



the Quarterdeck Log

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

Volume 23, Number 2

Summer 2008

Quentin R. Walsh Building Dedicated *Sector Long Is. Sound Command Building Named For World War II Hero*

In June 1944, Captain Quentin R. Walsh was celebrated for successfully liberating the port in Cherbourg, France from German occupation. On 13 June 2008, his heroic actions were celebrated once again in New Haven, CT as Sector Long Island Sound (SLIS) christened the “Captain Quentin R. Walsh Sector Command Building”.

With 20 members of the extended Walsh family and a number of representatives from the Coast Guard Combat Veterans Association watching, Mrs. MaryAnn Walsh joined Commandant ADM Thad Allen,

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Some of the extended Walsh family gather outside of the Capt. Quentin R. Walsh Building at USCG Sector Long Island Sound in New Haven, CT, prior to the official ribbon-cutting ceremonies.



Mrs. MaryAnn Walsh (center) joined Commandant ADM Thad Allen (right) and Congresswoman Rosa DeLauro (left) in the ribbon-cutting ceremony.

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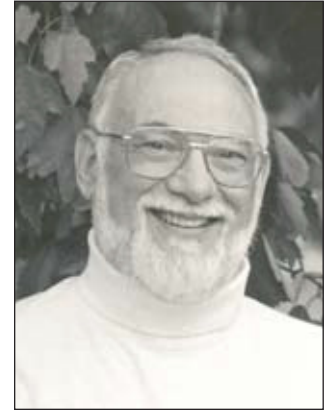
APPOINTEES

Thomas W. Hart (By-Laws); William G. Miller, LM (Chaplain); PNP Robert J. Maxwell, LM, (Convention Planner); Patrick E. Ramsey, LM and Floyd Hampton (Membership); Mike Placencia (Parliamentarian); Paul C. Scotti, LM (Historian); Josh Sparrow (Awards); Thomas Huckelberry and Floyd Hampton (Service Officers)

From the President

Semper Paratus

My brother and I welcomed the first day of summer with a day at the beach. We lounged on the sand between dips in the Atlantic taking in the sun's warmth and watching families at play. To our left, beyond the boulder-lined jetty, a casino ship slowly moved seaward filled with happy customers each hoping to return with more money than they left with. Then along came a huge cruise ship packed with jubilant travelers bound for tropical destinations.



Paul C. Scotti

The next two vessels that departed for sea caused me to reflect — and appreciate. They were Coast Guard cutters heading out on patrol. As I watched the crew at Special Sea Detail through my binoculars it hit me that they were not underway for fun, they were working. The crew members were probably watching the frolicking people and thinking how much they would rather be there than sailing off on a Coast Guard mission. I know, because I used to think the same thing when leaving port. But now, instead of a Coast Guardsman on duty I was a citizen on shore and as I watched the cutter go by I thought to myself how fortunate we Americans are to have the Coast Guard protecting us — so we can enjoy a summer day at the beach.

Books

Every now and then I happily come across books that I start reading and find hard to put down. Here are three that you might find the same way. The first is "1776," a bestseller by David McCullough. In it we read about the precursor of our armed forces — private citizens who took up arms for freedom against professional soldiers. How untrained men faced the fearsome seventeen-inch long bayonets of thousands of attacking Hessian soldiers at the Battle of Long Island. How Henry Knox, a 25-year old bookseller (who looked the part) lead a mission to Fort Ticonderoga to bring sixty tons of mortars and cannon three hundred miles over snow and mountains to the

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**Next QD Log deadline is November 1,
2008. Please e-mail material to the
editor at: swiftie1@verizon.net**

Vietnam-Era 82-Footer Sails Again

One of the events that most of us enjoy at each reunion is a raffle of donated Coast Guard related memorabilia and other items of interest. Several members have donated raffle items over the years and we trust that this practice will continue. One hundred percent of all raffle proceeds are placed in the Association treasury and used toward funding any of the numerous projects in which we are involved.

We have departed from tradition and, for the first time, the Association has purchased a raffle object that should pique the interest of every Vietnam Squadron One veteran. Our biennial raffle featured grand prize will be a very respectable model of the typical 82-foot WPB built by a Florida company called Miniature Dream Models. This mom and pop business is owned and operated by MKCS Ken Bolen, USCG (Ret.) and his wife Carrie. Their 1/32 scale 82'er model is 30" long, 16" tall and has a beam of 5.25". The WPB is constructed of hard wood and the small parts are brass, zinc or a poly resin.

Another first will be the opportunity for members attending the reunion to make advance purchases of the raffle tickets by indicating their preference on a line item in the reunion application form. Advance ticket sale prices for this unusual prize will be \$5.00 each or 6 for \$20. The winner of the WPB model will have a choice of cutter name and hull number applied, and the model will be shipped within a week of the conclusion of the reunion.

We don't want anyone to be disappointed, so we will have some purchase order forms for anyone that may want to purchase an 82'er model, either as a grey Vietnam-era cutter or a white peacetime edition. Choice



of name and hull number will be included in the price. I have purchased a model of one of my cutters, *Point Arden* (WPB 82309), and I'll bring it to the reunion for display.

The (Updated) Tale of Chieu Hoi

OK, now that you've all had a laugh at my expense and that of a revered creature of high repute, I'll share the little



Chieu Hoi and his current caretaker Garret Conklin paid a visit to the CGC Eagle in July when the cutter led a parade of tall ships through San Francisco Harbor.

known details of an adventure my crew and I had in Vietnam.

We were completing a special operation on the Perfume River in the province of Thua Thien, quite a few kilometers south of the city of Hue. It had been an eerily calm day and, because this area was particularly dangerous, due to heavy NVA and VC activity, we had each of our weapons manned (a .50 cal mounted piggy-back on a trigger fired 81mm mortar and 4 additional .50 cal mounted on the rails)

It was approaching dusk so we were headed back out to the relative safety of the ocean where we normally patrolled the coast in support of our primary mission, Operation Market Time, the interception of arms and supplies from the north. As we approached a narrowing of the channel at a bend in the river, I slowed to about 10 knots, or so. Almost immediately one of the .50 gunners saw a commotion near the river bank ahead; he hastily trained his weapon in the direction of the stir and as he reported the sighting, the bow and other port side gunner brought their weapons to

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2009 Convention & Reunion

Our Association Reunion Planners, Bob Maxwell, Ed Burke, with the help of their wives, and Bill and Maggie Figone, have done considerable work in planning and executing a contract with the Atlantis Casino. Make your plans to attend our Reunion early and be prepared to have a most enjoyable time. Our shipmates from the Weather Ships Reunion will be in Reno concurrently so we couldn't ask for more than this.

Sorry "Blue Eyes" but I'm singing "Reno is, my kinda town..." The first time Reno saw my money was in 1954. The slots held real silver dollars. I dropped in two and hit for ten or twelve so I put those babies in my pocket and didn't drop in any more. I only had half an hour before the old Greyhound got underway. I was making my way back to Cleveland from Alameda after a tour on the *Escanaba (W-64)* and a short tour at the Supply Center. Reno was a small town then, but Baby look at you now! Recently, we were getting ready to do some traveling and I usually take along a deck of cards to play solitaire. I pulled out a deck from the Comstock Hotel, another from the Reno Hilton and a third from the Peppermill. What reunion memories they brought back. So many great people... Virginia City... Carson City... Lake Tahoe...and of course the hospitality rooms. I don't think any outfit has what we have and certainly our ceremonies, at least for me, provide an extra battery recharge.

By the way, all members attending the Business Meeting at the Reno Convention will need a current CGCVA membership card. The MAA will be checking so let me know early on if you have any questions about this or if you need a replacement membership card.

QD Log Boosters Club

Just before deadline for this issue I received a substantial donation check for the QD Log Boosters Club from Santa Clara Branch 101, Fleet Reserve

Association in Mountain View, CA. The letter accompanying the check read as follows:

"Attached is our donation check. We are very much impressed by the quality and content of your association's magazine and hereby offer our support for the continued publication of The Quarterdeck Log. Our FRA shipmates Norman Jones and Armand Petri are also CGCVA members and Armand introduced us to your magazine at our most recent meeting. It is truly a fine publication and the fact that many of the articles are provided by CGCVA members is a tribute toward ensuring the history of the USCG continues to be written and published by those who saw it happen, care, and who continue to serve. Sincerely yours," Dale Thompson, President

Address Changes

Members must actually be reading the Secretary's Report and the address face of the *QD Log* label because dues are coming in on time based on the expiration date listed. Can't thank you all enough! Address changes are also coming in and 99 and 44/100% of our members are receiving their *QD Logs*. I can only think of one or two from our last mailing that had a problem. Unfortunately our computer can't accept a second address so I say prayers when printing out address labels. Our computer is over 100 months old, which in a computer's life is ancient history — sort of like me.

Marylou and I have been traveling and will continue to do so this summer. So, some memberships have been delayed as have Small Stores orders. As our members who served in Thailand have heard, "C-H-I-dooey, chuey-mi-die Chin-chin, din-lin, nit noy" (Sorry about that Chief, I can't help you even a little bit) or some such. This saying was so popular with our Tight Reign Group in 1966 that thanks to our C-123 pilot Ron Stenzel it was painted on the wing tanks in sandscript. SP! **Baker**

Crossed The Bar

John E. Giles, LM

Joined: 9-7-1991 CTB: 6-8-2008

William A. Jewett

Joined: 1-8-2007 CTB: 5-31-2008

Louis F. Kuhlkin, LM

Joined: 4-17-1990 CTB: Unknown

Howard H. Marshall

Joined: 5-13-1994 CTB: 6-7-2008

Michael A. Napolitano, LM

Joined: 4-7-2002 CTB: 5-5-2008

Jack A. Robertson, LM

Joined: 9-20-1987 CTB: Unknown

Dale C. Shankster, LM

Joined: 2-22-1991 CTB: 6-2008

Marvin J. Shapiro

Joined: 6-18-2002 CTB: 10-2007

Thomas P. Wargo, LM

Joined: 10-12-1994 CTB: 6-8-2008

USS Leonard Wood Reunion

Former crew members from the *USS Leonard Wood (APA-12)* will hold a reunion Oct. 5-7, 2008, in Long Beach, CA. Contacts: **John and Joan Kane** at 747 South Dunton Ave., Arlington Hts., IL 60005. Ph: (847) 392-7604.

USS Callaway Reunion

The 42nd reunion of the *USS Callaway (APA-35)* will be held Oct. 6-9, 2008, at the Hampton Inn Downtown in San Antonio, TX. Reservations can be made by calling (800) HAMPTON and using the code "USS"

USS Centaurus Reunion

Former crew members of the *USS Centaurus (AKA-17)* will hold their 17th Annual Ship Reunion Oct. 9-12, 2008, at The Lodge of the Azarks in Branson, MO. For more information, contact: **Taunya Lay** of Branson Ticket & Travel at (800) 432-4202 and mention "USS Centaurus". Email: taunya@bransonticket.com.

