



the Quarterdeck Log

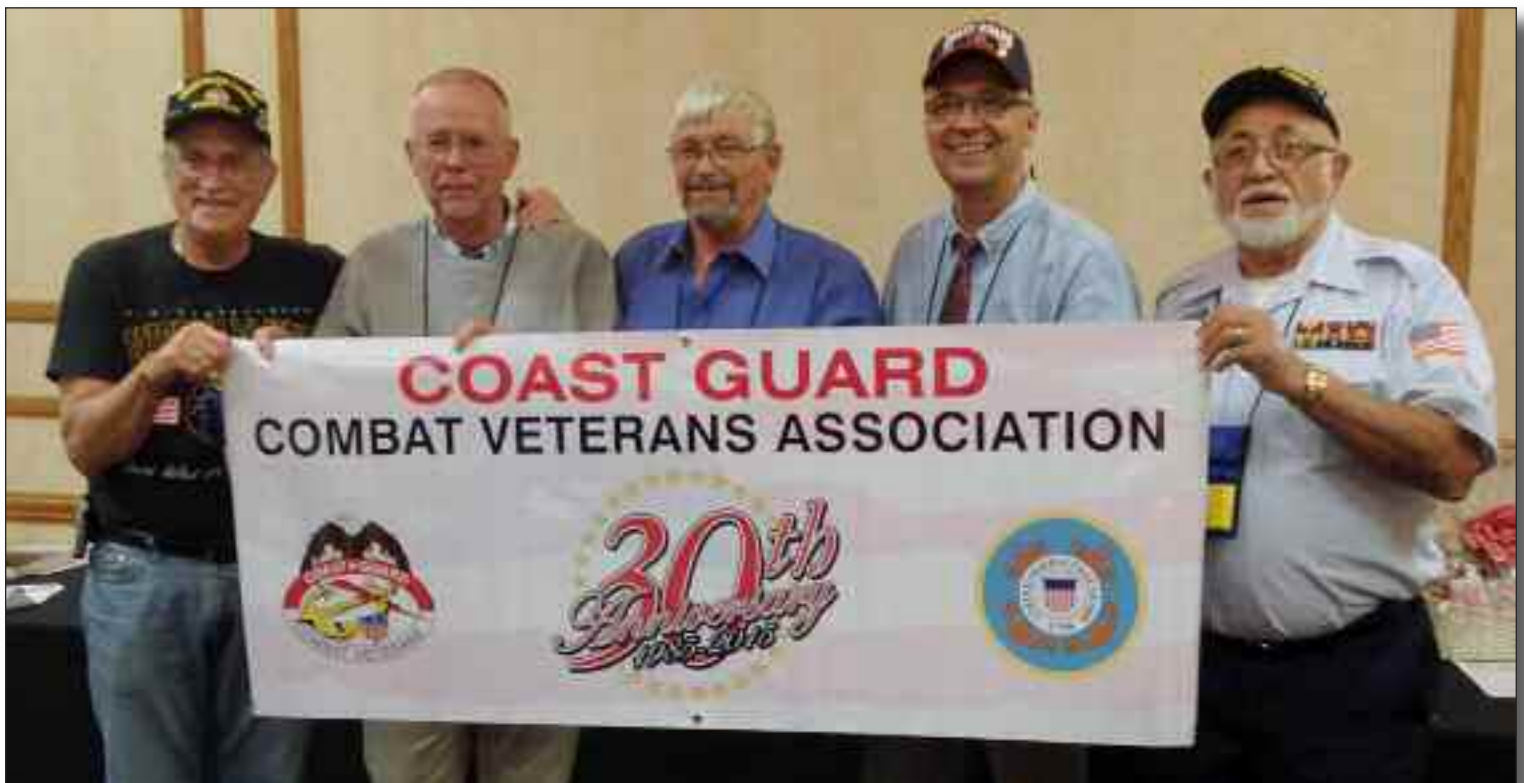
Membership publication of the Coast Guard Combat Veterans Association. Publishes quarterly — Spring, Summer, Fall and Winter. Not sold on a subscription basis. The Coast Guard Combat Veterans Association is a Non-Profit Corporation of Active-Duty, Retired, Reserve, and Honorably Discharged Former Members 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 30, Number 1

Spring 2015

CGCVA 2015 Convention/Reunion Wrap-Up

Association Celebrates 30th Anniversary; Helps Coast Guard PSU Organization Celebrate 20th



Proudly holding the Association's 30th Anniversary Banner before displaying it in the Hospitality Room are Cat-Lo buddies (l to r) Bill Miller, Russell Williams, Jerry Schambeau, Association President Mike Placencia, and Trustee Bill Figone. The specially-made banner also became an item for bidding on in the Auxiliary-sponsored Silent Auction.

[Buffalo Reunion at a Glance](#)

After 18 months of planning, the Association's 30th anniversary convention/reunion was held May 17-21, 2015, in Buffalo, New York. Considered a risky choice by some, with the possibility of cold weather, it turned out to be quite nice (and not a single snowflake was seen). The planning committee wanted a reunion in the northeast. Six months into planning, the Port Security Unit group came on board. All nine units had representatives in attendance. And overall, the PSU group had close to 35 percent of the total reunion attendance. It was quite a show.

continued on page 13

Note: Wrap-up story penned by Mike Placencia. Reunion photos courtesy of Mimi Placencia, Ed Swift, Paul Cormier, and Rick and Le Orton. Thanks to all for the great help!

In This Issue

Cover Story	Page 1&13-22
From the President	Page 2-3
From the Secretary/Treasurer	Page 4
Auxiliary News	Page 5
Notices & Association News	Page 6-12
Feature Stories	Page 23-29
Ship's Store	Page 30
CGCVA Membership Form	Page 31



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 — Bruce Bruni & Robert Macleod, LM
One-Term — William Figone, LM & Floyd Hampton, LM

ADMINISTRATIVE OFFICE*

National Secretary/Treasurer
3245 Ridge Pike
Eagleville, PA 19403
Phone: (610) 539-1000
E-mail: cgcva@comcast.net

Website: www.coastguardcombatvets.com

*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; **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, LM; Steve Day, PNP Joe Kleinpeter, and Ernest “Swede” Johnson, LM

From the President

Wow! What a Party

Honestly, I’m still walking on air, even with the 2015 Reunion now in the rearview mirror. I will cover a few of the major points here and there is complete reunion coverage in this issue.

It was truly a great time and I extend my thanks for keeping the Association officer corps intact for another two years. Steve, Gary and I work very well together and we all look forward to serving you for another term. In addition, we welcome Bruce Bruni and Robert Macleod to the Board of Trustees. Together, we have an awesome team and I can guarantee that we will do our best for you.

For the first time ever, the Association and Port Security Group combined forces to create a joint reunion. We had a lot of Coasties, families and friends in attendance... and it was a great time for all. High points were the duel celebrations of our 30th anniversary and the PSU’s 20th.

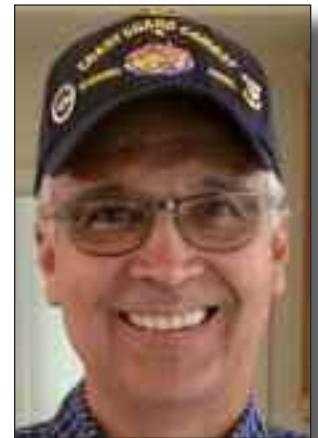
Reunion Awards

It is always a pleasure to reward folks for exemplary service and I had the distinct honor of presenting several awards to deserving people at our Awards Banquet.

Don Kneip Distinguished Effort Award



Past national president and Quarterdeck Editor-in-Chief Ed Swift (Swifty) is presented the Don Kneip Distinguished Effort Award by Capt. Brian Roche and Association president Mike Placencia.



Mike Placencia

From the President

This award, deemed the highest that the Association can present to a member, was initiated some years ago by then Association president Paul Scotti, who recognized PNP Joe Kleinpeter with the first award. Subsequent Don Kneip Awards were presented to PNVP and longtime Association Secretary Ed Burke and founding member and longtime Association Treasurer Baker Herbert.

For 2015, it was my sincere pleasure to present the prestigious Don Kneip Award to 3-time Association president and longtime Quarterdeck Log Editor-in-Chief [Ed Swift](#). Through Ed's superior performance as a writer and editor, our association has gained a rich and highly deserved reputation as a premier veterans organization. Bravo Zulu Ed on your many years of distinguished service.

Distinguished Service Awards

I also had the honor to recognize several folks for their extraordinary and/or longtime service with plaques.

