



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 22, Number 2

Summer 2007

Looking For USCG Vietnam Vets

25th Anniversary of "The Wall" to be celebrated November 10-12, 2007

Jan Scruggs survived the Vietnam War, many of his comrades did not. In 1969, he served a tour of duty in Vietnam where he was wounded and decorated for bravery. In 1979, he and his wife saw a movie about the Vietnam War called the "Deer Hunter." This conjured up memories of his perilous days in Vietnam. He once said of his service in Vietnam, "The bitterness I feel when I remember carrying the lifeless bodies of close friends through the mire of Vietnam will probably never subside. I still wonder if anything can be found to bring any purpose to all the suffering and death." Scruggs struggled for a year in Vietnam to escape the clutches of death. He now found himself committed to a different struggle, to enshrine the memory of those who fought and died in Vietnam.

In late 1979, Scruggs met with a group of Vietnam veterans in Washington, D.C. He expressed his belief that ordinary American citizens would donate money to build a memorial to those who fought and died in Vietnam. Jan Scruggs and a group of fellow veterans formed the Vietnam Veterans Memorial Fund (VVMF). The objective of the group was to create a tangible tribute to those Americans who served in the Vietnam War. The tribute would take the form of the Vietnam Veterans Memorial.

The site selected for the memorial, at the base of the Lincoln Memorial, seemed perfect. The bill which granted the VVMF two acres at the foot of the Lincoln



Memorial passed the Senate in just seven minutes on April 30, 1980. On July 1, 1980, President Jimmy Carter signed the bill into law. The dedication to the memory of those who served was rewarded when on November 13, 1982, the Vietnam Veterans Memorial was dedicated.

A VISIT TO THE WALL

Set in the grassy park of Constitution Gardens, the Wall is neither prominent, grand, nor imposing. Rather, it is simple, thoughtful, and profound. It is a place to remember those who served during a turbulent time in American history. It is also a place for the nation to heal its wounds.

The Vietnam Veterans Memorial Wall contains the names of the 58,249 men and women

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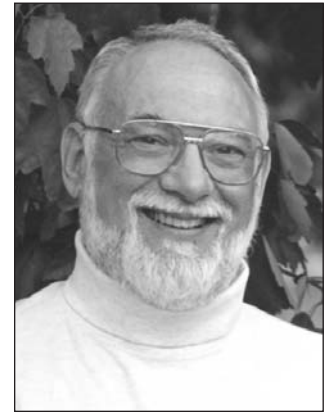
APPOINTEES

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

From the President

Settling Down

Since the end of the Reunion/Convention my time has been consumed with a lifestyle transition. I have been a tumbleweed since 1960 when I graduated high school and joined the U.S. Air Force. After one hitch I returned to the civilian world for ten months of rambling before joining the U.S. Coast Guard for twenty-six more years of vagabondism. Military retirement did not change my nomadic penchant. For the next sixteen years Liz and I roved fulltime in a motorhome. Well, that has come to an end in July when we took root in Central Florida, Palm Bay specifically. The Scotti Nomads bought their first house and the motorhome is up for sale. I had promised Liz a house one day and have fulfilled that obligation. Of course, because motorhomes come furnished we have no furniture; but then, I didn't promise her furniture. So if you plan on visiting us—bring a chair.



Paul C. Scotti

Daughter of the Coast Guard

When my daughter bought me a book from an antique store I was appreciative. When it is titled, "Daughter of the Coast Guard" I read it. Written by Betty Baxter and published in 1938 it is a tale about two high school girls who help solve a mystery of smuggling on Lake Michigan. One girl is the daughter of the skipper of the Coast Guard station, the other is the daughter of the local newspaper owner. The setting is Lake Haven, Michigan. Research reveals that the fictional town is really Grand Haven, Michigan (Coast Guard City USA). The "Old Guard" is portrayed with a couple of rescues, one using a breeches buoy to save crewmen from a grounded freighter and the other in the launching of a pulling boat though the surf to get to a foundering tug. Betty Baxter wrote twenty books for teenage girl readership, including a three-book series involving the adventures of Becky Bryan, another Coast Guard daughter. Now you have a little more literary trivia to take up space in your mind and I

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**Next QD Log deadline is Nov. 1, 2007.
Please e-mail material to the editor
at: swiftie1@verizon.net**

Hail to the Fajita

We are pleased to have heard of the recent satisfactory completion of the Chieu Hoi, LM, tour of duty at USCG Station Monterey, CA. Kudos are in order for MK2 Justin Parker for his Supervisor (acting) duties of sharing the Sabine River Fajita with his active duty colleagues. We trust that Garret Conklin will take full advantage of the capabilities of Chieu Hoi and continue the enjoyable practice of his caretaking predecessors. Terry

Helpful Websites

The internet website "Fred's Place" has long been a repository of Coast Guard current news, old news, sea stories and a meeting place for active duty Coasties and old veterans. www.fredsplace.org with over 48,000 registered members is a must place to visit. Here's some other websites worthy of a look-see:

Bill Wells' Coast Guard warrior site:

www.aug.edu/~libwrw/Welcome.html

patriotfiles.org/CoastiesRule.html

jacksjoint.com

www.coastguardchannel.com

www.cgsva.lbbhost.com/index/html



Patch from Point Cypress (WPB-82326). Sent by D. J. Wilfong

From the Secretary

Secretary's Report

The *Quarterdeck Log* Boosters are keeping us in business. Tremendous thanks to all participants.

Regarding questions I've received regarding the mailing times of the *QD Log*, we mail at the **end** of each season.

Please consider combining your ship's/station reunion with the CGCVA Reunion in April 2009 in Reno, NV. Our convention planner, Bob Maxwell, can get your group an excellent room rate and with enough notice, other accommodations. Members of other groups don't have to be members of the CGCVA to attend our reunions and the only activity they are unable to participate in is the CGCVA Business Meeting. Something to think about.

Regarding address changes, please let me know every time you move, even if it's only for a few months. Our computer is unable to accommodate more than one address and we don't want you to miss getting your *QD Log*.

Dues Information

As previously reported, CGCVA dues have been increased by \$2.50 per year (or a total of \$30.00 for a two-year membership). This of course does not apply to Life Members. For those desiring to become Life Members, our rates have remained the same as before: Under age 30 (\$200); 31-40 (\$185); 41-50 (\$165); 51-60 (\$145); 61-70 (\$115); 71-80 (\$85); 81-90 (50); and 90 and older (no cost).

Fraternally and SP...

Baker

Crossed The Bar

Eugene B. Floyd

Joined: 6-1-1990 CTB: 4-21-2007

James P. Haddicam, LM

Joined: 5-26-1997 CTB: July 2007

Howard A. Hoover

Joined: 6-7-2001 CTB: January 2007

John W. Leather, LM

Joined: 12-14-1990 CTB: 7-5-2007

Walter R. Nasmyth, LM

Joined: 9-20-1990 CTB: 4-18-2007

John M. Ortblad, LM

Joined: 12-3-1990 CTB: unknown

Arthur L. Paulie, LM

Joined: 4-11-2000 CTB: 6-1-2007

Jack A. Pfeifer

Joined: 7-4-1989 CTB: 3-11-2007

Norman Rabkin

Joined: 8-25-1992 CTB: 7/29/2007

Joseph W. Steed, LM

Joined: 11-12-1991 CTB: 6-3-2007

Calling all USCG Vietnam Veterans

Please try to attend and participate in the 25th Anniversary ceremonies for the Vietnam Veterans Memorial (The Wall) on the weekend of 10-12 November 2007 in Washington, D.C.

CGCVA Vietnam veterans Bill Wells and Robert MacLeod are organizing a get-together of USCG Vietnam veterans for this historic occasion and need your help. They are trying to reach as many veterans as possible so please help pass the word to any you know.

A Coast Guard tent for USCG veterans is being arranged on the Mall in downtown Washington, D.C. near the Vietnam Memorial and this would be the primary gathering place to meet other USCG veterans and enjoy camaraderie. In addition, a reasonably-priced hotel near the site has been contracted so make your reservations soon.

Bill and Robert are hoping for a large turn-out of USCG Vietnam Veterans, at least a hundred, for this event so make your plans now. For more details and background on the Vietnam Veterans Memorial, read the cover story in this *QD Log* issue. This is a golden opportunity to show the world that the Coast Guard was indeed there and to educate the public on the many vital roles our Service played in Vietnam.

For additional details, contact:

Bill Wells at (706) 860-9335 or email: ronone6970@yahoo.com

or

Robert Macleod at email: rgbysheast@aol.com.

Or go to the website: www.aug.edu/~libwrw/wall/welcome

**Semper Paratus and
Welcome Home!**

Cape May

Anyone stationed in Cape May, N.J. Group in the 1940's, 1950's, 1960's or whenever interested in a reunion are encouraged to contact **Warren Wells** at 18754 Robinsonville Rd., Lewes, DE 19958. Ph: (302) 645-8903. E-mail: cplummer1@comcast.net.

Iwo Jima Veterans

Anyone who served on Iwo Jima is invited to a reunion 16-20 Sept. 2007 at the Ramada Inn, Kissimmee, FL. Open to all branches, any year. For details, go to: www.iwojimavets.org.

Spencer Association

The Spencer Association will hold a reunion 27 Sept. through 1 Oct. in Philadelphia. Activities include a bus tour of historical sites, barbeque and banquet. The Spencer Association welcomes all who are interested in joining them for a weekend of great fun and camaraderie. Contact: **Nick Frank** at (215) 616-0643.

Burton Island Association

The USN/USCG Burton Island Association will hold a reunion 8-12 Oct. 2007 in Laughlin, NV. Contact: Robert D. Hall at robertdhall@cfl.rr.com.

USCGC Winona

The *USCGC Winona (WPG/WHEC-65)* will hold a reunion 21-23 Sept. 2007 at the Naval Elks Lodge in Port Angeles, WA. Contact: **Cliff Rocheleau** at 215 Applegate Lane., Sequim, WA 98382-3082. Ph: (360) 582-0925. E-mail: cliff@cgcwinona.org.

USS Centaurus

Crew members from the *USS Centaurus (AKA-17)* will hold their 16th annual reunion 4-6 Oct. 2007 at the Rosen Centre Hotel on International Drive in Orlando, FL. For reservations, call 1-800-204-7234. Contact: **Richard "Curly" Hoskins** at 1494 Brazilian Lane., Winter Park, FL 32792.

Help Wanted

There is an immediate job vacancy to any retired or soon-to-be retired officers you know in the

QD Log Booster Club

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

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

Charles Catanzaro	Art Goodwin
Sandra Huckelberry	Joe Kleinpeter
Richard Frugia	David Murray
Charles Peterson	Lee A. Morris
Eugene O'Brien	William Sheron
Gerry Kaarstad	Lois Csontos-Nielson
Thomas Volkle	Cameron Palmer
Edward Mattes, Sr.	Roy Pettit
Norman Venzke	Charles Reynolds
William Hicks	Stan Syrek
Billy C. Smith	Sherwood Patrick
Harry Hess, Jr.	William Lamson
Vincent Anthony	Leon Dunlap
Henry Ireland	Gary Hodge
Theo Kotros	John & Mary Greget
Marcel Bujarski	Baker & Marylou Herbert
CAPT J. E. Williams	Fred McLendon

Thanks to all to have become QD Log Booster Club members so far! All contributions are appreciated! And remember, these deductions are tax deductible as we are 501.c.

