



the Quarterdeck Log

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Volume 29, Number 1

Spring 2014

Ground Broken for Coast Guard Museum

Bill Ross Represents CGCVA at May 1st Ceremony in New London, Conn.

It was with great pleasure that Rose and I had the honor of attending the deed transfer and groundbreaking ceremony for the National Coast Guard Museum in New London, Conn. The project has been in the works for years and is scheduled to be completed in 2017.

Those in attendance included U. S. Coast Guard Commandant Adm. Robert. J. Papp Jr.; Dan Malloy, Governor of Connecticut; U. S. Senators Chris Murphy and Richard Blumenthal; U. S. Representative for Connecticut's 2nd Congressional District Joe Courtney; New London Mayor Daryl Justin Finizio, and Chairman, National Coast Guard Museum Association James



The ground is broken for the National Coast Guard Museum.

J. Coleman, Jr., plus other local dignitaries.

It was great to have the opportunity to give Adm. Papp one of our new CGCVA Challenge coins. He had informed those present that his tour of duty as commandant would end at the end of May.

(continued on page 14)



The deed transfer and ground breaking at the future site of a National Coast Guard Museum marks yet another milestone in reaching the National Coast Guard Museum Association's ultimate goal. (photos by PO2 Patrick Kelley)

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THE QUARTERDECK LOG

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Cape May Liaison — Terry Lee, LM

From the President

2015 Convention

Greetings Shipmates!

I am extremely pleased to announce the 2015 Reunion and our 30th Anniversary celebration will be held in Buffalo, New York, May 17-22, 2015. It will be the first time that we will meet in this part of the United States so we are looking for a strong showing from that area. Millennium Hotel will host us and undergo



Mike Placencia

a complete room renovation in time for our gathering. It's in an outstanding location with plenty to do and, naturally, our group outing will be to Niagara Falls. Coast Guard Sector Buffalo is on board with our visit. The “Reunion at a Glance” article provides more details in this issue. If you know you will be attending, make your hotel reservations as soon as possible. If you are thinking about it, make the reservations anyway. Head counts are very important. We will keep you updated as things progress in upcoming *QD Log* issues.

Cape May Sunset Parade

Last call to make your plans for a very special occasion. Coast Guard Training Center Cape May, New Jersey, will honor our Association at a Sunset Parade on Sunday, July 6, 2014. This event is open to all members and their families. Look for a special feature in this issue and contact event coordinator, Terry Lee, to reserve your spot.

Cactus Coast Guard

Association Trustee Swede Johnson and I attended a large gathering of the Tucson Coast Guard Community in Phoenix in April. Mostly retired Coast Guard men and women and members of the Coast Guard Auxiliary meet three times a year. This organization, under the leadership of Bob Traylor, Mike Devine and Art Sloane, is very impressive. Program speakers were: Judy Blieshal, Arizona State Commander of the American Legion; RADM (ret.) Steven Day, and myself. Check

Next *QD Log* deadline is August 1, 2014.
Please email articles and photos to the
editor at: swiftie1@verizon.net

From the President

out their website: tucsoncoastguardcommunity.org. If you are ever in the area, stop by one of their events. The next event is Nov. 1, 2014. You will have a great time.

CGCVA Challenge Coin

The initial response has been great. Nearly one-third of our allotment have been sold. It is a beautiful piece and commemorates, not only that you are a CGCVA member but a combat veteran as well. To order yours, turn to the 'Small Stores' section in this issue.

D-Day 70th Anniversary

Many veterans who served during Operation Overlord during WWII will be again heading to France for the 70th Anniversary of D-Day. Of course the Coast Guard had considerable involvement in the various beachheads, provided cutter support, and assisted with the rescuing of many troops during the invasion. CGCVA LM Jack Read will be making the trip as he visits Poole, England (site of the 83-footer "matchbook fleet"), the Normandy area and Cherbourg, France. We wish Jack a wonderful trip and hope to hear of his exploits after his return back to the States.

Looking Ahead

Have a wonderful summer. Association Vice President Steve Petersen and I will be attending the July 6th Sunset Parade at Cape May and we hope to see many of you there. Until next time, I wish you good health and high spirits.

Your Shipmate in Service,

Michael Placencia

From the Editor

Shipmates,

My thanks go out to all who have submitted materials for publication in the *QD Log*. I try to use as many of the articles, graphics and photos as possible. If you have material for upcoming magazines, please email them directly to me at: swiftie1@verizon.net. Copy is preferred in Microsoft Word (as an attachment) and photos are preferred as individual attachments in a high-resolution format. This makes work so much easier for me to "cut and paste" rather than keystroke entire articles. If you snail mail me materials, please send to: Ed Swift at 13602 Lindendale Rd., Dale City, VA 22193. If you want original photos returned, please indicate such and I will. Thanks!

Swiftly

From the Vice President

During my semi-annual trip to Florida from Texas, I always make it a point to attend the Veterans Wednesday Breakfast in Satellite Beach. It's a meeting place for anyone that served in the military. This year, three members of our organization were present: PNP Paul Scotti, Norm Lemoine, and Tom Hart. With myself, it was more "Coasties" than at most times of the year. Following the breakfast, the four of us discussed the 2015 Reunion and their input was greatly appreciated. Many factors were considered and investigated. It was not an easy decision to make but hopefully the majority of members will like the selection.

Last year, while attending the Coast Guard Cutter *Robert Yeard* commissioning, I met Phil Kies, ex ET, CPO, and retired Captain. I visited with him in Gulfport, Miss., and, he, in turn, spent a few days at my home in Texas. Phil left my place with an application for our Association (he served at SEASEC Bangkok, Thailand).

Digging down deep in years, he and Tom Hart served on the *Campbell* in the late fifties as ET's. He is planning to see Tom at the *Campbell* Reunion in Maine this May, for the first time since those days.

It is "linkage" that keeps our Association afloat. Not throttle linkage, but people linkage. It's the anchor chain links that bind us together. As we progress through the years, let our links never grow weak or broken. It is up to all of us to keep our Association strong.

Looking forward to seeing many Association members in Buffalo next year. It's gonna be awesome!

Steve Petersen



Steve Petersen

Keeping Your Information Safe

Shipmates,

The theme of my column this time is PRIVACY. From time to time, I get calls from CGCVA members saying they read an article in the *Quarterdeck Log*, or some other publication and it mentioned the name of a shipmate (or two) who served with them in the Coast Guard.

With all of today's privacy issues in place in this internet connected world, I'm put in a position where I have to question whether I should release contact information, even from CGCVA member to CGCVA member. My instinct is clear. None of us are getting any younger and I don't want to be the cog in the wheel that keeps members from sharing their "sea stories" with their brothers in arms.

For example, over the past several years the Coast Guard Headquarter's Public Affairs Office and Historian's Office have requested contact information on WWII and Korean War veterans to interview and/or participate in planned anniversary commemorations. Similar requests are anticipated as we soon begin 50th anniversary Vietnam War commemorations. I'm inclined to give them the contact information on a fellow member, so they can get in touch, and I do this in the fraternal spirit for which the CGCVA was founded. And frankly, I'd rather ask forgiveness, on this issue, then permission! Considering, in my five years as National Secretary I've had no complaints regarding privacy issues between members, so I must conclude this practice is acceptable to the majority.

If a member doesn't want their phone number or

address released to another CGCVA member, who is trying to contact them, please send me an e-mail to cgcva@comcast.net and I'll put a note in your membership file. Your e-mail should indicate, "Do not release my contact information to anyone, including CGCVA membership" or "Do not release my telephone contact information to anyone". I'll put that note in big bold letters in the "Notes" section of your file and follow your wishes as best I can.



Gary Sherman

As a volunteer, I just don't have the time or resources to act as an intermediary between members on privacy issues but I want to make it "perfectly clear" that no membership information is disseminated to anyone outside the CGCVA.

Thank you and Semper Paratus! **Gary Sherman**

New Webmaster

Welcome **LM Richard Ames** as our new Webmaster. Richard, who also does the Sherman Assn. website, has already been hard at work on our site so please go to: coastguardcombatvets.com to check it out. Our thanks go out to **LM Bill Wells**, now our Webmaster Emeritus, for his tremendous work over the years. Submit any input for the site to the CGCVA Administratiuon Office.

