



the Quarterdeck Log

Membership publication of the Coast Guard Combat Veterans Association. Published 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 12, Number 2

Happy Birthday Coast Guard

CGCVA members & officers celebrate Service's 207th anniversary

Members of the CGCVA have a natural opportunity every year to celebrate the service in which they once served or still serve — Coast Guard Day — and 1997 was no exception.

In Coast Guard City USA, Grand Haven, Mich., CGCVA National President Joe Kleinpeter and National Vice President Jack Campbell celebrated in style. They were among several honored guests at the annual festival which was started following the tragic sinking of the *USCGC Escanaba* in WWII. Joe and Jack attended several activities during the nearly week-long celebration there and definitely flew the flag for the CGCVA.

In Virginia, CGCVA National Secretary Ed Burke, Historian Paul Scotti and *QD Log* Editor LCDR Ed Swift participated in a "Salute to the Coast Guard" at Dale City VFW Post 1503 on August 1st. As guest speaker at the event, Paul provided information on the Coast Guard's roles in Vietnam. The following day, the three and their spouses manned a CGCVA tent at the annual CGHQ Coast Guard Day Picnic in Alexandria, Va.



(Above) Enjoying the "Salute to the Coast Guard" at Dale City, Va., VFW Post 1503 are (l to r) Liz Scotti, CGCVA Historian Paul Scotti, CGCVA Secretary Ed Burke, LCDR Ed Swift and Nancy Burke. (Below) A parade in Grand Haven, Mich., aka Coast Guard City USA kicks off the nation's largest annual Coast Guard celebration.





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**ADMINISTRATIVE OFFICES
NATIONAL SECRETARY**

17728 Striley Drive

Ashton MD 20861-9763

Messages & Fax (301)570-5664

NATIONAL TREASURER

PO Box 544

Westfield Center OH 44251

Msg & Fax(330)887-5639

**COAST GUARD COMBAT VETERANS ASSOCIATION
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THE QUARTERDECK LOG

LCDR. Ed Swift, USCG, Editor-In-Chief

The Administrative Offices are for contact with the Coast Guard Combat Veterans Association for all matters, i.e. change of address, membership, tax-deductible contributions, and articles and photos for the Quarterdeck Log.

From the President

Dear Shipmates:

Happy Coast Guard Day! I just returned from the annual CG Festival in Grand Haven, Mich., and all I can say is the people there really love the Coast Guard!

Almost immediately upon arrival, my wife Susan and I, and VP Jack Campbell and his



JOE KLEINPETER

friend Ruth Kipling began attending a series of non-stop events. We were dinner guests of the Spring Lake Yacht Club where I met an old friend, Coast Guard Vice Commandant VADM Richard Herr. I served with him on the *Escanaba II* and it was fitting that we were both in attendance for the Escanaba Memorial Service. He and I had a lot of fun talking about winter patrols in the North Atlantic and our shipmates.

The next day we took a boat ride into Lake Michigan, passing the Grand Haven Lighthouse and old Life Boat Station. The ride concluded with lunch on the buoy deck of the *CGC Bramble*.

Next up was a welcoming reception aboard the *Bramble* where we met festival officials, then attended the Escanaba Memorial Service. This solemn event was held in Escanaba Park next to an *Escanaba* life raft and the cutter's mast, which is on permanent display along with a granite monument to the crew. This service was observed by hundreds of people, including CGCVA member Ray O'Malley, the last living survivor of the sinking of the *Escanaba*. Ray had the honor of placing a large spray of roses at the monument and the event concluded with a 21-gun salute and the playing of "Taps."

Our next stop was dinner with CGCVA member and life-long Grand Haven resident Bill Herbst and his friend, Dotty. Bill had been instrumental in arranging for our many invitations to events and we were pleased to present him with a framed set of USCG WWII stamps and first day issue cover. Bill is quite the Grand Haven, "Old Guard" and *Escanaba* historian.

(continued on page 21)

From the Vice President

Before leaving Florida in spring, I visited CGCVA member, RADM John Lockwood in Miami, who was preparing to retire from the Coast Guard. Bosn. Kevin Keeler of USCG Station Lake Worth accompanied me and we were pleased to see a large photo of the USCG "Matchbox Fleet" plaque erected at Poole, England for the 50th anniversary of D-Day proudly displayed for visitors to see. RADM Lockwood has served a distinguished career and we wished him a happy, healthy and long retirement.

Arriving home in April, I had the pleasure of attending a ceremony at Lakehurst Naval Air Station for a program called "Operation Tiger." LCDR Ed Swift represented the Coast Guard and



Jack Campbell and Ruth Kipling enjoy lunch on the Bramble.

he honored survivors with an emotional message from the Coast Guard Commandant. Nearly 1,000 Americans were lost in this little known 'dress rehearsal' for D-Day when several LST's were suddenly attacked off the British coast by German E boats. I was proud to be with Ed and very impressed with his speech.

Also at this solemn event, a wreath was presented in memory of the four Coast Guardsmen lost when their Station Quillayute River 44-foot motor lifeboat repeatedly overturned during a rescue attempt.

I am still trying to get a permanent monument erected for all the Coast Guardsmen who have proudly served our Country and I thank all the CGCVA members who have so graciously contributed to this endeavor. A list of contributors is proudly included in this issue of the QD Log. If you haven't donated yet, please consider making a contribution.

Jack Campbell



JACK CAMPBELL

From the Editor

The theme of Coast Guard Day just seemed like a natural one considering the CGCVA's background. My current Coast Guard job in Community Relations Branch at USCG HQ keeps me on the crest of high visibility events in which I can highlight our Service's contributions to the nation, and my membership in the CGCVA adds another dimension to these opportunities.

This is the second year I have emceed a "Salute to the Coast Guard" at my community VFW post and this year I was pleased to include our National Secretary Ed Burke and our CGCVA Historian Paul Scotti in the festivities. Paul



ED SWIFT

served as guest speaker and Ed got the first piece of cake as the oldest Coastie in attendance. Ha! Ha!

I also enjoyed the annual Coast Guard Headquarters Picnic on Aug. 2nd in Alexandria where we set up a CGCVA tent, selling some association items and signing up a few new members.

On Aug. 5th and 6th, I helped arrange concerts in Washington, D.C. and Annapolis, Md., by the world renowned Coast Guard Band. Both were stirring performances and provided large audiences a unique look at our diverse service. Honestly, Coast Guard Day was more like a week!

Swift

Welcome New Members

A hearty "welcome aboard!" to the following new CGCVA members. New member names are boldfaced and sponsors are indicated in parentheses:

APRIL 1997

Ralph Leuth (John Stamford); **Edmund J. Burke** (John Stamford); **James C. Hollender** (USS Theenim Association); **William H. Parks** (Al Duffield); **Richard Blauvelt** (John Stamford); and **William J. Vahey** (Bruce Bruni).

MAY 1997

Robert G. Mayer (Chuck Ulrich); **Steven G. Spicer** (Joe Kleinpeter); **Zano W. Smith** (Bill Wells); **Ronald R. Hirth**; **Jack Billups** (Jack Campbell); **Robert L. Smith** (Bill Wells); **Alva B. May** (Jack Campbell); **Roy E. Black** (Bob Maxwell); **Lambert L. Burke** (Baker Herbert); **Paul M. Turner**; **Herbert B. Attaway, Jr.**, (Chuck Ulrich); **James P. Haddican** (Jack Campbell); **Armand J. Burgun** (Tommy Bowden); **Robert S. Costill** (A.A. Paolucci); **Edmund P. Wolff** (Jack Campbell); and **Joel Jayson** (Jack Campbell).

June 1997

Floyd L. Shelton (Fred'sPlace); **Anthony J. Fikac**; **Rauhman M. Browning, Jr.**, (Jack Campbell); **Alvin Walk** (John Stamford); **Robert E. Johnson**; **Jerry Palladino** (Raymond Walsh); **Harry W. Sites**; **Albert S. DeNuzzio** (Gerald K. Barker); **RADM John B. Oren, Ret.**, (Ed Burke); **Clifford W. Dolan**; **William H. Aldridge**; **Ralph E. Johnson** (Al Otte); **Roy W. Kronlein** (Dan Whitaker); **Tullio Altomare** (JLK & J Stamford); **Frederick L. Jacob** (John Stamford); **William H. Herpel** (John Stamford); **Donald E. Hudson** (Bill Smith); **Irving B. Jenkins** (Chuck Ulrich); **Wilber Johns** (John Stamford); and **Kenneth W. Clausen** (Bill Smith).

July 1997

John B. Norail (George Alton); **John S. Small** (Al Courter); **LM Wesley G. Borchert** (Raymond Borchert); **William F. Fergus** (Chuck Ulrich); **John A. Klingelsmith** (David Hughes); **William G. White** (Al Duffield); **Clifford P. Rocheleau**; **Stanley G. Sinclair**; **Lawrence A. Polito** (Frank Cuenca); **Robert G. Hadden**; **Allen V. Walker**; and **Dale L. Rice**.

CG Person of the Year Selected

Congratulations go out to AE1 Kevin S. DeGroot on his selection as CGCVA Coast Guard Person of the Year for 1997. Kevin was

chosen from a most distinguished list of honorees provided the Association by USCG Headquarters Medals & Awards. A detailed story regarding Kevin's exploits will be included in the next *QD Log*.