Miami area. Dade County Public Schools' Maritime and Science Academy is looking to hire a retired Coast Guard officer as the senior instructor in the Claude Pepper Junior Reserve Officer Training Program (JROTP). The school is looking for a strong role model of Core Values and professional competence. Surface operations experience is desired because the principal wants to enhance the program with some on-water activities. Teaching credentials are helpful but not specifically required. The position may be filled only by a retired Coast Guard officer. Interested parties are welcome to send resumes directly to the school principal at: tfisher@dadeschools.net. The Maritime and Science Academy's web site is: <http://mast.dade.k12.fl.us>.

The position is open now. The school wants to fill it quickly for the coming school year and has requested Coast Guard assistance in identifying candidates. The instructor will be an employee of the school district, but my command will pay part of the salary because of an MOU between the school and the Coast Guard. The hiring decision belongs to the school.

CAPT Steve Vanderplas
Commanding Officer
USCG Recruiting Command

Congratulations Graduates

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

Izaak A. Gonzalez (Zulu-176) of San Antonio, TX, reports to USCG Station Freeport, TX.

Brian P. Anuswith (Alpha-177) of Norfolk, VA, reports to *CGC William Tate*, Philadelphia, PA.

Jeffrey C. Sheets (Bravo-177) of Indianapolis, IN, reports to *CGC Swordfish*, Port Angeles, WA.

Jessica N. Navarro (Charlie-177) of Phoenix, AZ, reports to *CGC Boutwell*, Alameda, CA.

Aaron A. Gormley (Delta-177) of Atlantic City, NJ, reports to *CGC Mustang*, Seward, AK.

Ryan J. Gann (Echo-177) of Ventura, CA, reports to *CGC Active*, Port Angeles, WA.

Welcome New Members

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

MAY 2007

Alfred M. Perry	(Garret Conklin)
William L. Willis	(Butch Hampton)
Jeffrey L. Freeman	(Terry O'Connell)
Glenn F. Randall	(USS Centaurus Assn.)
Paul T. Butler	(Pat Ramsey & Floyd Hampton)
Richard W. Minor	(Pat Ramsey & Floyd Hampton)
Ronald C. Webb	(Bill Wells/CGCVA Website)

JUNE 2007

Eric G. Nordquist	(Bill Wells/CGCVA Website)
Seymour L. Schwartz	(Al Duffield)
Peter E. Fiske	(Bill Wells)
Harold H. Busch	(John Greget)
Armand L. Chapeau	(Bill Wells)

JULY 2007

LM Eugene J. Goss	(Harry Smiling)
Jose G. Maldonado	(Butch Hampton)
LM Harry T. Imoto	(Gary Sherman)
William R. Butler, III	(Butch Hampton)
James M. Aziz	(USCG Reservist Magazine)
Jerry P. Russell	(USCG Reservist Magazine)

Peter N. Lopresti (Foxtrot-177) of Seattle, WA, reports to BM "A" School, USCG TraCen Yorktown, VA.

Jeffrey R. Moeschler (Golf-177) of Sacramento, CA, reports to *CGC Sherman*, Alameda, CA.

Marcus W. Brown (Hotel-177) of Honolulu, HI, reports to USCG Recruiting Office Honolulu, HI.

John F. Havers (India-177) of Charleston, SC, reports to PS "A" School, USCG TraCen Yorktown, VA.

Channing J. Grillo (Juliet-177) of Los Angeles, CA, reports to *CGC Mellon*, Seattle, WA.

Dennis S. Nelson (Kilo-177) of Harrisburg, PA, reports to *CGC Boutwell*, Alameda, CA.

Justin W. Reed (Lima-177) of Mobile, AL, reports to USCG Sector Mobile, AL.

Ryan G. Brooks (Mike-177) of Columbia, SC, reports to *CGC Harriet Lane*, Portsmouth, VA.

Jordan P. Roark (November-177) of Lansing, MI, reports to BM "A" School, USCG TraCen Yorktown, VA.

Manpower Recruitment

Tactical Solutions Partners currently has position openings for MSRT, MST, LE, and TACLET-experienced persons looking for employment. Position descriptors include: trainers, doctrine writers, and senior officers that could perform as an advisory group. If interested, forward resume to: dtezza@tacticalsolutionspartners.com and kherick@tacticalsolutionspartners.com.



USS Bisbee (PF-46)

On 25-29 April 2007, the crew of the *USS Bisbee* (PF-46) held their 29th annual reunion in Tucson, AZ. The highlight of the gathering was a bus trip to Bisbee, AZ,

namesake of our ship. Bisbee is a former copper mining town which reportedly supplied 80% of the copper needed for WWII shipbuilding. We were greeted at City Hall by Mayor Ron Oertle and other city officials and our crewmembers presented the city with a glass-encased scale model of the *USS Bisbee* and a stainless steel plaque, a duplicate of the one mounted at the ADM Nimitz memorial Garden in Texas. Several other items

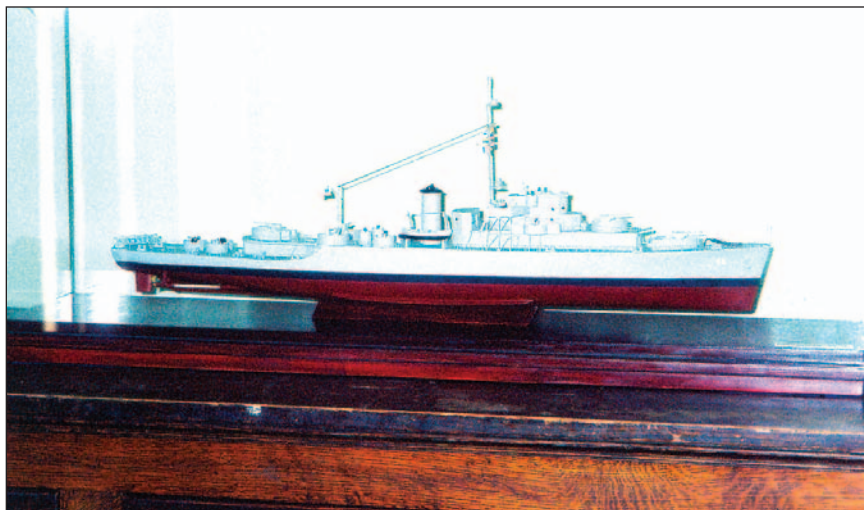
Crew members at the USS Bisbee Reunion included (left to right) Cliff Lowe, Charles Perago, Frank Scorzelli, Frank Probst, Walter Parker, Ernie Newbrey, Thom Weber, Nolan Finley, Walter Perlestain, and John Badgley. Lowe, Parker, Newbrey, Weber and Badgley are all CGCVA members.

collected by Thom Weber during the Leyte Gulf invasion were given to the Bisbee Historical Copper Mining Museum curator for permanent display.

At our luncheon that day we were honored to have with us retired USCG Chief Petty Officer Clyde (Bill) Allen and his wife, the parents of ADM Thad Allen, Commandant of the Coast Guard. We were also honored to have with us ADM Allen's sister, Wanda, who resides in *Bisbee*. All were instrumental in setting up the affair with CGCVA member John Badgley.

Tours of the museum and the museum and the Copper Queen Mine followed the luncheon, and on our return drive to Tucson we made a brief stop in Tombstone to stroll the wooden sidewalks and imagine the boisterous saloons catering to Wyatt Earp and Doc Holliday, and to see the site of the gunfight at the OK Corral. The desert sun setting over the purple shadowed mountains was a fitting backdrop for the commentary provided by local historian Rory Newbrey, son of CGCVA member Ernie Newbrey.

Free time in Tucson provide an opportunity to see museums, art galleries, botanical gardens, Spanish missions, and of course, for the ladies... shopping. We were based at the DoubleTree



24" scale model of USS Bisbee (PF-46) presented to the City of Bisbee, Arizona during the Bisbee Reunion on 25 April 2007.

Hotel and the beautiful pool and grounds with all the blooming flowers and trees laden with oranges and grapefruit were the perfect complement to our alfresco dinners and margaritas. War stories were reserved for gatherings in the hospitality suite where the ladies seemed to drift away while the guys lingered into the night.

At our business meeting it was suggested that due to our rapidly diminishing numbers we might consider disbanding the USS Bisbee Association and discontinue our annual reunions. Luckily, more optimistic heads prevailed and we will meet in 2008 in Providence, R.I. for a visit to the Coast Guard Academy in New London, Conn. With luck, the *CGC Eagle* will be in port then.

At our farewell banquet we toasted the 63 years since the *USS Bisbee* was commissioned. We are all well into our 80's and there are only a few "plank owners" left. All in attendance, both crew and windows, stepped up to the microphone and gave a brief account of their lives after the war. We are all very proud of our Lieutenant, retired John Badgley, a CGCVA member who has recently written and published his book "Frigatemen". He generously gave copies to all present. For those of us who have "been there, done that," the story and original artwork rekindled memories and gave us a behind the scenes look at the wardroom and commissioned officers.

As for the *USS Bisbee*, she too is getting up there in age, but can boast a long and eventful career. During WWII, she was flag ship COMCORTDIV43, South and North Pacific, supporting landings of the 41st Infantry Division in New Guinea and Biak. She became joint command station vessel for the first bombardments and landings at the entrance of Leyte Gulf, Philippines along with *USS Gallop (PF-47)*. We assisted a Navy minesweep in clearing the gulf of mines while under continuous fire two days before GEN Douglas MacArthur appeared to stride ashore saying, "I have returned."

We returned to Hollandia and, on 15 Dec. 1944, sailed to Pearl Harbor for repairs and painting. After good port and starboard liberty we were ordered to the Aleutian Islands and for seven months performed escort and air/sea rescue on the dreadful Bering Sea. The guys with top bunks who had punched holes in the air ducts to cool down in the South Pacific were now stuffing underwear, etc. in the holes! Following the surrender of Japan, the *Bisbee* was decommissioned at Cold Bay, Alaska on 31 Aug. 1945, and turned over to the Russian Navy as part of the international Lend-Lease agreement.

When Russia returned the ship, she was recommissioned and manned by the Navy for the Korean War, after which she was again decommissioned and on 13 Feb.

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.

1953, transferred to the Columbian Navy. We are told she still lives on as an officer's club. The *USS Bisbee* engaged in 45 campaigns and three major operations. She was awarded medals for the Philippine Liberation with two bronze stars, Asiatic-Pacific with two bronze stars, and the Presidential Unit Citation for superior gunnery.

Thom Weber, LM

"Frigate Men" Book Review

"Frigate Men"

by

John Badgley Lt (j.g.) USCGR

Life on Coast Guard Frigate U.S.S. Bisbee (PF-46)

C-2007 New Vantage Press, Sebastopol CA

ISBN: 978-1-4243-3805-4

At a time in World War II when enemy submarines were sinking Allied vessels faster than new ones could be

built there was a need for an anti-submarine escort warship that could be quickly made and sent to sea. This ship was a 303-foot long, 2,230 ton frigate of which *USS Bisbee (PF-46)* was one of seventy-five crewed by the U.S. Coast Guard. By the time these ships entered service the hostile submarine threat had greatly diminished. But as in the case of any Coast Guard cutter manifold tasks were given them.

This memoir by Coast Guard Combat Veterans Association member John Badgley begins with him joining the Navy to go to Officer's Candidate School only to be informed later that there are no openings. However, he could accept an honorable discharge from the Navy and join the Coast Guard. He did and was sent to the Coast Guard Academy for his officer training. Following additional training he is assigned to the crew putting the new *Bisbee* into service. The book concludes with the *Bisbee* being turned over to the Russian Navy at war's end. In between is an entertaining account of life in war on a patrol frigate.

