenter's Mate 3rd Class on April 8, 1946.

Phillips, Roland Turner, Jr. (Apprentice Seaman). Rescued by *CGC Comanche*. Honorably Discharged from USCG as Pharmacists Mate 2nd Class on Feb. 27, 1946.

Rooney, Arthur Joseph (Radioman 3rd Class). Rescued by *CGC Comanche*. Honorably Discharged from USCG as Radioman 1st Class on March 19, 1947.

Sepers, Leonard (Apprentice Seaman). Rescued by *CGC Escanaba*. Honorably discharged from USCG as Gunner's Mate 3rd Class on Oct. 20, 1945.

recommended for retirement. I retired Dec. 1, 1943.

Hoping you and your family are enjoying the best things in life. I am.

*Your shipmate,
Lt. (j.g.) John J. Mahoney,
USCGR (Ret.)*

The *CGC Escanaba* "Retriever" Rescue

The "Retriever" method of rescue was developed by the *Escanaba's* XO, Lt. Robert H. Prouse, Jr. He had previously planned and experimented with his idea by going into the icy water off the dock at Blue West One, Greenland, in a rubber suit with line attached. His experiments paid great dividends.

As *Escanaba* moved in to pick up survivors, the men designated for the operation got rescue equipment ready. Lines were cut and made ready for hauling helpless men aboard. Sea ladders were placed so they would be readily available when needed. Heaving lines were made ready, the cargo net was dropped, ready for use, and

Escanaba's retrievers put on their rubber suits with lines made fast to them. Preparations were done ahead of time because no illumination could be used on deck. The sea was smooth due to the heavy oil slick and the wind was light, however, the ability to see objects in the water was very poor due to darkness and overcast clouds.

Escanaba was stopped and drifted down into the mass of survivors. Some of them were trying to stay on doughnut rafts, others were staying afloat only with the aid of their life jackets. The majority of the men were suffering from severe shock and exposure and could not climb the sea ladders or cargo net. In fact, they could not even hold on to the lines with running bowlines on them long enough to

secure the lines under their arms so that they could be hauled onboard. It was for this reason the retrievers were put over the side.

The system saved much valuable time and many lives. The ship did not have to wait until it drifted the last 20 yards or so to a raft but the retrievers got the raft to the ship immediately. Thus the ship was able to contact that many more groups before exposure could freeze them to death. At the same time it made possible to haul on board unconscious survivors, many of whom later recovered.

Even when a victim looked dead he was brought on board and only 12 out of 50 apparently dead thus rescued, were actually found to be dead by the ship's Assistant Surgeon Ralph R. Nix, USPHS.

In all, *Escanaba* rescued a total of 156 souls (152 military/civilian personnel plus four U.S. Army officers. They also recovered 13 bodies.

[CGC Comanche](#) ["Retriever" Rescue](#)

The first indication of trouble for the convoy escorts came when the *Dorchester* was struck by a torpedo at 0100. A white flash was observed by *Escanaba* to come from the vessel, just abaft her smokestack. This flash was followed by a clearly visible cloud of black smoke and the sound of an explosion. There followed immediately two blasts from the whistle of the vessel and lights were seen to flash on in numerous spots. *Escanaba* changed course and headed for *Dorchester*, finding her in a sinking condition. At 0108 the General Quarters alarm was sounded. Executed rescue recover as per convoy instructions.

At 0133 *Escanaba's* OOD was ordered to illuminate and expend 21 illuminating shells, 10 from gun No. 1 and 11

from gun No.2. At 0135 ceased illumination and at 0143 commenced picking up survivors.

At 0104 the *Comanche* was approximately 2,500 yards on the port beam of the *Dorchester*. The OOD sounded the General Quarters alarm and all stations were manned. At 0112 the *Comanche*, in accordance with prearranged instructions, commenced maneuvering to intercept and destroy any enemy submarines in the vicinity. At this time all lights left burning on *Dorchester* were extinguished and it is believed that she sank immediately thereafter at 0120.

At 0226 instructions were received from the escort commander aboard *Tampa* for *Comanche* to proceed to the scene of the sinking and cooperate with *Escanaba* in the rescue of survivors.

At 0302 upon arriving at the scene, *Comanche* passed through an oil slick in which numerous life jacket (red) lights were seen burning but upon attempting to pick up some of these it was discovered that the men in the jackets close aboard had already perished or had become unconscious, unable to respond or react in any way. At 0345, 40 survivors from a lifeboat were

brought aboard *Comanche* as she screened *Escanaba* against submarine attack. Altogether, *Comanche* rescued a total of 93 survivors, mostly through the use of "retrievers".

The retriever technique involved having a crewman, dressed in a special rubber suit, jump overboard with a line tied around him. The "retriever" would then grab hold of a survivor and cremen on board the cutter would haul them both on deck.

Several "retrievers" (officers and ratings) from both *Escanaba* and *Comanche* acted decisively and heroically saved many survivors.