E.P. "ED" BURKE

This being a non-Reunion year for the CGCVA, the award will be presented by the Commandant at USCG Headquarters. The date is October 28th and we expect to have several of the CGCVA officers present, including our Nat'l President Joe Kleinpeter, Nat'l Vice President Jack Campbell, Secretary Ed Burke, Treasurer Baker Herbert, Historian Paul Scotti and Editor LCDR Ed Swift. Of course any other CGCVA members are cordially invited to attend the 10 a.m. ceremony. If you can attend, please let me know ahead of time. Thanks!

Again, congratulations PO1 DeGroot!

Ed



CROSSED THE BAR



BMCS Leon Jacobs, Jr.

Joined: September 1, 1987

Passed: May 13, 1997

John R. Guare

Joined: September 1994

Passed: March 3, 1997

Robert L. Power

Died: 1995

John W. Higgins

Died: December 18, 1995

Treasurer's Report

CGCVA ACCOUNTS: Currently on hand in all funds and certificates of deposit as of July 1, 1997 is \$43,079.71. Funds earned but not received are \$2,937.26 from investments in certificates of deposit. One of our CDs for \$5,000 is for the Plaque Fund which VP Jack Campbell is handling. Jack thought it advisable to obtain a six month CD and pick up some extra money.

DUES: Remember that your dues expiration date is noted on your *QD Log* label. Life members never have to pay dues and fees for life memberships are as follows: Under age 30 (\$200); 31-40 (\$185); 41-50 (\$165); 51-60 (\$145); 61-70 (\$115); 71-80 (\$85); 81-89 (\$50); and 90 and up there's no charge.

SMALL STORES: The Post Office now says we can advertise our own CGCVA items since they are peculiar to our Association. Here's what we have:

Baseball Caps; blue/black, all-weather gold-let-tered "Coast Guard Combat Veterans Assoc.," one size fits all, regular visor.....\$10

CG Garrison Caps; fore 'n aft, CGCVA Logo, white lettered "Coast Guard Combat Veterans Association." Must state size.....\$25

Christmas Tree Ornaments; CGC Mackinaw or Secretary Class Cutters..... \$10

CGCVA Embroidered Logo; 4-inch.....\$5

CGCVA Embroidered Logo; 2-inch.....\$4

Sweatshirt; size XL only, white, extra heavy 12-oz. with embroidered CGCVA Logo in dark blue over front of sweatshirt. Only eight left.....\$60

Book; hardback, "The Coast Guard At War, Vietnam 1965-1975" by Alex Larzalere.....\$25

Men's Wristwatch; gold color with white CGCVA logo on face,

good..... \$20

better..... \$25

best.....\$30

Women's Wristwatch; gold color with CGCVA logo on face, best.....\$30



BAKER HERBERT

All the above prices include first-class mailing. Send orders to me at 8886 N. Leroy Road, P.O. Box 544, Westfield Center, OH 44251-0544 or call me at (330) 887-5539, fax (330) 887-5639. Please make checks payable to: CGCVA.

I can't thank our membership enough for the continued great support, kind comments and outstanding suggestions. Ed Burke continues to do yeoman work as our secretary and Swifty gives up a lot of time to produce the *QD Log*. Jack Campbell is rolling right along with his project to place plaques in strategic locations to remind us all of our Coast Guard history (no small task), Joe Kleinpeter is working hard on the Secretary Class "Shipwreck Trail" project, and Bill Smith has been getting considerable help in getting new members. Semper Paratus! Baker

Quarterdeck Log

Statement of Purpose

This publication is designed to be an instrument of information and inspiration for all who hold allegiance to the Coast Guard Combat Veterans Association. Please be aware that any mistakes in this publication are there on purpose and for a purpose; we publish something for everyone and some people are looking for errors!

Bering Sea Patrol

A very special reunion of the Bering Sea Patrol and Alaska Veterans will be held Sept. 30 - Oct. 2, 1997, in Laughlin, Nev., to honor the crews and ships' *USCGC Storis*, *Spar* and *Bramble* on the 40th anniversary of their historic trip in 1957 around the North American Continent. For more information, contact **Jim Loback** at 10436 Teal Circle, Fountain Valley, CA 92708-7448. Ph: (714) 968-8964. E-mail: LOB96JM@AOL.COM.

AGC Flagship Alliance

A reunion for the 26 Navy and Coast Guard amphibious flagships that comprised the AGC Flagship Alliance will be held Sept. 30 - Oct. 4, 1997, in Grand Island, N.Y. Eighteen of the Navy ships were decommissioned after service in WWII, some in the Korean conflict and thereafter, then ultimately scrapped. Surviving Navy ships are the *USS Blue Ridge* and *USS Mount Whitney*. The six Coast Guard vessels were converted back to cutter duty after WWII, then later decommissioned.

Contact point for the vessels' *USS Appalachian (AGC-1)*, *USS Blue Ridge (AGC-2)*, *USS Rocky Mount (AGC-3)*, *USS Ancon (AGC-4)*, and *USS Catoctin (AGC-5)* is **Keith Bowsher** at 8 Heritage Drive, Vidor, TX 77662. Ph: (409) 769-5655.

Contact point for the vessels' *USS Duane (AGC-6 & WAGC-33)*, *USS Adirondack (AGC-15)*, *USS Taconic (AGC-17)*, *USS Blue Ridge (LCC-19)*, and *USS Mt. Whitney (LCC-20)* is **Bill Gilliam** at 30 Belknap Street, Dedam, MA 02026. Ph: (617) 329-0473.

Contact for the vessels' *USS Mt. McKinley (AGC-7)*, *USS Mt. Olympus (AGC-8)*, *USS Wasatch (AGC-9)*, *USS Auburn (AGC-10)*, and *USS El Dorado (AGC-11)* is **George Monroe** at 31 Thompson Road, Veazie, ME 04401. Ph:

(207) 942-9861.

Contact for the vessels' *USS Estes (AGC-12)*, *USS Panamint (AGC-13)*, *USS Teton (AGC-14)*, *USS Pocono (AGC-16)*, and *USS Biscayne (AGC-18)* is **Richard Bitting** at 104 Shirtown Road, Narvon, PA 17555. Ph: (610) 286-8844.

Contact for the vessels' *USCGC Bibb (WAGC-31)*, *USCGC Campbell (WAGC-32)*, *USCGC Ingham (WAGC-35)*, *USCGC Spencer (WAGC-36)*, and *USCGC Taney (WAGC-37)* is **Joseph Dantino** at 1443 Bank Street, Waterbury, CT 06708. Ph: (203) 753-8197.



USS Spokane (CLAA-120)

The second reunion for crewmembers of the *USS Spokane (CLAA-120)* is tentatively scheduled for Sept. or Oct., 1997. Interested crewmen are urged to contact **GMCS R. A. Morgan, USCG (Ret.)** at 8 Chippin Court, Robbinsville, NJ 08691. Ph: (609) 448-5461.

USS Belfast

Members of the CG-manned WWII *USS Belfast (PF-35)* and the PFRA will gather Sept. 11-14, 1997, at the Holiday Inn in Omaha, Neb. For more information, contact **Art Wells** at 5 Beaverbrook Drive, Toms River, NJ 08757. Ph: (908) 240-9293.

USCGC Winnebago & Chautauqua

Just now starting to put together plans for our 1998 Reunion, tentatively planned for the first week in August to coincide with Coast Guard Day. Plans are for Sacramento, Calif., and if you want more information, contact **Lloyd Bell** at 2763 Larkspur Lane #9, Sacramento, CA 96864. Ph: (916) 485-8876.

USS/USCG Lansing

The next reunion for the *USS/USCG Lansing*

(DE/DER-388 & WDE-488) will be Oct. 16-19, 1997, in San Diego, Calif. Contact is **Terry A. Moberg** at 902 Cindy Street, Brainerd, MN 56401. Ph: (218) 829-3288. Fax: (218) 828-0592. E-mail: tmoberg@brainerd.net.

USS LST-787

Shipmates from the *USS LST-787* are invited to gather Sept. 18-20, 1997, at the Comfort Inn at 1321 East 78th Street, Bloomington, MN 55425. Reservations can be made by calling (612) 854-3400 or (800) 228-5150. For more information, contact **Gene Lilledahl** at 5105 Wienzel Point Road, Lake Shore, MN 56468. Ph: (218) 568-4495.

USS Merrill (DE-392)

The next reunion for crew members from the *USS Merrill* is Sept. 29 — Oct. 3, 1997, at the Executive West Hotel in Louisville, Ky. Contact is **Abner "Flags" Giannino** at 2012 Clover Drive, Monterey Park, CA 91755.

USCGC Mesquite

I am attempting to put together a "gathering" of *Mesquite* shipmates who served aboard under LCDR George Lawrence (1952-53). LT T.C. Pennock was XO and E.J. Schwndler was First Lieutenant. Should you be one of the crewmen or know the whereabouts of any, please contact **William Hermes** at 1225 N. Homer Street, Lansing, MI 48912. Ph: (517) 487-9875. Fax: (517) 346-7315. E-Mail: jobitomi@aol.com.

USS Machias (PF-55)

Reunion planned for Sept. 19-22, 1997, at the Holiday Inn in St. Louis, Mo. Contact: **John R. Jones** at 806 Helene Street, Wantagh, NY 11793. Ph: (516) 731-0442.

USS LST-22

The 3rd annual reunion for crewmen of the *USS LST-22* will be held Sept. 25-28, 1997, in San Diego, Calif. Contact: **Jack A. Pfeifer** at 11325 S.W. Timberline Drive, Beaverton, OR 97008. Ph: (503) 644-0048.

