



the Quarterdeck Log

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

Volume 32, Number 2

Summer 2017

6th National Security Cutter Commissioned

Association Officers attend CGC Munro (WMSL-755) ceremony in Seattle

When it was announced that the newest National Security Cutter *Douglas Munro* would be commissioned into service, the Coast Guard Combat Veterans Association had to find a way to be there. This was going to be my last official act as Association president before the start of the 2017 Reunion in San Diego, some five weeks away.

It did not take me long to assemble a small delegation (only allotted five tickets) willing to bear the travel expenses for the commissioning ceremony. All in were VP Steve Petersen, Trustee Bill Figone, Munro Memorial Liaison Swede Johnson, his daughter Sondra and myself. But we wanted more than to just be in attendance. We wanted no less than to make a presentation of a CGCVA plaque, like we had done so many times before with the other Sentinel Class Cutters, bearing names of Coast Guard combat veterans.

The planning for this event was first rate. Pier 91 in Seattle was chosen for the commissioning ceremony. The planning committee was expecting upwards of 700 guests,



Association President Mike Placencia presents a CGCVA plaque to Capt. Thomas King.

not including the many dignitaries that would be present. And security was a big issue. The *Munro*'s home port of Alameda, Calif., could not accommodate a crowd of this size. I was included in several conference calls but I could see the CGCVA getting lost in the shuffle as numerous organizations wanted similar attention and the opportunity to make a presentation.

(continued on page 14)



Capt. Thomas King presents a plank owner's plaque to the CGCVA. Accepting were (l to r) Swede Johnson, Bill Figone, Steve Petersen and Mike Placencia. Mr. Bart Armstrong of the Canadian Medal of Honor Historical Society was also presented a special plaque from the ship.

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Coast Guard Combat Veterans Association

ELECTED OFFICERS

National President — Stephen Petersen, LM
National Vice President — Terence O'Connell, LM
National Secretary/Treasurer — Gary Sherman, LM,

BOARD OF TRUSTEES

Chairman — PNP Michael Placencia, LM
Two-Term — William Figone, LM & PNP Gil Benoit, LM
One-Term — Bruce Bruni & Robert Macleod, LM

ADMINISTRATIVE OFFICE*

National Secretary/Treasurer

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Havre de Grace, MD 21078

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

THE QUARTERDECK LOG

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

AUXILIARY OFFICERS

National President — Javaughn Miller
National Vice President — Beverly Johnson
National Secretary/Treasurer — Mimi Placencia

APPOINTED OFFICERS

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

From the President

Ahoy Shipmates,

Here we go into the second half of 2017, still at full steam. (327 & 255 sailors take note). Steam!

On June 23rd CGCVA members Tom Hart, Dan Harris and Sidney Tartarkin (WWII), attended the 7th Coast Guard District Change of Command at Opa Locka Air Station, FL. As invited guests, it was an honor to be recognized. Well done to all that participated.



Steve Petersen

On August 1st a ceremony was conducted in Greenland to honor three WWII service members that crashed on the ice cap during a rescue attempt. Two of these were Coast Guardsmen. More information and pictures will be in the next issue of the *QD Log*.

September 27th will mark the 75th anniversary of the death of Medal of Honor recipient Douglas Munro. There will be a ceremony honoring his sacrifice. This will be held in Cle Elum, WA at Laurel Hill Memorial Park. If you have never visited his resting place, it will be something that you won't forget.

On September 6th a plaque-laying ceremony will be held at Arlington National Cemetery honoring Lt. Thomas J.E. Crotty USCG. Contact member J.J. O'Neil at jjomariner105@gmail.com for details. He plans to be present and hopes other CGCVA members will as well.

Finally, on October 6th, there will be a fundraiser at Recruit Training Center Cape May for the Enlisted Memorial. It is hoped that the balance of funds needed will be generously donated. In attendance will be Former Commandant Adm. Thad Allen, Ret., and two former MCPO-CGs, Skip Bowen, Ret. and Vince Patton, Ret. All three are CGCVA members. During this time period, CGCVA officers and trustees will gather for an informal meeting to discuss Association business, and enjoy comradeship.

On Memorial Day, Kay and I attended a service in Yorktown, TX, home of Harlon Block, one of the flag raisers depicted on the U.S. Marine Corp Iwo Jima

Next *QD Log* deadline is November 1, 2017. Please email articles and photos to the editor at: swiftie1@verizon.net

From the President

Memorial. The service was a combined event by the local VFW, American Legion, and VVA. All service members that gave their lives were recognized, starting with the Civil War. It was an honor to be among so many veterans.

Steve Petersen

Cutter Maple reaches Northwest Passage during historic voyage

The crew of the CGC *Maple* reached the Northwest Passage Aug. 3rd during their historic voyage accompanied by the Canadian Coast Guard Ship *Sir Wilfrid Laurier* and crew underway in the Amundsen

Gulf, Canada. The *Maple* crew has transited 3,014 miles since they departed Sitka July 12th.

This summer marks the 60th anniversary of the three Coast Guard cutters and one Canadian ship that convoyed through the Northwest Passage. The crews the U.S. Coast Guard Cutters *Storis*, *Spar* and *Bramble*, along with the crew of the Canadian ice breaker *HMCS Labrador*, charted, recorded water depths and installed aids to navigation for future shipping lanes from May to September of 1957. All four crews became the first deep-draft ships to sail through the Northwest Passage, which are several passageways through the complex archipelago of the Canadian Arctic.

From the Secretary-Treasurer

Our Credit Card System is Up and Running!

If you want to pay the CGCVA by credit or debit card, for Membership Dues, or, to make a donation, check out the left column of the "Home" page of our website. (For those of you who've been at sea too long, that's the page that opens up when you go on the website)! You'll see a "Pay Dues Here" tab. Or, if you want to purchase something from Small Stores, go to the "Small Stores" page and select the item, and pay by credit or debit card. Using your card costs us 3.7% but it's quicker and easier than sending a check, and we're hoping this convenience will make you guys buy more stuff! Check it out on: www.coastguardcombatvets.org.

PayPal may ask you to login if you have a PayPal account, but I think you can pay as a guest. The difference

is PayPal won't guarantee your purchase as a guest and it's harder to return the item. However, since you're buying from your own Association, that shouldn't be a problem.

You can still mail in your check for dues, donations or small stores, but we wanted to give our members some options to make it easier for everyone.



Gary Sherman

Small Stores Items

If there is any new item that you'd like to see carried by Small Stores, please email our Small Stores manager, Rich Hogan, at richardhoganjr@charter.net.

Rich was the genius behind ordering the CGCVA logo polo shirt and he's looking at making long sleeve shirts available and other items. We'll get back to you when a new item is offered, but we want your input.

Personally, I think we should consider making that banner that was on the cover of the Spring 2017 *Quarterdeck Log* into a bumper sticker. There hasn't been a better example of the Coast Guard's participation in this country's conflicts and if anyone agrees with that, please let me know at cgcva@comcast.net.

We are out of coins but we've ordered another 100 and we've also ordered lapel pins, as well. We're taking

Crossed The Bar

Frederick E. Bateman, LM
Garrett Conklin, LM
Jack Crowley, LM
Robert Hellers
Gerald Labadie, LM

From the Secretary-Treasurer

an inventory and trying to determine what we need and what didn't sell. We make money for the Association through small stores, so please "stock up"!

Submit an Article to the QD Log

If you have an article and/or photos that you'd like the QD Log editor to consider for publication, please forward materials directly to: Ed Swift at 13602 Lindendale Road in Dale City, VA 22193 or email them to Ed at swiftie1@verizon.net. Emailed photos should be included as separate attachments if possible. All snail-mailed materials will be returned if requested.

Quarterdeck Log Boosters

The Quarterdeck Log Boosters is still receiving money and we want to make sure you know that help is always needed to keep the Quarterdeck Log magazine coming to your mailbox every quarter. Your generosity has kept the presses working and it's greatly appreciated.

Thank you and Semper Paratus! **Gary Sherman**

**The guy who fell onto an upholstery machine
is now fully recovered.**

Welcome New Members

New Member

Sponsor

Jack G. Albert, Jr.	The Association
Lia M. Hitchcock	The Association
Wardner J. Nezat	The Association
Jay E. Taylor, Lm	The Association
Robert J. Bellville	The Association
Mark D. Mellinger	Gary Sherman
William G. Humphreys	The Association
Thomas M. Garry	Robert Hare
Dennis I. Rix	The Association
John R. Wyman, LM	The Association
Patrick T. Kelly	Mike Placencia
Justino A. Melendez	Mike Placencia
Jason M. Sapp	Mike Placencia
Keith A. Blevins	Mike Placencia
Clinton S. Carlson	Mike Placencia
Richard W. Guthrie	Mike Placencia
Clinton E. McDonald	Mike Placencia
Andrew Rodriguez	Mike Placencia
Eduardo Salas	Mike Placencia
Joshua M. Sayles	Mike Placencia
Sam J. Slater	Mike Placencia
Jeffrey T. Vasseur	Mike Placencia

The Department of the Navy is now assigning females to quarters in a separate private "OFF LIMITS" area on all aircraft carriers. Addressing all personnel at Pearl Harbor, CINCPAC advised, "Female sleeping quarters will be "out-of-bounds" for all males. Anyone caught breaking this rule will be fined \$50 the first time." He continued, "Anyone caught breaking this rule the second time will be fined \$150. Being caught a third time will cost you a fine of \$500. Are there any questions?" At this point, a Marine from the security detail assigned to a ship stood up in the crowd and inquired. . . . "How much for a season pass?"

(courtesy Taylor Lapham)

Hello Everyone,

Thank you for your trust and confidence in electing me your new Auxiliary President. It is an honor and one that I will do my best to withhold. I look forward to working with Mimi, Bev and the Association Officers this coming two years.