They included [David](#) and [Scott Andrus](#) who are Auxiliary members who make every effort to attend every reunion, serving as our "half-fast" bartenders and are always available for any job needing doing. Also recognized were [Bill Figone](#) (Trustee and Nominating Committee Chairman); [Terry Lee](#) (longtime Cape May Liaison); [Terry O'Connell](#) (past national VP and Chieu Hoi Historian emeritus); [Gary Sherman](#) (our very forward thinking Secretary/Treasurer); and [Bill Wells](#) (our longtime webmaster). Thank you gentlemen for all your distinguished service to our association!

Letters of Appreciation

The following individuals were recognized for their extra efforts that truly helped our Association lately:

[Betty Schambeau](#) for her exceptional service while serving as Auxiliary President from May 2013 to May 2015.

[Edward Floyd](#) for exceptional service while serving as CGCVA Master at Arms from May 2011 to May 2015.

(Right) Our very special World War II veterans attended all the scheduled activities. (l to r) Harrison Ochs, Seymour Siegel, and Coast Guard SPAR Charlotte Bart.

[Bruce Bruni](#) for exceptional service while serving on the CGCVA Reunion Planning Committee from July 2014 to May 2015 and as chief architect of the CGCVA/PSU plaque concept.

[Karl Leonard](#) for exceptional service to the 2015 Reunion Planning Committee and for being instrumental in bringing the Port Security Unit Group on board.

[Scott Hutcherson](#) for exceptional administrative service to the 2015 Reunion Planning Committee by orchestrating the registration outreach for the Port Security Unit members.

[Joyce Curry](#) (Millenium Hotel) for outstanding contributions as the Official Host of the 2015 CGCVA Reunion.

[Dionne Williamson](#) (Visit Buffalo/Niagara) for outstanding contributions in bringing the 2015 CGCVA Reunion to Buffalo, New York.

Congratulations to all!

Notables at the Reunion

While everyone who attended the 2015 Reunion is special we certainly had our share of honored guests, including: Vice Admiral Dean Lee, commander, USCG Atlantic Area; Rear Admiral (Ret.) Steve Day; Rear Admiral (Ret.) Tim Riker; Rear Admiral (Ret.) Mike Seward; Captain Brian Roche, commander, USCG Sector Buffalo; Captain Karl Leonard, commanding officer, PSU Joint Staff; Captain (Ret.) Bruce Bruni; WWII veterans Charlotte Bart, Harrison Ochs and Seymour Siegel; CGCVA Founding Member Noel Bell; Past National Presidents Joe Kleinpeter and Ed Swift; MCPO-CGRF (current) Eric Johnson; and former MCPO-CGRF (#3) George Ingraham.

It was indeed an honor to have you all join us and I hope you enjoyed your stay. **Mike Placencia**



I'm Yours For Another Two Years

Firstly, let me express my sincere thanks for electing me to continue to serve this fine organisation as your national secretary/treasurer. I will continue to do the best I can to serve you.

Bylaws Amended

Next, for those of you who attended the recent CGCVA Reunion in Buffalo, and for those of you who could not be there, I want to make you aware that our bylaws were amended by the membership in attendance at our business meeting on March 20, 2015.

Our original stated purpose, as indicated in our bylaws, was two-fold: 1) to provide fellowship of Coast Guard active duty and veterans; and (2) to provide illumination of the gravesite of Medal of Honor recipient Douglas Munro.

By unanimous vote, the bylaws have been amended to provide an additional purpose of the Coast Guard Combat Veterans Association. Our bylaws now read, under ARTICLE 1, Paragraph 2, subparagraph b: "To promote public awareness of the United States Coast Guard's participation in this nation's armed conflicts, since its founding on August 4th, 1790." (Subparagraph b, under the previous bylaws now becomes subparagraph c).

The reason for this amendment was to have our

purpose match what each of us do, almost everyday, when we inform and educate the American public of the Coast Guard's role in American history.

Each of us have heard someone say "I didn't know the Coast Guard was in Vietnam (or WWII or Korea or Desert Storm or Iraq or Afghanistan). We are sometimes amazed at the public's lack of knowledge about the United States Coast Guard and we could not imagine a family member of our fallen comrades being confronted with the fact that the American public is deeply misinformed about what their family member has done for their country and has paid the ultimate sacrifice.

Our stated purpose should match our resolve to promote public awareness to honor the fallen and our bylaws now reflect that purpose and resolve.



Gary Sherman

Remembering a Friend

I want to express my deepest sympathy to Mary Lou Herbert on the passing of her husband, Baker, who was a mentor to many of us in the CGCVA. I took over the National Secretary position from Baker in 2009 and I must have called him 50 times with questions and guidance and he always sent me in the right direction and got me "squared away" very quickly.

I never had the privilege of serving with Baker, in any capacity. He retired from the Coast Guard in 1969, the year I joined the Coast Guard. In 1989 he retired from State Farm Insurance, the same year I became a Nationwide agent, so we never served in the Coast Guard or the insurance industry at the same time, but he was a mentor, just the same.

I have done my best to follow his guidance in every aspect of the National Secretary position (and National Treasurer) What I can never do is match Baker's record of service to the CGCVA. He held one office or another for 27 straight years. That is a record that will be incredibly hard to surpass.

May God Bless MaryLou and we thank her for sharing Baker with all of us! Sincerely, **Gary Sherman**

Crossed The Bar

Alphonse J. Balsis, LM
George R. Blessing, LM
Robert G. Cameron, LM
MCPO Robert R. Chinnis
Richard T. Forand, LM
George H. Herbert, LM
Robert Melvin, LM
Alfred Philips, LM
Wentzel Stepnowski, LM
Gary K. Underwood

Reunion 2015

Well, Reunion 2015 in Buffalo, NY is now history! Wow! What a wonderful time we had. For those of you that missed it I am sad, maybe next time in 2017, somewhere west of the Mississippi?

Let me recap some of the best. First I was asked to be president for another two years, I am honored and humbled. Dealing with the Association officers has been a pleasure. Actually our entire slate was reelected, thus vice-president Bev Johnson, and secretary/treasurer Mimi Placencia. We took the oath again and now we are expected to have lots of Hospitality refreshments every night, again.

guest speaker Mr. Dennis Mullen was a homerun. He has extensive experience as a chief executive officer in industry. He roamed the courtyard dining area telling some wonderful stories about his personal life experiences. He gave us a four-point goal called **LEAP**: **L** – Love most importantly love your family, **E** – Enjoy, **A** – Audacity to Appreciate, and **P** – Pray. **Betty**



*Betty Schambeau
Auxiliary President*



(Above) Auxiliary officers are sworn into office at the Awards banquet. Serving you for the next two years are (l to r) Mimi Placencia (Secretary/Treasurer), Bev Johnson (Vice President), and Betty Schambeau (President).

This was the first year the Auxiliary was asked to be in charge of the Silent Auction and I must say it was a huge success. I offer my heartfelt thanks to the numerous people that donated almost 100 items. I also extend my thanks to the people that purchased them.

The Auxiliary Friendship Luncheon's

(Right) Mr. Dennis Mullen served as the Auxiliary Friendship Luncheon's guest speaker, entertaining the group with stories and life experiences.



(Above) David "da bartenda" Andrus enjoys the surroundings as the lone male auxiliary member at the Auxiliary Friendship Luncheon.



Honoring Vietnam Veterans and Their Families

Congress authorized the United States of America Vietnam War Commemoration, to oversee the honoring of Vietnam War veterans and their families during the period 2015 to 2017. The Coast Guard Combat Veterans Association is a Commemorative Partner in this endeavor. Consequently, we agree to carry out events and activities to salute Vietnam veterans. These salutes may be initiated and done by our members.

Things to honor veterans and their families can be anything you can imagine: e.g. having students/youths compose essays; holding exhibits (photo, artifacts, models); holding ceremonies; hosting luncheons; giving talks; and so on.

As a Commemorative Partner the CGCVA is called upon to provide the Vietnam War Commemoration submissions of upcoming events, if applicable, and an after-action summary of what we have done. To remain a partner the Association has to perform at least two activities a year.

The CGCVA clearinghouse for any member desiring to honor the service that men and women rendered in the Vietnam War is our Vietnam War Commemoration Committee. If you plan to pursue Vietnam War recognition contact the CGCVA committee chairman, PNP Paul C. Scotti at psuscg@aol.com or by telephone in Palm Bay, Florida, at (321) 725-3753, for assistance and documentation of the activity as part of our partnership responsibility. Let's all do our part to recognize our Vietnam War shipmates.

