



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 19, Number 4

Winter 2004

What Are They Doing Now?

Reuniting With Previous CGCVA Coast Guard Persons of the Year

At our 2002 Convention & Reunion in Reno, we voted to make all those selected as CGCVA Coast Guard Persons of the Year Honorary Life Members of our Association (if they weren't otherwise eligible). Memberships were presented to the 2001 recipient (SN Gavino Ortiz of USCG Station South Padre Island, Texas), 2002 recipient (AVT3 William Nolte of USCG Air Station Houston, Texas), and 2003 recipient BM1 Jacob Carawan of the *USCGC Block Island*). The first time we made the award presentation was 1991 and we have honored a deserving Coast Guard Person each year since.

In my attempts to reach all the previous recipients in order to get them included on our rolls as Honorary Life Members, I thought it would be of interest to the membership to provide an update on these heroic folks. I haven't been able to track down everyone and not all have responded to me yet but here's some information on a few of our previous 'Persons of the Year' regarding what they're doing now.

ASM3 Kelly M. Mogk

The first Coast Guard Person we recognized for heroism was ASM3 Kelly M.

Mogk of USCG Air Station Astoria, Oregon. In 1986, Kelly was the first female to graduate the Navy Rescue Swimmer School. Her first assignment after graduation was Astoria and on January 3, 1989, she participated in the rescue of the pilot of a downed Oregon National Guard jet. He and his weapons officer had bailed out 35 miles west of Tillamook Bay. Kelly was the rescue swimmer aboard the Coast Guard HH-65A helicopter that was dispatched to the scene. After locating a raft

with the severely injured pilot, Kelly jumped into the frigid 20-foot seas and swam to the survivor. In addition to his injuries and hypothermia, the pilot was entangled in his parachute and it took Kelly 20 minutes to free him so he could be hoisted to the hovering aircraft. By this time, Kelly herself was suffering from hypothermia since her dry suit had leaked, allowing cold water to enter. A second Coast Guard aircraft arrived to search for the weapons officer whose body was ultimately found entangled in his parachute about 12-feet beneath the life raft. For her heroic efforts, Kelly was awarded the Air Medal.

Since then, Kelly has also served as a rescue swimmer at Air Station Sitka, Alaska and as a Coast Guard Recruiter in Seattle, Wash. She graduated USCG Officer Candidate School in 1994 and Naval Flight Training in 1996. As an aviator, Kelly served at Coast Guard Air Station Humboldt Bay, Calif., and Aviation Training Center Mobile, Ala.

Today, LCDR Kelly (Mogk) Larson is serving as Operations Center Officer at USCG Group/Air Station Port Angeles, Wash.



One of seven drug-laden boats speedboats caught by the USCGC Gallatin during a recent Caribbean patrol. CGCVA 2001 Coast Guard Person of the Year SK2 Gavino Ortiz was part of the ship's boarding team during the successful patrol.

SN Gavino Ortiz

After leaving Station South Padre Island, Texas, SN Gavino Ortiz attended Storekeeper "A" School in Petaluma, Calif., and after graduation was subsequently transferred to *USCGC Gallatin*, home ported in Charleston, S.C. He has kept quite busy on the cutter and is a qualified law enforcement boarding officer.

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Burke, LM, Executive Assistant to the National President.

From the President

Shipmates:

I hope that everyone enjoyed a healthy and happy holiday season to cap off what was a most productive year for the CGCVA. We as an Association can look back at 2004 as a banner year. We saw the unveiling and dedication ceremonies for our two Vietnam Monuments: one at USCG Training Center Cape May, N.J. in July, the other at the Coast Guard Academy in October. Both ceremonies were well-attended and I extend my thanks to all who were able to make one or both of the events. Also, very special thanks to the project officer, Trustee Robert Macleod; our guest speakers CWO4 Paul Scotti and CAPT Alex Larzelere; project architects CAPT Don Taub and CDR Bill Hicks; DHS Deputy Secretary ADM James Loy; and the many USCG and CGCVA ceremony planners and participants. Bravo Zulu to you all!

These were both very significant events in our Association history and the monuments will long stand as reminders to those being trained to become part of the Coast Guard's enlisted and officer corps of the contributions made by the Coast Guard in Vietnam. On a related note, despite how good it feels to have concluded this project, we spent more money than we originally anticipated. We still maintain a separate account for the Vietnam Monument Project so if you have paid off all your Christmas bills and are looking at a nice tax refund, please consider making a donation to this most worthwhile project. It will be most appreciated Shipmates!



*PNP Jack Campbell meets with
Director of Veterans Affairs
Anthony Principi in France during
60th Anniversary Commemoration
of D-Day ceremonies.*

The past year had its share of ups and downs for our the CGCVA. Our Association was honored when two CGCVA Life Members, PNP Jack Campbell and Marvin Perrett, were selected to serve as USCG representatives at the 60th Anniversary of the Normandy Invasion Commemorations in England and France. I was delighted when LM Bills Wells offered to take the reins as our webmaster. He has exceeded all expectations by upgrading the site and creating several exciting new pages. Just go to: www.coastguardcombat.vets.com and check it out. Very professional and clean-looking. Thanks Bill! On the down side, I am always saddened to receive 'Crossed the Bar' notices from the secretary-treasurer. Mare and I were particularly saddened to learn of the passing of Leo

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Next QD Log deadline is May 1, 2005

Happy 20th Anniversary

Wow! 20 years old! When that small group of us got together in Illinois that summer of 1985, there was just the hope that we could get a little growth and continue our new made friendships the next year.

Now, as we prepare for our reunion in Tampa, Florida, I hope that we can plan another 20 years. Remember that all of us are recruiters. We need to recruit members and associate members. Not only will this add to our growth and longevity, it will put some needed funds in our coffers.

And speaking of reunions, our Reunion Committee accepts all ideas for possible reunion sites. Some things to keep in mind, not necessarily in any order are: Cost of accommodations and food, cost and ease of transportation (air, car, etc.), weather, things to do (fun activities), accessibility to Coast Guard unit(s) — after all, we are members, ex-members and friends of the Coast Guard, access to a large room for our Hospitality Suite and refreshment center (since not all facilities will permit a group to bring in their own refreshments).

Anyway, let's have a great reunion this October in Tampa and make it our best reunion ever.

On The Move

Linda and I attended our third reunion in Mt. Ida, Arkansas this past fall. Mt Ida is about 30 miles from Hot Springs on beautiful Lake Oushita. This group, "Vietnam Vets Organization, Inc." is a group of Vietnam, WWII, and recent wars veterans, along with friends of the organization, having a weekend family affair. As usual, Linda and I are the token Coasties.

Imagine my surprise when, after launching my boat, I saw two former Coast Guard boats. One was a 22-foot "Raider" boat, the other a 47-foot motor lifeboat. The 47-footer was from Cape Disappointment and the Raider was from Puerto Rico. Both are equipped with massive fire pumps and monitors. They belong to the Joplin Fire Department. Due to the many large capacity marinas with large expensive yachts, they need fast waterborne firefighting vessels that can out put large amounts of water and foam. They are readily recognizable as former Coast Guard vessels because of the racing stripe. If you are around that area, stop for a visit and the Dockmaster at the Mt. Harbor Marina will be glad to give Coasties a tour.

Please be safe and well. Linda and I are anxious to see our Coast Guard Family in Florida. Semper Paratus!
Frenchy

Welcome New Members

A hearty "Welcome Aboard!" to the following new CGCVA and Auxiliary members. New member names

are followed by sponsors' names (*italicized in parentheses*):

OCTOBER 2004

Daniel R. Cinq-Mars (*Pat Ramsey*); Hugo Hodulich (VA Hospital Lyons, N.J.); and William M. Sherman, LM (*Gary Sherman*).

NOVEMBER 2004

Adrian Lonsdale (*Ed Swift & Donald Taub*); Bruce E. Borthwick (*Pat Ramsey*); Bill J. Embry (*Pat Ramsey*); David T. Isherwood (*Ed Swift*); and Keith O. Moore (*Pat Ramsey*).

DECEMBER 2004

VADM Thad W. Allen (*Clyde Allen*).

JANUARY 2005

Kelly M. Larson, LM (*Ed Swift*); George Cavallo, LM (*Ed Swift*); Gerald A. McGill (*W. S. Viglienzone*); Dave Schacher (*Thomas Rex Williamson*); and Sheldon Kaminsky (*Jim Jarrett*).



(Left) CDR E. T. Maxey, SN Brandon James Hines, mother Debra Hines, and grandfather Everett at Brandon's recruit graduation. (Right) CDR Maxey and CAPT Curt Odom.



(Above) CDR E. T. Maxie, USCG (Ret.), SN Brandon James Hines, and CAPT Curt Odom, USCG Training Center Cape May commanding officer, following recruit graduation ceremonies on Dec. 10, 2004.

Association News

Commodore Bill Hoover is on the mend. It would be great if members could send him a note at 3567 Brittlewood Ave., Las Vegas, NV 89120-2009. Bill was the first CGCVA member to arrive at Indian Lakes Resort, Bloomindale (Chicago) in 1985. Marlou and I had the pleasure of having dinner with Bill and Libby. Bill, Paul Scotti and the late Don Kneip arranged for the Reunion of 1986 at the Comstock Hotel in Reno. It was at the 1986 Reunion that it was decided we would be the Coast Guard Combat Veterans Association and that our main purpose would be to enjoy the comradeship of our fellow Coasties at Reunions. The rest is history. Since Bill was our first Association President, I tagged him with the title, "Commodore." In 1989 when Bill, Bob Maxwell and I went to USCG Headquarters to see about getting the Barque Eagle for our 1990 Reunion in Baltimore, I heard that some of the folks in D.C. were trying to find Commodore Hoover in their Officers' Registers. Thanks to Admirals Yost and Matteson, we did get the Eagle to the Baltimore Inner Harbor.

Having been a part of this great association for 20 years, I am constantly bothered by our shipmates who are sick or cross over. Leo Andrus was one of those very special people that gave his all to the CGCVA. Leo always arrived his three sons, who took over our Hospitality Room and really worked hard. Leo himself always drew a crowd who loved his sea stories and great humor. God Bless you Leo. Your sons, also.

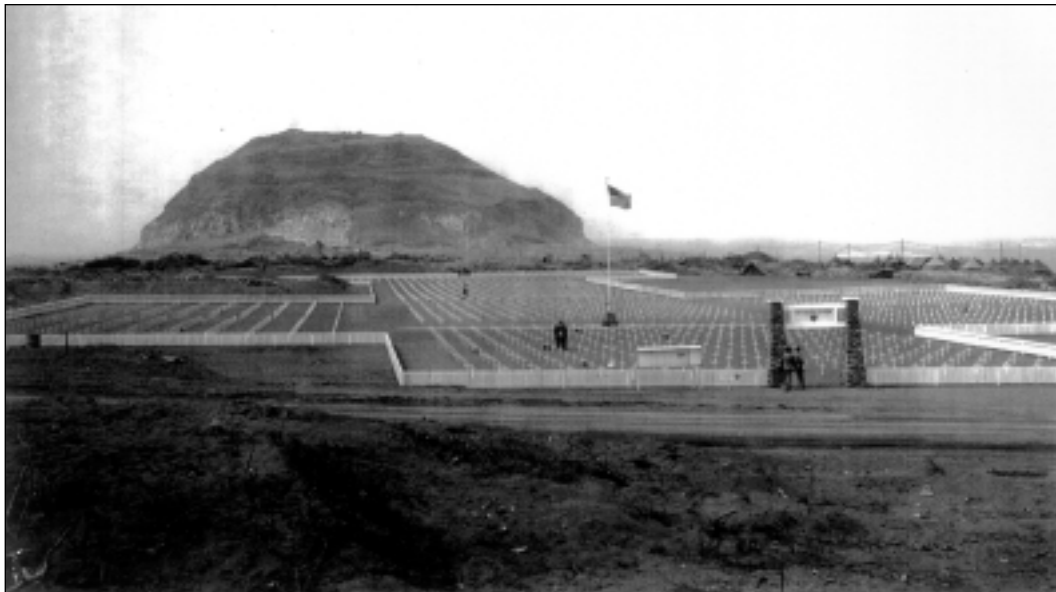
Guess who I talked to recently? Ernie Tucker, USS Taney Pearl Harbor, Dec. 7, 1941. Ernie fired the 20mm from the wing of the bridge at Japanese aircraft until relieved by a gunners mate. It has been said that the Taney saved the Honolulu Power Plant and Aloha Tower. I will see what I can find out when visiting Hawaii this winter.

While my personal health is relatively good, Marylou is still with me after 53-plus years and I can't tell you how much she has helped me with the Association jobs. Should some member feel qualified to take over the Secretary-Treasurer position, please let me know. Most of you know where I stand. Semper Paratus. Baker

2004 Financial Report

We are a bit behind the 2003 balance, with total cash assets at \$55,323.70. The two Vietnam Memorials cost a bit more than anticipated (which was approved by the Board of

Trustees) but they are beautiful, and in my opinion, well worth it since they will serve as reminders of Coast Guard service in that area of the world. I did purchase a computer, which was almost \$2,000. This was done because I didn't want to put our very old computer on-line and have it pick up a virus which could shut down our various programs. Our receipts and expenditures will be audited by the Trustees in Tampa during the Reunion. On the plus side, we did not pay anyone a salary, nor could we afford to.



