



# the Quarterdeck Log

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

Volume 31, Number 3

Fall 2016

## CGC Joseph Tezanos Commissioned

*Latest Fast Response Cutter named for World War II Coast Guard Hero*

The Coast Guard commissioned the latest Fast Response Cutter, the *U.S. Coast Guard Cutter Joseph Tezanos (WPC-1118)*, into service during a ceremony at U.S. Coast Guard Sector San Juan on August 26th.

The *Joseph Tezanos* is the sixth fast response cutter to be homeported in San Juan, Puerto Rico and the 18th to be commissioned into the Coast Guard fleet, all of which serve within the Coast Guard 7th District.

Prior to her formal commissioning ceremony, the cutter responded to the *Caribbean Fantasy* incident Aug. 17 in San Juan, Puerto Rico. With 511 passengers and crew rescued, the case of the ferry *Caribbean Fantasy* stands as the largest maritime evacuation in U.S. waters in recent history.

"I am very excited about the commissioning of the *Coast Guard Cutter Tezanos*," said Rear Adm. Scott A. Buschman, commander of the Coast Guard 7th District. "Our Fast Response Cutters have proven to be an invaluable asset for the Coast Guard and the cutter *Tezanos* will undoubtedly be a vital instrument in supporting critical Coast Guard missions."

"The crew and I are humbled and honored for the tremendous opportunity to be plankowners of the *Coast Guard Cutter Joseph Tezanos*," said Lt. Nicholas Herndon,

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*Coast Guard Cutter Joseph Tezanos crew mans the rail during the commissioning ceremony August 26, 2016 in San Juan, Puerto Rico. (Coast Guard photo by Eric D. Woodall)*

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## Coast Guard Combat Veterans Association

### ELECTED OFFICERS

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

### BOARD OF TRUSTEES

Chairman — PNP Ed Swift, LM  
Two-Term — Bruce Bruni, LM & Robert Macleod, LM  
One-Term — William Figone, LM & Floyd Hampton, LM

### ADMINISTRATIVE OFFICE\*

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Website: [www.coastguardcombatvets.com](http://www.coastguardcombatvets.com)

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

### THE QUARTERDECK LOG

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

### AUXILIARY OFFICERS

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

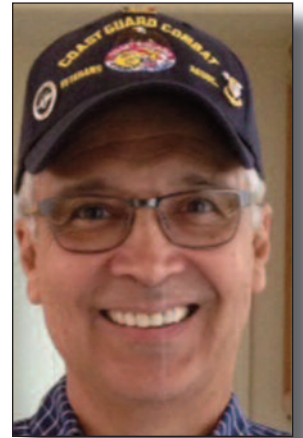
### APPOINTED OFFICERS

**By-Laws** — Thomas W. Hart, LM; **Convention Planners** — Steve Petersen, LM, Mike Placencia, LM, and Bruce Bruni, LM; **Membership** — PNP Joe Kleinpeter, LM; **Parliamentarian** — (Vacant); **Historian** — PNP Paul C. Scotti, LM; **Service Officers** — Thomas Huckelberry, LM; Richard Hogan, Jr., LM, and Floyd Hampton, LM; **Budget Director** — Gary Sherman, LM; **Chaplain** — Vince Patton, LM; **Master at Arms** — Ed Floyd, LM; **Webmaster** — Richard Ames, LM; **Nominating Chairman** — Bill Figone, LM; **Cape May Liaison** — Tom Dougherty, LM and John Scubert, LM; **MEAP** — Ed Bachand, LM and PNP Ed Swift, LM

## From the President

Greetings Shipmates:

I am well into the sunset of my tenure as Association President. It has been an outstanding ride. People and Places. All Coast Guard. That is what it is all about. Meeting today's heroes has been special. And we have given you a glimpse of them. In this issue, you will meet one of two CGCVA Person of the Year recipients for 2015 — Lt. John



*Mike Placencia*

Hess. He was awarded the Distinguished Flying Cross for his participation in a daring rescue 200 miles off the Cape Cod coast. The Association award was presented to him in a ceremony at CG Air Station Kodiak where he is currently stationed. Petty Officer Third Class Evan Staph also received the Distinguished Flying Cross for the same heroic rescue. His Association award ceremony had not been scheduled in time for this issue.

Last issue, I wrote about the Coast Guard Chief Petty Officer Academy having attended a graduation ceremony during the summer. A few weeks back, I met up with the new leadership of the CPO Academy at Training Center Petaluma. Master Chief Petty Officer Jim Malcolm is the new School Chief. Senior Chief Petty Officer C.C. Clayton is the Assistant School Chief. That same day, I ventured over to the command offices. You



*MCPO Jim Malcolm*



*SCPO C.C. Clayton*

Next *QD Log* deadline is February 1, 2017. Please email articles and photos to the editor at: [swiftie1@verizon.net](mailto:swiftie1@verizon.net)

## From the President

will be interested to know that Capt. Paul Flynn, who is also a CGCVA member, is the new commanding officer of USCG Training Center Petaluma. Gentlemen: "Good luck in your new assignments."

### 50/100 Club

Association Officers and Trustees have approved a new and exciting fund raising effort. Many of us have received inquiries on how the general public can donate to CGCVA. We have the QD Log Boosters Club that our



members donate to keep our Association Magazine the best in the nation. This new program is geared for family members, friends and business associates that want to honor your

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*(Left) MKCM (Ret.) Dave Isherwood; CGCVA President Mike Placenica; PacArea Command Master Chief Mark Pearson; and BMCS (Ret.) Jack Crowley. All are members of CGCVA. Isherwood and Crowley are Regional Advisors for the Chief Petty Officer Association.*

## From the Vice President

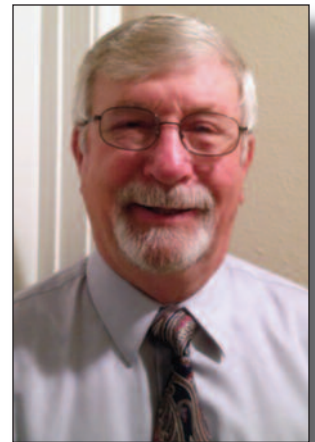
Ahoy Shipmates,

On Sept. 27-29 I was part of the 31st annual *CGC Campbell WPG-32/W-909* Reunion in Key West, FL. This was attended by crew members of six of the seven Secretary class cutters, with only the *Duane* missing. The events were all planned around and on board the *CGC Ingham*, which is a tourist attraction. This was a big hit with the membership since it is only one of two (*CGC Taney*) that has not been sold for scrap or been made into an artificial reef. Accommodations were at the Double Tree Grand which was convenient to all activities. The famous KW Conch Tram provided transportation to the various events.

On the first evening there was a buffet and open bar on board the *Ingham* and a chance to renew friendships

and make new ones. Our host gave us the opportunity to roam the ship and remind us of days past.

Day two started with a memorial service on board acknowledging crewmembers that crossed the bar and a special flag was flown on the main mast that was from 1946/1947 era. This was donated by a WWII veteran who had helped raise and lower the flag aboard the



*Steve Petersen*

*USCGC Campbell WPG-32*. The afternoon was free to do the tourist thing and that evening we returned to the *Ingham* for the 80th birthday celebration and barbecue.

Day three — After another fabulous breakfast at the Double Tree Grand, a business meeting was held in the hospitality room. It was confirmed that next years reunion would be held in Baltimore

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*(Left) In attendance at the Campbell Reunion were seven members of the Coast Guard Combat Veterans Association. (Left to right) Phil Kies, Steve Petersen, Tom Hart, Richard Parker, Richard Radle, Mike Johnson, Paul Little, and non-member Paul Sedgwick*

### Welcome New Members

<u>New Member</u>	<u>Sponsor</u>
Charles Bowen	The Association
James P. Barger	The Association
Charlene L. Kelly	The Association
Paul E. Petry	Roy Martinsen
Paul A. Ewaldt	The Association
Dennis M. Gould	Archie Pelley
Timothy A. Beard	Mike Placencia
Thomas Harvey, LM	The Association
Jaclyn L. Stamos	The Association
Frederick J. Pininski	The Association

### E-Mails, Address Changes and the New Group Email System

Email is the new tool to reach the Association and more importantly for the Association to reach you. We need your current email address. If you don't have one, please furnish an email address from a spouse, child or grandchild. I will make note of the recipient of the email address and ask them to forward our message to you.

Also, we now have a "Group Email" system working that allows us to notify everyone whose dues have expired, saving us time and expense. Otherwise we have to send you a letter and that takes time and money. Please update your email, internet service provider (ISP) and your mailing address if it has recently changed! Many thanks!

And, as a reminder, send all correspondence to the CGCVA Administrative Office at P.O. Box 777, Havre de Grace, MD 21078. Phone remains (610) 539-1000.

### "Thank You Richard Day"

It's time for us to recognize a couple of our volunteer members who have made a special effort to serve the association, and who receive very little recognition for their hard work.

Let's call this "Thank You Richard Day"!

Our Small Stores Manager, Rich Hogan, Jr., took over the Small Stores job a few years ago and has been doing a terrific job, shipping orders, ordering new inventory and deserves credit for bringing in the CGCVA polo shirt, which has been a big seller for the Small Stores

program. If you order some items from Small Stores, please let Rich know that his service to the association is greatly appreciated. Rich still works full time and handles the Small Stores job and makes it look easy!

Our Webmaster, Richard Ames, just converted our website from a non user-friendly web program, one that required an advanced degree in computer science, to a user-friendly program that will carry us into the future and enable us to add "PayPal" on-line payments and other programs to make the website a quick and easy way for us to communicate events and keep the membership up to date almost immediately.