Iwo Jima Veterans Reunion

A reunion of Iwo Jima "veterans" will be held Sept. 28-Oct. 1, 2008 at the Indianapolis Clarion Hotel and Conference Center. Anyone who has ever served, worked or entertained on Iwo Jima (USCG, USAF, USO, civilian contractors, etc.) are invited to attend this gathering. For reservations, call (317) 299-8400 and specify "poolside room for Iwo Jima Vets". Contact: **Don Janicki** at (740) 674-6658. Email: donaldjanicki@yahoo.com. Website: www.iwojimavets.org.

New CO For USCG Forces In Persian Gulf

CAPT Matthew T. Bell, Jr. recently took command of USCG Patrol Forces Southeast Asia, assuming tactical control of six USCG patrol boats, five USN coastal patrol boats, a large support unit in Bahrain, a training team in Umm Qasr, Iraq, and a Coast Guard forward operating base aboard Kuwait Naval Base. He receives the title of commodore because of the numerous ships under his command. He relieved CAPT Glenn F. Grahl who reported for duty at U.S. Southern Command as a USCG liaison officer.

USCG units operating in the Persian Gulf play an

integral role in maritime security operations in the Middle East and are helping to train numerous navies and coast guards in the Gulf region. As part of their maritime security role, Coast Guard crews are tasked with protecting Iraq's two oil platforms which are vital to ensuring security and stability in Iraq with more than 90 percent of Iraq's gross national product generated by oil exports.

Port Security Unit 309 Deployed Overseas

More than 100 USCG personnel from Port Security Unit 309, Port Clinton, OH, are now working with sailors from the Navy Expeditionary Boat Detachments 211 and 411, Portsmouth, VA, to ensure ports in Kuwait are secure. This is the first time that PSU 309 has been fully integrated with a Navy crew during an operation. A portion of PSU 309's landside security team is also working with the U.S. Army to assist security forces in Kuwait ports.

PSUs provide waterborne and limited land-based protection for shipping and critical port facilities and can deploy and establish operations rapidly after initial call-

Welcome New Members

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

MAY 2008

William T. Potts (Pat Ramsey); **William W. Ribbing** (Butch Hampton); **William D. Lovern** (CGCVA Website); **Wilfred Charnley, Jr.** (CGCVA Website); **LM Frank A. Scorzelli** (Tom Weber); **Gary K. Underwood** (Pat Ramsey); **LM Leonard G. Stone** (CGCVA Website); and **LM Rubin Abrams** (Tom Weber).

JUNE 2008

Ernest W. Newbrey (CGCVA Website); **Robert J. Delikat** (Chuck Hawken); **William R. Norcross** (Jack Campbell); **Stephen VanResselaer** (Jack Campbell); **Charles K. VanResselaer, Jr.** (Jack Campbell); and **Lois A. Senich** (The Association).

JULY 2008

LM Edward F. Bachand (Gary Sherman); **LM Edward R. Bartley** (John Gaida); and **LM Everett J. Matteson** (Ed Swift).

up. Each PSU has transportable boats equipped with dual outboard motors and support equipment to ensure mobility and sustainability for up to 30 days.

There are more than 500 active duty and Reserve USCG members now serving in Iraq and the Middle East, including six patrol boats.

CGC White Alder Memorial Service

Sunday, Dec. 7, 2008 will mark the 40th anniversary of the *CGC White Alder* tragedy and Marine Safety Unit Baton Rouge, LA will host a memorial service to honor the 17 crew members who were killed in the incident. They are looking for help in locating family members of all the 21 crew members who were onboard *White Alder* that fateful day and any assistance is welcomed. If you have information on those families, please contact **MST3 Robert F. Feus, Jr.**, at (225) 298-5400, ext. 227.

The White Alder collided with the Formosan frieghter *Helena* in the Mississippi River on Dec. 7, 1968.

Weather Ships Reunion

Former crew members from USCG Weather Ships and all USCG cutters built prior to 1975 are invited to a reunion April 26-29, 2009 at Harrah's Hotel/Casino, 219 North Center St., Reno, NV. For reservations, call Harrah's central reservations at (888) 726-6311, ask for Reno, and identify yourself with Group Code s05cgc to receive the group's special room rate of \$72/night plus tax. Contact: **Doak Walker** at P.O. Box 33523, Juneau, AK 99803. Email: cgcutters@gci.net. Website: www.255wpg.org.

Congratulations Graduates

Each week at graduation ceremonies at Coast Guard Training Center Cape May, N.J., the CGCVA sponsors the Physical Fitness Award to a graduating recruit. A CGCVA watch and certificate are presented, often by an attending CGCVA member. Since the last *QD Log* issue, the following recruits have received the CGCVA-sponsored Physical Fitness Award:

QD Log Booster Club

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

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

Fred "Chips" McLendon (in memory of CDR P. A. Short and Ship's Cook Joe W. Steed, USCGC TAMPA, W-48)

Harry King	Burleigh Rowe	William Dorival	Richard Dubbs
Arthur Goodwin	R. E. Olsen	John Anderson	Ernest Braun
Baker Herbert	Marylou Herbert	Jeffrey Keim	Wallace Kilmer
William Lindgren	Peter Martens, Jr.	Eddie Sizemore	Paul Spengler
Charlotte Bart	Kent Carlson	Mike Placencia	Bill Clark
Walt Viglienzone			

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.

FA Brian S. Jensen (Lima-179) of San Diego, CA, reports to *CGC Sherman*, Alameda, CA.

SN Terrence P. Daignault (Mike-179) of Milwaukee, WI, reports to *CGC Juniper*, Newport, RI.

SN Seth M. Pritt (November-179) of Honolulu, HI, reports to *CGC Abacore*, Norfolk, VA.

SN Thomas M. Stapleton (Oscar-179) of Atlanta, GA, reports to *CGC Barracuda*, Eureka, CA.

SN Andre M. Pinault (Quebec-179) of Tampa, FL, reports to *CGC Sea Dragon*, Kings Bay, GA.

SN Tyler R. Crone (Romeo-179) of Sacramento, CA, reports to USCG Station Coos Bay, Charleston, OR.

FA Reagan M. Schmidt (Sierra-179) of Lansing, MI, reports to USCG Station Kenosha, WI.

SA Kelley N. Burkett (Tango-179) of Savannah, GA, reports to USCG Station Barnagat Light, NJ.

SN Manuel D. Santana (Uniform-179) of Tampa, FL, reports to *CGC Decisive*, Pascagoula, MS.

SN Alexander S. Newman (Victor-179) of Kansas City, MO, reports to WLR Supply Detachment Paris Island, Buchanan, TN.

SN Michelle J. Rice (Whiskey-179) of Jacksonville, FL, reports to USCG Recruiting Office Jacksonville, FL.

SN Johnny S. Johnson (Xray-179) of Sacramento, CA, reports to Port Security Unit 312, San Francisco, CA.

SN Cameron P. Buckingham (Yankee-179) of Washington, DC, reports to USCG Station St. Indigoes, MI.

SN Jonah T. Baskin (Zulu-179) of Columbus, OH, reports to *CGC Northland*, Portsmouth, VA.

SN Brian K. Johnson (Alfa-180) of Montgomery, AL, reports to USCG Training Center Cape May, NJ.

VUMMF Monument

I recently went with my father and my daughter Jeannette on a family trip to San Diego, CA. I had the opportunity to visit the Navy/Coast Guard Vietnam Unit Memorial Monument at the Naval Amphibious Assault Base at Coronado. Since 9/11, non personnel are required to have an escort when visiting military installations. On the VUMMF website, there is a list of contacts to call to be escorted. I was fortunate enough to have picked Paul Murphy's name from the list. When we spoke over the phone, he told me that he had been on a swift boat in Danang when the *Point Welcome* was attacked and that he remembered painting the white star on the roof of his



PCF.

Paul met us at the gate and as we spoke, I found that he had been the skipper of that PCF and had eventually retired as a captain. The visit was warm, friendly and pleasant. The small unit informality and camaraderie was tangible. It seemed to transcend rank, rate, position and time.



The next guide I met turned out to be another retired captain. Ken McGhee had been the commanding officer of the small craft base in Danang during the period of time I was stationed there on the *Point Orient*.

He is currently the President of the VUMMF Association. He would really like to see more Coast Guard people from the area get involved with the memorial. He would also like to have someone represent the Coast Guard on the board of directors for the association. There is an ongo-



ing invitation to any Coast Guardsman in the San Diego area to give a hand with their local efforts. Help and cooperation in other forms of support from any Coast Guardsman anywhere would be welcome as well. If you visit, you may note on the plaque titled "I am your wall" there is a line that says "I stand before three boats that represent all units of our conflict". He was quick to show me, as was everyone I met there, that there is an unused concrete slab that they would like to place something from the Coast Guard upon. I told them that my understanding was that all of the WPB's had been turned over to the Vietnamese Navy when the squadron was disband-

ed. I don't know, but I speculate, that maybe the empty slab of concrete is symbolic enough.

Let me recommend a visit to anyone who will be in the San Diego area. I will definitely revisit the monument should I return to San Diego. To visit their website, go to www.vummf.org. I would like to acknowledge and thank Ken McGhee, Paul Murphy, Ben Jelton and the other old sailors and family that I met on my visit. Semper Paratus!

Bill Ross

By-Laws Update

The By-Laws have been reviewed by the Officers, Trustees and Chairman of the By-Laws Committee for clarity and currency. Here are the amendments. The entire By-Laws made be read on our website. For hard-copy print them from the website (www.coastguardcombatvets.com) or write the National Secretary.

ITEM (1) Amend Biennial Reunion Convention language for clarity.

ARTICLE I – Organization

This Association formed under the authority of the foregoing Constitution will be organized as provided hereinafter. That all meetings including the biennial meeting will be conducted in accordance with Robert's Rules Of Order in all cases to which they are applicable and in which they are not inconsistent with these by-laws and any special rules of order the Association may adopt.

CORRECT TO: This Association formed under the authority of the foregoing Constitution will be organized as provided hereinafter. A biennial reunion-convention will be convened to elect officers and conduct general business. All meetings will be conducted in accordance with Robert's Rules Of Order in all cases to which they are applicable and in which they are not inconsistent with these by-laws and any special rules of order the Association may adopt.

REASON: When the Association was established it was determined that a reunion-convention schedule of every two years was optimum for this organization. References in the By-Laws allude to this biennial routine but it is not explicitly stated. The second sentence in the amended paragraph takes care of any ambiguity. An experiment of an 18-month reunion-convention cycle, approved at 2002 Reunion-Convention, proved unworkable. At the 2007

Let Your Name Live On

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

(Whatever is left after other bequests have been granted.) "All the rest, residue, and remainder of my estate, including real estate and personal property, I give, devise and bequeath to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address)."

"I give, devise, and bequeath to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address), _____% of my estate."

"I give, devise, and bequeath to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address), the sum of _____ for the (Name a specific fund), the principle of which shall remain in perpetuity."

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

Reunion-Convention it was approved to return to the biennial schedule.

ITEM (2) Update of Munro Gravesite.

Delete reference to Coast Guard OPFAC.