The U.S. Marines Fifth Division Cemetery at the base of Mt. Suribachi on the island of Iwo Jima. The photo was taken by LTJG R. H. Larson, USCG on April 7, 1945. Photo furnished courtesy of CGCVA member Eddie Olsen.

Dues

CGCVA Membership Dues remain at only \$25.00 every TWO years.

Life Member Rates also remain the same. Under age 30 (\$200.00); 31-40 (\$185.00); 41-50 (\$165.00); 51-60 (\$145.00); 61-70 (\$115.00); 71-80 (\$85.00); 81-89 (\$50.00); 90 and up (No cost). For those of you who are not life members, your dues notice is on your Quarterdeck Log label. I want to thank those no-life members who send in their dues early, which saves me from sending them a notice. Those members that sign up for "life membership" have really helped me out. **Baker**

CROSSED THE BAR

Leo Andrus, LM

Joined: 03-30-94 CTB: 12-05-04

Maurice T. Hedgecock, LM

Joined: 06-10-96 CTB: 11-09-04

Howard Walker, Jr., LM

Joined: 04-01-90 CTB: 11-25-04

USS William F. Seiverling

The *USS William F. Seiverling* (DE-441) will hold their 41st reunion Sept. 28 - Oct. 1, 2005 at the Ramada Resort Conference Center, 1700 West Highway 76, Branson, MO 65616. Call the Ramada at 1-800-641-4106. For more information, call **Mike & Delores Reyna** at 660-529-2506 or **Howard Noe** at 228-435-3929.

USCGC Chase

The *USCGC Chase* (WHEC-718) will hold its 2nd reunion April 29 - May 3, 2005 in Atlantic City, N.J. All *Chase* crews from all eras are welcome to attend. The itinerary includes a trip to USCG Training Center Cape May to attend a graduation ceremony. For details, write to USCGC Chase Reunion, c/o **Jim O'Callaghan** at P.O. Box 6733, Yorktown, VA 23690 or call **Chris Wood** at 860-684-4170. You can also go to www.uscgchase.org.

Owensboro Units

The Owensboro Reserve Units Reunion for 2005 will be held on Saturday, April 23rd, starting at 1300 CST at the Oakridge Park Campgrounds, one-half mile west of Rockport, Ind. For more information, contact **Bill Symon** at 812-649-2721 (home) or 812-686-2082 (cell); **Les Allen** at 502-552-0687 (cell); **Don Kuster** at 812-327-4749 (cell); or **Gene Radin** at 859-885-1236 (home).

USCG 255' Sailors

USCG 255 Sailors Reunion IV for all thirteen 255-foot USCG cutters will be held May 15-18, 2005 at the Plaza Hotel & Casino in Las Vegas, Nev. For more information, contact the Reunion Committee at P.O. Box 33523 in Juneau, AK 99803 or call 907-789-2579. You can also fax to 907-789-2780 or e-mail: doak17@gci.net. **Doak Walker**

Squadron One Division 13

A reunion is being planned for September 2005 or later in Las Vegas or Reno for anyone who was assigned to Squadron One Division 13 Cat-Lo, Vietnam during 1966. We are in the planning stages and would like to find out just how many of us are still out there and who would be interested in getting together after nearly 40 years. In August 2003, there was a reunion held for the 1966 Division 13 crew of the *USCGC*

Point White (WPB-82308) in Port Angeles, Wash. That reunion was so successful that we felt it would be great to hold a reunion for the entire 1966 Squadron One Division 13. For more information contact **Jerry Sampont** at 360-457-6671 or E-mail: division131966@yahoo.com.

Vietnam Veteran Homecoming

The first-ever national "Welcome Home — America's Tribute to Vietnam Veterans" will take place June 13-19, 2005 in Branson, MO. Coordination is by **Operation Homecoming USA**, a 501(c)(3) not-for-profit corporation established to organize and execute a grand-scale weeklong event designed to provide Vietnam veterans the homecoming celebration they never had. The event is open to all Vietnam veterans, their families and friends, and more than 100,000 participants are expected to attend. For more information, contact Operation Homecoming USA, c/o UPS Stores, Box 51, 1440 State Highway 248, Suite Q in Branson, MO 65616. Ph: 417-336-5719 or 1-888-265-8387 or go to www.operationhomecomingusa.com.



CGCVA member John Pero and his grandson Andrew Pero. Andrew graduated USCG boot camp June 18, 2004 and is assigned to USCGC Vigorous (WMEC 627), homeported in Cape May, N.J.

LST-795 Photos

I was a radio operator on *LST-795*. The executive officer was an avid cameraman who compiled a large collection of photos both at sea and ashore. He would develop film and make prints, then post them so the crew could order the ones they wanted. I got quite a lot of them. A few years ago I gave them all, plus other items, to the Coast Guard Museum in Seattle, Wash. For those interested, they could still be there. **Anthony B. Newton**

Toy Drive Thanks

The following letter was received Dec. 30th by CGCVA Past National Vice President Ed Burke:

Dear Mr. Burke:

I want to thank you and the members of the Coast Guard Combat Veterans Association for the donation of stuffed animals to the Sonny Fraizer Toy Drive. The children attending the Christmas Party were thrilled and excited to receive them. Your generosity contributed to the tremendous success of this event and we wish you and your members happiness and success in the new year. Again, thank you.

Sincerely,

Douglas K. Holland

Chief of Police, Hyattsville City Police Dept.

Hyattsville, Maryland

Looking For Former Shipmates

I served in USCG Division 11 Squadron One Repair Force 1968-69 in An Thoi, Vietnam. I'm trying to locate people I served with for their names and addresses, to help with a claim I have against the Veterans Administration (VA). Please contact me at 9 Linden Place, Apt. #1, Vernon, Conn. 06066-3520 or call 1-860-872-9817. Thank you!

Ronald R. Hirth

Historical Information Search

I've been researching the history of what is today USCG Sector Miami. I have documentation of events up to 1941 but I can't seem to find anything, except possibly hearsay, from then until about 1955. If anyone can help me fill in the blanks, it would be most appreciated. Thanks in advance! I am a USCG Auxiliant in Miami Beach, Fla. and I can be reached at: jaberbach@stamiambeach.uscg.mil.

Joel Aberbach

Supporting Our Deployed Troops

Recently, one of our members donated six 180-minute pre-paid phone cards to the Association, asking only that they be distributed to non-rated or junior petty officers. The CGCVA in turn provided the cards to the *USCGC Monomoy (WPB-1326)* which was deploying for duty in the Middle East. Also sent with the phone cards were copies of the *QD Log* and information on the CGCVA. Hopefully, we will soon get an acknowledgement from the cutter that the package was received. Unfortunately, our Association never received any acknowledgements from other deployed USCG units when we mailed letters, books, magazines and other items to them during the early stages of the Iraqi War. This is quite frustrating since we really don't know if the materials we have mailed were ever received.

For Those Who Take Life Too Seriously

- Always try to be modest, and be proud of it!
- If you think nobody cares, try missing a couple of pay ments.
- Monday is an awful way to spend 1/7th of your week.
- Okay, so what's the speed of dark?
- Hard work pays off in the future. Laziness pays off now.
- Everyone has a photographic memory. Some just don't have film.
- Why do psychics have to ask you for your name?
- What happens if you get scared half to death twice?

Oops!

In the last *QD Log* issue (Fall 2004), I incorrectly identified the *USCGC Owasco* as a 311 when it was, of course, a 255.

Well, needless to say, I was notified of my error by quite a few astute Association members. Nice catch, folks! Well at least that tells me someone's reading the magazine. By the way, the first to catch the error and let me in writing was **DC1 Harry Hess, USCG (Ret.)**, who served on both classes before they went to Vietnam. Thanks Harry!

Oops! 2

Here's another of the *Owasco* letters:

"I really enjoyed the Fall 2004 *QD Log* article, especially the Market Time story as

that is where I served."

"My reason for writing is to point out a mistake on page 13 in the caption for the photo of the *Owasco (W-39)*. The *Owasco* was 255' cutter, not a 311'. The 255's were designed by the USCG, the 311's were ex-Navy seaplane tenders. Originally designed as 355', the *Owasco* Class cutters were shortened 100' because of budget constraints after WWII."

"I served aboard *Owasco* my entire four-year enlistment, except recruit training of course. I reported aboard in September 1965 and was separated in June 1969. After one year on deck force, I struck Gunner's Mate, attaining GM2, just prior to our deployment. I reenlisted in the USCGR in 1972 and entered RET-2 status in 2000 as GMCM. I am proud of my service in the USCG, especially the time on the 'Big O' so I felt the need to correct the information in the photo. Semper Paratus!

GMCM Mike McCole, USCG (Ret.)

Editor's Note: Thanks Harry and Mike for pointing out the snafu. Guess my lack of sea duty is showing again.

Rolling Thunder XVIII

The annual Rolling Thunder "Ride For Freedom" will be held May 29, 2005 in Washington, D.C. Departing the Assembly Area in the North Pentagon Parking Lot at noon, riders will travel through Washington D.C. to the Vietnam Memorial. For details on the 2005 Ride For Freedom, contact Rolling Thunder, Inc., National at P.O. Box 216, Neshanic Station, N.J. 08853. Ph: 908-369-5439. Fax: 908-369-2072.

Homeland Security Deputy Steps Down

On Dec. 18, 2005, ADM James Loy, deputy secretary of the Homeland Security Department, announced his resignation, indicating it will be effective March 1, 2005 or when a successor is named.

“His vision and commitment to the protection of our country during the department’s early years will have a lasting effect for years to come,” Homeland Security Secretary Tom Ridge said in a statement.

House Homeland Security Committee Chairman Christopher Cox (R-CA), also said Loy has been one of the “federal government’s foremost strategic thinkers and innovative managers of the past decade.” Cox also said Loy’s departure will be “doubly painful” because Ridge is leaving the department “and replacements of their caliber will be hard to find.”

ADM Loy served as commandant of the U.S. Coast Guard from 1998 to 2001.

Editor’s Note: On behalf of the entire CGCVA membership, here’s wishing our fellow member and shipmate ADM Loy the very best in his next endeavors and many thanks for the incredible support to our Association over the years. Semper Paratus, sir!



MCPO Jim O’Neil, RADM Sally Brice-O’Hara and CGCVA PNP Jack Campbell with stained galss window presented to USCG Training Center Cape May, N.J., by the Women of the Sea Services.

Your Opinion Matters: Employment Survey

Military.com, in partnership with Monster.com, is conducting a survey that will help us go to employers and champion the hiring of transitioning personnel, veterans and military spouses. Your opinion also counts in improving our free resources in this area. The survey has about 20 questions and takes around 3-5 minutes to complete.

Get started now: <http://www.military.com/employment/>

Saluting Top Recruits

Each week at graduation ceremonies at Coast Guard Training Center Cape May, New Jersey, 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:

SA Joshua A. Muhlenbeck (Julliet 169) of Norfolk, Va., reports to ET “A” School at USCG Training Center Petaluma, Calif.

SN Alexander A. Pomales (Kilo 169) of San Juan, P.R., reports to *USCGC Vashon*, San Juan, P.R.

SA Michael J. McDonald (Lima 169) of Spokane, Wash., reports to *USCGC Henry Blake*, Everett, Wash.

SA Terry A. Clark (Mike 169) of Tampa, Fla., reports to *USCGC Muskegem*, Sallisaw, Okla.

FN Seth Thompson (November 169) of Lansing, Mich., reports to *USCGC Biscayne Bay*, St. Ignace, Mich.

SA Jeremy W. Richardson (Oscar 169) of Little Rock, Ark., reports to *USCGC Tahoma*, Portsmouth, Va.

SN Michael A. St. Louis (Quebec 169) of Lost Angeles, Calif., reports to USCG Loran Station Attu,

Kodiak, Alaska.

FN Bradley J. Steinbach (Sierra 169) of Denver, Colo., reports to *USCGC Shrike*, Cape canaveral, Fla.

SN Benjamin P. Olson (Tango 169) of Providence, R.I., reports to USCG Port Security Unit 301.

FA Ashley A. Wojick (Uniform 169) of Springfield, Mass., reports to USCG Station Boothbay Harbor, Me.

SN Anthony E. Marshall (Victor 169) of Atlanta, Ga., reports to *USCGC Forward*, Portsmouth, Va.

SA Sain-R K. Edwards (Whiskey 169) of Houston, Tex., reports to FS “A” School, USCG Training Center Petaluma, Calif.

SA Lobna M. Kamel (X-Ray 169) of Manhattan, N.Y., reports to OS “A” School, USCG Training Center Petaluma, Calif.