[USCG Passengers Aboard Dorchester](#) [Killed In Action \(Bodies Not Recovered\)](#)

Belli, Joseph Bartholomew (Chief Yeoman)
Buerdsell, Joseph Disbury (Storekeeper 2nd Class)
Courtney, Philip Michael (Apprentice Seaman)
Ellsworth, Harold John (Mess Attendant 3rd Class)
Fass, Marcus (Chief Aviation Radioman)
Hope, Paul Emile (Radioman 2nd Class)
Kelley, William Joseph, Jr. (Storekeeper 1st Class)
McHugh, Walter Francis (Yeoman 3rd Class)
Mount, Willard Harvey (Radioman 3rd Class)
Olszewski, Joseph Stanley (Storekeeper 1st Class)
Pitts, John Arthur (Mess Attendant 1st Class)
Smith, Alvin Alfred (Apprentice Seaman)
Struder, James Albert (Apprentice Seaman)
Wicks, Eugene (Boatswain's Mate 2nd Class)
Williams, Clarence Vernon (Carpenter's Mate 2nd Class)
Zechini, Peter Tom, Jr. (Yeoman 3rd Class)

Note: Posthumous Purple Heart Medals were presented to the next of kin of the above Coast Guardsmen.

The Fate of KaptLt. Karl-Jurg Wachter and U-223

At 0100 of day five of the convoy's voyage from St. John's Newfoundland to Narsarsuaq, Greenland (Feb. 3, 1943), a young German U-boat captain, Oblt. Karl-Jurg Wachter, commanding *U-223* on his first combat patrol, detected the convoy vessels within intermittent haze and a calm sea when he promptly launched a spread of five torpedoes at the larger vessel's profiles. The first torpedo hit *Dorchester* on her starboard side in the machinery spaces at 0100 and sank at 0120. The four remaining torpedoes missed the merchant vessels and U.S. Coast



KaptLt. Karl-Jurg Wachter

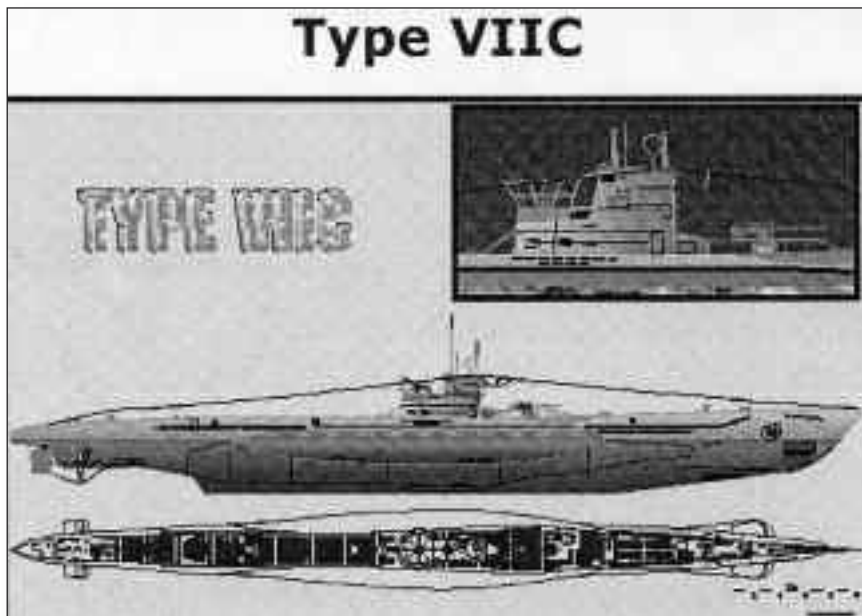
Guard escort vessels. *Tumult* and British escort destroyers *HMS Hambleton* and *HMS Blencathra*.

U-223 was sunk with the loss of 23 dead (including KaptLt. Wachter) with 27 surviving.

Editor's Note (1): A complete listing of the survivors taken on board USCGC Comanche and ultimately placed in the custody of the U.S. Army Medical Corps, Bluie West One, Greenland, can be found in USCGC Comanche (WPG-76): Record of the Miscellaneous Events of the Day, Thursday 4 February 1943.

missed the merchant vessels and U.S. Coast Guard escort vessels.

A year later, on March 30, 1944, while operating in the Mediterranean Sea north of Palermo, Sicily, *U-223*, carrying a crew of 50, was detected and depth-charged by British destroyers *HMS Lafforey* and *HMS*



Drawing of German U-boat Type VIIC of which U-223 was among.

Editor's Note (2): A complete listing of the survivors taken on board USCGC Escanaba and ultimately placed in the custody of the U.S. Army Medical Corps, Bluie West One, Greenland, can be found in USCGC Escanaba (WPG-77): Record of the Miscellaneous Events of the Day, Wednesday 3 February 1943.

Editor's Note (3): The author, Robert M. Pendleton, has done and continues to do tremendous research work for the Atlantic Area Historian's Office. He is currently researching and compiling a comprehensive list of all Coast Guard personnel who have received the Purple Heart Medal. Thanks for all your fine work Robert!