You will be able to rely on the website to get current information and be aware of what's going on with the CGCVA. Richard also serves as President of the CGC Sherman Association and is their web master as well. These two websites keep him busy and his efforts have saved us thousands of dollars in programming costs that we used to pay. Please take a look at the site at [www.coastguardcombatvets.org](http://www.coastguardcombatvets.org) and let Richard know that his efforts are appreciated and also let him know if there is something you'd like to see on the website that would be of interest to the entire membership.

Thank you Rich Hogan and Richard Ames! Bravo Zulu Gentlemen!

**Gary Sherman**



*Gary Sherman*

### Crossed The Bar

**Wayne R. Alvey  
William E. Fort, LM  
Bertram F. Gardes  
Harold J. Murray, LM  
Michael A. Perry, LM  
Joseph F. Smith  
Forrest R. Wingate, LM**

### Remembering Arnold Palmer

I'm sure that many of us now know that the late Arnold Palmer once served in the U.S. Coast Guard. In fact, there is a feature article on Palmer on page 27 of this magazine. So, instead of repeating any of that information, let me provide a few other interesting items on this man:

In 2012 Palmer was presented the Congressional Gold Medal for his many distinguished achievements and contributions to the Country. In 2004 he received the Presidential Medal of Freedom from President George W. Bush. These are the Country's two highest civilian medals.

It was Palmer's early embrace of sports marketing that truly transformed the sports world. An early alliance with lawyer Mark McCormack, whom he met in the Coast Guard, led to the creation of the International Management Group, which became the most prominent sports agency in the world."

Palmer's love for the U.S. Coast Guard extended in 2014 when he joined the National Coast Guard Museum Association as an honorary chair. He worked with the executive committee and the board members to establish the first-ever national museum to honor the commitment, accomplishments, and sacrifices of his fellow U.S. Coast Guard men and women.

Palmer is known for many things even a drink that bears his name that is half-lemonade, half-iced-tea known as the "Arnold Palmer".

And finally, my grandson Palmer was born the day

that Arnold Palmer died. His name was chosen early on in the pregnancy. What an unbelievable coincidence and they even live on the 18th hole of a golf course.

### Silent Auction

Our 2017 Reunion is set for May 8-12 in San Diego, California and once again the Auxiliary has planned a Silent Auction.

So, I am once again imploring your help. We really need some new creative items for everyone to bid on. Remember, all funds raised by the Silent Auction go to the CGCVA Operating Fund.

Keep in mind that whatever you choose to bring you not only have to transport it to our fabulous reunion but that lucky someone who has the winning bid for it has to transport it home. I would like to get an idea of what items are being promised so please try to email me a picture and brief description of it. Please email to [betty.schambeau@tampabay.rr.com](mailto:betty.schambeau@tampabay.rr.com) or complete the below Auction Form below. I will make sure we have enough special places for all of them. That way I will have the information I need for our individualized bid sheets.

Hope to see you at the 2017 Reunion in San Diego.  
Until next quarter, yours truly, **Betty Schambeau**



*Betty Schambeau  
Auxiliary President*

### 2017 CGCVA Convention/Reunion Silent Auction Item Registration Form

Description of Item: \_\_\_\_\_

Name of Person Supplying Item: \_\_\_\_\_

Value: \_\_\_\_\_ Minimum Bid: \_\_\_\_\_

Send this form to: Betty Schambeau at P.O. Box 207 in San Antonio, FL 33576 or to [betty.schambeau@tampabay.rr.com](mailto:betty.schambeau@tampabay.rr.com)

### **See the World**

The Navy always says to join them and 'See the World'. Well I joined the Coast Guard in December 1942 for WWII and saw some too!

Starting at boot camp at Manhattan Beach, N.Y., then to Catalina Island, Calif. Next I went to a new ship, the USS Belfast (PF-35) and on it to New Caledonia, Carins, Australia, New Guinea, and Leyte in the Philippines. After that it was through the Panama Canal to Boston, then back through the Panama Canal to Cold Bay, Alaska for Lend Leased to Russia. Next it was back to Seattle and on to Manasquan Inlet, Point Pleasant, New Jersey for five months of the Cold War in 1945.

The war was over and folks were getting out. Our station operated with only four shipmates when I was discharged in April 1946. I'd say I saw about half of the world being in the Coast Guard.

**Art Wells**

### **TRICARE Pharmacy Network Adds Walgreens, Removes CVS**

Effective Dec. 1st, Walgreens will rejoin Tricare's

pharmacy network (including Express Scripts, Inc.) for users nationwide while CVS pharmacies (including those in Target stores) will leave the network.

That means Tricare users will now be able to fill their prescriptions off-base at Walgreens pharmacies without paying out-of-network rates, and CVS users will need to find a new pharmacy or pay unsubsidized rates for their medications.

The change will impact all beneficiaries, including Tricare for Life users and military retirees. The network will add about the 8,000 Walgreens stores and lose more than 9,600 CVS pharmacies.

### **VA and Walgreens Team Up to Provide Flu Vaccinations**

The cold and flu season is upon us and the Department of Veterans Affairs has once again teamed up with Walgreens Pharmacies nationwide to allow all veterans who are currently enrolled in the VA healthcare system to be able walk into any of the over 8,000 Walgreens nationally (and the Duane Reade pharmacies in the New York metropolitan area) to

### **QD Log Booster Club**

The printing and postage for the *QD Log* is by far the largest expense item we have and it was determined that if every member contributed \$10 or more to the QD Log Booster Club each year it would pay for all the expenses that go into printing and mailing the magazine. Donations can be sent to the Administrative Office (marked as "QD Log Booster Club") and all those contributing will have their names listed in the subsequent magazine. Contribution amounts will not be published but all contributions are greatly appreciated. We have been told many times we have the best reunion magazine out there and we'd like to keep it that way. Since publication of our last magazine, the following individuals have made donations and become members of the QD Log Boosters Club:

<b>Iver J. Anderson</b>	<b>Harry Petrequin, Jr.</b>	<b>Stephen Watt</b>	<b>James Lasher</b>
<b>David Humphreys</b>	<b>Wayne borchsenius</b>	<b>Armond Lisle</b>	<b>William Miller</b>
<b>Wilfred Charnley</b>	<b>Herbert Cohen</b>	<b>Arthur Radin</b>	

**George Moberg IMO "All Shipmates who died from Agent Orange"**

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)(19).

### 2015 Coast Guard Person of the Year

Lt. John D. Hess and Aviation Survival Technician 3rd Class Evan A. Staph were selected as co-recipients of the Association's 2015 Person of the Year award. Both men previously received The Distinguished Flying Cross for their heroism on Feb. 15, 2015 while responding to a SARSAT 406 MHz EPIRB originating from the 44-foot sailing vessel Sedona, located 200 miles south of Cape Cod, Mass. Lt. Hess was presented the CGCVA POY plaque recently and Petty Officer Staph will receive his award later this year.

Lt. Hess' citation read in part, "Expertly piloting USCG helicopter 6033 through icing conditions, low visibility, relentless snow squalls and embedded lightning, Lt. Hess arrived on scene to find the Sedona foundering in 30-foot seas and 60-knot winds. Unable to remain stable enough for a hoist above the sailboat and with limited fuel, Lt. Hess directed the survivors to abandon ship and await the rescue swimmer. Then, while simultaneously battling a catastrophic failure of the primary hoist control unit and turbulent gale force winds, Lt. Hess completed seven hoists, recovering the survivors and rescue swimmer. Still facing intensifying weather and blizzard conditions, Lt. Hess flew at low altitude in quarter-mile visibility to avoid airframe ice accumulation and arrived back at Air Station Cape Cod in whiteout conditions. Lt. Hess' swift actions and remarkable aeronautical skill were instrumental in the rescue of two people."



*Lt. John D. Hess is presented the 2015 CGCVA Person of the Year plaque by Air Station Kodiak executive officer Cmdr. Nathan Coulter.*

receive a vaccination "at no cost". Vaccinations will be available through March 31, 2017. Veterans wishing to receive the no-cost vaccination simply need to present a Veterans Identification Card and a photo ID, at any participating Walgreens to receive the vaccination. In addition, after the Walgreens pharmacist administers the vaccine, Walgreens will transmit that information securely to VA where it becomes part of the patient's electronic medical record. VA is committed to keeping Veteran patients healthy, and during this flu season, vaccination is the best way to prevent the spread of flu. No matter where you live, visit your local VA clinic or Walgreens to get a free flu shot.

### 2017 COLA Increase

Injured and ill veterans, their dependents and survivors in receipt of VA compensation benefits will receive a 0.3% Cost of Living Adjustment (COLA) increase beginning January 1, 2017.

On July 22, 2016, H.R. 5588, the Veterans' Compensation COLA Act of 2016, was signed into law by the President and became Public Law 114-197. The bill did not contain the contested round-down provision, which would have resulted in compensation rates being rounded down to the nearest whole dollar. Instead, VA compensation beneficiaries will receive their full COLA.

On October 19, 2016, the Social Security Administration announced that Social Security beneficiaries would receive a 0.3% COLA increase. Because veterans COLAs are tied to Social Security adjustments, veterans compensation rates will increase by 0.3% effective December 2016 and will be realized in compensation payments beginning January 1, 2017.

### Coast Guard Museum Letter

Our Association recently received the following from the Executive Director of National Coast Guard Museum Association, Inc.:

Dear MCPO Placencia:

On behalf of the Board of Directors of the National Coast Guard Museum Association, I would like to thank you and the entire team at the Coast Guard Combat Veterans Association for your support of the new National Coast Guard Museum. Seeing the full-page advertisement for our Plankowner program in the Summer issue of "the Quarterdeck Log" will certainly motivate more of our shipmates to join in, while we haul-around-together to build the first national museum to recognize the Coast Guard's contributions to our Nation's security. Your shared leadership in our efforts is greatly appreciated and as always, inspiring!