The book is divided into sections by subject, such as

New London, New Guinea, and Leyte Gulf. Each page in a section is titled and followed by a one-page narrative. For example, under the section Leyte Gulf, page titles include "One Down But No Credit" and "Potatoes For Chocolate." I have encouraged our members to write their Coast Guard history by the uncomplicated method of putting on index cards incidents, stories, and experiences. When done the cards are stacked in order and the book is written one card at a time. Even if the book is never published they will have a lasting record of a segment in Coast Guard history for their family to cherish and for placement with the Coast Guard Historian. I do not know if Badgley ever heard me say this but he seems to have done something similar.

Badgley's stories are insightful of a bygone time. These ships no longer exist but he keeps their place in Coast Guard annals alive. A ship is animated by its crew and this book is filled with the strengths and weaknesses

of human nature that make up a ship's complement. The chronology is enhanced with the availability of *Bisbee's* declassified logs. Consequently, the dates and succession of events are accurate.

Here is a taste of Badgley's stories. In *Sea Lawyer* he defends two enlisted men at a court-martial where they have been accused of striking a police officer while on liberty. When they are acquitted every man in the brig wanted Badgley to defend them. In "Horse Coxswain's" we learn that twenty new crewmen who report aboard *Bisbee* had been pulling beach patrol on horseback along the shores of the Gulf of Mexico.

They had been recruited from Texas ranches with the assurance that they would never go to sea. Oops! In "Six Days At Battle Stations" a Japanese torpedo bomber comes in low out of the murky dawn catching *Bisbee* still in the water. Throttles are shoved all ahead full and the torpedo misses the ship astern by less than thirty yards.

Badgley's book is brightened with watercolor and graphite drawings that he made during his tour on *Bisbee*. On one occasion in the South Pacific he set off to one end

In George Washington's days, there were no cameras. One's image was either sculpted or painted. Some paintings of George Washington showed him standing behind a desk with one arm behind his back while others showed both legs and both arms. Prices charged by painters were not based on how many people were to be painted, but by how many limbs were to be painted. Arms and legs are "limbs," therefore painting them would cost the buyer more. Hence the expression, "Okay, but it'll cost you an arm and a leg."

of an island to sketch and met a Navy lieutenant with a sketchbook. The officer was James Michener who later wrote, *Tales of the South Pacific*, which became the extraordinarily successful Broadway play and movie, *South Pacific*.

The book is a worthwhile read. I would have preferred that he included a background synopsis and specifications of this class of vessel. Today, few readers know anything about the 303-foot patrol frigate and its place in World War II. With the book ending with the ship's turnover to the Russians he could have gone a step further in the epilogue to inform the reader about the rest of *Bisbee's* operational life, which is that the Russians returned the ship in November 1949. In October 1950, the Coast Guard put it back into commission for the Korean War. Then, in February 1952 it was transferred it to Columbia.

For additional reading on these distinctive ships go to the Coast Guard Historian's website and read the essay, "The Story of a World War II Frigate: the *USS Sandusky (PF-54)*," written by Association founding member Vice Admiral Thomas R. Sargent, III, USCG (Ret.). Sargent was commanding officer of the *Sandusky*.

I recommend "Frigate Men" and commend Badgley for his time and labor in writing it. Without his perseverance this historical record would never have existed. The book is available at www.frigatemen.com for \$19.95 which includes shipping and handling.

Editor's Note: This review was provided by CWO4 Paul C. Scotti USCG (Ret), national president and historian of the Coast Guard Combat Veterans Association and author of "Coast Guard Action in Vietnam."

Saluting the Flag

Here's one for our side! The Senate has passed Senate Bill 1877 by a unanimous vote and has passed this along to the House for their consideration!

U.S. Senator Jim Inhofe (R-Okla.) praised the passage by unanimous consent of his bill (S.1877) clarifying U.S. law to allow veterans and servicemen not in uniform to salute the flag. Current law (US Code Title 4, Chapter 1) states that veterans and servicemen not in uniform should place their hand over their heart without clarifying whether they can or should salute the flag.

"The salute is a form of honor and respect, representing pride in one's military service," Senator Inhofe said. "Veterans and service members continue representing the military services even when not in uniform.

Unfortunately, current U.S. law leaves confusion as to whether veterans and service members out of uniform can or should salute the flag. My legislation will clarify this regulation, allowing veterans and servicemen alike to salute the flag, whether they are in uniform or not. I look forward to seeing

those who have served saluting proudly at baseball games, parades, and formal events. I believe this is an appropriate way to honor and recognize the 25 million veterans in the United States who have served in the military and remain as role models to others citizens. Those who are currently serving or have served in the military have earned this right, and their recognition will be an inspiration to others."

This Bill was passed July 25, 2007.

Editor's Note: This bill was actually written by former Master Chief of the Coast Guard and CGCVA member Vince Patton.

CGCVA 2007 Scholarships

The \$1,000 winner of the Philips Van Campen Taylor Scholarship is **Sasuana C. Alberts** of Palisade, NE. She is the granddaughter of LM Billy C. Smith, a Vietnam veteran. Sasuana plans on attending Mid Plains Community College this fall and major in the medical field. Sasuana has a grade point average of 3.82.

The \$500 winner of the scholarship donated by PNP

As incredible as it sounds, years ago men and women took baths only twice a year (May and October)! Women kept their hair covered, while men shaved their heads (because of lice and bugs) and wore wigs. Wealthy men could afford good wigs made from wool. They couldn't wash the wigs, so to clean them they would carve out a loaf of bread, put the wig in the shell, and bake it for 30 minutes. The heat would make the wig big and fluffy, hence the term "big wig." Today we often use the term "here comes the Big Wig" because someone appears to be or is powerful and wealthy.

Gil Benoit and Grand Haven resident Bill Boonstra in honor of WWII CGC *Escanaba* survivor, the late Ray O'Malley is **Clayton Self**, of Aberdeen, WA. He is sponsored by CGCVA member Wayne Self, a veteran of the Gulf Wars. Clayton will attend Central Washington University in the fall and will major in Law Enforcement.

This year there were three excellent students in line for CGCVA Scholarships and our Past Presidents, together with Mrs. Kristin Taylor, made the selections. Congratulations to all.

Missing Personally Identifiable Information

COMDTNOTE 5211 recently notified servicemembers of Missing Personally Identifiable Information (PII). It read as follows:

Following a recent move of some Headquarters staff offices from the Transpoint Building to the Jemal Building one block away, six to eight binders containing paper copies of WorkLife reports could not be located. The Coast Guard Investigative Service is in the final stages of an investigation of the loss. The evidence suggests that the reports were discarded or destroyed in conjunction with the office move. There are no electronic data involved and there is no indication at this point that any of the reports have been disclosed outside of the Coast Guard.

The binders contain copies of Quality Assurance Reviews (QARs) of family advocacy and special needs cases from 1997 to 2006. These paper copy QARs include personal information on uniformed service members, family members and civilian employees in an abbreviated summary format. The missing reports do not contain full case histories, but could include personally identifiable information such as names and social security numbers.

While we believe approximately 3,500 individuals may be identified in these reports, the commandant will notify in writing all 6,200 individuals who were involved

with the special needs and family advocacy program during this period, including those who have separated from the service. We are also obtaining field office records to further refine our understanding of whose information may be in the missing QARs. We will afford all who may

be impacted with identity theft protection, credit monitoring services and other support as appropriate.

We are staffing a Call Center Hotline to answer your questions on this issue. The Call Center

may be reached at 1-888-286-7013, and additional information may be obtained at: www.uscg.mil/datasecurity. The Call Center will operate 24/7 until 1800 EDT on 27 August. If you have questions or concerns, contact the Call Center. The Call Center will collect pertinent information and direct your concerns to the proper USCG representative who will return your call.

This incident is about both personal and financial security and may cause anxiety. I deeply regret that this incident has occurred. To prevent this from happening again,

I have directed the Office of Work-Life to immediately review internal procedures and take corrective actions to ensure that private information is fully protected. As further information is known I will update you via ALCOAST.

VADM Robert J. Papp, Jr.
Chief of Staff

Coast Guard Rescue Milestone

The recent COMDTNOTE 5700 included:

As we celebrate the Coast Guard's 217th birthday on August 4th, I am proud to announce that more than 1,109,310 lives have been saved in its rich history. These numbers were calculated by the Coast Guard Historian's Office through research of logs and records from our Service's various stages of development.

This milestone offers us a moment to celebrate our rich history, reflect on our past and focus on our future. The Coast Guard's unique legacy as America's Lifesaver and Maritime Guardian evolved from the selfless courage and

"We could certainly slow the aging process if it had to work its way through Congress."

-- Will Rogers

Common entertainment years ago included playing cards. However, there was a tax levied when purchasing playing cards but only applicable to the "Ace of Spades." To avoid paying the tax, people would purchase 51 cards instead.

Yet, since most games require 52 cards, these people were thought to be stupid or dumb because they weren't "playing with a full deck.."

unflinching determination of our team of diverse, highly competent, multi-mission Coasties — whether active duty, Reserve, civilian or Auxiliary.

In addition to tallying the total number of lives saved, the Historian's Office has compiled a list of the Coast Guard's Top ten Rescues. The list is subjective but it conveys the heroism of our people and shows the breadth of our efforts to save lives in peril on the seas for 217 years. This list can be viewed on CG Central by entering "Top Ten Coast Guard Rescues" in the Search Tool. Additionally, COMDT (CG-0922) has posted a compilation of the Top Ten Coast Guard Rescues on YouTube.

Questions should be directed to PAC Dan Tremper at (202)372-4634 or daniel.L.Tremper@uscg.mil.

RDML Mary E. Landry
Director of Governmental and Public Affairs

OFFICIAL COAST GUARD **TOP 10 RESCUES**

Hurricane Katrina

Search and rescue operations alone saved 24,135 lives from imminent danger, usually off the roofs of the victims' homes as flood waters lapped at their feet. Coast Guardsmen "evacuated to safety" 9,409 patients from local hospitals. In total, 33,545 lives were saved. Seventy-six Coast Guard and Coast Guard Auxiliary aircraft took part in the rescues. They flew 1,817 sorties with a total flight time of 4,291.3 hours in the air. The air crews saved 12,535. A total of 42 cutters and 131 small boats also participated, with their crews rescuing 21,200. More than 5,000 Coast Guardsmen served in Katrina operations.

Prinsendam Rescue

A fire broke out on the Dutch cruise vessel *Prinsendam* off Ketchikan, Alaska, on Oct. 4, 1980. The *Prinsendam* was 130 miles from the nearest airstrip. The cruise ship's captain ordered the ship abandoned and the passengers, many elderly, left the ship in the lifeboats. Coast Guard and Canadian helicopters and the cutters *Boutwell*, *Mellon*, and *Woodrush* responded in concert with other vessels in the area. The passenger vessel later capsized and sank. The rescue is particularly important because of the distance traveled by the rescuers, the coordination of independent organizations and the fact that all 520 passengers and crew and crew were rescued without loss of life or serious injury.

Pendleton Rescue

On Feb. 18, 1952, during a severe "nor'easter" off the New England coast, the T-2 tankers *Fort Mercer* and *Pendleton* broke in half. Boatswain's Mate 1st Class Bernard C. Webber, coxswain of motor lifeboat CG-36500 from Station Chatham, Mass., and his crew of three rescued the crew of the *Pendleton*. Webber maneuvered the 36-footer under the *Pendleton's* stern with expert skill as the tanker's crew, trapped in the stern section, abandoned the remains of their ship on a Jacob's ladder. One by one, the men jumped into the water and then were pulled into the lifeboat. Webber and his crew saved 33 of the 34 *Pendleton* crewmen. Webber and entire crew were awarded the Gold Lifesaving Medal for their heroic actions. In all, U.S. Coast Guard vessels, aircraft, and lifeboat stations, working under severe winter conditions, rescued and removed 62 persons from the foundering ships or from the water with a loss of only five lives. Five Coast Guardsmen earned the Gold Lifesaving Medal, four earned the Silver Lifesaving Medal, and 15 earned the Coast Guard Commendation Medal.