Welcome New Members

<u>New Member</u>	<u>Sponsor</u>
Reggie J. Basilius	The Association
Roger D. Bullock	The Association
Heidi A. Eystad	Steve Petersen
John F. McHugh, Sr.	Steve Petersen
William C. Pettek	The Association
Andrew N. Price	The Association
Dr. David Rosen	The Association

Crossed The Bar

George P. Alton
Hugh C. Applegate
Leonard E. Bauer
S. G. "Nick" Ferro, LM
Herbert W. Steinbaugh , LM

*Is it true that you never really learn to swear
until you learn to drive?*

Trip to Key West

Yes, this born and raised Florida girl had never been to Key West, and so it was on my bucket list. The weather there in February, was beautiful for wearing shorts and sandals while a snow blizzard was going through the north. We even snorkeled in the beautiful, clear blue picturesque waters with its superlative marine life around the Dry Tortugas National Park home of Fort Jefferson.

Jerry and I took advantage of being able to stay at the base at the Truman Annex (where Jerry did the Navy Underwater Swim School in 1964). During our stay we



Betty Schambeau alongside USCGC Ingham

visited the USCGC Ingham Memorial Museum.

The *Ingham* at her 1988 retirement was the most decorated vessel in the Coast Guard fleet. She has an impressive WWII record in both the Atlantic and Pacific including Presidential Unit Citations while serving in Vietnam as naval gunfire support ships. After 52 years of service she is now a floating maritime museum located in the historic Truman Annex Waterfront of Key West. The ship is preserved as it was the day the crew walked off of her you will find daily logs, files and even the decommissioning captain's coffee mug is still in the Captains Quarters.

Upon boarding the vessel we met Lt. Bill Verge, USCGR (Ret.) the Executive Director/CEO of the museum, who is also a member of our association. Bill said he was assigned to the newly formed Squadron One joining the patrol boats at Subic Bay and serving as the XO of the *Pt. Glover (WPB-82307)* in An Thoi and on staff in Saigon. He gave us a unique VIP tour of the ship

admitting us to areas not normally accessible and containing unique mementos that seemed to make Jerry feel he was a "Cutterman" once more. During our walk-through we could see the continuous maintenance and restoration work by volunteers going on in different areas of the ship.

If you get the opportunity to check Key West off your bucket list you might want to check the *Ingham* out. <http://www.uscgcingham.org>.

Until the next quarter yours truly,

Betty Schambeau, Auxiliary President



Betty Schambeau



USCGC Ingham's awards



Bill Verge and Jerry Schambeau aboard USCGC Ingham

Small Flags, Small Minds

During WWII, my shipmates Len, Tony and I were recent graduates of Visual Signals School (blinker light, flag hoists, and semaphore) and we were more than a wee bit conceited with our abilities to send and receive code and "plain language" signals.

We especially prided ourselves on semaphore flag reading and we didn't mind bragging to any and all of the remainder of the visual signals crew about our 'so obvious superiority'.

One day while off watch I had an idea so I went down to the Mess Deck and got six toothpicks. Then I tore six one-inch squares off a tattered old dungaree shirt and, taking the toothpicks, I stuck the pieces of cloth to them, making miniature signal flags.

Then off I went to the Signal Bridge where Len, Tony

and I were off watch. We sat down in a shady spot and proceeded to have a conversation with each other using our mini-flags instead of speaking.

Ens. Brodsky, who was walking around the Bridge overseeing the on-duty crew, happened to pass my buddies and I flipping our tiny semaphore flags dexterously between our fingers and laughing loudly at our own cleverness.

"What in hell do you crazy misfits think you're doing?" he demanded.

"We are having a 'private conversation' sir," I told him. "If we wanted you and the rest of the Signal crew to

If a cow laughed, would milk come out of her nose?

QD Log Booster Club

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

Donald Taub	William B. Clark	Frank Boyle	James Bell
Hugh Sharpe	Robert Douville	Paul Balmer	James W. Ashe
Marvin D. Hattaway	Stanley Beras	Edward Floyd	Herbert Cohen
Chuck & Joyce Bevel	James Quinn	Richard Parker	Charles Billings
Michael Kristula	Bernard Czymbor	Daniel R. Cinqmars	Sam King

H. Don Smith IMO World War II Crew of USS Richardson (AP-118)
Michael Johnson IMO QM3 Bill Baston (who retired as a Captain)
Terry Lee IMO PNP Jack Campbell, Bill Donohue and Herb Weinstein
Arnie Adams IMO Cmdr. Dave Bartlett, World War II Intrepid Warrior
Baker & Mary Lou Herbert IMO PNP Jack Campbell, Herb Weinstein and Gene Dugan

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.

know what we were saying we would be using regular flags.”

“You guys are definitely Island Happy,” he grunted, and then grinned. “But you go right ahead ‘cause I ain’t gonna write you up for Section 8’s or discharges. Just don’t let me catch you dimwits trying to use lightning bugs as blinker lights some evening.”

Wow! We hadn’t thought of that or we would have been just nutty enough to have tried.

Eagle Eyeguy (aka Edward Withrow)

The Vietnam Wall: Things You Never Knew

There are 58,267 names now listed on that polished black wall, including those added in 2010.

🍏 The names are arranged in the order in which they were taken from us by date and within each date the names are alphabetized. It is hard to believe it is 36 years since the last casualties.

🍏 The first known casualty was Richard B. Fitzgibbon, of North Weymouth, Mass. Listed by the U.S. Department of Defense as having been killed on June 8, 1956. His name is listed on the Wall with that of his son, Marine Corps Lance Cpl. Richard B. Fitzgibbon III, who was killed on Sept. 7, 1965.

🍏 There are three sets of fathers and sons on the Wall.

🍏 39,996 on the Wall were just 22 or younger.

🍏 8,283 were just 19 years old.

🍏 33,103 were just 18 years old.

🍏 12 soldiers on the Wall were 17 years old.

🍏 Five soldiers on the Wall were 16 years old.

🍏 One soldier, PFC Dan Bullock, was only 15 years old.

🍏 997 soldiers were killed on their first day in Vietnam.

🍏 1,448 soldiers were killed on their last day in Vietnam.

🍏 31 sets of brothers are on the Wall.

🍏 31 sets of parents lost two of their sons.

🍏 54 soldiers attended Thomas Edison High School in Philadelphia. I wonder why so many from one

2014 State of the Coast Guard



Coast Guard Commandant Adm. Bob Papp delivers the 2014 State of the Coast Guard Address in the Cmdr. Ray Evans Conference Center at the Douglas A. Munro Coast Guard Headquarters Building in Washington, Feb. 26, 2014. Papp is the 24th Commandant of the Coast Guard and leads the largest component of the Department of Homeland Security. (photos by PO2 Patrick Kelley)



school.

🍏 Eight women are on the Wall. Nursing the wounded.

🍏 244 soldiers were awarded the Medal of Honor during the Vietnam War; 153 of them are on the Wall.

🍏 Beallsville, Ohio with a population of 475 lost six of her sons.

🍏 West Virginia had the highest casualty rate per capita in the nation. There are 711 West Virginians on

the Wall.

🍏 The Marines of Morenci — They led some of the scrappiest high school football and basketball teams that the little Arizona copper town of Morenci (pop. 5,058) had ever known and cheered. They enjoyed roaring beer busts. In quieter moments, they rode horses along the Coronado Trail, stalked deer in the Apache National Forest. And in the patriotic camaraderie typical of Morenci's mining families, the nine graduates of Morenci High enlisted as a group in the Marine Corps. Their service began on Independence Day, 1966. Only three returned home.

🍏 The Buddies of Midvale — LeRoy Tafoya, Jimmy Martinez, Tom Gonzales were all boyhood friends and lived on three consecutive streets in Midvale, Utah on Fifth, Sixth and Seventh avenues. They lived only a few yards apart. They played ball at the adjacent sandlot ball field. And they all went to Vietnam. In a span of 16 dark days in late 1967, all three would be killed. LeRoy was killed on Wednesday, Nov. 22, the fourth anniversary of John F. Kennedy's assassination. Jimmy died less than 24 hours later on Thanksgiving Day. Tom was shot dead assaulting the enemy on Dec. 7, Pearl Harbor Remembrance Day.

🍏 The most casualty deaths for a single day was on January 31, 1968 — 245 deaths.

🍏 The most casualty deaths for a single month was May 1968 — 2,415 casualties were incurred.

For most Americans who read this they will only see the numbers that the Vietnam War created. To those of us who survived the war, and to the families of those who did not, we see the faces, we feel the pain that these numbers created. We are, until we too pass away, haunted with these numbers, because they were our friends, fathers, husbands, wives, sons and daughters. There are no noble wars, just noble warriors.

Submitted by Betty Schambeau

Sea Classics D-Day Feature

There is an excellent and comprehensive article on "Forgotten Heroes" — Coast Guard at War — D-Day" in the Sea Classics June 2014 magazine, Vol. 47, No. 6. It is in circulation and available at Barnes & Noble Book Stores.