SN Ryan R. Rivera (Yankee 169) of San Antonio, Tex., reports to MK “A” School, USCG Training Center Yorktown, Va.

SA Joshua F. Taylor (Zulu 169) of Glen Burnie, Md., reports to BM “A” School, USCG Training Center Yorktown, Va.

For Those Who Take Life Too Seriously

- Depression is merely anger without enthusiasm.
- The early bird may get the worm, but the second mouse gets the cheese.
- I drive too fast to worry about cholesterol.
- Support bacteria. They’re the only culture some people have.
- A clear conscience is usually the sign of a bad memory.
- Change is inevitable, except from vending machines.
- Get a new car for your spouse. It’ll be a great trade!
- Plan to be spontaneous tomorrow.

SA Chad A. Barnes (Alpha 170) of Nashville, Tenn., reports to *USCGC Confidence*, Patrick AFB, Fla.

SA Spencer M. Walker (Bravo 170) of St. Louis, Mo., reports to *USCGC Anthony Petit*, Ketchikan, Alaska.

SN Seth P. Bumanglag (Charlie 170) of Honolulu, Hi., reports to *USCGC Swordfish*, Port Angeles, Wash.

SA William M. Graves (Delta 170) of Richmond, Va., reports to OS "A" School, USCG Training Center Petaluma, Calif.

SA Mario J. Scarpino (Echo 170) of Pittsburgh, Pa., reports to FS "A" School, USCG Training Center Petaluma, Calif.

SN Bradley N. Wales (Foxtrot 170) of San Diego, Calif., reports to *USCGC Midgett*, Seattle, Wash.

SN Mark P. Baker (Golf 170) of Syracuse, N.Y., reports to USCG Station East Tawas, Mich.

SA Joshua J. Means (India 170) of Riverside, Calif., reports to *USCGC Steadfast*, Warrenton, Ore.

SN Brian J. Beck (Juliet 170) of Little Rock, Ark., reports to *USCGC Hatchet*, Galveston, Tex.

For Those Who Take Life Too Seriously

- Save the whales. Collect the entire set.
- A day without sunshine is like, night.
- On the other hand, you have different fingers.
- I just got lost in thought. It wasn't familiar territory.
- 42.7 percent of all statistics are made up on the spot.
- 99 percent of lawyers give the rest a bad name.
- I feel like diagonally parking in a parallel universe.
- Honk if you love peace and quiet.
- Remember, half the people you know are below average.
- He who laughs last, thinks slowest.

pating members. Due to magazine space constraints, the complete list will instead be provided on the CGCVA website: www.coastguardcombatvets.com. The *QD Log* will run e-mail address additions and changes only in each issue. Below are the additions and changes received since the last issue. Additions, deletions and changes should be sent to: USCGW64@neo.rr.com.

- Averill, Jack.** javerill1@comcast.net
Bujarski, Marcel bujarski@cableone.net
Eaton, Mark meaton5@cox.net
Friedman, Jerome. jerlil3@rcn.com
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Hansen, Neils. neilshansenap118@verizon.net
Huggins, Gordon BN22@aol.com
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Polito, Larry mclapolito@comcast.net
Ramsey, Patrick. ramseypatrick@bellsouth.net
Rendall, Jerald L. jlrendall@comcast.net
Spengler, Paul Paul.Spengler@sbcglobal.net
Vincent, John. Yakman78@msn.com

Justin Labonte Update

If Miami was any indication of things to come, the new combination of Justin Labonte driving the Labonte-Haas #44 Coast Guard Chevrolet is going to make for an exciting 2005. In just his second race behind the wheel with the new team Justin was 5th quickest in the first practice. He had his best qualifying effort of the year starting the race 6th, and then backed it up with the 5th fastest lap in final practice.

The 17th place finish in the race was hardly indicative of what the team might have accomplished had just a few breaks come our way.

The 300-mile race on the 1.5 Mile track started on a beautiful but warm November Florida afternoon. Shortly into the race Justin reported the car was tight and chattering through the center of the turns. Since the teams final practice had been early Friday morning they had tried to compensate from their good set up then to one that would be better suited to the hot-



CGCVA LM Arthur (Augie) Whittum paid his annual call for remembrance and reflection on Nov. 11th to the Vietnam Wall in Washington, D.C. He brought yellow roses for those still missing and red for those died and have come home, including one for LT Jack Rittichier. Augie makes a stop at the names of each of the Coast Guardsmen on the wall, then pays his respects to the crew members of Spooky 21 and Lima Site 85. He also helped make a wreath presentation on behalf of a VFW post in New Hampshire. Well done Augie!

E-Mail Addresses

To assist our Association members in contacting each other, the *QD Log* used to include a complete e-mail list of partici-

ter race conditions Saturday afternoon.

On a lap 31 caution, the crew tried to get the car looser for Justin and may have done their job too well. On lap 46, coming through turns three and four, the car got away from Justin going into a spin that he did a remarkable job of keeping it off the outside and inside walls. Unfortunately it flat spotted some

of the tires and we had to use up one of our three sets after only 15 laps. This put us at a huge disadvantage as we would now have to stretch one set of tires through a portion of the race that the other teams would be able to use two sets.

Justin had been running 8th at the time of the spin and the best hope to recover the lost track positions and tires was that on the pit stop that the other teams made their second tire change we would gas and go. This would hopefully get us back to the front, though we would lose some spots to teams with fresh rubber. When a caution came at lap 67 with Justin running 31st Bryant Frazier called for the crew to make a slight chassis adjustment and fill the gas tank. As Justin came in, Martin Truex from the pit stall behind us pulled out hitting Justin. This ruined Truex's day and after the crew got the cars separated and Justin in his stall and gassed he returned on the track 37th, even farther back than he had been. He had lost seven spots plus everyone else now had fresh tires to his worn ones.

Justin started clawing his way back through the field and got back up to 21st by lap 111 of the scheduled 200-lap race.

A round of green flag pit stops midway in the race scrambled the field and when the cars had cycled through Justin was running 23rd, when another of the 12 cautions that consumed 51 of the races laps, came out at lap 160. Justin reported the car as the best it had been all day at this time and went to work to get as many positions as possible over the final 35 laps when the race restarted at lap 165.

Over those final 35 laps the yellow flag would wave four more times and each of them would come after Justin had cleared some of the slower cars and was starting to pass cars for position. Even with such a few green flag laps run to be able to move up Justin still managed to get back to 17th when the race ended on lap 203 due to the green-white-checkers rule that

keeps races from ending under caution.

The team ended the season 5th in Owner's Points and this will be very helpful next year. They are now hard at work building new cars and planning extensive testing for what will be a demanding start for 2005. The first races next year will start at Daytona February 19, then in consecutive weeks going to California, Mexico City, Las Vegas, Atlanta, Nashville and Bristol before the first break.

It has been a very successful year for the Coast Guard's first year in NASCAR. It began with a new start up team running a 15 race schedule, then gaining a big win at Chicago. The year is ending with the new Labonte-Haas Chevrolet #44 team with extensive Hendrick Motorsports support and the future looks bright.

As you probably already know, the Coast Guard is sponsoring Justin Labonte to a full racing season in the 2005 Busch Series. Last year, our first year of the sponsorship, Justin raced in a limited schedule, yet still won the race at Chicagoland Speedway.

2005 Busch Series Race Schedule

- | | |
|----------|---|
| Feb. 19 | – Daytona International Speedway |
| Feb. 26 | – California Speedway |
| Mar. 6 | – Autodromo Hermanos Rodriguez |
| Mar. 12 | – Las Vegas Motor Speedway |
| Mar. 19 | – Atlanta Motor Speedway |
| Mar. 26 | – Nashville Superspeedway |
| Apr. 2 | – Bristol Motor Speedway |
| Apr. 16 | – Texas Motor Speedway |
| Apr. 22 | – Phoenix International Speedway |
| Apr. 30 | – Talladega Superspeedway |
| May 6 | – Darlington Raceway |
| May 13 | – Richmond International raceway |
| May 28 | – Lowe's Motor Speedway |
| June 4 | – Dover International Speedway |
| June 11 | – Nashville Superspeedway |
| June 18 | – Kentucky Speedway |
| June 25 | – The Milwaukee Mile |
| July 1 | – Daytona International Speedway |
| July 9 | – Chicagoland Speedway |
| July 16 | – New Hampshire International
Speedway |
| July 23 | – Pikes Peak International Raceway |
| July 30 | – Gateway International Raceway |
| Aug. 6 | – Indianapolis Raceway Park |
| Aug. 13 | – Watkins Glen International |
| Aug. 20 | – Michigan International Speedway |
| Aug. 26 | – Bristol Motor Speedway |
| Sept. 3 | – California Speedway |
| Sept. 9 | – Richmond International Raceway |
| Sept. 24 | – Dover International Speedway |
| Oct. 8 | – Kansas Speedway |
| Oct. 14 | – Lowe's Motor Speedway |
| Oct. 22 | – Memphis Motorsports Park |
| Nov. 5 | – Texas Motor Speedway |

Congratulations Marvin

World War II veteran and CGCVA Life Member Marvin Perrett, was recently awarded the Coast Guard's highest public service award, the Coast Guard Distinguished Public Service Award, during a speaking engagement in Pittsburgh Nov. 16

Perrett operated a Higgins Landing Craft during World War II in such places as Normandy and Iwo Jima, and has worked diligently to increase public awareness of the Coast Guard locally and nationally ever since. Perrett frequently participates in interviews with both local and national media, and travels the country giving speeches to various groups about the Coast Guard's history and missions.



CGCVA Life Member Marvin Perrett hands out flyers to workers at the D-Day 60th Anniversary Commemoration Committee in France.

Perrett reached the rank of Boatswain's Mate 2nd Class while serving during the war; however, he was recently honorarily promoted to chief petty officer by the Coast Guard's Chief Petty Officer Association at the Integrated Support Command in New Orleans.

Bruckenthal Memorial Coin

A commemorative TACLET South Challenge coin, honoring fallen Coast Guardsman DC3 Nathan Bruckenthal, has been produced and is now available. Cost is \$18 each (plus \$8.25 shipping) with proceeds going to the trust fund for Nathan's widow Patti and their baby daughter born in October.

The "heads" side of the coin is the TACLET South crest with a mourning band across the center. The "tails" side shows an attacking eagle clutching a spear. Behind the eagle is a map of Iraq and a flowing American flag. Above the eagle there are five stars, one for each branch of the service. On the top edge is inscribed, "Operation Iraqi Freedom." The bottom bears the Latin command, "Hostes Oppugnate" which means "Take the Fight to the Enemy."

For details, contact **Mr. David Agata**, c/o Mighty Mens Wear at 1031 NW 80 Avenue, Margate, FL 33063. You can also reach Mr. Agata at nsadave449@earthlink.net. Web site: www.mightymenswear.com.

A Life of Their Own

"It is said that ships take on a life of their own. That may not be true in the strictest sense of the word, but I believe it to be

true in an emotional sense. A ship sets up its own rhythm with the sea. It has its own noises, and I swear it develops its own personality. If you've served at sea, you truly know what I am saying."

Yep! Like sailors of old, in the days of the iron men and wooden ships, we often referred affectionately to huge, iron, bathtub-like 'steel' floating on water as "her" or "she." Left to herself, she would drift as a hulk to a ravaged demise by a relentless sea.

It was the men that manned her who made her a worthy vessel. She would keep us afloat on an inhospitable ocean,

where alone one would quickly succumb to the sea. This floating steel would mother us, keep us dry when it was wet and warm when it was cold, keep food for when we were hungry, and move us through water that alone we could only flounder in.

We would take on her sea-worthy personality, hard and defiant. And she, in turn, would take on the personality of the seaman that sailed her. Yet like her, we knew we were still at the mercy of the sea. It was her strong keel and our will to defy the sea that bonded us as one against the oceans.

She could be as gentle as an old mare in calm seas or as wild as a stallion under the cinch of a cowboy in a raging storm. She would shine with polished brass for ceremonies and sail proudly and stately under the flag of command. She could be as meek as a school girl when called upon as a diplomat or be a raging man-of-war in combat! We were proud when we put her through her paces, sleek and fast. Quick as a cutting edge and sleek like a viper. We relaxed in her roughed comfort on calm seas and were humbled when she brought us through a typhoon.

She was a goddess and a devil. And we were the men that sailed her!

**Rev. R. C. "Louie" Lewis, USN, 1966-1970
RVN, Sept '66 - Feb '67 & June '68 - Dec '68**

The Brawler's Last Fight

During World War II, as a member of the U.S. Coast Guard, I was serving aboard the troopship *General H.L. Scott*. It was December of 1944 and we were anchored in Humboldt Bay at Hollandia, New Guinea. There were about two thousand troops and a crew of five hundred aboard. Knowing we would still be there at Christmas, morale was low and everyone was moping around.

In a special announcement over the loud speaker, CAPT Conway told us that Jack Dempsey would be coming aboard. What a difference in crew and the troops as everyone anticipated the arrival of ex-World Heavyweight Champion Boxer of 1920 to 1929, Jack Dempsey.