Dorchester Rescue

On Feb. 3, 1943, the torpedoing of the transport *Dorchester* off the coast of Greenland saw cutters *Comanche* and *Escanaba* respond. The frigid water gave the survivors only minutes to live in the cold North Atlantic. With this in mind, the crew of *Escanaba* used a new rescue technique when pulling survivors from the water. This "retriever" technique used swimmers clad in wetsuits to swim to victims in the water and secure a line to them so they could be hauled onto the ship. *Escanaba* saved 133 men (one died later), and *Comanche* saved 97.

Joshua James and the Hull, Mass., Life Saving Station (Nov. 25-26, 1888)

Over the two day period, Keeper Joshua James and his crew, by their zealous and unswerving work, rescued some 28 people from five different vessels during a great storm. In addition to the number of individuals rescued, the number of vessels involved, the weather conditions, and the duration of their efforts, James and his crew conducted differing types of rescues which included the employment of the beach apparatus and rescue by boat. For their versatility, endurance, skill, and dedication, James and his crew were awarded the Gold Lifesaving Medal.

The Priscilla Rescue

On Aug. 18, 1899, Surfman Rasmus S. Midgett, from the Gull Shoal Life-Saving Station, N.C., was conducting a beach patrol on horseback and came upon the barkentine *Priscilla*, which had run aground. Given his distance from the station, he determined to do what he could alone. Immediately, he ran as close to the wreck as he could and shouted instructions for the men to jump overboard one at a time as the waves receded. Obeying his instructions, the sailors leapt overboard. Midgett seized each man and dragged him from the pursuing waves safely to the beach. In this manner, he rescued seven men. There were still three men on board who were too weak to get off the vessel. Midgett went into the water and carried each of them to the beach. For the 10 lives he saved, Midgett was subsequently awarded a Gold Lifesaving Medal.

Keeper George N. Gray and the Charlotte, NY, Life Saving Station (Dec. 14-15, 1902)

The crew received the Gold Lifesaving Medal in recognition of their rescue of four men and one woman from the wreck of the schooner *John R. Noyes*. They were engaged for more than a day and a night with little sleep, having been under oars from 11:30 p.m. on the 14th to 4:30 p.m. on the 15th with the exception of about two hours. They pulled in a heavy seaway for nearly 60 miles, and all were covered in ice and were frostbitten. In addition to the conditions and distances rowed, the keeper commandeered a train and sleds to move the beach cart and equipment through the deep snow drifts for the launching of the surfboat.

Overland Rescue

In 1897, eight whaling ships were trapped in the Arctic ice near Point Barrow, Alaska. Concerned that the 265 crewmen would starve during the winter, the whaling companies appealed to President William McKinley to send a relief expedition. The cutter *Bear* sailed northward from Port Townsend, Wash., in late November 1897. With no chance of the cutter pushing through the ice to Point Barrow, it was decided to put a party ashore and have them drive reindeer to Point Barrow. Lt. David H. Jarvis was placed in charge. He was joined by fellow officers Lt. Ellsworth P. Bertholf and Surgeon Samuel J. Call along with three other men. Using sleds pulled by dogs and reindeer, snowshoes, and skis, the men began the expedition on Dec. 16 and arrived at Point Barrow, 1,500 miles

later, on March 29, 1898. The expedition managed to bring 382 reindeer to the whalers, having lost only 66. For their work, Bertholf, Call, and Jarvis received a gold medal from the Congress.

Bermuda Sky Queen Rescue (Oct. 14, 1947)

The American-owned flying boat "Bermuda Sky Queen," carrying 69 passengers, was flying from Foynes, Ireland, to Gander, Newfoundland. Gale-force winds had slowed its progress, and it was running low on fuel. Too far from Newfoundland and unable to make it back to Ireland, the captain decided to fly toward the cutter *Bibb* which was on Ocean Station Charlie in the North Atlantic. The plane's captain decided to ditch and have his passengers and crew picked up by the *Bibb*. In 30-foot seas, the transfer was both difficult and dangerous. Initially, the *Bibb's* captain tried to pass a line to the plane which taxied to the lee side of the cutter. A collision with the cutter ended this attempt to save the passengers. With worsening weather, a 15-man rubber raft and a small boat were deployed from the ship. The raft was guided to the escape door of the aircraft. Passengers jumped into the raft, which was then pulled to the boat. After rescuing 47 of the crew, worsening conditions and the approach of darkness forced the rescue's suspension. By dawn, improved weather allowed the rescue to resume, and the remaining passengers and crew were transferred to the *Bibb*. The rescue made headlines throughout the country, and upon their arrival in Boston, *Bibb* and her crew received a hero's welcome for having saved all those aboard the ditched "Bermuda Sky Queen."

1937 Mississippi River Flood

During the disastrous 1937 Mississippi River flood, the Coast Guard rescued a total of 43,853 persons who were "removed from perilous positions to places of safety". Additionally, it saved 11,313 head of livestock and furnished transportation for 72 persons in need of hospitalization. In all, 674 Coast Guardsmen and 128 Coast Guard vessels and boats served in the relief operations. The immense scope of the operations eclipsed the number of persons that the Coast Guard rescued during the Hurricane Katrina operations.

Editor's Note: Learn more about one of the Coast Guard's Top Ten Rescues in the feature story of pages 22-24 of this issue.

“I Was A Sailor Once”

I caught myself re-reading past issues of the *QD Log* and had to stop and think when I got to the issue with the article titled “The Coast Guard We Once Knew,” especially the closing line... Remembering this they will stand taller and say, “I was a sailor once.” Well re-reading that made me stand as tall as this 79-year-old, 280-lb. frame would let me. No one could be prouder of their Coast Guard service than I am.

Having served two years active duty and two years Reserve in the Navy Seabee’s, eight years in the Air Force, and from 1959-1970 in the Coast Guard, I find myself recalling my Coast Guard experiences over those of the Navy and Air Force. This is not to take anything away from the time I served with them and I appreciate the training and schooling I received while in those service. That training and schooling certainly enhanced the quality of my service to the Coast Guard and the further training and schooling I received with the USCG.

While flipping through a Coast Guard calendar, I saw a photo of a lifeboat station similar to the one I served at. That, coupled with re-reading the old *QD Log* issues got me thinking of the good old days and a lot of good memories connected with them. Following my service time, I spent 19 years at sea as a licensed chief engineer so I guess I would qualify to make the claim, “I was a sailor!”
Semper Paratus! **Richard Frugia**

Liking the Magazine

Dear Baker,

Thank you so much for the three copies of the CGCVA’s *Quarterdeck Log*. You must be proud to have such a fine publication... the best I have ever seen from any military organization. The history is the best I’ve seen and I’d subscribe in a second if I could. I know how much work is involved in its production and I only produce a two-pager. I’ll continue to look for more folks who are eligible to join the CGCVA and direct them to you. Semper Paratus!
Gordon Koscher

From A Past Scholarship Recipient

Dear Coast Guard Combat Veterans Association,

In the summer of 2004, I was the recipient of your \$500 college scholarship. I am now graduating from Baylor University (May 2008) with a degree in psychology. In the fall of 2008, I am going to graduate school for Education Psychology. I just wanted to thank you again

IN 2005, THEIR RESPONSE TO HURRICANE KATRINA WAS HEROIC.



photo courtesy of USCG

IN 2055, WHAT WILL BE REMEMBERED?

Within 72 hours of Hurricane Katrina’s landfall, rescue operations of unmatched precedence were under way. With bravery and dedication, the Coast Guard saved more than 24,000 people. But as life goes on, memories begin to fade. The Foundation for Coast Guard History works to ensure the actions of September 2005 and other Coast Guard missions are remembered. Your membership in the FCGH helps to maintain the proud tradition of the U.S. Coast Guard. For more information on the benefits of membership, please visit www.fcgh.org.
Semper Paratus. Memoria Semper.



for your kind gift and let you know how much it helped me out. Your assistance has been invaluable to me during the financing of my college career and future. Again, thank you so much. I greatly appreciate your generosity.
Best regards. **Jeff Shahidullah**

CGCVA Banner Still AWOL

About six years ago our Association’s custom-made 12’ x 3’ heavy vinyl color banner was lost, misplaced or absconded with. Ed Burke had the banner, which included a three-piece 14’ aluminum pole, made at a cost of a few hundred dollars and it was proudly displayed at myriad Coast Guard events as well as our own convention/reunions. It was even carried by CGCVA members in a few parades. If anyone knows the whereabouts of this banner, please notify the Secretary.

Since it is still AWOL, and our Association is fiscally strapped, anyone wishing to make a donation towards purchasing a replacement banner is encouraged to do so. Remember, any such donation is completely tax-deductible. A new CGCVA banner would be used at

many future events and, if one can be made quickly, would greatly enhance the Coast Guard exhibit area and tent that is planned for the 25th Anniversary of the Vietnam Memorial in Washington, D.C. this coming November.

Please consider making a contribution to this project. Donations should be mailed to the CGCVA Administrative Office with the notation "CGCVA Banner". Thanks!

Arlington National Cemetery Book Project

About two years ago, our Association donated funds to a project at Arlington National Cemetery and that project has now been completed. The intention was to create a professional coffee table book that provided the history of the cemetery and included photography covering all four seasons and all activities held there. Professional photographers, including those from the various military branches, all contributed work for the book and it is now available.

The book, "Where Valor Rests" was primarily created to be presented to the next of kin of fallen comrades interred at Arlington since 9-11-01. Those copies are protected in a heavy cover which contains an Arlington National Cemetery commemorative coin and each book carries a serial number. The commercial edition, printed and distributed by National Geographic (which provided several of the professional photographers at no cost), has virtually sold out its first printing of 20,000 copies and a second printing is underway. Within two weeks of its debut, the book had reached Number 32 on the New York Times Best seller List for no-fiction.

The CGCVA has now received a courtesy copy of "Where Valor Rests" as thanks for being a Bronze Level sponsor. This book will be brought to all Association conventions and other special events. Thanks to all members who contributed to this most worthwhile project.

USCGC Storis Museum

As a CGC Storis plankowner, I received an invitation to the ship's decommissioning ceremony on 8 February in Kodiak, Alaska but I was unable to attend.

Commissioned in 1942, Storis protected North Atlantic shipping during WWII as well as finding and eliminating Nazi weather stations in Greenland.

Because Storis was constructed for icebreaking, her

heavy frames, thick plating and rugged construction make her an excellent candidate for a museum ship. In that vein, the USCG Cutter Storis Museum and Maritime Education Center, LLC, has been established for the purpose of preserving and establishing Storis as a museum in Juneau, Alaska. Juneau receives about a million cruise ship and other visitors each year and is home for a large number of active duty and retired Coast Guard personnel. The Juneau Docks & Harbors Board is very enthusiastic about integrating the Storis museum into the downtown waterfront and harbor development plans. **Bill Sheron**



Wreaths from the CGCVA and Pacific Northwest Chapter, Chief Warrant Officers Association placed at the gravesite of Douglas A. Munro on Memorial Day. CGCVA Trustee Ernest "Swede" Johnson, LM, regularly attends patriotic ceremonies at the Cle Elum Cemetery on behalf of the Association. He reports that the gravesite is kept in great shape, thanks in large part to efforts by the VFW and Coast Guard Chief Petty Officers Association.