If people evolved from apes, why are there still apes?

Utah Beach Visit



CDR Bob Douville (LM), USCG (Ret.), visited Utah Beach at Normandy in March 2014 with a group of volunteers from the National World War II Museum in New Orleans. He said he was very moved to find the Association's memorial plaque as seen in this picture.

Blinker Light Genius

It was dark outside as Len, Tony and I sat on a trolley car, jolting its way across the Bay Bridge from the Oakland Coast Guard Base to liberty in San Francisco. As recent graduates of Visual Signalling School, we were temporarily assigned to the base while awaiting the ship we were to be assigned in the WWII Pacific Theatre. No ship yet so we had been granted liberty for the night.

Gazing past the trolley window, through the darkening evening, Len suddenly said, "Geez, I thought I was pretty good at blinker light signalling but that guy is way too fast for me to read!"

I looked at the spot he was talking about — a ship moored to a dock on the 'Frisco waterfront. "Hah," I sneered, "I can read what he's sending. It's in code groups, not plain English. There he goes again... Zebra, Alpha, Tare, Fox. Now he paused, and there he goes again... Alpha, Charlie, How, Mike."

Oh, I was good and I knew it because I had graduated far ahead of all of my classmates, particularly with Blinker Light sending and receiving. And I just loved

If four out of five people SUFFER from diarrhea... does that mean that one out of five enjoys it?

Notices & Association News

any opportunity to show off my superiority to any and all of my buddies.

But then, as the trolley we were on drew closer to the 'Frisco docks, my buddies began to howl with laughter and said I was a real genius at blinker lights all right!

The 'blinker light' I had so smugly been reading when my buddies couldn't wasn't a signal light at all. I had

been "reading" a welder repairing a gun mount on a ship and every time he touched his torch to the gun mount it had sent sparks. And I, the genius, had so imperiously read those sparks as code groups from a blinker light.

I. M. Goode (aka Edward Withrow)

Yellow Ribbon Program

In the previous issue of the *QD Log*, we highlighted the Post Deployment Yellow Ribbon Event for Port Security Unit 311, held in November 2013 at Long Beach, Calif. The Yellow Ribbon Program was first introduced to us in 2011 by Past National President Ed Swift. The Association continues to support the Yellow Ribbon Program and recognizes the sacrifices made by members of port security units.

I was on hand in March for the Pre-Deployment event for San Francisco-based Port Security Unit 312. Over 120 Coast Guard men and women and their families were in attendance. The program was just getting underway when Commandant (sel) Paul Zukunft made a surprise visit. You may recall that Adm. Zukunft was the keynote speaker at our 2013 Reunion in Reno.

Cdr. Tiffany Danko is the PSU 312 commanding officer and MCPO Tim Beard is the command master chief. We wish all the members of their team a very successful deployment and safe return. I am unable to tell you where they are going, their mission or the length of their deployment. What I will tell you is that we will be there to greet them upon their return. And we want to hear their stories.

(Right) Sisters Ceecee and Samantha Reed, daughters of Cdr. Sarah Reed (background) enjoy their new Snoopy dolls, received during the March 29th YRRP activities. (photo by CPO Rachel Polish)

(Left) Vice Adm. Paul F. Zukunft makes remarks at the Yellow Ribbon Reintegration Program. (photo by CPO Rachel Polish)



Pacific Area Commander Vice Adm. Paul F. Zukunft, speaks to members and guests of PSU 312 as Pacific Area Chaplain Kal McAlexander and his wife, Cindy, share a quiet moment. (photo by CPO Rachel Polish)



Alfonso Molina (right) from the Dept. of Veterans Affairs, speaks with a member of PSU 312 and his wife during the Yellow Ribbon Reintegration Program March 29th in Burlingame, Calif. (photo by CPO Rachel Polish)



Proud of the “Hooligan Navy”

After reading the Lt. Edward R. Bartley, USCG (Ret.) article in *QD Log Winter 2013* issue about pride and his reference to the Coast Guard being called the Hooligan Navy, it made me wonder.

From what I have read that nickname was placed on the Coast Guard at the start of WWII. It seems that the Coast Guard was escorting cargo ships with war supplies to England with Navy ships also doing escort duty.

In those days there was a lot of name-calling between the two services. When both groups were in port in England and the crews were uptown enjoying themselves, nearly every time a good fight would break

out between the Coast Guard and the Navy. After several instances of such fighting, the English gave the Coast Guard the nickname as being the Hooligan Navy.

In those days, a hooligan was a mean, hard-drinking person who would not stop until they won the fight. That name has been used all over the world wherever the Coast Guard and Navy have been at the same time.

I spent more than 31 years in the Coast Guard and in every country I was in we were referred to by other services and civilians by that nickname when we went into a bar or someplace else. Someone would yell, “Here comes the Hooligan Navy.” Personally, I never at any time felt humiliated being called The Hooligan Navy or even Shallow Water Navy. I’m proud of my 31 plus years

Nathan Bruckenthal Honored

At an Arlington National Cemetery memorial service marking the 10th anniversary of the death of Honorary CGCVA member Petty Officer 3rd Class Nathan Bruckenthal, who died during combat operations off the coast of Iraq, Coast Guard Commandant Adm. Bob Papp announced the U. S. Coast Guard will name a Coast Guard cutter in Bruckenthal’s honor.

The Commandant personally informed the Bruckenthal family a fast response cutter will bear Nathan’s name as a reminder of his courage and sacrifice in defense of his nation and our freedoms.

Bruckenthal died April 24, 2004, as a result of injuries sustained on a security mission near the Iraqi Khawr Al Amaya Oil Terminal when suicide bombers initiated a waterborne assault. In the decade since, he has become a hero to a generation of Coast Guardsmen — most significantly symbolized in the dedication of Bruckenthal



Coast Guard Commandant Adm. Bob Papp speaks during a memorial service for Petty Officer 3rd Class Nate Bruckenthal at Arlington National Cemetery April 24th. The memorial was held to honor Bruckenthal’s service and sacrifice 10 years from the day he was killed in the line of duty while on a security mission near the Iraqi Khawr Al Amaya Oil Terminal. (photo by PO2 Patrick Kelley)

Hall at Coast Guard Training Center Cape May where all enlisted personnel are indoctrinated into the service.

As part of the recapitalization of the Coast Guard cutter fleet, fast response cutters are being named for Coast Guard enlisted heroes as a reminder to their crews of the rich history of the nation’s oldest continuous maritime service and an opportunity to educate the public we serve on the contributions the service and Coast Guardsmen have made to the safety and security of the United States.



Graphic by PO2 Kelly Parker

in the Coast Guard and being a Vietnam veteran. I have sailed with the greatest men and women of this world in the Coast Guard and I'm damn proud of my service.
BMCM Larry F. Haydon, USCG (Ret.)

A Call to Duty on the High Sea

Built during the twilight era of sail, Coast Guard Cutter *Eagle's* construction embodies centuries of development in the art and history of shipbuilding. Today, the teak deck of the barque served as a fitting platform for the time-honored tradition of the Ancient Mariner ceremony.

The Ancient Mariner is a ceremonial title given to the



The Ancient Mariner is a ceremonial title given to the officer and enlisted person with the earliest date of qualification as a cutterman. (photo by PO2 Patrick Kelley)

officer and enlisted person with the earliest date of qualification as a cutterman. The first "ancient" title was given in 1966 as a way for the Coast Guard to pay respects to its most experienced members but it wasn't until 1978, that the Gold and Silver Ancient Mariner titles were established to honor the officer and enlisted Coast Guard cuttermen with the most sea time.

While being an ancient is an honorary position, those who earn the title represent a living link to Coast Guard history; they serve as a reminder of the call to duty on the high seas.

"The spirit of centuries of our fellow Coast Guardsmen and their forebears, who have met the sea and conquered it, or have gone to their Maker while trying,



Master Chief Petty Officer Lloyd Pierce passes on the Silver Ancient Mariner title to Master Chief Petty Officer Steven Cantrell. (photo by PO2 Patrick Kelley)

is keeping watch with you, the Ancient Mariner. Keeping a sharp eye out to ensure their tradition is continued and the time-honored reputation of the Coast Guard is kept intact," wrote Coast Guard Commandant James S. Gracey in 1984 in the Ancient Mariner's Log, which is passed down from one Ancient Mariner to another.

The phrase "pass the torch" is often used when one person passes on responsibility to another. At today's ancient ceremony, a torch took the form of the Ancient Mariner's Log and a nautical long glass.

