



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 15, Number 4

Winter 2000

CGCVA at CG Wreath Laying

Korean War Service Medals Presented to area USCG Veterans

The CGCVA was prominent in several Washington DC area patriotic events during the Oct. - Dec. 2000 period, including the annual Coast Guard Veterans' Day Wreath Laying ceremony at the Coast Guard (Tampa) Memorial in Arlington National Cemetery. Included in the Nov. 13th commemoration, was presentation of Korean War Service Medals to five area retired Coast Guard personnel. CGCVA life member Ed Burke was scheduled to receive one of the awards, however, he was under the weather so his wife Nancy accepted in his behalf. Other recipients included CGCVA life member ADM Paul A. Yost, VADM William Rea, LCDR Francis Hunt, and PO1 Ralph Campbell.

In May, 2000, the Republic of Korea chose to honor, with a special medal, the servicemen who had fought for that nation's freedom during the Korean War. The Korean Ambassador presented Korean War Service Medals to a representative from each service during a special ceremony at the Korean War Memorial in Washington, DC, on June 25, 2000.

Speakers at the Veterans' Day event included Hon. Rodney Slater, Secretary of Transportation; Hon. Mortimer Downey, Deputy SecDot; ADM James M. Loy, Coast Guard Commandant; and MCPO-CG Vince Patton.

CGCVA attendees included PNP Joe Kleinpeter, Nat'l VP Ed Swift and Auxiliary Nat'l VP Mare Swift.



(Above Left) Coast Guard recipients of the Korean War Service Medal include (left to right) ADM Paul A. Yost, VADM William Rea, LCDR Francis Hunt, Mrs. Nancy Burke (accepting for husband Ed), and PO1 Ralph Campbell.

(Above Right) A member of the Coast Guard's Ceremonial Honor Guard at the Coast Guard (Tampa) Memorial.



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From the President

Dear Shipmates:

Thank you for making the Kentucky reunion the best ever and for electing me as your president for the next two years. I have many ideas to make the CGCVA more visible and stronger and I hope I can count on your continued support.



JACK CAMPBELL

One project I began years ago, providing CGCVA watches and certificates to boot camp graduates winning the Physical Fitness award, continues its popularity and will be expanded to the Coast Guard Academy. I was honored just a few months ago to be the reviewing official (representing the CGCVA) for a cadet review in New London, CT and presented watches to designated cadets. I highly recommend visiting the Academy if you are in the southern Connecticut area. You will truly be impressed.

Our 2002 Convention/Reunion will be held in Reno, NV but several members have indicated a desire to get together before then, even if it isn't a CGCVA-sponsored reunion. To try and provide an East Coast venue for such a get-together, your vice president and I have made inquiries and researched the Southern New Jersey area. It seems reasonable to gather in Cape May and
(continued on page 13)

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!

From the Vice President

First let me thank the membership for allowing me the opportunity to serve as your vice president. I will continue to coordinate production of *The Quarterdeck Log* (with the tremendous help of Asst. Editor David Teska and the many fine submissions from all of you) but I hope to be able to do much more for the Association.

I tried to hit the ground running after the Convention. Armed with my new title, I attended the annual wreath-laying ceremony at the Coast Guard (Tampa) Memorial at Arlington Cemetery on Nov. 13th. PNP Joe Kleinpeter flew in from New York to attend and Nancy Burke accepted a Korean War Medal on behalf of hubby Ed, who was bedridden with the flu. My bride, Mare, the Auxiliary VP, was also in attendance.

My next appearance was at the annual Pearl Harbor Memorial Service on board the *CGC Taney* December 7th in Baltimore. As always, there was an impressive group of Coast Guard combat veterans among the attendees despite some very chilly weather.

In January, CGCVA Auxiliary National Secretary-Treasurer Jennifer Graviss and I attended the Naval Order of the United States' salute to the Coast Guard on our "other birthday." A luncheon at the Fort McNair Officers' Club in Washington, DC saluted the merging of the Revenue Cutter Service and the Life Saving Service on January 28, 1915 to form the modern day Coast Guard. The guest speaker was one of our newest members, MCPO-CG Vince Patton, who spoke on "Embracing our Service's History, Heritage and Traditions."

LST-325

Throughout the period following our Convention and into the new year, many of us followed with great interest the adventures of the "old men" on *LST 325*. Theirs was truly a wild time, crossing the Atlantic in the



ED SWIFT

vintage WWII vessel.

In 1994, I represented the Coast Guard at Omaha Beach for three hectic weeks preceding the celebration of the 50th anniversary of the Normandy Invasion. *LST 325's* trip brought back fond memories of the many Coast Guard WWII vets I met in France then and the many war stories they had.

There is also a lot to the story of *LST 325* and I found two articles in the Nov. 17, 2001 issue of *Navy Times* most interesting and informative. I contacted both authors and the *Navy Times* and received permission to run their letters. Both are included in this issue.

Just returned from a Coast Guard Recruiting Conference in Galveston, TX where I snared a new member and got a past CGCVA member to renew membership. There's lots more Coast Guard and CGCVA work to keep me busy but I'm loving it!

Best wishes to all. Keep finding new members and let's make the CGCVA even stronger! Semper Paratus!

Swiftly



Immediate Past CGCVA President Joe Kleinpeter (left) chats with Coast Guard Commandant, ADM James Loy, following the November 13th Coast Guard Veterans Day Wreath Laying ceremony and Korean War Service Medal Presentation at the Tampa Memorial at Arlington National Cemetery. Nancy Burke accepted a medal for husband Ed, a Korean War veteran. Also attending the solemn event were CGCVA VP Ed Swift and CGCVA Auxiliary VP Mare Swift.

From the Secretary-Treasurer

Hello To All

This is my first *QD Log* article as your newly elected National Secretary/Treasurer. I have had the job for three months now (seems like three years!) and I can only say that I had tremendous respect for Ed Burke before but I now think he was some sort of super man. The Association really owes Ed big time for all the work he did for the CGCVA over the years, especially as your Secretary/Treasurer. There is no way I can feel his very large shoes... but I pledge to do the best possible job for you.

Life Memberships

I have had a number of inquiries concerning the CGCVA Life Membership program. The amount required for Life Membership is stated in our Constitution and By-Laws but I am sure that many of you don't have a copy at your fingertips so here are the costs which are based upon age:

Under 30	\$200.00
31-40	185.00
41-50	165.00
51-60	145.00
61-70	115.00
71-80	85.00
81-90	50.00
Over 90	No cost

It is our policy to apply bi-annual dues payments to the life membership payment if within 90 days of the bi-annual payment. Anyone interested in life membership should give me a call.

How to Reach the Secretary/Treasurer

Speaking of giving me a call, the new phone number for the Association is (850) 651-3664 and the new Administrative Office address is: 295 Shalimar Drive, Shalimar, FL 32579-1242.

My e-mail address is: cgcva@hotmail.com.

Purple Hearts

I had the privilege of representing the CGCVA for the first time on January 24th in Tampa, FL. If the name Tampa is used too many times, just bear with me.

I was at a ceremony in Tampa, FL that was for crewmen from the WWI cutter *Tampa*, using the present cutter *Tampa* as a backdrop to the city of Tampa. Got all that?

This ceremony was a follow-up to the Purple Heart medal presentation made to the cutter *Tampa* on Veterans Day 2000 at Arlington National Cemetery. At that event, CDR Jim Howe, commanding officer of the present day *USCGC Tampa*, accepted the award in recognition of the 111 Coast Guardsmen who were killed on the WWI cutter *Tampa* when it exploded and sank on Sept. 26, 1918.

One award, containing two Purple Heart medals, was presented to American Legion Post 167. That post is named after two of the *Tampa* crewmen killed that day, Eston Drew Legree and Herman Carmichael. Another award, containing a single Purple Heart medal, was presented to

American Legion Post 5 of Tampa, FL in memory of the cutter.

RADM Thad Allan, 7th District Commander, made the presentations. The current cutter *Tampa* was also adopted by the City of Tampa and the Tampa Chapter of the Navy League.

Semper Paratus!

Terry



TERRY GRAVISS



The wreath placed at the Coast Guard (Tampa) Memorial at Arlington Cemetery.

Reunions — Notices

CGC's Absecon & Chincoteague

A reunion is being planned for *USCGC's Absecon (WAVP-374)* and *Chincoteague (WAVP-375)* to be held in the Norfolk, VA area in October 2001. Contacts: **John R. Peters** at (757) 479-0000. E-mail: odupeters@aol.com or **Harry S. Huggins** E-mail: muzz4poppi@cs.com. Ph: (757) 484-3700.

CGC Campbell

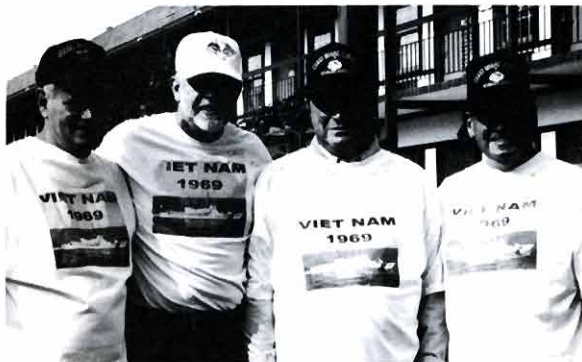
The 16th annual reunion of the *USCGC Campbell (W32 - W909)* Association will be held 9-12 May 2001 at the Holiday Inn, New Orleans West Bank, in Gretna, LA. All hands who served in the *Campbell (W-32)* during the 47 years she served her country, as well as all current active duty and former crew members of the *USCGC Campbell (WHEC-909)* are welcome and urged to attend. Contact **James Kelly** at 40 Lisa Lane, Uncasville, CT 06382. Ph: (860) 848-1160. E-mail address: jkelly@uconnect.net.