Our 2017 Convention and Reunion in San Diego was a great experience for Wayne and I. We saw so many of you, heard so many exciting stories, and laughed into the early hours of each morning. We can't wait for the 2019 Convention and Reunion to share the many adventures we are having with mascot Chieu Hoi.

For those of you that didn't get the chance to pay your Auxiliary membership dues; please take the opportunity to utilize the below membership renewal form to get in good standing. I know the membership table was a bit confusing this past year, but Mimi's email address and phone number are on the form and she will be happy accept your membership dues now.

Enjoy what's remaining of the summer and please let me know when you will be attending or participating in patriotic events. I'd love to get photos as well. Send any articles and stories to me at: jmiller@lptribe.net.

I'll close my first column with an appreciation note to our Coast Guard combat veterans. A military veteran

deserves our respect and gratitude — they are a tremendous factor in what makes our country so great. A combat veteran deserves our utmost admiration and thanks for their sacrifices and experiences — they go through things and contribute selflessly for their brothers and sisters and a greater good. And a Coast Guard combat veteran is a special kind of American altogether. God Bless you for what you have done for your brothers and sisters in arms, and to your families for their sacrifices and support as you served.

With utmost respect,

Javaughn



*Javaughn Miller
Auxiliary President*

Ambition is a poor excuse for not having enough sense to be lazy.

Experience is something you don't get until just after you need it.

COAST GUARD COMBAT VETERANS ASSOCIATION AUXILIARY & ASSOCIATE MEMBER APPLICATION

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

Name: _____ Date: _____ E-mail address: _____
Home Phone Number: _____ Cell: _____
Address: _____ City: _____ State: _____ Zip: _____

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

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

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

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

For additional information please contact:

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

Looking for a 40-footer?

CGCVA member **Tony Kopke** of Barnegat, N.J., has a vintage steel 40-footer (40587 built in 1959) which he can no longer maintain by himself. Ideally, he's looking for some former Coasties with engineering experience to help him keep it seaworthy. If not, he wants to find it a good home where it can be appreciated as much as he has over the years. Anyone seriously interested can reach Tony at 609-698-1934.

Ceremonial Coast Guard Key is back in family's hands

Albert Frost died on Jan. 14, 2017. It was his 100th birthday, a good run.

Albert had graduated early from his class at the Coast Guard Academy. So had everyone else that year. They were the Class of 1942 but were set loose in December of 1941 after the Japanese attacked Pearl Harbor. A few months later, Albert was on a troop ship, transporting soldiers to Guadalcanal.

Frost served more than 30 years in the Coast Guard, a career that included a voyage in 1957 up the Potomac commanding the U.S. Coast Guard Cutter *Unimak*. It was a ceremonial trip, and what Albert remembered most about it was the congressional delegation that was aboard.

The Potomac may not be a storm-tossed sea, but it can be a tricky sail in a big ship — all those bridges — and the politicians seemed to be forever underfoot, another distraction for the captain.

Still, the trip was a success, and for his efforts Albert was given the key to the city of Washington. It was brass and in a box marked "Presented to Commander Albert Frost, USCGC Unimak, Washington, D.C. July 26, 1957."

After Albert passed away in New Jersey, his son, John, and daughter-in-law, Elena, went through his possessions, keeping some, donating others to charity.

In the latter category was a suitcase. It probably just held sheets and pillowcases, the couple thought, but it needed to be examined all the same.

"My wife thought I had gone through it," John told me.

QD Log Booster Club

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

William D. Lovern

**Larry F. Haydon
Herbert Cohen**

**Gerald Nauert
Kenneth Corbin**

John Seubert

**Charles Bevel IMO Joyce A. Bevel
Walter Guggenmos IMO Ed Burke and Baker Herbert
Sam King IMO Baker Herbert**

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



A ceremonial key to Washington was presented in 1957 to Coast Guard Cmdr. Albert Frost. After the key — and Frost's Coast Guard ribbons — were accidentally donated to Goodwill, a series of coincidences allowed their return to the family. (U.S. Coast Guard)

"I thought she had gone through it."

Neither had. Off to Goodwill it went.

Recently, Lt. Cmdr. Jonathan Schafler, the Coast Guard's liaison to the District of Columbia, got an email from Gary Thomas, executive director of the Foundation for Coast Guard History. Gary and a colleague, John Kauza, like to scour online auction sites looking for Coast Guard memorabilia. At ShopGoodwill.com — which assembles the best stuff from Goodwill stores across the country — they had found a key to the city of Washington along with a set of Coast Guard uniform ribbons. They were thinking of placing a bid on it.

In the office across from Jonathan, on the old St. Elizabeths campus, sat Capt. John Barresi.

Jonathan called him to his computer and said, Get a load of this old key given to a Coast Guard commander.

"When I showed him the listing, he kind of had this real funny look on his face," Jonathan told me. Albert Frost? Why did that name sound so familiar?

Then it clicked: A few days earlier, an email had gone out seeking volunteer pallbearers for the funeral of Albert Frost. The funeral would take place at Arlington National Cemetery on Friday. It was Wednesday.

Could they get the key in time?

And would the family even want it? Jonathan pondered the possibility that it had been given away on

purpose. But when he tracked the Frosts in Woodbridge, Va., and spoke to Elena, she said, "Oh my god, you found the key." And she started to cry.

Jonathan called Goodwill and got the key taken down from the website. Last Thursday, he and a colleague went to the charity's warehouse in Forestville, Md., to pick it up. (Goodwill was given a \$100 donation.)

And on Friday at Arlington, 60 years after it had been presented to the father, the key was presented to the son. John is himself a Coast Guard veteran, an officer who served 24 years and now works for the Department of Homeland Security.

Said Jonathan: "The coincidences that had to occur for me and him to hook up were pretty amazing."

"I never expected to see it again," John said of the key. "I'd been lucky that somehow somebody had undone my mistake."

John Kelly

(reprinted courtesy of Washington Post)

Dear CGCVA,

I am very sad to tell you my father, Gerald Labadie, a LM of CGCVA, has passed away. He was one of the last of the WWII guys, serving aboard the *USCGC Tampa (WPG-48)* in the North Atlantic. He was very proud to be a



Gunner's Mate Gerald Labadie (kneeling on the left) with the CGC Tampa deck force at sea.

member of your organization- When each issue of the *Quarterdeck Log* came in the mail, I always took it to the nursing home to read to him. He was a gunner's mate — the gun captain on the forward 5-inch. He would talk about U-boats and depth charges, but more often about the brave men he served with on board ship. He was a great guy, a wonderful father, and one of the great Coast Guardsmen of the North Atlantic. I will always be so

proud of him. Thank you for your work and your fine organization.

Paul Labadie

Become a Museum Plankowner

Says Vince, "My first rescue in the Coast Guard came less than two years after I enlisted, while I was stationed aboard *USCGC Dallas* in 1974. We were involved in a MEDEVAC operation in the North Atlantic. The captain of a Soviet fishing vessel had been severely injured after being hit in the head by a tackle block. *Dallas* was the nearest vessel to arrive on scene. I was a radioman at the time (RM3), and was involved with handling the communications between the *Dallas* and the Soviet vessel. The communications were pretty intense and detailed and had to be done completely on Morse Code with the Russians. I was the ship's fastest code copier, so I handled the communications throughout the operation. I was awarded the Commandant's Letter of Commendation for my performance of duty in this operation."

"The National Coast Guard Museum is all about embracing the history, heritage and traditions of our service. The Coast Guard is a unique and proud service that has for 227 years served the citizens of the United States. We have a story to tell, encompassing the history of our service from the beginning. The National Coast Guard Museum will be the trove of our service's history that shows the dedication of men and women who make things happen in challenging and difficult times."



CGCVA Chaplain Vince Patton as a seaman recruit at boot camp and as the 8th Master Chief of the Coast Guard.

Beach Patrols



A New England Coast Guard family keeps mounted patrol history alive. Wayne Ormsbee, a Coast Guard employee, and his daughter, Coast Guard Petty Officer 2nd Class Keisha Kerr, reenact World War II Coast Guard mounted patrols at the Fourth Cliff Recreation Area in Humarock, Massachusetts on June 5, 2017.

"I believe in this mission to build our National Coast Guard Museum, and want to be actively involved in making this a reality. We are well past the 'dream' of building this — it's happening, and becoming a Plankowner is the best way that I can show my commitment."

If you want to help make the dream of a National Coast Guard Museum a reality, become a plankowner today by establishing a monthly donation of an amount you feel appropriate, and maintaining this support of the project through commissioning. Our Plankowners will 'heave around together' until we commission the Museum. Click here for more info: www.coastguardmuseum.org/plankowner/House

Editor's Note: CGCVA Chaplain Vince Patton, 62, is the 8th Master Chief Petty Officer of the Coast Guard. Retired since 2002 after serving 30 years, Vince sits on the Board of Directors for the National Coast Guard Museum. He is also a Plankowner in the museum's special fundraising program to support construction.

The Coast Guard's Olympic Ties

While opening night ceremonies of the 30th

Olympiad stir the imagination, inspire and invoke a sense of community, the United States Coast Guard has its own ties to the games.

Eagle and the 1972 Olympics

Edmond Morris, a civilian port security specialist at Sector St. Petersburg, was a cadet on Coast Guard Cutter *Eagle* which sailed to the 1972 Olympics. Ironically, it was the ship's first trans-Atlantic voyage since World War II. Morris was entering his third year at the Coast Guard Academy and recalls sailing with all 240 of his classmates and the permanent enlisted crew.

"That was unusual," Morris said. "It was also lots of work. Tacking the ship back and forth into the wind was an all-hands evolution, and something we did about 10 times each day."

