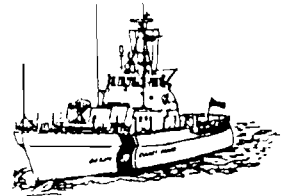
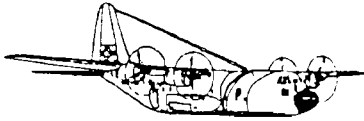


JAN-FEB-MAR



Coast Guard Combat Veterans Association

FROM THE PRESIDENT

1991 has been a great year for the CGCVA, and certainly a very good year for me. It was because of the well laid keel by former President Bob Maxwell that I was able to continue his programs and those programs of our Association. Attending the TAMPA reunion was a fantastic experience. The MODOC ran with TAMPA in the North Atlantic and it was truly good seeing some of the guys from the early forties. Guys that remembered some of the things that I did. After all, that's what reunions are all about.

We were able to get a CGCVA representative down to the NORTHLAND reunion on September 12 in Portsmouth, VA. The fifty year anniversary of the first U.S. Naval capture of WWII would have gone mostly unnoticed except for Jim Bunch and Al Courter, two of our members who did a splendid job on this most worthwhile project. We have a VCR tape for posterity.

It was my privilege to welcome home our Coasties from the Persian Gulf- PSU 302 based in Cleveland. The Columbus, Ohio parade was both large and enthusiastic. These guys and gals are all Coast Guard.

Meeting Bob Hope and giving him our Coast Guard Bicentennial Medal was certainly a big event in my life. Bob loved it and thanked each of you for making this possible.

I've asked the Governor of Ohio to fly the Coast Guard flag over the State Capitol Building on Coast Guard Day. Ohio State now plays "Semper Paratus" at home football games. These are some of the things that I hope each of us can do in our respective states. Believe me, if we don't tell the U.S. about the Coast Guard, I don't think too many others will. After all, we are the ones with so much experience and knowledge of the Coast Guard. The new Coasties have their set of problems and as we well know more work than there is time to accomplish it.

I want to thank the Officers of the Association, especially Herb Reith, for a great 1991 as without their support I couldn't have accomplished very much. I want to thank the membership for their help, their ideas and very importantly their recruiting. We are not over the 1,000 mark!

Our reunion in October, 4-8, Reno, Nevada, will be one for the books. I would like very much to shake each of your hands while there. Vince Stauffer has always gone all out for the CG and the CGCVA. This time Vince has gone beyond. See you in Reno and try and bring a new member, together with your family. Wishing you and your family the very best for 1992,

SEMPER PARATUS

DICK STENT



CGCVA NEWSLETTER

Published at Medina, Ohio by the Coast Guard Combat Veterans Association, Baker Herbert, Treasurer. Phone 216-725-6527. This newsletter is published quarterly, the first month of each quarter for the membership. Stories, comments, death notices, jokes in good taste, etc. are requested.

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Perhaps in all forms of religion, folk lore or what have you there is some idea of the creation or evolution of man. Either concurrently or at some point in time there had to be woman. Unfortunately history has only highlighted a few women and it was not until this century that women in America have been recognized as they are today. Certainly our Association which is 99+% male has from the beginning recognized our wonderful ladies, hence the CGCVA Auxiliary. At the NORTHLAND reunion, September, 1991 (50th anniversary of the first naval capture of WWII by Americans) Edith Courter reminded all present that the Ladies should stand up and take a bow.

The CGCVA is a big family and we have all been working together. Libby Hoover and Liz Scotti have worked extremely hard to get our Association rolling.

All ladies who are not members of the CGCVA, whether members of the CGCVA Auxiliary or not, are invited to the CGCVA Auxiliary functions in Reno. At this point a luncheon is planned and other programs are under consideration.

Ladies, you are all the greatest. We want you to be a part of what we are.

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TREASURER'S REPORT - ENDING 12/31/91

As of 12/31/91 we have \$7,034.21, total funds on hand which includes Douglas Munro and Patriot's Point Trust Funds.

We have plenty of regular CGCVA blue with gold lettering caps at \$10.00 (baseball type) Add \$2.00 for senior officer eggs and \$3.00 for Flag eggs. Prices include postage.

A new item is the CGCVA patch, which is rather nice. These 5" patches are \$5.00.

A few "T" shirts with CGCVA Logo and sweatshirts also with the logo are available. We don't plan to reorder these items at this time. "T" shirts are \$7.50, add \$2.00 for XXL. Sweatshirts are \$17.00, also add \$2.00 for XXL. American made caps and shirts. We'll mail first class at no extra cost. Send checks to: CGCVA, 6858 Lafayette Road, Medina, OH 44256. Include your name, address and phone number in case there is a question.

We still have some LCVP stamps issued 10 Nov. 1945 with "U. S. COAST GUARD" under the LCVP and some ruptured duck stamps issued 9 May, 1946. These stamps are \$1.00 each, were donated by Jim Bunch and the proceeds go to Patriots Point Naval Museum.