CGC Rush

Trying to put together a reunion for crew members of the *USCGC Rush (1970-71)*. No site chosen yet; still in the works. If you served on *Rush* during this period or know of others who did, please call or refer them to **John A. Vogel** at 1311 West Sixteenth Pl., Yuma, AZ. Ph: (520) 783-3625.

THINGS I'VE LEARNED IN LIFE

- Never, under any circumstances, take a sleeping pill and a laxative on the same night.
- You should never say anything to a woman that even remotely suggests that you think she's pregnant unless you can see a baby emerging from her at that moment.
- The one thing that unites all human beings, regardless of age, gender, religion, economic status or ethnic background, is that, deep down inside, we all believe that we are above average drivers.



Plank owners of USCGC Hamilton (l to r) Les Burkins, Jim Jarrett, Dennis Auger and Mike Conner at the Kentucky CGCVA Reunion. The four spent all four years together, from boot camp to the Hamilton Pre-Com to service on Hamilton in Vietnam to discharge.

CGC Spencer

The *USS/CGC Spencer (W-36)* Association and the *USCGC Spencer (WMEC-905)* will hold their annual reunion Oct. 11-15, 2001, in Williamsburg, VA. Anyone who served aboard either the "327" or "270" is welcome. Contact: **Jack Shampine** at Rte. #31, Cicero, NY 13039. Ph: (315) 699-3127 or **Hank Rogers** at 32 Freedom Ct., Baltimore, MD 21220. Ph: (410) 335-6826.

CGC Winona

The 3rd reunion of *CGC Winona (WPG-65, WHEC-65)* will be held 7-9 Sept. 2001 at the Elks Naval Lodge in Port Angeles, WA. Contact **Cliff Rocheleau** at 215 Applegate Lane, Sequim, WA 98382. Ph: (360) 582-0925. E-mail: roch@olympen.com.

CG 255' Cutters Reunion

The 3rd reunion of all 13 Coast Guard 255's will be held 6-10 May 2001 at the Union Plaza Hotel & Casino in Las Vegas, NV. Contact the **USCG 255 Reunion Committee** at P.O. Box 33523, Juneau, AK 99803. Ph: (907) 789-2579.

COMSEASEC Reunion

All units assigned to COMSEASEC are invited

Reunions — Notices

to attend a reunion in Ft. Lauderdale, FL on May 18-19, 2001. Contact Mark M. Fagenbaum at (305) 535-4592 for details. Fax: (305) 535-4358.

672, Applegate, CA 95703. Ph: (530) 878-7035. E-mail: frnksuz@jps.net.



(Left to right) Mr. Eugene Cook, Sen. Joseph Palaiia and CGCVA President Jack Campbell following a ceremony dedicating a portion of New Jersey Rte. 18 as the "World War II Veterans' Memorial Highway on Nov. 8, 2000. The renaming of the road came from Mr. Cook, Marines Corps veteran of WWII. He and other veterans and politicians who lobbied for the name change hope it will remind future generations of the journey taken by the men and women who served in WWII.

Flotilla #1

Looking for any members of 83-footers 83467, 83469, and 83472 that were stationed at Manicani Island, PHILSEA-FRON, USCG PTC Flotilla #1 in 1945. We were shipped there on the Liberty ship *SS Frank Wiggins*. Contact: **Harry A. Smalling** at 614 Passaic Ave., Clifton, NJ 07012.

LST-16

The first ever reunion for WWII crewmen of *LST-16* is being planned. Contact **Joseph Niemec** at 6324 Witherole St., Rego Park, NY 11374. Ph: (718) 896-2458 or **Dominic Pizzulli** at 2700 Neilson Way, Santa Monica, CA 40405. Ph: (310) 396-1150.

LST-66

The 1st reunion of *LST-66* will be held 22-24 May 2001 at the Reno Hilton Hotel & Casino, Reno, NV. Contact **Frank Dettner** at P.O. Box

Mounted Patrol

Trying to locate anyone who served in the Coast Guard Mounted Patrol, stationed at Currituck Lighthouse in Corolla, NC (Outerbanks) during WWII (1943). Contact **Thomas C. Nichols** at 145 Highway Dr., Versailles, KY 40383. Ph: (606) 873-3355.

National Sonar Association

The next reunion of the Nat'l Sonar Association will be held 19-23 Sept. 2001 at the President Casino Broadwater Resort, 2110 Beach Blvd., Biloxi, MS 39531. Contact **H.J. Love III** at 2084 Hollywood Drive, Bay St. Louis, MS 39520. Ph: (228) 467-8538.

Reserve Unit Owensboro

A reunion for members of USCG Reserve Unit Owensboro, KY will be held 21 April 2001 at the Shadyrest Restaurant, Rte. 60 East Owensboro, KY. Contact **Gene Radin** at (859) 885-1236. E-mail: ggradin@juno.com.

Potential Reunions

LST-831 — I would like to hear from anyone who served on this vessel in hopes of having a reunion. Contact **Joseph Furciato** at 9 Thixton Ave., East Rockaway, NY 11518

CGC Haida — I'd like to hear from any crewmen who served in the *CGC Haida* from Nov. 1941-44. Please write to **James J. Griffiths** at HC 61, Box 8, Hayes Center, NE 69032.

USS Callaway

The 35th reunion of the *USS Callaway* (APA-35) will be held 17-20 Sept 2001 in St. Louis, MO. Contact **Wallace Shipp** at 5319 Manning Place, NW, Washington, DC 20016. Ph: (202) 363-3663.



(Above) Jack Campbell (center) and senior Academy faculty and officers review the corps of cadets on the Academy's parade grounds.

(Left) Then CGCVA Vice President Jack Campbell addresses cadets, officers and faculty at the Coast Guard Academy Oct. 13, 2000 prior to the formal cadet review honoring all Coast Guard combat veterans.

USS Wm. F. Seiverling

The 37th reunion of the USS William F. Seiverling (DE-441) Assn. will be held 3-7 Oct. 2001 at the Hawthorn Suites, 6329 S. 212th St., Seattle/Kent, WA 98032. Contact **Tony Mola** at 12608 East Marginal Way South, Seattle, WA 98168. Ph: (206) 246-5674.

USS Hurst (DE-250)

A reunion of eighteen shipmates from the WWII CG-manned destroyer escort *USS Hurst*, along with wives, companions and guests, was recently held in Baton Rouge, LA as part of the 17th gathering of the Hurst Family. The next Hurst reunion will be 10-13 Oct 2001 in Pittsburgh, PA. All former crew members are cordially invited.

E-Mail Addresses

To assist our Association members in contacting each other, here is an alphabetized list of member names and their e-mail addresses. This list will be published as they are received. Previously listed e-mail addresses will be listed regular-face, new and changed addresses will be listed in **bold**.

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(Left to right) Training Center Cape May Commanding Officer CAPT Sally Brice-O'Hara, SA Joshua Pratt of graduating company November 158, and CGCVA member Terry Lee. SA Pratt was presented the CGCVA certificate and watch.

Notices — Association News

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Since the last *QD Log* issue, the following recruits have received the CGCVA-sponsored Physical Fitness Award:

SN Everett H. Nair (Bravo 158) of Los Angeles, CA, will report to *USCGC Steadfast*, Warrenton, OR.

SA Donald B. Selby (Echo 158) of Pittsburgh, PA, will report to CG Station Buffalo, NY.

SA Harry T. Booth (Foxtrot 158) of Providence, RI, will report to *USCGC Campbell*, New Bedford, MA.

SA Robert Reigada (Golf 158) of Manhattan, NY, will report to *USCGC Sturgeon Bay*, Bayonne, NJ.

SA Adam A. Barham (Hotel 158) of Jackson, TN, will report CG Station Georgetown, SC.

SN Michael J. Scalia (India 158) of Long Island, NY, will report to CG Sta Ludington, MI.

Saluting Top Recruits

Any CGCVA member who happens to be at Cape May Training Center for the weekly Friday graduations is welcome to present the CGCVA-sponsored Physical Fitness Award to the winning recruit — a certificate and CGCVA watch. This is a great way to get new Coasties familiar with the our Service's distinguished combat history and also with our Association.

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.

Association News

SA Timothy R. McDougall (Juliet 158) of Atlanta, GA, will report to CG Station Noyo River, Fort Bragg, CA.

SN Joseph L. Wilson (Kilo 158) of Lansing, MI, will report to CG Station Venice, CA.

SA Michael G. Delany (Lima 158) of Harrisburg, PA, will report to CG ATON Team Cape May, NJ.

SA Ryan D. Pauly (Mike 158) of Portland, ME, will report to CG Integrated Support Command Alameda, CA.

SA Joshua L. Pratt (November 158) of Anchorage, AK, will report to *USCGC Legare*, Portsmouth, VA.

SA Luke A. Huntzinger (Oscar 158) of Harrisburg, PA, will report to *USCGC Block Island*, Atlantic Beach, NC.

FA Amy M. O'Brien (Papa 158) of Columbus, OH, will report to CG Station Chetco River Harbor, OR.

SA Ryan S. Leedum (Quebec 158) of Fresno, CA, will report to CG Aids to Navigation Team Morgan City, LA.

SA Brenden J. Gauch (Romeo 158) of Providence, RI, will report to FS-A School, Petaluma, CA.

SA Brad D. Bessette (Whiskey 158) of Providence, RI, will report to *USCGC Reliance*, Portsmouth, NH.

SA Joseph A. Collis (Xray 158) of St. Petersburg, FL, will report to MK-A School, Yorktown, VA.

Taney Work Party Needed

Join other Coast Guard veterans in a weekend of much-needed deck work aboard the *USCGC Taney* on May 12-13, 2001 at its berth at Pier 5, Pratt Street, Baltimore, MD, from 8 a.m. until noon. Tasks will include prepping and painting the foc'sle and areas of the superstructure,



PNP Joe Kleinpeter (left) jokes with MCPO-CG Vince Patton (center) and the CGCVA Person of the Year for 2000, Chief Aviation Survival Technician George R. Cavallo, following the Awards Banquet at the CGCVA Convention/Reunion in Ft. Mitchell, KY.

and cleaning and refurbishing spaces above and below decks. If you'd like more information or wish to sign-up, contact **Paul Mora**, Curator of the Baltimore Maritime Museum at (410) 396-3453 or Fax (410) 396-3393.