Again, many thanks for your support and we look forward to keeping you apprised on the progress of the National Coast Guard Museum. Please check our web site: [www.CoastguardMuseum.org](http://www.CoastguardMuseum.org) for updates.

Best Regards,  
Capt. Wes Pulver, USCG (ret)

### Eye Exams

Coverage for routine eye exams differs depending on what beneficiary category you fall under in TRICARE.

For example: if you are a dependent of an active duty member you are allowed one routine eye exam per

calendar year with no copayment.

If you are a retired service member you are allowed one routine eye exam every two years, and if you have diabetes, that changes back to once a year.

For more information and other options and benefits go to the Healthnet Federal Services site on eye exams at: [www.hnfs.com/content/hnfs/home/tn/prov/benefits/benefits a to z/eye examinations/eye examinations.html](http://www.hnfs.com/content/hnfs/home/tn/prov/benefits/benefits%20a%20to%20z/eye%20examinations/eye%20examinations.html).

### USCG to Commission 6th National Security Cutter

The U.S. Coast Guard's sixth national security cutter (NSC), the *Munro*, will be commissioned April 1, 2017, at the Smith Cove Cruise Terminal in Seattle. The cutter, which will be home ported in Alameda, Calif., is named after the Coast Guard's only Medal of Honor recipient, Signalman First Class Douglas A. Munro.

The national security cutters are replacing the Coast Guard's aging 378-foot high endurance cutters, which have been in service since the 1960s. Each NSC is 418 feet long, has a 54-foot beam and

displaces 4,500 tons at full load. The vessels have a top speed of 28 knots, a range of 12,000 miles and

### Retired Coastie Heads DAV

Congratulations are extended to David W. Riley who was elected National Commander of the 1.3-million member Disabled American Veterans at that organization's 2016 National Convention in Atlanta, Georgia. David made history becoming the first quadruple amputee, Coast Guard veteran to lead the DAV. Prior to his election he was selected DAV Outstanding Disabled Veteran of the Year for 2010 and he also served as Chairman of the DAV's Convention Committee on Legislation and Veterans' Rights.

Mr. Riley is a veteran of both the U.S. Army and the U.S. Coast Guard. In the Army (1976-82) he served as a radar repair technician with tours of duty including Korea. He joined the Coast Guard in 1983 and served as a helicopter rescue swimmer. While on active duty at the Coast Guard Aviation Training Center in Mobile, Ala., he contracted septic shock pneumococcus sepsis. He was hospitalized for three months and lost all four limbs and some internal organs due to the infection.

Following his medical retirement from the Coast Guard in 1997, Mr. Riley earned a bachelor's degree in computer sciences and a master's degree in computer science. He is a retired analyst for Gulf Coast Technical Services.

Mr. Riley is a life member of DAV Chapter 7 in Mobile, Ala. He also volunteers at the VA outpatient clinic in Mobile.



David W. Riley



endurance for 60-to-90-day patrol cycles. NSCs have automated weapons systems and advanced command and control systems that enhance the Coast Guard's interoperability with its partners in the Defense and Homeland Security departments.

### **Boot Camp Awards**

At each graduating boot camp company at Training Center Cape May, N.J., the recruit earning the Physical Fitness Award is presented a CGCVA watch and certificate, in memory of PNP Jack Campbell who initiated the award several years ago. The following graduating recruits have been presented the CGCVA/Jack Campbell Physical Fitness Award since last published in the *QD Log*:

**SA Wyatt A. Zylawy** (Golf-192) of Boise, Idaho, reported to BM "A" School in Yorktown, Va.

**SN Matthew L. Callegari** (Hotel-192) of Cleveland, Ohio, reported to Marine Safety Unit Morgan City, La.

**SA Samuel A. Smith** (India-192) of Alameda, Calif., reported to Station New Orleans, La.

**SN Cindy Tran** (Juliect-192) of Alameda, Calif., reported to *CGC Adelie*, Port Angeles, Wash.

**SA Sonya M. Alcocer** (Kilo-192) of Colton, Calif., reported to *CGC Charles David, Jr.*, Key West, Fla.

**SA Terry Morales Aheran** (Lima-192) of San Juan, P.R., reported to FS "A" School, Petaluma, Calif.

**SN Dalton R. Bisson** (Mike-192) of Washington, D.C., reported to OS "A" School, Petaluma, Calif.

**FA Craig R. Fox** (November-192) of Providence, R.I., reported to *CGC Munro*, Kodiak, Alaska.

**FA Tanner J. Wiese** (Oscar-192) of Boise, Idaho, reported to *CGC Steadfast*, Warrenton, Ore.

**SN Travis J. Struder** ((Papa-192) of Chesapeake, Va., reported to *CGC Vigorous*, Virginia Beach, Va.

**FA Klye J. Hall** (Quebec-192) of Washington, D.C., reported to *CGC Valiant*, Mayport, Fla.

**SA Samuel R. Wilson** (Romeo-192) of Phoenix, Arizona, reported to *CGC Morgenthau*, Honolulu, Hi.

**SA Anthony A. Valencia** (Sierra-192) of Washington, D.C., reported to *CGC Sapelo*, Homer, Alaska.

**SA Alexander R. Newton** (Tango-192) of Columbus, Ohio, reported to USCG Ceremonial Honor Guard, Alexandria, Va.

**SA Samuel M. David** (Uniform-192) reported to *CGC Mohawk*, Key West, Fla.

### **USCG Training Center Cape May Hosts Foreign Military Class**



Captain Owen Gibbons, commanding officer of Coast Guard Training Center Cape May, N.J., speaks to members of foreign military during their visit to the training center on Oct. 24th. The group was participating in an international training opportunity designed to familiarize foreign military members with the Coast Guard as well as to learn about American history and culture. Twenty-seven countries had members participating in this class. During their visit, the class had the opportunity to utilize the training center's firefighting simulator and weapons simulator as well as spend time at the seamanship building where they learned about basic knot tying and ship navigation. "It is always an honor to be able to meet with service members from other countries and show them how we conduct business here in Cape May," said Capt. Gibbons. "It provides us the opportunity to showcase the genesis of our service's professionalism and pride by exposing them to the training program that eighty-percent of our workforce has experienced." (Photo by CWO John Edwards)

**SN Michael L. Gendron** (Victor-192) of Malden, Mass., reported to *CGC Polar Star*, Seattle, Wash.

**SA Andrew B. Neri** (Whiskey-192) of Raleigh, N.C., reported to OS "A" School, Petaluma, Calif.

**FN Roderick E. Passmore** (Xray-192) of San Diego, Calif., reported to *CGC Diligence*, Wilmington, N.C.

**FA Samuel W. Chafin** (Yankee-192) of Louisville, Ky., reported to *CGC Spar*, Kodiak, Alaska.

***Death of Former Commandant***



*Adm. Robert E. Kramek*

Former Coast Guard Commandant Adm. Robert E. Kramek passed away on October 20th. He served as the Coast Guard's 20th Commandant from 1994 through 1998 with prior flag officer assignments as Coast Guard Chief of Staff, Commander of the 7th District (Southeast and Caribbean), and Commander of the 13th District (Pacific Northwest).

During his tenure, Adm. Kramek significantly expanded the Coast Guard's global reach and influence. He directed active participation in the combined service and international anti-narcotic smuggling Operations "Frontier Shield" and "Gulf Shield" and other law enforcement operations such as "Tradewinds".

Internationally, ADM Kramek led the Coast Guard's effort during Operation "Baltops", and assisted several former Soviet republics, such as Latvia, Estonia, Lithuania, and Ukraine to develop their own coast guard organizations.

Adm. Kramek was a steadfast leader during national tragedies such as the downing of Alas Airlines Flight 301 in February 1996 and TWA Flight 800 five-months later. And he successfully led the "streamlining" initiative mandated by the President's National Performance Review.

**FN Trevor C. Lynn** (Zulu-192) of Norwalk, Calif., reported to *CGC Midgett*, Seattle, Wash.

**SN Joseph A. Van de Walker** (Alfa-193) of Madison Hts., Mich., reported to ET "A" School, Petaluma, Calif.

**FN Todd E. Hudson** (Bravo-193) of Jacksonville, Fla., reported to *CGC Vigilant*, Patrick AFB, Fla.

**SA Devon J. Denune** (Charlie-193) of Columbus, Ohio, reported to Station Ft. Lauderdale, Dania, Fla.

**SA Nicholas Q. Miano** (Delta-193) of Houston, Texas, reported to EM "A" School, Yorktown, Va.

**SA Reinel A. Licea** (Echo-193) of Mobile, Ala., reported to *CGC Waesche*, Alameda, Calif.

**SA Chase K. Cook** (Foxtrot-193) of Miami, Fla., reported to Station Neah Bay, Wash.

**SA Brookleyn D. Lujan** (Golf-193) of Fresno, Calif., reported to Station Crisfield, Md.

**FN Michael T. Valentine** (Hotel-193) of Chesapeake, Va., reported to *CGC Harriet Lane*, Portsmouth, Va.

**FA Michael D. Abatantiono** (India-193) of Charlestown, S.C., reported to *CGC Mohawk*, Key West, Fla.

**SN Gerald J. Kelly** (Juliect-193) of Richmond, Va., reported to WMSL Crew Munro (Golf), Alameda, Calif.

**FN Jacob M. Slupecki** (Kilo-193) of Mobile, Ala., reported to *CGC Polar Star*, Seattle, Wash.

**SA Eric A. Escamilla** (Lima-193) of San Antonio, Texas, reported to *CGC Sherman*, Honolulu, Hi.

**SA Alexander W. Wilson** (Mike-193) of Boston, Mass., reported to *CGC Thunder Bay*, Rockland, Maine.

***Taps***

Reading Betty Schambeau's article in the Spring Edition of the *QD log*, triggered again memories of what is my most memorable version of Taps. I am sure many of the members/readers have similar reactions. Here after some 72 years is mine: On the island of Tarawa, I am going on or off watch at 1800 hours in whatever battered and worn jeep the motor pool had assigned to us that day. The shadows started to lengthen and the sky began to darken and at precisely sunset the colors in front of the island administration headquarters building would be lowered and the amplified notes of taps would sound across the island. I would immediately apply the

***•A dentist and a manicurist married.  
They fought tooth and nail.***

brakes, hoping they would work, bail out of the jeep, come to attention and salute. Standing there as verse three of "Taps" so accurately depicts it; the light in the sky would darken rapidly, as it does that close to the equator, and I would feel a great sense of loneliness as the shadows stretched along that island where so many men had fought and died and were buried. The melody, which seemed so poignantly appropriate, faded away, I climbed back into the jeep, flipped on the lights, hoping once more that this function of the vehicle would work and slowly, silently continued along to my destination.