ARTICLE I – Organization

1.a. The gravesite of Signalman First Class Douglas A. Munro, USCG (Deceased), recipient of the Congressional Medal of Honor, located at Cle Elum, Washington, has been designated a “Historical Site” by the State of Washington, and is in the process of being designated a 13th Coast Guard District Unit. When approved, it will be assigned an OPFAC number with funds budgeted for maintenance and utilities. In the interim, in order to insure illumination of the Flags displayed at the site on a 24-hour daily basis, the Association assumes the responsibility of paying for the electrical power required, if billed by the Public Utility District.

CORRECT TO: 1.a. The gravesite of Signalman First Class Douglas A. Munro, USCG (Deceased), recipient of the Congressional Medal of Honor, located at Cle Elum, Washington, has been designated an “Historical Site” by the State of Washington. In order to insure illumination of the Flags displayed at the site on a 24-hour daily basis, the Association assumes the responsibility of paying for the electrical power required.

REASON: The Association addressed this matter with USCG Headquarters. A letter from Assistant Commandant for Resources, Chief Financial Officer, dated 29 November 2007, stated that the Munro gravesite is not a Coast Guard OPFAC and cannot be one because it is privately owned property.

ITEM (3) National Secretary-Treasurer may be one position or two.

ARTICLE I - Organization

3. Association Officers:

a. The association shall be governed by a National President; National Vice President; National Secretary/Treasurer and an elected Board of Trustee’s consisting of four (4) regular members and a the fifth member being the immediate past National President.

CORRECT TO: a. The association shall be governed by a National President; National Vice President;

National Secretary/Treasurer and an elected Board of Trustee’s consisting of four (4) regular members and the fifth member being the immediate past National President. The National Secretary/Treasurer may be one elected position or two, i.e. National Secretary and National Treasurer, as necessitated by circumstance.

REASON: This has been a normal practice brought on by a lack of candidates or a matter of logistical convenience.

ITEM (4) The first two years of membership of eligible Active Duty Coast Guard members will be dues-free.

ARTICLE III – Dues

ADD: 1.a. The first two years of membership of eligible active duty Coast Guard members shall be dues-free.

REASON: Motion made and passed at Biennial Convention business meeting in Burlingame, California, on 18 April 2007.

ITEM (5) Change requests to By-Laws submitted through Chairman, Board of Trustees.

ARTICLE IX – Change & Correction

1. Changes: A request for change in the by-laws may be submitted by any member in good standing. Requests for changes must be submitted to the Board of Trustee’s at least six (6) months prior to the regularly scheduled Reunion/Convention. A change is defined as any alteration that materially affects the intent and/or meaning of the Article being considered.

CORRECT TO: A request for change in the by-laws may be submitted by any member in good standing. Request for changes must be submitted to the Chairman, Board of Trustee’s at least six (6) months prior to the regularly scheduled Reunion/Convention. The Chairman will circulate the change to the Board of Trustee’s for their comment. The Chairman will collect all input and forward it to the Chairman of the By-Laws Committee. A change is defined as any alteration that materially affects the intent and/or meaning of the Article being considered.

REASON: This correction clarifies the review process. It provides an orderly and timely evaluation of the by-laws change submissions. Recommended by By-Laws

Committee Chairman, Vince Stauffer in 25 October 2002 letter to Association officers.

Corrected/Amended/Approved April 18, 2007 at Burlingame, CA.

CGCVA-Philips Van Campen Taylor Scholarship Awarded

What a pleasure it was to award the CGCVA-Philips Van Campen Taylor \$1,000 Scholarship to Matthew Morelock, grandson of retired LCDR William E. Fort, LM, CGCVA. Matthew is the son of a USAF pilot and will attend Ohio State this fall... Go Buckeyes!

Boy, do I remember Oct. 14-15, 1947, when the *Bermuda Sky Queen* (a four-engine clipper) from Ireland, bound for New York via Torbay, Newfoundland, went down with 69 passengers and crew on CG Ocean Station in the North Atlantic. CG Air Station Argentinia put up a

PBY but with the severe westerly winds the plane returned shortly after being airborne. Didn't matter... the *CGC Bibb* radioed in that they were handling the rescue. Philips Taylor was the engineer on the *Bibb's* motor lifeboat which towed the *Bibb's* 40-man liferaft to and from the downed sea plane, saving all 69 without serious injury. Taylor had engine trouble but rectified the situation and kept the small boat operating. Taylor subsequently received the Silver Life Saving Medal. The scholarship was sponsored by Taylor's daughter Kristen and her husband.

Baker Herbert

Editor's Note: *A Thank You letter recently received from Matthew Morelock read as follows:*

"To all members of the Coast Guard Combat Veterans Association,

I would like to thank the Association for their support in helping me achieve my college goals. Thanks to the support of the CGCVA — Philips Van Campen Taylor Scholarship, I will begin my college career September 24th at The Ohio State University where I am planning to major in industrial and systems engineering. Specifically, I would like to thank Association President Mr. Paul C. Scotti and Mr. Baker Herbert, whom I met this past July. I thank you all very much."

CG Foundation Scholarship Helps Widow Help Vets:

When her husband, Nathan, was killed while serving with the Coast Guard in Iraq four years ago, Pattie Bruckenthal was home in Seattle, awaiting both him and the birth of their first child.

A daughter, Natalie Harper Bruckenthal — her name

chosen before his death by her dad for him and a writer he liked, Harper Lee — arrived in the world seven months later, destined to know her dad through the memories of his family and friends and the example of her mom.

Pattie Bruckenthal, then 24, eventually left Seattle, motivated to do something in the spirit of her husband. She wanted to become a nurse, hoping one day to

help comfort and heal injured veterans at Walter Reed Army Medical Center in Washington, D.C.

Bruckenthal's dream drew closer to reality when the nonprofit Coast Guard Foundation awarded her a full scholarship to George Mason University during ceremonies at the fourth annual "Tribute to the Coast Guard" in the nation's capital. She said she had received funds



The CGCVA-Philips Van Campen Taylor Memorial Scholarship Award, in the amount of \$1000, was presented to Matthew Morelock (center) on 7 July by CGCVA National Secretary Baker Herbert (right). On the left is Matthew's maternal grandfather, LCDR William E. Fort, USCG (Ret.), a CGCVA life member. Congratulations Matt!

from other sources to start her studies two years ago but the scholarship will allow her to attend classes and tend to her daughter's needs. She is slated to graduate in 2010.

"The war may have taken Nathan from us, but it didn't take away my yearning to help others. I really want to give back to the wounded soldiers," said Bruckenthal, now living with her daughter in Ashburn, Va.

Although Pattie Bruckenthal initially was unhappy after moving, overwhelmed by the many monuments to war dead at Arlington National Cemetery and around Washington, D.C., she is now comfortable there, Bullock said. "It's amazing how somebody you don't even know would extend their hand and help somebody else out," Bruckenthal said. "That, I believe, is a true American," she said.

"The realization hit me — like probably so many other wives whose husbands are serving — that life can change on a dime. One minute I was a happy wife with a husband who loved serving his country in the Coast Guard; the next I was a widow with a newborn. And yet I knew that somehow I had to continue on, to play things forward, if you will," she said.

The Coast Guard Foundation provides various programs and projects to the 47,000 members of the Coast Guard and their families. Bruckenthal is one of two recipients this year of a "Fallen Heroes Scholarship" created specifically for families of Coast Guard personnel who die in the line of duty.

Bruckenthal's husband, Petty Officer Third Class Nathan Bruckenthal, 24, became the first Coast Guardsman killed in combat since the Vietnam War. He died April 24, 2004, stopping a waterborne suicide terrorist attack on two oil wells off Basra, Iraq.

Bruckenthal, on his second deployment to Iraq, and two Navy sailors on a tactical law enforcement team intercepted a dhow — a sailing ship common in those waters — headed for the oil wells. The three died as they prepared to board, and explosives in the dhow were detonated.

Mike Barber
(Seattle Post Intelligencer)



Coast Guard Combat Action Ribbon

On 16 July 2008, The Secretary of Homeland Security approved the establishment of the Coast Guard Combat Action Ribbon (CAR). This will be awarded to members of the Coast Guard in the grade of captain and junior who have actively participated in ground or maritime combat.

The CAR is an individual service award. Its principal eligibility criterion is satisfactory performance under enemy fire while actively participating in a ground or maritime engagement. Neither service in a combat area nor being awarded the Purple Heart Medal or a combat award/badge from another service automatically makes a service member eligible for the CAR. The CAR will not be awarded to personnel for aerial combat, however, a pilot or crewmember forced to escape or evade, after being forced down, may be eligible for the award. The Commandant determines which operations meet the criteria for this award.

Personnel who earned the Navy Combat Action Ribbon, Army Combat Infantryman/Medical Badge, or Air Force Combat Action Medal while on duty with another service or as a prior service member, may be eligible to wear the CAR. In such situations, if the actions occurred on or after 1 May 1975, members must request authorization to be awarded the CAR. Requests will be routed through the member's commanding officer and addressed to Commandant (CG-1221). Requests must include a copy of the recommendation for the Army/Navy/Air Force award. Awards of the Navy Combat Action Ribbon for service prior to 1 May 1975 remain authorized for wear on the Coast Guard uniform and will not be considered for conversion to this award. Effective 1 January 2009, no award of the Navy Combat Action Ribbon, Army Combat Infantryman/Medical Action Badge or Air Force Combat Action Medal is authorized for wear on the Coast Guard uniform, even if previously authorized by waiver from CGHQ.

Additional information is contained in ALCOAST 361/08 and COMDTNOTE 1650. Direct questions to **Mr. Gable** at (202) 475-5385, **CWO Hughes** at (202) 475-5384, or **Ms. Day** at (202) 475-5386.

***Editor's Note:** LM Harry Imoto reported that after a period of over 37 years the USCGC Castle Rock (WHEC-383) has finally been approved for the Combat Action Ribbon. On December 21, 1971, the Castle Rock and Cook Inlet (moored stern to stern) were both attacked in Saigon from across the river. USCG HQ approved the Combat Action Ribbon for that date and it is included in the Medals and Awards Manual dated May 2008. Former crewmembers of the Castle Rock who served aboard at that time are entitled to join the CGCVA and we certainly hope you will.*

Former Coasties Feel the Love at Grand Haven's Coast Guard Festival

Four decades of emotional pain began to wear away for Larry Villareal as he listened to the cheers of spectators lining the streets of Grand Haven during Saturday's Coast Guard Festival Grand Parade.

"It was more than I ever envisioned. It was really fantastic," said Villareal, who served in the Coast Guard during the Vietnam War and was awarded a Silver Star for leading a daring rescue in 1969 of nine South Vietnamese soldiers pinned under heavy Viet Cong fire.

Saturday's reception was far different than the one Villareal received when he returned home from Vietnam.

"I didn't expect a brass band, but I didn't expect to be shunned," he said. "People took a wide berth around me when I walked through the terminal."

The welcome was warm in the Coast Guard City, where this annual festival honors the Guard, including active and former Coasties.

Villareal, 61, who lives near Metropolis, Ill., was among members of the Coast Guard Combat Veterans Association in Grand Haven with their spouses for the festival.