USCGC Taney Veteran

My father's name is **Francis C. Soares, Jr.** He served in the Coast Guard for 31 years and retired as a warrant officer in the late 60's. He was on the *CGC Taney* during the attack on Pearl Harbor. He is well and lives in Maine and he would enjoy hearing from anyone who served with him or has information on the *Taney* during the 1940's. Please contact me at my E-mail address: safimscal@aol.com.

Thanks!

Tom Soares



CGC Icarus & Escanaba Drawings

While in the process of clearing up my collection of Coast Guard memorabilia, I found line drawings of the cutters *Icarus* and *Escanaba*.

Association News

Would anyone be interested in them? Please contact me at 5 Beaverbrook Drive, Toms River, NJ 08757 and I'll be happy to sent them to you. Thanks!

Arthur L. Wells



CGCVA Person of the Year for 2000 Chief George R. Cavallo and his wife, Paula at the October Convention/Reunion in Ft. Mitchell, KY

Welcome New Members

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

AUGUST 2000

Chester W. Johnston (Paul Wheeler); **Ronald J. Schmitz** (Paul Scotti); **Jack W. Beatty** (Joe Kleinpeter); **George L. Hooton**; **Eddie A. Sizemore** (Bill Wells); **David E. Koons** (Joe

Kleinpeter); **Richard A. Mylett**; **Thomas G. Sweet** (Joe Kleinpeter); **Joseph B. Nelson, Jr.** (Kenneth Lamp); **Kenneth C. Kramer** (Bill Wells); **Norman T. Bonifay** (Joe Kleinpeter); **James E. Bell** (Al Duffield); **John P. Williams** (Al Duffield); **Louis J. Desarno**; **Robert W. Jones** (Paul Wheeler); **John A. Bechtel** (Harold Robinson); **Daniel F. McCormick**; and **Frederick T. Carney, LM**.

SEPTEMBER 2000

Walter Miller (Jack Campbell); **Melvin L. Sellers** (Bill Wells); **Richard N. Hayles** (Bill Wells); **James McMenamin** (James Wihlborg); **Robert E. Gross** (Kenneth Corbin); **Hope L. Beacham** (Tommy Bowden); **James T. Hudson, Jr.** (Joe Kleinpeter); **Vera A. Rappaport** (Walter Rappaport); **Robert H. Walthouse** (Joe Kleinpeter); **Christian A. Weitzel** (Frank Oliver); **Stewart C. Sutherland**; and **Edward J. Becker** (Les Zabel).

OCTOBER 2000

Rudolph J. Niemiec (Edward Larock); **Joseph J. Vernier** (Thomas Murphy); **Andrew L. Cisternino** (Thomas Murphy); **Joseph F. Leone** (A.N. Adamik); **John R. Hawkins** (Bill Wells); **Eugene A. Kiss** (Tony Kloska); **Franklin S. Young** (John P. Mahoney); and **Albert R. Dacosta**.



The Munro Hall Foyer was dedicated Sept. 27, 2000 at Recruit Training Center Cape May, NJ. and includes an exhibit-like tribute to USCG Medal of Honor recipient Douglas Munro. The project, initiated by the Cape May chapter of the Chief Petty Officers Association, was described briefly by MCPO-CG Vince Patton in the last QD Log.

Association News

NOVEMBER 2000

Jennifer D. Graviss (Donald T. Graviss); **David H. Ramsay** (Jess Cunningham); **Paul Dowd** (Joe Kleinpeter); **Hunter L. Pinney** (Nancy Burke); **Thomas J. Finn** (Joe Kleinpeter); **Robert R. Chinnis** (Robert McCloud); **Richard T. Weinand** (Joe Kleinpeter); **Joseph C. Oxley** (Thomas D. Murphy); **Alois D. Kozlowski** (Anthony Alomik); **Donald M. Mercereau** (Warren Deloise); **Richard J. Muhlenkamp** (Les Zabel); **MCPO-CG Vince W. Patton** (Ed Swift); and **Kenneth E. Bray** (Al Grantham).

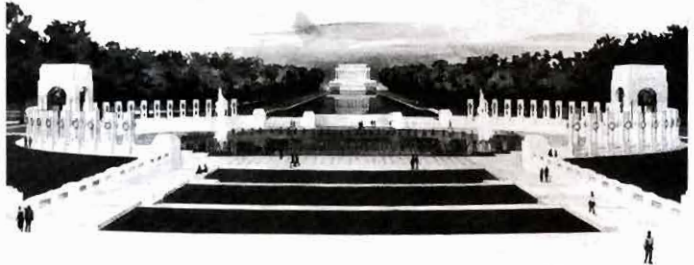
DECEMBER 2000

Arthur W. Hughes (Joe Kleinpeter); **Santino P. Previti** (Joe Kleinpeter); **Arnold H. Maarberg** (Pat Spero); **John H. Sollars** (Joe Kleinpeter); **John W. West** (Joe Kleinpeter); **George P. Coppola**; **John R. Armitage** (Ed Schindler); **Robert F. Quigley** (Theodore J. Service); **Harold D. Muth** (Baker Herbert); **Herbert Tucker** (Jack Campbell); **Earle G. Thomas** (Joe Kleinpeter); **Michele K. Birch** (Jack Campbell); **William A. Birch** (Jack Campbell); **Walter L. Kubley** (Joseph Leone); **Billy F. Ingle** (John Freie); **Steve Molnar** (Thomas D. Murphy); **Donald F. Townsend** (Ed Schindler); **Fredric A. Freda** (Baker Herbert); **William A. Myers** (Paul E. Wheeler); and **Arthur M. Curtain** (Baker Herbert).

JANUARY 2001

Dewey H. Scarborough (Lester Scarborough); **William F. Broennle** (Terry lee); **Paul A. Little**; **David B. Jay** (Bill Wells); **John R. Peters, LM** (Joe Kleinpeter); **Leslie Gray**; **Ronald A. Perry** (Bill Wells); **Donald E. Nielson** (Baker Herbert); **Richard L. Thomas** (Bill Wells); **James J. Kelly** (Ed Schindler); **William E. Chaifant** (Ed Schindler); **John J. Piper** (Joe Kleinpeter);

George L. Csahanin (William Monahan); **CDR Larry L. Jones** (Bill Wells); **Garry W. Hook** (Joe Kleinpeter); **Ralph L. Gehlken** (Ed Schindler); **Edmund J. Welty, Jr.** (Ed Schindler); **James J. Potesky** (Joe Kleinpeter); **Justin V. Benguerel** (Joe Kleinpeter); and **Gordon W. Crafts** (Joe Kleinpeter).



The World War II Memorial, architectural design by Friedrich St. Florian, will be located on the National Mall between the Washington Monument and the Lincoln Memorial.

USCG WWII Vets at Groundbreaking

Two WWII-era retired Coast Guard veterans represented the Coast Guard at groundbreaking ceremonies for the World War II Memorial on Veterans' Day 2000.

CWO4 Betty Splaine and **CAPT Frank McCabe**, represented Coast Guard women and men, respectively, and joined with Coast Guard Commandant ADM James M. Loy and MCPO-CG Vince Patton. This will be the first memorial to all who served during WWII and will honor the 16 million who served in the armed forces during the war. It will also honor the more than 400,000 who died and millions more who supported the war effort on the home front.

The American Battlefield Monuments Commission, the government agency designated by Congress to establish the memorial, expects construction to begin in March 2001 and the project completed in 2003.

For more information, call (800) 639-4WW2 or go to: www.wiimemorial.com.

Rolling Thunder XIV

The annual Rolling Thunder Ride For Freedom will take place Memorial Day Weekend in Washington, DC. This event pays respect to the men and women killed and missing in our Nation's wars and calls for the full accounting of all POW-MIA's. Assembly area is the North Pentagon Parking Lot at 8 a.m. May 27, 2001. At noon, riders will proceed through Washington, DC to the Vietnam Veterans Memorial, followed by speeches and music at the Reflecting Pool. Last year's Rolling Thunder saw more than 250,000 motorcycles. For more information, contact **Artie Muller**, National Chapter 1, P.O. Box 216, Neshanic Sta, NJ 08853.

And Speaking of Bikes...

CGCVA member **Christopher Wood** is interested in starting a CGCVA Motorcycle Club. Comprised of CGCVA members, it may attract eligible cyclists who would not otherwise join our Association. Many American Legion and VFW posts have motorcycle clubs and they participate in a myriad of patriotic activities. A CGCVA Motorcycle Club could participate in similar events, promoting our Association and camaraderie at local events, parades and charity runs. Of course it would also lend itself to its own rides and activities besides reunions. Chris has lots more ideas and would like to hear from other CGCVA members who would be interested in forming such a group. Contact Chris at 12 Curtis Street, Stafford Springs, CT 06076. Ph: (860) 684-4170 (evenings).

Ship Rosters via Internet

Over 1,000 U.S. Navy ship and submarine rosters can be obtained via internet by contacting: www.HullNumber.com. This site provides a place for those who served to renew and continue friendships. The listing includes: battleships, carriers, cruisers, destroyers, frigates, amphibious

assault, amphibious dock, LCC, LKA, LPA, LST, tenders, underway replenishment, attack submarines, and missile submarines.

From The President (continued from p.2)

I'm sure we can get cooperation with the Training Center for a tour and luncheon while there. I'd suggest arriving on a Thursday so that we could take in the graduation ceremonies on Friday. I'd like to arrange this after the tourist season (to get better hotel rates) but before it gets too cold and



the graduations move indoors. Both Ed Swift and I will include information in the next few *QD Log* issues regarding hotels and activities in the Cape May area. For now,

however, please let us know if you'd like to participate in a non CGCVA-sponsored get-together in Cape May by contacting the Administrative Office.