**James L Brown**

**Author's Note:** Just in case anyone is wondering what a "Coastie" was doing on Tarawa that involved duty,

### **CG Academy Parents Weekend**



*4th Class Cadets Ben Zarlengo and Madeline Colwell hold CGCVA watches presented to them by member Ed Bachand (right) during Parents Weekend at the Coast Guard Academy Sept. 16-18. The annual CGCVA awards are presented to the male and female 4th class cadets excelling in the Obstacle Course and Entry Physical Fitness Exam. Standing alongside the cadets is Coast Guard Academy Superintendent Rear Admiral James E. Rendon.*

*watches, jeeps, etc, this is when I was on "restricted duty" (I even have a ribbon for it). That was their euphemism for the big "foul up" that resulted in 30 of us being placed on detached service with the Army Air Corps. Just another snafu.*

### **Museum Exhibit Advisory Panel (MEAP)**

The Museum Exhibit Advisory Panel (MEAP), a blue ribbon panel of distinguished Coast Guard champions, has been called upon to provide advice as to how best to present the themes, stories and artifacts that will be on display at the National Coast Guard Museum.

MEAP members representing numerous CG-related organizations/associations, which includes the Coast Guard Combat Veterans Association, met for the second time July 30-31. The group initially met in Washington, D.C. last December.

The National Coast Guard Museum will be filled with sophisticated interactive exhibits that show-off the latest air- and sea-navigation-technology that has carried the U.S. Coast Guard into the 21st Century.

The architect-designed steel and glass museum space will also be used to tell compelling stories of the Coast Guard's past. Galleries will feature artifacts from tall ships, paintings of dramatic moments of rescues at sea, and official records that document the history of the Coast Guard.



*On July 30 and 31, MEAP leaders met at the Coast Guard Academy in New London, Conn., to begin the process of recommending exhibition designs at the museum, which will be built on the New London Waterfront.*

(continued from page 3)

service and the fine work the Association does on behalf of the Coast Guard. You can find the CGCVA activities mission statement and donation form on page 30 in this issue. Kindly make a few copies and get them into the hands of those you have spoken to regarding your service and membership. This program runs from Nov. 1, 2016 through Feb. 28, 2017.

And lastly, we are less than six months away from the 2017 Convention and Reunion in San Diego. All we need is **YOU!** We have a great Coast Guard city and a hotel that will meet all our convention needs and members comfort. All Coast Guard veterans, family and friends can attend as guests and participate in the opening ceremony, silent auction, friendship luncheon, awards banquet and great hospitality. Let's make this a great success.

Yours in Service, **Michael Placencia**

(Right) CGCVA President Mike Placencia with CPOA President CPO (Ret.) Kim Lorrigan and CPOA Vice President MCPO Tyrone Anderson at the CPOA convention in Las Vegas..



- ***My mechanic told me, "I couldn't repair your brakes, so I made your horn louder."***
- ***When she saw her first strands of grey hair she thought she'd dye.***



After 22 years of serving as your editor, its about time to step down and pass the baton to someone else. The Association is looking for a person who is skilled in desktop design and would enjoy producing quarterly issues of the *QD Log* on a voluntary basis. Putting together the magazine has been my passion for all these years and in many ways the *QD Log* feels like its my child. That being said, after more than 22 years of having it live at home its about time the child moved out.

This honestly isn't an easy decision for me but I feel it is in the best interest of the Association. The *QD Log* is our most recognizable communication tool between members and it is also well known and read outside the CGCVA.

If you are sincerely interested in taking over production of the CGCVA's quarterly publication as its editor-in-chief, please notify Mike Placencia at [cgmasterchief22@hotmail.com](mailto:cgmasterchief22@hotmail.com). You can also contact me and I will provide you details on what it takes and how I get it done. I use a Mac with the programs Quark Express and Adobe Photoshop but the new editor can use whatever they are comfortable with since there are a variety of high-quality desktop publishing programss available for both Mac and PC.

Interested? I can be reached at [swiftie1@verizon.net](mailto:swiftie1@verizon.net) or by phone at home at 703-590-3442. Thanks!

**Swiftly**

(continued from front page)

Coast Guard Cutter Joseph Tezanos commanding officer. "We will continually strive to emulate our namesake's legacy as we work together with our local, federal and international partners to strengthen the Eastern Caribbean's regional security and protect our citizens in Puerto Rico and the U.S. Virgin Islands."

"As the daughter of Joseph Tezanos I am honored to have the privilege to serve as the ship's sponsor," said Susanne Tezanos Landis. "I feel a tremendous sense of pride and respect for the crew who serve to ensure the maritime safety and security of our great Nation. The whole Tezanos family is deeply touched by this incredible honor."

The FRC's belong to the Sentinel-class of cutters named after an enlisted Coast Guard hero who distinguished him or herself in the line of duty. This cutter is named after Ensign Joseph Tezanos, who initially served as an enlisted Coast Guardsman and later became one of the first Hispanic American officers to serve in the U.S. Coast Guard. Tezanos was highly decorated for his bravery and leadership during War World II.

Ensign Tezanos fought bravely in amphibious assaults throughout the Pacific and Alaskan Theater. While serving as an enlisted gunner's mate second class, Tezanos was recognized for distinguished heroism for his actions on a volunteer boat crew engaged in rescue operations during a major accident in Pearl Harbor, Hawaii. His courage and quick thinking assisted in saving approximately 42 injured and exhausted survivors from the water and burning ships.

Born in 1920 in Santander, Spain, Tezanos immigrated to the United States as a child and grew up in upstate New York.

Tezanos began his Coast Guard career on *LST 20*, a tank landing ship that supported the war

effort in the Alaskan Theater. He held the especially dangerous position of gunner's mate. Tezanos participated in bloody amphibious assaults on enemy-held islands in Kiska, Alaska; at Tarawa Atoll in the Gilbert Islands; and at Kinajalein Atoll in the Marshall Islands. At Tarawa, the Marines encountered some of the fiercest fighting of the Pacific campaign, and support from vessels like *LST 20* was critical to the American victory.

*LST 20* was moored in West Loch, Pearl Harbor, in 1944, when one of the deadliest accidents of War World II occurred. Another LST exploded, causing a chain reaction of fire and explosions throughout the vessels in port. The disaster left more than 600 sailors dead or injured. Tezanos suffered multiple burns leading a crew of volunteers in a search and rescue mission that recovered injured sailors.

"For his bravery and leadership, Tezanos received the Navy and Marine Corps Medal, accompanied by a citation signed for the President, by James Forrestal, Secretary of the Navy, along with a Coast Guard commendation letter from Commandant Russell Waesche." Following the incident, Tezanos received orders to undertake reserve officer training at the U.S. Coast Guard Academy. Upon earning his commission in 1945, he became one of the first Hispanic-American of-



*The Coast Guard Cutter Joseph Tezanos conducts sea trials off the coast of Key West, Florida on July 19, 2016. (Coast Guard photo by Eric D. Woodall)*

ficers in the Coast Guard. He died in 1985 and is buried at Arlington National Cemetery.

The 154-foot long *Joseph Tezanos* has a beam of 25 feet and a maximum sustained speed of more than 28 knots. It is armed with a stabilized 25mm machine-gun mount and four crew-served .50-caliber machine guns and is equipped with a highly capable small boat and advanced communications suite.

The FRCs are designed to conduct maritime drug interdiction, alien migrant interdiction, search and rescue, national defense, homeland security, living marine resource protection and other Coast Guard missions. This class of patrol boat is capable of deploying independently to execute Coast Guard missions and prevent potential threats from approaching our shores. The FRC is part of the Coast Guard's layered approach to maritime security that includes the National Security Cutter and the future Offshore Patrol Cutter.



*Coast Guard Sector San Juan Color Guard presents the colors during the commissioning ceremony of the 18th Fast Response Cutter, the Coast Guard Cutter *Joseph Tezanos*, at Coast Guard Sector San Juan, Puerto Rico on August 26, 2016. The Cutter is the sixth Fast Response Cutter to be homeported in Puerto Rico. (Coast Guard photo by Eric D. Woodall)*

**Editor's Note:** We ran a feature story "From Spain to

*War to Coast Guard Officer: Joe Tezano's Pursuit of the American Dream" by Dr. William H. Thiesen in the Winter 2009 Quarterdeck Log (Vol. 24, No. 4).*

### **2017 CGCVA Reunion at a Glance**

**Where:** San Diego, California

**When:** May 8-12, 2017

**Hotel:** Crowne Plaza, Mission Valley

**Room Cost:** \$115 plus tax

**Booking:** Make your reservations directly with the Crowne Plaza by calling 1-888-223-9527 or <https://resweb.passkey.com/go/ee9blb4e>. Be sure to ask for the Coast Guard Combat Veterans Association Reunion 2017 rate.