Paul C. Scotti

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

David Powell	Duane Gatto	Ed Floyd	Gary Fortner
James W. Ashe	Carmond Fitzgerald	Gary Hawthorne	Stanlet Beras
Wallace Nobson	Tommy Spradlin	Kent Carlson	John J. Ducar
Rex Wessling	David E. Koons	Henry Wallace, Jr.	John Seubert
James C. Quinn			

Mike Johnson IMO Stan Barnes, CGC Duane WHEC-32 Association President
Steve & Kay Petersen IMO Baker Herbert & Ed Burke
Joseph Kleinpeter IMO Baker Herbert & Ed Burke
Michael Placencia IMO Baker Herbert
Richard Dubbs IMO Jocko Mahoney & Baker Herbert
William Harrison IMO Virginia Lapham
Randy L. Embrey IMO Virginia Lapham

Recent Donations

In addition to monies received by the CGCVA specifically designated for the QD Log Booster Club, the following persons provided contributions in memory of Virginia Lapham:

Donna & John Morrison; the Roussod Family (Jan, Ted, Wayne and Nan); Gwen Lapham-Alcorn; Teresita & Eugene Fiset; Jill & Scott Harrison; Janice Thompson; and Walter Harrison.

Other general donations were made in memory of William W. Johnson by Phyllis J. Barents; Dot Blessing; Alan Buckman; and Rebecca Pence.

Vice Admiral Peter Neffenger Nominated to Head TSA

President Obama recently nominated Vice Admiral Peter Neffenger, currently second in command of the U.S. Coast Guard, as the new head of the Transportation Security Administration.



Vice Adm. Peter Neffenger

State of the Coast Guard Address



Coast Guard Commandant Adm. Paul Zukunft delivers the 2015 State of the Coast Guard Address at USCG Headquarters on Feb. 24th. (photo by PO2 Patrick Kelley)

USS Sea Cloud Research

Lt. Cmdr. (Dr) Paul Green and I are doing research for a paper we are writing on the *USS Sea Cloud*. We are hoping to contact any crew members who are still living that served on the *Sea Cloud* under Cmdr. (ret) Carlton Skinner, USCGR for oral/written histories and information. All interested parties are asked to contact me at (757) 398-6776 or email me at Lee.B.Stenson@uscg.mil or cgwarrior25@gmail.com. Thanks! **Lee Stenson**

“The talent and expertise Vice Admiral Neffenger brings to his new role after more than three decades at the U.S. Coast Guard will be valuable to this Administration’s efforts to strengthen transportation security,” Obama said in a statement.

As head of TSA, Neffenger will be responsible for leading a staff of more than 50,000 personnel responsible for security operations at more than 450 airports throughout the United States as well as the Federal Air Marshal Service.

The news drew immediate praise from Secretary of Homeland Security Jeh Johnson. The U.S. Coast Guard is part of the Department of Homeland Security.

“Pete Neffenger is one of the brightest and most capable flag officers in the U.S. military I have ever met,” Johnson said in

a statement. “I have no doubt that his skills, intellect and energy that have up to now been devoted to maritime security will be easily translatable to aviation security.” Johnson noted that TSA’s first administrator, James Loy, had been Commandant of the Coast Guard prior to joining TSA.

Neffenger is currently serving as deputy commandant for operations, where he directs strategy, policy, resources and doctrine for the employment of Coast Guard forces globally.

CGC Spencer Reunion

The USCGC Spencer (W-36 & W-905) Association will hold its annual reunion in New London, Conn., Sept. 17-19, 2015. Non-crewmembers are always welcome. Contact: Bob Marzen, Treasurer, Spencer Assn., at 917 Center St., Jim Thorpe, Pa. 18229 or 570-325-4414 (H) or email: marzenh@netzero.net.

Birthdays to Remember

(Dates are as of January 2015)

US ARMY — June 14th 2015 will be 240 (1775)

US COAST GUARD — August 4th 2015 will be 225 (1790)

US AIR FORCE — September 18th 2015 will be 68 (1947)

US NAVY — October 13th 2015 will be 240 (1775)

US MARINES — November 10th 2015 will be 240 (1775)

NATIONAL GUARD — December 16th 2015 will be 379 (1636)

MERCHANT MARINES — June 12th 2015 will be 240 (1775)

AMERICAN LEGION — September 16th 2015 will be 96 (1919)



Bill Frost Presents the Flag Box Plaque to Capt. Gene Davis, director of the Coast Guard Museum Northwest.

When I was a BM3 and stationed on the *Point Arden* (WPB-82309), the BMCM made a plaque that he placed on the back side of the flag box.

The CA — XA on the plaque means Kill Cong in Vietnamese, or so I was told. I took a picture of it in 1968. At the April 2009 CGCVA reunion in Reno, NV, I was given the plaque by Terry O'Connell who had gotten it from the last BMC on the *Point Arden* before turning the boat over to the Vietnamese in Feb 1970. BMC Jere Bennett was going to take it but was flying home so he couldn't and I ended up with it since I was driving home. It's been hanging in my garage ever since. This past week I decided to pass it along and share it with the Coast Guard Museum NW here in Seattle. I went down with some friends and donated it to Capt. Gene Davis, USCG (ret.), who is the museum director.



The plaque mounted on the flag box of the Point Arden off the coast of Vietnam in 1968.

Bill Frost
former USCG BM2 (66-70)
and US Army CWO4 retired

Point Arden Flag Box Plaque



Former members of the Point Arden (WPB-82309) who served aboard the cutter in Vietnam. Jere Bennett and I (on the left) were on the cutter at the same time in 68-69. Former Point Arden CO Terry O'Connell and Jere (center) hold the Point Arden model.

VFW — September 29th 2015 will be 116 (1899)
 DAV — September 25th 2015 will be 95 (1920)
 VVA — Founded in January of 1978 will be 37 (1978)

Where CGCVA Members Reside

Have you ever wondered if there's any other CGCVA members living near you or in the same state? As of February 1, 2015, here's where our current 1,575 members reside:

Alabama	18	Montana	4
Alaska	6	Nebraska	6
Arizona	21	Nevada	21
Arkansas	8	New Hampshire	11
California	162	New Jersey	77
Colorado	15	New Mexico	6
Connecticut	22	New York	79
Delaware	7	North Carolina	50
Florida	204	North Dakota	0
Georgia	31	Ohio	67
Hawaii	11	Oklahoma	8
Idaho	7	Oregon	29
Illinois	49	Pennsylvania	63
Indiana	14	Rhode Island	6
Iowa	0	South Carolina	25
Kansas	11	South Dakota	2
Kentucky	10	Tennessee	11
Louisiana	12	Texas	67
Maine	21	Utah	2
Maryland	42	Vermont	12
Massachusetts	86	Virginia	91
Michigan	45	Washington	63
Minnesota	13	West Virginia	8
Mississippi	11	Wisconsin	30
Missouri	14	Wyoming	1
District of Columbia		1	

Coast Guard Combat Action at Hon Da Bac Island, Republic of Vietnam

Dear Quarterdeck Log Editor:

As a relatively new CGCVA member, I have been spending some of my slack time reading the back issues of *The Quarterdeck Log*. In the Summer 2013 edition, the superb feature article by Dr. William H. Thiesen,

Vietnam Veterans Honored

On March 31st, Vietnam veterans were honored at a ceremony at USCG Headquarters in Washington, D.C. Vice Adm. Peter Neffenger, vice commandant of the Coast Guard, made remarks and presented Vietnam War Veterans pins to 26 veterans. National President Mike Placencia, Terry O'Connell, and Robert Macleod were among the CGCVA members who attended the event, which was part of the Coast Guard's 2015 Salute to Vietnam Veterans.



Vice Adm. Peter V. Neffenger, vice commandant of the U.S. Coast Guard, presents Vietnam War Veteran pins to one of 26 Vietnam War veterans at a ceremony in Coast Guard Headquarters. (U.S. Coast Guard photo)



Some of the Vietnam War veteran pins that were presented to 26 Vietnam War veterans at a ceremony to honor them for their service. (U.S. Coast Guard photo)

Atlantic Area Historian, particularly captured my professional and personal interests, thereby prompting this response. Dr. Thiesen's article, "Skill, courage under fire, and devotion to duty: Bronze Star Medal Recipient Herberto 'Eddie' Hernandez and Coast Guard Smallboat Operations in Vietnam", details the combat exploits of Fireman Eddie Hernandez while assigned to the *USCGC Point Cypress* (WPB-82326) engaged in naval coastal warfare operations during the Vietnam War.

As I plowed through the rich ground of Coast Guard combat history, the *Point Cypress'* actions on November 9, 1968 at Hon Da Bac Island in Operation Market Time patrol area #9 specifically aroused my memories. Her

tasking was "to asses a fire support mission just completed by a U.S. patrol vessel". As I read about *Point Cypress'* operation, my mind was flooded with recollections of my own first-tour Vietnam experiences on that day in the same location. I was a "boot" Ensign having reported aboard the *USCGC Ingham* (WHEC-35) in the South China Sea off the coast of South Vietnam via manila highline from the *USS Guadalupe* (AO-32) in early August 1968. I was initially assigned to the Gunnery Division, serving as the Assistant "Gun Boss" and one of the Fire Control Officers. *Ingham* had just commenced Market Time operations as one of the five WHECs in the third wave of Coast Guard WesPac rotations. HECs were routinely assigned to the outer barrier or "Zulu" interdiction patrol sectors of the Market Time layered defense and usually were the most heavily gunned naval assets of the Market Time forces.