USS Leonard Wood (APA-12)

A reunion for the *USS Leonard Wood* is scheduled for Oct. 5-7, 1997, at the Holiday Inn in Reno, Nev. Contact: **Dan Smart** at 13212 N.W. 43rd Court, Vancouver, WA 98685. Ph: (360) 574-5502.

USS Calloway (APA-35)

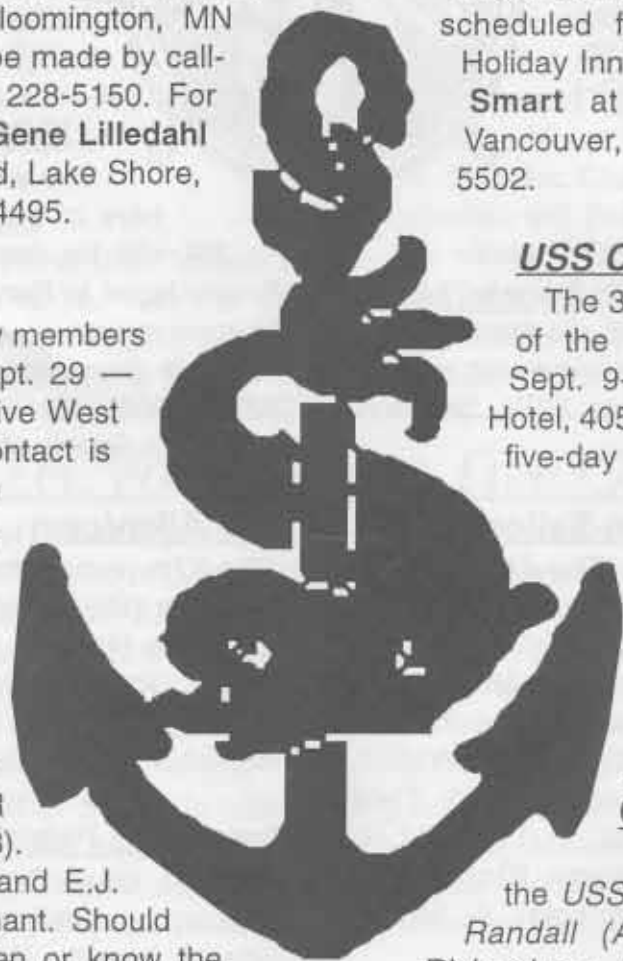
The 31st reunion of crew members of the *USS Calloway* will be held Sept. 9-11, 1997, at the Mayflower Hotel, 405 Olive Way, Seattle, Wash. A five-day post-reunion Alaskan cruise is available at extra cost. For more details, contact: **Wallace Shipp** at 5319 Manning Place, N.W., Washington, DC 20016. Ph: (202) 363-3663.

AP Transport Reunion Group

A reunion for shipmates of the *USS Generals' Mitchell (AP-114)*; *Randall (AP-115)*; *Gordon (AP-117)*; *Richard-son (AP-118)*; *Weigel (AP-119)*; *Breckinridge (AP-176)*; and *Admirals' USS Capps (AP-121)*; *Eberle (AP-123)*; *Hughes (AP-124)*; and *Mayo (AP-125)* will be held June 4-7, 1998 in Norfolk, Va. Contact: **Chuck Ulrich** at 35 Oak Lane, New Hyde Park, NY 11040. Ph: (516) 747-7426.

USCGC Tampa (WPG-48 and WPG-164)

Next reunion is Sept. 16-19, 1997 at Airport Holiday Inn, Milwaukee, Wisc. (800) 465-4329.



USS Sheboygan (PF-57)

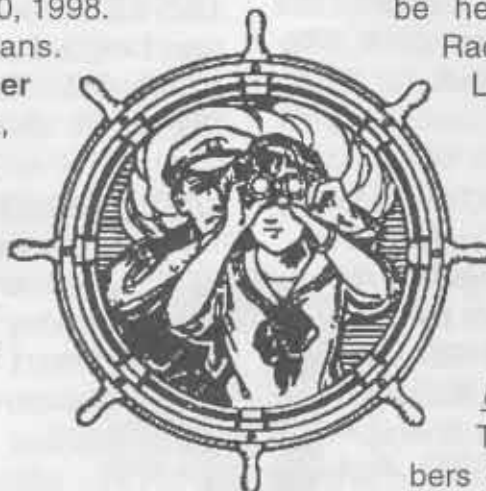
Our next reunion will be held where else but Sheboygan, Wisc., on June 18-20, 1998.

Plenty of time to make plans.

Contacts: **Robert (Pinky) Renner** at 1026 N.E. 52nd Ave., Ocala, FL 34470. Ph: (352) 236-6666.

Howard Seelye at 3830 Lake Garden Dr., Fallbrook, CA 92028. Ph: (619) 723-9099.

Rollie Strasshofer at 34110 Chagrin Blvd., Chagrin Falls, OH 44022. Ph: (216) 831-2124.



USS Theenim (AKA-63)

The 5th reunion of the *USS Theenim* is planned for Oct. 13-16, 1997 in Branson, Mo., at the 76 Mall Inn. They can be reached at (800) 356-4336. The organizer for this event is **Leon Frederick** at 208 East College #276, Branson, MO 65616

Nat'l Assoc. of Fleet Tug Sailors

This group, whose motto is: "The difficult we do today — The impossible may take until tomorrow," is seeking former and current crew members of the Navy, Coast Guard and Army "workhorses" (tugs and salvage ships classified as ATF, ATA, ATR, ATO, ATS, ARS, ex-Navy WMEC, Army LT and WSA, and all TY-class ships). Their 8th reunion will be held Sept. 11-14, 1997, in Richmond, Va. Contact: **George Kingston** at 1611 Woodbridge Circle, East, Foley, AL 36535. Ph: (334) 943-7823.

Sheliak & General Greene Reunion

Crewmen from the *USS/USCGC Sheliak (AKA-62)* and *USS/USCGC General Greene (W-140)* before or during WWII are invited to attend a reunion Nov. 5-9, 1997, at the Embassy Suites Hotel S.W., San Antonio, Texas. Contact: **Fred Mientka** at 2123 Sussex Lane, Colorado Springs, CO 80909. Ph: (719) 475-7621 daytime, or (719) 596-6745 evenings.

USCGC Mojave

The next reunion for the *USCGC Mojave* will be held Sept. 25-28, 1997, at the Radisson St. Louis—Airport in St. Louis, Mo. Hosts are **Hugh & Dottie Kates** at 593 Hawthorne Ave., El Cajon, CA. Ph: (619) 440-6581. Contact: **Ethel Lacourse** at 10 Radcliff Street, Norway, ME 04268. Ph: (207) 743-8384

USS/USCGC Spencer

The annual reunion for crew members of the *USCGC Spencer (WHEC-36)* will be held Nov. 6-8, 1997, at the Menger Hotel in San Antonio, Texas. All former *Spencer* crewmen are invited, including crew members from the current *USCGC Spencer (WMEC-905)*. Contact: **James Tierney** at 100 Cambridge Street, Manchester, CT 06040.

USS Allentown

The 37th reunion for crew members of the *USS Allentown (PF-52)* will be Sept. 11-13, 1997, at the Hilton Hotel in Allentown, Pa. Contacts: **James Godlesky** at 14000 Oakview Drive, McKeesport, PA 15131 or **John Dean** at 200 Adamsburg Road, Jeanette, PA 15644.

Greenland Patrol

All ships, Coast Guard & Navy personnel, shore stations, aircraft units and Army 500th AAA Battalion from the WWII Greenland Patrol (1940 - 1945) will hold their reunion Sept. 16-20, 1997, in Milwaukee, Wisc., at the Airport Holiday Inn. Contact: **John S. Stamford** at 1533 Wales Avenue, Baldwin, NY 11510. Ph: (516) 223-1467.

USS LST 793

Our 15th Reunion will be held Oct. 2-4, 1997 at the Holiday Inn, U.S. 19 at Fort Couch Rd., Pittsburgh, Pa. **Gerald David** at 215 Mornside Dr., Independence, KS. Ph: (316) 331-1445.

Reunions – Notices – Membership

USCGC Duane

A reunion for members of the *USCGC Duane* Association will be held Sept. 5-7, 1997, at the Sheraton Tara Hotel in South Portland, Maine. Contact: **Albert Viau** at P.O. Box 3268, South Attleboro, MA 02703. Ph: (508) 761-6014.

USS LST-829

The CG-manned LST-829 will hold its 15th reunion Sept. 11-13, 1997, at the Best Western Lincoln Plaza Hotel in Springfield, Ill. Contact: **Albert J. Ryzner** at Star Route 1, Box 206, Lewis Run, PA 16738. Ph: (814) 362-1810.

USS Joseph T. Dickman

The 38th annual reunion of the USS Joseph T. Dickman will be held Oct. 15-19, 1997, at the Holiday Inn Sun Spree Resort, Virginia Beach, Va. Contact: **Louis L. Grossman** at 109 Beall

Avenue, Rockville, MD 20850.

LST-763

Crew members from *LST-763* will meet Sept. 19-21, 1997, at the Salt Lake City Ramada Inn. Contact: **Neal Bulger** at 1917 Grays Inn Road, Columbia, SC 29210. Ph: (803) 798-6916.

U.S. Naval Ship Reunions

A reunion will be held for the *USS Epling Forest (LSD-4, MCS-7)*, COMINFLOT ONE, MIN DIV 31,32, and 33 (1943-68) at the Sheraton Metrodome Hotel, Minneapolis, Minn. June 4-7, 1998. Contact: **Charles Y. Avent** at P.O. Box 55, Southaven, MS 38671. Ph: (601) 393-2929.