**Amenities:** Large property with 400 recently renovated rooms. Laid out like a resort with plenty of greenery, outdoor pool and spa. Plenty of parking. Full restaurant and bar on premises. Rooms have a refrigerator and microwave. Free Wi-fi. Complimentary business center.

**Parking:** \$2 per night (reg. \$13) for CGCVA members and guests.

**Breakfast Buffet:** \$10 (tax and tip included). Regular price is \$18).

**Transportation:** No airport shuttle. Taxi is \$20 one way. Shuttle is \$12 per person each way or you can use your Uber or Lyft Account.

Hotel provides a complimentary shuttle to nearby Old Town San Diego and the Fashion Valley Mall on a frequent basis. Easy transfer to the metro trolley. Hotel provides daily shuttle to the San Diego Zoo and Sea World.

**Planning in Progress:** 50th commemorative anniversary of the Vietnam Veteran. Acknowledging the Coast Guard Patrol Forces Southwest Asia Veteran. Silent Auction. Chieu Hoi Auction.

**Note:** Check the CGCVA website for up to date announcements in between issues of the *QD Log*.

Coast Guard Combat Veterans Association

REUNION/CONVENTION REGISTRATION FORM

May 7 - 12, 2017

THE CROWNE PLAZA MISSION VALLEY

2270 Hotel Circle, North

San Diego, California 92108

Reservations: 1-888-223-9527 or https://resweb.passkey.com/go/ee9blb4e

Room Rates: Single or Double occupancy \$115.00 plus tax

PLEASE BOOK YOUR ROOM DIRECTLY WITH THE HOTEL

(Be sure to ask for the Coast Guard Combat Veterans Association Reunion 2017 rate)

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

Mike Placencia

9804 Iroquois Lane

Bakersfield, CA 93312-5323

Phone: 661-401-0609

cgmasterchief22@hotmail.com



(Please type or print clearly)

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

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

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

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

E-mail Address: \_\_\_\_\_

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

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

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

Vessel/Unit: \_\_\_\_\_

**Coast Guard Combat Veterans Association**

Registration/Luncheon/Awards Banquet Reservation Form

CGCVA Registration:

<u>Early:</u>	<b>Cost</b>	<b>How Many</b>	<b>Total</b>
Received by March 30, 2017	\$25.00/person	X _____ =	_____
<u>Late:</u>			
Received After March 30, 2017	\$40.00/person	X _____ =	_____

Tuesday, May 9, 2017

**Open Day to do whatever you wish (and there's plenty to do). A partial list is provided on page 13 to give you some ideas. If undecided at arrival, a more comprehensive list will be with your registration pack.**

Wednesday, May 10, 2017 11:30 a.m.

**CGCVA Business Meeting/Luncheon (CGCVA members only)**

\$25.00/person                      X \_\_\_\_\_ = \_\_\_\_\_

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

Wednesday, May 10, 2017 11:30 a.m.

**Auxiliary Friendship Luncheon (Open to all)**

\$25.00/person                      X \_\_\_\_\_ = \_\_\_\_\_

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

Thursday, May 11, 2017

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

\$55.00/person                      X \_\_\_\_\_ = \_\_\_\_\_

Poultry: \_\_\_\_ Beef: \_\_\_\_ Fish: \_\_\_\_

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

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

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



## Coast Guard Combat Veterans Association

### 2017 Reunion/Convention Itinerary

CROWN PLAZA MISSION VALLEY

2270 Hotel Circle, North  
San Diego, California 92108



#### Sunday, May 7

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

#### Monday, May 8

9:30 a.m. — Registration and Hospitality Room open.  
4:00 p.m. — Opening Ceremony.  
5:30 p.m. — CG Vietnam Veterans 50th Anniversary Commemoration.

#### Tuesday, May 9

9:00 a.m. — Registration and Hospitality Room open.  
(Free day to do whatever you wish)

#### Wednesday, May 10

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

#### Thursday, May 11

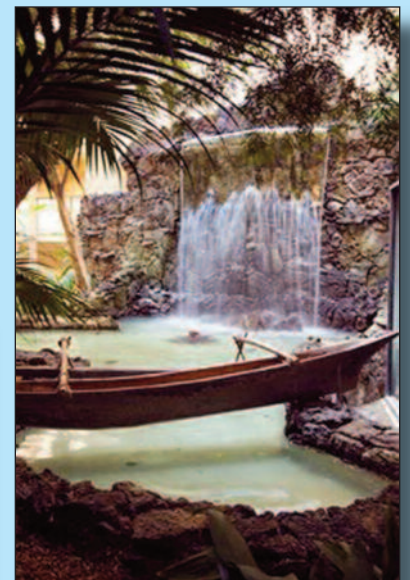
9:30 a.m. — Hospitality Room open.  
5:00 p.m. — Cocktail Hour (cash bar).  
6:00 p.m. — Awards Banquet.  
Hospitality Room reopens after Awards Banquet.

#### Friday, May 12

Check Out. Have a safe trip home.

#### Note:

Upon arrival at the Crowne Plaza Mission Valley, be sure to check times of the events as they are subject to change.



**Coast Guard Combat Veterans Association**

**General Information for Members and Visiting Associations**

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

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



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

**Refund Policy:**

Requests for refunds of all payments will be honored for compelling reasons if they are received by April 17, 2017. Refund requests after that date honored after the convention, subject to the availability of funds, after all convention expenses are paid, Registration fees are not refundable. This is due to the fact that the monies have already been spent for necessary/contracted convention items.



# Cutterman Hugh Campbell and Super-Cutter Eagle in the Quasi War with France

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

In the late 1790s, the United States and Revolutionary France began fighting an undeclared naval war known as the “Quasi War.” With only a small naval force available at the time, U.S. authorities called on the U.S. Revenue Cutter Service to protect American merchantmen and defend them against French privateers.

In the early 1790’s, the nation’s revenue cutters were small lightly armed vessels, cruising for only days at a time out of their homeports. The Service quickly built a class of small warships, or super-cutters, which matched or exceeded the speed and armament of enemy privateers. This new class of cutters included *Eagle*, *Pickering*, and *Scammel*, which all participated in combat operations during the Quasi War. *Pickering* was one of the stand-outs of this class, capturing nearly twenty prizes and privateers, including *l’Egypte Conquise*. The French privateer carried almost double *Pickering’s* weapons and crew, and surrendered only after a brutal nine-hour gun battle. However, sailing under Master Hugh George Campbell, *Eagle* commanded the best



*Josiah Fox: In addition to playing an important role in designing the U.S. Navy’s first frigates, naval architect Josiah Fox (1763-1847) produced the plans for the revenue cutter Eagle. (Naval History and Heritage Command)*

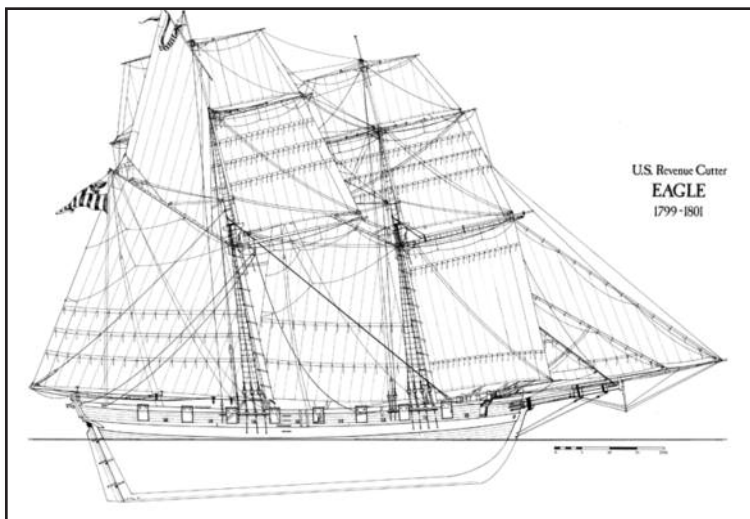
wartime record of captures for any U.S. vessel.

In August 1798, Campbell arrived in Philadelphia to take possession of *Eagle* for the Revenue Cutter Service and prepare her for sea. The 187-ton vessel measured fifty-eight feet on the keel, with a twenty-foot beam and nine-foot hold. *Eagle* carried fourteen

6-pound carriage guns on her main deck. At about six feet in length and weighing around 700 pounds apiece, these 6-pounders required a high degree of skill, training and physical strength to maintain and operate. The cutter was likely pierced with sixteen gun ports, two extra for ranging cannon forward and handling anchor lines through the bow.

Problems had emerged before Campbell arrived in Philadelphia, adding weeks to *Eagle’s* departure on her first war cruise. The large cutter required a complement of no less than seventy men to sail her, man her guns, board enemy ships and supply prize crews for captured vessels. A yellow fever epidemic had struck the city and regulations forbidding enlistment of black seamen both delayed recruiting. Under orders from Navy Secretary Benjamin Stoddert, Campbell did his best to “Enlist none but healthy white men, and give preference to Natives if they are to be had.” The cutter’s crew ultimately included Master Campbell, mates (first, second and third), boatswain, carpenter, gunner, able seamen, ordinary seamen, cook, steward, boys and a contingent of fourteen marines.