Commander Jack Dempsey helps to train two fellow Coast Guardsmen in the art of boxing. In 1945, he served on the attack transport USS Arthur Middleton during the invasion of Okinawa.

There was plenty of room to set up a boxing ring on No. 4 hatch, and many volunteers for the three-round exhibition bouts. All the space around No. 4 hatch was filled with men sitting on yardarms, boats, guns as well as many standing.

When Jack came aboard, he walked around in the ring and answered questions. Most were about his career as a boxer and when he was World Heavyweight Champion. He was known as a brawler and his most effective punch was his right hand. He kept it close to his body, and when an opening came, that fist shot straight out to do its damage.

The men aboard put on seven bouts, that were all good fights, and everyone was having a good time. The final bout



CDR Jack Dempsey, USCGR

was between a Black soldier and a Caucasian soldier. The fight was so close that I don't see how anyone could call it anything but a draw.

When Jack went over and held up the white guy's hand, all hell broke loose. The Black guy cried foul and started jumping up and down and said he was cheated out of the fight. Along with a lot of rhetoric and cussing he said he could whip anyone on the ship. he pointed at Jack and said, "That means you too."

Then the crowd got into it and started yelling, "Show him, Jack! You still have some of your old stuff left." At that time, he was in his mid-forties but he let the crowd talk him into putting on his gloves. The Black fighter was still mad as hell and was waiting his chance.

The first minute looked bad for Jack and the crowd got real quiet. This young Black soldier was really coming at him and he was hurt by several punches. Jack got his right hand against his chest and when he saw an opening, it shot out and his opponent went down.

We could see that Jack was shook up and hurt as he put on his shirt and went down to the wardroom. that was the last time we saw him.

Years later in 1950, the Coast Guard put out a magazine every month that was called, *The Coast Guard*. One of the writers had an interview with Jack Dempsey during which he asked, "What was your toughest fight?" His answer was, "Aboard the *General Scott* in Hollandia, New Guinea."

Clyde (Bill) Allen

CGC Taney Happenings

December 7, 2005 saw the *Taney* again serve as host to the Pearl Harbor Memorial Ceremony. Despite poor weather, another highly successful event was held on the veteran cutter's fantail. Members of the Pearl Harbor Survivors Association, CGCVA members, representatives of the CGC Alexander Hamilton Survivors Association, and WWII veterans from all military branches were in attendance. The ceremony received excellent media coverage to highlight Coast Guard participation in WWII while honoring the 2,403 Americans who died in Hawaii on Dec. 7, 1941.

Paul Cora of the Baltimore Museum says watch for the July 2005 issue of *WWII History* which will include a feature story on the wartime combat record of *Taney*. This article recounts the essential details and introduces new facts on *Taney's* actions in Hawaii in December 1941, Pacific and Atlantic convoy duty including the battle of Convoy UGS-38 in April 1944, and the ship's participation in the Okinawa Campaign.

There will also be a *USCGC Taney (WPG/WHEC 37)* Reunion Oct. 6-8, 2005 at the Radisson Plaza Hotel in Baltimore. Contact: **Frank Tobat** at P.O. Box 74, Quatico, MD 21856. E-mail: frank@hvacservicesunlimited.com. Phone: (410) 546-1557.

LST 325

The restored *LST 325*, currently homeported in Mobile, Ala., will begin its 2005 tour on May 17th, making port calls in Alexandria, Va. (May 26-30); the Massachusetts Maritime Academy (June 3-8); Charleston Navy Yard (June 8); participate in the USS Constitution Harbor Turnaround (June 11); CNY Pier 4 (June 13); Dept. of defense WWII Memorial (June 18); Gloucester, Mass (June 20-22); and arriving back at

Mobile on July 4th. She will have a total of 24 days underway and 22 days in port while covering 4,250 miles. The above schedule was correct as of January 4th but the ship's itinerary is subject to revision. To obtain the most up-to-date information on *LST 325* and it's Summer 2005 schedule, contact the *LST 325* office at (251) 452-3255,

Landing Ship Tank 325 was launched Oct. 27, 1942 at Philadelphia Naval Shipyard and commissioned Feb. 1, 1943. Her length is 328-feet with a beam of 50-feet. She displaces 3,310 tons and carried twin 40mm guns.

During WWII, *USS LST-325* was assigned to the European Theater and participated in the Sicilian occupation in July 1943 and the invasion of Normandy in June 1944. She was decommissioned on July 2, 1946 and struck from the Navy list on Sept. 1, 1961. She earned two battle stars for her WWII service.

LST-325 was transferred in 1964 to the Hellenic Navy where she served with distinction for 36 years as *Syros (L-144)*. Through the efforts of a group of American LST veterans, she was donated to the LST Ship Memorial organization by the Greek government in 2000. She was sailed by a crew of those veterans from Greece to the U.S., departing Athens on Nov. 14, 2000 and arriving Mobile, Ala. on Jan. 10, 2001. Port calls were made enroute to Gibraltar and Nassau, Bahamas for repairs, provisions and fuel.



A Coast Guard helicopter welcomes LST-325 as the ship arrives Mobile, Alabama in 2001.

Volunteers continue to restore the vessel to her WWII configuration.

For more information on this proud ship, contact the USS LST Ship Memorial, Inc., at 4763 East 10th Road in Earlville, IL 60518. Ph: (815) 627-9077.

New Books to Consider

FROM ALASKA... Hunting land, gold and adventure, young America trailed eagerly westward after the Civil War. Swarming in their wake were gamblers, thieves, swindlers, gunmen, bandits, and claim-jumpers. Confronting them in the violent cow-towns and mining camps were the United States marshals, the frontier lawmen. As territories became states, the frontier marshals moved off stage and most people thought they disappeared when Arizona became a state in 1912. Not true. For another 47 years, the frontier marshals enforced the law in territorial Alaska.

During the late 1950's, **Jim Chenoweth** was a civilian guest aboard *USCGC Wachusett* while on

its Bering Sea Patrol. It was what he calls the 'Last Voyage of the Floating Court' and what happened during that patrol comprises one of the chapters of his new book, *Down Darkness Wide: U.S. Marshals and the Last Frontier*.

TO ACROSS THE NATION... Although the U.S. Coast Guard enjoys a reputation as the best maritime rescue service in the world, details of its heroic history are not well known. **Dennis L. Noble** has corrected that oversight by taking a look back over the past century at some of the dramatic rescues carried out from shore-based Coast Guard stations and patrol boats. Everyone who enjoys man-against-the-sea stories will appreciate this overview of rescues and the people who carried them out. Likewise, maritime rescue specialists and historians will be drawn to the author's description of the changes in life-saving equipment, from oar-powered boats to modern 47-foot motor lifeboats, and the array of aircraft used by these Coast Guard heroes. Read about it in *Rescued by the U.S. Coast Guard: Great Acts of Heroism Since 1878*.

TO THE BATTLE OF THE ATLANTIC... Covering the entire scope through chronological sequence to identify the pertinent aspects of the numerous convoys and actions that took place is the new book by **Michael Walling**, *Bloodstained*

Yummy!

A tour bus driver is driving with a bus full of seniors down a highway, when he is tapped on his shoulder by a little old lady. She offers him a handful of peanuts, which he gratefully munches up. About 15 minutes later she taps him on his shoulder again and gives him another handful of peanuts. She repeats this gesture about eight times. On the ninth time he asks the little old lady why she and her friends don't eat the peanuts themselves, whereupon she replies that it isn't possible. Because of their old teeth, they aren't able to chew them. "So why do you buy them then?" he asks puzzled. Whereupon the old lady answers, "We just love the chocolate around them"

Sea: The U.S. Coast Guard in the Battle of the Atlantic, 1941-1944. The book identifies the USCG vessels' actions together with the other vessels involved by names, dates, places, U-boats and victims, and is laced with oral histories.

According to CGCVA member Donald Taub who reviewed the book, Walling focused primarily on the 327-foot cutters, their general history and operations that extended into the Mediterranean. He says the book stands alone and should be brought to the attention of Coast Guard veterans and today's Coast Guard personnel. According to Taub, there is a short list of excellent books written by Coast Guard authors and most limit their focus on selected events. *Bloodstained Sea* is the most thorough of them all, he says.

Important Veterans Information

Every spouse of a veteran should have in his or her personal file the following:

- Veteran's Birth Certificate (3 copies)
- Spouse's Birth Certificate (3 copies)
- Children's Birth certificate (3 copies)
- Wills (Man's and Wife's) (2 copies)
- Veteran's Social Security Number.
- Spouse's Social Security Number
- Discharge papers (2 copies)
- Separation records (2 copies)
- V.A. "C" number.
- G.I. Insurance Policy Number.
- All insurance policies with addresses and numbers (Originals needed).
- Cemetery plot or vault locations and numbers.
- Death Certificates and divorce decree of all prior marriages (if applicable).

Copies of the following are needed to file a Claim for Death Benefits:

- Certificate of Marriage
- Birth Certificate of minor children.
- Death Certificates or divorce decrees of all prior marriages on either side.
- Service Discharge Papers.

What happens after 50 ...

Yes, being over 50 does have its advantages...

- Kidnappers are not very interested in you
- In a hostage situation you are likely to be released first
- People call at 9 p.m. and ask, "Did I wake you?"
- People no longer view you as a hypochondriac.
- There's nothing left to learn the hard way.
- Things you buy now won't wear out.
- You have a party and the neighbours don't even realize it.
- You sing along with the elevator music.
- Your eyes won't get much worse.
- Your investment in health insurance is finally beginning to pay off.
- Your joints are more accurate meteorologists than the National Weather Service.
- Your supply of brain cells is finally down to a manageable size.

- Service Separation papers.
- V.A. "C" number.
- Social Security number of both parties.
- V.A. insurance papers.
- Proof of Death Certificate (minimum 4 copies).
- Bills from Funeral Home.

ALL originals should be kept in a safety deposit box or equivalent.

NEVER release an **ORIGINAL** copy.

APPOINT an administrator for minor children.

For further assistance, contact your Service Officer.

CGCVA Convention

The next scheduled CGCVA Convention & Reunion will be Oct. 20-24, 2005 in Tampa, Fla.

Certainly, a large turn-out of CGCVA members and guests is desired but everyone should know that the reunion is open to all interested parties. In fact, other associations and reunion groups should consider holding their own get-togethers 'under the CGCVA umbrella'. By doing so, they can get the same highly discounted hotel rate and participate in all planned CGCVA tours and most other activities. That includes



CAPT Charles Meyer, owner of Lake Tow, a marine assistance company on the Lake of the Ozarks, named his new 27-foot rescue towboat Point Young. Meyer served aboard the USCGC Point Young in 1969, until her turnover to the Vietnamese Navy in March 1970. The new Point Young is a rigid-hull inflatable with a deep "V" hull.

Hospitality Suite privileges. All that must be done is to get registered. And the earlier everyone registers, the quicker our Convention Committee can notify the hotel, bus company, and tour agents in order to obtain the best prices and accommodations. So please complete the CGCVA 20th Anniversary Convention & Reunion registration forms on the next two pages (15-16) and get them to Convention Planner **Ed Burke** as soon as possible to get registered early. Also, don't be shy about inviting others to consider attending this event. Save pages 17-18 as references.

If you use the CGCVA Convention registration forms that are found on the CGCVA website: www.coastguardcombatvets.com please indicate your choice of 'Beef' or 'Poultry' if you register for the Oct. 23rd Awards Banquet. Also, it should be noted that our Hospitality Suite will be closed prior to the Awards Banquet so the Cocktail Hour (6-7 p.m.) will be a 'Cash Bar' at the Banquet location.

I'd like to extend my sincere appreciation to **CAPT E.F. Rollins, III**, commanding officer at USCG Air Station Clearwater, Fla., who has offered to host a tour for our convention attendees on Oct. 23rd. Cost of the tour is \$20 per person and this will pay for bus transportation to and from the hotel/air station and lunch at the air station galley. CAPT Rollins has also offered special one-day Exchange privileges for all tour attendees (if not otherwise eligible). We will have the opportunity to thank CAPT Rollins personally and other personnel at his command on Oct. 20th at 4 p.m. when USCG Air Station Clearwater provides the color guard squad at our Opening Ceremony.