"We didn't expect this," said Virginia Lapham, of Quemado, N.M., whose husband, Taylor, also served in the Coast Guard in Vietnam. "This is amazing. It's such an enormous welcome to the Coast Guard."

Bill Boonstra, a member of the festival's board for more than 40 years, struggled to contain his emotions as he thought about the sacrifices people such as Villareal made to serve their country.

"This is what this is all about — it's all about the Coasties," said Boonstra, 78, as he listened to spectators applaud and cheer current and past Coast Guard members.

Coast Guard Chief of Staff VADM Clifford Pearson, the parade grand marshal, said he was impressed by the

community support for the festival.

"The relationship between the community and the Coast Guard is the best I've seen anywhere in the country," said Pearson, the third-highest ranking member of the Coast Guard.

Greg Chandler
The Grand Rapids Press



CGCVA "celebrities" in the parade included Treasurer Bill Rodd (left) and Taylor Lapham (above)



Silver Star recipient Larry Villarreal (above) and trustee Ernest "Swede" Johnson were among the CGCVA members who were honored in the Grand Haven Festival Parade



***Editor's Note:** A request to become a "Coast Guard City" needs to be approved by the Commandant and then approved by Congress. Grand Haven, MI. was the first city designated as a Coast Guard City (in 1998) but has been celebrating since 1924, making this the 84th anniversary of the founding of the Grand Haven Coast Guard Festival. In March of this year the city of Rockland, ME was designated as the 9th Coast Guard City. Other Cities are: Eureka, CA. (2000); Mobile, AL and Morgan City, LA. (2002); Wilmington, NC. (2003); Newport, OR. (2005); Alameda, CA. (2006); and Kodiak, AK (2007). Thanks to Jack Crowley for providing this information.*

Our 2008 Grand Haven Visit

My wife, Rose, her sister, Francine and I were fortunate enough to get together with Larry and Carol Villareal and Taylor and Ginny Lapham and decide to meet in Grand Haven for the annual Coast Guard festivities. Bill Boonstra and his wife, Ann, put together a welcoming for us that was beyond description. The best host and hostess anywhere! At the memorial service, Swede and Bev Johnson found us. Neither of us knew the other was coming so we had a representative crew of nine, plus Bill and Ann Boonstra.

The CGCVA presence was announced at the memorial, during the parade and at the fireworks. Larry was recognized at those times which made us all even more proud to be there representing CGCVA. We tried to do some recruiting and spread the good word.

Grand Haven really is Coast Guard City, USA. They went all out and the festival was great. Anyone who has the opportunity should really plan to attend

this event. I look forward to next year and the probability of going again. Our CGCVA nine, plus Bill and Ann agreed also.

Bill Ross

Scholarship

The Alaska Sea Services Scholarship annually awards up to four \$1,000 scholarships for undergraduate education to dependent children and spouses of Navy, Marine Corps, and Coast Guard personnel who legally claim Alaska as their state of residence. The application deadline is March 1, 2009 for the 2009 selection board, which convenes in April 2009. To request an application, visit the Navy League website or send a self-addressed, stamped envelope to Navy League Foundation, 2300 Wilson Boulevard, Suite 200, Arlington, VA 22201.

New CG Museum Exhibit in Seattle

CDR Raymond J. Evans, USCG (Ret.) had a pair of pre-World War II 12-gauge Very Pistols at home that came from the armory at Port Security Command Houston (no longer on the books). Manufactured by Remington Arms, Bridgeport Works in Bridgeport, CT, these pistols were standard equipment on USCG and other marine vessels. The emergency flare pistols fired red, green, or white flares to an altitude of 100 feet or more. When WWII began, the metal pistols, similar to the ones used by CDR Evans on the *CGC Spencer*, were replaced with plastic guns of a different design.



Pre-WWII Very Pistols in display case.

CDR Evans bought the display case, altered it to have a hinged lid and added a solid wood base to hold screws. He mounted the pistols in the case and presented it to CAPT Glen Davis, USCG (Ret.), curator of the USCG Museum in Seattle, who now has them on display.

Gettysburg Memorial Day Ceremony

For the past 141 years, ever since President

Abraham Lincoln spoke at the battle ground at Gettysburg, PA, there has been a Memorial Day ceremony at that national cemetery. The event normally features a flag-rank keynote speaker and this year, for the first time, it was a USCG officer. Former Commandant ADM Paul A. Yost, a CGCVA member and Silver Star recipient, provided the address and I asked him to describe the experience.

ADM Yost said, "I thought it a wonderful opportunity to highlight our Service's military contribution to this



CGCVA and Marine Corps League members pose with new USCG Cape May Recruit Center Commanding Officer, CAPT Cari B. Thomas, following a recent recruit graduation ceremony. (L to R are Mike Burton, Terry Lee, Don McDevitt, Bill Donohue, CAPT Thomas, Dick Ernst, and CGCVA PNP Jack Campbell. Both the CGCVA and Marine Corps League make presentations to graduating recruits each week.

country and to freedom, a contribution that has been made in every war since 1790. There was a large audience complemented by two bus loads of wounded veterans from the Walter Reed Army Medical Center seated in the front row. These were young soldiers and Marines, men and women, some of whom had left arms and legs in Iraq. As I contemplated these young Americans, I knew what Lincoln had meant when he said, 'We cannot dedicate, we cannot consecrate, we cannot hallow this ground...'"

ADM Yost is an Academy classmate of mine and it was an honor to hear him at this solemn ceremony.

CAPT Robert A. Moss, USCG (Ret.)

USCG Personnel to Train and Serve With U.S. Naval Special Warfare (SEALS)

ALCOAST 367/08 announced that Coast Guard Commandant ADM Thad Allen recently signed a Memorandum of Understanding (MOA) with the U.S. Navy and the U.S. Special Operations Command that will allow USCG personnel to train and serve in the Navy's

Special Warfare community, specifically as U.S. Navy SEALs. This program will provide USCG personnel the opportunity to gain experience in the planning, training and execution of Special Operations.

The SEAL qualification training program includes basic underwater demolitions and can last 18-24 months. Upon completion, successful candidates will be designated as SEALs and assigned to a Naval Special Warfare SEAL Team for a total of 5-7 years, which could include 3-5 operational deployments.

***Editor's Note:** The Coast Guard plans to send four people to SEAL training each year, two enlisted and two officers. They will train as elite commandos for the first time in the Navy SEALs' 46-year history. Coast Guardsmen will be allowed to try out for the elite team of special operators but before the SEAL training begins, hopefuls first have to make it through the Coast Guard's screening process. If four Coast Guardsmen successfully complete the training each year for seven years, there will be 28 Coast Guardsmen highly trained in special operations who can return to leadership positions within the Coast Guard. Historically, fewer than half of those who enter the program become SEALs.*

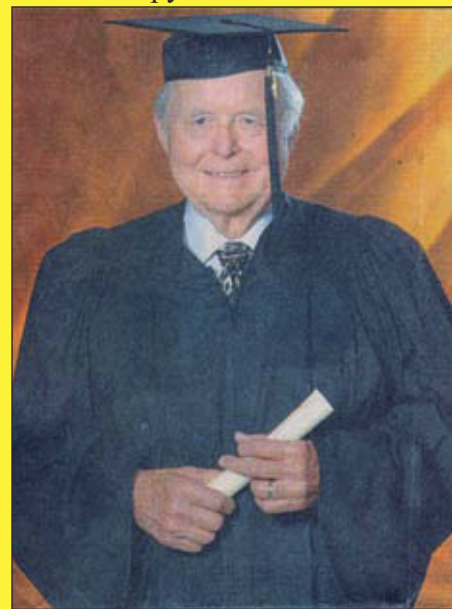


Jim Herral in WWII

Through all those years, something nagged at him. "I felt sad I didn't have a diploma," he said. "My heart ached for it." This spring, after 65 years, Herral finally got his heart's desire. During a GED graduation ceremony on May 30th at Capitol High School, Jim walked across the stage in a cap and gown and received the ceremonial degree. "It was the highlight of my life," he said. Congratulations Jim! Sandy Wells, West Virginia Gazette

Six Decades Later, WWII Veteran Receives Diploma

CGCVA member Jim Herral was supposed to graduate from East Bank High School in 1943 but, like many young men of his day, he left high school to fight a war. Herral, now 84, grew up in Crown Hill, a small coal-mining town in the Upper Kanawha Valley. Too young to enter the military in January 1942, he worked in a shipyard in Norfolk until November when the draft age dropped to 18, then hitchhiked to Charleston and enlisted in the Coast Guard. He served in the turbulent North Atlantic, where German subs sank an average of one U.S. ship every day. He also served with amphibious forces in the South Pacific during the main landing at Okinawa.



Jim Herral in 2008 at his high school graduation ceremony

COAST GUARD COMBAT VETERANS ASSOCIATION

REUNION/CONVENTION REGISTRATION FORM

26-31 April 2009
Atlantis Casino Resort Spa-Reno
3800 Virginia Street
Reno, Nevada 89502
(800) 723-6500

Room Rates: Single or double occupancy \$89.00 plus 12% tax (current). An energy surcharge will be in effect during periods of dramatically increased costs of energy. A surcharge of \$3.00 per room, per night will be charged to all hotel guests. Suites must be arranged through Bob Maxwell at (530) 335-3876.

PLEASE BOOK YOUR ROOM DIRECTLY WITH THE HOTEL

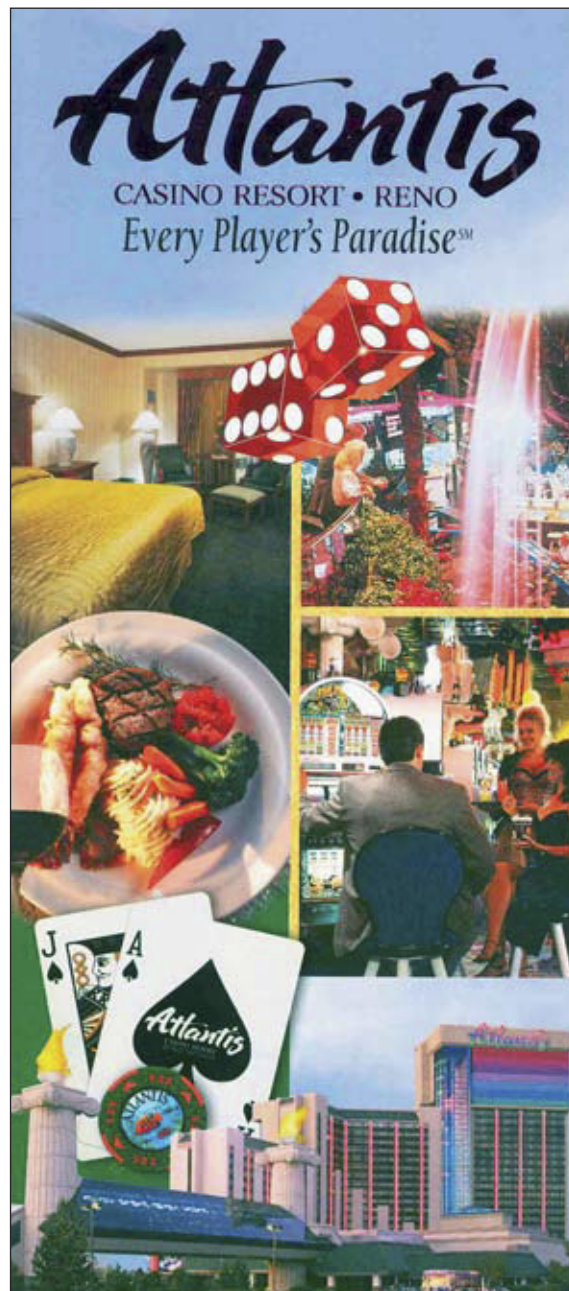
(Be sure to let them know you are with CGCVA)

There are NO early or late rates, only the days of the convention. Cut-off date for getting the CGCVA rate is March 26, 2009.