Handing off the long glass at this ceremony was Master Chief Petty Officer Lloyd Pierce, the 11th Silver Ancient Mariner. He was relieved by Master Chief Petty



Coast Guard Commandant Adm. Bob Papp passes on the honorary title of Gold Ancient Mariner to Rear Adm. Fred Midgette. (photo by PO2 Patrick Kelley)

Officer Steven Cantrell, now the 12th Silver Ancient Mariner.

Passing on the log was Coast Guard Commandant Adm. Bob Papp, the 13th Gold Ancient Mariner. As both commandant and Gold Ancient Mariner, Papp was in a unique position to advocate for new platforms for future generations of cuttermen.

“Serving as Ancient Mariner was an honor and a privilege,” said the Commandant. “I’m most proud of the fleet recapitalization success and proficiency improvements that have occurred on my watch and I wish Admiral Midgette continued success.”

Rear Adm. Fred Midgette, who assumed the duties as the 14th Gold Ancient Mariner, now holds the log. It is a place where the ancients can leave behind words of wisdom — words that ensure the time-honored reputation of the Coast Guard is maintained. After the ceremony, Midgette shared his thoughts about his role as ancient; his role in paying tribute to those who came before him.

“Sea duty has always been a demanding and dangerous business. It was in the past — it is today,” said Midgette, the 9th Coast Guard District commander who is both a cutterman and a U.S. Navy surface warfare officer. Midgette has served more than 12 years afloat aboard seven Coast Guard cutters and a Navy destroyer.

“There are 1,266 names on the Cutterman’s Memorial that remind us of the dangers,” added Midgette. “In spite of that danger, sea service continues to be one of the most rewarding experiences that the Coast Guard has to offer.”

TriCare For Life Cuts Discounts

Starting this spring, more than 400,000 military retirees and senior dependents in the Tricare for Life program will owe the full amount for certain prescription refills if they use a retail pharmacy rather than a military pharmacy or a mail service.

The change, part of a pilot program created by Congress, is meant to help control the cost of military health care and in its first year, is expected to cut \$120 million from the \$3.3 billion that the U. S.



CGCVA member Rocco Totino is proud of his Coast Guard Vietnam service and lets everyone know it as he travels around in his custom RV.

Department of Defense pays annually for Tricare For Life pharmacy needs.

The government insurance serves about two million military retirees and their dependents over 65, supplementing Medicare. Tricare for Life accounts for nearly half of the \$7.1 billion that the Defense Department spends each year on its pharmacy program.

The pilot includes more than 400 medications — mostly brand-name — for chronic conditions, such as high blood pressure, diabetes and asthma. Prescriptions for pain relievers, antibiotics and other medicines for acute conditions aren’t affected.

With the program, members can fill eligible prescriptions three times at a retail outlet, usually a 30-day supply for a \$17 copayment. Then, if they don’t switch, they’re responsible for the drug’s entire cost for subsequent refills, charges that quickly could climb into hundreds of dollars.

If they do switch, they'll owe \$13 for each 90-day supply through the Express Scripts mail service or nothing when they use a base pharmacy.

Shuffle On Up To Buffalo"

Here's a quick look at the 2015 CGCVA Convention & Reunion. . .

The Millennium Hotel — Situated five miles from Buffalo and three miles from the airport, the Millennium Hotel offers full service, a great price and a good fit to host our 30th anniversary celebration. It will be fully renovated prior to our arrival. Guests are guaranteed superior rooms. There is also an indoor swimming pool. The hotel is adjacent to the Walden Galleria Mall with over 200 stores and shops and The Cheesecake Factory, Gordon Biersch Brewery, The Melting

Pot and Bar Louie just to name a few eateries. You will be provided the following on a complementary basis: airport shuttle, wi-fi in all rooms and common areas, parking, and shuttle service to the mall.

30th CGCVA Anniversary Celebration — This special event will take place right after the Opening Ceremony on the first full day.

Niagara Falls and Niagara Seneca Casino — The group event will feature a trip to Niagara Falls. We provide round trip transportation for \$25 and you decide what you want to do and how much you want to spend. Upon arrival you decide if you want to take the full "Niagara Falls Adventure" for about \$36, which includes a 30-minute boat ride on the *Maid of the Mist*. Or, for about \$2, you will have unlimited use of the trolley at Niagara State Park. The bus will also drop you off at the Niagara Seneca Casino,



which by the way is only a short walk across from the state park entrance. You will have plenty of time to do both. We are currently negotiating a casino rebate for taking the bus. It will be in

form of free slot play and a food coupon.

Awards Banquet — We will begin one hour earlier to ensure we have ample time to re-open the hospitality suite for a nightcap and to say our goodbyes.

In The Mix — Negotiating shuttle service into and around Buffalo; Silent Auction (in the capable hands of the CGCVA Auxiliary.); Chieu Hoi Auction; Fifty-Fifty Drawing(s); and negotiating the Hospitality Suite Entertainment.

Don't miss this convention/reunion!!!

Sunset Parade at Cape May



On July 6, 2014, the Coast Guard Combat Veterans Association will be honored at USCG Training Center Cape May, N.J.,

when a Sunset Parade will be held in dedication to our association's contributions to the service and the training center. It is hoped that many CGCVA members and their families will be able to attend this event. Sunset parades are impressive military displays consisting of marching troops, the recruit silent drill team, cannon fire and a low-level helicopter flyover. The approximate 45-minute event is heavily attended and open to the public but there will be a specially designated area for CGCVA members, their family and friends. Please contact our Cape May representative, Terry Lee, at (908) 454-7470 with your intention of attending and with any questions you may have.

Continued from page 1

He informed all present that he had been a lifelong resident of Connecticut and was personally proud to have the museum placed in New London, also home of the Academy.

When I had the opportunity to ask the famous actor, John Amos, who was present, if he had been a Coast Guardsman, his reply was “no” but he stated he is an honorary USCG master chief. He also informed us that he had been involved with the museum association and the fund-raising activities for the new museum. He is an honorary chair of the National Coast Guard Museum Association along with Arnold Palmer (1950-53 USCG), Charlie Gibson (1966 USCG) and J. D. Power, III (1953-57 USCG). We made certain that Mr. Amos received a Challenge coin as well. CGCVA member Vince Patton (former Master Chief of the Coast Guard) accompanied Mr. Amos to the ceremony.

Various other groups affiliated with the Coast Guard attended the ceremonies including the Association for the preservation of CG-36500, the motor lifeboat which was involved in the 1952 rescue of the 32 crew of the S. S. Pendleton by four USCG crewmen.

Should anyone want more information about the museum project, please go to www.CoastGuardMuseum.org.

Semper Paratus!

Bill Ross

(Right) The Coast Guard Honor Guard performs at the National Coast Guard Museum breaking ground ceremony. (photo by PO2 Patrick Kelley)



(Right) The official shovels in place for the groundbreaking ceremony. (photo by Rose Ross)



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.

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

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

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: ____ Fish: ____ (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 3

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.

Japan Invades Again (Well, They Tried)

by James Brown

Byron Jennings' story about the *USS Theenim* and the last photo in the article (QD Log Winter 2013 issue) brought back some memories from one of my stations in WWII. Along with some thirty other Coast Guard radio operators I had been trained in HF/DF operations by the Navy, and then attended the first (and possibly last) USCG training school for HF/DF operators. The Navy trained us to take bearings on submarines and the Coast Guard for aircraft. One might say we had been trained from top to bottom (actually vice versa). Upon arrival in Honolulu to take up our USCG assignments we found they were not prepared for us or for any such operation. So then we were detached to the Army Air Corps who were already performing aircraft direction finding in the Pacific. More training for this assignment, we were certainly well trained before we started taking bearings on wayward aircraft. Let me point out that the pilots were never "lost"; they were merely "uncertain of their positions" or wanted "confirmation of our heading to..." True, one little outcropping of coral with a few palm trees looked a lot like all the others and with no enroute navigation aids they had a difficult job in making sure they landed on the right outcropping. We made it somewhat easier.