USS Falgout (DE-324)

Next reunion is Nov. 12-17, 1997 at the Pallis Hotel, New Orleans, La. Ph: (504) 558-0329.

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 the 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 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.

USS Aquarius (AKA-16)

A reunion for the *USS Aquarius* will be held Sept. 15-19, 1997, in Las Vegas, Nev. Contact: **Evelyn Amacher** at 4103 Hearthsides Drive #102, Wilmington, NC 28412. Ph: (910) 452-7491.

USS Glendale (PF-36)

A reunion for crew members from the *USS Glendale* will be held Sept. 19-22, 1997, in St. Paul, Minn. Contact: **I.J. Conkling** at 11500 Freund Canyon Road, Leavenworth, WA 98826. Ph: (509) 548-7129.

Looking For Shipmates

I would very much like to hear from any crew members of the Coast Guard *LCI-95* which went to the South Pacific during WWII. I have tried to find out if this vessel ever held a reunion but without success. Please contact **Joseph Plumeri** at 114 Royal Park Drive 2F, Oakland Park (Fort Lauderdale), FL 33309. Hoping to hear from you.

Combined Reunion Planned

Crew members from the CG-manned *USS Poole (DE-151)* and Navy-manned *USS Gandy (DE-764)* will hold a combined reunion Oct. 9-11, 1997, in Greenwich, Ct. Contact: **Donald Macchia** at 256 Spruce Street, Bloomfield, NJ 07003. Ph: (201) 748-0731.

USS Centaurus Reunion

The next reunion for members of the *USS Centaurus (AKA-17)* will be held Oct. 9-12, 1997, at the Safari Resort, 4611 Scottsdale Road, Scottsdale, AZ 95251. Reservations can be made by calling (800) 845-4356. Contact: **Frank and Betty Brewer** at 6241-N 10th Place, Phoenix, AZ 85014. Ph: (602) 265-3045.



USCG LORAN Reunion

The 20th Reunion of USCG LORAN Construction and Operation Personnel in the Pacific (1944-46) will be held Oct. 2-5, 1997 at the Alsatian Inn - Best Western, Castroville, Texas. Contact: Local host **Harold Balmos** at 501 Vienna St., Vastroville, TX 78009. Ph: (210) 931-2421.

CGC Ingham Mini-Reunion

The Sept. 7-10, 1997 Mini-Reunion for crew members of the *USCGC Ingham* will be held at Drawbridge Estate, 2477 Royal Dr., Ft. Mitchell, KY. Ph: (800) 354-9793. Contact: **Donald L. Balsly** at 2795 Losantiridge Ave., Cincinnati, OH 45213. Ph: (513) 631-6543.

CGC Half Moon

All former shipmates who served aboard the "*Moon*" are welcome to attend a reunion Oct. 10-12, 1997 at the Sheraton Atlantic City West Hotel, Atlantic City, N.J. Contact: **John Murphy** at (703) 768-5209.

Looking For Ex-Shipmates

I am interested in contacting former Radiomen Keim, Nelson and Scholik who served with me during WWII (1944-45) at USCG LORAN Unit #338, Patangerous Island, Ulithi Atoll. The Navy & Coast Guard 13th Ulithi Atoll Reunion is being held Oct. 6-10, 1997 in Las Vegas. Contact: **Gordon L. Baxter** at 18010 North park Ave., No., Shoreline, WA 98133-4409. Ph: (206) 542-5412.

Correction

Earlier, I made a request which, as it turns out, had incorrect information. I was attempting to locate any memorabilia/artifacts for a prior USCG enlistee Jerry Ketterer and was given an erroneous name for his duty station. The *CGC Point Barrow* was the cutter he was stationed on but he

was actually stationed at Treasure Island, Calif., during the period 1975-78. We're looking for anyone with knowledge of old shipmates, etc. All of his station caps, photos, etc., were destroyed in a fire and we are attempting to replace as much as possible for a birthday gift. Any help will be appreciated!. Contact: **Anita Purvis** at HCR 3, Box 25B, Del Rio, TX 78840.

Looking For Shipmates

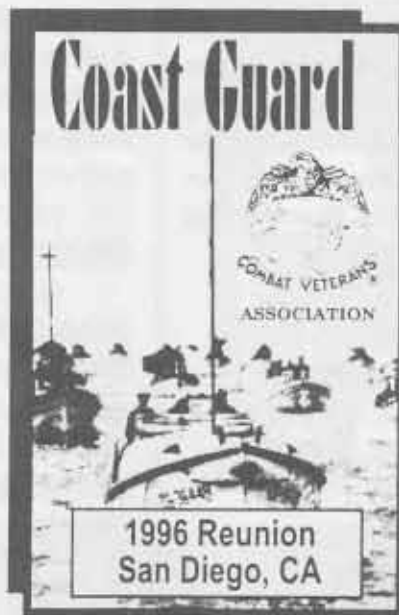
I am trying to locate or simply hear from any members of the *CGC Northland* who served during the 1941-44 era. Please contact **Paul F. Alexander** at P.O. Box 81, North Falmouth, MA 02556. Ph: (508) 563-5739.

Information Sought

My grandfather, CDR John T. Leonard (deceased in 1965), served first with the Steamboat Inspection Service then came over to the Coast Guard when the latter was absorbed by the Coast Guard in 1942.

He served primarily in Boston, did commercial vessel inspections and retired in the mid-'50s. He also served in Chicago in the mid-'30s, with the Navy during WWI, and volunteered for an extra year of duty after the Armistice to help clear the Atlantic sea lanes of mines. He died when I was only one so I'm interested in anyone who knew him, worked with him or may have come across him.

Please contact **LT David L. Teska, USCGR**, at 3005 Yellowstone Dr., Lawrence, KS 66047. Ph: (913) 843-8687.



(right) Two great WWII films. "On Foreign Shores" highlights the Greenland Patrol, landing troops and transporting Marines across the Pacific. "Normandy Invasion" highlights CG activities prior to and on D-Day and transporting German POWs. B&W, 45-minutes. Cost is \$19.95 plus \$4.50 shipping & handling.



(left) Produced by the Navy in 1968, "Small Boat Navy in Vietnam" documents the role the Navy and Coast Guard played in patrolling Vietnam's vast system of inland waters, and Operations' Gamewarden, Market Time and Stable Door. Color, 30 minutes. Cost is \$19.95 plus \$4.50 shipping & handling.

Special Offer! Save \$10 when you buy all three videos for only \$59.95 (We'll even pay the shipping & handling). Send your name, address, and phone number with check or money order to: Heritage Press, 102 West 6th Ave., Escondido, CA 92025. Credit Card users, order toll free by calling: 1-800-277-1977

Coast Guard Combat Veteran Videos available

These videos will make you proud you served in the Coast Guard!

(left) All the highlights of the CGCVA 1996 Reunion in San Diego, Calif. Includes: Opening Ceremony, Tour of CG Air Station San Diego, Harbor Dinner Cruise, Awards Banquet, plus more than 70 interviews with CGCVA members who attended. Color, 2-hour running time. Cost is \$29.95 plus \$4.50 shipping & handling.

U.S. Coast Guard

Action in World War II

- On Foreign Shores &
- Normandy Invasion



Remembering An AK

Many stories and articles have been written about CG-manned Navy vessels during WWII. As I recall, none about the AK's except the *Serpens* (AK-97).

I served aboard the *Mintaka* (AK-94) which proceeded to the Aleutian Islands in 1943. We almost foundered leaving Attu. There's much talk about the rough North Atlantic but the North Pacific is no picnic either.

We sailed to Portland, Ore., where we were converted to an AKP. The Navy had no such designation so we remained an AK. We could carry up to 1,500 troops and had armament unlike most AK's. Besides the 5" 38, we had four twin 40mm mounts and twelve 20mm mounts.

We proceeded to the South Pacific where we transported Marines, Army support units and troops and Seabees to ongoing combat situations. We even brought specially trained Fiji islanders ashore at Bouganville, whose mission was to decapitate Japanese soldiers behind enemy lines.

We were at Guadalcanal at the time the *Serpens* exploded and we served as the flagship of a convoy forming to depart the next morning for Okinawa. Our skipper and Chief Engineer had been aboard the *Serpens* and were halfway back to the *Mintaka* when the *Serpens* went up. At first it was believed that a submarine attack was responsible, which still might be the case, as there had been reports of submarine activity in the Solomons that day.

We proceeded to Eniwetok and Ulithi prior to our arrival at Okinawa and were subjected to

Japanese kamikaze attacks along the way. One of our guns downed a Japanese Zero. We departed Okinawa for Pearl Harbor towing a Navy destroyer whose shafts had been disabled.



The *Mintaka* (AK-94) "Minnie" The American Indian design on its landing craft.

Our crew was practically all Reserves but I will never forget Chief Boatswain's Mate "Pappy" Haynes, who I later had the fortune to serve with on the *Taney*.

We nicknamed the *Mintaka* "Minnie" and had the character shown at left painted on the cab of our landing craft. The American Indian motif represented our ship carrying combat troops and armament. And of course, to go along with the Navy slang for us Coasties, she's wading in shallow water.

CWO Stan Anderson



Never Too Late

Frank Henriques, now a harbor master in the Narragansett Bay area, served four years in the Coast Guard during WWII. Serving on LST-70, he saw action at Okinawa and later was at Hiroshima.