Recalling Normandy

As a child growing up at the Jersey Shore, Jack Campbell and his friends would often go fishing in an old, wooden life-saving boat. John W. Campbell, now 83 and living in West Long Branch, N.J., said he learned at a young age how to navigate the surf. So, when WWII broke out, he and his friends figured they would be most useful in the Coast Guard.

“I volunteered. We lived right there at the seashore – it was just natural to go into the Coast Guard,” Campbell said. “And I had some other buddies that went in.”

It was Coast Guard service that took Campbell, on a June morning 63 years ago, to the waters off Normandy in France. Photographs and film of the allied D-Day invasion usually focus on the thousands of troops storming the beach under Nazi gunfire, but D-Day was a massive operation, requiring many levels of support.

Campbell, a gunner’s mate third class, worked on a rescue flotilla, pulling injured servicemen from the water. It, too, was a dangerous occupation, conducted in an English Channel that had been heavily mined.

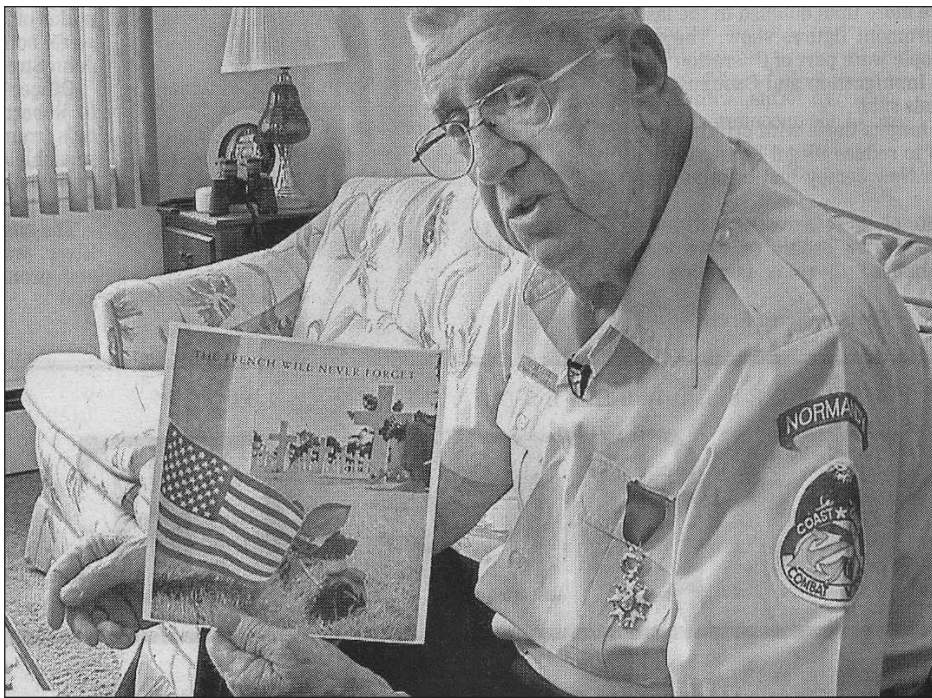
About 1,500 were saved on D-Day and ensuing few days, Campbell said. “Today, there’s many, many kids who wouldn’t be here without the 1,500 who were saved,” he said.

At the time, Campbell didn’t think much about the historical meaning of what he was doing. It was just a job, their duty. Campbell said surviving veterans don’t talk much about the war. “A lot of them have bad memories. The ones that landed there and went up the beaches, you have to have real brass to do that. A lot of those (Army) Rangers and so forth, they probably knew they were going to die,” Campbell said. “We just don’t think about it. It’s another day... Thank God we’re here and thank God we did what we did.”

Tristan J. Schweiger
Asbury Park Press

Vivid Memories of Dark Days

Jack Campbell remembers a total absence of color. Everything was black, either naturally so or painted that way. He also remembers an endless soundtrack of frightful noise, of shells whistling overhead in the dark-



CGCVA PNP Jack Campbell, who served in a USCG rescue flotilla off the Normandy beaches during the D-Day invasion, holds a photo captioned “The French Will Never Forget.” (photo by Thomas P. Costello)

ness and the great explosions that would too often follow.

This was June 6, 1944. Campbell was an 18-year-old gunner’s mate on an 83-foot Coast Guard boat a small mortar lob off the coast of Normandy, France. He and the other 13 men aboard CG-49 were there to pick up soldiers who had wound up in the sea for one reason or another. Some were still alive.

Campbell lived to tell about what happened on the beaches of Normandy 63 years ago. He left the Coast Guard right after the war, in 1946, and went into the rug business, eventually owning two stores.

Campbell doesn’t particularly enjoy talking about what happened in Normandy 63 years ago but he did so recently at Brookdale Community College for the benefit of a group of students who were going over to Europe to see where WWII history was made. “There aren’t many of us left, and pretty soon there won’t be any of us,” Campbell was saying before the session with the students. “You have to grab what you can now... I’m living history.”

This is exactly why assistant professor Paul Zigo, idirector of the Center for World war II Studies and Conflict Resolution, invited Campbell to speak at Brookdale and to answer any questions the students might have.

“How old were you then?” one of them asked Campbell. “When you’re that young you don’t think of those things,” he replied, adding, “We had a war on our

hands.”

Campbell remembers they almost lost the boat in the storm that came up after the initial invasion, when they were out there sorting through the debris and the floating bodies, looking for survivors. He also recalled the men who scales Pointe du Hoc, an intimidating cliff that juts out into the sea between Omaha Beach and Utah Beach, a cliff that went straight up, more than 100 feet high. The Germans had artillery up there so someone had to go up. Many did and some didn't come back.

“They had a lot of brass, I'll tell you,” he says. “The Germans were dropping hand grenades and shooting down at them.”

Campbell has been back to Normandy more than once. The last time he was there, for the 50th anniversary celebration, he went up to the American cemetery, on the bluffs overlooking Omaha Beach. The rows and rows of crisp, white crosses seem to go on forever, fading in the distance, somewhere beyond the horizon. “It takes your breath away,”

he says.

Bill Handleman, Asbury Park Press

Editor's Note: The above two interviews and articles on CGCVA PNP Jack Campbell were done in conjunction with the 63rd anniversary of D-Day and published June 6th and 7th, respectively. Well done Jack!

Thawed WWII Plane Running 65 Years Late

The year was 1942, and the United States had begun sending bombers and fighter planes to help bolster British forces battling the Germans in World War II. More than eight hours into one such northern flight to Europe, the crews of six P-38 Lightnings and two B17s realized the weather was too bad to press on. They set down on a remote ice cap somewhere in Greenland. All of the planes were damaged; at least one flipped. But everyone survived.

Three days later, the crews were rescued by search teams on dog sleds. They walked to safety and into military history as the “Lost Squadron.”

But the aircraft stayed behind, settling deeper and deeper each year into the rock-hard glacier. That is until 1992, when one of the single-occupant P-38s – the one with the least amount of damage – was chipped from its icy grave 268 feet deep. Removed piece by piece and restored at a cost of \$7-million, it was named “Glacier Girl.”

Recently, “Glacier Girl” landed at Teterboro Airport, N.J., the first of nine stops it would make, recreating the same route mapped out for it 65 years earlier, and allowing the P-38 to finish its original transatlantic mission.

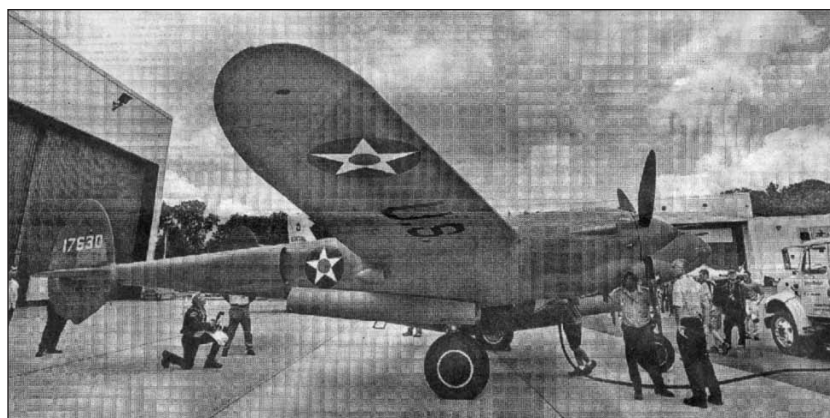
On hand at Teterboro was 89-year-old Brad McManus, a former P-38 pilot and the only surviving member of the Lost Squadron. The youngest man on the 1942 mission,

McManus recalled in great detail his abrupt landing, along with the lengthy wait for assistance. He recalled cutting his arm on broken glass as he crawled from under the smoky cockpit of his flipped plane.

Crew members slept in the B17s, keeping warm by using oxygen tanks as makeshift space heaters. They sent radio

signals for three days before one was finally picked up. “We really believed we would get out, even though no one could explain how or why,” McManus recalled, adding, “There was never any pessimism.”

According to McManus, “Glacier Girl's” pilot was H.L. Smith, who lived in the Washington, D.C. area and later



Glacier Girl, a WWII P-38 fighter, is fueled at Teterboro, N.J. Airport. It was recovered in 1992 under 268 feet of ice. (photo by Mike Derer, Associated Press)

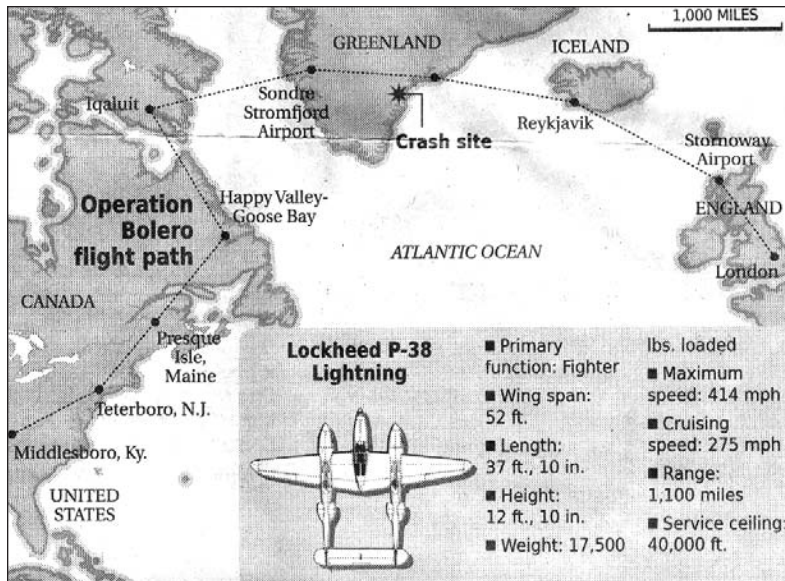


Survivor Brad McManus (right) next to pilot Steve Hinton. (photo by Mike Derer, Associated Press)

became an airline pilot. Smith died 26 years ago without knowing his plane would ever be pulled from Greenland's icy depths. His tobacco, ammo pouch and bailout bottle were found still intact inside the fighter.

"Glacier Girl" is one of only three P-38s in flying condition today, logging only 75 hours in the air when it was forced down. Since restoration, it's logged more than twice that. The P-38 was the first American aircraft in WWII that could take the fight to the enemy.

**Guy Sterling
Star-Ledger**



area made a lightning-quick trip to Washington, D.C. to see the National World War II Memorial.

It was a gift from their community. Children collected \$14,000 in spare change. A wounded Iraq War veteran home on leave wrote a check for \$500. Ridgeview Medical Center in Waconia volunteered two doctors and six nurses to accompany the vets, many of whom were frail. They got a sheriff's

escort as they departed and the community welcomed them home later that night by lining the streets for a candlelight parade.

One of the participants, CGCVA Life Member Iver Anderson, of Bloomington, a WWII and Korean War veteran, said it was a trip he'll never forget.