At the time of the subject invasion, I was a RM3/C in an Air Corps D/F station on Tarawa atoll. As Mr. Jennings states in the caption for the picture on page 19; throughout the Pacific there were many islands that had been by passed by American Forces. When the Japanese invaded an area they put troops on just about all of the islands in the area. The U.S. forces were really only interested in the main bases — the islands with runways made for Japanese planes to use — runways that we could capture and use as we pressed westward. Near Tarawa were several islands where the Japanese garrison had been left to fend for themselves. No supplies from the Emperor, no natives

to press into service for crop planting or other survival duties. This did not lead to a very comfortable life style, so our all compassionate commanders would, from time to time, offer them relief. Small boats were launched with Japanese speakers on board and the speakers would call out to the jungle, where many eyes were fixed upon them and many ears were tuned in to the words, telling them that we could provide food, drink, comfortable sleeping quarters, medical attention — all the little comforts of life that they were missing. Of course this meant they had to surrender, become prisoners of the United States, and spend the rest of the war in a prison camp. Still, a much better life than life in the jungle where they were now imprisoned. Of course, none of our offers were accepted. Had any soldier stepped out on the sand, he would almost immediately be dead on the sand, shot by one of the loyal warriors hidden behind him. Occasionally a routine recon flight would fly around dropping leaflets in Japanese making the same offers. No takers.

That sets the background for the rest of the story. One night while I was on the evening or maybe the mid watch, there was a screech of tires and a car pool jeep stopped in front of the D/F station (or shack as we called it). From the jeep and through the door came our NCOIC, Arthur Victor Hackett, RM2/C, wearing his helmet and carrying mine. He also carried both our carbines and the explosive charge that would blow up the expensive D/F and radio equipment. He then informed me that we were on high alert and gave me what information he had been given. Later, putting everything together, including much unconfirmed data, some rumors, and some logical (?) deductions, here is my conclusion: for some time the Navy recon flights had observed unusual activity on one island. It appeared that the Japanese were constructing a raft. Now the only



In front of of the HF/DF "hut" on Tarawa. Author James Brown and Arthur Hackett kneeling in front. "Swede" Gronlund, an unidentified Micronesian worker and unidentified RM2/c standing in back.

reason for a raft is put it in water and there was a great deal of that around. Since they knew there were certain provisions on Tarawa that they could use (gleaned, no doubt, from our advertising of these provisions) it would seem likely that they were planning a “hit and run” attack on Tarawa. Land somewhere out of sight, find the supplies they needed, put back to sea and return triumphant to their regiment.



Drawing of the author standing mid watch in the HF/DF “hut” on Tarawa.

This evening’s patrol planes had noticed the raft was missing and everyone assumed it had been launched. As it was getting dark, and they did not see the raft, the patrol landed and reported the situation. All the intelligence brass conferred and plotting the meteorological factors felt the raft might make landfall around the time Hackett pulled up in the jeep. It was doubtful the Japanese could land without being observed by all those on guard duty during the alert, but we followed our protocol, strung the demolition charges to the equipment, donned our helmets, checked the carbines and waited. And waited. When the sun rose and there was no sign of Japanese warriors and no sighting of a raft, the alert was cancelled. We stowed the demolition gear, took off our helmets, which Hackett loaded in the jeep along with the carbines and he returned to our quarters. It was not long before the day watch arrived and I could also return and get some much needed sleep. Aircraft were sent up to search for the raft, but it was never seen. The Japanese were either lousy navigators who missed the island and drifted off to sea, or landed on some uninhabited island, or as is more probable, they were lousy boat builders and the raft had gone down with all hands on board.

Just to discourage any imitators, the Navy went around to all the Japanese held islands in the area and dropped a few explosive warnings to discourage any more sea faring expeditions from those islands.

make beds, police the grounds, etc. If they finished before the appointed return time they were given the run of the rec room where they could play ping pong, pool and other games and even score a few American cigarettes. Here is a sketch I made of one, contrast that to the photo on page 19 in the Winter 2013 issue and you can see how much better off they were as prisoners than as free outcasts. And contrast that to the pictures we have seen of Americans who were freed at the end of the war having survived the horrors

of a Japanese POW camp

The Japanese officers were segregated from the enlisted men, a common practice, I am told in all aspects of life in the Japanese military. And they did not volunteer to associate in any way with their captors. I often wondered how it came about that they did surrender rather than die for the Emperor.

So there is a foot note to war in the Pacific. Oh, just in case anyone is wondering, we did serve the rest of the war in the Pacific with the Air Corps. As soon as the war officially ended we were sent back to the Coast Guard where we were treated with such honor for our Army service that each was given an automatic one grade promotion!!



(Left) Drawing of an enlisted Japanese prisoner of war on Majuro.

Lt. James H. Scott and Revenue Cutter Hudson in the Spanish-American War

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

At a little over three months, the Spanish-American War of 1898 proved a brief engagement as most wars go. However, it served as a reminder of the Revenue Cutter Service's ability to support the nation's military in time of war. A predecessor service to today's Coast Guard, the U.S. Revenue Cutter Service fought proudly in both Atlantic and Pacific theaters of this conflict, known also as the War with Spain.

In the early months of 1898, tensions mounted between the United States and Spain, reaching a crescendo in late February 1898 with the sinking of the *USS Maine* in Havana, Cuba. By March, the United States Navy prepared for war with Spain, and an executive order put the U.S. Revenue Cutter Service on a wartime footing with oversight of several cutters transferred from the Treasury Department to the U.S. Navy.

While all of these cutters served honorably throughout the hostilities, few distinguished themselves as much as the *Hudson*. *Hudson's* crew included a complement of three line officers (captain, executive officer, and junior officer) and two engineering officers. The line officers included Third Lieutenant Ernest E. Mead (Academy Class of 1898), First Assistant Engineer Nathaniel E. Cutchin, and Second Assistant Engineer Theodore G. Lewton. *Hudson's* captain, Lieutenant Frank H. Newcomb, had served since 1873 and, during the Civil War, served as a U.S. Navy officer while still a teenager. *Hudson* also carried eighteen enlisted men, including two warrant officers, a cook, steward and a boy.

Hudson's officer ranks included executive officer, First Lieutenant James Hutchinson "Hutch" Scott. Scott was born in East Liberty, Pennsylvania, on February 11, 1868,



Engraved portrait of James Hutchinson Scott as he appeared in his uniform around 1898. The image comes from an 1899 issue of the newspaper San Francisco Call. (Courtesy of the Scott family)

into a distinguished military family. He later received a presidential appointment to the U.S. Naval Academy for the class of 1884. Scott had to resign due to ill health and began serving on merchant ships plying the waters between the East Coast, Europe and India.

Rather than continue in the merchant marine, Scott entered the Revenue Cutter Service Academy with the class of 1891. He demonstrated his bravery during the cadet cruise to Europe. While the training ship called at Lisbon, the vessel's quartermaster fell overboard. Scott responded immediately, jumping over the side to rescue the drowning man.

After receiving his commission as a junior officer in the Revenue Cutter Service, Scott served on a number of cutters, including the *Woodbury*, where he began his active-duty career. On an icy, sub-zero day in January 1891, *Woodbury* was

cruising east of her homeport of Portland, Maine. The cutter came across the wreck of a three-masted schooner that had grounded on a rocky ledge. Heavy seas broke clear over the schooner, so the crew took refuge on a high ledge.

Woodbury's commanding officer decided to commandeer a fishing dory in a local village to attempt the rescue in the ledge's roiling waters. After retrieving the fishing boat from the village, the captain called for volunteers and Scott stepped forward. As Scott's dory deployed into the stormy sea, a U.S. Life-Saving Service boat approached from down the coast and the race was on to see who would save the shipwrecked men.

Despite the greater experience and boat-handling skills of the Life-Saving Service crew, Scott's dory reached the stranded sailors first and, after some unsuccessful attempts

to heave a line to the survivors, Scott secured it around his waist. Before anyone knew what he was doing, Scott jumped overboard into the bone-chilling water. He swam toward the rocks, yelling at the officer-in-charge to pay out the line. Scott reached the surf zone and the seas dashed him against the rocks, before the sailors could grab him and haul him up the slippery rocks.

Scott was stunned by his wave-tossed landing, but his feat allowed the sailors to secure the rescue line to the rocks. By the time the stranded men climbed down the line into the dory, they had been exposed to the wind, water and freezing cold for fourteen hours. They would have perished had they remained on the rocks any longer. This selfless act demonstrated yet again Scott's uncommon bravery and heroism.

Several years later, Scott found himself assigned to the *Hudson*. Powered by a triple-expansion steam engine, the ninety-four-foot *Hudson* made a top speed of twelve knots. She was the Service's first steel-hulled vessel; however, she was essentially a large tugboat. With a draft of only nine feet, she was designed for harbor patrol duties rather than high-seas naval operations or offshore blockade duties.