Website Update

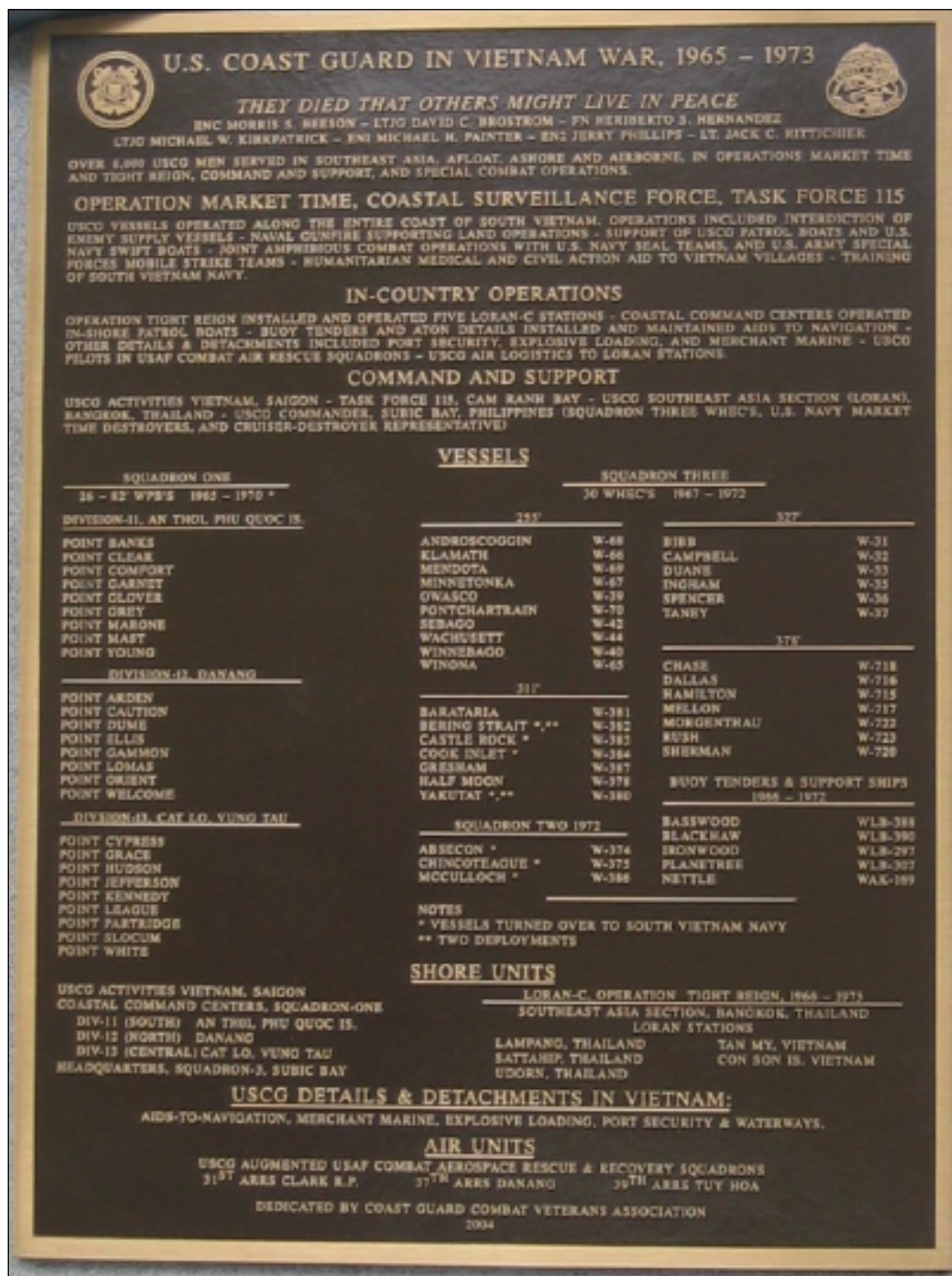
Our webmaster **Bill Wells** has been quite busy upgrading the CGCVA website in his spare time and indicates that the complete updated list of e-mail addresses that were previously provided and updated in *QD Logs* will soon be

listed on the www.coastguardcombatvets.com site. Not sure what type of safeguards Bill plans to protect the list but the entire list would be available to those whose addresses are listed. My apologies for not getting the list to Bill earlier.

Bill has also started a 'Forum' section on the site that allows for discussion between registered members. I encourage all members to make periodic visits to the site.

Great work Bill! It's most appreciated!

Editor



The second of two CGCVA-funded Vietnam Monuments dedicated during 2004. One is located at USCG Recruit Training Center Cape May, N.J., the other at the USCG Academy, New London, Conn.

COAST GUARD COMBAT VETERANS ASSOCIATION
20th REUNION/CONVENTION

Tampa, Florida, 33612

REGISTRATION FORM

20 - 24 October 2005

Holiday Inn Busch Gardens

2701 E. Fowler Avenue

Tampa, Florida 33612

1-800-206-2747 * Fax 1-813-977-0155

E-mail: www.tampa-buschgardens.holiday-inn.com



Room Rates: Single or Double occupancy \$74.00 plus applicable tax.
Suites must be arranged through Bob Maxwell

PLEASE BOOK YOUR ROOM DIRECTLY WITH HOTEL

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

The rates for anyone wishing to arrive early and/or depart late apply for three days before and three days after

(Please Type or Print Clearly)

Name:	
Address:	
City/State/Zip Code:	
Phone:	Organization:
Arrival Date/Time:	
Name of Guest/Spouse:	
Name(s) to Appear on Badge(s):	

Fees to register, Tours; Luncheons and Banquet are shown on the following page. After selection of the activities you are 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. "ED" BURKE, LM
17728 STRILEY DRIVE
ASHTON, MD 20861-9763
(301) 924-3727

Registration forms also available on line:

http://www.coastguardcombatvets.com/cgcva%20convention/cgcva_2005convention.htm

**Holiday Inn Busch Gardens
Tampa, Florida
Itinerary**

**Thursday,
20 October**

9:30 a.m. Hospitality Room Open until 3:45 p.m.
Registration/Info Desk open same as Hospitality Room.
4:00 p.m. Opening Ceremony. Immediately after opening ceremony Reception by the General Manager with entertainment and the Hospitality Room will be open until closing.

**Friday,
21 October**

9:30 a.m. Hospitality Room Open. Registration/Info.
10:30 a.m. Load Bus for StarShip Lunch Cruise, Depart
10:45 a.m. Bring your ticket. Return approx. 3:00 p.m.

**Saturday,
22 October**

9:30 a.m. Hospitality Room Open. Registration/Info desk open until 11:00a.m..
11:30 a.m. CGCVA Business Meeting/Luncheon and the CGCVA Auxiliary Meeting/Luncheon. Be sure to bring your lunch ticket. Guests of CGCVA are invited to the Auxiliary Friendship Luncheon unless there has been a meeting luncheon set up for their group. After the meeting the Hospitality Room will reopen.
Approximately 2:30 p.m. start departures for Wine Not tours. 15 per shuttle, winery can only accommodate 30 at a time. The rotation by shuttle will accomplish this. Bring your ticket.

**Sunday,
23 October**

9:30 a.m. Hospitality Room Open. Registration/Info.
9:30 a.m. Load Buses for USCG AirSta Clearwater Tour.
9:45 a.m. Buses depart. Bring your ticket.
6:00 p.m. Cocktail Hour in Hospitality Room.
7:00 p.m. Awards Banquet. Hospitality Room will reopen at the end of the Awards Banquet.

**Monday,
24 October**

8:00 a.m. Meeting of Officers and Trustees. Departure of attendees as scheduled.

Upon your arrival at the Holiday Inn, be sure to check the times of the tours as they are subject to change.

General Information for Members & Visiting Associations

Please **wear your nametag at all times while in the Hospitality Room.** You will not be served without it. There are special discounts when your name badge is worn at the TGIFriday and other areas around the hotel.

If you registered early, your ship/station/Group will be entered on your nametag. This should 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. His telephone number is: (530) 335-3876 & the Fax number is: (530) 335-3304. If no response, call Ed Burke at (301) 570-5664, leave message and Ed will get back to you. **Please, accomplish this prior to arrival at the Holiday Inn. Give Bob or Ed time to accomplish your request.**

All attendee's that require Handicap Accommodations must notify hotel when registering. R/V parking is available for self-contained units at a nominal fee. (Check w/hotel, you must register)

Remember, guests and visitors are entitled to participate in all activities with one exception, which is, you cannot attend the CGCVA Business Meeting. The By-Laws state that only members can attend.

All guests are encouraged to lunch with the Auxiliary luncheon. We have tried to set up everything to make you comfortable and welcome to this reunion & CGCVA Convention. If we have overlooked something, please let us know what it is.

The rates for anyone wishing to arrive early and/or depart late are the same for three days before and three days after the convention. **Make these arrangements with the hotel when registering.**

Our **Policy for Refunds** is basically the same. Requests for refunds of all payments will be honored for compelling reasons if they are received by **November 1, 2005**. Refund requests after that date will be honored after the convention, subject to availability of funds, after all convention expenses are paid. **Registration fees are non-refundable** due to the fact that the money has been spent for necessary convention items. **All other refund requests are subject to a \$15.00 administrative fee.**

The Forgotten Voyage of the USARS Duluth

Recalling a Coast Guard-Manned Vessel That Fell Through the Cracks of World War II History

by Ed Flynn

Editor's Note: *The following memoir was provided to the Coast Guard Historian's Office by the author, Mr. Edward Flynn, with assistance from former crewmates Ken Archer, Arthur Marx, and Ernest Simpson. He wrote it after he discovered that there was little official documentation kept about the vessel he served on during World War II and in fact little about any of the 288 Army vessels that were manned by Coast Guard crews. The primary Army vessels manned by Coast Guard crews were the "Freight Supply" or "FS" ships, but the Coast Guard manned many other types of vessels of the Army's fleet. Here we have a story about an Army repair ship, a vessel that began her life as the Great Lakes freighter Duluth soon after the turn of the century. The Army took her into service and converted her for war-time use, gave her a Coast Guard crew to sail her while an Army contingent was aboard to handle the repair work she was designed for, and then sent her to war in the Pacific.*

*From the official Coast Guard standpoint, her history virtually ends as she departed San Francisco towards New Guinea in 1944, as it does with most of the Coast Guard-manned Army vessels during the war. Since these vessels were officially U.S. Army property, their logbooks, cruise reports and other official documents were Army, not Coast Guard, records. And it would appear that the Army destroyed all of the records of their immense World War II fleet sometime in the late-1940s. All we in the Coast Guard knew of the Duluth was who her commanding officers were, when the Coast Guard crew reported aboard, when she departed for the Pacific, and when her Coast Guard crew was removed after the war. That was it. Until Mr. Flynn decided to take on the burden of reconstructing the history of this little-known vessel. Without his efforts, we would not have known that the son of Groucho Marx, Arthur, served with Mr. Flynn aboard the Duluth as a yeoman and later wrote an account of his life entitled *Son of Groucho*. Or that the ship and her crew participated in the great naval battle at Leyte Gulf, survived numerous attacks by Japanese kamikazes, one coming so close that it sliced off the Duluth's main antenna, but survived the war without losing any of her crew.*

Without his and his shipmates' efforts, the history of the Coast Guard-manned ARS Duluth would have been forever

lost to history. We are very, very grateful for their efforts in saving that history. Coast Guard Historian's Office

During World War II the U.S. Army owned and operated a fleet of 111,006 vessels -- more than the Navy. While most of these were small craft, 1,665 were oceangoing ships over 1,000 tons. These included transports, supply ships, repair and spare parts vessels. At the height of World War II, 244 of these ships were manned for the Army by the Coast Guard. Unlike the Navy and Coast Guard which preserves the logs of its ships and honors their memory, the Army tended to view its vessels with the emotional attachment rendered a truck or any other piece of equipment; an inanimate object to be discarded and written off once it has served its purpose. As a result, these Army vessels have come to be known as "The Forgotten Fleet of World War II."

This is the story of one of them as recalled by three of the men who served aboard her . . .

On August 21, 1944, the Coast Guard-manned USARS (U.S. Army Repair Ship) *Duluth* churned its way under the Golden Gate Bridge and headed for the South Pacific, leaving behind a wake that would soon be erased by the sea and a paper trail that would eventually be shredded by time.

If a Japanese spy, secluded on a nearby hill top, had noticed that departure he might well have wondered if it was a fact



The Duluth when she worked as a Great lakes cargo ship.

worth reporting. Painted dark green, the *Duluth* was an ugly ducking if ever there was one. Built in 1903 as a Great Lakes freighter, the 381-foot long vessel had been converted to serve as a floating repair shop for the Army and the forest of masts and booms that now rose from her deck gave her an ungainly, top heavy look. To add to the inauspiciousness of that departure, this was actually the ship's second attempt to leave the bay. The previous day she had broken down in the channel and had to be ignominiously towed back to the shipyard for emergency repairs to her decrepit engine.

When the *Duluth* did finally make it to the open sea, her destination, the first port-of-call on a voyage that would eventually see her join General MacArthur's invasion armada in the Philippines, was Finschaven, New Guinea. That was a trip of more than 7,000 miles for a ship that had been built to haul grain between Duluth, Minnesota and Buffalo, New York. At her "top speed" of 8 knots, it took 34 non-stop days to get there.