My day on November 9, 1968 began as the underway OOD for the 0400-0800 watch. Early in the watch, I was approached by RD3 Josh Humphreys, a Combat Information Center (CIC) watchstander. He requested



USCGC Ingham (WHEC-35) underway off the coast of Vietnam.

my permission to contact friendly ground units ashore to offer them *Ingham's* support with her director-controlled 5"/38 caliber gun. I granted him permission and he transmitted to appropriate combat forces ashore the succinct and pointed voice message, "Have gun; will

travel". "Hump" was a former radio disc jockey in civilian life and was renowned as the "Golden Voice" of *Ingham's* radiotelephone communications. In less than two hours *Ingham* received a naval gunfire support tasking message directing us to proceed to Hon Da Bac Island to destroy a Viet Cong (VC) mortar position. Apparently, the VC were laying deadly fire against the local villages and their defending militias (Regional Forces/Popular Forces [Ruff/Puffs] as was reported by the



U.S. Army Military Advisory Team in nearby Song Ong Doc.

Ingham (the previously unidentified "U.S. patrol vessel" cited above) arrived in position off Hon Da Bac and commenced firing before 0800. After I was relieved by the General Quarters OOD, I proceeded to the 01 deck forward of the bridge to direct fire from our two 81mm mortars. As we were seemingly obliterating the island with combined 5" gun and 81mm mortar fire, *Point Cypress* arrived on-scene and offered her assistance. We checked fire and requested *Point Cypress* to close the island to give us an interim gun-damage

assessment. As *Point Cypress* closed the beach, she took heavy caliber machine gun fire from ashore. She maneuvered smartly and delivered counter-battery fire with her .50 caliber machine guns. After *Point Cypress* appropriately cleared our gun-target line, *Ingham* recommenced bombarding the island with her main battery and supporting mortars. The fire mission continued until all discernible enemy hostilities had ceased.



USCGC Point Cypress patrolling in Vietnam.

Later that morning *Point Cypress* rendezvoused with *Ingham* to replenish her fuel and ammunition. During an impromptu after-action conference with her "skipper", Lt. (j.g.) Jon Collom, he personally informed me of the devastating accuracy of *Ingham's* naval gunfire. Particularly noteworthy was his observation of one of our mortar rounds landing among a concentration of VC in a tree-line near the beach. He estimated that six to ten VC were killed or wounded by that round alone. We observed no secondary explosions from our saturating fire on the VC mortar position nor were there any friendly "boots on the ground" to confirm its destruction or enemy casualties. However, the lack of any further reported VC indirect fire from the island during the remainder of our deployment to patrol area #9 substantiated *Ingham's* success. As a gesture of gratitude to *Ingham's* "gung-ho" crew, Lt. (j.g.) Collom presented our "skipper", Capt. Neale Westfall, with three VC sampans they captured near Hon Da Bac Island during our combined operation.

This action is but one example of many highly coordinated and aggressive operations conducted by Coast Guard WPBs and WHECs in the littoral regions of South Vietnam. Along with our brethren in the U.S. Navy PCF Swift Boats, these adroit and plucky crews were the heart and soul of the triumphs achieved in brown water operations during the Vietnam War by Coast Guard and Navy combatants. I thank God for the opportunity to have served with these brave souls.

Capt. David L. "Boog" Powell, USCG (Ret.)

CGC Sebago to be Honored

The *USCGC Sebago* will soon be honored with a Florida Historical Marker

The home port pier area of *USCGC Sebago (WHEC-42)* has been approved by the State of Florida Historical Marker Commission as an official historical site.

The marker, being funded by shipmates of the cutters, will be unveiled and dedicated on September 19, 2015 at Plaza de Luna, Pensacola, Florida. The dedication ceremony will be attended by shipmates, family, and senior members of the Coast Guard District 8 staff as part of a reunion weekend that commemorates the 70th anniversary of the ship's commissioning on September 20, 1945.

The cutter served a combat tour as part of Coast Guard Squadron 3 during 1969. Several dozen shipmates from all eras of *Sebago* service are expected to attend, many of them Vietnam veterans. The marker dedication will be held at 10:30 a.m. on Saturday the 19th. Details may be found at <http://www.sebago-sailors.org/index.php/reunions>

Welcome New Members

New Member (Sponsor)

Oscar A. Carbajal	(Alan R. Tubbs)
Robert L. Lamb	(The Association)
Robert D. Lipowicz	(The Association)
Toby L. Pieri	(Mike Placencia)
Shannon P. Reck	(The Association)
Gary M. Snyder	(The Association)
Robert J. Stasio	(Mike Placencia)
Brian I. Wells	(The Association)
Roger L. Beving	(The Association)
Joseph B. Prince	(The Association)

From the Editor

My thanks to all who provided photos of the activities at the Buffalo convention. Along with my own shots, I had nearly 300 pictures to pick from. Hopefully, my selection in the following 10 pages captured the fun and flavor of the reunion and represents all that transpired.

I made an editorial decision to purposely delay this (Spring 2015) issue by about a month in order to include full coverage of the 2015 Buffalo convention. I will now get back on the usual schedule so the deadline for the Summer 2015 issue will be August 1st. Submissions for that issue should be emailed to me at swiftie1@verizon.net. Thanks again! **Swifty**

CGCVA Reunion History

Our Founding Meeting was held July 28-31, 1985 at the Indian Lakes Resort in Bloomingdale, Illinois. There were 20 attendees.

Reunion #2 was held July 18-20, 1986 at the Comstock Hotel in Reno, Nevada with 92 attendees.

Reunion #3 was held July 15-17, 1988 at the Hilton Hotel in Reno with 123 attendees.

Reunion #4 was held July 18-22, 1990 at the Marriott Hotel in Baltimore, Md., with 214 attendees.

Reunion #5 was held Oct. 4-8, 1992 at the Sands Hotel in Reno with 236 attendees.

Reunion #6 was held Oct. 16-20, 1994 at the Howard

Pearl Harbor Day Commemoration



U.S. Coast Guard WWII veteran George Blessing recounts how he served on the Taney during WWII and the USCGC Iris WLB-395 during a Pearl Harbor Day commemoration aboard the Taney. George was the founder of the CGC Taney Association.

Johnson Hotel in Norfolk, Va., with 285 attendees.

Reunion #7 was held Oct. 31-Nov. 4, 1996 at the Radisson Hotel in San Diego, Calif., with 243 attendees.

Reunion #8 was held Nov. 4-8, 1998 at the Holiday Inn in Corpus Christi, Texas with 177 attendees.

Reunion #9 was held Oct. 22-26, 2000 at the Drawbridge Inn in Fort Mitchell, Ky., with 213 attendees.

Reunion #10 was held Oct. 28-Nov. 1, 2002 at the Peppermill Hotel in Reno with 300 attendees.

Reunion #11 was held Apr. 22-26, 2004 at the Drawbridge Inn in Fort Mitchell with 127 attendees.

Reunion #12 was held Oct. 20-24, 2005 at the Holiday Inn in Tampa, Fla., with 95 attendees.

Reunion #13 was held Apr. 16-20, 2007 at the Sheraton Hotel in Burlingame, Calif., with 121 attendees.

Reunion #14 was held Apr. 26-30, 2009 at the Atlantis Hotel in Reno with 140 attendees.

Reunion #15 was held May 4-8, 2011 at the Crown Plaza Hotel in Herndon, Va., with 130 attendees.

Reunion #16 was held Apr. 29-May 2, 2013 at the Silver Legacy Hotel in Reno with 81 attendees.

Let Your Name Live On

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

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

continued from page 1

Day One

The Registration Desk (Ship's Office), Small Stores (Gary Sherman) and the Hospitality Room opened for our members and guests. VP Steve Petersen and his ground forces (Bill Figone, Ed Floyd, Dave Andrus and Jerry Schambeau) had set up the room the night before. Auxiliary President Betty Schambeau and her crew (Kay Petersen, Bev Johnson, and Mimi Placencia) had the Silent Auction up and running.