On April 2, 1898, *Hudson* slipped her moorings at her homeport of New York. She steamed down the East Coast to the Norfolk (Virginia) Naval Shipyard, which was outfitting and arming the American fleet for combat operations. The navy yard was humming with activity when *Hudson* arrived to receive her armament of two six-pound rapid-fire guns located fore and aft and a Colt automatic

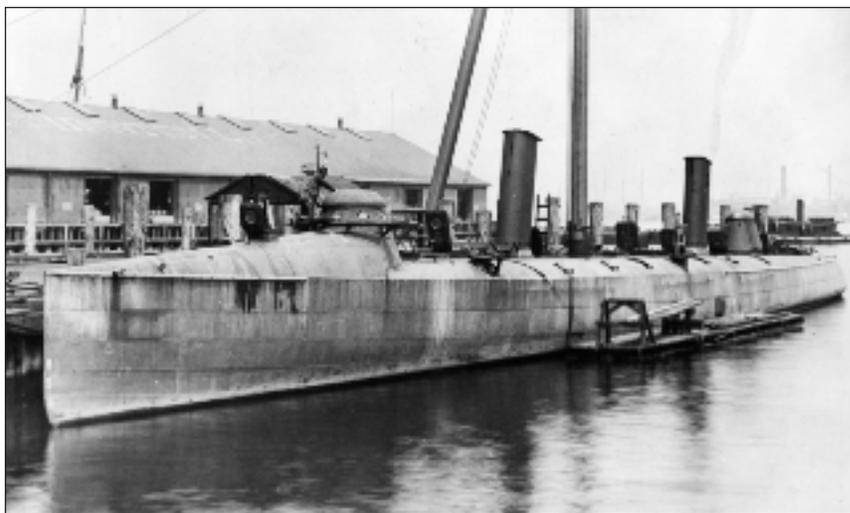


The USRC Hudson normally patrolled the waters of New York City. The Navy called her into service for the Spanish-American War and ordered the cutter to the Norfolk Navy Yard to be outfitted for war. (U.S. Navy photo)

“machine” gun on top of the aft deckhouse. The cutter also received a layer of five-eighths-inch armor bolted around her pilothouse and aft deckhouse.

By Saturday, April 23, *Hudson* completed fitting out and steamed south toward Key West, Florida, a staging area for U.S. naval operations around Cuba. Off the Outer Banks of North Carolina, the cutter met with a severe storm, including hurricane winds, lightning, mountainous seas, torrential rain and hail the size of “hen’s eggs.” The storm nearly washed away the cutter’s pilothouse, but the new armor plating held everything together against the heavy seas. After the storm, *Hudson* steamed up the Cape Fear River and moored off Wilmington, North Carolina, to make repairs and re-stow gear.

On April 25, Congress declared that a state of war existed with Spain, retroactive to April 21. By Thursday, May 5, *Hudson* arrived in Key West and, four days later, she took up her duty station off the coast of Cuba. Due to her relatively shallow draft of nine feet, the naval command assigned *Hudson* to enforce the blockade between the ports of Cardenas and Matanzas. On May 10, *Hudson* reconnoitered the approaches to Cardenas Bay, which was defended by three Spanish gunboats. Captain Newcomb tried to draw the gunboats out for a fight, but they refused to steam outside the safety of the bay. Newcomb later found that the Spanish had blocked the two main channels into the bay with debris. He considered steaming his way through the blocked channels;



(Left) The new torpedo boat USS Winslow was stationed at Norfolk, Virginia, at the start of the Spanish-American War. (U.S. Navy photo)

however, he feared the presence of underwater mines. After further reconnaissance, he found a third channel that was passable by shallow-draft vessels at high tide.

On Wednesday, May 11, gunboats *USS Machias* and *USS Wilmington (PG-8)* and torpedo boat *USS Winslow (TB-5)* appeared outside Cardenas Bay to enter the bay and attack the Spanish gunboats. The *Machias* drew too much water to participate in the attack, so she laid down a bombardment on the barrier islands to eliminate any snipers near the shallow entrance. Afterward, *Hudson*, *Wilmington* and *Winslow* slowly steamed through the passage toward Cardenas Bay. Between noon and 1:00 p.m., the vessels emerged from the channel and *Wilmington's* captain, Commander Coleman Todd, sent *Hudson* in search of the Spanish gunboats on the western side of the bay. While *Hudson* carried out her reconnaissance, *Winslow* and *Wilmington* met about 3,500 yards off the port of Cardenas, where Commander Todd had spied the gunboats moored along the waterfront.

Todd directed *Winslow's* commanding officer, Lt. John Baptiste Bernadou, to investigate the situation with his torpedo boat. *Winslow* was the fifth of the Foote-class of swift torpedo boats and carried a crew of twenty men and the dashing Bernadou as captain. With a top speed of twenty-five knots compared to *Hudson's* twelve, and armed with torpedoes and three rapid-firing one-pound guns,

Winslow seemed perfectly suited to destroy the Spanish gunboats. *Winslow's* executive officer, Ensign Worth Bagley, came from a distinguished North Carolina military family that included brother-in-law Josephus Daniels, later Secretary of the Navy.

As often happens in combat, the original battle plan proved useless once the fighting began. Bernadou ordered *Winslow* to steam toward the waterfront in reverse, probably to make full use of the stern-mounted torpedo tube. But as soon as *Winslow* reached a distance of 1,500 yards from the wharves, Bernadou found himself among white range buoys used by the enemy to aim their artillery. The firefight quickly escalated with enemy one-pound guns blazing from the moored gunboats and artillery salvos from guns hidden within Cardenas's waterfront.

Having witnessed the shelling, *Hudson* steamed toward the *Wilmington* at full speed and asked permission from Commander Todd to engage the enemy. By 2:00 pm, the battle was raging between the Spanish artillery and gunboats, against *Winslow*, with her one-pounders; the distant *Wilmington*, with her heavier four-inchers; and *Hudson*, with her six-pounders. According to one eyewitness, Spanish guns blazed from half-a-dozen directions, but they were difficult to spot because the enemy used the new smokeless powder while the American gunners were blinded by their own black powder ammunition.

During the gun duel, *Hudson's* Engineer Nathaniel Cutchin oversaw the rapidly changing engine operations. To help the captain navigate the shallow bay and see his way through the fog of *Hudson's* guns, Assistant Engineer Theodore Lewton mounted the cabin top behind the pilothouse and helped Newcomb direct the cutter's movements. Second Lieutenant Scott and Third Lieutenant Meade commanded *Hudson's* main ordnance of six-pound Hotchkiss guns.

Lt. Scott commanded the aft six-pound gun as *Hudson* steamed toward the crippled *Winslow*, with enemy shells landing all around her. Scott



Hudson provides covering fire with six-pounder guns en route to rescuing the disabled Winslow. Hudson's guns fired 135 shells during the duel with Spanish batteries. The cutter was successful in reaching the disabled torpedo boat and towing her out of harm's way. (Coast Guard Collection)

Feature Articles

oversaw the gun crew while sitting calmly on an icebox and smoking a cigar. Meanwhile, the ship's boy, sixteen-year-old Moses Jones of New Bern, North Carolina, fed ammunition to the aft gun and Ship's Steward Henry Savage passed up shells from the magazine. Savage, a veteran of the Civil War, shouted up to Lewton, "Hot time in the old town tonight, Mr. Lewton!"

By now, both sides were fully engaged, with Spanish gunners closing the range on *Winslow*. Accurate enemy fire disabled *Winslow's* steering gear and one of her engines.

Lt. Bernadou called out to the *Hudson*, "I am injured; haul me out." In addition to her battle damage, a strong breeze was pushing the torpedo boat dangerously close to the Spanish batteries and shoal water too shallow for *Hudson* to navigate.

Newcomb reacted quickly to *Winslow's* precarious situation, steering *Hudson* through the muddy shallows toward *Winslow* as the cutter's propeller churned up brown water. *Hudson* steamed as close as she could while Lt. Scott stood on the bow preparing to heave a line to Ensign Bagley and his enlisted men on *Winslow's* deck. Scott and Bagley were old friends, and Bagley yelled to Scott, "For God's sake, get us out of that fellow's fire!" and Scott answered, "Keep your shirt on old man. We'll get you out in a minute." However, by the time the cutter closed enough for Scott to heave the line, a shell exploded among *Winslow's* men, instantly killing Bagley and an enlisted man and mortally wounding three more men. Bagley and his men became the first Americans killed in the Spanish-American War.

Despite the enemy shells, strong winds and shallow water, *Hudson's* crew managed to secure a three-inch hawser to the *Winslow* and tried to tow her out of range. The hawser snapped due either to the strain or an incoming round. Determined to succeed, Newcomb exclaimed, "We will make it fast this time." In the heat of battle, Newcomb plowed further into the mud, backing and filling to carve a path to the stricken *Winslow*. *Hudson's* crew secured the

torpedo boat alongside the cutter in tugboat fashion and *Hudson* finally hauled the *Winslow* out of range of the enemy guns.