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

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

(Please type or print clearly)



Name: _____

Address: _____

City/State/Zip Code: _____

Phone: _____

Arrival Date/Time: _____

Name of Guest/Spouse: _____

Name(s) to appear on Badge(s): _____

Registration/Tour/Lunch/Banquet Reservation Form

CGCVA REGISTRATION

EARLY: Received by 26 March 2009
\$20.00 per person or \$32.50 Couple

LATE: Received after 26 March 2009
\$25.00 per person or \$37.50 Couple

Registration Fee : Single: _____ Couple: _____ Total: _____

TOURS/LUNCH/BANQUET	COST	HOW MANY
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<u>Tuesday, April 28th</u> Bus trip to Virginia City departing hotel at 9 a.m. and returning by 2 p.m.	\$25.00 ea.	X _____ = _____
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<u>Wednesday, April 29th 11:30 a.m.</u> CGCVA Business Meeting/Lunch (Add \$5.00 after 26 March 2009)	\$22.50 ea.	X _____ = _____
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<u>Wednesday, April 29th 11:30 a.m.</u> CGCVA Auxiliary Friendship Lunch (Add \$5.00 after 26 March 2009)	\$22.50 ea.	X _____ = _____
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<u>Thursday, April 30th</u> Cocktail Hour 6-7 p.m. (Cash Bar) Awards Banquet 7 p.m. (Add \$10.00 after 26 March 2009)	\$40.00 ea.	X _____ = _____
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POULTRY: _____ **BEEF:** _____ *(Note: If you have dietary requirements, advise Bob Maxwell upon arrival)*

82-Footer Raffle Tickets (see details below and on page 3)
 \$5.00 ea. or 6 for \$20.00 **NO. OF TICKETS:** _____ **TOTAL COST:** _____

TOTAL AMOUNT ENCLOSED FOR ABOVE ITEMS: _____



**(PLEASE MAKE ALL CHECKS PAYABLE TO:
CGCOMVETS)**

A 1/32 scale 82'er model (30" long, 16" tall with a beam of 5.25", constructed of hard wood with brass, zinc or poly resin parts will be raffled off at the Thursday evening Awards Banquet. Advance tickets may be ordered now so, if interested, please indicate number of tickets desired and total cost above.

COAST GUARD COMBAT VETERANS ASSOCIATION

REUNION/CONVENTION ITINERARY



26-31 April 2009

Atlantis Casino Resort Spa-Reno
Reno, Nevada 89502

Sunday, 26 April

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

Monday, 27 April

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

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

Tuesday, 28 April

8:45 - 9 a.m. — Load bus for Wild West Tour in Virginia City, NV. Bus departs hotel at 9 a.m. and returns by 2 p.m. (DO NOT FORGET YOUR TOUR TICKETS)

Wednesday, 29 April

9:30 a.m. — Hospitality Room & Registration/Information Desk Open until 11 a.m.

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

Thursday, 30 April

9:30 a.m. — Hospitality Room & Info Desk open until 6 p.m.

6 p.m. — Cocktail Hour (Cash Bar)

7 p.m. — Awards Banquet. Hospitality Room will reopen after Banquet.

Friday, 1 May

Departure

(Note: Upon your arrival at the Atlantis Casino Resort, be sure to check the times of the events and tours as they are subject to change)



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 your name tag is worn 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 you want a separate meeting room and luncheon for your group, contact Bob Maxwell at (530) 335-3876 or his fax number at (530) 335-3304. **Please accomplish this prior to your arrival at the Atlantis to give Bob time to accomplish your request.**

All attendees that require Handicapped Accommodations must notify the hotel when registering. R/V parking is available for self-contained units at a nominal fee. Check with the hotel about this because you must register with them.

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 CGCVA Convention. If we have overlooked anything, please let us know what it is. At this reunion, **there are no rates for early arrivals or late departures.**

Refund Policy: Requests for refunds of all payments will be honored for compelling reasons if they are received by **26 March 2009.** Refund requests after that date will be honored after the convention, subject to the availability of funds, after all convention expenses are paid. **Registration fees are not refundable** due to the fact that the monies have already been spent for necessary convention items. **All other refund requests are subject to a \$25.00 administrative fee. Please be advised that when we pay the bills based on the registrations received, we cannot refund the monies as they have already been spent whether or not you show up.**

VIRGINIA CITY TOUR

“Relive the Old West... Be a Pioneer for a Day!” Ascending from the Truckee Meadows, your Reno Ambassador will set the mood for the day by sharing the history of the Great Bonanza Trail and the gold seekers who blazed the first trails for the white man into the area.

Virginia City, once the richest place on earth! Guests will hear the many “rags to riches” and “riches to rags” tales that surround Virginia City. The silver and gold discoveries had tremendous impact on the entire country as evidenced by Nevada being made a state because the Union needed Virginia City’s riches to finance their Civil War effort.

After arriving, you’ll be escorted through the town — see historic mines, the old red light district and the mansions built by the mine owners and supervisors. Browse the old-time shops and see such things as the Suicide Table at the Delta Saloon or just stroll the boardwalk imagining what it was like back in the Old West.

While you and other guests may not write a book about the region, everyone will certainly bring back memories to last a lifetime. The Reno Ambassador will be with the group throughout the tour, not only to share their knowledge of the area, but to ensure that all the activities run smoothly and that we have someone along to answer questions and make sure that a “good time is had by all.”

(continued from page 1)

Congresswoman Rosa DeLauro, and CAPT Daniel Ronan in cutting the ribbon that officially opened the Walsh Building for operations.

The ribbon-cutting festivities began the previous day for the Walsh family when they were welcomed to the Sector for a personal tour and were given the opportunity to interact with those who would be working in the building. Stories about CAPT Walsh were plentiful, as his WWII and whaling exploits were recounted along with more personal recollections from his wife and children. On the morning of the ribbon-cutting, the Walsh family presented SLIS with a bayonet that CAPT Walsh captured from a German soldier and, in



New York Congresswoman Rosa DeLauro addresses the crowd.



Coast Guard Commandant ADM Thad Allen makes keynote remarks at the building dedication ceremony.

turn, they received mementos from the new building including a brick, photo collages, and a specially designed command coin featuring CAPT Walsh's image.

For ADM Allen, the ability to participate in the ribbon-cutting was a chance to look back at a historic moment in Coast Guard history as well as a chance to look back into his own history. During his tenure as a previous commanding officer of (then) Group/Marine Safety Office Long Island Sound, he was involved in the initial planning stages of what would eventually become the 33,000 square foot Walsh Sector Command Building. The building houses the Command Suite; the Logistics, Prevention, and Response departments; an upgraded galley; a Port Partners office to facilitate enhanced inter-agency operability; and a continuously monitored Command Center.

It also affords the Sector expanded berthing capabilities that can be quickly converted to accommodate additional personnel in the event of a large scale incident. In addition to the “bricks and mortar” ADM Allen highlighted during his talk, the Walsh Building also features advanced technology to assist with the national security and lifesaving missions of the Coast Guard. One such advancement is the implementation of Rescue 21, which eliminates coastal communication gaps and improves direction-finding equipment to help boaters in distress.

Facilities and equipment such as these left no doubt about how the new building would lead the Sector into the future. It also became a valuable opportunity to look at the distinguished history of the Coast Guard and to honor those who have helped shape the organization into the



Coast Guard combat veterans attending the ceremony.

multi-faceted Armed Service that it is today. One means of acknowledging this was accomplished through a pictorial depiction of historical Coast Guard missions spanning the two main passageways. Coast Guard involvement in various lifesaving missions, as well as during Vietnam, World War II, and Prohibition are featured.

Choosing to name the building after Captain Walsh proved to be an easy decision, and one that was greatly rewarded, as it served to educate a new generation about the heroic actions that occurred in Cherbourg. This heroism was not just appreciated by those in uniform, but by everyone who heard the story. After hearing it, one of Captain Walsh's great grandsons walked down the passageway past a tribute to his great grandfather hung next to a portrait of Douglas Munro and his eyes grew large with excitement. He said that he had no idea that his great-grandfather was "so famous".

ENS Jennifer D. Osetek, USCGR

***Editor's Note:** Thanks to ENS Osetek for the article and to PA3 Annie Berlin and PA3 Gina Ruoti for the photographs of the building dedication. Also thanks to PNP Joe Kleinpeter and CGCVA members Vince Anthony, Dick Jones, Moe Steinberg, John Bakowski, Paul Larkin, and George Mooring who attended the ceremony.*

To get a better understanding of the wartime operations that CAPT Walsh was involved in, a story he penned and gave to the Coast Guard Historian's Office is provided, starting on the following page.



(Above) The official party with Mrs. Walsh by the plaque outside the CAPT Quentin R. Walsh Building.

(Left) ADM Allen with the extended Walsh Family inside the new SLIS Sector Command Building.



(Above) CGCVA Past National President Joe Kleinpeter presents Mrs. Walsh with a copy of the USCG Academy magazine from the year that CAPT Walsh entered the Academy.

(Left) Mrs Walsh with a keepsake from the dedication.



February 2007 — Site for the Sector Long Island Sound Command Building is cleared and construction begins.



August 2007



May 2008

*Memoirs of a “BIGOT”
Operation Overlord Phase Neptune
Normandy 1944*

by CAPT Quentin R. Walsh, USCG (Ret.)

I was ordered to the staff of Commander, U.S. Naval Forces Europe (COMNAVEU), Grosvenor Square, London, England in September 1943 and subsequently posted to the staff of Commander, Advanced Bases, CAPT Norman Ives, USN. Advanced Bases were the ports contemplated for capture and operation by the Allies in Normandy and Brittany.

To be a “BIGOT” I was subjected to a process called “Positive Vetting”, a deep and detailed security check by British and American Intelligence on all personnel handling the key secrets of “Neptune,” code name for the invasion of Normandy, the assault phase of “Operation Overlord.”

Two important aspects of the invasion should be remembered: First, the name of the game was Cherbourg. We had to capture, clear and operate a deep water port to stay ashore. Monthly storms are common in the English Channel so fair weather seldom lasts more than a few days. Second, an

amphibious operation cannot be allowed to bog down — momentum must be maintained. Being a “BIGOT” I actively participated in the planning of Mulberry, Gooseberries, Pluto, Rankin Case “C”, and Quiberon Bay.