Although the 1972 Munich games were eventually marred by tragedy, *Eagle* was positioned in Kiel, Germany — site of the Olympic water events.

"We were part of the activities associated with the tall ship competition," Morris said.

Several memories stick with him, including the pageantry and prominent display of Olympic flags throughout Kiel.

"I also clearly remember the captain of the German ship came aboard for a tour of *Eagle* and said he'd served about the ship when it was designated the *Horst Wessel*," Morris said.

He recalls another visitor pointing at *Eagle* and saying affably, "That's not *Eagle*, that's the *Horst Wessel*!"

Morris was one of many crewmembers sent to other foreign vessels for about a week while in Germany. He served as helmsman aboard the *L'Etoile*, a French ship, while she sailed up the Lubeck River.

"Everything was tremendously different aboard their ship," recalled Morris. "They spoke to me in French, so there was a lot of pointing," he said, chuckling. "They even served wine."

Though the cadets flew back to New London, Conn., to resume their studies, Morris fondly recalls his participation in the tall ship competition and the 1972 Olympic Games.

"It was really something...quite an honor in

fact, to be part of the festivities."

Eulace Peacock and the 1936 Olympics

The Coast Guard also boasts among its former members Olympic-hopeful Eulace Peacock, an American whose much-heralded track and field abilities rivaled those of Jesse Owens. Journalists often referenced Peacock's nickname, "The World's Fastest Human" in articles detailing his impressive athletic

Racing Stripe Revisited



I read with great interest your article in the Spring 2017 issue of *The Quarterdeck Log* entitled "The Racing Stripe — Fifty Years of Coast Guard Brand Identity".

When I reported aboard the *USCGC Minnetonka* (WHEC-67) in June of 1966 as an ensign, I was informed that there were only two cutters in the Coast Guard with an orange stripe on the bow, the *Minnetonka* and the *USCGC Androscoggin* (WHEC-68).

The original stripe was painted on the *Androscoggin* while filming the movie "Assault On A Queen" in 1965 and, after the filming was completed in the Caribbean, the director decided he needed some re-takes. For the re-takes, the *Minnetonka* was selected because she was home ported in nearby Long Beach, California.

The attached picture shows the *Minnetonka* with the original stripe shared, at that time, by only the *Andy* and the *Minnie*.

Keith A. Barker, CDR, USCG (ret.)
Vietnam, 1968

accomplishments.

Peacock competed with the U.S. track team in 1934 and 1935. Although he tied the 100-meter world record at Oslo, Norway, in 1934, he was sidelined by a hamstring injury the following year.

In fact, Peacock beat Owens in several races leading up to the 1936 Olympic Games in Berlin. At a 1935

events during the next three weeks, take a moment to remember Eulace Peacock, a Temple University graduate who never lost a dual-meet competition.

**Petty Officer 1st Class Judy Silverstein with contributions from
Lt. Cmdr. Bill McKinstry**



Eulace Peacock (right) edges out Jesse Owens in a pre-Olympic trial.

championship meet in Lincoln, Neb., he defeated both Owens and Ralph Metcalf in the 100-meter dash. Yet despite the competition, Peacock and Owens became great friends, even co-owning a meat business together, The Owens and Peacock Co. Sadly, a second hamstring injury at the 1936 Penn Relays destroyed that year's hopes of making the U.S. Olympic team. Despite missing his bid on the team, Peacock earned his place as America's national champion in 1933, '34, '37, '43, '44 and '45.

He taught school before enlisting in the Coast Guard, serving from 1942 to 1945 as a chief petty officer. Peacock also assisted fellow Coast Guardsman and world heavyweight champion, William Harrison "Jack" Dempsey, training new recruits. Peacock further distinguished himself coaching the only military service team to ever win a college championship at the time. His athletic accomplishments earned him a place officiating for the Amateur Athletic Union, NCAA, Intercollegiate Association of Amateur Athletes of America and Olympic Trial Track Championships.

While following the U.S. team in track and field

Commandant: 'I Will Not Break Faith' With Transgender Coast Guardsmen

As military services await guidance following President Donald Trump's recent announcement via Twitter of a ban on transgender service members, the commandant of the Coast Guard is speaking out, saying he has no intention of leaving transgender Coast Guardsmen out in the cold.

Speaking on the topic for the first time at the Center for Strategic and International Studies, Adm. Paul Zukunft said his first action upon becoming aware of Trump's tweets was to have his office reach out to all

13 members of the Coast Guard who have self-identified as transgender.

"I reached out personally to Lt. Taylor Miller, who was featured on a recent cover of The Washington Post," Zukunft said. "If you read that story, Taylor's family has disowned her. Her family is the United States Coast Guard. And I told Taylor, 'I will not turn my back. We have made an investment in you, and you have made an investment in the Coast Guard, and I will not break faith.'"

Miller, 27, is reportedly the first openly transitioning member of the Coast Guard, a process she began in 2016 after the Pentagon removed its standing ban on openly transgender service members and then-Defense Secretary Ash Carter ordered all services to draft policies to allow for transgender recruits and transgender medical care within the military.

The Coast Guard is the only military service to fall under the Department of Homeland Security, rather than the Department of Defense. But how Trump's tweeted ban will affect the service is just as unclear as with any of the others.

In a series of three tweets on July 26th, Trump said that "the United States Government will not accept or allow transgender individuals to serve in any capacity in the U.S. military. Our military must be focused on decisive and overwhelming victory and cannot be burdened with the tremendous medical costs and disruption that transgender in the military would entail." To date, no further guidance has been provided.

The Palm Center, a San Francisco-based nonprofit that promotes the study of gay and transgender people in the armed forces, has released a letter signed by 56 retired generals and admirals who oppose Trump's transgender ban.

The document also notes that two other four-stars and former chairmen of the Joint Chiefs of Staff — retired Army Gen. Martin Dempsey and retired Navy Adm. Mike Mullen — have publicly supported transgender service members.

"Transgender troops have been serving honorably



Adm. Paul F. Zukunft (Coast Guard photo by PO2 Patrick Kelley)

and openly for the past year, and have been widely praised by commanders," the letter states. "Eighteen

Remembering Lt. Thomas Crotty

Thought my fellow CGCVA members might enjoy seeing one of the photos from a ceremony held March 9th at the American Military Cemetery in Fort Bonifacio, Taguig City, Philippines, for Lt. Thomas J. Crotty, USCG, who is our sole POW/MIA since the War of 1812!

Lt. Crotty was taken prisoner, while serving with General McArthur's staff on the Island of Corregidor (The Rock) as it was known, in May 1942. Lt. Crotty, subsequently died in captivity at the Japanese POW Camp at Cabanatuan, Philippines in Sept. 1942.

I was representing the CGCVA and in that capacity I attended several ceremonies commemorating the 75th anniversary of the Battle of Bataan & Corregidor. This was the first time the Philippine coast guard had given distinction for any World War II efforts by counterparts from the U.S. Coast Guard.

With me were Officer-in-Charge Commodore Joel Garcia of the Philippine coast guard and Lt. Cmdr. Jeremy Obenchain, USCG maritime advisor Defense Threat Reduction Agency and U.S. Embassy in Manila. The ceremony was culminated with the reveal of Lt. Crotty's name now etched on the U.S. Coast Guard wall in the cemetery.

It was my honor to be in attendance at these ceremonies!



Commodore Joel Garcia of the Philippine coast guard, CPO John O'Neil, USCG (Ret.) and Lt. Cmdr. Jeremy Obenchain of the U.S. Embassy in Manila.

J.J. O'Neil, CPO, USCG (ret.)

Editor's Note: There will be a plaque-laying ceremony in honor of Lt. Thomas J.E. Crotty, USCG on Sept. 6th at Arlington National Cemetery at 3 p.m. John O'Neil will be in attendance that day and he hopes that other CGCVA members will be able to attend as well.

foreign nations, including the UK and Israel, allow transgender troops to serve, and none has reported any detriment to readiness."

The Family Research Council, a Christian public policy ministry in Washington D.C., has praised Trump's decision to rescind the Obama-era policy.

"As our nation faces serious national security threats, our troops shouldn't be forced to endure hours of transgender 'sensitivity' classes and politically-correct distractions like this one," the group's president, Tony Perkins, a Marine veteran, said in a statement following the president's announcement.

After contacting his transgender troops, Zukunft said he reached out to then-DHS Secretary John Kelly, who was sworn in as White House Chief of Staff recently as part of a series of administration shake-ups. Kelly reached out to Defense Secretary Jim Mattis, Zukunft said.

"We stood up a tiger team of our JAG officers," Zukunft said.

The next steps remain to be seen, as does how Coast Guard leadership plans to shield its troops in the face of an administration mandate.

Neither Kelly nor Mattis have publicly offered insights into how Trump's tweets will apply to the military. But Zukunft's remarks send a clear message to transgender Coast Guardsmen in uniform, whether or not they are serving openly.

"That is the commitment to our people right now," Zukunft said. "Very small numbers, but all of them are doing meaningful Coast Guard work today."

Hope Hodge Seck

7th District Change of Command

The Coast Guard Seventh District conducted a change of command ceremony June 23rd at Coast Guard Air Station Miami. During the ceremony Rear Adm. Scott A. Buschman transferred command of the Coast Guard Seventh District to Rear Adm. Peter J. Brown. Buschman originally took command of the Seventh District in 2015 and he now transfers to Portsmouth, Virginia where he will serve as the deputy commander of Coast Guard Atlantic Area.

Brown comes to Miami from Coast Guard headquarters where he held the position of assistant



The Coast Guard Rear Adm. Scott A. Buschman passes command of the Seventh District to Rear Adm. Peter J. Brown during the Change of Command Ceremony at Air Station Miami on June 23, 2017.

commandant for response policy.