The men of the *Winslow* and *Hudson* had served with honor during the Battle of Cardenas Bay. *Winslow* withstood eighteen shell hits. Her smokestack and ventilator were shot out, her armored conning tower was disabled and her hull holed near the water line. The enemy killed five of her crew and wounded several more, including Bernadou, who received shrapnel wounds.



Famed naval artist Henry Reuter Dahl painted this image of the Battle of Cardenas as seen from USS *Winslow*. It shows *Hudson* in the center and *Wilmington* off to the right. (Courtesy of the U.S. Navy)

Congress would recognize three of *Winslow's* crew for their heroism with the Medal of Honor.

After a doctor boarded *Hudson* to tend to *Winslow's* wounded, Scott, Meade and Lewton met in the galley area to unwind, have a cup of coffee and discuss the day's events. However, *Hudson's* work was not finished and Newcomb received orders to ferry *Winslow's* dead and wounded to Key West. That evening, the cutter steamed toward the fleet's base of operations, arriving at Key West the next morning.

The crew of the *Hudson* had performed courageously during the Battle of Cardenas Bay. In addition to rescuing the *Winslow* in a hailstorm of incoming rounds, the cutter returned enemy fire, pouring 135 six-pound shells into Spanish positions in only twenty minutes and reducing one enemy battery on shore. In his after-action report, Captain Newcomb spent much of the narrative praising the heroic efforts exhibited by *Hudson's* crew, commending Lt. Scott for his "coolness and intrepidity" in handling his gun crew and securing a line to *Winslow* "under the most trying circumstances."

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During the summer, *Hudson* remained the blockade ship at Cardenas Bay, stationed farther east than any other U.S. warship. While guarding the approaches to the bay, *Hudson* captured three vessels carrying enemy stores destined for Cardenas and destroyed a fourth. In addition, *Hudson* landed two detachments of Cuban fighters and their equipment to reinforce the insurgents surrounding the port city. *Hudson* also fired on a suspected Spanish torpedo boat. The vessel proved to be a hulk filled with explosives by the Spanish in hopes of destroying an unsuspecting U.S. Navy vessel. The *USS San Francisco (C-5)* later destroyed the bomb ship.

Hudson continued her patrol duties into early August and the war's conclusion. On August 12, she returned to New York City and a rousing welcome by local citizens. In a special message to Congress, President William McKinley commended *Hudson* for rescuing the *Winslow* "in the face of a most galling fire" and Congress recognized her crew with specially-minted medals for their valor. A joint resolution provided Lt. Newcomb with the war's only Congressional Gold Medal. Congress awarded Scott and *Hudson's* line and engineering officers the Congressional Silver Medal, and bestowed the Congressional Bronze Medal to the enlisted crewmembers.

During the battle, *Hudson's* crew served with distinction as they manned guns and worked on deck without any protection from enemy fire. The day's action resulted in the destruction of two Spanish gunboats and heavy damage to enemy shore batteries. At the height of the action, *Hudson* kept up hot covering fire and, according to Lt. Mead, each one of the cutter's rounds "shook *Hudson* from stem to stern." Commanded by Lt. Scott, the aft 6-pound gun crew kept up a steady covering fire at close range as the cutter

moved in to rescue the crippled *Winslow* and its surviving crewmembers. Scott and the crew of the *Hudson* performed honorably in the face of intense enemy fire. Newcomb was the only officer that had seen combat action before and he later wrote that each of his men performed "in a cool and efficient manner" under fire and that "each and every member of the crew . . . did his whole duty cheerfully and without the least hesitation."

James Hutchinson Scott served in the Revenue Cutter Service a few more years after the war. After his tour on board *Hudson*, he served on Cutter *Manhattan*, and then received temporary command of Cutter *Washington*. He also served as navigation officer of Cutter *Gresham*, when it rescued 103 passengers and crew from the grounded Portuguese bark *Fraternidada*. He ended his career as executive officer of Cutter *Perry*, resigning on July 1, 1901.



Poster image of Scott in a dashing pose painted by renowned illustrator and combat artist Howard Chandler Christy, signed by the artist. (Courtesy of the Scott family)

He was the first Revenue Cutter Service officer to receive an official letter of regret from the Revenue Cutter Service. After his resignation, Scott began a business career as an executive with the rapidly-expanding Pennsylvania Railroad.

In recognition of their heroic deeds at Cardenas, Congress awarded the junior officers a Congressional Silver Medal entitled the "Cardenas Medal of Honor." (Courtesy of the Scott family)



A Chronology of the U.S. Coast Guard's Involvement in the Persian Gulf War 1990-1991

2 August 1990 — Iraqi military forces invaded Kuwait.

6 August 1990 — President George H. W. Bush orders the deployment of U.S. armed forces to defend Saudi Arabia in an operation named "Operation Desert Shield."

10 August 1990 — Marine Safety Offices (MSOs) around the U.S. became immediately involved in Operation Desert Shield. MSO Hampton Roads was directly responsible for the activation inspections of 22 of 78 Ready Reserve Fleet (RRF) vessels activated nationwide. These and similar inspections by MSOs throughout the U.S. ensured that RRF vessels were fully capable of safely meeting their vital support mission.

The quality of the inspection work is reflected in the 95 percent operationally ready rate achieved by the RRF vessels once they were in service. Additionally, a flexible Merchant Marine manning and licensing program was established to facilitate movement of RRF vessels.

In addition to the supervision of all regularly assigned peacetime port safety and security missions, Coast Guard MSOs were responsible for the establishment and supervision of Port Security Detachments in the coastal ports of the U.S. This effort involved the activation and organization of Coast Guard reservists to oversee shoreside and waterside security at facilities plus the supervision of the loading of hazardous materials and explosives aboard Military Sealift Command vessels bound for the Kuwaiti theater of operations.

16 August 1990 — Multi-national maritime intercept operation began intercepting ships going to or from Iraq and Kuwait, consistent with U.N. Security Council Resolution 661.

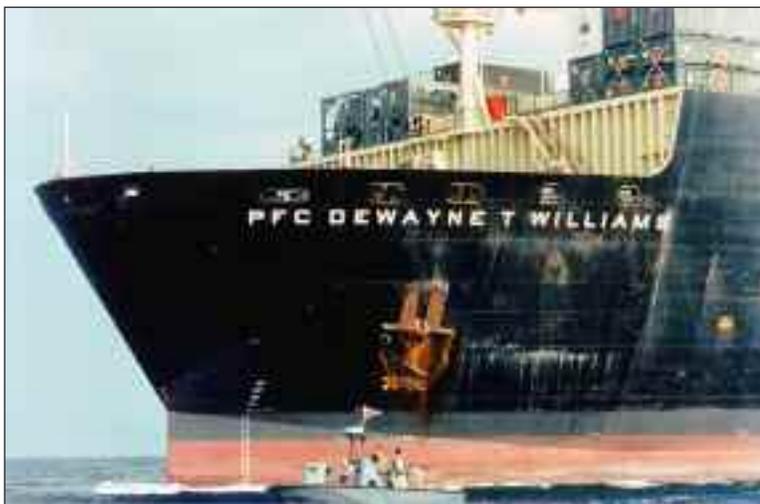
17 August 1990 — At the request of

the Joint Chiefs of Staff, the Secretary of Transportation and the Commandant of the Coast Guard commit Coast Guard law enforcement boarding teams (LEDETs) to Operation Desert Shield. A total of 10 four-person teams

served in theatre to support the enforcement of UN sanctions by the Maritime Interdiction Forces. Approximately 60 percent of the 600 boardings carried out by U.S. forces were either led by or supported with the USCG LEDETs. Additionally, a seven-man liaison staff was designated by the Commandant as the

Operational Commander for the USCG forces deployed in theatre. The first boarding of an Iraqi vessel in the theatre of operations conducted by a USCG LEDET occurred on 30 August 1990.

22 August 1990 — President Bush authorized the call up of members of the selected reserve to active duty in support of Operation Desert Shield. Three port security units (PSU's), consisting of 550 Coast Guard reservists are



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ordered to the Persian Gulf in support of Operation Desert Shield. (This was the first involuntary overseas mobilization of Coast Guard Reserve PSU's in the Coast Guard Reserve's 50-year history). A total of 950 Coast Guard reservists are called to active duty. Other reservist duties included supervising RRF vessel inspection and loading hazardous military cargoes.