To assist with the awareness of the CGCVA, I sent personal letters, along with background information on the CGCVA and copies of the *QD Log* to each Coast Guard Area and District Commander. Within my letter, I asked them to make all units within their jurisdiction aware of the many fine works of our Association and to encourage cooperation with the CGCVA wherever possible. After all, the more Coast Guard folks know about us, the more likelihood for increased membership.

Again, thanks for your support. I'm off to visit the D-Day Museum in New Orleans. Semper Paratus!

Jack

USCGC Sweetbriar Book

Besides being a CGCVA member, I am a plankowner of the *USCGC Sweetbriar*, having been present at her commissioning and serving

Association News

on board as senior Radioman until after WWII. I am in the process of writing a book on the cutter's activities during the war and would appreciate hearing from any of the *Sweetbriar's* former WWII crew. It would be of immense help to hear of your recounts and stories during that period. Please contact me at 8319 Overmont Road, Baltimore, MD 21234. Ph: (410) 661-9459. E-mail: tanbet@home.com. Thanks!

Tanney Edward Oberg

What Boat Was That?

In the last issue of the *QD Log*, there was an article about CGCVA Member **Chuck Berka's** visit to the D-Day Museum in New Orleans last June 6th. Included in the article was a photo of Chuck standing in front of a replica of an LCVP (see below). Chuck identified the hull number (PA-33-2) as one of the boats from the *USS Bayfield (PA-33)*, the ship he sailed on.



CGCVA member Chuck Berka in front of the PA-33-2? Actually, the hull number is PA-33-21, according to Marvin J. Perrett, coxswain of the actual LCVP during D-Day landings at Utah Beach. Apparently the number "1" is hidden behind the manila fender.

Well, Chuck was almost correct. The hull number would indicate it came from the *Bayfield* but it wasn't boat #2. According to **Marvin J. Perrett**, an LCVP coxswain from the *Bayfield* during the landings at Utah Beach, the actual number painted on the replica is PA-33-21. If one was to move the manila fender about eight inches to the right, the number 1 would appear. Marvin points out that he was the coxswain of PA-33-21 so he was delighted when Commander, 8th Coast

Guard District, RADM Paul J. Pluta, "commissioned" the watercraft on Nov. 6, 1999.

Coming Full Circle

During the second week of January, 1943, *USCGC Ingham* sailed from Iceland to escort Convoy ONSJ-160 to a rendezvous with west-bound Convoy ON-160, a period of terrible storms in the North Atlantic, breaking records of 50 years standing.

As far as anyone knew at the time, no U-boats were in contact with the convoy. *Ingham* ran out 15 miles to investigate a U-boat chased down by a Hudson anti-submarine aircraft, but no contact could be made and the night passed quietly.

At 2050, according to the U-boat Command War Diary, *U-632* missed two shots at a convoy escort ship. The diary of *U-632* itself reveals that she made contact with an escort in the rough seas, rain and darkness, and fired two torpedoes.

In the storm, both missed and the U-boat went deep, never catching sight of the merchant ships. Which escort was the intended target is not known, but the commander of the *U-632* described it as a "3000 tonner." *Ingham's* displacement was 2359 tons. As the other port-side escorts were small corvettes, it is very likely that *Ingham* was the intended victim. A few months later, *U-632* was sunk off Iceland by RAF Squadron 86.

Researching the U-boat Command Diary after WWII, CAPT John Waters learned that the *U-632's* commander was Korvettenkapitan Karpf. John located Karpf's family in Germany. In 1988, at *Ingham's* decommissioning in Charleston, SC, Karpf's daughter, Inge Molzohn, visited the ship as the guest of CAPT Waters. Frau Molzohn told him, "I'm glad my father missed your ship."

Editor's Note: The above information was taken from the book, *Bloody Winter*, by the late CAPT John M. Waters, Jr., USCG (Ret.). It also ran in *Gob's Gab*.

Association News

Recruiters Needed

As your Nat'l Membership Chairman, I desperately need to establish a working group of CGCVA members interested in finding new members. I have ideas which can develop lists of eligible persons but I really need a spirited group of members around the country to assist in contacting these folks and providing information on the CGCVA. This really is a most important job if we (CGCVA) is to survive as an organization.

I simply cannot be everywhere so I must rely on other CGCVA members to carry our message to the four winds. I need to identify about 15 members who would be willing to concentrate on CGCVA membership recruiting. I know there's already several members highly active in this area but I'd like to coordinate our efforts and hear your ideas.

All interested members can reach me at 552 Stanley Spencer Mt. Rd., Gastonia, NC 28056. Ph: (704) 263-0111. E-mail: reliancepci@aol.com. Please consider joining our membership team!

Patrick Ramsey

ADM John B. Hayes Passes

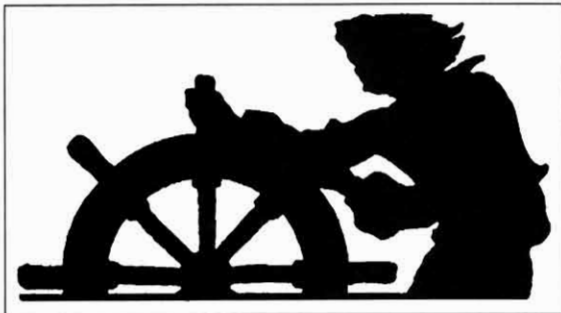
On January 17, 2001, ADM John B. Hayes, USCG (Ret.), died in Key West, FL. The 16th Commandant of the Coast Guard, he served with distinction from June 1, 1978 until his retirement on May 31, 1982. ADM Hayes led several significant Coast Guard responses with major national media coverage, including the *Prinsendam* rescue off the coast of Alaska, the Florida Air Flight 90 crash in Washington, DC, and the Mariel Boat Lift, which was the single largest search and rescue operation in Coast Guard history at that time.

Memorial services were held at Fort Myer on January 31, 2001, followed by interment at Arlington National Cemetery.

Bill Herbst Passes

Distinguished CGCVA member Bill Herbst died January 7, 2001 in Grand Haven, MI (Coast Guard City, USA).

The Grand Haven native left his hometown to serve with the Coast Guard as an attack transport gunner in WWII, seeing action at the battle of Singapore and other Pacific Theater battle sites. He rose from the ranks to become commander of the Ludington Group Station, serving



in the Coast Guard from 1934 to 1965.

Bill joined the CGCVA on June 13, 1988 and he will be sorely missed. Bill was a fixture at the annual Coast Guard Festival in Grand Haven each summer and represented the CGCVA at numerous events in Michigan.

Group Grand Haven Commander, CDR Roger DuBuc, gave the eulogy and the Group Grand Haven Color Guard posted colors and folded the flag at Bill's memorial service on January 15th. A bouquet of flowers was sent to the Herbst Family from the CGCVA and we received a nice Thank You note from Bill & Mary Ann Herbst.

Take care Bill... we'll miss you!



**CROSSED
THE BAR**



Anthony M. Cvelbar

Joined: 3-12-95 CTB: 3-18-00

William A. Herbst

Joined: 6-13-88 CTB: 1-7-01

Alexander N. Sanders

Joined: 4-5-00 CTB: 2-12-01

U.S. Coast Guard Aviation and LORAN - Part II

by John M. "Jack" Shea

Editor's Note: In his previous narrative (feature story in QD Log Volume 15, Number 2), Jack Shea described his experiences while assigned to a Coast Guard PB4Y-1 Catalina during World War II. In this installment, he relates the exploits of a Coast Guard-crewed PB4Y-1, a version of the famed B-24 Liberator bomber, that also flew LORAN missions in the closing months of the war in the Pacific.

LCDR Louis O'Neill piloted the aircraft, a Coast Guard PB4Y-1 Liberator, with co-pilots LTJG George S. Warner and Aviation Pilot 1/c John B. Johnson. AMM1/c Leroy Niemann, AMM2/c Charles Lee, ARM1/c Ruben Ress, ARM1/c Claud K. Bell and AOM1/c Warren Zinkel filled out the crew.

They left from San Francisco for Kaneohe Naval Air Station, Hawaii, on January 6, 1945. Some of the crew went by other transport to Kaneohe because of a concern regarding the maximum gross take-off weight. Wing tanks were added for additional safety. LCDR O'Neill, LTJG Warner, and petty officers Johnson, Niemann and Ress formed a skeleton crew for the first leg.

The month of January saw O'Neill and his crew on flight training in Hawaii. The next month brought on a complete change of thinking of aircraft needs. O'Neill made the decision to obtain a more powerful aircraft with greater maneuverability and firepower, an aircraft capable of flying greater distances with speed to reach and cover their flying assignments across the vast Pacific. For this, he decided on the PB4Y-1 Liberator, the Navy designation for the well-known B-24

Liberator bomber. He and his crew tried out seven Navy PB4Y-1s before making the final choice with PB4Y-1 #90480.

Their new plane in hand, the crew started up the engines and headed to the southwest for their new home — Guam. After a ferry flight of six days, they touched down at Palmyra, Canton (first contact with LORAN activities), located half way between Hawaii and Australia. Then it was across the International Date Line bound for Tarawa, Eniwetok and Guam (and no doubt a meeting with King Neptune). These islands and



The original crew of PB4Y-1 #34021 prior to leaving San Francisco Air Station in 1945. (Rear, left to right) ARM2/c C. Tenneson; ARM1/c C. Bell; LTJG G. Warner; LCDR Louis T. O'Neill, AMM1/c Niemann; and Aviation Pilot 1/c J. Johnson. (Bottom) ARM1/c R. Ress; AMM2/c C. Lee; and AOM1/c W. Zinkel.

Feature Story

atolls, basically stepping stones across the Pacific, are normally flat and sparsely vegetated. They are actually a platform or build-up of coral atop an extinct and sunken volcano. The terrain made good airstrips with unlimited coral for the construction of runways used by the Coast Guard's PB4Y-1 and its crew.