Attending the change of command ceremony were CGCVA members Sidney Tartarkin, William "Dan" Harris and Tom Hart. They received many queries about the CGCVA and handed out information on the association.

Temporary Funding for VA Choice Program Passes

The Senate passed legislation (S. 114) that would temporarily fix the funding shortfall of the VA Choice program that will be sent onto President Trump to be signed into law. The \$2.1 billion provided will allow it to continue for six months as Congress works on other reforms for the program. It would also authorize 28 major medical facility leases and enhance the recruitment, retention and training of the VA workforce.

I Only Have "Ice" For You!

Hi Ed,

Just a note to let you know what my latest is. When I heard of the big ice floe (extimated to be the size of Maryland) that broke off, I told CG Headquarters just how to fix it. I remembered the photo in the Winter 2016 QD Log showing three Navy icebreakers pushing an ice floe and suggested the Coast Guard do the same

with a few more cutters. Hope they got a chuckle.

At 94, I'm still living in an assisted living place with another Coastie who was at Curtis Bay during WWII. I was on the *USS Belfast (PF-35)*, the only ship in the South Pacific to sink a Japanese submarine with only three hedgehogs. We have 30 vets here and we tell them what the Coast Guard did in WWII as well as our missions today. Semper Paratus! **Arthur L. Wells**

Eagles may soar, but weasels don't get sucked into jet engines.

To steal ideas from one person is plagiarism; to steal from many is research.



The QD Log is Still Looking For an Editor-in-Chief

Anyone interested in putting together the Association's quarterly magazine is urged to contact current editor Ed Swift who has doing it for more than 22 years. Ed can be reached at: swiftie1@verizon.net.

The CGCVA 50/100 Club

Over the years, CGCVA members have been generous with their contributions. The CGCVA 50/100 Club, which ran for the past several months, was designed as a temporary program geared for family members, friends and business associates that want to honor your service and the fine work the Association does on behalf of the Coast Guard. As of this accounting, the below individuals and businesses have contributed to this program: Thank you all for your generosity!

Mike Placencia
Kimberly Emmett
Diane Frailey
GM1 Ray Alger
The Birminghams
Robert Macleod
John Macleod
Bill Bradley, WWII

C. John Houchin
Robert Marzen
R. Macleod/Pt. Grey
David Peverly
S. L. Redding
Keith & Kirby
Al Duffield
Mike Glenn, QM1

Wine Me Up
Howard Donald Smith
Janice H. Macleod
Charlotte Bart (SPAR)
Mimi Placencia
Keith Brogan
R. G. (Archie) Pelley
John M. Roadcap

James Warwick
Phillip Frailey
Keith Barker
David R. Robinson
Robert Macleod
James Warwick
Andrus Brothers
James Quinn

Colin Woodbury, CWO4 Ret.
Fred Riedinger, CGC Half Moon
American Legion Post 523
Metrolina Vietnam Vets Assn.

Tilt Qualter, MKCM Ret.
Cabbarus Co. Vet Coalition
Metrolina Vietnam Vets
www.trainvideoandparts.com

DT2 Steven Plummer
VFW 4031, Durango, CP
Oper. Eng. Local 501

(continued from front page)



CGCVA President Mike Placencia addresses the Munro crew.

We had our flights scheduled, hotel rooms reserved and the plaque had been ordered. Bill Figone was going to drive from Tracy, California to Seattle so we would have local transportation. But could we get a spot on the program? We were going to need a little help.

Our prayers were answered when I received a call from Commander Thomas D'Arcy, the *Munro's* Executive Officer. It

was not going to be possible to make a presentation on the day of the ceremony. We got a better deal. We were invited to have breakfast in the Chief's Mess at 0700 on Friday, March 30th and then after morning colors, make our presentation before the ship's company. Command Master Chief Douglas Langill met us in the CPO Mess and we were introduced to the Commanding Officer, Captain Thomas King. "First Call, First Call To Colors".

It was a pleasure to address the crew from the podium about the Association, its origins and accomplishments over the past 32 years. Captain King received the CGCVA plaque and copies of the books, "Coast Guard Action in Vietnam" (Paul Scotti) and "Realm of the Golden Dragon" (C.D. Williams) inscribed with a personal message to the crew. In return, Captain King presented a Honorary Plank Owner plaque to the CGCVA along with a Certificate of Participation to each CGCVA member in attendance.

The following day, we attended the Douglas Munro Medal of Honor breakfast at the invitation of Commander (ret) Douglas Sheehan, Douglas Munro's grand nephew. And then onto the commissioning ceremony at Pier 91. It was held inside the cruise ship



CGCVA members Mike Placencia, Steve Petersen, Bill Figone and Swede Johnson meet the CGC Douglas Munro crew after ceremonies on the ship.

terminal with several hundred in attendance. It was quite a trip.

The Association wishes to express its deep gratitude to the Officers and Crew of the Cutter *Douglas Munro*, for having us aboard. Thank your for extending the invitation and making it a special day. Bravo Zulu to Ensign Vincent Lee for providing the photographs of our visit.

Special thanks goes to Steve Petersen, Bill Figone, and Swede Johnson for being there. You made it that much better.

Michael Placencia



*Swede and Steve inspecting engineering spaces
Swede made do the bilge inspection since he was senior. Dive dive dive!!*

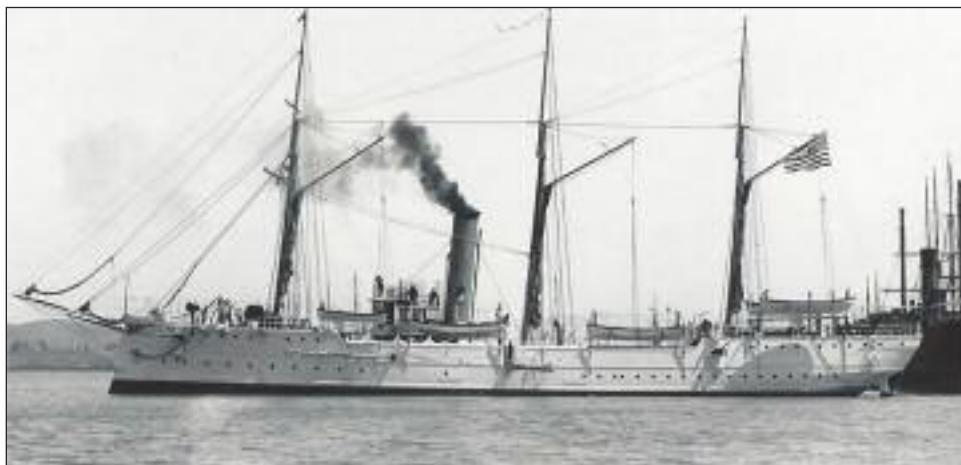
Wreck of storied Coast Guard Cutter McCulloch identified off California

by Kirk Moore

The wreck of a Coast Guard cutter that played a key role in a major Pacific battle of the Spanish-American War has been positively identified off Point Conception on the southern California coast, officials with the Coast Guard and National Oceanic and Atmospheric Administration said June 13th.

The 219 foot long, 33 foot, 4-inch wide revenue cutter *McCulloch* was found and surveyed by a joint Coast Guard-NOAA team in October 2016, using the *Shearwater*, NOAA's research vessel for the Channel Islands National Marine Sanctuary. Seven dives using the VideoRay Mission Specialist ROV deployed from the *Shearwater* yielded images confirming the wreck's identity.

The first clue was a 15-inch torpedo tube, molded into the cutter's bow stem — a distinctive naval weapon of the late 1890s, along with four "six-pounder" rapid-fire guns of 3-inch bore that fired the first shots at Spanish shore batteries in the Philippines during the



The Coast Guard cutter McCulloch was the largest cutter built to date when it launched in 1896. (Mare Island Museum photo)

1898 Battle of Manila Bay.

The biggest vessel in the U.S. Revenue Cutter Service when it was commissioned in 1897, the *McCulloch* drew the first enemy fire — and suffered the only American crewman to die during the Battle of Manila Bay in the Spanish-American War.

Approaching the Spanish positions in early morning darkness of April 30, 1898, a sudden fire of coal soot in the *McCulloch's* stack attracted the Spanish gunners' attention. Chief Engineer Frank Randall was fighting the fire when he succumbed to heat and exhaustion, according to a NOAA history of the ship.

Led by Adm. Thomas E. Dewey on the cruiser *Olympia*, the U.S. squadron destroyed the Spanish fleet, where 381 sailors died in the one-sided outcome. That victory confirmed the U.S. as a major power in the Pacific — Dewey dispatched the *McCulloch*, his fastest vessel, to Hong Kong to spread the news. The *McCulloch* then returned stateside, to a career patrolling the eastern side of that sea frontier from its base at San Francisco.

The cutter ranged from the Mexico



An undated photo of the McCulloch crew courtesy of the U.S. Coast Guard Historian's Office.



(Left) The McCulloch helm. (NOAA/USCG/VideoRay)

when Capt. John C. Cantwell and Ensign William Mayne heard a steamer's fog signal off the starboard bow, according to a NOAA history.

"Nearby, the passenger steamship *Governor* was southbound from San Francisco to San Pedro. Captain Howard C. Thomas, master of the *Governor*, heard *McCulloch's* fog signal and gave the order 'full speed astern' and to blow three whistles to indicate the vessel's movement full speed astern," Cantwell recounted. "*McCulloch* was off the *Governor's* port bow when the two ships collided, striking the *McCulloch's* starboard side forward of the pilot house, holing the cutter. All of *McCulloch's* crew were taken safely aboard *Governor* before the cutter sank to the sea floor 35 minutes later."