The Opening Ceremony provided welcomes from Capt. Brian Roche, CO of CG Sector Buffalo, Paul LeMere and Joyce Curry from the Millennium Hotel, Bruce Bruni of the PSU Group, Dionne Williamson from Visit Buffalo/Niagara, Betty Schambeau, and of course, President Mike Placencia. Shortly after a briefing of what was in store for the week, it was time for the ceremonial cake cutting. This marked the 30th anniversary of the CGCVA. The honors went to Capt. Roche (it was his sword) and Noel Bell, a CGCVA founding member. On hand to assist were our attending WWII veterans Charlotte Bart, Harrison Ochs, and Sy Siegel.

Armed with a brand new roll of tickets, Trustee Butch Hampton

(Below) A large crowd heard welcoming remarks from Association officers, the Sector Buffalo commanding officer, the PSU Group, and Visit Buffalo/Niagara and Millenium Hotel representatives.

(Right) Master-at-Arms Ed Floyd and Auxiliary member David Andrus man the Hospitality Room bar and prepare for the onslaught of thirsty folks soon to arrive after the conclusion of the Opening Ceremony.



(Above) Mimi Placencia registers arriving guests and provides information, schedules and credentials. (Right) Arriving guests are greeted by a Welcome sign in the Millenium Hotel lobby. (Below Right) Members proudly wear military-related caps and clothing at the Opening Ceremony.





(Above)) At the conclusion of the Opening Ceremony, WWII Spar Charlotte Barr, CGCVA founding member Noel Bell, Capt. Brian Roche, CO of Sector Buffalo, and WWII veteran Harrison Ochs prepare to cut the cake recognizing the CGCVA on its 30th anniversary.



(Above) After selling several "fathoms" of 50/50 tickets, Trustee Butch Hampton deposits the ticket stubs in the holding bin and gives it a spin.

went about trying to sell every customer a fathom's worth of tickets for the 50/50 drawing. Luckily, newcomer, SK1 (ret.) Judith Hall of PSU 311 (Long Beach) assisted Butch in this worthy effort and within a couple days the ticket bin was bloated.

Day Two

The sold-out featured tour was to Niagara Falls. The weather played nice. Our 56 members and guests could trolley themselves around Niagara State Park on a hop-on/hop-off basis, and see many views of the falls. Some chose the 30-minute ride on the *Maid of the Mist*. Others strolled around the township. For those in a gaming

(Right) Part of the CGCVA group gets a close (and somewhat wet) look at Niagara Falls. (Below) Members and guests arrive at Niagara Park by bus and take in the gift shop or nosh on some goodies before taking the tour.





Getting a spectacular view of the American Falls, some members also opted for the Maid of the Mist tour.



Members tried to keep up with WWII vet Harrison Ochs (center) as he walked the trail to the falls overview.

spirit, the bus dropped them off at the Niagara Seneca Casino. This trip had something for everyone.

Upon return to the hotel, hospitality was in full swing. It was nice to see people reconnecting after many years. New faces were popping in all the time — it was their first reunion — while many showed up with the intention of joining CGCVA. In the back of the room, bidding was fierce on the silent auction items. By then there were over 70 quality items on the block. Wow!

Day Three

This would be one of the most active and well attended days of the reunion. The Port Security Units' Heritage Day commenced. Organizers Capt. (ret.) Bruce Bruni, Capt. Karl Leonard, and MCPO (ret.) Scott Hutcherson lined up a stellar program that included a host of speakers and recognitions. All PSU's were represented at this event. Keynote speaker was Vice Adm. Dean Lee, Commander, Atlantic Area. Adm. Lee would stay and be our guest at the CGCVA Business Meeting Luncheon.

The CGCVA Business Meeting Luncheon

(Right) Original Buffalo PSU 301 members who deployed to Desert Shield & Desert Storm.



(Above) PSU 309 veterans, a mixture of those from the original (notional) PSU's 301, 302, and 303 plus current PSU 309 members.



2015 CGCVA Convention & Reunion

began with the introduction of special guests: Vice Adm. Lee, Capt. Brian Roche, MCPO Bushey, Command Master Chief of Atlantic Area, Lt. Wells, and Eric Johnson, MCPO of Coast Guard Reserve Forces. Adm. Lee addressed the



(Left and Above) Auxiliary Secretary/Treasurer Mimi Placencia addresses attendees at the Auxiliary Friendship Luncheon in the tropical Millenium Hotel courtyard.



(Above Left) Master-at-Arms Ed Floyd (standing) at his post during the Business Meeting.



(Above Right) Association President Mike Placencia gives President's Report.

membership and thanked us for what we do. Shortly thereafter, the guest party left for Sector Buffalo.

Business Items Discussed:

🍏 **Loss of Scholarship Sponsor.** We had only one application in the past two years. With the loss of the sponsor (matching funds), the new officers and trustees will decide the future of this program. This course of action was generally agreed to.

🍏 **The Person of the Year Award** was delayed for a couple of reasons:

1) the award nominations (7 total) arrived too late for consideration in time for the reunion; and 2) the top candidate had not actually received the award by press time. In addition, we found a favorable response in presenting the award at the honoree's home unit. This happened in 2012 (Petty Officer Franco, Station New York) and 2013 (Petty Officer Peikert, Taclet South) with great results.

🍏 Informed the membership that the Board of Trustees approved the Investment Committee's report to move from a Certificate of Deposit form of investment (low return on the dollar) to a mutual fund investment set up for non-profit organizations.

🍏 The Treasurer's report held steady that the Association has a plus



(Above) Vice Admiral Dean Lee, commander, Atlantic Area, addresses the membership. Prior to the CGCVA meeting, he spoke to the PSU personnel, also holding a reunion.



(Left) Secretary/Treasurer Gary Sherman provides background on proposed bylaws change prior to a vote by the members in attendance.

year in which the reunion is held and a negative year when it is not. The number one expense is the *Quarterdeck Log* and the number one source of revenue is dues. Donations are second. We had financial success at the 2013 in Reno and things look very positive for 2015 in Buffalo.

🍏 Possible 2017 reunion sites mentioned at the meeting (in no particular order): New Orleans, San Antonio, San Diego, Portland (Ore.), Seattle, and Branson (Mo.). New appointments to the Reunion Committee will be made within three months. Mike Placencia and Steve Petersen agreed to take the Reunion Committee helm again for 2017.

🍏 Membership approved the bylaw change previously reported in the last two issues of the *Quarterdeck Log*.

🍏 Mike Placencia, Steve Petersen and Gary Sherman were reelected to new two-year terms. Bruce Bruni and Robert MacLeod were elected to four-year terms as Trustees.

As day moved into early evening, anticipation grew for the close of the Silent Auction. By this day, over 90 items were on the block, generously donated by our members and friends. But first, we had DJ entertainment in the hospitality room, a dance floor was hurriedly put it place and everyone was having a great time. At approximately 2000 hours, the Port Security Unit group took a time out to celebrate their 20th anniversary with a special cake-cutting ceremony. And, at 2100 hours, the silent auction bid sheets were collected by the CGCVA Auxiliary members. Anxious winners stood in line to pay for their goods and by the end of the evening, Betty Schambeau and Mimi Placencia presented to the Association over \$2600 in donations. Note: New member and first time reunion attendee, Dennis Duprey, took home over \$500 worth of merchandise. BRAVO ZULU to the CGCVA Auxiliary for a truly outstanding job.

Day Four

Members and guests were treated to something very special this day. Boarding shuttle buses, they were taken to the Buffalo Naval and Military Park, situated downtown along the shore of Lake Erie. The park is home to the cruiser *USS Little Rock*,



2015 CGCVA Convention & Reunion

destroyer *USS The Sullivans*, and the submarine *USS Croaker*. At this site, at approximately noontime, a plaque dedication ceremony took place to honor the Coast Guard men and women who answered the call in supporting world-wide combat operations. Newly elected Trustee Bruce Bruni served as master of ceremonies. Chief Warrant Officer Mike Henry, a CG Bagpiper, provided the musical interludes. We were honored to have Rear Adm. (ret.) Tim Riker read aloud the plaque inscription to the assembled crowd. It was a touching historic moment.



Plaque Dedication Ceremony



Remembrance Program



The final touch of this four-day event was the Awards Banquet. The room was filled with elegance, beautifully provided by the Auxiliary. Presentation of colors was provided by the Sea Cadets of the Buffalo area. With everyone standing, the remembrance program of honoring those who "crossed the bar" since the 2013 reunion began. Newly elected Trustee Robert MacLeod served as orator. Master at Arms Ed Floyd tolled the bell, and Trustee Bill Figone manned the POW/MIA table.



The Colors were presented by members of the Sullivans Division, U.S. Naval Sea Cadet Corps.

After dinner, President Michael Placencia, thanked everyone on behalf of the Association for attending. He recognized the following groups in attendance: our three WWII veterans, Charlotte Bart, Harrison Ochs, and Sy Siegel; Rear Adm. (ret.) Mike Seward; MCPO-CGRF Eric Johnson;



President Mike Placencia read a special Invocation provided by Association Chaplain MCPO-CG (Ret.) Vince Patton.