Local shortages of war material also delayed *Eagle’s* deployment. Before sailing for the theater of operations, *Eagle* required four months’ worth of provisions and two months’ supply of water. And Philadelphia’s naval suppliers had to provide military stores, such as powder, flints,



*Eagle profile view: Based on records and documents, this modern profile view shows the cutter Eagle, which fought in the Quasi-War with France. (Coast Guard Collection)*

cutlasses, pistols, blunderbusses and gun carriages. For example, *Eagle* required forty cannon balls per 6-pound gun, or 560 cannon shot, which required additional time to acquire. But, by late November, Campbell was fully provisioned and ready to go in harm's way with the swiftest vessel in the American fleet.

*Eagle's* deployment came none too soon as rumors spread that French privateers were cruising in Southern waters, causing concern among American merchants and shippers. Campbell received orders to patrol off the South Carolina and Georgia coasts, so he raised anchor and set a course down the Delaware River. Campbell's mission showed the U.S. flag along the coast and proved a success in the eyes of nervous merchants, but *Eagle* encountered no enemy cruisers during her deployment. So in January 1799, Campbell received new orders to rendezvous with the American naval squadron based at Prince Rupert's Bay, Dominica.

Master Campbell set sail for the rendezvous, initiating a two-year rampage against enemy shipping and privateers. On March 2nd, before falling in with the American squadron, *Eagle* re-took from a French prize crew the captured American sloop *Lark*. As was the custom at the time, cutters and Navy ships received prize money for capturing enemy vessels, or a smaller amount of salvage money for re-capturing prize vessels. *Lark* proved the first of many re-taken vessels to line the pockets of Campbell

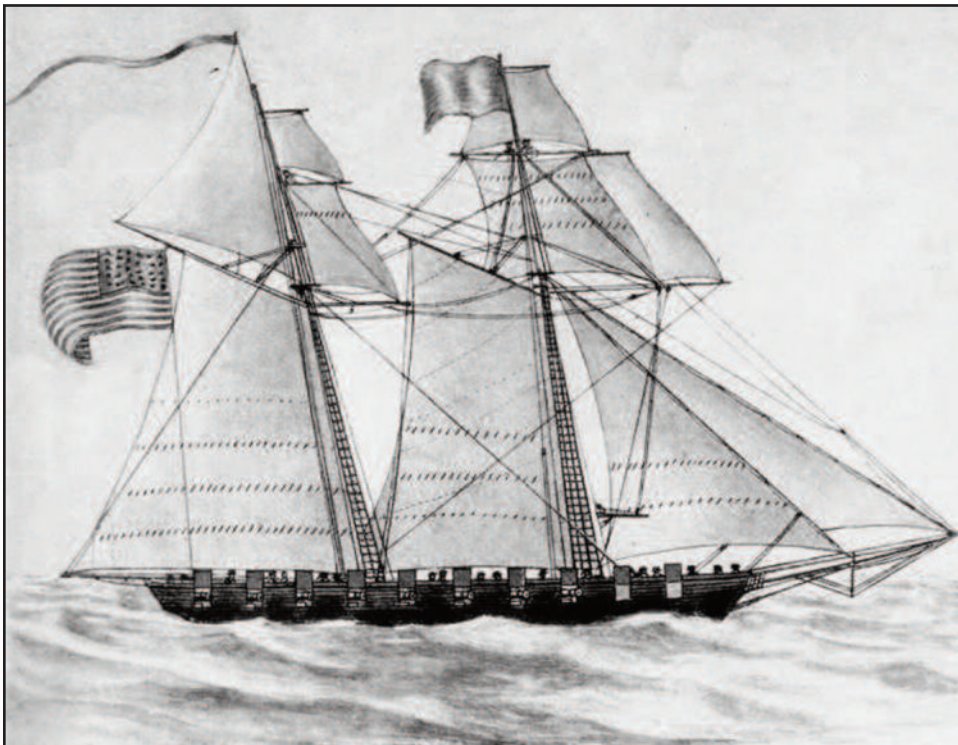
and his men with salvage money. Also in March, Congress enacted legislation that brought the Revenue Cutter Service under the control of the U.S. Navy. After this legislation became law, revenue cutters would forever serve as part of the Navy during armed conflicts, as modern Coast Guard cutters do today.

In mid-March 1799, Campbell reported for duty to squadron commander John Barry, captain of the 44-gun frigate *USS United States*. *Eagle* fell in with the rest of the squadron, including her sistership *Pickering*, en route to Prince Rupert's Bay. By this time, Caribbean waters had become a lawless place of privateers and their prey; and, within weeks of the rendezvous, Campbell had re-captured a second prize ship and run ashore a French privateer at Barbuda.

At the time of *Eagle's* entry into the war, enemy privateers operated out of French possessions, such as Guadeloupe and St. Martin. On Friday, April 5th, *Eagle* gave chase to the Guadeloupe-based privateer *Le Bon Pierre*, pierced for ten cannon, but mounting only four with a fifty-five man crew. The sloop fled and dumped two guns overboard to speed her escape. However, after a five-hour chase, *Eagle* overhauled the privateer, whose crew offered no resistance. Campbell placed on board the privateer a prize master and prize crew who sailed *Le Bon Pierre* to Savannah for adjudication. The Revenue Cutter Service purchased the sloop and converted her into the cutter *Bee*

to serve the Savannah station, giving Campbell and his men shares of the privateer's handsome \$2,000 adjudication value.

In mid-April, *Eagle* joined the 44-gun frigate *USS Constitution* (a warship Campbell would one day command) to escort thirty-three British and American merchantmen out of the Caribbean. During such convoy operations, it was *Eagle's* duty to fend off privateers and cruisers attempting to "cut out" merchantmen from the convoy. *Eagle* encountered at least one



*(Left) Pickering sketch: This vintage illustration by an unknown artist shows Eagle's sister cutter Pickering pierced by ten gun ports per side, even though sources indicated that the cutter carried only fourteen cannon. (Coast Guard Collection)*

“strange sail” during the mission, but no merchantmen were lost. At the end of April, *Eagle* patrolled with revenue cutter *Virginia* and the 18-gun brig *USS Richmond*. Together, they captured the French schooner *Louis* before *Eagle* returned to base at Prince Rupert’s Bay.

Early in May, *Eagle* arrived at the squadron’s new base at Basseterre, St. Kitts, located north of Guadeloupe. From there, she re-joined *USS Richmond* and patrolled windward

Wednesday, May 29th, *Eagle* partnered with the 20-gun ship *USS Baltimore* to capture the privateer schooner *Syren* of four guns and thirty-six men. Later that day, *Eagle* and frigate *USS United States* re-captured the American sloop *Hudson*. These captures added to Campbell’s reputation as a combat commander and his net worth, greatly padding the wealth he would amass over the course of the war.

Spring 1799 had been a successful season for Campbell, but summer brought new missions. On June 13th, *Eagle* and *Richmond* served as escorts for a convoy sailing from St. Kitts north toward Bermuda. The two warships left the convoy near the Virginia coast and July saw *Eagle* laid up in Norfolk, undergoing repairs and replacing personnel. Meanwhile, American squadron commodore Thomas Tingey wrote dispatches from St. Kitts to the Secretary of the Navy begging for the speedy return of his top combat commanders, including Campbell. On July 27th, Campbell received a U.S. Navy commission as “Master and Commandant” and, on August 2nd, the Treasury Department transferred official control of the cutter and her crew to the Navy.



**Bon Pierre Painting:** This painting of the Cutter *Eagle* capturing privateer *Le Bon Pierre* illustrates the activities carried out by revenue cutters during the Quasi-War. (Coast Guard Collection)

of Barbuda and Antigua. On the 15th, the two brigs encountered the French privateer *Reliance*, of fourteen guns and seventy-five men, in consort with two prize ships. These prize ships were the Massachusetts brig *Mehitable*, sailing home to Newburyport from Suriname; and the New Bedford whaler *Nancy* returning home from a one-year voyage to the South Pacific. Outnumbered and outgunned, *Reliance* fled, leading the *Richmond* on a fourteen-hour chase, after which the privateer escaped under cover of darkness. Meanwhile, *Eagle* re-captured both *Mehitable* and *Nancy*, taking prisoner their French prize crews. *Nancy* alone carried tons of spermaceti oil valued at \$50,000, a large fortune whose salvage value was shared out to her captors.

May 1799 proved lucrative for Campbell, including the final days of the month. On

In early August, Campbell received orders to sail south from Norfolk and re-join the American squadron. By early September, *Eagle* had returned to St. Kitts and set sail with the 20-gun ship *USS Delaware*, capturing the French merchant sloop *Reynold*, laden with sugar and molasses. On September 19th, *Eagle* encountered a French privateer towing the American brig *North Carolina*. *Eagle* drove off the privateer and re-took the brig. And, on October 2nd, in company with Commodore



**(Right) Mehitable Painting:** This painting held by the U.S. Coast Guard Academy shows *Eagle* re-capturing prize ships *Nancy* and *Mehitable* in May 1799. (Coast Guard Academy Library)

Tingey's 24-gun sloop *USS Ganges*, *Eagle* captured the French merchant schooner *Esperance*, carrying sugar and coffee.

Two days after capturing *Esperance*, while anchored at St. Bartholomew's, Campbell became party to one of the most notorious mutinies of the day. Two weeks into a voyage to St. Thomas, three seamen took control of the schooner *Eliza* of Philadelphia. The mutineers murdered the mate, a seaman and the supercargo; however, they failed to kill the captain, who kept the ship's only firearms locked in his cabin. Armed with his pistols, the captain managed to entrap the three men below decks, re-take the ship and sail single-handed for thirteen days before encountering the *Eagle*. Campbell assisted the merchant captain and put the three mutineers in irons. He later transferred the men to the *USS Ganges* bound north for Philadelphia. Upon the American warship's arrival, local authorities tried and convicted the men on charges of murder and piracy, and hanged them on Wind Mill Island across the Delaware River from the city.