The Numbers: Souls On Board *Dorchester*

	Total	Survived	Died
Merchant Marine Crew	132	32	100
U.S. Navy Armed Guard	19	8	11
U.S. Navy Communications	5	2	3
U.S. Navy Passengers	13	3	10
U.S. Coast Guard Passengers	22	6	16
U.S. Army Passengers	549	129	420
U.S. Civilian Passengers	157	48	109
Danish Civilian Passengers	16	4	12
Totals	913	232	681

Lead Story — Upcoming CGCVA Reunion

(continued from page front page)

treated to superior rooms and a welcome package upon arrival. The hotel is adjacent to the Walden Galleria Mall. Hotel shuttle available to the mall with delivery and pick up at restaurant row.

Opening Ceremony

Cake cutting ceremony after the opening session to celebrate the Association's 30th anniversary on Monday, May 18. Special dedication planned.

Niagara Falls and Niagara Seneca Casino Bus Trip

Bus will depart for Niagara Falls area and casino on Tuesday, May 19. Charming town with plenty to do. If you are planning to walk across the bridge into Canada — BRING YOUR PASSPORT!

Port Security Units Reunion

We are very pleased to host their reunion within a reunion by welcoming the Port Security Unit Group. This will take place on Wednesday, May 20. What this very special is that they will be celebrating their 20th anniversary.

CGCVA and PSU Plaque Dedication

This will take place on Thursday, May 21 at the Naval and Military Park at the Buffalo waterfront.

Silent Auction

Takes place on Wednesday, May 20 in the Hospitality Suite. Evening entertainment planned.

Check our website: coastguardcombatvets.com for more reunion updates.

**If you haven't made
your reservations and
mailed in your registra-
tion form yet, please do
so quickly so we can get
an accurate head count
as soon as possible.
Thanks!**

COAST GUARD COMBAT VETERANS ASSOCIATION AUXILIARY & ASSOCIATE MEMBER APPLICATION

Membership Type: Auxiliary: _____ Associate: _____ New: _____ Renewal: _____ Returning: _____
Two-year membership May 20_____ to May 20_____

Name: _____ Date: _____ E-mail address: _____
Home Phone Number: _____ Cell: _____
Address: _____ City: _____ State: _____ Zip: _____

Dues: \$15 for two-year membership. Make check or Money order payable to: CGCVA Auxiliary Assn.

Mail to: Mimi Placencia National Secretary-Treasurer, 9804 Iroquois Lane, Bakersfield, CA 93312

Auxiliary Membership Qualifications: Family of members of the Coast Guard Combat Veterans Assn. in good standing.

Associate Membership Qualifications: All other Interested parties. Associate membership is a non-voting membership.

For additional information please contact:

Betty Schambeau (Auxiliary President) at betty.schambeau@embarqmail.com or (352) 279-3279.

Mimi Placencia (Auxiliary Secretary/Treasurer) at mimiplacencia@hotmail.com or (661) 444-0186

CGCVA Small Stores

The below listed CGCVA items are now available. Send orders to Richard Hogan at 4713 West Rock Creek Road High Ridge, MO 63049-3308. Please make checks payable to CGCVA. Prices shown include first-class or "Book Rate" postage. Also, given the current state of technology, please let us know if you feel we should offer credit card payments (and passing the credit card fee on to the purchaser).

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Display your CGCVA affiliation with our new (made in the USA) golf shirts with embroidered CGCVA logo. Navy blue in sizes L, XL and XXL for only \$27.50 each plus free shipping. They're awesome!



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HOODIES: White available in Sizes M (3), XL (3) and 2XL (2); Blue in sizes M (6) and XXL (1). Medium weight with embroidered CGCVA on upper left. \$34 each.

PATCHES: CGCVA (small) \$4.00. CGCVA (large) \$5.00. RONONE, CON-SON, ELD-Eagle, Market Time, and Squadron Three, ELD CG Vietnam, USCG LORSTA Sattahip Thailand \$5.00 each. Tonkin Gulf Yacht Club \$6.00.

CGCVA BASEBALL CAP: Blue/black, gold-lettered CGCVA with embroidered logo, full back, one size fits all. \$25.00.

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

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CGCVA CHALLENGE COIN

NEW ITEM!



You asked for it at the 2013 convention and we listened. Now, all CGCVA members can have their own challenge coin. These will serve as great keepsakes and also as "thank you" gifts to persons or organizations helping out our Association. \$12.00. each, shipping included. Supplies are limited so order yours today!

Coast Guard Combat Veterans Association

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[Happy 50th Anniversary CGC Diligence](#)

During the week of Nov. 8-11, CGCVA vice president Steve Petersen and three other CGCVA life members (Phil Kies, Albert Reyes and Ed Floyd) attended 50th Anniversary ceremonies for CGC Diligence (WMEC-616) in Wilmington, N.C. The group enjoyed tours of the Diligence and CGC Smilax (WLIC-315), the Coast Guard's oldest active cutter, and several other activities. See page 3 of this issue for more details.