Mulberry — A Gibraltar-sized artificial port capable of handling 12,000 tons of equipment each day as it moved up and down with the tide while connected to the beach by articulated pontoon piers that carried traffic to the beach. It took eight months at a cost of millions of dollars to build, and hundreds of tugs to tow its massive sections for assembling at Omaha Beach. The Army insisted it was necessary before Neptune was launched unless we captured a major port within a few days and Cherbourg was too strongly defended to be captured at once. I was involved in the numerous towing problems. This was one of the most top secret plans. Any person with knowledge of it could not leave England until after the invasion.

Gooseberries — Over 70 ships were sunk in about three fathoms of water parallel to the shore to provide sheltered waters for landing and other craft at the beaches.

Pluto — Pipeline under the ocean was a three-inch welded steel pipe welded into continuous runs 30 miles in length and

rolled onto huge floating drums for laying by tug boats. Fuel landed at Liverpool, England by tanker could be pumped to channel pumping stations on the Isle of Wight and then piped to depots at Cherbourg.

Rankin Case “C” — A plan predicated on surrender of German forces in France to the Allies with a landing at LaHavre without German resistance. We would land at LaHavre and race for Berlin. GEN Clarence Heubner represented our Army and presided over the planning sessions from 0800-1700 daily in an old fort near Portsmouth. CAPT Norman Ives and I represented the U.S. Navy.

ADM Sir Philip Vian, R.N., represented the British and was responsible for the Cross Channel Operation. Our Air Force was represented as well. About 20 officers worked Monday-Wednesday, then reviewed and critiqued the plan on Thursday. Rankin was approved after our return to London. Thereafter, a curtain dropped on it. Few officers read the plan or were aware it existed. I have never met anyone who ever heard of it.

Did supporters of the Morgenthau Plan, which would have reduced Germany to an agricultural society, combine with the Russians in blocking implementation of Rankin, and seek Germany’s destruction via the policy of unconditional surrender? Did Harold “Kim” Philby, a high-ranking member of British Intelligence, who turned out to be a Russian spy, safeguard the Kremlin’s future interest in Germany?

When the planning concluded, Ives and I were invited by the British admiral in command at Portsmouth to have lunch with him in ADM Nelson’s cabin aboard *Victory*, Nelson’s flagship in the 1805 Battle of Trafalgar. I felt honored by the occasion.

Quiberon Bay — In planning for Overlord, it was assumed that our Army would need additional ports but some of them were too small and a grand scheme for a military port of entry in Quiberon Bay was planned. However, it was not necessary after successive German defeats on the beaches, the breakthrough at Avranches, and culminating in the Falaise pocket.

The Normandy planning, for all its intent and purposes, was completed about the end of January 1944. Then I was ordered by ADM John Wilkes, USN (the future Commander of U.S. Navy Bases and Forts, France), to organize, train and command a U.S. Navy reconnaissance unit to enter Cherbourg with our Army in order to make an initial report to our Navy of the port damage by the Germans, obtain information on the mine fields in the harbor and establish a U.S. Navy headquarters.



“Mulberry’s” used at beaches during the Normandy Invasion. After serving their initial purpose of getting heavy equipment ashore, they were later ravaged by severe storms along the French coastline and abandoned.

I arrived at Base 2, Roseneath, Scotland in April 1944 and selected 52 men from 300 volunteers, all I was allowed by the Army. At my request, 10 officers and men from the 28th Infantry Division were provided to train us in reconnaissance operations from 0600-2200 daily, six days a week. The live ammunition course was the only one omitted. Most of the training was in the Loch Lomond area. Base 2 provided logistic support and training facilities. I ran a tight ship. The tougher the training would make it easier to solve future situations.

Arriving in southern England, I reported to ADM Don Moon, USN, in command of Assault Force “U”, Utah Beach and then to GEN Lawton J. Collins, 7th Corps, U.S. Army at Breamore. I told him I was going to carry out the reconnaissance of Cherbourg for the Navy. Collins ordered me to land over Utah Beach on D+4 because he planned to capture Cherbourg D+20 instead of D+6 since more German divisions had arrived at Normandy. I was to report to his headquarters later in Normandy and ordered not to carry any written orders, operational plans, no diary and no cameras. In my book Collins was one of our excellent, outstanding generals. With all his responsibilities he gave me at least 30 minutes of his time and had a staff member show me a wall map of the German forces in Normandy.

In the marshalling area I briefed my outfit for the first time on their mission and objective — Cherbourg. Then we water-proofed our vehicles and shifted into wax-impregnated outer garments for defense against possible gas attack. We were in these clothes until after Cherbourg was captured and we got soaking wet going over the beach. As a result, it was like walking around in a steam bath all day when the weather was warm but like an ice pack at night or when the weather was cloudy and cold, which was most of the time.

The *James A. Farwell*, a Liberty Ship, carried us and about 500 others to Utah Beach, where we landed on 9 June at LaMadeleine. The Germans were shelling the area. While assembling near St. Marie Du Mont, a German air raid bombed us with anti-personnel bombs. The pellets went through our jeep tire rims and we had six men wounded, with four being evacuated to England. We reported to the 7th Corps near St. Mere Eglise and went into Cherbourg with the 79th Division by going over the top of the heavily fortified Fort Du Roule about 0600 on 26 June. Then we were in the street fighting until

1900 when we reached the waterfront. Then I sent my first message to the Navy chain of command on what we could see at the time of the damage done by the Germans.

I was the Senior Officer Present for the U.S. Navy in Cherbourg from 26-29 June when I was relieved by CAPT Ives.

German GEN Karl Von Schlieben and ADM Theodor Krancke, in command at Cherbourg, surrendered only themselves and their staffs so pockets of German resistance continued. The last fort did not surrender until 29 June and Cherbourg was not a safe city until 1 July 1944.

With a heavily-armed unit, I cleaned out the last resistance in the Cherbourg Arsenal area by sheer fire power with Thompson sub-machine guns, hand grenades and bazookas. We took hundreds of prisoners, then captured Fort De Homet, liberating 52 American paratroopers who were prisoners there. We established a U.S. Navy headquarters and interrogated free French, slave laborers and German prisoners to obtain information on the German mine fields in the harbor. This informa-

tion was plotted on a harbor chart and sailed by small boat out to our mine sweepers outside the harbor.

ADM John Wilkes, USN, commander of U.S. Ports and Bases, France, arrived with his staff on 15 July and I briefed him in detail on the harbor and city.

I was then assigned as Assistant Port Director under COMO Barton from 15 July to 2 August, at which time I was ordered to carry out the reconnaissance of Brittany.

CAPT Norman Ives had been ordered to carry out the reconnaissance of Brittany but on 2 August his command was ambushed by

about 600 Germans. Ives and 16 other men were killed and a large number of the unit wounded. The survivors were rescued by the Army.

On 2 August, I was directed to reassemble my original reconnaissance party, and, augmented by an additional 350 men, ordered to carry out the reconnaissance of Brittany ports, including Brest. We departed Cherbourg 6 August. I reported to GEN Troy H. Middleton, 8th Corps, of GEN Patton's Third Army near St. Malo, Brittany, and entered St. Malo the day it was captured, then went off to Roscoff, Morlaix and Carantec, keeping ADM Wilkes informed.

I was outside Brest when ordered on 8 September to report to the commanding general, First Canadian Army and carry out the reconnaissance of LeHavre. I moved 400 men with their vehicles and equipment from near Brest to Cerlangue, just east of LaHavre, in 48 hours. The British bombed the port for about two hours while infantry and tanks attacked on 10 September. LaHavre surrendered two days later but thousands of Frenchmen were killed, many in air raid shelters. The port was devastated — it was nothing but rubble and the streets could not be located. The French blamed the Americans because we were going to operate the port. ADM Wilkes was informed about the mine fields, possible channels and that the Germans had systematically destroyed the port.

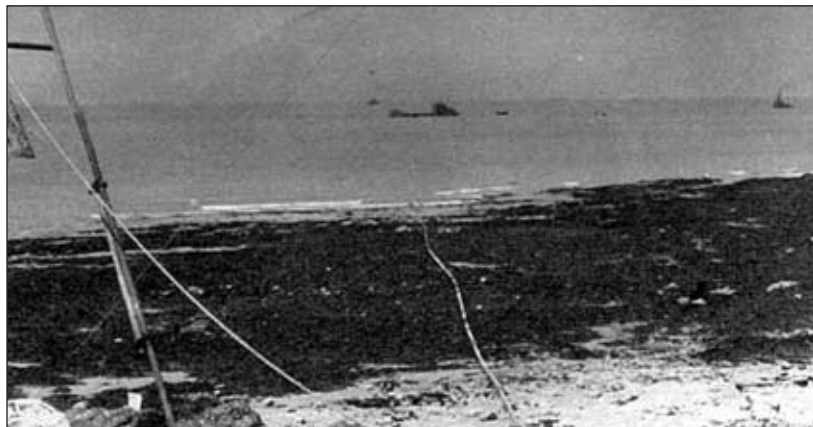
On 17 September 1944, I was relieved as USN Senior Officer Present by CAPT S. F. Arnold, USN. By this time, the chest condition which had bothered me since July became more aggravated. Previously, I had been hospitalized in an Army hospital in London for two weeks in December 1943 with viral pneumonia in both lungs.

Arriving Cherbourg, I was hospitalized for a week, then flown to London as a single passenger in a small Army plane.

I returned to the U.S. in October 1944 on orders from



An abandoned section of a Mulberry.



“Pluto” pipeline used to pump fuel under the Channel to allied ships.

the Coast Guard Commandant, even though COMNAVEU had already anticipated I would be in a planning section about assigning our Navy's landing craft for crossing the Rhine River in Germany.

My original Task Unit suffered 25-percent casualties — three killed and 10 wounded. Our food rations, supplies and equipment came from Army units to which we were attached.

Normandy was a bloodbath and Cherbourg was a slaughter house. We should always remember the remark of GEN Sir Frederick Morgan, one of the Neptune planners, who said, "It was going to be close run thing, a damned close run thing — the closest run thing you ever saw in your life." And it was!

I had several interesting experiences with the French people. Enroute to Cherbourg, I returned to our bivouac near St. Mere Eglise one morning to find three Frenchmen complaining

that American paratroopers had killed some of their sheep for food. Each of the Frenchman had three German horses on halters. The German Army had thousands of horses in Normandy which were each branded on their neck or flank for identification. I told the Frenchmen to take their complaints to our military government unit at Utah Beach. As they started to leave I told them to leave the nine horses with us since they had been German property and now all such property belonged to the United States. They talked among themselves for a minute then asked me to forget about the horses and they would forget about the sheep.

If you face Napoleon's statue in Place Napoleon, Cherbourg, and point left you will find a waterfront street on which I took over several buildings for our USN headquarters. A Frenchman and his wife lived on the ground floor of one of the buildings where he repaired German cars and trucks. He was told to leave and why but 48 hours later he was still there, belligerently refusing to leave. He was accused of being a German collaborator because he had worked for the Germans. He was ejected with his household goods and his screaming wife. Two days later I received a request from one of our military government representatives to find him a large work space in Cherbourg so he could continue to repair cars. I paid no attention to the request because the French were using cars that had not been run for years and they were breaking down, blocking roads. To keep roads open, our Army had to pick them up and put them in adjacent fields.