Co-pilots LTJG George S. Warner and ENS Paul S. Hofmeister alongside the PB4Y #480. Hofmeister replaced AP1/c John Johnson, who lost a brother in the European conflict, and was returned to the States. The nose art, "The Impatient Lady," was painted by a local artist on Guam.

PB4Y-1 #480 arrived at Agana Field, Guam, on February 26, 1945 and became the air arm of Construction Unit 203, the outfit tasked with installing the LORAN system. They moved into their assigned quarters. In a wood-famed, screened-in tent, Zinkel, the mission's photographer, built a dark room for his camera work. Considering the amount of time this detached Coast Guard aircrew spent on Guam, they should have considered sub-leasing.

There was a lot of flying over water in March as the 480 headed south to the Palau Islands with passengers. Other flights were to the Dutch East Indies, Morotai (an island off the west end of New Guinea), Tinian, the Palau Islands and the Philippines. The crew worked the Palau-Morotai chain as LORAN expanded across the

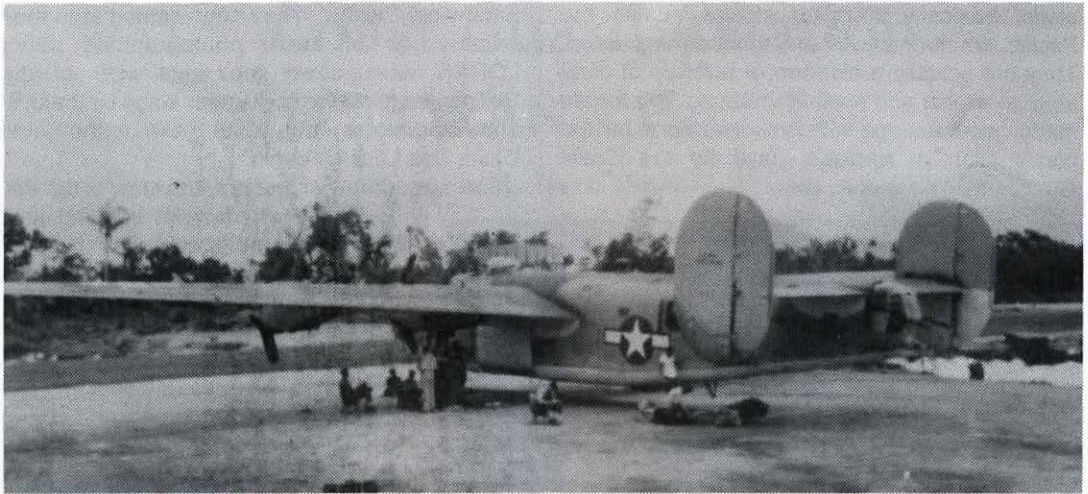
Southwest Pacific. They soon settled in to their primary job of aerial photographing future LORAN sites down the west side of the Philippines (over territory under seige by the U.S. and Allied forces) that would make up the South China Sea LORAN chain.

Like any aircrew of that era, the crew of the 480 had nose art designs in mind and, with the skipper's approval, proceeded with a project to adorn their aircraft. The artwork, located on the left side of the plane's nose and above and forward of the large "480", showed a voluptuous lady in good taste called *The Impatient Lady*, a very classy job that replicated the lines of the artwork on their counterpart, the PB5 V-189.

One trip took them to Biak Island, located north of New Guinea. It is a hilly island covered by dense jungle that helped more than 11,000 Japanese soldiers hold off the U.S. Sixth Army. It was on Biak where General MacArthur had hoped to end the organized resistance for New Guinea to the south, but fighting lasted from May 27 to August 20.

Pictures from Zinkel's collection show this enterprising crew parked off to one side of the three fields available on Biak, preparing their lunch. Mess kits are out, the Coleman stove is fired up, coffee is going, and the men are cooking their rations for a big treat. Several cushioned chairs were placed in the shade under the wing of the plane to give all the comforts of jungle living. This was a common scene while waiting for members of the Coast Guard LORAN Site Survey Team to complete their survey. The crew apparently didn't sit around too long at any one place with their accumulating 745.6 total flight hours for this Pacific/Asia Mission of 1945. Planned for the region was a new LORAN station on St. David's Island, located north of Biak Island. It would team up with the Sulu Island,

Feature Story



The PB4Y #480 and crew on a campout, at one of their many stops across the Pacific.

Philippines site, replacing the mobile LORAN units on the western side of the Philippines.

O'Neill and his crew soon found themselves flying from Biak to Hollandia, New Guinea, Mootai, Peleliu, to Celebes Island, near romantic Borneo. Being on the go with an aircraft to take care of and ready on a moments notice for that next destination meant there wasn't much time for sight-seeing.

This band of fliers and its plane then found themselves for their first visit to Iwo Jima on June 8th, site of one of the bloodiest battles in Marine Corps history. As a point of interest, my wife's brother, Ernie, survived the battle as a code expert. This flight was an assessment of the LORAN station by the USCG evaluation team. They were on their way to the rocky island of Kangoku, located one and a quarter mile northwest of Iwo Jima. Members of the Coast Guard LORAN Construction Detachment moved right along with the advancing forces to this island of ash and sand, bleak and wind-blown, and within bomber range of Japan.

As usual, after either minor or major maintenance, O'Neill put the aircraft through its paces on a local hop before heading back into the

South Pacific. Along with picking up a lone passenger in Honolulu for a flight that would end up in Brisbane, Australia, they picked up three more passengers and then ran into trouble with the 480 after reaching Sidney. This caused a five-day delay to make necessary repairs.

Starting September 1st from Brisbane, the 480 was off to Townsville, Australia with three passengers for a quick stop and then on again to New Guinea with an overnight stop for two passengers for a flight to the Admiralty Islands. Weather conditions from Townsville to their destination Guam put them on instrument flying for 4.6 hours of their total 13.9 hours. The continuing advancement by U.S. and Allied forces and the need for more LORAN stations meant the passengers picked up by 480 could have been members of an evaluation team — management officers and/or technicians.

Then came a real first for Coast Guard LORAN Construction Detachment. Upon their arrival on the Japanese Island of O Shima, the team found about 10,000 Japanese troops on the island who had not formally surrendered (the Japanese had accepted unconditional surrender on August 14th and surrendered on September 2nd). The gen-

Feature Story

eral of the garrison asked the senior officer present, LCDR Richard Baxter, to accept their surrender and he presented his sword to Baxter.

O'Neill and his crew aboard the 480 were not the first military aircraft into Japan but certainly the first Coast Guard plane. They would be back

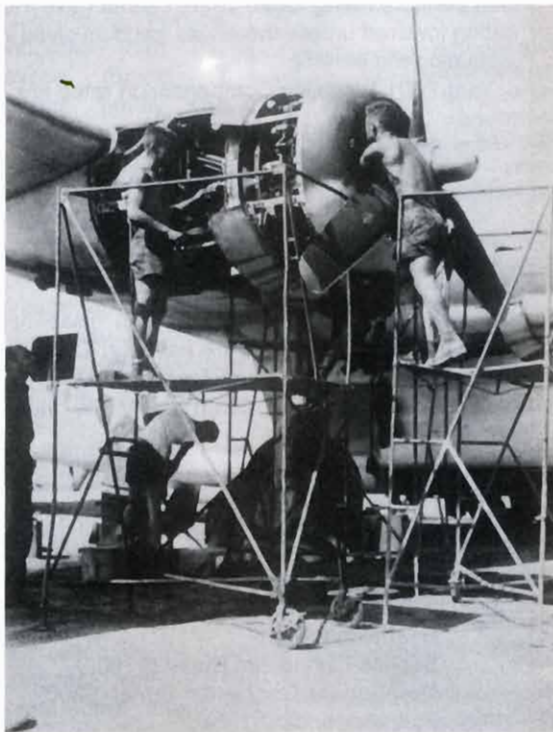
Japan and back to Yontan Field on Okinawa, ending the month of September at Tachikawa, Japan. Next, the team rendezvoused with the 480 and flew with them to Atsugi.

October meant typhoon season in the North Pacific, thus instrument flying for the three drivers became more common. O'Neill and his crew flew from Atsugi Field to Kanoya and decided, according to Zinkler's letter, to replace a wing tip damaged along the way and to pull a 60-hour check. Within 20 hours of their landing, a full-scale typhoon hit Okinawa and the crew of the 480 sprung into action to save the plane. Zinkel remembered everyone gathering up their luggage as the winds of 60 knots started to build. Then all hell broke loose as their tent quarters came apart and a nearby mess hall started to shed metal.

Looking for transportation to get them back to their plane, they commandeered an unattended tractor-trailer gas truck and took off for their aircraft. Reaching the plane, they tied it to the fuel tanker and added 2,900 gallons of fuel. They then sand-bagged the wings and rechecked the ground tielinks. The winds reached 160 knots and scattered their belongings all over the island. The transit quarters they had used suffered 50 per cent casualties, mostly, according to Zinkel, because many did not take to the designated shelter.

With minor damage, O'Neill and his crew took off for Kanoya, Japan to pick up members of the Joint Survey Team for the flight back to Guam.

Editor's Note: The crew of PB4Y-1 408 later swapped out their aircraft for a PB54-2 Privateer and continued flying LORAN missions through the rest of 1945 that included a trip to China. LCDR Hugh O'Neill received the Distinguished Flying Cross for his actions in the war zone from January 6 - December 30, 1945. AOM1/c Zinkel died in August 1946 while on a search and rescue case off the California coast. For more information on the PB4Y-1, visit: www.pb4y.com.