MCPO-CGRF #3, George Ingraham; the Port Security Unit group, which numbered about 40; members of the *CGC Bibb* and *CGC Wachusett*, which had five each in attendance; those who served in Coast Guard Squadrons One and Three, and in other Vietnam service; and he could not help himself when he introduced those who belonged to the “Cat Lo Repair Force”, which numbered seven, including himself.

Filling in for Rear Adm. Fred Midgette, Commander, 9th Coast Guard District, was Capt. Brian Roche, CO of CG Sector Buffalo. We saw a lot of him during the four days and were honored to have so much of his time. The thirty-five-year Coast Guard veteran began his career at Cape May in 1980. Early in his career, he was in the CG Honor Guard. Advancing to BM1, he entered Officer Candidate School where he graduated with top honors. Capt. Roche took us on a captivating ride through his career before giving us a current state of the Coast Guard and the challenges facing, not only the service, but the men and women who serve. Not much has changed in retention since the last reunion; it is still in the mid-nineties. He gave us an update on the next Fast Response Cutter commissioning. It will be the *USCGC Richard Dixon*, the thirteenth cutter in the sentinel class and the first that will be homeported in Puerto Rico.



*(Above) Capt. Brian Roche served as the Awards Banquet keynote speaker.
(Left) Association President Mike Placencia presents Capt. Roche a CGCVA Honorary Membership certificate for his extensive help with the convention logistics.*

Normally, the Person of the Year Award is presented at this time. The nominations (7) were forwarded to the selection committee. The one that stands out has not been formally awarded the medal as yet. When the medal is issued, the Association will present our Person of the Year Award at the recipient's command.

The Don Kniep Distinguished Effort Award was initiated at the 2011 Reunion in Herndon, VA., and is given to a member displaying self-initiative in keeping the Coast Guard Combat Veterans Association a premier and effective

Coast Guard military voice. This year, the award was presented to Ed Swift (Swifty), a three-term National President and Editor in Chief of the Quarterdeck Log for more than 20 years. Capt. Roche and Association President Placencia together presented the award.

Seven Distinguished Service Awards and seven Certificates of Appreciation were also presented.

Swifty remained at the podium, and, being a Past National President, he swore the following officers into office: Michael Placencia (president); Steve Petersen (VP); Gary Sherman (secretary-treasurer); and Bruce Bruni and Robert Macleod as trustees. He then swore into office the reelected Auxiliary officers Betty



(Above) Newly installed CGCVA officers from left to right Bruce Bruni and Robert Macleod (2-Term Trustees); Gary Sherman (Secretary/Treasurer); Steve Petersen (Vice President); and Mike Placencia (President).

2015 CGCVA Convention & Reunion

Schambeau (president); Bev Johnson (VP); and Mimi Placencia (secretary-treasurer).

Finally, it was time to loosen the ties, relax, and get on with the drawing. First up was the 50/50. Special guest Joyce Curry, Sales Manager of the Millennium Hotel drew the lucky ticket and the winner was Gene Griffith, a first time attendee who took home \$611. Nice going Gene!

Terry O'Connell then took the podium to oversee the time-honored auction to serve as caretaker of CGCVA mascot (and lifetime member) Chieu Hoi. On behalf of many of the first time attendees, he spun the "true" story of how Chieu Hoi came about.

The bidding began at \$100 and quickly went to \$300, where it stalled. Seeing an opportunity, President Mike Placencia, left the dais, conversed with Rear Adm. Mike Seward (who by the way was a former CO of his) and together they upped the bid to \$500; one that was promptly accepted by auctioneer O'Connell. The two Mikes have big plans for Chieu Hoi to travel the west coast over the next two years of guardianship. Congratulations gents!

At this point, we were ready to conclude and meet back at the hospitality room one last time to say our good-byes. But not so fast — Joyce Curry came up the podium and stated that the Millennium was extremely pleased with the turnout and how much fun we were. She thanked us for choosing them and announced a \$1000 donation to the CGCVA from the hotel. Wow! A remarkable ending to a remarkable reunion.



Hospitality Room gets raided by the Chicktowaga Police Dept. Actually, it was a visit by Patrolman Jason West (on right), an ex-Coastie who served in Southwest Asia.

Distinguished Service Awards



Terry O'Connell



Gary Sherman



David Andrus



Bill Figone

Distinguished Service Awards were also mailed to Scott Andrus, Terry Lee and Bill Wells who were unable to attend the Buffalo Convention. Congratulations to all!

Certificates of Appreciation



Joyce Curry



Betty Schambeau



Bruce Bruni



Edward Floyd



Scott Hutcherson



Dionne Williamson

A Certificate of Appreciation was also presented to Karl Leonard and Capt. Brian Roche was made an Honorary Member of the Coast Guard Combat Veterans Association.



**Hospitality Room —
The Place To Be!**



Captain John A. Henriques: Founder of the United States Coast Guard Academy

by William H. Theisen, PhD, Atlantic Area Historian, USCG

When asked about the Coast Guard's famous World War II commandant, Russell R. Waesche, Sr., his son, Russell, Jr., replied, "He was the right man, at the right place, at the right time." This claim describes another important figure in Coast Guard history, Captain John A. Henriques, first superintendent of the Revenue Cutter

Service School of Instruction, forerunner of the modern Coast Guard Academy. In spite of Henriques' importance to the Service and its officer corps, little is known about this cutterman except his role in founding the Academy.

John Ashcroft Henriques enjoyed three qualities that made him one of the most influential Revenue Cutter Service officers of his day. They included great intelligence, natural leadership ability and a love for the sea. He was born in New York in 1826 and his photographs show a man of Samson-like appearance including a chiseled face, full beard and a mane of thick curly locks. A Service doctor described him as "broad in proportion" and standing "more than six feet in height," a large stature for his day.

As a young man, Henriques set himself on a career in carpentry and, by the early 1840s, he completed apprenticeship training with an established carpenter. While he pursued carpentry, Henriques worked on coastal trading vessels to earn a living. His sailing journals, held by The Mariners' Museum Library, reflect

a literate man who spoke foreign languages, played musical instruments, wrote poetry and exhibited great skill in sketching, painting and illustration. In the pages of these journals, Henriques finely documented such subjects as the ports he visited, his shipmates, and the intricacies of operating large sailing vessels.

By 1850, Henriques became a journeyman carpenter, the competency level necessary to establish a business. Fortunately for the Coast Guard, his time at sea imbued him with a love for the nautical world. So Henriques abandoned his carpentry and chose to serve before the mast for the next decade. During this time, he sailed to ports along the East Coast, gaining valuable experience and sea time, and worked his way up the merchant crew ranks to first mate.

Yet Henriques had a higher calling than working as a merchant seafarer and, perhaps more importantly, he started a family in the 1850s. He married Ellen Stoddard of New London in 1853 and they had two sons by the late 1850s. So, a year after the opening salvos of

the Civil War, Henriques set in motion the process to compete for an officer's commission in the Revenue Cutter Service. On Henriques' behalf, the Paymaster General of Connecticut wrote to Treasury Secretary Salmon Chase "He has seen service both as a [crew] man and an Officer. Is a man of good habits and would I think



Photograph of John Ashcroft Henriques as a senior captain in the United States Revenue Cutter Service. (USCG Photo)



Sailing cutter Salmon Chase replaced the Dobbin as the Revenue Cutter Service School of Instruction training vessel in 1878 and served through 1907. (USCG Photo)

do credit to the service.” Before the establishment of a Revenue Cutter Service school, officers received political appointments by transferring from the U.S. Navy or the merchant marine. So it was not uncommon for Henriques to receive a commission after working as a merchant mariner. But at the ripe age of thirty-seven, he was older than many of his peers at the lowest officer rank of third lieutenant.

Henriques started his Service career in March 1863. The next three years proved hectic ones, beginning with a tour on the *James C. Dobbin*, a sailing cutter that played a part in his later career. After the *Dobbin*, he received brief assignments as a junior officer on board the cutters *Crawford*, *Northerner* and *John Sherman*. During these tours, Henriques vaulted up the officer ranks. After a little over a year in the Service, he received a first lieutenant’s commission and his promotion to captain took place two years after that, in 1866. This rapid rise testified not only to the need for officers during the war, but to Henriques’ seafaring experience and command

presence. Shortly after the war, a journalist writing about cutter *Sherman*, commented, “Captain Henriques is thoroughly posted and every inch a sailor [journalist’s italics] and a gentleman, as is well known to all who have made his acquaintance.”