"It took 60 years before these guys got a memorial, and maybe one or two of them have seen it," said Chuck Anderson, principal at Bayview Elementary School and a member of the Waconia Lions Club, which organized the trip and led a community-wide fundraiser to pay the more than \$50,000 cost. Thirty Lions Club members made the trip, assisting the 30 veterans in wheelchairs.

Reveille was at 4:30 a.m. "Not one of them balked at that," Anderson said, laughing. "I think it was harder on the Lions who were going along." Iver Anderson's son-

Editor's Note: The above article was submitted by Dorothy Sack, widow of late CGCVA member Michael Sack. Mike served on the Greenland Patrol and, although this isn't a Coast Guard story, many CGCVA WWII Greenland Patrol veterans can certainly relate to it. Thanks Dot!

WWII Memorial Visit

They were as excited as schoolboys, though they knew there could be some difficult, emotional moments on this, perhaps their final, mission. And, on April 25, 2007, more than 120 WWII veterans from the Waconia, Minnesota



Panoramic view of the World War II Memorial in Washington, D.C.

in-law, John Chrst, one of the Lions Club officers, could attest to that.

The vets boarded a charter flight to D.C., had lunch at the Armed Forces Retirement Home, and spent the afternoon as tourists with just two objectives: the World War II Memorial, which opened in April 2004, and the Tomb of the Unknown Soldier.

Several who gathered prior to the trip said their thoughts at the memorial would be of buddies who didn't make it.

"Two of the guys I played football with in high school were killed," said Clarence Feltman, 83, who served in the 3rd Army under Gen.



CGCVA member Iver Anderson and his son-in-law, J.C. at the World War II Memorial in Washington, D.C.



Group photo of the 118 World War II veterans (including three Coast Guard vets) who made the one-day trip from Minnesota to see the WWII Memorial on April 25, 2007.

George Patton. "One was killed when a Japanese kamikaze hit his ship," he said. "The other was on a tanker that was torpedoed." Another young man from his school, captured early in the war in the Philippines, died on the Bataan Death March.

The other veterans listened, nodding as they pictured other young faces in their minds. "These are people we'll never forget," said Albert Sauerer, 88, who fought with the 2nd Armored Division through the Battle of the Bulge.

Jim Geyen, 82,

served aboard the USS Natoma Bay, an escort carrier that took part in the pivotal Battle of Leyte Gulf. The ship was hit one morning by a kamikaze. "We were all below having breakfast," he said. "All of a sudden... BOOM! It made the ship vibrate something awful. "We ran up to the guns – I was on a 40mm – and there were two more planes coming at us. We shot 'em down."

He held a small, shiny piece of aluminum that had been fashioned into a horseshoe. "It's from the prop of the plane that hit us," he said. "They made one of these for every man on the ship." **Chuck Haga, Star Tribune**

Cutter Walnut at Guadalcanal

The *USCGC Walnut*, a 225-foot Juniper-Class buoy tender homeported in Honolulu, Hawaii, traveled more than 2,000 miles to the Solomon Islands to commemorate the 65th Anniversary of the Battle of Guadalcanal on August 7, 2007. LCDR Jeff Randall, commanding officer of *Walnut*, and his crew arrived in Honiara, Guadalcanal on August 5, 2007 to attend memorial services for those who served there during World War II and to recognize a small number of surviving veterans from both America and the Solomon Islands. Additionally, they dedicated a memorial to Signalman First Class Douglas Munro, the Coast Guard's only Congressional Medal of Honor recipient.

At sunrise on August 7, *Walnut* crewmembers attended the annual memorial service at the American Guadalcanal

Memorial. At the moving service, well attended by both local and international communities, LCDR Randall joined U.S. Ambassador Leslie Rowe and U.S. Marine Corps Brigadier General John Toolan in representing the United States. During the ceremony, several veterans of Guadalcanal were honored with presentations from the U.S. Government for their courageous service 65 years ago.

Following the service at the American Guadalcanal Memorial, another annual remembrance was held at the Sergeant Major Sir Jacob Vouza Memorial, a Solomon Islands native who served with the Scouts alongside the U.S. Marines during the Battle of Guadalcanal. Sir Jacob received the Silver Star and Legion of Merit from the U.S. Marines for his service on Guadalcanal and is a national hero in the Solomon Islands.

The crew of *Walnut*, along with the U.S. Marines Band and numerous local and international guests, filled the Point Cruz Yacht Club to dedicate the Memorial to Fallen Heroes, a monument which honors Douglas Munro and other Coast Guardsmen who made the ultimate sacrifice in service to their country in the Pacific Theater during World War II. The memorial was constructed in Honolulu and sailed to Guadalcanal aboard *Walnut* to be placed near the beach where Douglas Munro was killed on September 27, 1942 during the heroic rescue of a battalion of stranded U.S. Marines.

At the ceremony, LCDR Randall also presented an American Flag flown over Douglas Munro's grave to Dr. Judson Leafesea, the Chief of Staff to the Prime Minister of the Solomon Islands.

After the memorial dedication ceremony, *Walnut* hosted a reception for veterans, members of the diplomatic corps and members of the Solomon Islands government.



The crew of USCGC Walnut, homeported in Honolulu, HI, assembles behind the Memorial to Fallen Heroes after its unveiling at the Point Cruz Yacht Club in Honiara, Guadalcanal. The memorial recognizes the service of Signalman First Class Douglas A. Munro and the other Coast Guardsmen who served in World War II. Munro died in combat near the beach at Point Cruz in September 1942. (photo by LT Fiona Jameson, Royal New Zealand Navy)

The crew of the *Walnut* also presented the local Rotary Club with several items donated by the crew of the *Walnut*, the citizens of Honolulu, and the U.S. Navy's Project Handclasp to help the victims of the April 2nd tsunami that impacted the Solomon Islands. The donated items included medical supplies, personal hygiene items, clothing and toys. In a small ceremony held at the main cargo wharf in Honiara, these items were presented to the president of the local Rotary chapter. Also in attendance was the U.S. Ambassador to the Solomon Islands, Mrs. Leslie Rowe and Mrs. Kethie Saunders from the U.S. Consular Office in Honiara.

The *Walnut* will depart Honiara, Guadalcanal on August 9, 2007 and sail for Samoa and American Samoa, before returning home to Honolulu.

USCG Pacific WWII Memorial

“Good morning everyone. I would like to extend a special welcome to Ambassador Rowe, Brigadier General Toolan, Doctor Judson Leafesea, and Mrs. Kethie Saunders. In addition, I wish to thank our three Guadalcanal combat veterans – Mr. Buzz Miller, Mr. Mac McKay, and Mr. Joe Olhausen for being here with us

today for this ceremony. Our nation continues to owe you a debt of gratitude that will never fully be repaid. Thanks also to the people of the Solomon Islands and Mr. John Innis who have most graciously allowed us to come here to dedicate this small memorial to honor the service and sacrifice of the U.S. Coast Guard in World War II.

It is truly an honor for me to be here today. I am sincerely humbled to be in this place with so many of the people who fought so bravely to accomplish a seemingly simple objective "Take and hold Guadalcanal" sixty five years ago. While many of the true heroes of this battle campaign never walked back off this island, I commend those of you in the audience today whose devotion to making the pilgrimage back to this place honors their sacrifice. America should never forget.

We gather today to dedicate a small memorial to one of our service's greatest heroes and only Medal of Honor recipient. However, as my crew and I sailed across the waters of the Pacific Ocean to be here today, I came to realize that this small monument, constructed of simple concrete and bronze, represents something far larger than one man's death or even one service's contribution and sacrifice in a historic battle campaign. I believe this monument represents a willingness to sacrifice oneself to achieve a larger objective. Specifically in the case of Signalman First Class Douglas Munro, a willingness to go bravely into harm's way to save more than 500

Marines from certain death. To me, this simple monument symbolizes the level of devotion to duty that we should all be willing to give at any time. This monument represents a level of devotion to duty that all armed services try to instill in its service members and that we Coast Guardsmen specifically embrace as one of our three core values. However, the level of devotion to duty exhibited by Douglas Munro and other twenty six other Medal of Honor recipients from the Battle of Guadalcanal is a level of devotion to duty that is frequently not embraced by society as a whole today.

As I read more about this historic battle campaign, my research found many others in this battle campaign whose level of devotion to duty was on par with that of Douglas Munro. For example, there was Coast Guard Commander Ray Evans, who as a fellow Signalman First Class back in 1942, accompanied Douglas Munro in another landing craft back to this landing site and using the mounted weapons on his vessel provided covering fire, enabling these same Marines to fall back to the beachhead and be evacuated.

And although the devotion to duty of these two Coast Guardsmen in this campaign is notable, I would be remiss not to recognize a few of the many others whose bravery and self-sacrifice epitomizes the level devotion to duty signified by this monument. One such individual is Marine Sergeant John Basilone who bravely thwarted

advancing enemy forces and well as Sergeant Mitchell Page who singlehandedly attacked a company of enemy forces who were trying to overrun his position. Another example is Army Medal of honor recipient Captain Charles Davis, with the assistance of four other soldiers, attacked and neutralized an enemy stronghold at Galloping Horse allowing his company to take this strategic ridge. Finally, there were Sergeants William Fournier and Lewis Hall



The Memorial to Fallen Heroes after its unveiling. (photo by HSI Marc Kagawan, USCG)

who, like Douglas Munro, sacrificed their own lives at Sea Horse hill to save their entire company from certain death at the hands of enemy forces.

We also cannot forget the devotion to duty exhibited by the people of the Solomon Islands, New Zealand and Australia who service as Scouts and Coastwatchers directly contributed to the success of the Allied forces by assisting over 280 shipwrecked naval personnel, 321 downed pilots, and rescuing 75 prisoners of war. While the devotion to duty exhibited by Coastwatcher Jacob Vouza is well known to many, the service of many other Coastwatchers and Scouts cannot be understated. I would be remiss to not also recognize the sacrifice and devotion to duty of the many other Marines, Soldiers, and Sailors of the United States as well as their Allied brethren who braved atrocities at the hands of the enemy along with disease and harsh conditions that typified the Pacific campaign.

As I conclude these remarks today, I reflect back to a speech delivered by General Kelly on this island five years ago. When concluding to veterans in attendance at the 60th anniversary of this historic battle, he stated, "It is only for us to dedicate ourselves to the same devotion, the same kind of honour and the same kind of love of country that was and is your example." For we Coast Guardsmen, Douglas Munro, set that example sixty five years ago. We must never forget and continue honor that example as we execute our missions today. Thank you and God bless America."

LCDR Jeff Randall
Commanding Officer
USCGC Walnut

***Editor's Note:** RADM Sally Brice-O'Hara, commander, 14th Coast Guard District, reports that efforts continue to recognize the Coast Guard veterans in the Pacific. Following the unveiling of the Memorial to Fallen Heroes, the CGC Walnut would be bringing a rock from Point Cruz that will be the base for the second memorial at the National Cemetery of the Pacific in January 2008.*

Lake Ontario Rescue

***Editor's Note:** The following story recaps one of the Top Ten Coast Guard Rescues of all time, one that resulted in nine Gold Lifesaving Medals awarded on January 3, 1903.*

In recognition of their gallant conduct in effecting the rescue on 15 December 1902 of four men and one woman from the wreck of the schooner *John R. Noyes*, the crew of the life-saving station at Charlotte, NY received the Gold Lifesaving Medal. Those awarded included Keeper George N. Gray and Surfmen Frank B. Chapman, W. Vernon Downing, Charles Eastwood, Mial E. Eggleston, George E. Henderson, Ira S. Palmer, Delbert Rose, and Lester D. Seymour.