At a recent reunion of fellow Coast Guard combat veterans, Frank learned that because of his tour of duty in the Pacific, he was eligible

(left) CAPT Barney Turlo presents the Naval Occupation Service Medal to Frank Henriques

for the Naval Occupation Service Medal so he contacted the local veteran's council who helped obtain the award. He was presented the medal along with a citation from the Board of Selectmen of Swansea, Mass., by CAPT Barney Turlo of the USCG Marine Safety Office in the area. The citation concluded with, "This medal is being presented to you after 51 years from the date of your discharge." Better late than never!

as a sailing vessel at the CG Academy until she was brought to St. Pete in the early 1940's. She was an active training vessel while I was there and is now on exhibition at Mystic Seaport Museum in Connecticut.

The third vessel was the *American Seaman* in which I learned enough marlinspike and deck seamanship to qualify as a seamanship instructor at the USCG Training Station in Alameda, Calif., in July '42, once I had joined the Coast Guard.

I remember her wooden decks as though it was only yesterday when I was a member of her crew. One day I had been assigned to paint the crows nest area of the foremast and accidentally tipped over my paint bucket. A rather brisk wind caught the falling gray paint and turned it

into a fine spray which landed on a large section of the wooden deck between the mast and the deck house. The paint spill was observed by the ship's Bosun who made sure I spent most of my off duty hours sanding off every single drop of gray paint from that beautiful wooden deck. Boy, do I remember that deck!

After 10 months of teaching hundreds of boot camp recruits the basics of marlinspike and deck seamanship, I applied for transfer and became a plank owner of the *USS Eridanus (AK-92)* as a BM2/c. Further duty in the South Pacific brought me aboard the Army *FS-149* as acting Chief Boatswain's Mate until my discharge in May '46.

I have maintained a continuous interest in the naval forces having served in the Naval Reserve as a BMC for another 10 years. I would appreciate hearing from anyone who served at Alameda, the *AK-92* or any of the Army FS fleet during the years I served. Contact: **Philip A. Steinberg** at 120 Van Rensselaer Ave., Stamford, CT 06902.



Prospective Seaman Recruit Susan Kleinpeter, wife of CGCVA President Joe, says she wants to join and serve at Grand Haven. Looks like the making of a great Boatswain's Mate.

USS American Seaman

What a delight it was to see a photograph of the *USS American Seaman* and read Motor Machinist Les Sizemore's remembrances of her. Time fades memories a little including mine but let me try to recollect my time spent at the U.S. Maritime Training Station at St. Petersburg, Fla., from Feb-July 1942. I enrolled in the Maritime Service at Pittsburgh on my birthday (Feb. 7, 1942) and was promptly sent to the training station at St. Pete.

As I recall, the Coast Guard was still in command of the training station and the three ships which were part of our program. The first was the Barracks Ship *Tusitala* which had been towed to St. Pete in 1940 by the *CGC Mohawk*. She had been a steel, three-masted square-rigged ship built around 1880 and used in the Australian wool trades. The second was the *Joseph Conrad*, launched in 1882 and commissioned by the Coast Guard on or about Nov. 30, 1939 for use

CGCVA Plaque Donations

As coordinator of the CGCVA Plaque Project, I am extremely pleased to report that as of Aug. 15, 1997, the amount of \$5,156.50 has been received. I wish to thank all those who have contributed to this most worthwhile endeavor and list their names at this time. Of course there's plenty of time to send in your contribution if you haven't already done so. Thanks again!

Plaque Project donors include: Chester Acaley, Robert Adamson, Emil A. Alam, Arva Alexander, Jack Allen, Eugene Almore, Jeff L. Anderson, Dick Armstrong, and Claud W. Ashcraft.

John H. Baer, Gerald Ballard, Gerald Barker,



CGCVA member and WWII Escanaba survivor Ray O'Malley with his wife and grandson at the annual Escanaba Memorial Service in Grand Haven, Michigan.



Crew members from the CGC Bramble observe the Escanaba Memorial Service in Grand Haven, Mich., during festivities in Coast Guard City, USA.

Edgar Bassford, John Bannon, Arthur Baum, Gordon L. Baxter, David D. Beattie, Sam Belfiore, Louis Bender, K.M. Billerback, Francis Boole, William Boscia Sr., Robert L. Brown, William Brzaelton, Warren Bremer, Russell Brewer, Erma Brown, Marcel Bujarski, James C. Bunch, Joyce L. Burch, Malcolm Burge, Ed Burke, William Burke, and Frank Busch.

Robert G. Cameron, Jack Campbell, R.H. Carr, Thomas M. Carr Jr., Kenneth A. Cathell, William R. Clark, Verl Churchill, W.G. Churchill, Michael Churley, Edward Clancy, Dean W. Colbert, Robert A. Collins, Charles Conrad, H.P. Cowan, Norman Culver, and Juan Del Castillo.

William Delue, A. Henry Des Rochers, D.A. Desiderio, Charles R. Dodd, Robert W. Dreeke, and Thomas J. Duffy.

Isabel C. Esposito.

Dale D. Femrite, Jerome Fischer, Andrew W. Flood, Dennis C. Foust, Casper L. Fries, and Emil Fruhnert.

Adam Gagat, John Garman, John E. George, Harvey Gjesdal, Frank J. Glavina, Robert E. Glenn, Phillip Goertz, Aaron Goldberg, Vincent R. Greco, and John J. Greget.

Louis W. Haas, James J. Hamilton, Joseph F. Hannan, John A. Hansburg, William Harpe, Thomas S. Hargest, J.B. Harrell Jr., George F. Harris, Warren G. Hartman, Adm. John B. Hayes, Maurice T. Hedgecock, Carl J. Hegner, Baker Herbert, Raymond C. Hertica, William S.

CGCVA Plaque Donations (cont.)

Hill, George F. Himmelright Jr., Charles K. Hixon, Robert Hogg, James K. Holmes, George A. Hunt, and Scott A. Hutcherson.

James L. Irwin and John L. Israel.

William R. Jackson, Cecilia Johnson, Charles R. Johnson, Ernest Johnson, and Lew Johnson.

Joyce Kaut, Richard R. Kelly, Wynn Kenton, Frank Kilburn, Calvin K. Kobsa, Les Koehn, Edward J. Kohlrus, Robert L. Krogman, and Louis Kuhkin.

Arthus Lawton, Lester A. Levine, Peter Lambrinos, Ida M. Low, Edmund T. Lukowski, and Henry O. Lutsche.

J. Gilbert Manfuso, Domenico Manobianco, Raymond Marsh, W. Dean McCaffery, Elizabeth McCray, Joseph McGuire, Tom J. McIver, William

McShane, Alex Metz, Louis Morgan, Robert A. Morgan, Mary L. Morrison, Walter J. Muehlegger, and John J. Murphy.

Lyle R. Nelson and John Ross Nugent.

Fred Obersheimer, mimi T. Obersheimer, Timothy J. O'Leary, Frank oliver, David G. Oringer, Albert Otte, and Robert Oxenger.

Leo X. Paglione, Louis Pangrove, Thomas Panos, Pat Panzarino, Arthur A. Paolucci, Claiborne Pell, and William Phillips.

Vito Racanelli, Andrew J. Ramsdell, Beatrice Ranaudo, Joseph J. Rania, Edward Reading, P. Thomas Redmond, George W. Robbins, L. D. Roberts, Thomas Robson, Joseph A. Rodler, Francis Rosemond, Stanley Rosenblatt, Nicholas Rossi, Richard E. Rudolph, Harvey J. Rumsfield, and Joseph Rusch.



USCGC Escanaba survivor and CGCVA member Ray O'Malley salutes as "Taps" is played following placement of a wreath and flowers during the memorial service at Grand Haven, Michigan's Escanaba Memorial Park.

CGCVA Plaque Donations (cont.)

Michael Sack, Edward Schlinder, Dale C. Shankster, Jack Shapiro, Bruce Sheils, Curtis Sickafoose, Vincent Signorelli, Joseph A. Simonelli, Leslie Sizemore, Wilbur Stonecker, Guy R. Smith, H. Don Smith, B.S. Sparks, Paul Spengler, Clyde Stackhouse, Richard E. Stent Jr., Raymond Strizek, and Walter Swiatek.

Freddy J. Tagle, James S. Talley, James E. Taylor, Walter R. Terry, Stanley A. Tezak, Anthony Traina, Eric A. Trent, Albert H. Tremlett, Richard Trevallee, and Thomas Tuckhorn.

Dominic Vassalluzzo, Michael J. Voges, and Thomas C. Volkle.

Russell R. Waesche, Ernest Walker, G.W. Walkeer, Thomas P. Wagro, William Warner, Edward Webster, Lester Weinland, Arthur R. Whittum, F.A. Williams, Harvey V. Williams, Roger C. Williams, Robert L. Wines, and David Wischemann.

Paul Zupan.

More On Memorials

Donald Kahler received his CGCVA letter regarding erecting a CGCVA plaque in Hawaii

and wanted to let Jack Campbell and the membership know that there are already existing several monuments and plaques. The ones placed by the PF Sailors have already been mentioned in a previous *Quarterdeck Log* but did you know about those at Curtis Bay, Md., or the plaques commemorating the DE Sailors at the Coast Guard Academy?

There's also a plaque and a 10' x 4' diorama aboard the aircraft carrier Intrepid Museum in New York City. The diorama is entitled "North Atlantic Battle Stations" and depicts three Coast Guard-manned DE's attacking a U-boat. This was also sponsored by the DE Sailors.

As Don vividly points out, he and the other veterans of the North Atlantic convoys have been telling the world about the Coast Guard in WWII for quite some time. Obviously such projects do work and he expresses his support for the CGCVA plaque endeavor.