Cantwell later described the evacuation:

"When the boats were clear of the ship, Chief Engineer Glover in charge of the gig, came alongside and advise me to leave the ship as she was sinking faster every minute and nothing more could be done to save her. I thereupon slid down the boat-falls into the gig and we pulled clear to await further developments. The entire forward section of the deck was submerged and the propeller was half out water. At 8:06 A.M., about twenty minutes after the collision, the *McCulloch* with colors flying, suddenly up-ended and sank in 60 fathoms of water"

border up to Cape Blanco in Oregon. She later became part of the Bering Sea Patrol, enforcing fur seal regulations around the Pribilof Islands, and serving as a floating courtroom for federal authority in the Alaska territory.

Built at a cost of \$200,000 by William Cramp and Sons, Philadelphia, Pa., in 1896, the *McCulloch* was rated for ice, with a hull built using wood planks over steel framing. With a single triple-expansion marine steam engine, the *McCulloch* had a cruising speed of 17 knots — and was still rigged for sail for extended range, as a barkentine with three masts.

Returning to San Francisco in 1912, the *McCulloch* went into the Navy yard at Mare Island in 1914 for a major overhaul and repower, converting to the dual-fuel of that transitional era — boilers that could run on both coal and oil — and to have its mainmast removed and bowsprit shortened.

That next phase of its career in the newly formed Coast Guard (The Treasury Department's Revenue Service was merged with the U.S. Lifesaving Service in 1915 to form the Coast Guard) was short-lived. On June 13, 1917, the cutter was proceeding cautiously in dense fog, returning from San Pedro, Calif., to San Francisco and four miles west-northwest of Point Conception,



The McCulloch sinking in 1917. San Francisco Maritime National Historical Park photo.

John Arvid Johansson, the *McCulloch's* acting water tender, had been in his bunk and was severely injured. Robert Grassow, the ship's carpenter, rescued him:

"I heard the signal to abandon ship and went up on deck through the companionway onto the main deck to go to my station when I heard someone singing out for help. It was Johansson and he was all doubled up in the wreckage about three feet from where his bunk was. He was out against the ice boxes. There was nobody else around, so I took some of the wreckage away and there was a piece of wood eight inches long stuck in his side. The master-at-arms passed the word for men to carry him to a surf boat."

Johansson died three days later in a San Pedro hospital. All the crew were taken aboard the *Governor*, where none of the 429 passengers and crew had been injured. The steamship was found to be at fault in the

collision and its operators settled with the government in 1923 for \$167,500.

Coast Guard and NOAA officials held a media event June 13th at the San Francisco Maritime National Historical Park to announce the discovery of the wreck, and pay tribute to the cutter and crew.

"*McCulloch* and her crew were fine examples of the Coast Guard's long-standing multi-mission success from a pivotal naval battle with Commodore Dewey, to safety patrols off the coast of California, to protecting fur seals in the Pribilof Islands in Alaska," said Rear Admiral Todd Sokalzuk, commander of the 11th Coast Guard District, in a statement marking the discovery. "The men and women who crew our newest cutters are inspired by the exploits of great ships and courageous crews like the *McCulloch*."

CGCVA Morgenthau, veteran of Vietnam War, turned over to Vietnamese coast guard

(Compiled from several media & Coast Guard sources)

The U.S. Coast Guard transferred the former high endurance cutter *Morgenthau* to the Vietnam coast guard during a ceremony in Honolulu, on May 25.

The former U.S. Coast Guard cutter will be renamed *CSB 8020* and is expected to improve the Vietnam coast guard's maritime domain awareness, increase its capacity to perform maritime law enforcement operations, and conduct search and rescue and other humanitarian response operations.

"This cutter provides a concrete and significant symbol of the U.S./Vietnam Comprehensive Partnership," said U.S. Coast Guard Rear Adm. Michael J. Haycock, assistant commandant for acquisition and chief acquisition officer. "The Coast Guard is honored to see this vessel continue to preserve global peace and prosperity as a part of the Vietnam coast guard."

The *CSB 8020* was transferred to the Vietnam Coast Guard from the U.S. Government through the Excess Defense Articles program.

Morgenthau was decommissioned in April this year after 48 years of service with the U.S. Coast Guard.

On 31 Mar 2017, after 48 years of faithful service to our nation, *Morgenthau* transitioned into commission special status. Throughout her service, the cutter embodied and defended her motto, the Pride of the Pacific.



Lt. Gen. Nguyen Quang Dam, commandant, Vietnam coast guard, and Coast Guard Rear Adm. Michael J. Haycock shake hands during a transfer ceremony at Coast Guard Base Honolulu, May 25, 2017. The cutter, now CSB-8020, will continue to serve the maritime community on the opposite side of the Pacific under a new flag. (U.S. Coast Guard)



(Left) Crewmembers aboard U.S. Coast Guard Cutter Morganthau (WHEC 722) man the rails during the decommissioning ceremony in Honolulu, April 18, 2017.

Named in honor of Secretary Henry Morgenthau Jr., who served as Secretary of the Treasury under President Franklin D. Roosevelt, WHEC-722 was the eighth ship in the Hamilton Class cutter fleet. *Morganthau* launched from Avondale Shipyards in Louisiana and was commissioned on March 10, 1969 at New Orleans, La. The cutter was first homeported at Governors Island, New York, and remained there until 1977 when she changed homeport to Alameda, Calif. After more than thirty-five years of enforcing arctic fisheries, counter-narcotics and search and rescue, *Morganthau* changed homeport for a final time to Honolulu, Hawaii, in 2012.

During *Morganthau's* distinguished career, she served in both domestic and international theaters, flexing her might in the dynamic and

stop troops and supplies from flowing by sea from North Vietnam to South Vietnam called Operation Market Time. In April 1971, *Morganthau* tracked and shadowed a North Vietnamese trawler that attempted to resupply the North Vietnamese and Viet Cong,



CGC Minnetonka's 5-inch gun crew engaging the enemy during one of that ship's 51 gunfire support missions of their Vietnam deployment. Morganthau's own 5-inch barked on 19 occasions. (Keith Barker/USCG Historians Office)

austere environments from the Caribbean Sea, South China Sea, and Persian Gulf, to the North Atlantic, Eastern Pacific, and Bering Sea. As her time in the Coast Guard fleet comes to a close, *Morganthau* will be remembered as an ambassador for global maritime cooperation, a combatant of narco-terrorism, protector of living marine resources (LMR), and safe haven for those in distress.

The cutter leaves a long proud legacy of honorable service to her country. In 1970, *Morganthau* transited to Vietnam and participated in the Navy's effort to engaged in a two-hour battle against the trawler and finally destroyed it. *Morganthau* was awarded numerous awards for that action to include the Navy Combat Action Ribbon.

In 1977, *Morganthau* became the first cutter to have women permanently assigned aboard, which paved the way for women to serve aboard Coast Guard cutters nationwide.

In 1996, she was the first Coast Guard Cutter to deploy to the Persian Gulf in support of Operation Vigilant Sentinel. While serving in the Persian Gulf, the *Morganthau* enforced compliance with United Nations sanctions. In 2001, she seized \$32

million worth of cocaine during a patrol off the coast of Mexico.

Following the terrorist attacks of Sept. 11, 2001, *Morgenthau* participated in Operation Noble Eagle to safeguard America's prominent port cities through closer scrutiny of maritime traffic. Additionally in 2001, the *Morgenthau* detected a Russian



(Left) Capt. Edward M. St. Pierre, commanding officer of U.S. Coast Guard Cutter Morgenthau (WHEC 722), and his crew receive the U.S. Coast Guard Meritorious Unit Commendation Pennant during the ship's decommissioning ceremony in Honolulu, April 18, 2017. (USCG photo by PO3 Amanda Levasseur)

built partnerships and interoperability with Canada and Mexico as part of Operation Green Flash. The



U.S. Coast Guard Cutter Morgenthau in full dress at the decommissioning ceremony in Honolulu, April 18, 2017.

vessel fishing in U.S. waters and pursued the vessel up to the Russian territorial sea which resulted in a joint law enforcement action by both countries which enhanced law enforcement actions between both nations.

During *Morgenthau's* last years of service, she continued support to LMR patrols in the Bering Sea, counter-narcotics operations in the Eastern Pacific and

Morgenthau was also nominated for the 2014 Lucas Plaque for its outstanding achievement and contribution to the CG Naval Engineering Program.

"The history of *Morgenthau's* operations showcases the Coast Guard's ability to carry out a diverse and important range of missions vital to the security and prosperity of our nation," said Vice Adm. Fred Midgette, who leads the service's Pacific fleet as the commander of Coast Guard Pacific Area in Alameda, California. "The Coast Guard must be ready to protect American security and economic interests wherever called, and recapitalizing our vessels, aircraft, boats and infrastructure has been our highest investment priority."

"The significant legacy left in the wake of *Morgenthau* is evidenced not only by cutter's history but also by the numerous former crewmembers who attended the ceremony," said Midgette. "At the end of the day, this was simply a ship used by dedicated men and women to protect America, its people and their interests around the world. This cutter may leave our service, but the legacy of the men and women who served on *Morgenthau* will live on forever."

Coast Guard's "Queen of the Fleet" and the Battle of ON-166

by William Thiesen, Atlantic Area Historian

"... the 327's battled through the "Bloody Winter" of 1942-43 in the North Atlantic — fighting off German U-boats and rescuing survivors from torpedoed convoy ships".

*Captain John M. Waters (USCG ret.)
The Bloody Winter*

In the quote above, retired Coast Guard captain and book author, John Waters, commented on the Service's ocean-going cutters, which formed the backbone of the Navy's convoy escort fleet in the early years of the Battle of the Atlantic.