As a member of the Coast Guard crew that watched that wake disappear as we slowly left the California shoreline behind, I've been trying, now almost 60 years later, to find some tangible trace of that voyage in the recorded annals of World War II. For the most part it's been a frustrating and futile search. Data on the *Duluth* is hard to come by. About the only thing you can establish for sure by researching official records is that she did exist. Contact the Coast Guard Historian's Office in Washington, D.C. for information on the *Duluth* and they'll send you the following paragraph from *The Coast Guard at War; Transports and Escorts*:

"The Coast Guard-manned Army repair ship *Duluth* was commissioned at San Francisco August 15, 1944, with Lt. Comdr. Ernest A. Simpson, USCG, as first commanding officer. He was succeeded by Lt. Comdr. Robert H. H. Nichols, USCGR, who was in turn succeeded by Lt. Comdr. A. J. Smalley, USCGR. The *Duluth* left San Francisco after a stay at Finschafen, New Guinea, and proceeded to Leyte and then to Subic Bay. Returning home she reached San Francisco December 1, 1946 and was re-delivered to the Maritime Commission on March 20, 1947."

As for any day-by-day records of the *Duluth's* wartime service, the Coast Guard will suggest that you contact the U.S. Army which owned the ship. The Army Transportation Museum at Fort Eustis, Virginia will, in turn, inform you that the Army has no official records of the vessels in its World War

fleet. It will recommend that you refer to *U.S. Army Ships and Watercraft of World War II* written by David Grover and published by the Naval Institute Press in 1987, well after their service. It is apparently the only available source of information on the subject. In that book, Grover writes:

"As requests for repair and spare parts ships began to accumulate, the Army found itself without a suitable class of ships to use for this purpose. Through allocation from the War Shipping Administration it finally assembled a motley collection of six repair ships. Five (the *J. E. Gorman*, *W. J. Connors*, *J. M. Davis*, *William F. Fitch*, and *Duluth*) were similar in size, 350 to 390 feet in overall length, and had been built on the

Great Lakes from 1901 to 1913, each at a different yard. The sixth was a 202-foot ship the Army owned, the *James B. Houston*, build on the West Coast in 1900."

Grover describes the six former freighters as "tired old vessels," that, after being converted to floating repair shops under the administrative control of the Army's Transportation Corps, were turned over to Coast Guard crews for manning. All served in the Pacific. Except for the *Duluth*, none apparently ever came under enemy fire.

Complaining that his research efforts were hampered and "greeted with disinterest by the higher echelons of the Army and its public affairs officers," Grover expressed the opinion that, "the Army does not seem proud, indeed it does not

care that this fleet once existed." "While the surviving crew members are still with us," he concluded, "much more needs to be done to preserve the outstanding record of that fleet of vessels and the men who sailed in them."

And so -- while there is still time since I am now myself 80 years old -- let me do my small part and share with you what I remember, and what I have been able to learn about the *USARS Duluth*.

My first impression of the *Duluth* was that she appeared huge and formidable but I was young and had never been to sea and what did I know? I was a Radioman 3rd Class, 20 years old at the time, and I had been transferred from the Third Naval District in Chicago to the Coast Guard Receiving Station at Alameda for "further assignment." That assignment turned out to be the *Duluth*.

Even to my untrained eye it was obvious on the first day I first saw her, sometime in June, 1944, that she was far from ready for sea. She lay alongside a pier in Oakland, a striped-down metal hulk aboard which welders' torches flared and electric cables snaked along her decks. For several months, the

"When we finally dropped anchor in Hollandia Bay, I was sure we had reached the end of the world. It had to be the drop-off point that so many ancient mariners had feared because it looked as if every other ship in the world had anchored there for the same reason... because they could sail no farther without falling off the edge."
Arthur Marx

crew, like commuters on their way to work, would board an LCVP [Landing Craft, Vehicle, Personnel] landing craft each morning for the trip from our barracks to the ship, watching as the guns -- six 20 mm's and a 3-inch aft -- were mounted; life rafts attached and, in the case of we radiomen, the equipment that would eventually keep us in touch with the world when we were thousands of miles at sea installed. The radio shack itself, not much larger than a walk-in closet, was located on the

been repaired, if not scrapped, was the *Duluth*. While she was still in dock being converted, her rusty, ancient hull had split under the extra weight of a new superstructure that had been added on the main deck to house its complement of soldiers. When our skipper, Commander Simpson, called this to the attention of the ATC, the General in charge assumed a most puzzling attitude. He accused the Coast Guard of being hypersensitive and ordered Commander Simpson to take the old



port side in the forward superstructure, a deck below the bridge. Our quarters, which we shared with several members of the bridge gang, was adjacent to the radio shack, a compartment with 6 double-decker bunks, rather spacious for enlisted men.

In actuality, the *Duluth's* departure for the Pacific that day did not go unrecorded. Another member of the crew was Arthur Marx, son of the famed Groucho Marx, who recalled his experiences as a Yeoman aboard the *Duluth* in a now out-of-print book entitled *Son of Groucho*. In it, Marx wrote:

“The vessel on which I sailed out of San Francisco's Golden Gate one foggy morning in August of 1944 was a former Great Lakes freighter that had been converted into a repair ship at a cost to the taxpayers of three million dollars. Paradoxically the *Duluth* was not a Coast Guard vessel, but belonged to a huge fleet of small tugs and inter-island freighters under the command of the Army Transportation Corps [ATC], which -- just as paradoxically -- had a larger navy than the Navy. The Coast Guard merely supplied the crew to man her; the GI's on board -- approximately one hundred -- were to handle the actual repair work of war-damaged vessels. The first ship that should

bucket to sea, regardless of her infirmities. Being a man who loved life, Commander Simpson refused. The Army then accused him of holding up the war effort and threatened to have the Coast Guard Commandant relieve him of his command. Simpson stuck to his guns, knowing no other sane sea-going man would take over the vessel under such hazardous conditions, and the Army reluctantly had the split rewelded. But it was a haphazard job, and according to Simpson, 'one good storm and we'll go to the bottom.' The Army thought so little of us that we weren't even sent in convoy. The enemy evidently thought even less of us than our own side. Not once were we bothered by subs.”

For the most part, the voyage to New Guinea was uneventful. The Pacific lived up to its name, a calm blue sea that stretched to the horizon in all directions, and only the white foam breaking gently from our bow and the wake trailing behind gave evidence that we were even moving. We practiced responding to General Quarters regularly and the skipper even took us off guard a few times by sounding the alarm in the middle of the night. My battle station was as Talker on the 3-inch gun. It was a unwieldy gun that we realized would probably be

of little use in battle. It took five men to man it; one to turn the crank which elevated it up and down, another to turn the crank which moved it from left to right, one standing by with a 3-inch shell in his hand and another who actually loaded it. I stood there wearing a helmet, earphones and a chest mike and it was my task to report to the bridge that the gun was "manned and ready" and than standby to relay orders. A few times, somewhere in the emptiness of the vast Pacific, we released balloons from the stern and fired at them as they drifted skyward but we never hit any of them. Once a plane, towing a canvas sleeve as a target, appeared in the sky from nowhere and the bridge -- which obviously knew it was coming --

sounded General Quarters and we manned our guns and filled the air behind the plane with tracers from the 20 mms and a few bursts from the 3-incher. The plane left, with its target unscathed. It was probably glad to get away without being hit by accident.

The days took on the sameness of a routine at sea. We stood our watches, showed up on time for chow, played blackjack or chess, drank a lot of coffee. Mostly we stared at the sea. One day, seemingly in the middle of nowhere, the bridge announced that we were members of the exclusive Order of the Golden Dragon. It seems we had just passed the precise spot in the Pacific where the International Dateline and the Equator intersect. We took the skipper's word for it. Everything looked the same to us.

Finally, after nearly a month at sea, we caught our first sight of land. It was, we were told, Guadalcanal, a distant mirage-like image of palm trees shimmering in the tropical heat. We continued on our way and on September 24, 1944 we arrived at Finschafen, New Guinea. Finschafen turned out to be only a pit stop. Even after 34 days at sea, there was no shore leave. We took on provisions, refueled and a few days later we were underway again, plodding along the New Guinea coastline to Hollandia. When we arrived in Hollandia during the first week of October, 1944 we knew we had finally caught up with the war in the Pacific. The amphibious armada that was to make good on General MacArthur's promise to return to the Philippines had assembled there; destroyers patrolled the outer harbor like sheep dogs guarding their flock and within the harbor itself LSTs [Landing Ship, Tank] and attack transports lay at anchor, LCVPs scurried from ship-to-ship like water bugs and signal lights flashed like mirrors catching the sun as messages were sent from bridge-to-bridge.

In the middle of it all, like some Mother Hen, lay the *USS Mt. McKinley (AGC-7)* and we heard that MacArthur himself was aboard. In fact, Ken Archer, one of the other radiomen aboard the *Duluth*, actually got to see him. (While trying to research the *Duluth* on the Internet one of the potential sources informed me that someone else had also been seeking information on the same ship. It turned out to be Ken who was preparing his own memoir of his World War II service. Since there had been only three radiomen aboard the *Duluth* we remembered each other well even though we hadn't seen or heard from each other since we had left the ship to go our separate ways more than a half century ago.) Archer recalled:

“Our departure was back to see as a part of General MacArthur’s invasion fleet. We soon found out that the words ‘slow’ and ‘expendable’ were still in effect. The attack transports, LSTs and other troop carrying ships had gone ahead, protected by the Navy. Our ‘convoy’ was the Duluth, one Liberty ship, four Coast Guard-manned FS-type supply ships and one small patrol boat.”

Ken Archer

“When we reached Hollandia harbor it was full of ships as far as we could see. It was MacArthur's invasion fleet getting ready for the Philippines. Every type of ship you could think of was there. So now it was time to sit and wait. The only activity was an occasional native dugout canoe going by; the people were primitive, bushy hair and all. One day I went ashore to see if there was a Fleet Post Office there and any mail. As I stood there, General MacArthur and the President of the Philippines, Sergio Osmena, came striding down the dock. I was so surprised that I forgot to salute. They boarded a small boat and went into the harbor to board a ship.”

Arthur Marx also recorded that arrival at Hollandia. He wrote:

“When we finally dropped anchor in Hollandia Bay, I was sure we had

reached the end of the world. It had to be the drop-off point that so many ancient mariners had feared because it looked as if every other ship in the world had anchored there for the same reason . . . because they could sail no farther without falling off the edge. The hundreds of warships, LST's, freighters and carriers that I saw bobbing up and down under the glare of the tropical sun turned out to be the armada that General MacArthur was planning to use to retake the Philippines.”

While we waited, life aboard the *Duluth* was informal, compared as I was to find out later with that aboard a combat vessel such as the Coast Guard Cutter *Spencer*. Uniform of the day was "clean dungarees" but in the tropical heat we frequently stripped down to our skivvies and no complaint ever came from the bridge. Some of us grew beards, measuring the passage of time by how fast they grew. Between watches we mingled with the Army technicians in the galley, drank coffee, played cards, and in general tried to ward off the boredom of inactivity. There was no shore leave. Besides, there was real-

ly no place to go. Hollandia was little more than a collection of grass-roofed, tin shacks and Japanese snipers were rumored to still be present in the nearby jungle.

In mid-October the harbor began to grow restless. The carriers, cruisers and destroyers that had been visible on the outer fringe of the bay disappeared over the horizon and the activity around the *Mt. McKinley* became even more frantic as LCVPs and barges, some of them flying blue pennants displaying the gold stars of admirals and generals, plied to and from her gangway like taxis.

Then the attack transports, LSTs and other amphibious ships, which we had seen loading troops, began to head for sea leaving behind an odd collection of misfits, including, of course, the *Duluth*. If we were going to go along it was obvious we were going to be stragglers. Late that afternoon a destroyer escort blinked a message in our direction reading: "Can you join convoy at 14 knots?" In what was probably a breach of Navy protocol, the Skipper told our Signalman to reply: "Are you kidding?" A few minutes later the light blinked again. "How about 12?" Send back, "Try again," Commander Simpson told the Signalman.

We left at sunup the next morning in what must have been

one of the most nondescript convoys of World War 11, an odd-ball assortment of tugs and other auxiliary ships with the *Duluth* struggling to keep up while the destroyer escort circled us like a shepherd trying to herd strays.

Ken Archer remembers our departure this way:

"It was back to sea as a part of General MacArthur's invasion fleet. We soon found out that the words 'slow' and 'expendable' were still in effect. The attack transports, LSTs and other troop carrying ships had gone ahead, protected by the Navy. We never saw them again until we reached the Gulf of Leyte. Our 'convoy' was the *Duluth*, one Liberty ship, four FS type supply ships manned by Coast Guardsmen and one small patrol boat."

In his book, Arthur Marx sums up our departure by wise cracking that, "The *Duluth* was part of MacArthur's vanguard, only we brought up the rear."

The first landings on Leyte took place on October 20, 1944. The *Duluth* was at sea on that date. However, that did not mean that we missed the action. To the contrary, when we arrived on October 23 -- D-Day plus 3 -- the Japanese, who had been expecting the initial invasion to be aimed at Luzon, had realized that the decisive battle would be fought at Leyte instead.