The PB4Y #480 flight/ground crew performing maintenance

and forth several times before heading for home. The same Coast Guard aircraft carried this Joint Coast Guard/Navy LORAN Site Survey Team on an aerial reconnaissance over north Formosa (now Taiwan) and the Yaeyama Islands, looking for a suitable LORAN station site. Having delivered the survey team to Atsugi, O'Neill and his band of airmen flew overnight to Iwo Jima for accuracy signal testing before returning to Guam. They worked their way in and out of

Veterans Affairs Information

Dependency and Indemnity Compensation

The Year 2001 rates for widows under the new Dependency & Indemnity (DIC) program is \$911. Add \$299 for each child under 18. For those under the old program that ended Jan 1, 1993, where DIC is based upon the pay grade at death of the serviceman, the compensation rate is:

Enlisted: E1 through E6 (\$911); E7 (\$942); E8 (\$995); E9 (\$1038); MCPO-CG (\$1119).

Warrant Officers: W1 (\$962); W2 (\$1001); W3 (\$1031); W4 (\$1090).

Officers: O1 (\$962); O2 (\$995); O3 (\$1063); O4 (\$1125); O5 (\$1239); O6 (\$1396); O7 (1509); O8 (\$1653); O9 (\$1771); and O10 (\$1943).

Hearing Aids

Many veterans ultimately require hearing aids and, if you haven't already purchased them commercially, consider your local VA hospital. They will provide you with new, "high-tech" hearing aids — possibly free of charge. Don't forget to mention that you were in active combat and enduring the noise from the big guns on the deck.

The entire process to get a hearing aid takes two visits about a month apart — first the exam, then an appointment to pick up the hearing aid.

You must provide your name, branch of service, rank, Social Security number, dates of service, and date of birth. If you don't already have copies of your service record, contact: National Personnel Records Center, 9700 Page Blvd., St. Louis, MO 63132-5200. Ph: (314) 538-4141.

VA Disability Compensation

In addition to health care for your disability you will receive a check based on the amount of disability awarded. This amount will be subtracted from your retirement pay so your total pay will normally remain the same. However, this amount is non-taxable which will reduce your own tax liability. Additional amounts may be payable for a spouse, child, and/or dependent

parent when a veteran is entitled to compensation based on disability(ies) evaluated as 30% or more disabling.

Veterans who have received a service connected disability rating for 10 continuous years cannot have their benefits severed and veterans who have been continuously rated at or above a certain per cent rating for 20 years cannot have that rating lowered unless there was fraud involved in obtaining the benefit.

Year 2001 Disability Compensation rates are:

10% (\$101)	60% (\$769)
20% (\$194)	70% (\$969)
30% (\$298)	80% (\$1125)
40% (\$427)	90% (\$1266)
50% (\$609)	100% (\$2107)

These are the basic rates, certain disabilities have additional rates that are payable. Disability payments will not continue for the family of the veteran after his or her death unless the criteria for DIC is met.

Burial Allowable Rates

Veteran's reimbursable burial, headstone and plot rates to whomever paid for the services. Amount reimbursed is actual expense up to maximum indicated:

Headstone (\$94)
Service-Connected Burial (\$1500)
Non-Service Connected Burial (\$300)
Plot Allowance (\$150)
State Cemetery Plot Allowance (\$150)

GAMES TO PLAY WHEN YOU ARE OLDER

- Sag, you're it.
- 20 questions shouted into your good ear.
- Simon Says something incoherent.
- Spin the bottle of Mylanta.
- Hide and go pee.
- Musical recliners.
- Pin the toupee on the bald guy.
- Kick the bucket.
- Red Rover, Red Rover, the nurse says bend over.

Welcome Home LST 325

On January 10, 2001, LST 325 arrived in port in Mobile, AL, completing a trip of 4,600 nautical miles. They received a heroes welcome from the joyous throng of friends, family and admirers gathered.

The voyage for some, was one of only about a month; for others the journey was the culmination of a dream of 10 years past... one of converting the WWII landing ship tank into a floating museum.

Regardless, it was quite a tale and one that appeared often across the media throughout their voyage.

Many of us followed the basic story with admiration for the brave crew members but there were some interesting sub-plots. Following are views based by two writers. Their original stories were carried in the Feb. 12, 2001 issue of *Navy Times*, who authorized their reprinting:

The first, printed on this page, was penned by an active duty Coast Guard captain assigned to Marine Safety Office, Mobile, AL.

The second is from a retired limited-duty officer

TO SERVE AND PROTECT

I am concerned by the way the Coast Guard was portrayed for its involvement in the epic voyage of LST 325 from Europe to the United States. I want to clarify the actions of a service that is totally dedicated to the protection of life at sea.

Comments by different individuals in *Navy Times* implied that the Coast Guard was an antagonist or naysayer, trying to obstruct the voyage of the LST 325. Quite the contrary! It was our wish for the voyage to succeed from Day One. We worked quietly behind the scenes to ensure that all obstacles to getting LST 325 into Mobile, AL on time were addressed and resolved — while also ensuring that the port of Mobile and the environment of Mobile Bay were protected.

We continue to work with these veterans to realize their dream of creating a first-class museum ship, a legacy to them and the veterans who manned landing ships tank during WWII and to those who died championing the cause of freedom.

The Coast Guard exists to serve the American public as this nation's maritime safety agency. Through the Coast Guard's efforts nationally and through participation in international forums, we have significantly furthered the cause of safety of life at sea. We are considered world leaders in promoting marine safety and will continue to provide and maintain that leadership role in the 21st century.

We were under a professional obligation to ensure that those about to undertake this historic voyage knew and understood the ramifications and dangers associated with it. While LST 325 was making its voyage, two merchant vessels sank along the East Coast. They were newer, more modern ships. The entire crew was lost from one ship, and the Coast Guard rescued the other vessel's crew under perilous conditions.

Those instances both drove home very vividly the fury of the sea and the uncertainty in facing it head on.

We will continue to do our job to the best of our ability — protecting the people we serve, protecting the safety of our coasts, our ports and our marine environment: protecting life at sea — even as we salute the brave crew of LST 325.

CAPT J. J. Kichner
U.S. Coast Guard
Mobile, Alabama

who often writes for the *Navy Times*. His column was carried on the *Times'* Opinion & Back Talk page:

Old, gray and under way: LST 325 sailors did it their way

The so-called golden years aren't all they're cracked up to be. Even those of us who pretend to be kids at heart have to face up to it sooner or later. About the best we can do is reminisce, try to relive the good old days and wonder what it would have been like if we'd been able to do it our way — not the Navy way. Regulations can be such a pain in the keister!

Defying common sense: Well, some of the guys just did it their way for all the rest of us. In defiance of rules, regulations and maybe even common sense, some old vets, average age 73, recovered and resurrected a U.S. WWII ship that had long ago transferred to the Greek Navy. Then they sailed her back to the USA. They even indulged themselves in what has been every sailor's dream at one time or another — they voted out the captain and elected a new one.

You'd have thought they would have gone after something like a mighty battleship, a huge carrier or a sleek destroyer. Nope, they chuffed across the pond at 6 to 7 knots in a ship that didn't even have a name until they gave it one — the somewhat unimaginative *MV LST Ship Memorial*.

Not that the erstwhile *LST 325* didn't have an illustrious past. She had taken part in the invasions of North Africa, Salerno, Sicily and Normandy. Nor should we think that the vessels dubbed "large, slow targets" were merely mundane vessels capable of nothing but hauling troops or equipment.

Not so. I got to know some "T" sailors and their ships many years ago in Panama. I even made a cruise on the *USS Duval County* to Costa Rica and back. The ships were versatile things capable of most everything except submerging. Some were even used as makeshift aircraft carriers.

It was a jarring ride I made on the *Duval County*. Most sailors went to sea on ships that cut through the waves. That old T insisted on challenging each one directly. She'd chug her way to the top, then crash to the bottom like an old man catching a wave on a boogie board.

That'll play hob with anything that isn't battened down securely, including various body parts.

Just a little crazy: I enjoyed drinking with those LST sailors. They seemed a cheerful lot, but I was careful not to rile them. I figured anybody who spent much time bouncing around on one of those things might just be a little crazy. Crazy may explain the crew of the *MV LST Ship Memorial*. After they voted out their captain, they ignored an admiral. VADM John E. Shkor, Coast Guard Atlantic Area commander, asked them to tow their vessel across the ocean and to postpone the trip for warmer weather. Nope, they and their ship were heading home under their own power.

Thirteen days from Crete to Gibraltar, then they had to fix the broken-down starboard engine. After a dozen days in the company of the Barbary apes — the monkeys that run wild on The Rock — they were under way again, moving slower than some septuagenarians run a marathon.

For Christmas they were able to do things their way once again. They broke out the champagne for dinner. Booze is forbidden on naval ships by regulations. Of course regulations don't matter to a ship or crew both long separated from the Navy. Another stop in Nassau, Bahamas, and they reprovisioned their beer supply.

New Year's Eve wasn't so festive. The new year came in and the only ones awake were the fellows on watch. Sometimes you just have to make a concession to age, especially when you're in your eighth decade.

And although the *MV LST Ship Memorial* was a ship without a nation, she proudly flew the flag she'd left behind some 36 years earlier. Old Glory waved proudly from her mast on her journey.

Finally they made it to Mobile, AL, about the only place that would give them pier space. They were met with a heroes welcome. That was appropriate for those old guys who returned to their youth, did it their way and became the envy of all of us who are getting long in the tooth. And if you're going to crazy anyway, why not ignore an admiral?

KEITH TAYLOR

Rescue of the SS Henry Bergh

In May, 1944, as a QM1/c, I went aboard the USCGC *Daphne*, one of the 165-foot cutters with a Greek name. In Greek mythology, Daphne meant the laurel or bay tree; and was a nymph who escaped from Apollo by becoming a laurel tree. These vessels were also referred to as "submarines" since they spent so much time under water.



CGC *Daphne* crewmen assist survivors from the wrecked Liberty ship, SS *Henry Bergh*, as the cutter prepares to dock at Treasure Island.

The *Daphne's* duty was anti-submarine patrol and rescue off the California coast, north of the San Francisco ship channel and the Farralon Islands near its entrance. It had another duty — the escorting of U.S. submarines as they proceeded to sea from San Francisco Bay. *Daphne* would fly signal flags identifying the submarine as friendly so that no friendly aircraft would attack by mistake. These trips were very rough and we went a considerable distance into the Pacific Ocean before releasing the submarine.