1936 commissioning of Campbell with three sister cutters at the Philadelphia Navy Yard. (U.S. Coast Guard)

The “Treasury,” or 327-foot Coast Guard cutters (sometimes referred to as the “Secretary” class), were designed to meet changing missions of the Service as it emerged from Prohibition. To address these needs, naval architects designed the 327’s to steam at the impressive speed of twenty knots and equipped them with ample fuel capacity for high seas cruising. The 327’s were named for Treasury Department secretaries, including Alexander Hamilton, Samuel Ingham, William Duane, Roger Taney, George Bibb and John Spencer, as well as George Campbell.

Campbell (WPG-32) and several sister cutters saw extensive action as convoy escorts during the Battle of the Atlantic. In fact, the 327-foot cutter *Hamilton* (WPG-34) was the first American warship lost in combat after the entry of the U.S. into World War II. Capable of maintaining high speed in seas that slowed Navy destroyers, the 327’s were ideal for protecting shipping in the middle of the North Atlantic. The *Campbell* was the longest-lived and the most famous of this class. Built at the Philadelphia Navy Yard in 1936, she received the nickname “Queen of the Fleet.”

Sailing under Coast Guard Commander James Hirshfield, *Campbell* was assigned to escort convoys early in the war. Equipped with sonar and direction finding equipment, *Campbell*, her sister cutter *Spencer* and other escorts were

assigned escort duty for the Convoy ON-166 returning from the United Kingdom to the U.S. in February 1943. On Sunday, February 21st, a “Wolf Pack” of over a dozen German U-boats pounced on ON-166. On that day of days, *Campbell* would steam through U-boat infested waters engaging several Nazi subs sighted on the surface or lurking underwater.

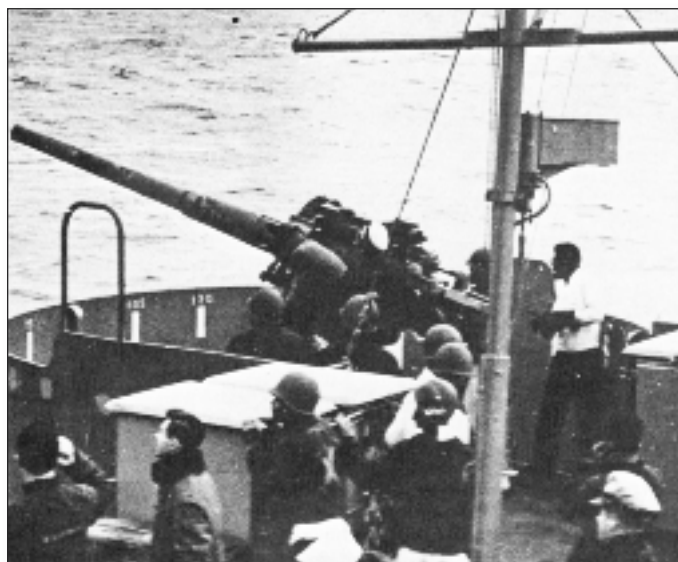
Late on the 21st, the convoy’s command dispatched *Campbell* to assist a torpedoed tanker left behind by the fast moving convoy. When she arrived, *Campbell* found the ship still afloat with her fifty crewmembers in lifeboats. Meanwhile, the German submarine *U-753* sent a torpedo toward the cutter and crippled tanker. *Campbell* dodged the



“Queen of the Fleet” cutter Campbell in her camouflage paint scheme early in the war. (U.S. Coast Guard)

torpedo, chased down the U-boat, and damaged it so badly it had to withdraw from the battle. The cutter returned to the tanker, picked-up her crew and shelled her bridge to ensure destruction of classified documents left intact during the rush to abandon ship.

Over the course of Sunday, the 21st, *Campbell* had singlehandedly damaged or driven off half-a-dozen U-boats. As the evening of the 21st made way for dark morning of the 22nd, *Campbell* began to close the forty miles separating her from the convoy still pressing ahead and fending off U-boat



(Left) Rare photograph showing the African American manned 3-inch battery, commanded by Louis Etheridge, honored for their gun duel with U-606. (U.S. Coast Guard)

attacks. En route, she encountered more Nazi subs, including a U-boat later identified as *U-606*. The *U-606* had already sunk two ON-166 merchant vessels and damaged a third. In the process, it had sustained damage from depth charging. However, *U-606's* captain surfaced hoping to inflict more losses by attempting a daring surface attack.

Commander Hirshfield ordered the cutter to close with *U-606* striking a glancing blow to the sub and loosing two depth charges beside it. The explosives lifted the U-boat out of the water; however, the glancing blow had also gashed the cutter's hull below the waterline near the engine room. *Campbell* fought on as her engine room took on sea water. Her crew brought to bear the cutter's searchlights and heavy weapons on *U-606* and dueled with the Nazi predator on the surface. An all-black gun crew manning *Campbell's* three-inch battery, under gun captain Louis Etheridge, focused their fire on the submarine's deck and conning tower. The gun crewmembers were later recognized for their heroism and Etheridge became the Service's first African American Bronze Star Medal recipient.

While *Campbell's* gun crews battled *U-606*, the rest of the crew raced against time to staunch the flooding in the engine room. The cold salt water finally reached *Campbell's* electrical system shorting the ship's circuits and dowsing the searchlights. Luckily, at the same time the cutter lost power, the U-boat's crew had been decimated and the sub rendered defenseless. The Nazi commander ordered *U-606* abandoned and *Campbell's* guns ceased fire. The disabled cutter lowered her boats and rescued the five surviving German submariners.



Photograph of famed canine mascot "Sinbad," who was appointed a Dog Chief Petty Officer and served on board Campbell throughout World War II to become internationally famous. (U.S. Coast Guard)

After the battle, *Campbell's* crew continued to fight, only this time it was for the very survival of their cutter. Cmdr. Hirshfield believed he could lose his ship, so after offloading his prisoners he transferred to another ship his fifty merchant mariners and any non-essential crewmembers. The cutter sat powerless in the open ocean while the convoy pressed on to the U.S. Meanwhile, a skeleton crew jury-rigged a patch they placed over the gash in *Campbell's* hull stemming the flow of water into the engine room. Finally, after wallowing in the North Atlantic for four days, she received a tow to St. John's, Newfoundland. For his actions during and after the Battle of Convoy ON-166, Commander Hirshfield was awarded the Navy

Cross Medal, one of only a handful awarded to Coast Guardsmen during the war. He rose to become a vice



(Right) Commander John Hirshfield receiving the Navy Cross Medal from Coast Guard Commandant Russell Waesche after Campbell's triumph over U-606. He rose to become a two-term Assistant Commandant of the Coast Guard. (U.S. Coast Guard)

admiral and two-term assistant commandant of the Coast Guard.

Soon, *Campbell* was fully repaired and re-gained her



Campbell conducting one of many naval gunfire support missions during a tour in Vietnam (U.S. Coast Guard)

place of pride within the escort fleet. It was during this wartime service that a furry member of the crew, the dog “Sinbad,” became one of the most famous mascots in U.S.

military history. The subject of film, magazine stories, advertising and a book, Sinbad enlisted a year after *Campbell*’s commissioning and served loyally throughout the cutter’s wartime career remaining on board *Campbell* even when many of her crew were evacuated following the Battle of ON-166. Sinbad served in the Coast Guard until his death in 1951 achieving the rate of K9C, Chief Petty Officer-Dog. Before passing, he had served on board *Campbell* for nearly a dozen years.

Campbell continued to serve in the North Atlantic until Germany’s surrender in the spring of 1945. After that, the Navy transferred her to the Pacific Theater to serve as an amphibious flagship. After World War II, she returned to peacetime duties under the Treasury Department. She was called up again for service in the conflicts in Korea and Vietnam. In Korea she performed search and rescue operations and

ocean station duty and, in Vietnam, she provided naval gunfire support and patrolled Vietnam’s coastal waters. During Vietnam’s Operation “Market Time,” *Campbell* destroyed or damaged 105 Viet Cong structures and steamed over thirty-two thousand miles in the war zone.

After the war, *Campbell* returned home and performed search and rescue, law enforcement, military readiness and maritime interdiction duties. She was home-ported in New York City until 1969 when she moved to Portland, Maine. In 1974, she changed homeports again, this time to Port Angeles, Washington. There she continued her peacetime duties until decommissioned in 1982. At the time of her decommissioning, *Campbell* was the oldest vessel in the active-duty U.S. fleet. After decommissioning, the Coast Guard turned her over to the U.S. Navy for use as a target. The Navy sank *Campbell* on November 29th, 1984, during a fleet readiness exercise in the waters off Hawaii.

Campbell and her sister cutters proved very dependable, versatile and long-lived warships, most serving for over forty years. The Queen of the Fleet’s illustrious forty-six-year career spanned World War II, the Korean and Vietnam wars, and many more productive years. She was one of hundreds of cutters that have served the men and women of the U.S. Coast Guard.



The final chapter of Campbell’s long and illustrious career — sunk as a target for a Harpoon Missile during a naval exercise in the Caribbean. (U.S. Coast Guard)

The Espionage Act — Supporting Coast Guard Port Security for 100 Years

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

Port security has been one of the longest-running missions of the United States Coast Guard. And, historical events, such as World War I, have brought greater attention to the importance of this service specialty. A result of the war effort, the Espionage Act of 1917 greatly increased the importance of the Coast Guard in safeguarding our ports for the past 100 years.

One of the most time-honored missions of the Coast Guard, revenue cutters had served as guardians of U.S. ports since 1790. Even after the re-establishment of the U.S. Navy in 1798, revenue cutters were the only federal vessels that secured American ports in peacetime and in war. In addition, customs collectors who oversaw cutters assigned to their respective ports served as unofficial captains-of-the-port. Over time, control over the cutters moved from customs collectors to the Revenue Marine Bureau in Washington, but all along, cutters remained the guardians of commercial shipping, protected anchorages and U.S. ports.