As a result, Leyte was now under almost continual air attack and our own tiny convoy entered the gulf to the staccato sound of anti-aircraft guns and the sight of black puffs in the sky.

"As our convoy sailed into Leyte Gulf," Arthur Marx writes in his book, "We were attacked by a squadron of Japanese aircraft. As General Quarters sounded I reached for my helmet and life jacket and tried to remember where my General Quarters post was supposed to be. The raid went on for several hours. A number of ships in our convoy were hit and one vessel -- an ammunition ship filled with high explosives -- literally disappeared before our eyes in one giant explosion." As

Ken Archer recalls that, "As we approached Leyte Gulf the ships ahead came under attack by Japanese planes and later the group behind us. One of the ships in the group ahead disappeared when hit. I guess it was an ammunition ship. We were lucky. We sailed on into Leyte Gulf with no direct attack on us."

What I recall about that entrance into Leyte Gulf is racing to my own General Quarters station as the "talker" on the 3-inch gun and waiting for an order for us to fire at something. No order ever came.

The *Duluth* sailed on unscathed into Leyte harbor and we dropped anchor in our assigned spot just off shore near the Tacloban airstrip.

"We had," Arthur Max records, "survived our baptism under fire and we were now entitled to wear a battle star on our overseas service ribbon; if we ever got back to a port where we could put on a dress uniform, that is."

In the days and weeks that followed, the ships in Leyte Gulf were subjected to continual air attack but it didn't deter the *Duluth* from performing her duty. The Army contingent went about its task of repairing damaged vessels and other equipment that was brought alongside and taken aboard by the cranes while the Coast Guard maintained the ship and manned the guns.

During the daylight hours P-38s and Mustangs, some from nearby carriers, others from the Tacloban airstrip, provided the air cover and while we donned our helmets and lifejackets and raced to stations when General Quarters was sounded, we seldom fired for fear of hitting one of our own planes. Instead, we watched the dog fights and raised our clenched fists in the air and cheered whenever a Japanese Zero came spiraling toward the ground trailing smoke behind it. Since the Japanese had been known to repair and fly one of own downed planes back at us, however, we had standing orders to open fire at any plane, friend or foe, that made a threatening pass at the ship.

One afternoon a Japanese bomber scored a hit on the fuel dump at the nearby Tacloban airstrip and we felt the blast

aboard the *Duluth*. Once the flames subsided the oil smoldered for days, sending a black cloud into the sky that served as a beacon for additional incoming attacks. Another afternoon a lone Zero appeared out of the clouds -- for some reason General Quarters had not even been sounded -- and swooped downward toward the ships while we stood watching. It dropped a single bomb that struck a destroyer laying at anchor not far from the *Duluth*. The Zero pulled out of its dive and flew off. Not a shot was fired at it. For the rest of the afternoon we watched as LCVP's removed the casualties to a hospital ship.

"We had survived our baptism under fire and we were now entitled to wear a battle star on our overseas ribbon; if we ever got back to a port where we could put on a dress uniform, that is."

Arthur Marx

Since the *Duluth* was anchored not far from shore and near the airstrip -- a convenient spot for its repair function -- the Japanese bombers would come in low over us on their way to an attack on the airstrip. When it was obvious that they weren't being pursued by one of our own planes, we would open fire with our 20 mms and fire wildly as they passed overhead. Eventually, our gunners got the knack and one day we actually brought a Japanese bomber down. At least we took credit for it because

after it had passed through the fire from our 20 mms it broke up and plunged into the water just beyond our bow.

"It was very scary," Archer recalls. "Japanese air raids day and night. We were anchored off the air strip so every Jap plane that was attacking the strip had to fly over our ship. Some were very low. We shot down one Japanese bomber."

Since nearby ships were also firing at that plane I'm not sure how anybody could be sure just who brought it down but we proudly painted a "Rising Sun" emblem on the bridge to signify the kill anyhow. Every time a Jap plane was downed, "Rising Suns" were probably painted on at least half a dozen ships' bridges but no matter. There was still one less enemy plane in the sky and enough credit to go around. During one of the day-time attacks a Zero passed overhead and our radio antenna was severed and a member of the crew wounded. We were never sure, however, whether we had been strafed by the plane or hit by "friendly fire" from a nearby ship that had followed the Jap plane too low. While we all recall the incident, none of us, Arthur Marx, Ken Archer or I, can now recall the name of the wounded Coast Guardsmen but somewhere in the lost records should be a mention of a Purple Heart awarded to him aboard the *Duluth*.

At night, the battle in the skies over Leyte took on a different character. There was no fighter cover in the dark and it was up to the ships in the harbor to defend themselves. The Japanese would fly over almost continuously -- sometimes only a single plane -- just to be sure that we didn't get any sleep. They would drop phosphorus flares suspended from parachutes

to illuminate the ships below and then follow that up with bombs, occasionally scoring a hit. Only the units of the 7th Fleet, most of which were in the outer bay, had radar-controlled guns. The rest of us fired blindly into the night sky, crisscrossing it with streams of tracers in the hope that a Jap plane would fly into the hail of shells from the 20 mm and 40 mm anti-aircraft guns. They seldom did.

One night, however, a Japanese bomber (probably a Betty with a 2-man crew) provided us with an unwitting assist. It decided to strafe back. Bad idea. Unfortunately for the Japanese, their gun had been loaded with tracers, a deadly mistake, at night. As the anemic stream of tracers curved downward toward the ships, it formed a dotted red line that every gun in the harbor followed back up in the plane. Within seconds the bomber exploded in a fireball and plunged toward the sea. I wonder how many "Rising Suns" were painted on bridges claiming credit for that one.

By late November, the air raids grew more sporadic but as the Japanese defense weakened it also grew more desperate. We received a report that a Japanese soldier had floated into the bay at night on a log carrying explosives which he intended to attach to a ship. He had been blasted out of the water but as a result our own night time watches were doubled. We also heard that some of the bodies of downed Japanese pilots being pulled from the water looked as if they were only young boys, 14 years old or so. And then came reports of the Kamikazes which made their first appearance at Leyte, attacking an escort carrier attached to the Seventh Fleet. After that, we were ordered to standby at the 3 inch gun during General Quarters with a 10 second, "short fuse" ready for loading. The idea was that if a plane ever made what seemed to be a suicide dive toward us we would load the shell, fire it, and hope it would explode in the path of the incoming plane, destroying it before it reached us.

Our private joke at the gun was that if there was ever an occasion to load that shell, we'd ram it into the breech, fire and jump over the side without waiting around to see what happened. Fortunately, we never had any reason to load that shell. The *Duluth's* best defense was probably her disreputable appearance.

Major fighting on Leyte ended late in December, 1944 and the battle for the Philippines moved on toward Luzon. Aboard the *Duluth*, where Christmas and New Year's Day passed almost unnoticed, life again returned to the normal, dull routine of a ship left behind in the backwater of war.

In April of 1945 I was transferred to the 327-foot cutter *Spencer* which was serving as an amphibious flagship attached to the 7th fleet. Ken Archer also left the *Duluth* and went back to the war aboard an FS and then an LST. Arthur Marx came down with malaria and was transferred to the Naval hospital at Tacloban. When he recuperated, the Coast Guard realized they were wasting the show business talents of Groucho's son aboard the *Duluth*, or any ship for that matter, and assigned him

to developing and acting as Master of Ceremonies for a show that toured neglected areas of the Philippines which regular USO shows never reached.

As for the six Army repair ships, all returned to the United States and service as cargo vessels after the war. In 1947, the *Duluth* was sold to Peninsula Packers, Inc. of Seattle and converted to a cannery tender. On June 22, 1955, she was loaded with 4,800 tons of scrap metal at Portland, Oregon and sailed under a Honduran flag with a Canadian crew to -- of all places! -- Japan where, she too, she became scrap. Presumably by then, the Rising Sun emblem on her bridge, boasting of a Japanese plane shot down off the Leyte beachhead, had long since been painted over.

Note: Ed Flynn, now 81 (as of June, 2004), became a newspaperman and advertising copywriter. He now lives in upstate New York. Ken Archer, now 81, became an industrial engineer and he now lives in Maryland. Arthur Marx, now 82, had a successful career in his own right as an author, playwright and entertainer. He now lives in Los Angeles. Ernest Simpson, a bachelor in his mid-thirties at the time he commanded the Duluth was given a shore assignment in the Philippines where he met and married a Filipino woman. He stayed in the Philippines where he ran an import/export business.

Duluth, USAMRS

Builder: Chicago Shipbuilding Company,
Chicago, Illinois

Length: 381'6"

Beam: 50'2"

Draft: 26'

Displacement: 4,869

Launched: 1903

Commissioned: 15 August 1944

Decommissioned: 23 November 1945

Disposition: Returned to service on the Great
lakes

Machinery: Reciprocating steam engine; 1,600
HP

Performance: Maximum Speed 8 knots

Armament: At least one 3"/50 plus an
unknown number of 20mm/80s

Complement: ?

Electronics: ?

Economic Cruising Speed: ?

Veterans Identity Card (VIC)

The Department of Veterans Affairs (VA) has designed a new identity card for veterans that will safeguard confidential information while combating identity theft. The card, formally known as the Veterans Identity Card (VIC), will have veterans' photos on the front and identify them as enrollees in the VA's health-care system. Encrypted on a magnetic tape on the back of the card will be the veteran's Social Security number, date of birth and a control number. The magnetic strip also records whether the veteran has a service-connected disability.

Identity theft is one of the fastest growing crimes in the nation. The Federal Trade Commission listed identity theft as the No. 1 fraud reported by consumers in 2003. Requests from veterans and their congressional representatives were instrumental in bringing about these latest changes.

Veterans should request the new card at their local medical center. Processing will take five to seven days once eligibility is verified. VA officials hope to complete the conversion to the new, safer card by mid-November. The existing cards remain valid until veterans receive their new cards.

VA Home Loans

A new law now allows higher limits in the VA Home Loan Program. Legislation recently signed by President Bush makes home ownership more affordable for many veterans. Changes under the law mean veterans will be able to get no-downpayment loans of up to \$359,700. The previous ceiling was

\$240,000. "Now, more than ever, veterans will be able to make their dreams of home ownership a reality," said Secretary of Veterans Affairs Anthony J. Principi.

VA-guaranteed home loans are made by banks and mortgage companies to veterans, service members and reservists. With the VA guaranteeing part of the loan, veterans can receive a good interest rate without having to make a downpayment.

The changes took effect Dec. 10th when President Bush signed into law the Veterans Benefits Improvement Act of 2004. The law also allows for loan limits to keep pace with rising home values.

The new law allows the VA to guarantee one-year adjustable rate mortgages (ARMs) and it extends, through 2008 the VA's "hybrid ARM program," which allows veterans to lock in a favorable interest rate for at least three years.

More information about VA Home Loan Benefits is available on the Web at <http://www.homeloans.va.gov>.

Veterans Information

To obtain information regarding Federal Benefits for Veterans and Dependents, call 1-800-827-1000 to request VA Pamphlet 80-02-1 or go to: www1.va.gov/opa/vadocs/current-benefits.htm. For information on Headstones and Markers, go to: www.cem.va.gov/hm.htm or call 1-800-697-6947. Go to: www.insurance.va.gov/sglisite/vgli/vgli.htm for information on Veterans Group Life Insurance.

Tom Huckelberry — CGCVA Service Officer

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.

(continued from page 1)

The Charleston-based Coast Guard cutter *Gallatin* returned home recently after a two-month patrol in the Caribbean during which it seized an estimated \$928-million worth of cocaine. The cutter, deployed with a helicopter based in Jacksonville, Fla., stopped seven speed boats trying to smuggle more than 29,000 pounds of cocaine. In all, 33 people were arrested.



SK2 Gavino Ortiz (on right) serves as a law enforcement boarding team member from the USCGC Gallatin.

During the patrol, the *Gallatin* operated with two U.S. Navy frigates, three other Coast Guard cutters, and four foreign naval ships from the United Kingdom, the Netherlands and France.

The *Gallatin* made its first seizure on Oct. 2nd and its seventh seizure on Nov. 13th. Those arrested will be prosecuted by federal prosecutors in Florida.

So far during the federal fiscal year that began on Oct. 1, the Coast Guard has seized more than 40,000 pounds of cocaine in the Caribbean and Eastern Pacific.

Last fiscal year was a record for maritime drug seizures during which the Coast Guard seized more than 240,000 pounds of cocaine. The previous record was 138,000 pounds during fiscal 2001.

ASTC George R. Cavallo

George gave up the exciting and glamorous job of being a Rescue Swimmer when he was promoted to Chief Warrant Officer. Currently, he is assigned as a Marine Inspector at USCG Marine Safety Office New Orleans, La. He plans to retire from the Coast Guard in March 2006. He and his wife and son hope to settle down in Florida.