4 September 1990 — *USS Goldsborough (DDG 20)* stops and challenges the Iraqi cargo ship *Zanoobia*. She was loaded with tea, a cargo prohibited under UN Resolutions. The Coast Guard officer in charge of the boarding party ordered the master to sail his vessel to a non-Iraqi or Kuwaiti port — the master refused. Whereupon the Coast Guard officer ordered a member of the boarding team to seize the helm. The team sailed the vessel to Muscat, Oman.

14 September 1990 — The Secretary of Transportation and the Commandant of the Coast Guard authorized the first-ever deployment of a reserve port security unit overseas. PSU 303, staffed by reservists from Milwaukee, Wisconsin, is the first unit deployed. They were stationed in Al-Dammam, Saudi Arabia.

15 September 1990 — A multinational boarding team, including four Coast Guardsmen, boarded the Iraqi tanker *Al Fao* after the tanker was stopped by the *USS Brewton (FF 1086)* and the *HMAS Darwin*. The tanker was permitted to proceed after the boarding team determined that it had no cargo on board.

22 September 1990 — The second port security unit, PSU 301, staffed by reservists from Buffalo, New York, was deployed to Al-Jubayl, Saudi Arabia.

28 September 1990 — A Coast Guard LEDET from the *USS Brewton (FF 1086)* boarded *HMAS Success* and presented relevant briefings and lectures to the visit and search parties of *HMAS Success*, *HMAS Darwin*, and *HMAS Adelaide*.

22 October 1990 — The Iraqi merchant vessel *Al Bahar Al Arabi* was cleared to proceed by a multi-national boarding team including Navy and Coast Guard personnel from the *USS Reasoner (FF 1063)* in the North Arabian Sea. The merchantman had apparently "disposed of" its prohibited cargo.



14 November 1990 — PSU 302, staffed by reservists from Cleveland, Ohio, arrived in the Gulf. They were stationed in Bahrain.

16 January 1991 — The White House announced the commencement of Operation Desert Storm: offensive action against the forces of Iraq under the provisions of U.N Security Council/U.S. Congressional resolutions.

With the commencement of Operation Desert Storm, Coast Guard MSOs increased both the level and tempo of

port safety and security activities in the port to protect critical commercial and military waterfront facilities from the threat of terrorism. The Coast Guard increased both shoreside and waterside security patrols in ports using regular and reserve augmentation forces, established and enforced waterside security zones around key facilities and in one case, in Norfolk, responded to a potential terrorist

bombing incident at a bulk liquid facility.

17 January 1991 — The air offensive against Iraqi forces began.

18 January 1991 — Coast Guard LEDET personnel on board the *USS Nicholas (FFG-11)* assisted when the frigate cleared eleven Iraqi oil platforms and took 23 prisoners.

13 February 1991 — In response to the Iraqi action of firing oil wells and pumping stations, some off shore, in Kuwait that caused oil spills in the Gulf, two HU-25A Falcon jets from Air Station Cape Cod, equipped with Aireye technology (which precisely locates and records oil



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as it floats on water), depart for Saudi Arabia as part of the Inter-agency oil spill assessment team (USIAT). They were accompanied by two HC-130 aircraft from Air Station Clearwater which transported spare parts and deployment packages. The Falcons mapped over 40,000 square miles in theatre and located “every drop of oil on the water... The USIAT used the mapping product to produce a daily updated surface analysis of the location, condition and drift projections of the oil.” The AVDET was deployed for 84 days, flew 427 flight hours and maintained an aircraft readiness rate of over 96 percent.

24 February 1991 — Coalition forces began a ground offensive to liberate Kuwait.

28 February 1991 — By presidential order all Coalition offensive operations ceased at 0800 local time.

11 April 1991 — The UN Security Council declared a formal cease-fire, ending the Gulf War.

April 1991 — Wayne Chamberlain and MKC Monez of PSU 302, assigned to a Navy MUIW unit, became the first Coast Guardsmen to enter Kuwait after its liberation. The unit was assigned to sweep Kuwait City harbor for mines. They also connected about 20 street lamps to a generator, thereby bringing power to the city.

21 April 1991 — On April 21, 1991, a Tactical Port Security Boat (TPSB) of PSU 301, stationed in Al Jubayl, Saudi Arabia, was the first boat in the newly reopened

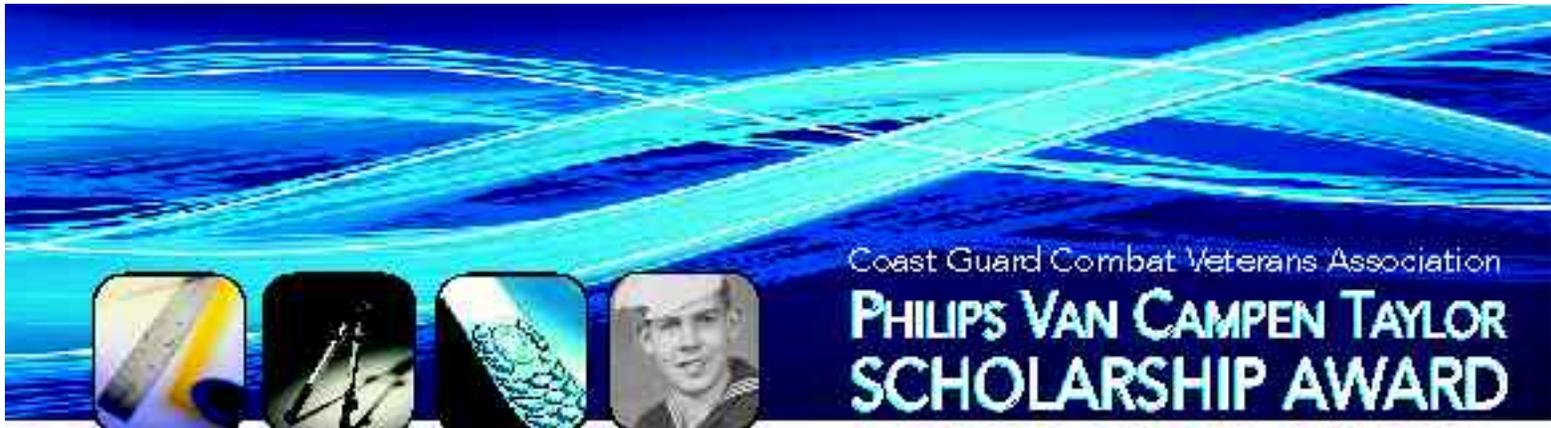


harbor, Mina Ash Shuwaikh in Kuwait City, Kuwait. Because of certain security concerns, a determination was made to send one of the 22-foot Raider boats belonging to PSU 301 and armed with .50 caliber and M60 machine guns, to lead the procession into the harbor and provide security for the festivities. On April 20, a contingent of six Coast Guard

personnel, led by LCDR M. S. Zecca, executive officer of PSU 301, along with MKC R. S. Grinnell, BMI M. C. Emond, PSI R. P. Robertson, MK2 J. J. Ford, and BM3 N. D. Bradley, left base Al Jubayl for Kuwait City.



Following Desert Storm, the first boat into Kuwait was a Coast Guard boat. Upon touching shore, Raider coxswain BMI Mel Emond put up the national and Coast Guard ensigns, the first flags to fly in free Kuwait by water. Also pictured is LCDR Mark Zecco of Leavenworth, Kansas.



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Coast Guard in the Movies — Then and Now

(Below) Casey of the Coast Guard was a 1926 American silent action film serial released in ten chapters. Directed by William Nigh and written by Lewis Allen Browne. The film is now presumed lost. John Casey (George O'Hara) is a Coast Guard officer stationed on Long Island Sound. He is both hated and feared by a band of smugglers headed by Diamond Kate. The serial unfolds with the smuggler gang choosing their strike against Casey on the night of the Cadet Coast Guard Ball. Casey's brother Frank answers the call that night and is killed in action against the smugglers. Casey vows to avenge the death of his brother.

(Right) The Guardian is a 2006 action-adventure drama film starring Kevin Costner, Ashton Kutcher, and Melissa Sagemiller. The film was released on September 29, 2006, and was directed by Andrew Davis. The setting for the film is the United States Coast Guard and their Aviation Survival Technician (AST) program. Ben Randall (Kevin Costner) is the top rescue swimmer at the U. S. Coast Guard's Aviation Survival Technician (AST) program. Jake Fischer (Ashton Kutcher) is a hot-shot candidate for AST, who was ranked as a top competitive swimmer in high school with scholarships to every Ivy league college, but he opted to enlist in the Coast Guard.