Editor

Gob's Gab Referral

Mr. Gil Bagley is trying to locate a former Coast Guardsman in order to arrange a reunion. The only information available is that the Coastie's last name is St. Onge, he was a PO2 from Michigan, had black wavy hair, and was stationed aboard a CG cutter in Boston during April or May 1943. He would have been about 19-23 at the time. If this sounds like you or a shipmate you know, Gil can be reached at P.O. Box 1601, Plainville, MA 02762.

CG WWII Exhibit

The Coast Guard exhibit, "Semper Paratus," from the George C. Marshall Museum in Lexington, Va., is going on tour. The exhibit, which depicts the Coast Guard's participation in WWII, has been quite popular and will hit the road for upcom-



Thanksgiving Day 1940 aboard the USCGC Tahoe on weather/neutrality patrol between Bermuda and the Azores. Pictured in front row (l to r) W.E. Swett, Ray McKernan, C. Scaff and Vince Anthony. Standing (l to r) Coleman Raines, James Noone, H. Atkinson, H. Zeigler, C.A. Goddard and L. Smallwood.

ing appearances at the Virginia History Museum "Center in the Square" in Roanoke, Va., Sept. 4th, and the Mariners Museum in Newport News, Va., in the spring. Also, the National Naval Monument has expressed interest in displaying it as part of "The Navy of World War II" next summer. Many items in the exhibit has been donated by CGCVA members.

On another subject, my book, "Long Ago and Far Away" about my 27 months aboard the *USS Cambria (PA 36)* is completed. More about that later. Take care!

Bob Saure

New Staten Island CG Facility

To celebrate the completion of their new \$4-million headquarters as well as mark the 207th birthday of the Coast Guard, military officials gathered at Fort Wadsworth, Staten Island, N.Y., Aug. 4th to dedicate their new facility to the first captain of the port of New York.

The three-story structure, named after CAPT Godfrey L. Carden, will serve as headquarters for approximately 1,000 members of the Activities New York Command, a new prototype command

on Staten Island which integrates all the Coast Guard missions in the New York region under a single commander. It is the largest Coast Guard field unit.

The command is part of the consolidation efforts of the Coast Guard, which recently relocated to Fort Wadsworth after operating for 30 years from Governors Island.

A bronze plaque was unveiled at the dedication honoring Carden. Born in 1866, he received his commission in the U.S. Revenue Cutter Service. He was a veteran of the Spanish-American War and WWI. "Carden was considered a pioneer in the marine safety field," said current New York captain of the port CAPT Richard Vlaun at the ceremonies. Carden retired from the Coast Guard in 1921.

Among other offices, Carden Hall will house command and administrative staff, investigation services and the Coast Guard's new \$20-million state-of-the-art vessel traffic center, which consists of at least 17 radar sets that monitor ship traffic from the Throngs Neck Bridge in Queens to Ambrose Light, a site located eight miles off



Members of the Coast Guard line up for the dedication of their new facility in Fort Wadsworth, Staten Island, N.Y.

the coast of Sandy Hook, N.J. "We are the Coast Guard's most multi-missioned command, performing such functions as searching for and rescuing those in distress, enforcing laws and treaties, managing the waterway with our vessel traffic control system, maintaining aids to navigation, and responding to oil and hazardous material spills," said Vlaun.



Standing (from left) in the Coast Guard's new Carden Hall are CAPT Richard L. Vlaun, Deputy Borough of Staten Island President James Molinaro, RADM Richard M. Larrabee III and LT Geoffrey S. Deas.

"It's a pleasure to call this our new home," said RADM Richard Larrabee III, commander of the First Coast Guard District. *Staten Island Advance*

Coast Guard Ingenuity

I always enjoy reading the personal experiences of CGCVA members in the *QD Log* since many are similar to experiences I had while serving on *LST-760*. I wonder if any of the readers ever had this happen:

The *760* was loading a combat load of Marines for the Iwo Jima assault, along with several other LST's in Batangas Bay in the south end of Luzon. When loaded, each ship went on its own, no escort needed, to Manila Bay. Time apparently was critical since loading went on around the clock until finished.

Our cargo consisted of four 105mm howitzers, thousands of rounds of ammunition, command vehicles, jeeps, supply vehicles and such — a really full load! We retracted from the beach about 1300 and headed out to sea. Fresh water showers of course were out of the question and salt water showers aren't the best way to wash

off lots of sweat and dirt. Luck, however, played us a good hand.

About 1430, several rain showers were spotted in the general area of our course and I had the idea that if they didn't dissipate, perhaps I could furnish all hands a chance to clean up with fresh water. The ship was headed toward the largest of the showers and when we were sure we'd get there the XO came over the P.A. system with the following announcement, "Now hear this. All ship's company not on watch and all Marines who want a fresh water shower, lay topside with soap."

As we entered the shower, the engines were stopped and miracle of miracles, in no time at all, with the rain deluging down, there were 300 or more naked men washing down and having a hilarious time. We were too far south for Japanese aircraft but could you imagine the sight a Jap pilot would have had.

After about five minutes, we got underway again, now with a ship load of clean crew and troops. The colonel in charge came up to the bridge and thanked me for the washdown and his men's high morale!

CAPT Allen McKenzie

Seeking Shipmates

Art Hannah and Charles Covert hadn't seen each other in more than 50 years, not since they both served as gunners mates aboard the *USS Theenim*, the amphibious cargo assault ship that withstood 43 Japanese raids in the 1945 invasion of Okinawa.

"We were there for about 16 days, and every night we were aboard an LCVP, and we had orders and radio equipment," said Hannah, 79. "In case of kamikaze pilots, we were told to make smoke and circle the mother ship so it would camouflage the ship."

Like 400 Coast Guard crewmen and officers on board the *Theenim* during WWII, Hannah and Covert had been separated by time and miles, yet had wondered about one another's lives and whereabouts.

"We were almost inseparable aboard ship for a little over a year, we had all the shore patrol duty and served together on all those little islands in the Pacific," said Covert. Traveling through the Midwest a decade ago, Covert was unsuccessful in locating Hannah's phone number at a Chicago airport. Hannah, on the other hand, had been searching for Covert on and off for 37 years, received information about him from a fellow *Theenim* shipmate and phoned him last December.

The two men, who have since exchanged photos by mail, will be reunited at the *USS Theenim*

(AKA-63) reunion to be held in Branson, Mo., October 13-16, 1997, when approximately 30 crew members and their wives will gather and



Art Hannah was a gunners mate aboard the Coast Guard-manned *USS Theenim* during WWII. He is seeking shipmates for a ship reunion in October. Here, Art holds a prize coconut he mailed home from Guadalcanal.

renew friendships.

Hannah credits reunion committee secretary Art Iverson for his perseverance in tracking down a list he was able to obtain through USCG Headquarters. He began with only four names five years ago. "After 50 years, it's hard to find all those people," said Iverson. Through the use of his computerized phone data base, however, and combing through millions of names, he has located 15 or 20 more, bringing the total to 120 known *Theenim* crewmen living and 50 who are deceased.

Hannah also contacted the nationally circulated *Parade Magazine*, because an article about the *Theenim's* shakedown cruise was originally published in their April, 1945 issue.

In a December 1996 issue, *Parade* published a notice asking for any *Theenim* shipmate to contact Hannah. He was elated with the 22 responses from people covering 14 states but had hoped more would have been from the states of Indiana, Illinois and Michigan to make traveling to the reunion easier.

"I know there's others out there," he said of his continued search, which takes up as much as five hours daily. Folders with laminated pages, xeroxed information, alphabetized letters — even a prize coconut mailed home from Guadalcanal — are testimony to his passion for the project.

Hannah's wife, Wilma, also looks forward to the reunion, and is proud of her husband's efforts. "Our security and our life today is what it is because of what they went through 50 years ago," she said. "There are a lot who gave their lives for us, and others who sacrificed a lot, and we shouldn't forget that."

Hannah and the others remember the commanding strength of the U.S. and speak affectionately about the *USS Theenim*, the self-sufficient amphibious attack ship which was launched in October 1944, was renamed the *American Chemist* after the war, and today is part of a reserve fleet in Norfolk, Virginia.

"There were only five of these manned by the Coast Guard; we assisted the Navy to a great degree ... and we were all over the world," said reunion committee president Ken Black, who retired as a Coast Guard officer in 1973.

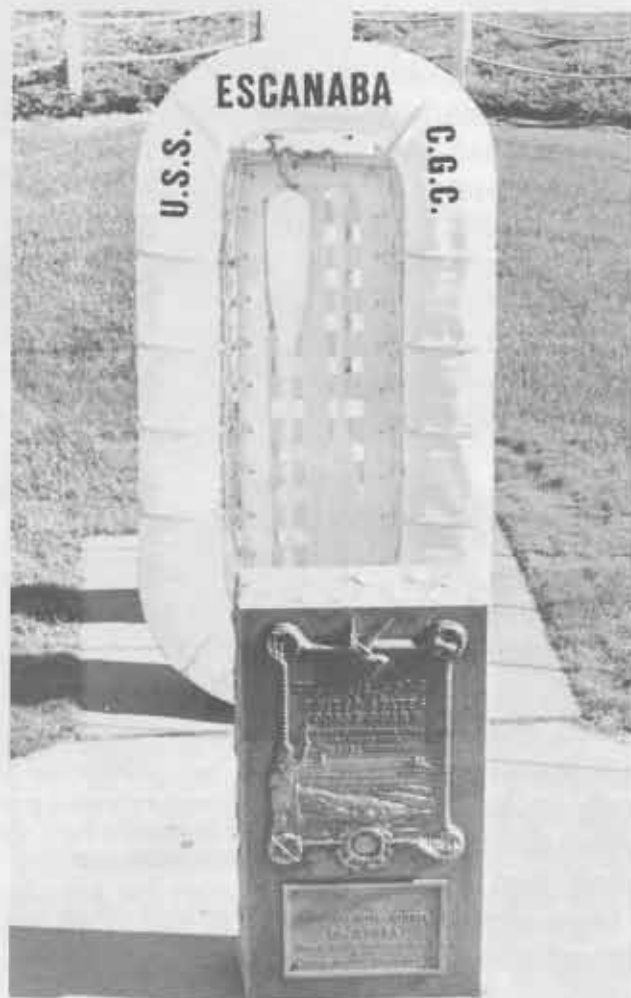
Though smaller *USS Theenim* gatherings organized in the past several years have provided special time to reminisce, Black, Covert, Hannah and Iverson expect that October's reunion will be the biggest yet, as a result of tedious research. And all agree, it will be worth the effort.