During World War I, protecting American ports became



Aftermath of the Black Tom Island munitions explosion. (U.S. National Park Service)

a matter of national security. Never before had the threat of massive destruction from explosives stockpiles been so great. This was born out by an explosion that rocked New York City on July 31st, 1916. The munitions terminal on Black Tom Island, New Jersey, across the Hudson River from Manhattan, was a primary staging area for ordnance shipped to the war in Europe. Set off by German saboteurs, the blast shattered windows as far away as New York City, killed several persons, and caused property damage amounting to approximately \$1 billion in 2017 dollars. The explosion was thirty times more powerful than the 2001 World Trade Center collapse and ranks as the worst terrorist attack on U.S. soil prior to 9/11. This disaster quickly focused attention on the dangers of storing, loading and trans-shipping volatile explosives near major population centers.

In addition to focusing attention on the dangers posed to port cities, the Black Tom incident motivated Congress to enact legislation to protect the nation from sabotage. On June 15th, 1917, Congress passed the Espionage Act, which gave the Treasury Secretary wartime power to make “rules and regulations governing the anchorage and movement of any vessel, foreign or domestic in the



Chart showing location of Black Tom Island off of Jersey City from the Sanitary & Topographical Map of Hudson County, N.J. (Wikipedia)

territorial waters of the United States, [and] may inspect such vessel at any time, place guards there on, and, if necessary ... secure such vessels from damage or injury, or to prevent damage or injury to any harbor or waters of the United States” The Act’s text also states that the Treasury Secretary “may take ... full possession and control of such vessel and remove therefrom the officers and crew thereof and all other persons not specially authorized by him ...”

The Espionage Act also shifted responsibility for safety and movement of vessels in U.S. harbors from the Army Corps of Engineers to the Treasury Department.

In 1917, Treasury Secretary William McAdoo assigned Coast Guard officers to oversee port security in the strategic maritime centers of New York, Philadelphia, Hampton Roads and Sault Ste. Marie. The Act provided these officers near-dictatorial power over shipping in these locations. In addition to controlling anchorages and movement of vessels, units under these officers safeguarded waterfront property, removed suspicious or dangerous passengers or



Official photograph of the Secretary of Treasury, William G. McAdoo, who served at the time of the 1917 Espionage Act. (Photo courtesy of the Library of Congress)



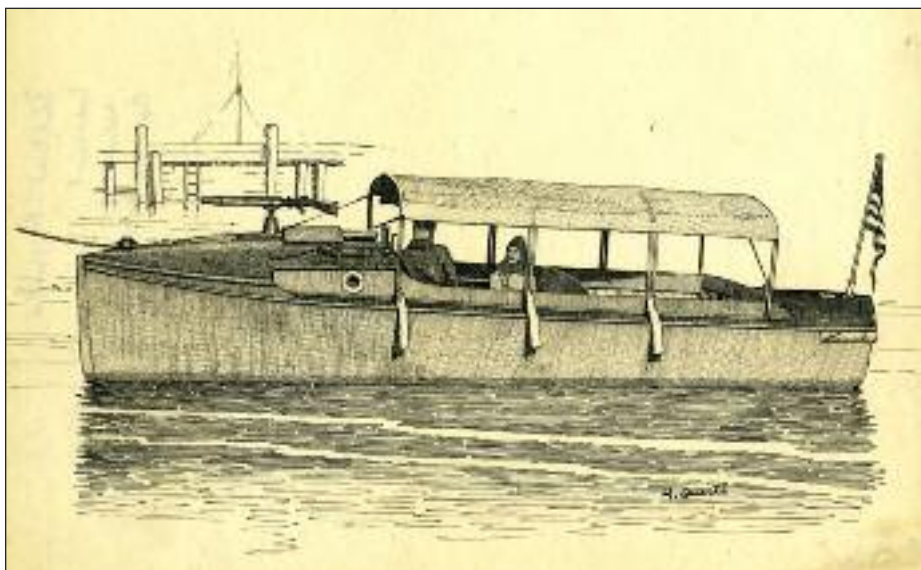
Photo of Captain Godfrey L. Carden, Captain of the Port for the Coast Guard’s New York Division. (Coast Guard Collection)

crew from merchant ships, and regulated the loading and shipment of hazardous cargoes.

The power of these officers was most evident in the port of New York. During the war, New York embarked more weapons and war material than any other U.S. port. In the span of a year-and-a-half, New York loaded nearly 1,700 ships with more than 345 million tons of shells, smokeless powder, dynamite, ammunition and other explosives. Captain Godfrey Carden commanded the Coast Guard’s New York Division, which included nearly 1,500 officers and men, four tugs borrowed from the Navy and the Army, five harbor cutters and an assortment of smallcraft. In all, his division was the Service’s largest wartime command.

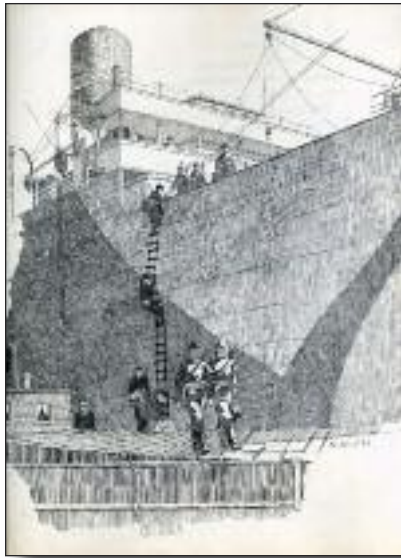
With the threat of a catastrophic explosion in the back of his mind, Carden ruled port operations with an iron fist.

He issued special orders to be rigidly enforced by his division. Carden’s men guarded every ship and barge loading ordnance, enforced cargo-handling regulations and kept unauthorized persons off of munitions ships. Meanwhile, his cutters patrolled every inch of New York Harbor’s anchorages and restricted areas. In an article published after the war, Carden wrote “To lose a ship by carelessness was to play the enemy act; and the guards had instructions to deal with any careless person as with an enemy. No chances were to be



(Left) Sketch of a Coast Guard patrol boat in New York cruising restricted areas of the harbor. (Coast Guard Collection)

(Right) Sketch of a Coast Guard sentries securing munitions loading operations on a pier in New York Harbor. (Coast Guard Collection)

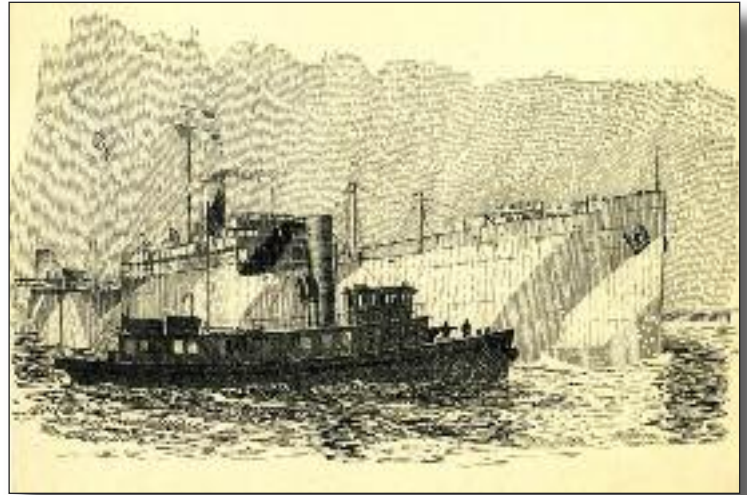


taken.”

Carden became the most well known Coast Guard captain of World War I and the term “captain-of-the-port” was invented to describe his role as overseer of New York’s port security. His division orchestrated the movement of munitions ships between piers and restricted anchorages to alleviate collisions or boarding by saboteurs. At the same time, hazardous cargoes were loaded as rapidly as forty-eight hours with no serious mishaps within his division’s area of responsibility. After the war, Treasury Secretary Carter Glass commended Carden, writing “The enforcement of anchorage regulations during the war period was a duty which involved a heavy responsibility and which could not properly be performed except by a man who combined firmness of opinion with exceptional balance of judgment.”

Port security has been one of the long-standing missions of the Coast Guard. During World War I, stockpiles of explosives in U.S. port cities focused attention on the need

for port security. Congress passed the Espionage Act, which enabled the Coast Guard to oversee the safety of these ports. The act would be invoked in World War II when the nation shipped millions of tons of weapons and ammunition



Sketch of a tugboat moving a World War I munitions ship in New York Harbor. (Coast Guard Collection)

from U.S. ports to the front lines. It also supported Coast Guard port security operations during the Korean Conflict, Vietnam War, Gulf War and in the recent War on Terror.

World War I focused public attention on the dangers posed by explosive cargoes to American port cities 100 years ago. The Espionage Act of 1917 became one of the most important legislative acts to empower the Coast Guard in its port security mission. Today, the act continues to support the Coast Guard’s mission to protect ports from sabotage and accidental detonations of dangerous cargoes.

Lost at Sea — A Memoir of a Surviving Son

by Dan Rosenblum, MD

Haskell B. Rosenblum was lost at sea in September 1942. Adults called my father Hank. I called him Daddy because I was two and a half when he left home.

I wanted him to stay with me. “Don’t go, Daddy!” I begged. One tour of sea duty was enough. “Don’t go again!”

Instead I got a promise. “We’ll have fun when I come home, Danny.”

As he left, I thought my father was entering a make-believe world; the place little children imagine their parents to occupy when they cannot see them.

He was a doctor on a small, slow, “recycled,” Great Lakes freighter, the *Muskeget*, a North Atlantic weather ship fitted out with guns and weather station equipment. The North Atlantic was a supply line to Europe menaced by German U-boats. Losses were heavy in 1942. That September, the Germans sank about four ships each day. The Germans called it Happy Days. The Allies called it Hell. The U-boats rarely attacked weather ships. The Admiralty was surprised when the *Muskeget* went down, the only weather ship the Navy lost in WWII.