Unlike the modern Coast Guard, the Revenue Cutter Service had no flag officers in the late 1800s, so Henriques retained the rank of captain for the rest of his career. However, Henriques’ skill and competence assured him a succession of challenging assignments. In the decade following the War, he received orders to command the cutters *Reliance*, *Wayanda*, *Lincoln*, *Hugh McCulloch*, *Salmon P. Chase* and *Richard Rush*. As captain of the cutter *Reliance*, he sailed from the East Coast around hazardous Cape Horn to San Francisco. The voyage began August 1867 and included eight brutal days of gale-force winds and heavy seas while the 110-foot topsail

schooner slugged her way around “the Horn.” This trip also cemented a friendship between Henriques and Michael A. Healy, who served as *Reliance*’s navigation officer and third in command. Healy later earned the moniker “Hell Roaring” Mike Healy and became possibly the most famous captain in Coast Guard history.

A few months after *Reliance* arrived in San Francisco, the Treasury Department ordered Henriques to set sail for Alaska to enforce customs laws. Henriques sailed for



Shown here in a rare stereoscopic image, the 25-year-old wooden cutter James Dobbin served as the first Revenue Cutter Service School of Instruction training vessel in 1877. (USCG Photo)

Sitka in October 1868, becoming one of the first cutter captains to serve in the treacherous waters of Alaska Territory, and the first one to enforce U.S. laws in Alaskan waters. From *Reliance*, Henriques transferred to the *Wayanda* and, within four months, he commanded the steam sailing cutter *Lincoln*. Lieutenant Healy followed Henriques in this succession of transfers and both men returned to the East Coast after their tours ended on board the *Lincoln*. In 1874, when Henriques received orders to ferry the new cutter *Rush* around Cape Horn to San Francisco, he chose Lieutenant Healy as his executive officer. Healy must have learned a great deal from Henriques before becoming renowned for his association with the Bering Sea Patrol, command of famous cutter *Bear* and his role in taming Alaska's maritime frontier.

No individual may claim sole credit for founding the Revenue Cutter Service School of Instruction for the Service had an interest in officer training and professionalism prior to the Civil War. However, Henriques bore the greatest responsibility for the planning, establishment, oversight and initial success of the original institution. While still in Alaska on board cutter *Rush*, Henriques received orders to Washington, DC, for the special duty of developing a new Revenue Cutter Service cadet program. For this assignment, Henriques joined Captain George W. Moore, Superintendent of Construction, and Captain James H. Merryman, Chief Inspector. The three officers devised a system of practical education based on the use of a sail-training ship and forwarded their concept to Service head, Sumner I. Kimball. In turn, Kimball submitted the plan to Congress, which passed legislation to establish the school in July 1876. In early December of 1876, Henriques convened a board to examine the first candidates, which resulted in the first group of cadets.

After selecting the school's first cadets, Henriques returned home for Christmas before receiving orders to the old wooden cutter *Dobbin*, which he had sailed



Taken well after Henriques's tenure at the School of Instruction, this photo is the earliest known image showing cadets (class of 1896) on board the Chase. (USCG Photo)

during his first tour of duty in 1863. Henriques fitted out *Dobbin* to serve her new role as the School's classroom and living quarters; and he signed on her crew of officers, enlisted men and a surgeon. He also visited the U.S. Naval Academy, and worked out the final plan for the curriculum, with junior and senior years and one sea term and two academic terms per year. The School of Instruction commenced on May 25, 1877, when nine cadets boarded *Dobbin* and started their course of study under Henriques' supervision. The Service selected New Bedford, Massachusetts, as the School's homeport over Henriques' suggestion of New London, Connecticut.

By 1878, the School of Instruction had enjoyed a year of successful operation. During that year, the venerable old *Dobbin* had served well the purpose of school ship. And though the twenty-year-old wooden schooner had proven the importance of practical sailing instruction, it was time to introduce a new purpose-built cutter for cadet training. Henriques took charge of the *Salmon P. Chase* in August 1878, claiming the new 106-foot bark was "one of the most gallant little sea-going vessels he has ever been in; very fast, and in heavy weather always reliable." *Chase* remained the school ship through Henriques' superintendancy, which ended in 1883, and she served through 1907, a career of nearly thirty years.

In 1900, the School of Instruction moved to Curtis Bay, Maryland; and, in 1910, it moved to New London, the site Captain Henriques originally suggested and the home it has enjoyed ever since.

After his tour as superintendent of the Revenue Cutter Service School of Instruction, Henriques worked another twenty years in various assignments. He served on examining boards for prospective cadets and superintended the construction of cutter *Commodore Perry*. He enjoyed sea duty as commander of cutters *Louis McLane*, *Commodore Perry* and *Levi Woodbury*; and he served as an inspector for the U.S. Lifesaving Service as did many officers at that time. In 1902, after a career of nearly forty years, he retired to Waterford, Connecticut. He died just four years later, in 1906, at the age of seventy-nine, and was interred at Cedar Grove Cemetery in New London. The father of two sons, he was survived by his wife Ellen Stoddard Henriques and son John Philip Henriques, who attended Yale University and became an accomplished surgeon.

Captain John Ashcroft Henriques lived a full life and proved one of the most important Revenue Cutter Service officers of the 19th century. During his career, he saw a lot of sea time in the Atlantic, Pacific, rounding Cape Horn, and in Alaskan waters. As a mentor, advisor and senior officer, he influenced the careers of numerous cuttermen and, similar to Coast Guard reformer Admiral Russell Waesche, Henriques helped usher in a new age of professionalism and organizational change. Throughout his life and career, he embodied the modern Coast Guard's "Core Values" of honor, respect and devotion to duty.



Heroic rendering of Captain Henriques painted by Irwin D. Hoffman and part of the Coast Guard Academy art collection. (USCG Photo)

Wrong Turn: Interdicting Antique Cars at Sea

by Lt.Cdr. Matt Carter, USCG

Editor's Note: *The following was selected as the winning entry in the first of an annual "Sea Story" competition sponsored by the Cuttermen Association. The QD Log will run other competing "sea stories" routinely from this contest and we hope you enjoy them. By the way, membership eligibility to the Cuttermen Association is open to all Coast Guard personnel who earned the Cuttermen Pin. For more information, contact: www.cuttermen.org.*

As anyone who's conducted Alien Migrant Interdiction Operations (AMIO) knows, you often see people using all sorts of "vessels" to make the hazardous trip from their home nations to the United States. Whether you call them a chug, rustic, go-fast, raft, yola, or sail freighter, they're often overloaded, decrepit, made out of whatever's on hand, and just downright unsafe.

Every once in a while, though, you see some migrant vessels that are really innovative. It was summer 2003,

Feature Articles

with only a few weeks of patrol boat time under my belt aboard *USCGC Key Largo (WPB-1324)*, when the Officer of the Deck called in the early morning hours to report that we'd been tasked by Sector Key West to interdict a migrant vessel. We'd been part of an exciting and challenging operation the day before — the interdiction of *Gaviota 16*, a Cuban survey vessel that'd allegedly been hijacked — which was one of the largest Coast Guard operations I'd seen to date. We worked with several other units including *USCGC Bear (WMEC-901)* and *USCGC Monhegan (WPB-1305)*, a C-130, an HH-65, station boats... you name it, and it was there. We ultimately completed a multi-team boarding of *Gaviota 16* after using propeller entanglers (at least twice) to stop them and get the teams aboard for an "opposed" boarding. My Executive Officer — no small guy — was knocked down as he boarded the vessel by a migrant wielding a fender and other makeshift weapons. The boarding team (made up of members from each of the ships) quickly took control, detained the hijacker/migrants, and completed the operation. It was an exciting day, and the last big operation for one of *Bear's* junior officers who was headed out PCS and caught a ride with us because we were supposed to be back in Key West in the next day or so.

Anyway, back to the sea story (sorry, they have a way of getting tangled together). Sector Key West directed us to interdict a vessel that had been located by a U.S.

Customs aircraft; the Officer of the Deck (OOD) said Sector Key West told him it was a "truck." What?

Sure enough, when we arrived on scene the next morning, there she was — a green, 1950's Chevrolet pickup truck — at sea. If you saw this thing in the States, it'd have "historic" plates. However, here it was, with about 12 people aboard, on its way across the Straits of Florida. It looked

like the driver just made a wrong turn at the marina. The "naval/truck architect" was very ingenious. He actually used the Chevy's engine to propel the truck — I think they were making four or five knots — by disconnecting the driveshaft from the rear axle and installing a propeller. Allegedly, the Customs plane saw them when someone lifted up the hood to check out the engine and the hood light came on...but that might be a sea story embellishment. He'd also fabricated bow and stern sections and had "gunwales" of drums for buoyancy.