Another officer and I were driving into LaHavre about daylight from my headquarters when we met an old man with a sack slung over his shoulder. We stopped and said, "Good morning grandpere." He came over to the jeep and said, "You destroy my home, my business, my city. You kill my family, my friends and my people and now you say "Good morning" to me." With that, he spat on the jeep and trudged off.

I Am Dume:

A bittersweet tribute to the beloved twenty-six 82-foot WPBs of Coast Guard Squadron One in the Vietnam War

I hope they come soon. And yet, I don't want them to see me like this — broken and decaying — a playground for rats. My insides are ruined from the rains that spill through the fractured bridge windows and rusted cracks of my deckhouse.

When they gave me to South Vietnam I went into a deep depression. Then came "The Fall" and the North Vietnam invaders took me away with them. They tried to use me but I wouldn't cooperate. In storms I'd pitch and roll with such violence that no one could stay on their feet. When they needed an increase in speed at critical times I would stop my engines. Finally, they gave up and shoved me into an obscure backwater where they stripped me of whatever they thought they could use — guns,

ammunition, radios, and even the seat cushions from the mess deck. Now, all I had to do is hang on until they come for me. I know they're coming. We were so close. They cared for me with much affection and I responded with unfailing endurance. I know they won't forsake me. I will always be United States Coast Guard. We look after our own. We are a family.

What was that noise? Something just gave way. I hope they come soon, I don't know how much longer I can hold on. At least while I wait I have the memories...

When I was commissioned on November 1, 1961 my white superstructure and hull gleamed with the purity of newness. Colorful pennants dressed my mast and staffs. The crew, smartly attired in dress uniform, marched aboard to the music of "Semper Paratus." What a grand day! I was the center of attraction. Dependents and guests oohed and aahed at my many features, such as the cushy oversized helmsman chair, the bus steering wheel helm, and nifty twin throttles for my two propellers. There I was 82 feet, 10 inches, of Coast Guard-made pride.



Coast Guard 82-footers departing Subic Bay.

Fire Island was a happy assignment. Moms, dads, and kids waved from their boats when I sailed past. Crews of disabled fishing boats cheered when I came over the horizon. The Coast Guard didn't know how well we'd hold up in wild seas until one of my cousins in North Carolina showed them. In thirty-five-knot winds and twenty-foot seas it broached entering a river. For twenty breath-holding seconds it lay on its side—and then snapped upright.

We didn't have names back then. I was simply *WPB 82325*. However, in January 1964 we were named for points of land. I was so proud when they painted Point Dume on my stern. It looked Frenchish and I thought that it was regally pronounced Du-may. To my fright, however, I heard it pronounced Doom. Gladly though, bad happenings have not been my career norm.

Then one day we heard scuttlebutt that some of us would be going to war. How excited we became. We all wanted to go. We were young — two to five years old — and all dreamt of having our names put down in Coast Guard history books as valorous cutters. From the forty-four of us, twenty-six were chosen. We were outfitted for combat and transformed into little gunboats with five .50 caliber machine guns, an 81-mm mortar, various small arms, and lots of ammunition storage. Our crew expanded from eight to eleven men.

We were hoisted onto the decks of merchant ships and taken to Subic Bay in the Philippines. There we joined our crews to shakedown and get to know each other before sailing for South Vietnam. Ironically, it was eighty-two days from when it was announced to the public that Coast Guard 82-footers were entering the Vietnam War that I and seven of my cousins entered Danang following a four-day crossing from Subic Bay. Eleven days later another nine cousins arrived at An Thoi in the southern end of the country. Six and a half months later nine more cousins arrived at Cat Lo to patrol the area in between.

Our well-recognized white hulls were painted an ominous gray and we got down to business. It wasn't long before our naval superiors discovered that they could assign a WPB to any mission and expect successful results. The smaller boats the Navy had ordered for use in the rivers and canals to attack Viet Cong safe havens had not yet arrived, so, in the meantime, the Navy sent us in and the enemy sanctuaries were no longer safe. When a special operation on water was planned you can bet that my cousins and I were included. During monsoons when the sea turned nasty and chased the smaller Navy boats to port it was the WPB that stayed out on patrol taking a beating but enabling the mission to go on without interruption.



Captured trawler

Early on, the fighting reputation of the Coast Guard crews and my cousins became firmly established. A major infiltration problem was armed steel-hull North Vietnamese trawlers slipping into South Vietnam inlets to offload tons of munitions. None had been stopped until at night six weeks apart when *Point Grey* and *Point League* detected trawlers dashing for land. Knowing they were facing an enemy half again in size and that help was hours away, my cousins attacked anyway. When the battles ended one trawler was destroyed and one was captured...

Oh no, it's raining again. The water in my belly is making me list. Hang on *Dume*. Hang on. They'll be here soon...

I remember "Operation Beau Charger." My battle-tested crew and I were handpicked for this assignment off North Vietnam. Marines were landed to clear out the North Vietnamese army in and above the demilitarized zone. It was the task of my Navy Swift boat friend and me to stop any assault on our ships and to prevent supply movements. In doing this I had to be careful to avoid enemy shore artillery.

The harsh Battle-Stations alarm blared four times one night. The first time I dashed

into the beach after a junk. Under the light of my mortar illumination I saw three black-clad men jump into the water. My crew took them prisoner and destroyed their craft. Twenty minutes later I was pursuing a North Vietnamese Navy patrol boat. It was faster than I but it wanted to fight and we did. Over the dark water we swerved and snaked each trying to get an advantage over the other. Heavy machine guns clattered without stop as we each tried to make a kill. I saw rounds walking the sea aft to starboard and felt the pinching of nearly spent bullets. Then the enemy ran off. I wondered why. The



CGC Point Dume

answer came immediately. I had been pulled into range of the shore guns. Splashes of water shot up into the air around me. I got out of there — fast!

My crew and I got in a few hours rest before it was back to battle stations. I raced toward shore to check out contacts but before I got there I was ordered by a destroyer to turn around and investigate another one. I didn't find anything. I cruised easy for an hour until it was back into battle. A flotilla of supply junks was on the move toward Tiger Island. With all my lights out I slipped alongside them. They paddled in parade past me. I don't think they knew I was there. Some distance off to port I saw the glow of the spotlights of the Swift boat. It was boarding one of the junks. A bright flash followed by an explosion consumed the Swift. I thought my friend was gone. No more stealth. I ran among the junks hosing them with lethal machine-gun fire. Something bounced off my bow. The blast

knocked down the gun crew. Saved by their flak jackets they leapt back into action. Water spouts jumped up around me. I had gotten into range of the shore batteries again. It was time to leave but I couldn't move! My engines had shutdown. The chief engineman ran below to arouse them. Coming for me was a red tracer shell. It seemed to float in the sky as if knowing it had me lined up for the kill and wanted to give me time to contemplate my execution. The tracer winked out and I braced for the hit in the middle of my deck. If it was ever to be it wouldn't be this night. My engines growled to life and I skedaddled out of there a moment before the shell crashed down into the spot I had just left.

My Swift friend was okay, too. The junk crew had tossed a grenade at it but the Navy boys survived and quickly disposed of them...

Uh-oh. It's raining harder and the wind is picking up. Maybe there's a typhoon coming.

I often wonder what happened to the others. My good cousins *Orient*, *Ellis*, *Arden* and *Welcome*. Poor *Welcome* which suffered so much when our own Air Force, taking it for the enemy, strafed and bombed it. So severe was the damage that we were certain *Welcome* would be scrapped. But the love for us was so great that Coast Guardsmen were determined to get it back into action. The repairs were done and *Welcome* returned the favor by taking part in the destruction of a North Vietnamese trawler...

It wasn't all fighting. I had opportunities for my favorite mission — rescue. Like the time I pulled a pilot out of the sea after his plane was shot down. Then there was that bitter monsoon night when I had trouble keeping a bearing in deep

troughs and confused seas. Sensible vessels stay home in these weather conditions. However, Coast Guard cutters must be at sea when no one else should just in case we're needed. I was needed that night. A U.S. Army LCM moving men and cargo called for help. First, one of its crewmen fell overboard. Fortunately, he was recovered alive. Then the engines quit and it wouldn't be long before the sea dragged the landing craft under. I got a towline on it and pulled. I barely moved. Winds slapped me from side to side. Waves punched my bow with the methodical rhythm of a boxer trying to knock out a struggling opponent. But a cutter is built for endurance and I absorbed the punishment without flinching, knowing that if I succumbed men would drown. For hours I kept a strain on the LCM until a minesweeper reached me to take over the tow...

A cutter only comes to life when it has a crew. I remember every one of mine—Ratzlaff, Warren, Ledford. They kept the rust away, they kept me clean and they treated my engines with loving care. I know they're coming — Shinaver, Iverson, Albert...

Then came SCATTOR, a laughable acronym for Small Craft Assets, Training, and Turnover of Resources. In plain terms "The Twenty-Six" were being given away to the South Vietnamese Navy. Coast Guardsmen didn't like the idea. They knew that the Vietnamese navy was a stepchild in the military hierarchy, it was the army that held control and prestige. The navy was

steeped in low morale. The average sailor did not even like going to sea. My crew knew I wouldn't be well cared for and maintained in peak condition. They were right. On February 14, 1970, I was given away and renamed *Thuong Tien*...

The rain is worsening. I cannot see the shore. What's happening? I'm rising. The water's coming up. Crack! Crack! Crack! The mooring lines have snapped! Lindahl, Hoppe, Haydon... help!

It's getting darker. I'm weakening. All these years have wasted me. I can't hold on much longer, but I must — they'd want me to. Bachtell, Hennessy, Santos...

I miss you all. Rich, Silver, Murdock...

I know you'd come if you could.

Oh no, I'm sinking. Help me! Hampton, Fulcher, Fritz...

The water is over my deck. I am American. I am Coast Guard. Where are you McMillan, Elliott, Scotti?

I'm going down. I am *Dume*. I am *Du*.... **Paul C. Scotti**

Paul C. Scotti served in Vietnam from 1967 to 1968. He was assigned to Point Dume for ten and a half months; to Point Comfort, one month; and Point Welcome, one week. He is the author of "Coast Guard Action in Vietnam."



Damage on CGC Point Welcome

(continued from page 2)

Siege of Boston causing the British to flee the city.

The second is “The Making of the African Queen” by Katharine Hepburn. Published in 1987, I found it in the library. While I am not a fan of hers, I liked the movie and figured it would yield some behind-the-scenes insight. Her characteristic brashness makes for enjoyable reading, as she often speaks or acts without thinking. Women readers will empathize with the travails of being a woman on location in the jungle where simple matters of sanitation, dressing and washing hair become stressful issues, not to mention living in huts with crawling critters. Men will smile at the fact that everybody on the set came down with dysentery except Humphrey Bogart and director John Houston. The cause was “bottled” drinking water which was contaminated. Bogart and Huston had eschewed water for straight booze.