Back then the Navy sent telegrams to notify families

about men lost. Our Bostonian neighbors would shudder if a Western Union delivery man appeared. A few days after the *Muskeget* was lost, my mother received a telegram; she was pregnant and, except for me, alone. My father, due home that week, would not arrive on Constitution Pier.

Regret to inform you, it said. Your husband has been declared "Missing in Action," it said. A search was on, it said. Regret? What does the Commandant mean "regret"? Is it the loss of someone dear to him that he regrets? Or does he regret sending so many death notices? Maybe it's both.

They searched in vain; they found no trace, no men, floating objects, or oil slick.

What does a young family feel when a telegram like that arrives? Adults thought of my father as one of millions of men who were in "the service;" he was doing his duty, serving his country. For months, they hoped he had survived in a life boat, been rescued. Hank Rosenblum was part of the War effort — a casualty. Adults respected Hank's sacrifice; the cause was worthy; the threat, unparalleled; the loss, regrettable, as the commandant had said.

To me, my father's disappearance in the war and the rest of it were incomprehensible; his loss, deeply personal. He was the center of my life: energetic, joyful, funny. He was my source of laughter, knee-bouncing, and way-up-highs, of deep voices and funny faces, of measureless love. His love enveloped me like a sealed letter, an envelope that disappeared when dispatched.

Ask me if I remember; yes, always. Ask me to describe how I felt when he was gone, me with the thousands of words in my head; I can't.

My mother sought answers to my incessant questions, "Why, Mommy, why, why, why? But there were no answers, only questions. A continued search for survivors



The Muskeget (WAG-48)

bore no fruit. A year to the day after the ship was lost, the Commandant declared the missing, dead.

Our grief was as hidden from view as our cities were at night during the blackout. About 2,000 servicemen a week were lost in the war; survivors could not grieve for them without hindering the War effort. It was as if the rituals for mourning had been abrogated.

For men lost at sea there were no coffins. Without coffins; no burials. Without graves; no stones. Without an immediate declaration of death; no memorial services. No folded flag arrived at our door. A purple heart came, but no flag. Rituals permit survivors to grieve and recover. We missed the rituals. We had no substitute. Even if we tried a substitute, the next week brought another 2,000 losses.

As I grew, my father remained in the land of mystery and make believe. The possibility of his return, played itself out in my head. In my fantasy, I imagined that he would ring the doorbell one day; we would be jubilant. He would describe his survival in a lifeboat, his prolonged amnesia, his rescue by a kindly fisherman from Newfoundland, the odyssey of his homeward journey. As I grew, my fantasy faded and disappeared, replaced by a phobia about WWII, reading about it made me relive my childish horror. Had he drowned? Did he burn? Was it slow and painful? Like many Americans, even the veterans, we avoided the subject.

Americans are now coming to recognize that it was the lives of those who served, not their deaths, that we should remember: we must understand why they served, the reason for their commitment. To that end, the many books and films, the World War II Memorial, and the World War II Museum have preserved the memory of WWII and the millions whose efforts led us to victory. Together, they keep alive the memory of the Americans who dropped everything else to defend liberty and justice.



The Muskeget on Februaru 17, 1942

Editor's Note: Dan Rosenblum made the above address on Memorial Day at the World War II Museum in New Orleans, La., remembering his father, LCDR Haskell B. Rosenblum, USPHS, who was lost on the Coast Guard-manned USS Muskeget in World War II. On about Sept. 9, 1942, Muskeget disappeared from Weather Station #2 in the North Atlantic without a trace. After the war, the log of U-755 revealed that she had attacked and presumably sunk an American auxiliary on Sept. 9, 1942.

This September will mark the 75th anniversary of the loss of the ship. Dan is currently writing a memoir (Lost Without You — a Memoir of WWII) which will include this essay.

Daniel Rosenblum, MD, a retired physician, served in the USPHS, practiced medicine, hematology, and oncology, and worked at the FDA and the NIH. He published a book about listening to patients, A Time to Hear, A Time to Help; Listening to People with Cancer. He is married with three children and two grandchildren.

Commissioning of USCGC Douglas Munro

(compiled from material on the Coast Guard website)

The *Munro* (WMSL 755), the Coast Guard's newest National Security Cutter (NSC), was commissioned into service in Seattle on April 1st.

Coast Guard Commandant Adm. Paul Zukunft presided over the ceremony, accepting the sixth NSC into the military service's fleet. Department of Homeland Security Secretary John Kelly also sent his well wishes to those participating in the commissioning.

"As the Secretary of the Department of Homeland Security, I'm excited to see this sophisticated national asset put to work ensuring the security and prosperity of our nation," said Secretary of Homeland Security John F. Kelly. "As a Marine, I'm honored and humbled to see this cutter commissioned to honor Signalman 1st Class Douglas Munro who saved hundreds of Marines at Guadalcanal. It's apparent his legacy and sacrifice lives on in each member of the U.S. Coast Guard."

The *Munro* was commissioned in Seattle to honor the Coast Guard's only Medal of Honor recipient, Signalman First Class Douglas A. Munro (1919–1942), who is buried in the veterans' section of Laurel Hill Memorial Park in Cle Elum. Naming of the sixth NSC in honor of the former South Cle Elum resident pays tribute to Munro's heroism and legacy.

Munro was mortally wounded in action in the Guadalcanal campaign of World War II while providing covering fire during the evacuation of a detachment of 500 U.S. Marines who were under attack.

"National Security Cutters are state of the art platforms that can operate seamlessly within the Navy's fleet and leverage our unique authorities to push our

maritime borders thousands of miles beyond the homeland in order to ensure our national security and prosperity," said Adm. Zukunft. "Our nation faces significant threats posed by violent transnational organized crime networks and the men and women of the Coast Guard are on the front lines of this fight. With 'Gallantry in Action' as the cutter's motto, I cannot think



Capt. Thomas King assumes the command of the Coast Guard Cutter Munro during a commissioning ceremony in Seattle, April 1, 2017. USCG photo by PO2 Jonathan Klingenberg.

of a more fitting tribute to Douglas Munro's legacy than to name our armed service's newest asset after our only Medal of Honor recipient."

New assets such as the National Security Cutter, the Offshore Patrol cutter and the Fast Response Cutter will be heavily involved in combating Transnational

Organized Crime networks. Since the first operational deployment of a National Security Cutter in Fiscal Year 2009, three NSCs (*Waesche*, *Bertholf* and *Stratton*) removed more than 98 metric tons of cocaine worth an estimated \$2.9 billion wholesale combined.

Known as the Legend class, NSCs are designed to be the flagships of the Coast Guard's fleet, capable of executing the most challenging national security missions, including support to U.S. combatant commanders. NSCs are 418 feet in length, 54 feet in beam and 4,600 long tons in displacement. They have a top speed in excess of 28 knots, a range of 12,000 nautical miles, endurance of up to 90 days and can hold a crew of up to 150. These new cutters are replacing the aging High Endurance Hamilton class cutters (378 feet) that have been in service since the 1960s.

Munro will routinely conduct operations from South America to the Bering Sea where the cutter's unmatched combination of range, speed, and ability to operate in extreme weather provide it the mission flexibility necessary to conduct alien migrant interdiction operations, domestic fisheries protection, search and rescue, counter-narcotics and homeland security



A display containing Petty Officer First Class Douglas Munro's Medal of Honor and accompanying citation hangs in Munro Hall at the U.S. Coast Guard Training Center in Cape May, N.J., Sept. 26, 2014. (Photo by CWO John Edwards)

operations at great distances from shore, keeping threats far from the U.S. mainland.

"The opportunity to command the *Munro* is an honor and one of the best experiences I've had as a cutterman," said Capt. Thomas King, commanding officer of the *Munro*. "I've witnessed the crew report as individuals from different units and form together as a cohesive crew. The crew worked and trained to ensure both they and the *Munro* were prepared to operate and sail to Seattle for the commissioning. Their efforts paid off with the rescue of three people in the Pacific and the seizure of nearly \$5 million of cocaine, which are unprecedented results for a cutter in a pre-commissioning phase. This crew is worthy of bearing the honor of being *Munro* plankowners."

The commissioning of a cutter is a time-honored naval tradition where a vessel is placed into active service. During this event, the cutter is "brought to life" and the crew ceremoniously reports aboard to accept their positions.

Munro's great niece, Julie Sheehan, the ship's sponsor, ordered the ship to "come to life" alongside Capt. King. Sheehan and many of *Munro*'s family members reside in the Pacific Northwest and were in attendance.

Munro is the sixth NSC to be commissioned and the fourth to be homeported on the West Coast in Alameda, California.

(Left) Munro crew members at the ship's commissioning.

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The National Coast Guard Museum Association is proud to offer our supporters the opportunity to be a National Coast Guard Museum "Plankowner." As many of you know, in nautical terms a Plankowner is any individual who served as an original crewmember on a new vessel.

Anyone can become a Plankowner by simply establishing a recurring donation of any amount and by utilizing an Electronic Fund Transfer (EFT) deduction through your banking institution. In return, you will be honored with your own Plankowner Certificate, a beautifully hand-drawn work of art by retired Coast Guard Chief Petty Officer Schan Russell.

To become a National Coast Guard Museum Plankowner, visit CoastGuardMuseum.org/plankowner



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*Artistic rendering of the
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A special breakfast sponsored by the Medal of Honor Historical Society was held prior to the Munro commissioning ceremonies. Members of the CGCVA were invited and seated to the left of a Navy veteran. They included (l to r) Swede Johnson, trustee Bill Figone, president Mike Placencia and vice president Steve Petersen.