One early morning, the crew was awakened as usual by music piped into the crew's quarters, "I'll Be Seeing You" by Jo Stafford.

The music suddenly stopped and the OOD's voice replaced it over the ship's PA system. The order was given to hit the deck and he announced there was a ship

aground on the Farralon Islands. Despite fog, we proceeded to the wreck at full speed, navigating by radar.

There was an unbelievable scene when we reached the wreck. A Liberty ship, the SS *Henry Bergh*, outfitted as a troop transport, had struck the north side of the islands. The ship was split and its fuel tanks were discharging black oil into the ocean. The crew and some 1200 passengers, all Navy personnel, abandoned ship. The survivors were in all types of rafts and floating devices, all in the thick oil. They were soaking wet and very cold, dressed only in their dress blues. The abandonment of the ship must have been quite sudden and the survivors were obviously anticipating a liberty call in San Francisco.

We lowered our only boat and it proceeded to pick up the men in the worst condition for transfer back to *Daphne*. The ship proceeded slowly into the group of rafts. The crew gathered along the starboard rail near the stern, reaching down countless times to grab a survivor's hand and lift him aboard. The rafts' bottoms

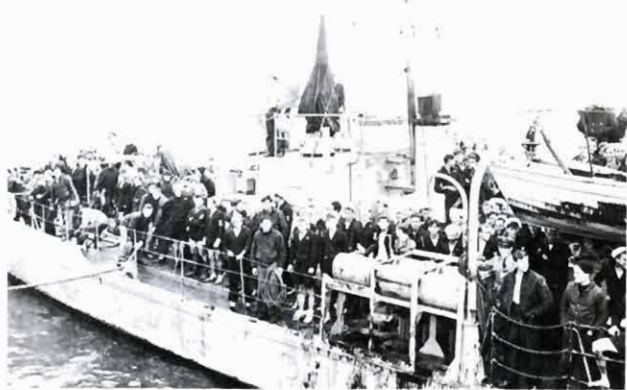
were a type of wood lattice so all the survivors were actually sitting in water. We never heard of hypothermia in those days but some of the survivors must have had it. We picked up the men



Some of the 310 survivors from the SS *Henry Bergh* jam the main deck of the CGC *Daphne*. The ship's hull and smallboat are oil-covered.

Features & Association News

in the most serious condition — some 310 survivors. The ones that were suffering the most were placed below the main deck in the galley



The CGC *Daphne* was awarded a Navy commendation for their rescue efforts in May, 1944. The crew, however, would have gladly traded the honor for a hot meal, clean blankets and a clean ship.

and crew's quarters where there was some heat; other we wrapped in blankets from our bunks.

We proceeded to our moorings at Treasure Island, the *Daphne* loaded to capacity. Our main deck and lower decks were covered with black oil from the survivors. I had the wheel as we went beneath the Golden Gate Bridge. Handling was often difficult there with the tricky currents but it was even more so with the ship's overloaded condition.

We arrived at the moorage where all the Navy's off-shore patrol craft (PC's) were stationed, with *Daphne* being the only Coast Guard vessel in the patrol group. *Daphne* had been the first vessel to reach the wreck site and we likely saved a number of lives that day. With 310 survivors on board, *Daphne* left the scene when two Navy destroyers arrived on scene.

I recall reaching down over the rail, grabbing a sailor's hand and lifting him on board *Daphne*. I noted the silver submarine device over his campaign ribbons. Standing there on the deck, oil-coated, wet and cold, he said, "Our boat was in

sight of Mt. Fujiyama and the coast of Japan, and now I'm sunk in sight of San Francisco." He and the others were coming home after long Pacific tours, which accounted for their newly pressed dress blues and new campaign ribbons.

After putting all the survivors ashore, we contacted the signal tower on Treasure Island, requesting that we be relieved of our off-shore station so that our crew could go ashore for a hot meal, clean blankets, and have time to clean the ship of oil. The Navy's reply — "Negative, take on fuel and water and proceed to sea." We left our morrage in a sorry state!

I never found out if the *SS Henry Bergh* had experienced radar failure or it was simply a case of poor navigation. Regardless, there were no fatalities or serious injuries, and we were all happy about that.

After leaving the *Daphne*, I learned that the cutter received a commendation from the Navy for their quick and efficient response to the emergency. Still, our crew would have traded this honor for a hot meal, clean blankets and a clean ship!

Allan L. Kelly

Editor's Note: Mr. Kelly was only stationed on *Daphne* for four months and left due to an over-complement of QM's. After three months of Shore Patrol duty in San Francisco, he went to the USS *Centaurus* (AKA-17) for the invasion of Okinawa. He also spent 13 months on the USS *Eridanus* (AK-92) prior to his duty on *Daphne*. Mr. Kelly was discharged as a QMC.

PRESERVING LIVES

The invention of the life preserver during the 19th century was a milestone in public health, mainly because knowing how to swim did not become essential to Americans until the early 20th century. In 1841, N.E. Guerin won a U.S. patent for the first life preserver, a jacket filled with cork, a lightweight spongy substance that repels water rather than absorbing it. Prior to this, animal skins were inflated to keep one afloat when crossing streams.

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 or call (330) 887-5539, fax (330) 887-5639. E-mail USCGW64@aol.com. Please make checks payable to: CGCVA. (Prices include first class mailing with the exception of the Christmas Tree Ornaments which require special packing)



CGCVA one size-fits all Baseball Caps

BASEBALL CAP: blue/black, gold-lettered "Coast Guard Combat Veterans Association," with CGCVA logo, one size fits all, plain visor ...\$11.00
Baseball Cap; same as above but white ...\$11.00

PATCH BOOKS: Pick from Volume 1-A (White Cutters) ...\$13.50; Volume 1-B (Black Cutters) ...\$8.50; Volume 1-C (Red Cutters) ...\$6.50; Volume 2 (Aviation) ...\$10.50; and Volume 3 (Stations) ...\$14.50. These booklets are spiral-bound and will be shipped 4th class mail or bound printed matter.

BUMPER STICKER: CGCVA ...\$2.00 each or 3 for \$5.00

BOOK: "Coast Guard Navy of World War II" by William Knight. Coast Guard WWII history. \$25.00. (Limited supply)

BOOK: "Coast Guard Action In Vietnam" by Paul Scotti. ...\$20.00 (includes shipping).

CG GARRISON CAP: fore 'n aft, CGCVA Logo, white lettered "Coast Guard Combat Veterans Association." Sizes 7 and 7-1/8 only ...\$25.00



CHRISTMAS TREE ORNAMENTS: Pick from: 327' Secretary Class; 255' Owasco Class; 311' Casco Class; 378' Hamilton Class (each with ship imprinted on front and list of cutters in class with commissioning & decommissioning dates on back); CGC Eagle; CGC Mackinaw; 210; 270 ...\$12.50 each (shipped in display box)

CGCVA EMBROIDERED LOGO: 4-inch ...\$5.00 2-inch CGCVA logo ...\$4.00

FLAGS: U.S., USCG, and CGCVA, 10" with stand...\$10.00

MODEL KIT: 378' Hamilton Class; 47" in length, composite plastic. Kit includes decals and deck hardware. Suitable for radio control or static display (for the experienced model builder) ...\$200.00



CG Bell HTL-4 Helicopter model kit

MODEL KIT: CG Helicopter, MRC; Bell HTL...\$20.00. (Only two left... special reduced price).

VIETNAM PATCHES: pick from Squadron One; Squadron Three; Explosive Loading Detachment; USCG - ARVN - Explosive Loading Detachment; Market Time - Vietnam; LORSTA Con Son; and LORSTA Sattahip; or Tonkin Gulf Yacht Club...\$10.00 each

CGCVA Small Stores

WRIST WATCH: Stainless steel with CGCVA logo and calendar, lifetime limited warranty, swiss movement. Comes in gift box. Mens style only. Only 15 left, compare at \$120.00. \$55.00.

WRIST WATCH: CGCVA logo. Stainless steel back. Water-resistant with leather band. Available for men and women. \$25.00.

CGCVA T-SHIRT: New item. CGCVA logo on T-shirt. Sizes large and XL \$7.00; size 2X \$8.00.

PINS, CAP: "Vietnam Veteran" or "Coast Guard Vietnam Veteran" with yellow/red campaign ribbon. ...\$8.00. "Cat Lo" or "Tan My." ...\$7.00

BOOK: "Coast Guard At War - Vietnam." Hard bound, written bu CGCVA member CAPT Alex Lazerlere. ...\$30.00 (includes shipping)

BOOK: "Axis Sub Successes of WWII." One only at \$35.00

BOOK: "German U-Boat Losses of WWII." One only at \$25.00

BOOK: "The Royal Navy in WWII." One only at \$25.00

BOOK: "The Official Chronology of the U.S. Navy in WWII." (Includes CG) One only at \$35.00

Features & Association News

Semper Paratus

It is unknown when the Coast Guard adopted the motto "Always Ready." The first know connection of the phrase with the Coast Guard came during the Civil War and was published in the Nov. 26, 1864 issue of the Army and Navy Journal. The achievements of the Revenue Cutter Service was praised with the following sentence — "Keeping always under steam and ever ready, in the event of extraordinary need, to render valuable service, the Cutters can be made to form a Coast Guard whose value it is impossible at the present time to estimate."

The motto also appeared on the first official stationary of CAPT Charles F. Shoemaker, Chief of the Revenue Cutter Service, on May 5, 1897.

Remembering Mascots

Frank Seigel of the *USS Allentown* says it wasn't only Coast Guard cutters that had dog mas-

cots on board during WWII — the Patrol Frigates had them too. Here's his listof names. Do you remember any of these mascots?