The circumstances of the case were as follows. About 5:30 PM on 14 December 1902, the train master of the New York Central Railroad at Charlotte, NY received a telegram requesting him to notify Keeper Gray that a vessel showing signals of distress lay at anchor about 3 miles off Lakeside, 23 miles from Charlotte. Upon receipt of the information, the keeper instantly prepared to go to her relief.

The harbor tug was frozen in the ice upriver and could not tow the surfboat to the scene. While trying to pull 23 miles against a head sea on a winter night would have been both useless and foolhardy. The keeper, therefore, resolved to proceed by rail to Lakeside and thence, if possible, to reach the vessel. He promptly secured orders for a special train at Windsor Beach and a gang of shovelers went to work breaking out two flat cars standing on a siding. Due to the deep snow and other obstructions, it was



*A pulling boat similar to the one used by the crew of the Charlotte, N. Y. Life-Saving Station on Dec. 14-15, 1902 to save five persons from the wrecked schooner *John R. Noyes*.*

nearly two hours before the life-saving crew could get to the depot with the wagon carrying a surfboat. It would be an hour more before the train was ready.

Before leaving the station the keeper sent a telegram to the keeper of the Oswego Station. He requested him to dispatch a tug in search of the craft in order to save her. He also telegraphed Lakeside for teams to be in readiness for his use at that point. The special train was delayed by a freight train and Lakeside was not reached until 9:35 PM. From there the condition of the roads proved so unfavorable that sleds were necessary to transport the apparatus to the shore.

The journey of 4 miles was extremely difficult. There were great snowdrifts, at least 6 feet deep, obstructing progress. There were also very considerable stretches swept bare, over which it was impossible for four horses to drag the sleds. The crew was frequently compelled to assist in hauling them. At 11:30 PM the shore was gained and while the boat was being removed from the sleds. With the hope that it might encourage the distressed vessel's crew, the keeper proceeded to a bluff and burned a red Coston signal. Before embarking, he also obtained as good an idea of her position as he could get.

Launching the boat, the crew pulled outside into the heavy sea. The weather, however, was bitter cold. The air was so thick with vapor that the keeper, after going about a mile, found it impossible to see a dozen yards ahead. Nevertheless, he kept on by compass until about 3:00 AM. For three and one-half hours they fruitlessly continued the search, burning several Coston signals. Finally, with the bewilderment so disheartening, he felt compelled to wait for daylight and ordered the boat ashore. At his request the people of the vicinity built a large bonfire, which it was hoped might possibly be seen from the ves-

sel. All hands were permitted to lie down for 90 minutes. After breakfast the keeper sent the entire crew along the cliffs in order to sight the vessel, if possible, after day-break. No signs of her, however, were discovered. Leaving a man on shore with instructions to ascend to the top of a windmill and signal which way the boat should go, again he launched the surfboat.



Burning a Coston signal as the keeper from Life-Saving Station Charlotte, N.Y. did to attract survivors aboard the John R. Noyes.

As soon as the lookout reached the top of the mill, he discovered the schooner in the distance. Upon his signal the keeper put back into the beach. He then spotted the vessel with the aid of marine glasses. Taking note of her bearings by the compass, he again launched. Having the wind astern, the boat soon made a distance of 10 miles off shore when the wind came brisk from the east. This compelled him to proceed in the dangerous trough of the combing waves. The weather was so cold that the spray rapidly covered the boat and its occupants with ice. The conditions then constantly

grew more difficult and when the boat reached the wreck at 11:30 AM, 20 miles off shore, the wind was blowing very hard and the sea was running high.

The vessel and her crew were in a most pitiful condition. She had lost her sails, yawl boat, and both anchors, had her cabin smashed in. She was leaking fast and was heavily encumbered with ice. She was simply a helpless wreck, drifting about at the mercy of the storm. All on board were suffering from exposure for more than fifty hours and from lack of food for upward of thirty-six hours. They had lost hope, bidden one another goodbye, and were lying on the deck benumbed. Some were hysterical. In a little while all would have perished.

Having wrapped the woman in the keeper's overcoat and provided her with mittens, the lifesavers managed to place all hands safely into the surfboat. As nothing could be done to save the wreck, the keeper pushed off quickly

with a view of gaining the land before darkness should shut down. All were worn out and the return trip lay in the trough of the sea. This made it necessary to head the boat up to the breakers, whereby her progress was much impeded. A little assistance was rendered at the oars by some of the shipwrecked men when they were sufficiently recovered. After an extremely trying experience the shore was reached about 4:30 PM a mile and a half from the launching place.

On account of the accumulation of ice, however, the boat could not land. The crew was compelled to carry the rescued persons ashore, through the water and ice, on their shoulders. Then they pulled farther down, where horses dragged the boat ashore. After partaking of a warm supper, the crew proceeded with the boat to Lakeside and thence, by train, to Windsor Beach. They arrived at the starting point about 9:30 PM on 15 December. Having been engaged in this extremely hazardous enterprise more than a day and a night with little sleep, they were under oars from 11:30 PM of the 14th to 4:30 PM. of the 15th with the exception of about two hours. They pulled in a heavy seaway nearly or quite 60 miles and all were more or less frostbitten. Grave apprehensions existed on shore lest they be lost. Preparations were, in fact, made to send out a rescue party if necessary. Throughout all these trying circumstances they nobly bore their part.

In his 12 March 1903 letter transmitting the medals, the Secretary of the Treasury stated:

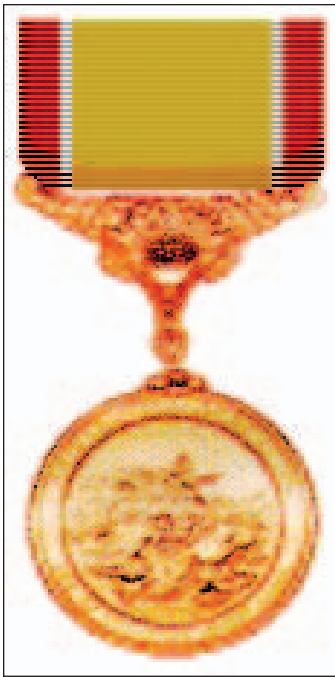
I find great pleasure in acting under the law as the medium for the bestowal of the accompanying gold medal, which is designed to bear testimony of extreme and heroic daring in saving life from the perils of the sea.

Looking For USCG Vietnam Vets

(continued from page 1)

who were killed and remain missing from that war. The names are etched on black granite panels that compose the Wall.

Other than the names, nothing on the Wall describes who the men and women were. No name appears any more meaningful or important than any



The Gold Life-Saving Medal

other. The names are distinguished only by how the men and women were lost. A diamond next to a name indicates a person was killed. A plus next to a name indicates a person is missing. Over 1,000 of the names on the Wall are of people who are missing. The Vietnam Veterans Memorial Wall honors all who served, and in particular, those who were lost. The memorial puts a human face on what was America's longest war.

11 November 2007 will be the 25th Anniversary of the dedication of the Vietnam Veterans Memorial (The Wall).

It is the Association's hope that many Coast Guard veterans of Vietnam and Thailand will come to Washington, DC to celebrate this day, remember our fallen and show the world the Coast Guard served with distinction in the Vietnam conflict. CGCVA members Bill Wells and Robert MacLeod,

both Coast Guard Vietnam veterans, are in the process of coordinating activities and Bill has established the following website link to update information on this event: www.aug.edu/~libwrw/wall/welcome.

PAST COMMEMORATIONS

Dedication of the Vietnam Memorial in 1982 was attended by less than two dozen Coast Guard Vietnam Veterans. In 2002, only two recognizable Coast Guard veterans attended the 20th anniversary. Since 1982, many Vietnam veterans have died or become disabled and this,



President Carter addresses the crowd at the bill signing ceremony in 1980.



On July 1, 1980, President Jimmy Carter signs the bill granting the Vietnam Veterans Memorial Fund (VVMF) two acres of property at the foot of the Lincoln Memorial to build the Vietnam Memorial.

the 25th anniversary, may be the last opportunity for many to make their service known to the public.

The desire is to have hundreds of Coast Guard Vietnam veterans attend so this is an open invitation to all those Coast Guardsmen who served in that theatre. We are also asking that all current Coast Guard men and women join us in this milestone commemoration because in another 25 years most of the Coast Guard's Vietnam veterans will be gone and it will be the job of younger members to continue the legacy of the Coast Guard in conflicts.

THE UPCOMING COMMEMORATION

On Saturday, 10 November, there will be an Opening Ceremony on the Mall at 3rd Street, between Jefferson and Madison Drives, starting at 1000 followed by a parade with thousands of participants, military vehicles, floats, veteran motorcyclists, and marching bands steps off. Alongside the reviewing stand there will be limited bleacher seating for those veterans and members of the general public who wish to view the parade.

A movement has already started with a mass e-mailing notifying hundreds of Coast Guard veterans of the intent to have a large gathering in Washington, D.C., for Veterans Day, 2007.

Many have replied their intentions and others have assisted by graciously donating funding to help defray the costs of permits and an information booth that will be set up near the Vietnam Veterans Memorial. This will be the first time in Coast Guard history that an unofficial information booth will be at a major event to tell the story of

the Coast Guard's involvement in this conflict. This is an opportunity to expose this Coast Guard service to thousands of people in a short time. Any collected funds remaining will be donated to help diminish the debt incurred by the Coast Guard Combat Veterans Association for the Vietnam Memorials placed at Cape May Training Center and the Coast Guard Academy.

WHAT HAS BEEN DONE TO DATE?

An application for parade participation has been sent to the Vietnam Veterans of America, the parade's organizer. Also, an application is in progress with the U.S. Park Service for an information booth on the mall. As soon as this is done and approved, a quest for a "tent" type booth will be undertaken. When established, volunteers, from any group, will be asked to man it.

THE HOTEL

A hotel has been selected for those wishing to gather in one spot. The Red Roof Inn was selected because of 1) price; 2) proximity to public transportation; and 3) location to Chinatown and dozens of diverse eating and amusement establishments. We ask anyone wishing to make a reservation do so through Meeting Solutions at (800) 554-2220 to get the \$129 nightly rate. They will keep track of the number of rooms being used. They are holding a block of rooms so if anyone has already made reservations at a higher rate please cancel and remake your reservation with this group. You can speak with anyone but let them know you're with the "Coast Guard Vietnam Veterans" at the Red Roof Inn and they will make your reservation. The reservation is not binding and may be canceled or changed.

STAYING IN CONTACT

A free discussion group has been set up on the www.aug.edu/~libwrw/wall/welcome website to post comments and updates. Please log in and let us hear from you. Lastly, we will be looking for others to help in locating those fellow Coast Guard Vietnam Veterans who have lost touch with the Coast Guard and their brethren so we can tell them, "Welcome Home!"

For more information or if you have any questions, contact **Bill Wells** at (706) 860-9335 or email: ronone6970@yahoo.com or **Robert Macleod** at email: rgbysheast@aol.com.

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have another old Coast Guard book to take up space in my library.

Participation

An effective way to inform the public of the Coast Guard's military history is face-to-face contact. This means taking part in military events. On November 11th, at the Vietnam Wall in Washington, DC, there will be a big to-do in commemorating the Vietnam Veterans Memorial's twenty-fifth year. Association member **Bill**

Wells is the ramrod for spurring Coast Guard Vietnam veterans to attend this salient honoring. There will be a tent set up near the Wall where Coast Guard members can provide passers-by with the knowledge that the "Coast Guard was there!" Coast Guard attendees will also be marching in the parade. For further information and lodging details, contact Bill at ronone6970@yahoo.com. If at all possible, be there. Coast Guard Vietnam veterans tend to whine that people are ignorant of our participation in the war. Well, here is a magnificent opportunity to do something about it.