Over the next six months, Campbell enjoyed a string of successes. On Dec. 5th, *Eagle* re-took the brig *George*; and, on Jan. 2nd, she re-captured the brig *Polly*. On the 10th, *Eagle* together with the 28-gun frigate *USS Adams*, captured the French privateer *Fougueuse*, of two guns and fifty men, and re-captured the American prize ship *Aphia*. On Feb. 1st, *Eagle* captured the French schooner *Benevolence*; on March 1st, she re-captured the American schooner *Three Friends*; on April 1st, she captured the



*(Left) Thomas Tingey: Commodore Thomas Tingey sat for this portrait, as did many naval leaders of the day. However, there is no painting, rendering or monument to commemorate the service of cutter captain Hugh G. Campbell. (Naval History and Heritage Command)*

French privateer *Favorite*; on May 7th, *Eagle* re-took the American sloop *Ann*; and, three days later, she re-captured the American schooner *Hope*.

Campbell's combat record rested on his sound leadership, the proper maintenance of his ship, and care of his crew. But combat also required good judgment. Campbell had to take risks and know when to press an attack and when not to. In early February 1800, he spotted two strange vessels, pursued them, and found the ships to be French privateers with a fighting strength twice his own. He outsailed the privateers, but suffered numerous hits from their guns while making good his escape. In June, *Eagle* encountered an enemy privateer with three prize ships off St. Bartholomew's. Campbell attacked and *Eagle* received severe damage to her sails and rigging before the privateer



*(Right) Eagle & Constitution Convoy: Picture of Eagle and USS Constitution escorting a convoy out of the Caribbean. (Picture by marine artist Peter Rindlisbacher)*

## Feature Articles

fled. Meanwhile, the three prize ships ran ashore, robbing Campbell of their salvage value.

In June 1800, *Eagle* had the good fortune to capture two French ships, and take a third in August. These vessels would be the last captures of Campbell's two-year campaign in the Caribbean. Despite spending considerable time escorting convoys and refitting at home, Campbell's *Eagle* had captured, or assisted in the capture, of twenty-two privateers, prize ships and enemy merchantmen.

Campbell not only had command presence and seafaring ability — he was also lucky. By September 1800, *Eagle* was in bad shape with half her copper sheathing gone and much of her wood planking infested with shipworms. So Campbell received orders to escort a convoy north, together with the 26-gun sloop *USS Maryland*, then sail home for refitting and hull maintenance.

While *Eagle* rode at anchor awaiting her convoy's fifty merchantmen to assemble at St. Thomas, a major hurricane swirled to the north, forcing a number of American warships to fight for their survival. Top heavy with thick masts and spars, and dozens of large cannon, the frigate *USS Insurgent* was probably the storm's first victim. She vanished from the sea's surface with her entire crew of 340 officers and men. The next victim must have been *Eagle's* sistership *Pickering*, which had recently triumphed over the privateer *l'Egypte Conquise*. But the victor became the vanquished as the heroic cutter lost her battle with Mother Nature. A day later, all that remained of *Pickering* was an overturned hull afloat in the calm seas. Another of *Eagle's* sisterships, *Scammel*, survived the storm only by dumping her cannon and excess gear. What the enemy had failed to do against the American squadron in months of naval warfare, the violent storm executed in just hours. After the

hurricane passed, Campbell and his crew raised anchor and sailed north with the convoy not knowing their course took them over the watery graves of 400 American souls lost with the *Pickering* and *Insurgent*.

After Campbell completed this final escort mission, he set a course for Delaware Bay. On Sunday, September 28th, *Eagle* dropped anchor at Newcastle, Delaware, and Campbell's command of the cutter came to an end. After re-fitting in Philadelphia, *Eagle* served a final tour in the Caribbean under another captain. But, with the conflict nearing an end, the brig saw little action. And, after the war ended, the Navy scaled back the fleet to its larger warships in the interests of economy. *Eagle* sailed for Baltimore to be decommissioned; and, on Wednesday, June 17th, the Navy sold her for the sum of \$10,585.73. Five more cutters

named "eagle" would serve in the Revenue Cutter Service and modern Coast Guard, including the Barque *Eagle*, the Coast Guard's training vessel and America's tall ship.

With Hugh George Campbell's wartime record of captures, commodores Thomas Tingey and Thomas Truxton saw him as their most aggressive combat commander. And, out of the hundreds of casualties suffered on board the American squadron's warships, Campbell's *Eagle* reported not one case of illness, disease, injury, drowning, combat wounds or men killed in action. This record attests not only to Campbell's good fortune, but his care and oversight of his ship and crew. On October 16th, Campbell received promotion to captain in the U.S. Navy and would rise to become a prominent officer in the Navy during the early 1800s. He was a member of the long blue line and one of America's finest combat captains in the Age of Sail.



*(Left) Campbell grave marker: Campbell's faded headstone at the Congressional Cemetery, near the Washington Navy Yard, is the only memorial to his heroic exploits and service to his country. (Courtesy of Historic Congressional Cemetery, Washington, DC).*

# The History of the Coast Guard as a Military Service

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

Located within the Department of Homeland Security, the Coast Guard performs several critically important missions, from interdicting drug smugglers far out at sea to safeguarding the marine environment. However, the Coast Guard is also one of the nation's five Armed Services, and has fought in every major American conflict since its founding in 1790.

When the nation's first Treasury Secretary, Alexander Hamilton, founded the service that became the Coast Guard, it did not have an official title. It was simply referred to as "the cutters" or "the system of cutters." Hamilton established this fleet to enforce tariff laws, so these cutters were armed but manned by civilian crews under the Treasury Department. Since the Continental Navy was disbanded in 1785, there was no navy initially under the Constitution and the cutters were the only maritime force available to the new government. So, between 1790 and 1798, Hamilton's cutters were the only armed vessels protecting the coast, trade, and maritime interests of the new republic.

Between 1797 and 1801, the U.S. and France fought an undeclared naval war known as the "Quasi War." However, without a navy early in the conflict, American authorities conscripted revenue cutters to help battle French privateers. And, with an urgent need for naval vessels trumping the need for law enforcement vessels, Congress passed three legislative acts between 1797 and 1799 authorizing the

president to employ the cutters to defend American sea coasts and commercial vessels; deploy marines to serve on board cutters; put cutters under the same wartime rules, regulations and compensation as the re-established United States Navy;

*(Right) A rare miniature portrait of Captain Frederick Lee painted by Revolutionary War hero Tadeusz Kosciuszko. This is the only contemporary illustration of a cutter captain known to exist. (Henry Whitfield State Museum, Guilford, Conn.)*



*1880 painting of Alexander Hamilton by Caroline Ormes Ransom commissioned by the Treasury Department. (Treasury Department Collection)*

and transfer cutters from the Treasury Department to the Navy Department in time of war. These legislative acts dictated the use of civilian-manned cutters in wartime until 1915, when Congress altered the status of the Service from a civilian agency to a military one.

With the exception of the Barbary Wars, the Revenue Cutter Service participated in every American naval conflict of the 1800s. With each new conflict, the Service added new combat roles. The War of 1812 marked the beginning of cutters engaging in shallow water combat operations, a





*(Left) In 1836, free African American lighthouse assistant Aaron Carter was killed while defending Cape Florida Lighthouse during the Seminole War. He was the first U.S. Lighthouse Service member and first known African American Coast Guardsman to die in combat. (U.S. Coast Guard photo)*

Spanish-American War with cutters serving in Caribbean theater and, for the first time, in combat operations outside the Western Hemisphere, including the Battle of Manila Bay.

In January 1915, President Woodrow Wilson signed the “Act to Create the Coast Guard,” merging the U.S. Life-Saving Service with the U.S. Revenue Cutter Service. The act formally designated the new “Coast Guard” as a military service. So, on April 6th, 1917, the day the U.S. formally entered World War I, Coast Guard activities transferred from the Treasury Department to the Navy.

During the 1900s, the Coast Guard

*(Right) Captain John Faunce, commanding officer of cutter Harriet Lane early in the Civil War, ordered her gun crews to fire the first naval shot of the Civil War near Charleston Harbor. (Library of Congress photo)*



wartime mission they have conducted ever since. They also delivered important personnel and dispatches, escorted convoys of commercial vessels and enforced port and coastal security. During the Seminole Wars, cutters attacked war parties, broke up rendezvous points, rescued survivors of raids, transported troops and supplies, and wrested inland waterways from Seminole control. During the Mexican War, revenue cutters continued their earlier combat missions and added the assignment of blockading enemy ports. In the Civil War, cutters undertook new missions of shore bombardment, command ship duty, and offshore blockade enforcement. The Revenue Cutter Service also rendered conspicuous service during the

*(Right) A veteran of the Civil War, Frank Newcomb helped establish the all-black Pea Island Life-Saving Station and commanded the cutter Hudson when she saved the USS Winslow in the Battle of Cardenas Bay during the Spanish-American War. (U.S. Coast Guard photo)*





*(Left) A World War I photo of Native American Carlton West, who served as an enlisted man both World War I and World War II. (Nantucket Historical Association Collection)*

underwent a great deal of change, including the introduction of aviation to the Service; a merger with the U.S. Lighthouse Service; a rapid influx of assets and personnel; formation of the Coast

*(Right) Commander Quentin Walsh in his dress blues bearing his recently awarded Navy Cross Medal. (Courtesy of the U.S. Coast Guard)*



Guard Reserve and Coast Guard Auxiliary; racial and gender integration of the Service; the development and implementation of new technologies, such as long-range navigation (LORAN) stations and the helicopter; and the addition of the former Bureau of Marine Safety and Navigation (which became permanent in 1946). In wars of the 20th century, including World War I, World War II, Korea, and Vietnam, the Coast Guard performed combat missions as well as traditional service missions, including aids to navigation; search and rescue; marine safety; convoy escort duty; troop transport and amphibious operations; port security; and beach patrol.