There was already a Station Key West 47' Motor Lifeboat on scene. I'm pretty sure I remember the Station's Officer in Charge being on board; I guess he'd heard this was an interesting case, too. After we brought all of the migrants safely aboard the ship, we were directed (or maybe we requested... I don't really remember) to sink the truck as an "obstruction to navigation." It was a pretty good target, and given the opportunity, we opted to exercise both the 25MM and the .50 caliber guns. I remember the station crew specifically asking if they could stick around to watch. Our gun crews were good shots, and made fairly fast work of the truck as those drums and bow/stern sections were empty. Once breached, the truck went down pretty fast.

The case earned some notoriety; we later saw pictures of the truck in auto enthusiast magazines, and



couple of years later there was even an article in *Car and Driver* about it. No one interviewed us for that one.

Our crew was proud of being part of that case. So much so, that we had a custom “bust sticker” made to commemorate the green truck. Maybe not the greatest idea for public relations — and I caught some hell from the Deputy Sector Commander later on for it — but we liked it.

Fast forward two exciting patrol boat years, with my crew and I now aboard *USCGC Metompink (WPB-1325)* — a 123’ patrol boat — and we heard over the radio that a Medium Endurance Cutter was headed towards another auto at sea, and this one was supposed to be a taxi! We made best speed to go help out. Again, here we were looking at a car cruising the Straits of Florida; this time a blue Havana cab with the rooftop “taxi” sign and all. Once the interdiction was complete, we volunteered to help out the WMEC by taking on the, um, “obstruction

to navigation” duties. The truck architects got wiser over the years — there had been a second car case the previous summer — and this time, the buoyant bow and stern sections were full of foam. The taxi took a little longer to sink than the truck, but ultimately, the 25MM and our gun crews were effective.

The other part of this story is the folks who made the truck and taxi “seaworthy.” Obviously, we didn’t get to know him, but we learned later (and through the articles published on the case) that after multiple attempts, the truck naval architect and his family were sent from Cuba to a Central American nation and that they ultimately made their way to the United States. I have to say that I was happy to hear that; they clearly demonstrated the kind of industriousness and perseverance that you hope immigrants bring over from other countries.

Truck and taxis at sea... you can’t make this stuff up!

Last USCG RAID Team Returns From Afghanistan

by Meghann Myers

“this report first appeared in *Navy Times*, an independent publication covering the U.S. military.”

There aren’t many jobs in the Coast Guard that require deployment to the ‘Stan, but members of the Redeployment Assistance and Inspection Detachment did just that for the past 12 years.

As the U.S. military draws down in Afghanistan, the Coast Guard’s mission ended May 11 when the last 14 members of the team returned home to Portsmouth, Virginia.

“Probably about two hours after we landed, everybody’s going, ‘Is it crazy how green everything is?’” the unit’s commanding officer told *Navy Times* the day after they touched down.

Lt. Cmdr. Stephen Thompson spent 11 months in the dry, scrub brush landscape of Afghanistan with his team, helping the Army’s 831st Transportation Battalion pack up their weapons, gear and hazardous chemicals for shipment back to the U.S.

“Until their gear is all packed up,

they don’t get to go home,” Thompson said. “Being able to help Marines and soldiers, allowing them to go home, to me that was one of the biggest things.”

More than 250 active duty and reserve Coasties have shipped over to Iraq and Afghanistan to help the other services ship home since 2003, at the Army’s request.

In Iraq alone, they inspected 20 percent of the Army’s shipping containers, containing more than 2.2 million pieces of equipment.

Anywhere from 15 to 40 team members would deploy in each rotation, some based in Kuwait while others spread out to forward operating bases in Afghanistan like Kandahar and Bagram airfields and Camp Leatherneck in Helmand province.

The other services were capable of



(Left) Boatswain’s Mate 2nd Class Albertico Vargas checks a container for seaworthiness before it was shipped from Afghanistan to the U.S. in 2011. (Photo by MC3 Monique Larouche, USN)

doing the job, RAID's program manager said, but the Coast Guard's expertise with anything that might explode or catch fire on a container ship made a difference.

Before RAID showed up, the Army was having trouble marking up its containers for shipping, and it was costing money to store them in staging yards while the logistics were sorted out.

"When they got the Coast Guard RAID personnel to assist, they greatly reduced the amount of frustrated cargo," Capt. Andrew McKinley told Navy Times.

The all-volunteer team came from across the rating spectrum, he said, though recently it was mostly made up of marine science technicians, with the necessary chemical, biological and radiological training and in good physical shape.

Deployments lasted about a year, with weeks of Army training thrown in to prepare for a combat zone.

"There were times in which the personnel would get [to a work site] on land convoy, so they had to be familiar with land tactics and different types of Army vehicles," McKinley said.

Transportation was the biggest challenge, he added. When the team traveled by helicopter, there were always more people than available flights back, so members could be stranded at more remote outposts for several days.

But for Thompson, getting his chance to support the fight was worth it.

"The Coast Guard, we're not out there as the war fighters, we're not busting down doors," he said. "But this was our part to be able to help the war effort and get people home."

At times there were only a handful of Coasties at each base, and they didn't interact much with Marines or soldiers until units were getting ready to redeploy.

"For them it was always like, 'We can't believe you guys are out here,'" he said, "Even though we've been in Iraq and Afghanistan for 10 years."

Thompson first heard about RAID when he was still an enlisted member in the early 2000s, but it was a



Members of the RAID Team who returned from deployment on November 19th, the last members of the unit returned home May 11th. (Photo by PA2 Walter Shinn, USCG)

Reserve-only job until 2010.

"When I was finishing up my last tour in Baltimore, we were looking to stay in the area, and I said, 'You know, this may be my last opportunity to do something like this, ever,'" he said.

When team members deployed in spring 2014, they had no idea it would be the unit's last rotation.

By October, troops had drawn down from about 60,000 to 9,000, Thompson said, and the work load was slowing. That's when the decision came to shut down RAID.

"There are a lot of people that, this was the one chance to be able to go and do something with the [Defense Department] in Afghanistan," he said. "With it shutting down, I think it was more people that were upset out it than happy that it was going away."

It hit particularly hard for the reservists, he said, who are going back to their day jobs, while the active-duty members are cycling back into their ratings.

Thompson is going back to vessel inspection and investigation at Sector Baltimore, Maryland, but said he'd raise his hand again if a new RAID team stood up.

"For me, I was in the Coast Guard when 9/11 happened," he said. "This was my one chance to be able to feel like I was a part of the war effort."

The mission was obviously not going to last forever, McKinley said, but it was a job well done.

"There's a certain amount of pride in going to an unusual part of the world where it's dangerous," he said. "For those who have been able to take part in it over the year, it's been a very interesting part of their career."

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 or richardhoganjr@charter.net. 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).

NEW ITEM!

CGCVA GOLF SHIRT

NEW ITEM!



New CGCVA Golf Shirt on Professional Model

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!



Embroidered CGCVA Logo

(New Item) CGCVA CAR WINDOW DECAL: Full-color 6" wide oval decal of the CGCVA logo. Weather resistant and ready to peel and place. Let others know you're a CGCVA member. **\$5.00.**

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.**

NEW ITEM!

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

MEMBERSHIP APPLICATION

(Please Print Clearly)

PERSONAL INFORMATION

Last Name: _____ First Name: _____ M.I.: _____ Suffix: _____

Street: _____ City: _____ State: _____ Zip Code: _____

Telephone: _____ Email: _____

Date of Birth: _____ Sponsored by: _____

For those with a second address, please provide that address below. This is to ensure proper delivery of the Quarterdeck log magazine and other Association materials

Street: _____ City: _____ State: _____ Zip Code: _____

When are you at this address (dates)? _____

MILITARY INFORMATION

Branch: _____ Dates of Service (From): _____ To: _____

For broken or other service affiliation:

Branch: _____ Dates of Service (From): _____ To: _____

Grade, Rank, or Rate at Present, Discharge, or Retirement: _____

Ships, Duty Stations of Combat theatre(s): _____

IMPORTANT INFORMATION FOR MEMBERSHIP:

This application MUST be accompanied by a copy of your discharge (both sides if applicable); or a copy of your DD-214; or a copy of your DD-215; or a copy of NAV/CG-523; or a copy of your letter(s) of awards; or a copy of some "official" documentation that states your participation in or your direct support of a combat situation. You may get a certified statement from a former shipmate who is a member of the CGCVA in "Good Standing" stating that you served with him or her on a particular ship or station during a particular period of time.

Dues: **\$40.00 for 2 Years**

Make check or Money Orders payable to:

CGCOMVETS

Send application and payment to:

Gary Sherman (CGCVA Secretary/Treasurer)

3245 Ridge Pike

Eagleville, PA 19403

Signature: _____ Date: _____

**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

**More Fun Times at
the Buffalo CGCVA
Convention**