Enjoy life...it is an adventure. Until next time... **Paul**

From the Service Officer

Need a Corrected DD-214?

If your DD-214 is incorrect and you want a corrected form (DD-215), send a request in writing to:

**Commander CGPC (ADM-3)
U. S. Coast Guard
4200 Wilson Blvd., Suite 1100
Arlington, VA 22203-1804**

Include your name, rank/rate, social security number, and date of retirement.

More DD-214 Information

Great news for veterans — the National Personnel Records Center (NPRC) has provided the following website for veterans to gain access to their DD-214 online:

<http://vetrecs.archive.gov/>

Using this website will cut the waiting time veterans have had in the past waiting for copies of their DD-214's.

VA Opening 38 New Clinics

With 153 hospitals and about 700 community-based clinics, the VA operates the largest integrated health care system in the country, providing health care to about 5.5 million people during nearly 800,000 hospitalizations and 60 million outpatient visits. To bring health care closer to where veterans live, the VA recently announced that 38 new facilities, called community-based outpatient clinics, or CBOCs, will become operational by October 2008. Proposed sites for the new CBOCs are:

Alabama (Childersburg); Arkansas (Pine Bluff); Florida (Jackson and Putnam); Georgia (Camden and Stockbridge); Idaho (North Idaho); Indiana (Elkhart County and Knox); Iowa (Carroll, Cedar rapids,

Marshalltown and Shenandoah); Kansas (Hutchinson); Kentucky (Berea, Daviess and Grayson County); Maryland (Andrews AFB and Fort Detrick); Michigan (Alpena County and Clare County); Missouri (Branson and Jefferson City); Montana (Cut Bank and Lewistown); Nebraska (Bellevue); South Carolina (Aiken and Spartanburg); South Dakota (Wagner and Watertown); Ohio (Hamilton and Parma); Tennessee (Hawkins and Madison); Utah (Western Salt Lake Valley); Virginia (Charlottesville); Washington (Northwest); and West Virginia (Monongalia).

VA Must Pay Agent Orange Victims

A San Francisco appeals court chastised the VA in July and ordered the agency to pay retroactive benefits to Vietnam War veterans who were exposed to Agent Orange and contracted a form of leukemia.

"The performance of the United States Department of Veterans Affairs has contributed substantially to our sense of national shame," the opinion from the 9th U.S. Circuit Court of Appeals read.

It was not immediately known how much the department would have to pay under the order or how many veterans would be affected.

The VA agreed in 2003 to extend benefits to Vietnam veterans diagnosed with chronic lymphocytic leukemia, known as CLL. U.S. troops had sprayed 20 million gallons of Agent Orange and other herbicides over parts of South Vietnam and Cambodia in the 1960s and '70s to clear dense jungle, and researchers later linked CLL to Agent Orange. However, the VA did not re-examine previous claims from veterans suffering from the ailment,

nor did it pay them retroactive benefits, which was at the heart of the latest dispute.

The latest opinion was on a technical matter involving whether a lower court had properly interpreted a landmark agreement in 1991 on benefits, stemming from a class-action lawsuit originally filed in 1986. The appeals court sided with veterans groups who said the veterans were entitled to retroactive benefits.

“We would hope that this litigation will now end, that our government will now respect the legal obligations it undertook in the consent decree some 16 years ago, that obstructionist bureaucratic opposition will now cease, and that our veterans will finally receive the benefits to which they are morally and legally entitled,” Judge Stephen Reinhardt wrote in the court’s opinion.

Richard Spataro, a lawyer with the National Veterans Legal Services Program, said that the ruling could finally halt years of legal battles — if the VA does not appeal to the U.S. Supreme Court. Spataro said if researchers link other disabilities to Agent Orange the decision will prevent the VA from denying retroactive benefits for those veterans, too.

Personnel Locator

If you are searching for an individual who served in the Coast Guard, the USCG Personnel Service Center can help. Place your personal correspondence to that individual in a sealed envelope, making sure to include how they can get in touch with you. On the outside of that envelope, address it to them with their full name and rank/rate (for military). Write your return address on the envelope and attach postage. Then, place that envelope in a larger envelope and address it to:

**Commanding Officer (RAS)
USCG Personnel Service Center
444 SE Quincy Street
Topeka, KS 66683-3591**

They will complete the person’s address and place it in the mail.

2008 Medicare (and TRICARE) Payment Cuts?

In what has become an annual ritual, Medicare administrators announced steep cuts in Medicare payments to physicians to take effect next year. Unless the law is changed, the payments will be cut by 9.9 percent, beginning in January 2008. The cuts would also apply to TRICARE providers because TRICARE payment rates are

tied to those of Medicare by law.

The problem is the statutory formula that sets Medicare reimbursement rates is flawed. It doesn’t accurately reflect the cost of running a physician practice; it simply cuts physician payment rates when the economy goes down.

Congress has stepped in for the past five years to stop the annual payment cuts — holding reimbursement rates constant for the past few years. Today, Medicare pays doctors approximately the same amount it did in 2001.

Medicare and TRICARE already are among the lowest-paying insurance plans in the country. As physician reimbursement rates lag behind actual practice costs, more physicians are less likely to take on new Medicare and TRICARE beneficiaries. According to a recent American Medical Association (AMA) survey, more than 60 percent of doctors say they will be forced to limit the number of new Medicare patients they can treat when the cut goes into effect.

The situation could be even worse for TRICARE beneficiaries. They make up a much smaller percentage of the average provider’s patient base, and TRICARE has some unique administrative hassles that Medicare doesn’t. This will make providers less willing to see TRICARE patients in the face of even lower payments.

Military Officers Association of America

TRICARE Web Site Has a New Look

The next time you go to: www.TRICARE.mil you may be surprised. Gone is the familiar home page covered in links to all aspects of TRICARE, which was cluttered and difficult to navigate. The “My Benefit” section was completely redesigned to reduce the amount of information you had to sift through, and now giving you only the information necessary to help you make your health care decision.

There is no registration required and no user names or passwords to remember. Personal ID information will not be collected and your profile will not be saved. Now, when you go to the site, you’ll be asked (but not required) to enter the following information to access information customized just for you:

- Who you are: sponsor, family member, active duty, Reserve or retired.
- Where you are: the United States (including zip code) or overseas.
- Which TRICARE plan you use.

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.**



PEWTER ITEMS

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

CGCVA BASEBALL CAP

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

CHRISTMAS TREE ORNAMENTS

255' Owasco Class; 378' Hamilton Class; 311'; 270'; and 210' Classes; and USCGC Mackinaw. Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. **\$8.00** each (shipped in display box).



BOOKS

"Coast Guard Navy of WWII" by William Knight. **\$21.00**. "Coast Guard Action in Vietnam" by CGCVA member Paul Scotti **\$21.00**. "Coast Guard In World War One" by CGCVA member CAPT Alex Larzelere **\$32.00**. "Rescue At Sea" by Clayton Evans **\$42.00**. Coast Guard Combat Veterans, Turner Publishing **\$35.00**. "Always Ready - Today's U.S. Coast Guard" by Bonner and Bonner **\$16.00**. "The Coast Guard At War, Vietnam 1965-1975" by CAPT Alex Larzelere **\$42.00**. "Hooligan Sailor" by Leon Fredrick. **\$10.00**. "Rescue at Sea" by Clayton Evans **\$40.00** (one left). "Sea Episodes of a Sailor" by Richard Longo **\$21.00**. "Frigate Men" by John Badgley **\$19.95**.



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**

ZIPPER PULL

USCG Emblem, Dept of Homeland Security Emblem and U.S. Flag Emblem. **\$2.50** each.



PATCHES (some shown here)

CGCVA, ROONE, CON-SON, ELD, ELD-Eagle, Sattahip, Market Time, and CG-TAC. Each one is \$5.00. Tonkin Gulf Yacht Club \$6.00. Small CGCVA \$3.00.

Notices & Association News

More on Leyte

First, let me say that I enjoy reading the QD Log very much and I hope it is never discontinued so I'm happy to be among the QD Log Boosters. Keep up the good work!

I am a WWII Coastie who served in the Pacific on both an FS and an LST. I saw action during the Leyte invasion and hit many islands and New Guinea during my two years of sea duty.

T. George Kotros, LM

CG-Manned LSTs

Regarding the story of LST-18 and the Invasion of Leyte, I'd like to say that the Coast Guard-manned LSTs 22, 66, and 206 were also involved in that invasion as well

as Linquen Gulf and Philippines operation. I have given the log of the "22" to the Library of Congress for their archives.

We were attached to the 7th Amphibious Force, 7th Fleet with Adm. Kincaid. Those of us on the "22" did the entire New Guinea campaign from Cape Gloucester on up to the Luzon operation with Gen. MacArthur.

Nathan Solomon

"I don't make jokes. I just watch the government and report the facts."

-- Will Rogers

CGCVA Mascot Honored

On 26 July, Chieu Hoi, the CGCVA Mascot, was presented Honorary CGCVA Life Membership during ceremonies at Quinn's Lighthouse in Oakland, Calif. CGCVA PNP Ed Swift made the presentation with current Chieu Hoi caretaker Garret Conkin.

Chieu Hoi's Honorary Life Membership certificate, signed by CGCVA President Paul C. Scotti, LM and Founding Member, read as follows:

"In recognition of the contributions that you have made as a valuable source of entertainment for the members of the Coast Guard Combat Veterans Association, this esteemed alpha male of the genus, Sabine River Fajita, has been adopted as the mascot of the Association. Since the year 2000, Chieu Hoi has been the central figure in a biennial charitable auction and has been responsible for raising \$1.175 for the Association's General Fund. Chieu Hoi has been an important agent during events that promoted the goals and missions of the Coast Guard Combat veterans Association and has been recognized as a valuable recruiter and ambassador of goodwill by all with whom

he has come in contact. As an Honorary Life Member of the Coast Guard Combat Veterans Association, Chieu Hoi will continue to serve two-year tours alongside his escort and caretaker."

Not one to rest on his laurels, if he has any, Chieu Hoi delighted customers and servers alike at Quinn's Historic Restaurant & Pub following the ceremony, then agreed to meet USCG personnel later that day at McGrath's Irish Pub in Alameda, where he recruited a new CGCVA member and posed for pictures.

Prior to the Chieu Hoi ceremony, CGCVA members PNP Ed Swift, Garret Conklin and Dave Desiderio set up a CGCVA membership drive at the galley on Coast Guard Island, signing up six new members.

(Right) Chieu Hoi guarding liberty outside Quinn's Lighthouse in Alameda, CA.



(Above) Chieu Hoi cuddles with the wait staff at Quinn's Restaurant & Pub following his CGCVA Life Membership presentation ceremony.



Mare and Ed Swift and Dave Desiderio set up a CGCVA Membership Table at the Coast Guard Island galley in Alameda.



CGCVA members Garret Conkin, Dave Desiderio and PNP Ed Swift at their CGCVA Membership Table.



Chieu Hoi and new friends at McGrath's Irish Pub in Alameda.



Coast Guard Combat Veterans Association

MEMBERSHIP APPLICATION

(Please Print Clearly)

Personal Data

Name: _____ Date: _____
Last First Init.

Address: _____
Street

City/State/Zip Code: _____

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

Do you have two (2) residences? Yes _____ No _____ (This is for Quarterdeck Log mailings)

If Yes, please furnish the below information:

Address: _____

City/State/Zip Code: _____

Telephone: _____ When There? From: _____ to _____

Sponsored By: _____

Military Data

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

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

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

Signature: _____ Date: _____

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

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



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

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