The Service has also fought in modern conflicts. In operations Desert Shield and Desert



*(Left) National Security Cutter Alexander Hamilton (WMSL-753), sixth Coast Guard cutter to bear his name. (U.S. Coast Guard Collection)*



*Lieutenant Holly Harrison receiving the Bronze Star Medal with Atlantic Area Commander VADM James Hull looking on. (Coast Guard Collection)*

Storm, Coast Guard law enforcement detachments (LEDETs) helped clear enemy oil platforms and boarded hundreds of foreign-flagged commercial vessels. The Service also deployed Reserve port security units (PSUs) and flew aviation missions to monitor spills from sabotaged Iraqi oil platforms. In Operation Iraqi Freedom, Coast Guard LEDETs provided maritime interdiction and boarding support while PSUs deployed to ports in Bahrain, Kuwait and Iraq. Service assets and personnel also provided oil terminal security; maritime environmental response expertise; and aids-to-navigation to mark the Khor Abd Allah River shipping channel. And, in the War on Terror, the Coast Guard continues to protect the nation from threats to its maritime interests at home and abroad.

Whether equipped with civilian-manned sailing cutters of the 18th century or modern National Security Cutters manned by military personnel, the Coast Guard has always been prepared to fulfill its defense mission. Regardless of the maritime threats and challenges confronting America today and tomorrow — whether it's rescuing mariners in distress, protecting our nation from illegal drugs, preventing and responding to oil spills, or safeguarding the nation against military threats — whenever and wherever needed — the Coast Guard will be *Semper Paratus*, or always ready.

# Arnold Palmer, Golfer and Coastie, Dead at 87

by Mark D. Faram, Military Times

What most know about golfer Arnold Palmer, who is known in his sport as “The King,” is his incredible legacy in golf. What most don’t know is that much of who Palmer became in that legendary career on the links and who he was as a man, he credited to a three-year stint in the U.S. Coast Guard at a tough time in his life.

Palmer, 87, died Sept. 25, at UPMC Presbyterian Hospital in Pittsburgh, where he had been since Thursday.

Palmer won more than 90 golf tournaments. That tally includes winning the Masters four times — every other year between 1958 and 1964. He also won the U.S. Open in 1960, and the British Open in 1961 and 1962.

Born Sept. 10, 1929 in Latrobe, Pennsylvania, Palmer started playing golf at age four, learning from his father.

He was awarded a golf scholarship to attend Wake Forest College where he spent three years and was on the rise in golf’s amateur ranks when the death of his close friend and roommate Bud Worsham caused him to question his direction in life.

“I was at Wake Forest for three and a half years and my roommate got killed in an automobile accident,” Palmer recalled in a 2012 interview with U.S. Coast Guard Auxiliary historian Richard A. Stephenson.

“I was pretty distraught over that and decided that I needed to get away — I joined the Coast Guard.”

He withdrew from Wake Forest and attended boot camp in Cape May, New Jersey in 1950. Palmer initially stayed on at the training center as physical fitness and self-defense instructor.

In 1951, he transferred to Cleveland, Ohio, and eventually became the yeoman for the commander of the 9th Coast Guard District, Rear Adm. Roy L. Raney.

His official biography at [arnoldpalmer.com](http://arnoldpalmer.com) credits his Coast Guard service in Cleveland with saving his future

golf career and “rekindling” his interest in the sport.

Much of that, Palmer said in the interview, was due to Raney. Palmer taught the admiral golf, and so Raney encouraged and officially allowed the budding golf star to continue to play the sport and compete in tournaments on the weekends.

Still, Raney had other ideas for Palmer, Palmer said in the interview. The admiral wanted Palmer to attend the U.S. Coast Guard Academy and become an officer.

“My intentions were to eventually get out and play golf and of course my boss, the admiral, had suggested I go to training at the academy,” Palmer recalled in the 2012 interview. “I was flattered he wanted me to do that but at the same time that meant an additional enlistment for me and I was primarily ready to get out and get my shot at the PGA Tour.”

He returned to Wake Forest a year later in 1954, the same year he became the the U.S. Amateur Champion. In 1955, he got his first PGA tour win at the Canadian Open and was on his way.

Still, Palmer credits his military service as the base he later built on for success in golf and business.

“The knowledge that I gained, the maturity that I gained in the Coast Guard was unbelievable,” Palmer said in the 2012 Coast Guard interview. “It matured me — it made me a better person.

“The military isn’t just restrictions and military duties. It’s learning and it’s very important that young people have that opportunity to learn and to know themselves a little better and I think the military helps put that in the right perspective,” Palmer said.

*Editor’s Note: Reprinted courtesy of Military Times*



*Arnold Palmer served in the Coast Guard for three years, crediting the service with getting him back on track after a tragic loss.*

## Ship's Store

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

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



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

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**CGCVA GARRISON CAP:** Currently unable to get sewing done on these caps. If cap is desired, please call me ahead of time to learn about sewing status. Must know head size. **\$26.00.**

### CGCVA CHALLENGE COIN



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

## Miscellaneous

(continued from front page 3)

honoring the *CGC Taney*. After breaking into groups we were transported by tram to the USCG Base at Trumbo Point. A tour of the operations center was followed by a visit to the Fast Response Cutter *David Trump*. The crew and base personnel did an outstanding job of assisting all of us old sailors and mates. After the tour, we were off to the ship for a box lunch served on the fantail, and more roaming of the *CGC Ingham*, the most decorated ship in the Coast Guard. Bill Verge, the man in charge and owner of the *Ingham*, was a



great host and was given an Association Challenge Coin. That night at the banquet many people were acknowledged for their part in making this a memorable reunion. As we age and our numbers get less, we have to appreciate our fellow shipmates whenever we can. So, with that thought, think San Diego 2017.

Full Sail, Following Seas!

**Steve Petersen**

P.S. Thanks to Campbell Assoc. Secretary-Treasurer Bob Dell for the cannon fodder for this article!

(Left) Phil Kies with Steve Petersen at the *CGC Ingham*.

### COAST GUARD COMBAT VETERANS ASSOCIATION AUXILIARY & ASSOCIATE MEMBER APPLICATION

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

Name: \_\_\_\_\_ Date: \_\_\_\_\_ E-mail address: \_\_\_\_\_

Home Phone Number: \_\_\_\_\_ Cell: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

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

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

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

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

For additional information please contact:

Betty Schambeau (Auxiliary President) at [betty.schambeau@tampabay.rr.com](mailto:betty.schambeau@tampabay.rr.com) or (352) 279-3279.

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

Introducing

## THE CGCVA 50/100 CLUB

On the next page you will find the CGCVA activities mission statement and the 50/100 Club donation form. Over the years, our members have been generous with their own contributions. This new program is geared for family members, friends and business associates that want to honor your service and the fine work the Association does on behalf of the Coast Guard. The program runs from November 1, 2016 through February 28, 2017. We will keep you posted as to its progress on the website. Thank you for your support.

Approved by: CGCVA Officers and Board of Trustees

# COAST GUARD COMBAT VETERANS ASSOCIATION

Established 1985

The Coast Guard Combat Veterans Association is a non-profit association of Active-Duty, Retired, Reserve, and Honorably Discharged Former Members of the United States Coast Guard who served in or provided direct support to combat situations recognized by an appropriate military award. Our Association fosters good fellowship, perpetuates the memory of our fallen comrades, assists honorably discharged and retired Coast Guard combat veterans, and promotes and enhances the image and posture of the United States Coast Guard. Our members nationwide take part in the following activities:

- Each year we honor a Coast Guard person for demonstrated heroism.
- Each year we honor two Coast Guard Academy cadets at New London, Connecticut.
- Each week we honor a graduating enlisted member from basic training at Cape May, New Jersey.
- We assist in maintaining the gravesite of Medal of Honor recipient Douglas A. Munro in Cle Elum, Washington.
- We participate in commissioning ceremonies for Coast Guard cutters named for those who received a combat-related or heroism-related award.
  - We participate in Yellow Ribbon Pre- and Post-Deployment events.
- We publish our acclaimed national magazine, *The Quarterdeck Log*, on a quarterly basis.
  - We maintain a highly professional website: [www.coastguardcombatvets.org](http://www.coastguardcombatvets.org).

For all of these reasons and more we hope you will consider becoming a member of our 50/100 Club (see below for details)



## Proud to be a Member of the COAST GUARD COMBAT VETERANS ASSOCIATION 50/100 Club

(Please select one of the below by checking the appropriate box)

- Enclosed is my personal contribution to the Coast Guard Combat Veterans Association 50/100 Club in the amount of **\$50**. Please list my name in the *Quarterdeck Log* as: \_\_\_\_\_
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Checks should be made out to: **CGCVA** with "50/100 Club Donation" included in the "Memo" section. Please mail checks to:

CGCVA Administrative Office  
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**All contributions are greatly appreciated and remember we are a 501(c)(19) organization so your contributions are completely tax deductible.**

# Coast Guard Combat Veterans Association

## MEMBERSHIP APPLICATION

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

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Grade, Rank, or Rate at Present, Discharge, or Retirement: \_\_\_\_\_

Ships, Duty Stations of Combat theatre(s): \_\_\_\_\_

#### IMPORTANT INFORMATION FOR MEMBERSHIP:

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

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*The CGC Taney in Baltimore Harbor. (Inset) CGCVA Member George Blessing speaks at the Memorial Day ceremony honoring WWII veterans and the Taney. (Photos by CGCVA member Richard Ames)*