Jane Bomberger Langendorff

From the President (cont. from page 1)

Our last and best day in Grand Haven began with breakfast with the parade participants who were as excited as we were to be there. We boarded a trolley with the Coasties and the

parade began. There were 139 floats, marching units, displays and bands. The parade wound through the Grand Haven neighborhood where families, thousands of them, with blankets spread out on every lawn, waved and cheered as



The Escanaba Memorial at Grand Haven, Michigan.

we went by. It was awesome to see this appreciation for the Coast Guard. Our trolley was one of the first parade units and at the end of the route we were escorted to a reviewing stand and applauded the remaining units passing in review. A Coast Guard helicopter participated in the parade making passes along the route and the Port Saecurity Unit had their trailered "Raider" boat bristling with automatic weapons.

After viewing the 139 units we were a bit tired but we pushed on to the annual Coast Guard Picnic. The helicopter was now on static display

while a C-130 fixed-wing aircraft made several passes over the picnic tent. VADM Herr was presented with several mementos by festival officials, recognizing the Coast Guard for its service and devotion to duty. It was gratifying to see members of all ranks present at every festival event.

After the picnic we grabbed a couple hours of needed shuteye, then departed for the festival's grand finale which would go on into the early hours of the next day. There was a helicopter rescue demonstration, concert, light show and fireworks. The light show illuminated our flag flying in the breeze in front of an anchor 30 feet in height positioned high on a hill. We sang "God Bless America" as the fireworks lit the sky bursting to the rhythm of patriotic music. It was sad to see it end.

I highly recommend any CGCVA members and their families to try to get to Grand Haven next year for this fabulous event. Looking back, I can only recall seeing five CGCVA hats on folks in attendance. It was a special time, being there with Ray O'Malley, Ray Herbst and Jack Campbell and it would be even better if more emphasis could be made for our association. I'll try to get there in 1998 and I hope you'll be able to as well. For now, Semper Paratus! Joe

Who's On-Line?

I've recently connected into America On Line and I'm kinda hooked. There are a lot of Coast Guard-related WEB pages out there with some interesting information about reunions and much

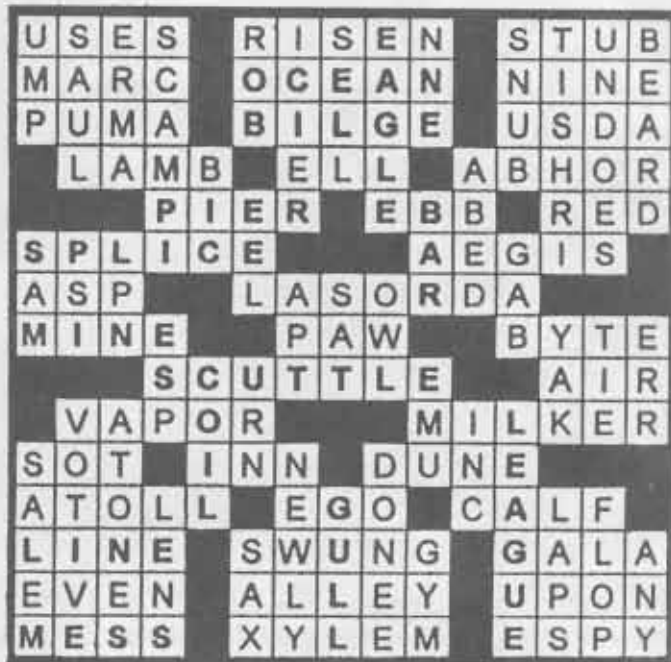
more. In that regard, I've advertised our association quite a bit and apparently it's working — we've gotten some new members through this medium.

While phone numbers and home addresses certainly have their place, if you would like to share your e-mail address, just send it to the CGCVA or to me directly. My e-mail address is: PointBanks@aol.com. Give me a shout sometime.

Joe Kleinpeter



CGCVA member Ray O'Malley with his wife and grandson enjoying the concert at the festival finale.



Answers to Crossword Puzzle on page 26

Remembering the PC's

It was with great interest that I read the article on the *PC-556* in the *QD Log*. It brought back nostalgic memories of my experience as XO on the *USS PC-469*, which I reported to in Aug. 1945. I have read little about these gallant ships. I wonder how many were manned by CG crews and where most of them saw duty. I would appreciate being enlightened on this matter and I hope what I can share on the *PC-469* will help in that respect.

The *USS PC-469* was an all-CG ship except for a 17-man Navy radio team (one officer and 16 enlisted) serving as a special unit aboard, maintaining a line of communication between the invasion beaches and the main communication ship. The *PC-469* participated in the invasions at Iwo Jima and Okinawa. She was also assigned convoy work, picket duty and ASW watch (in which capacity she had downed four kamakazi planes and sunk six motor torpedo boats).

The *PC-469* was performing ASW work and the war was nearly over when I came aboard as XO. As dangerous as that work could be, more trying times were yet to come. Shortly after I arrived, we experienced one of the worst typhoons to ever hit the Ryukus in recent recorded history, with winds upwards of 160 knots.

When we received word of the approaching storm it was about 1500. We were tied up by an AR with one engine down and a leak in our stern. The 7th Fleet had a priority to get their heavy ships out of the bay first and by the time it was our turn there was such a high sea running we were skeptical about making it safely out of the bay. We decided to stay and ride it out (a good decision as it turned out). Soon, we were underway with one good engine and the winds were about 60 knots, increasing steadily. Rain was falling, darkness was approaching and visibility was diminishing. We dropped both stern hooks astern of an LCI and prepared to ride it out, however this was not meant to be the scenario.

The LCI began to drag its anchor and was setting down directly on us so we slipped both

our anchors quickly to avoid total disaster. Once again we got underway looking for an alternative and soon we spotted a large cargo ship riding nicely on its anchors. We requested permission to put a line aboard and tie up to her stern. Permission was granted and 30 minutes later we were safely riding astern of the vessel, swinging to and fro with her. But again, fate had other plans for the *PC-469*.

Off to our starboard beam a huge Army barge with a large crane aboard was moored. The wind had now approached 80 knots, the time was 1800 hours. To our horror, the barge broke loose from its moorings and headed toward our starboard beam like a runaway freight train. Orders were given to cut the hawser, our tether to the freighter, with a fire axe, and just in the nick of time we were able to navigate out of harm's way. So once again we were underway, going back and forth across the bay trying to avoid collisions with the multitude of ships in the bay, many of which were out of control and going wherever the wind took them. We all huddled in the pilot house trying vainly to see out the murky portholes.

The rain was coming at us like rifle shots driven by the wind, visibility zero and a terrible screaming sound from the wind's force. Thank goodness for our radar and the good seamanship of our captain. We survived that night although many did not. We listened to distress call after distress call but nothing could be done. In the morning an eerie silence filled the air and one could almost hear a pin drop. As we looked around us we saw a scene of devastation. Eighty ships were blown ashore, shore side installations were a shambles, and the death toll on that unforgettable night was about 1,500. If I were to assign a nickname to the *PC-469*, it would be the Artful Dodger because we dodged plenty that night.

A few days after the storm I received a Red Cross telegram from my sister informing me that my father was on his death bed, and requesting me to try to get an emergency leave. I showed the telegram to the captain and he explained that he didn't think he had the authority to issue such a leave but he

would do it anyway. A 10-day pass was written on a piece of note paper and he handed it to me. This was about 1500 hours, and he advised me to take it to NATS for transportation. Then he said, "See you at 1800 hours for dinner," thinking my trip to NATS would be to no avail. As it turned out, I left with nothing but the clothes on my back, never to see the *PC-469* or its crew again. I got to NATS, handed in my note, and by 1800 that very night I was aboard a C-54 plane bound for Hawaii. At Pearl Harbor I was assigned to an aircraft carrier and was on my way back to Alameda, Calif. Upon arrival at Alameda, I was paged on the loudspeaker system and told to report to the carrier deck. My first thought was they caught up to me and I'll soon be on my way back to Okinawa. I was surprised when an officer said that Coast Guard Headquarters, 12th Naval District had received a report via Fox message that a Coastie was aboard the carrier, and they responded by sending a SPAR and a car to take me anywhere I wanted to go. I got home a day before my father passed away and in time to promise him that I would manage his business. The Coast Guard issued me orders to return to active reserve status, and I remained so until 1951. In the interim, the captain of the *PC-469* had written to Washington to be relieved of duty and stated that I was qualified to command the ship. Of course that didn't happen.