The third is “The Day Will Come” by Michael H. Brown. Its subtitle is “Answers to Your Questions about Mystics, Prophecies and Miracles.” The increase in the world of major natural disasters and violence of man-against-man make this book a read to seriously consider. The continual appearance of the Blessed Virgin since 1981 at Medjugorje is covered in depth. Millions of people, believers and non-believers, have journeyed to Medjugorje out of reverence or curiosity and have returned with their lives spiritually renewed. Whatever, you believe, if you read only one book the rest of your life, it should be this one.

Hey, It's Reunion Time

In less time than it takes to carry a baby to term our next Reunion/Convention will be in progress. I trust you have been saving up your money for the event. The fact that it is in Reno means that it is possible you will win enough money to pay for the trip. And if not, it will be fun anyway. Each Reunion/Convention marks its own space in time and is different than any before and any after. Each holds special moments that cannot be duplicated. Sadly, some who we had a good time with in Burlingame will not be in Reno because they have “crossed the bar.” That is a fact of each reunion. Between them, age and illness take their relentless toll. Some who attend this upcoming gathering will not be with us for the following one. So, truly, try to make these reunions, it may be the last time to joke and reminisce with one of your friends.

Enjoy life...it's an adventure!

Paul C. Scotti

VA Announces Online Claims Applications

The VA now will accept online applications from veterans, survivors, and other claimants filing initial applications for disability compensation, pension, education, and vocational rehabilitation and employment benefits without having to submit a signed paper copy of their application.

No claimant signature is required for initial online applications received through the Veterans Online Applications (VONAPP) website. This electronic application is sufficient authentication of the claimant's application for benefits. Normal development procedures and rules of evidence still apply to all VONAPP applications.

View a list of Frequently Asked Questions to learn more about VONAPP. Or, for more information about VA benefits, visit the VA's Web site at www.va.gov or call their toll-free number at (800) 827-1000.

Social Security Benefit

This isn't just for retirees, but also for anyone who served on active duty prior to January 2002. This benefit is not automatic, you must ask for it! Please share this with anyone who has had active duty service prior to January 2002 and is planning for retirement. In a nutshell, it boils down to this:

- You qualify for a higher social security payment for active duty served any time from 1940 through 2001, (the program ended in January 2002).
- Up to \$1200 per year of earnings credit may be credited at time of application.
- This can make a substantial difference in your social security monthly benefit payments upon retirement.

You must bring your DD-214 to the Social Security Office and you must ask for this benefit to receive it!

For details, go to the Social Security website: <http://www.ssa.gov/retire2/military.htm>.

Ever Wonder?

How important does a person have to be before they are considered assassinated instead of just murdered?

How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?

CGCVA Small Stores

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

CGCVA Golf Shirts. We haven't carried this item for over six months and it is not in our best interest to continue this item. Tom made many 25-mile trips to drop off orders and pick them up. Great job Tom... thanks!

PEWTER ITEMS

All with CGCVA logo. Key Chain: **\$7.00**. Notepad Holder: **\$23.00**. Calling Card Holder: **\$10.00**. Calling Card Case: **\$7.00**. Desk Clock: **\$25.00**.

CGCVA BASEBALL CAP

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

CHRISTMAS TREE ORNAMENTS

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

BOOKS

"Coast Guard Navy of WWII" by William Knight. **\$21.00**. "Coast Guard Action in Vietnam" by CGCVA member Paul Scotti **\$21.00**. "Coast Guard In World War One" by CGCVA member CAPT Alex Larzelere **\$32.00**. Coast Guard Combat Veterans, Turner Publishing **\$36.00**. "Always Ready - Today's U.S. Coast Guard" by Bonner and Bonner **\$16.00**. "The Coast Guard At War, Vietnam 1965-1975" by CAPT Alex Larzelere **\$42.00**. "A WWII Sailor's Journey" by T.J. Piemonte **\$12.00**.

CAP, CGCVA GARRISON

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

PATCHES (some shown here)

RONONE, CON-SON, ELD-Eagle, Market Time, and Squadron Three. Each one is **\$5.00**. Tonkin Gulf Yacht Club **\$6.00**.



Dear Readers,

I want to apologize for my mistake in the last *QD Log*. It seems my numbers stating U.S. service member deaths during President Clinton's and President Bush's terms were incorrect. It was not my intention to tout one president over another — I was trying to point out that the lives of many service members are lost even when we are not at war. It is so very sad when parents' and spouses' loved ones are in the military during wartime, and they do not return home. Although they pray for their safe return, they know there is a risk of never seeing them again when they are sent into battle. However, to me, it would be even worse for them (the ones waiting at home) during peacetime to receive an unexpected knock on the door with a report that their loved one will not be returning! Anyway, I am sorry for not making myself clearer and if you are curious, the actual casualty figures can be found in the Congressional Research Service (CRS) Report for Congress (order Code RL32492). This is the "American War and Military Operations Casualties: Lists and Statistics" (updated May 14, 2008).

Before you receive the next *QD Log*, we will have elected our next President. I want to impress upon everyone the importance of getting out to vote, even if you don't like either candidate. Please weigh the issues of each and make an educated decision regarding who you feel would be the best to lead our country.

Editor's Note: Two CGCVA members wrote complaining about the information in last issue's magazine under the Auxiliary News page. In my haste to get that magazine to press I failed to check the authenticity of the information through a source such as www.snopes.com so I also apologize if the material was found offensive or biased. I don't believe the information was skewed intentionally and I can attest that there is no place for debating politics, race, creed or religion in our Association's magazine.

A Reminder to CGCVA Auxiliary Members

Please remember that CGCVA Auxiliary dues are now \$15.00 for two years and pay them when due. Checks should be mailed to our Secretary, **Jane Maxwell**, at P.O. Box 2790, Burney, CA 96013.

Auxiliary Member Notes

By the way, Jane said the recent widespread fires in California came close to where she and Bob live but were contained before any reached them. However, she reports

they did receive considerable smoke which impacted their breathing. Thankfully they were more fortunate than a lot of other folks who lost their homes and all of their belongings. Bob and Jane will be leaving for Arizona at the end of September and remaining there for six months (they can't take the cold weather in Burney). So, here's hoping they enjoy every minute while in Arizona.

I spoke with our Vice President, **Rene O'Connell** and learned that she fell and broke a rib recently, so she's having trouble sleeping and is in a lot of pain. Her husband, Terry, said they got a 2-for-1 deal because he had to have an MRI and X-rays of his knee so, at the same time, Rene had X-rays of her chest which determined why she had been in such pain. Hope you both get relief soon. **Shirley**

From the Vice President

CGCVA President Paul Scotti and my husband Terry are both very excited about resurrecting the good memories of their Vietnam tours of duty by bringing the 82-foot patrol boat back to life at the 2009 Reno convention & reunion in the form of a replica of the boat that served the Coast Guard so well.

Prior to the San Francisco reunion, I convinced Terry to let go of his cherished Coast Guard rug by placing it on the list of raffle prizes. Several other CGCVA members and auxiliaries also donated raffle items to help benefit the good works of the Association. Please join Shirley and me in helping to make the Reno raffle the best ever. Take a look in your closets and trunks for one of those Coast Guard or nautical items that once brought you so much pleasure, but now just gathers dust. Give that item new life in Reno and let someone else enjoy the treasure that neither your children nor grandchildren would want in their home. We look forward to seeing each of you and your donations in Reno.

Rene

Ever Wonder?

Why is it that people say they "slept like a baby" when babies wake up like every two hours?

If a deaf person has to go to court, is it still called a hearing?

Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?

(continued from page 3)

bear on an unbelievable sight. A woman and a young girl were treed by an animal, the likes of which none of us had previously seen. It had a body that looked a bit like a cougar but it had dog-like legs and seemed to have wanted to, but was unable to climb the tree. One of the gunners let go a burst on his .50 and blew the haunches clear off the beast.

The woman in the tree was amazingly calm and seemed more frightened of us than the animal that drove her and the child up the tree. I put the bow of the boat up against the river bank and one of our engineers, a Texan, jumped ashore and helped the reluctant folks out of the tree. They were pointing to the creature and were yelling something in Vietnamese that was unintelligible to us, but the Texan said she was calling the animal something that sounded like “sabine river fajita” thus, the origin of the name Sabine River Fajita. The Texan cut the beast’s head off with his K-Bar knife, leapt back aboard and disappeared below deck to the engineroom where he cleaned up the head, bagged it and put it in the freezer chest. A couple of days later, we returned to our homeport of Danang.

I retrieved the head of the animal from the freezer and took an interpreter assigned to our Division into a

local village where we found the Vietnamese equivalent of a taxidermist. We bartered a bit and he finally agreed to stuff and mount our Sabine River Fajita for two cartons of American cigarettes. That was two dollars for me but a lofty price by local standards. By the time the head was ready, the Texan had rotated stateside, so I kept the head for myself — it’s called command prerogative. The crew decided that our



Chieu Hoi makes friends with CGC Eagle crew members.

new mascot should have a name and we decided on Chieu Hoi, which was Vietnamese for “open arms”, a program in which the enemy could surrender with a safe conduct pass.

We’re still not sure what this thing is and are content to think that Chieu Hoi is really a Sabine River Fajita. We did find out later that the male of the species is a carnivore and the smaller female is an herbivore. The meat of the male is darker than the female and they say it tastes a lot like mild beef. The lighter colored flesh of the vegetarian female is said to taste

somewhat like chicken. We got a big laugh out of that because of the name the big Texan thought the woman in the tree called the thing. We decided that this animal must be the origin of fajita meat — where else could it come from?

Terry



A CG cadet gives Chieu Hoi a chance to pilot the CGC Eagle... not!



CGC Bertholf underway.



*“Chieu Hoi” Coast Guard Combat Veterans Assn Mascot Welcomes CGC Bertholf To Coast Guard Island Alameda, CA
Chris Swift, Garret Conklin, Ed Swift*



Coast Guard Combat Veterans Association

MEMBERSHIP APPLICATION

(Please Print Clearly)

Personal Data

Name: _____ Date: _____
Last First Init.

Address: _____
Street

City/State/Zip Code: _____

Telephone: _____ E-Mail: _____ Date of Birth: _____

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

Address: _____

City/State/Zip Code: _____

Telephone: _____ When There? From: _____ to _____

Sponsored By: _____

Military Data

Branch of Service: _____ Service Number: _____ From: _____ To: _____

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

Rank/Rate: _____ Present _____ @Discharge _____ @Retirement _____

Signature: _____ Date: _____

Dues: \$30.00 for two (2) years. Amount of Membership Dues Enclosed: \$_____ **Make checks or money orders payable to: CGCOMVETS** and mail to: Baker Herbert, LM, CGCVA National Secretary-Treasurer, P.O. Box 544, Westfield Center, Oh., 44251. Phone: (330) 887-5539.

(NOTE: DUES ARE FREE FOR ELIGIBLE ACTIVE DUTY MEMBERS FOR THEIR FIRST TWO YEARS)



Members of the Coast Guard Ceremonial Honor Guard parade the Colors to start dedication ceremonies for the CAPT Quentin R. Walsh Building at Sector Long Island Sound, NY. Several members of the Walsh family were on hand for the ceremonies honoring the WWII hero.

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

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