BM1 Jacob M. Carawan

Jake is still stationed on the *USCGC Block Island*, home ported in Atlantic Beach, N.C. He's waiting on transfer season

to see where he will be going next. The cutter has been patrolling the East Coast, concentrating on fisheries enforcement so he's been doing a lot of boardings, along with some search and rescue cases. His wife Betsy and their daughters are all doing well. Jake would like to express his thanks to CGCVA Vice President Gil Benoit for assisting his father, an Army Vietnam veteran, in getting his veterans disability approved through the VA. Nice going Frenchy! Jake also sends regards to all CGCVA members, including Chu Hoi.

I will keep trying to locate those recipients who have since left the Coast Guard and to obtain 'Where Are They Now' information on those still serving. This truly is a fine recognition program and I have been honored to make or be part of many of the award presentations. We will present the award for our 2004 recipient at the CGCVA Convention in Tampa, Fla., in October. Our complete list of CGCVA Coast Guard Persons of the Year is as follows:

- 1991 -- ASM3 Kelly M. Mogk
- 1992 -- CWO Karl R. Willis
- 1993 -- BMCS F. Scott Clendenin
- 1994 -- ASM1 Michael G. Odom
- 1995 -- ASM1 Donald K. Murray
- 1996 -- AE1 Kevin Degroot
- 1997 -- ASM1 James D. Moore
- 1998 -- AMT3 John J. Overholt
- 1999 -- ASTC George R. Cavallo
- 2000 -- BM3 Michael K. Carola
- 2001 -- SN Gavin Ortiz
- 2002 -- AVT3 William J. Nolte
- 2003 -- BM1 Jacob M. Carawan

Points To Ponder

- Why do we press harder on a remote control when we know the batteries are getting weak?
- Why doesn't glue stick to the bottle?
- Why doesn't Tarzan have a beard?
- Why do Kamikaze pilots wear helmets?
- Is there ever a day that mattresses are not on sale?
- Why is it that no plastic bag will open from the end you use first?
- Why do people constantly return to the refrigerator with hopes that something new to eat will have materialized?
- If at first you don't succeed, shouldn't you try doing it like your wife told you to do it?
- If people evolved from apes, why are there still apes?
- Why does Superman stop bullets with his chest, but then ducks when the empty revolver is thrown at him?
- How come you never hear 'father-in-law' jokes?

(continued from page 2)

Andrus during the holidays. What a joy it was to sit at the table with Leo and his family at our reunions. We'll miss you Shipmate!

It's always an encouraging thing for me to see the list of new members because that means we're keeping the Association healthy and growing stronger. My thanks to all who actively recruit and sign-up new members, especially our very hard-working Membership Chairman Patrick Ramsey. Since we never know just when we might meet someone eligible for CGCVA membership, Past National CGCVA Vice President Ed Burke has designed a wallet-sized CGCVA Membership Application Form and Information Sheet. Once it is printed, it will be made available to all members, possibly as an insert to a future *QD Log* issue or downloadable from our website. Anyway, my thanks to Ed and Vice President Gil "Frenchy" Benoit for making this happen. Getting new members is vital to our Association. As a New Years' resolution, I ask every CGCVA member to bring in at least one new member in 2005.

As you saw in the last *QD Log* issue, our next convention & reunion is planned for Oct. 20-24 in Tampa, Fla. I'd personally like to thank our Convention Planners, Bob & Jane Maxwell and Ed & Nancy Burke for their tremendous determination and bargaining prowess in arranging a reunion in Florida. We have a large number of members residing in that state and we have never held a reunion there. I realize other options were available but I truly wanted to hold a reunion near a large USCG command, and the location of Tampa provides this. You will read in this issue that there is an additional tour option at the Tampa reunion... a tour of USCG Air Station Clearwater, including bus transportation, lunch at the base, and exchange privileges for the day there. Let's make this our best convention & reunion yet... register early by using the forms in the center of this magazine or downloading forms from our website.

Another vital job to our association members and to veterans from all services is being carried out daily by our Service Office Tom Huckelberry. Tom has assisted numerous veterans obtain deserved benefits from the V.A. and works tirelessly in Florida. Most recently, Tom represented the CGCVA at the 62nd Anniversary of the Four Chaplain's Observance, February 6th at American Legion Post #303 in Bonita Springs, Fla. And congratulations are in order as Tom received the American Legion Department of Florida's 'Unsung Hero Award' as the

Top 15 Country Songs of 2004...

- #15. If I Can't Be Number One In Your Life, Then Number Two On You.
 - #14. If The Phone Don't Ring, You'll Know It's Me.
 - #13. How Can I Miss You If You Won't Go Away
 - #12. I Liked You Better Before I Got to Know You So Well.
 - #11. I Still Miss You Baby, But My Aim's Gettin' Better.
 - #10. I Wouldn't Take Her To A Dog Fight 'Cause I'm Afraid She'd Win.
 - #9. I'll Marry You Tomorrow, But Let's Honeymoon Tonight.
 - #8. I'm So Miserable Without You It's Like You're still Here.
 - #7. If I Had Shot You When I First Wanted To, I'd Be Out Of Prison By Now.
 - #6. My Wife Ran Off With My Best Friend And I Sure Do Miss Him.
 - #5. She Got The Ring And I Got The Finger.
 - #4. You're The Reason Our Kids Are So Ugly.
 - #3. Her Teeth Was Stained But Her Heart Was Pure.
 - #2. She's Looking Better After Every Beer.
- And, the Number one Favorite Country Song of 2004 Is:
- #1. I Ain't Never Gone To Bed With Ugly Women, but I've Sure Woke Up With A Few.

state's top Service Officer. Way to go Mate!

Our CGCVA Scholarship Program is currently being evaluated by our Ways & means Chairman Robert MacLeod. With my approval, Robert is looking for ways to increase the amount of scholarship funds so that a larger amount can be provided to one recipient or perhaps multiple scholarships can be approved on an annual basis. At present, we offer one scholarship of \$500 each year to a deserving dependent of a CGCVA member. Robert is researching the feasibility of having outside sponsorships and I expect him to make a full report at our Tampa Convention. It would be nice to be able to provide more funds or more scholarships if it didn't entail additional work on the part of our Association.

Mare and I try to attend as many patriotic and Coast Guard-related activities as we can fit in our schedule. Most recently we were at the Installation of Officers for the Elizabeth City, N.C. chapters of the Chief Petty Officer Association, their Auxiliary, and the Coast Guard Enlisted Association. It was a formal affair and we greatly appreciated the hospitality extended to us. By the way, I tend to look at the awards folks wear and spotted two attendees that wore medals making them eligible for CGCVA membership. I gave them each a copy of the latest *QD Log* and directed them to our website. Hopefully, they'll both soon be members and will be able to reach out to other eligible folks in the Elizabeth City - Norfolk area.

All in all, our Association had a stellar year in 2004 and now, as we enter the CGCVA's 20th Anniversary year, we have opportunities to do even better. My sincerest thanks to all our unpaid staff and volunteers who have made our Association grow over the past two decades. They are the cornerstones of our group and I thank you. Semper Paratus Mates! **Swiftly**

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.** See the Ships Store on the CGCVA Website.

CGCVA BASEBALL CAP: blue/black, or white, gold lettered CGCVA with logo, full back. One size fits all. Plain visor **\$11.00** With senior officer scrambled eggs on visor. **\$15.00**. 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' Class; 210' Class; and USCGC Mackinaw. Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. **\$10.00** each (shipped in display box).

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

LAPEL PIN: U.S. Flag above USCG logo. **\$4.00** each; two for **\$7.00**; and three for **\$10.00**.

USCG YELLOW RIBBON LAPEL PIN: Pewter Yellow Ribbon support pin with USCG emblem in center. **\$5.00**. New Item.

BOOKS: "Coast Guard Navy of WWII" by William Knight. **\$20.00**. "Coast Guard Action in Vietnam" by CGCVA member Paul Scotti **\$20.00**. "Coast Guard In World War One" by CGCVA member CAPT Alex Larzelere **\$30.00**. "Rescue At Sea" by Clayton Evans **\$40.00**. Coast Guard Combat Veterans, Turner Publishing **\$35.00**. "Always Ready - Today's U.S. Coast Guard" by Bonner and Bonner **\$15.00**. "The Coast Guard At War, Vietnam 1965-1975" by CAPT Alex Larzelere **\$30.00**.

CGCVA GOLF SHIRT: Short sleeve, polyester/cotton, CGCVA logo on right side with name over left pocket (Please specify preference of script or block lettering). Available in white, red or blue in sizes S, M, L, XL. \$35.00. Must state name for pocket. Size XXL, add \$2.00. Size XXXL, add \$3.00.

CGCVA BOLO TIE: USCG Emblem with gold lace. Beautiful! **\$20.00**. Only five left in stock.

A Memory From The Past

Don Winslow of the Coast Guard

A Universal Picture (1943)

Cast: Don Terry, Walter Sande, Elyse Knox, Philip Ahn, June Dupres, Edgar Dearing, Lionel Royce, Charles Wagenheim, Nestor Paiva.

Synopsis: Distinguishing himself for gallantry at Pearl Harbor, Commander Don Winslow, USN, discovers that the Scorpion King is now allied with the Japanese and is aiding in enemy plans to attack the Pacific Coast. Winslow and his junior officer pal, "Red" Pennington, assigned to Coast Guard duty off the mainland, face this new peril with guns blazing. Presented in 13 chapters. Based on the newspaper feature entitled "Don Winslow of the Navy," owned and copywrited by Frank V. Martinek

Critics Comments: "The war is only a setting in this serial, a setting in which Don Winslow can show off his strength, ingenuity, and remarkable endurance powers while he enthusiastically chases the unscrupulous enemy." (Library of Congress). "In the picture the principal villian is known as the Scorpion and apparently has a German accent. However, since he is operating on the West Coast, his collaborators are Japanese who obligingly mark their submarines with a "U" so that stock shots of U-boats may be used." (Motion Picture Hearld). **Article & photo courtesy of CDR Ralph Judd, USCG (Ret.)**



Coast Guard Combat Veterans Association

General Information

The Coast Guard Combat Veterans Association is a Non-Profit Corporation. It consists of active duty members, reserve members, retired members and honorably discharged former members who served in, or provided direct support to combat situations recognized by an appropriate military award while serving as a member of the U.S. Coast Guard or U.S. Coast Guard Reserve.

Being mindful of the traditions, duties and purposes of the U.S. Coast Guard, it is our duty to uphold and defend the Constitution of the United States of America. We believe that through social association and mutual acquaintance we may further perpetuate the memory of our fallen comrades, assist their widows and orphans, assist honorably discharged and retired Coast Guard combat veterans, and promote and enhance the image and posture of the U.S. Coast Guard.

Upon acceptance into the Association, you are furnished a membership card and certificate, a copy of the Association By-Laws, a CGCVA logo pin and a copy of our quarterly newsletter, "*The Quarterdeck Log*." You will continue to receive copies of the newsletter for the duration of your membership. "*The Quarterdeck Log*" contains articles, photographs and reunion information submitted by members and timely information on Coast Guard activities and news events. In addition to our quarterly magazine, we maintain a website: wwwcoastguardcombatvets.com.

Our membership numbers more than 1,700 and we continue to grow. Our membership rolls include veterans ranging from World War II to present conflicts. Our Secretary-Treasurer maintains a comprehensive computer database so there is a good chance that you can locate other shipmates who served with you. CGCVA records must be able to support our IRS-provided tax-exempt status so we insist that copies of supporting documents (Discharge, DD-214, Letter of Medal(s) awarded, etc.) accompany applications for membership.

We hold a CGCVA Convention/Reunion every 18 months and make every attempt to shift locations so members nationwide have an opportunity to attend. During the reunions, attending members can voice their opinions and participate in the governing process of the Association at the Business Meeting/Luncheon. Annually, we recognize a deserving Coast Guard member as the CGCVA Coast Guard Person of the Year and we sponsor a CGCVA Scholarship for the relative of a member in good standing. We provide CGCVA watches and certificates to the Physical Fitness Award recipient in every graduating recruit company and to selected Coast Guard Academy cadets. We also maintain the gravesite of the Coast Guard's only Congressional Medal of Honor recipient, SM1/c Douglas A. Munro, in Cle Elum, Wash.

We offer an Associate Membership to Coast Guard and Coast Guard Reserve members who qualified as combat veterans while serving in another armed service. We also offer Auxiliary Membership to CGCVA Members' spouses and other family members.

The CGCVA has very reasonable dues at just \$25.00 for two years membership. Auxiliary Membership is only \$10.00 for two years. Once a member in good standing, the CGCVA offers you a very attractive "Life Member" rate.

We hope you will consider joining the CGCVA. For your convenience, a CGCVA Membership Application is on the reverse of this sheet. If you have specific membership questions, please call the CGCVA National Secretary-Treasurer at 330-887-5539. Whether you're a recent or long-time Coast Guard combat veteran, don't let our organization pass you by. Jump aboard and enjoy the camaraderie of other Coast Guard combat veterans. Semper Paratus!

Remaining "Always Ready"
The Coast Guard Combat Veterans Association



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: \$25.00 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. Fax: (330) 887-5639.



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

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