What prompted me to tell this story, of course, was the article in the *Quarterdeck Log* on the *PC-556*. I cannot help but think how many untold stories there are of those little ships and brave men that contributed so much to the total war effort. All the men and officers of the *PC-469* were reserves, private citizens in peace time who put on a uniform when their country called. They quietly did their job and many went back to their civilian jobs without reward or recognition outside of knowing they did their best.

I recently received a request from the Department of the Army Transportation Center for information and any memorabilia I might have on the FS Fleet under their jurisdic-

tion. I sent them thirty-eight 8"x10" photos that I had taken while on the *FS-268*, along with a history of the *FS-268* from the time she was commissioned in Wilmington, Del., about Nov. 1944 to the time I left in July 1945. I listed the ports we had put into, the cargo we carried, etc. The curator of the U.S. Army Transportation Museum was in need of this information and I received a nice note of thanks from them. I believe they got my name from the CGCVA.

We lost two men off the *FS-268* during and shortly after my tour of duty — one enlisted man on the way to New Guinea, and the officer replacement for me in Manila Bay. Both were lost while running in heavy seas. **George P. Alton**



An Army FS (freight supply), formerly FP (freight personnel) ship similar to the one George Alton was stationed on following his duty aboard the *PC 469*. Thousands of Coast Guardsmen made up the crews of hundreds of these hard-working 180-footers. Known as "island hoppers," because of their shallow draft, these vessels could penetrate into the devious maze of islands, atolls and hidden reefs to deliver troops and supplies to far Pacific bases

Swiftsure Reborn — A Lightship Restored

I thoroughly enjoyed the article on lightships from the previous *Quarterdeck Log* and wanted to let the members know of a lightship that had been tied up in Kirkland, Wash. for quite some time. The Northwest Seaport Foundation eventually decided they could restore it and it was moved to Salmon Bay in Seattle. I had an opportunity to go aboard her and was surprised to see "Relief" painted on her starboard side and "Swiftsure" painted on her port side. I remember this ship back in 1941 when we used to carry bags of coal down the dock to refuel her at Base Seattle. She was the *Relief* then and was used to relieve the Swiftsure Bank, Umatilla Reef and Columbia River lightships. She was the only one that was steam driven and lugging that coal was really a pain. She was later converted to oil. Anyway, I took a few pictures and submit them along with some history on the lightship and the restoration project.

Lightship #83, formerly known to Puget Sound sailors as *Relief* and renamed *Swiftsure* in 1995, was launched in Camden, N.J., in 1904. She steamed around the tip of South America to her first station at Blunts Reef in California, where she saved 150 people when their ship ran aground in dense fog. This was the beginning of her 56 years of continuous lighthouse duty.



Portside of Lightship #83 at its mooring at Salmon Bay, Seattle, Wash. While it was often used as *Relief*, it often relieved the Swiftsure Bank lightship. It will be renamed *Swiftsure* to acknowledge the generous financial backing for the restoration project by the Swiftsure Yacht Club. The annual Swiftsure Bank yacht race is one of the biggest yachting events in the area and the club is anxious to get the ship completed and running back on station at Swiftsure Bank to mark their turning point in the race, just like it used to do years ago.

Number 83 had numerous names on her sides to indicate the location of her station. In 1929, she moved to San Francisco Bay, and in 1935, diaphone whistles were installed. Her 1,000-lb. bell on the foredeck was a backup to the fog whistle. Sails were used to help keep the ship on station in early years.

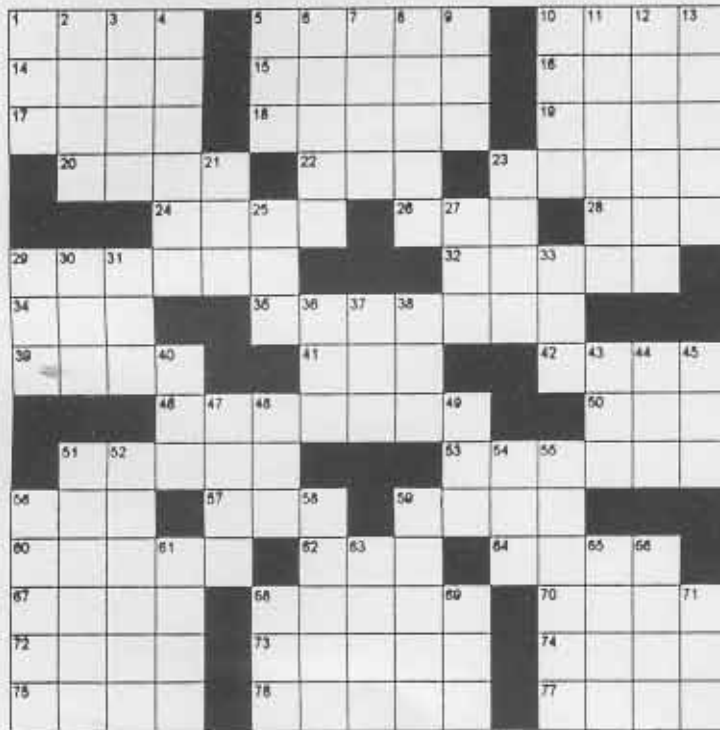
Coming under Coast Guard jurisdiction in 1939, she continued at San Francisco Station. During WWII, #83 was pressed into service in the Navy. With guns installed on her foredeck, bridge and stern, a coat of gray paint, and the crew's quarter enlarged to 40, she patrolled marine traffic in harbor areas. When the war ended, she returned to her former Coast Guard duties. In 1951, she became a substitute when other lightships went off duty to be maintained — hence her previous name *Relief*. She is one of the oldest lightships in the country, and the only one to have her original steam engines. She was decommissioned in 1960 and purchased by the Northwest Seaport in 1969. She was placed on the National Register of Historic Places in 1975, and declared a National Landmark in the spring of 1989.

For the past two years, a major effort has been underway to bring *Lightship #83 — Swiftsure* — back to life as a floating museum. Work on the 129-foot vessel began in earnest in the fall of '96 when the ship was totally encapsulated to allow the various projects to proceed during the winter months. Volunteers and paid shipwrights removed and replaced the decayed aft deck while a group of Naval Sea Cadets helped clean the interior of the vessel, painting cabins, passageways and the wheel house.

Even more progress has been made in the engine room. Under the guidance of a professional engineer and volunteers from the engineers' union, work has been stepped up to restore #83's original steam engine. Although only the hull and deck systems were intended for restoration under the "Swiftsure Reborn" project, the boilers and engine were found to be in remarkably good condition and were hence included in the current program. The engine is expected to be running this year. Next on the list is to tow the vessel to drydock for a survey, hull cleaning and repair and a fresh coat of red paint. This phase will bring the lightship closer to full operating condition and play a key role in preparing the vessel for tours and educational programs.

Vince Stauffer

Crossword Puzzle



ACROSS

- 1 Employs, as a tool.
 5 Had gotten up.
 10 Hit one's toe against something.
 14 Artist Chagall
 15 **Sea**
 16 After eight
 17 Cougar
 18 **The lowest point of a ship's inner hull.**
 19 U.S. Department of Agriculture
 20 Baby sheep.
 22 Building addition
 23 Loathe
 24 **Wharf**
 26 Recede, as a tide.
 28 One of the primary colors.

- 29 **Join two ropes or wires.**
 32 Protection
 34 Viper
 35 Former L.A. Dodger manager.
 39 **An encased explosive designed to destroy enemy ships.**
 41 Animal foot
 42 Computer memory unit
 46 **To deliberately cause one's ship to sink.**
 50 Mixture of gasses that surround the earth.
 51 Steam or mist.
 53 Dairy farmer
 56 Drunk
 57 Hotel

- 59 Big sand pile on a beach or desert.
 60 Exposed coral reef.
 62 Self.
 64 Cow's offspring
 67 **Rope (nautical).**
 68 Used a playground swing.
 70 Festive
 72 Equal, fair, level.
 73 Bowling lane.
 74 On
 75 **Food service on a ship.**
 76 Woody part of plants
 77 To catch sight of.

DOWN

- 1 Ball park official.

- 2 Paul's former name
 3 Writer Bombeck
 4 Shrimp recipe.
 5 Steal.
 6 Colder
 7 To market.
 8 **Coast Guard Academy training vessel.**
 9 Compass point.
 10 To check the movement of a line by wrapping it around a fixed object.
 11 First month of Jewish calendar
 12 Unmakes
 13 Goatee
 21 Ball point pen brand.
 23 In bed.
 25 Conger or moray.
 27 **Submerged or exposed bank of sand in a river or ocean.**
 29 Surface to air missile (abbrev.).
 30 Pounds per square inch (abbrev.).
 31 Licensed Practical Nurse (abbrev.).
 33 Talk on and on.
 36 Likely or having a tendency to.
 37 Scholastic test (abbrev.).

- 38 Night bird
 40 Sixth sense
 43 Talk excessively.
 44 Even score in game.
 45 Make a mistake
 47 **Loop of rope or wire.**
 48 Large vase.
 49 Flightless bird
 51 Type of prayer.
 52 Makes amends for.
 54 Business organization (abbrev.).
 55 **An organization of sports teams playing one another.**
 56 State capital
 58 Recently
 59 Beneficiary of a gift or donation.
 61 Element of an optical system.
 63 **Shore bird.**
 65 Circuits of a closed loop auto race.
 66 Unsuccessful stage play.
 68 Musical instrument.
 69 Place for exercise.
 71 Some

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