USS Allentown (Amazing)
USS Albuquerque (Spunky)
USS Brownsville (Bomber)
USS Burlington (Burley)
USS Everett (Tuffy)
USS Groton (Butch)
USS Muskogee (Musky)
USS Newport (Salty)
USS Sandusky (Soogey)

OLD IS WHEN...

- Your frind compliments you on your new alligator shoes and you're barefoot.
- "Getting a little action" means you don't need to take any fiber today.
- An "all nighter" means not getting up to pee,

2002 CGCVA Convention & Reunion

Okay shipmates... it's now official. We have cut a super deal for our next convention & reunion — it will be in Reno, NV, Oct. 26 - Nov. 2, 2002, at the Peppermill Hotel.

There will be a Hospitality Room that will knock your socks off — two levels with a spiral stairway, a bar on each level and a panoramic view of the snow-covered mountains surrounding Reno.

Costs will vary from a top price of \$59 (Tower Dbl/King) to \$49 (Deluxe Dbl/King), plus a limited number of rooms (20) at \$29 (Motor Lodge Dbl/Queen). Naturally there is tax added to these prices. It will be up to you which of these rooms you book yourself into.

The Peppermill is a first-class hotel with all the amenities available to you. It houses seven restaurants, each offering good food at a reasonable price. The service is excellent and all the employees that we worked with were courteous and ready to help with any problems.

We spoke with Barry Isola of Tahoe/Reno Experience who will provide tours during our stay. There will be one trip that leaves the Peppermill and goes to Lake Tahoe for a two-hour cruise aboard the M/S Dixie II across the lake to Emerald Bay, then back to Zephyr Cove. The trip will continue around the lake into the California portion of Tahoe up to Truckee, then back to Reno. There will be several stops along the way and the trip will take 6-7 hours. You will have a great time on this trip and see a lot of the country that will literally take your breath away.

Beside the tours we will offer, the hotel offers a large choice of casino gambling games. We plan to have a Slot Machine Tournament for members

that wish to participate and offer cash prizes and other awards. We will continue to furnish additional information about the 2002 Reno Convention & Reunion as we get closer to the time.



The gorgeous Peppermill, Reno's Premier Hotel Casino

A Word of Warning

Tours that we arrange may be sold out when you actually arrive at the Peppermill so it is advisable to make your reservations early! Our refund policy is the same as always — We will refund your money with a minimum of 48 hours notice or if we have **not** been required to pay a deposit. Once we are required to pay a deposit, we can refund money. You must work directly with the hotel for any refunds for monies paid for rooms. Their policy is fully refundable with a minimum of 24-hour notice. Please understand that the tours

require additional time and that is the reason for the additional time required for any refunds.

Also, please be advised that on Sep. 26, 2002, the hotel will release the unused portion of our room commitment and all reservations received after that date will be accepted on a space available basis at the regular room rate at that time.

Please mark your calendars now for this important date!

Bob Maxwell & the Reunion Committee



A Return to Saipan

It was some 41 years after my first visit to the "Isle of Dreams" that I returned to Saipan in 1985. I arrived at Saipan Int'l Airport, adjacent to the old Japanese Bomber Base which still has bomber out concrete buildings standing.

I first visited the ruins of the Japanese Prison where a plaque tells of the incarceration of Amelia Earhart and Fred Noonan in one of the tiny cells. Next was the town of Garapan, where the many Banzai charges originated. The town fell to U.S. forces on July 3, 1944. From there I went to Blue Beach II, the landing site of the assault troops aboard the *LST-19* that hit the beach on June 15, 1944. I was serving as a QM3/c on *LST-19* at the time. In the same lagoon I could see the wreck of ship sunk during WWI. Ironically, there is another ship wreck, one from WWII, directly on top of it.



Banzai Cliff where hundreds of Japanese jumped into the sea to their death.



A Japanese tank atop a reinforced concrete bunker, waiting to greet the American assault troops.

The War Memorial Park on the upper end of the island is dedicated to world peace. The park contains the rusting hulk of a Japanese tank and a variety of artillery pieces. From the park, I ventured to Suicide Cliff, the second highest point on the island. Hundreds of prayer sticks have been placed in the area by relatives of the hundreds

who took their lives there.

In order to save their families from the ultimate degradation, Japanese fathers had their entire family dress in religious white and line up at Suicide Cliff according to age. The youngest would be the first to die, pushed over the edge of the cliff by the second child and so on until only the parents remained. The father would push the mother to her death then walk away from the cliff. Then, with his back to the cliff, the father would run backwards so as not to know when he would take his last step.

Perhaps the most bizarre part of the taking of Saipan came with the Banzai charge across Tanapag Plain, involving the last of several thousand Japanese troops, all that remained of 30,000 original defenders. During the charge they pushed the American forces across Tanapag Plain into the sea and onto the reef at Paupau. The fanatical charge was sparked by GEN Saito's order calling for each man to take seven lives for the Emperor. The American forces slowly regained themselves and counter-attacked. A count taken later revealed 4,311 Japanese dead and Saipan fell to American Forces in July 1944.

The last place I visited was the "Last Command Post," the spot where GEN Saito controlled the artillery fire that blanketed the invasion beaches, and also where he gave the orders for the Banzai Charge.

Walter R. Nasmyth



Prayer sticks at the top of Suicide Cliff

CGCVA Auxiliary News

Greetings all:

Well, the CGCVA Auxiliary has an entire new slate of officers for 2000-2002 and we're all eager to do great things for the CGCVA and the Coast Guard. Let me introduce the new Auxiliary officers:

The Vice President is Mare Swift, wife of the

CGCVA Vice President and QD Log editor Ed Swift. Mare is a hard worker with a terrific personality and contagious laugh. She was a Coast Guard spouse for 28 of Ed's 30-year career.

Our new Secretary-Treasurer is Jennifer Graviss, wife of the CGCVA Sec'y-Treasurer Terry Graviss.

Jennifer is a Coast Guard Reservist and has a wealth of knowledge regarding the Coast Guard.

As for myself, I'm a private investigator, along with my husband Patrick (who is also the CGCVA Membership Chairman).

My thanks to the previous Auxiliary officers for all their help, and support. Shirley



Shirley Ramsey



Mare Swift



Jennifer Graviss



Coast Guard Combat Veterans Auxiliary Membership Application

Name: _____ Date: _____
Last First Init.

Address: _____
Street or Box Number City State Zipcode

Eligibility: _____ Sponsors Name: _____
Wife, Husband, Daughter, Son, Other-Explain

Amount of Membership Dues enclosed: \$ _____ Dues: \$10.00 Every 2 Years

Make Checks Payable to: CGCVA AUX

Jennifer Graviss, Secretary/Treasurer

295 Shalimar Dr.

Shalimar, FL 32579-1242

CGCVA Form 3A (Rev. 12/96)

Coast Guard Combat Veterans Association
SCHOLARSHIP APPLICATION

Please read before completing application: Limited to Students 23 years of age or younger. This Application must be accompanied with the following: Minimum of Two (2) Reference letters. (Teacher, Pastor, Lawyer, etc.) Copy of GPA, Applicant must have a 2.75 average, furnish personal history in own words, and statement from their sponsor. Must be a relative of the sponsor (Son; Daughter, Grandson or Grand daughter) of a member in good standing, and shall be a second year student of a junior college or a third year student of a four-year college. Must show financial need.

STUDENT'S NAME:

Last	First	Middle Initial	Date of Birth		
Address	Apt. #	City	State	Zip	Tel. #

Social Security # _____

This hereby authorizes the CGCVA to verify records from the applicable Institutions, and/or all other sources deemed necessary by the CGCVA.

SPONSOR'S NAME:

Applicants Signature & Date

Last	First	Middle Initial	CGCVA Exp. Date		
Address	Apt. #	City	State	Zip	Tel. #

Send Completed Application w/attachments to:

Sponsors Signature & Date

Bob Maxwell
P.O. Box 2790
Burney, CA 96013

Date Received: _____ Complete: Yes No

Received By: _____ Approved: Yes No

Awarded: _____
Date

Presenter: _____
Name

Mailed: _____
Date

cc: Nat'l. Secretary/Treasurer
Nat'l. President



Coast Guard Combat Veterans Association

MEMBERSHIP APPLICATION

(Please Print Clearly)

Personal Data

Name: _____ Date: _____

Last

First

Init.

Address: _____

Street

City/State/Zip: _____

Telephone: () - _____ Date Of Birth: _____

Do you have two(2) Residences? Yes No

If Yes, furnish the following information: (This is for the Quarterdeck Log mailings)

Address: _____

City/State/Zip: _____

Telephone: () - _____ When There?: _____ 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 member of the CGCVA in "Good Standing," stating that you served with him on a particular ship/station during a particular period of time. Haitian service has recently been authorized the Armed Forces Expeditionary Medal that qualifies for membership.

Rank/Rate: Present @ Discharge @ Retirement _____

Dues: \$25.00 For 2 Years. Amount of Membership Dues Enclosed: \$ _____

Make Check/M.O. Payable To: CGCOMVETS

Signature: _____ Date: _____

Send To:

DONALD T. GRAVISS, LM Exp.
295 SHALIMAR DR.
SHALIMAR FL 32579-1242



No, it's not a Coast Guard cutter or ever was one, although we've certainly had a variety of strange vessels to fly the Coast Guard Ensign over the years. It's the M/S Dixie II and in October 2002 it will have a considerable number of Coast Guard folks on board. The Dixie II will be part of a 6-7 hour tour during the biennial Coast Guard Combat Veterans Association Convention & Reunion in Reno, NV. The vessel is 151 feet in length with a 33-foot beam. Its draft is 5-feet and it has a capacity of 570 passengers. The paddle-wheel provides about one-third of the vessel's propulsion horse power.

Remember... the next CGCVA Convention & Reunion will be October 26 through November 2, 2002, at the Peppermill Hotel & Casino in Reno, NV. Put this important date on your calendars now.

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

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VETERANS ASSOCIATION
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WESTFIELD CENTER, OH 44251**

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