Dues notices will be mailed out soon for the period January-June, 1992. If you receive a second notice and dues are not paid you will be dropped from the CGCVA unless you notify us that you are in financial distress and will pay back dues when you are able.

CGCVA pins have been on order for six months and will be sent to new members once we receive them. There is no cost for these pins to new members. Additional pins will soon be available at \$5.00 or two for \$7.00, prepaid.

Baker Herbert

December 21, 1991

Mr. Baker Herbert
Treasurer, CGCVA
6858 Lafayette Road
Medina, OH 44256

Dear Baker:

Thank you for your letter of December 15th.

I agree that we should give Secretary Skinner a CGCVA Cap (flag), but rather than mail it, why don't you let me try to get in to give it to him in person. If I can't get in, then we can mail it. We might also want to make him an honorary member, with lapel pin, etc. It's your (and the by-laws) call.

The following is submitted for your consideration for the newsletter:

"CGCVA Director of Legislative Affairs, Jon Uithol, attended a budget briefing hosted by Admiral Kime during November, 1991. The Commandant stated that the President's 1992 budget request was premised on the national transportation policy of balance among traditional maritime transportation missions. These include environmental protection and response, law enforcement, national security, and maritime safety.

Within that framework, the Commandant's strategic agenda focuses on: people, balance, and excellence.

The CG budget enhances the Nation's transportation infrastructure through ATON vessel replacement projects, and vessel traffic system upgrades and replacements. Further, it supports the global positioning system and the global maritime distress system. AMVER system upgrades are included, and, getting back to earth, the budget also allows for the replenishment of buoy inventories.

The Commandant is determined to renew focus on his most valuable resource...people. The 1992 budget includes funds for a work life study, as well as increases in family support programs, leased housing, public family quarters, and child care services. An improved health care program shares these top priorities.

To get down to the numbers, the 92 overall budget total is (all numbers in the millions) \$3,504.8 compared to 3,407.6 for 91. This is an increase of a little less than 3%, and does not appear to represent any growth. Within that total, the category of Operating Expenses (OE) rose by just over 4%. The total increase percentage was brought down by hits taken in Acquisition, Construction, and Improvements (AC&I). AC&I is where we maintain the total infrastructure. During the 80's, AC&I averaged \$610 million. For the last two years it has averaged \$392 million. This is a serious problem which will

continue to become more serious with time. You either fix the roof now, or replace it later.

The transfer of funds from DOD also took a hit. For several years, DOD transferred \$300 million to the CG. This year the amount was reduced to \$185 million. Part of this reduction was occasioned by direction from Congress to turn our E2C electronic surveillance aircraft and Aerostat resources over to the Navy. Thus, the Coast Guard received no funds for their operation and maintenance. The problem is that these resources take time to transfer, so the ongoing costs during the transfer will come out of the hide.

The Coast Guard received a supplemental increase to its budget for 91 because of the costs associated with Desert Storm. The problem here is that the supplemental covered only half the actual costs. The problem is further compounded by the fact that we still have CG personnel and equipment in the Gulf enforcing the UN sanctions. This expense is not specifically funded thereby creating another bite out of the hide.

These types of funding problems, while bothersome to the Coast Guard, are nothing new. Every year similar, unique circumstances generate challenges. With the exception of AC&I, the 1992 budget is about as good as could be expected, especially in these economically stressed times. AC&I will need our attention during the next budget cycle.

Overall, the Commandant is pleased with his relationship with Congress and appreciates their support for his people programs. He also appreciates the letters written by members of CGCVA in support of the CG's budget, and is gratified to know our association stands always ready to answer his call."

Baker, please feel free to edit this as necessary. Merry Christmas and good luck for all of 1992.

Sincerely,



1/8/92 - CAPTAIN JON UITHOL, USCG (RET), Director of Legislative Affairs, CGCVA, personally presented the CGCVA cap, pin and patch to Presidential Chief of Staff, Sam Skinner. Secretary Skinner from DOT commented on the USCG and said something to the effect that the Chiefs run the Coast Guard and he would not be offended if the White House staff referred to him as "Chief" used in the same context as a USCG CPO. Chief of Staff Skinner did a an outstanding job for the USCG as DOT Secretary and made many personal phone calls to Coasties who did an outstanding job.

THE MAIN EVENT - RENO REUNION 92
OCTOBER 4-8

The rooms at the Sands Hotel, Reno, Nevada are beyond comprehension. Each room has either a king size or two queen size beds. No matter which side of the building you end up on the view is fantastic. The outside wall of the room is glass from floor to ceiling. One side of the building looks down on Reno and the other side looks out over the mountains.

When checking in each person is given an information package which includes a ticket for some freebies and things that are available locally. There is a liquor store in the hotel with really great prices.

The National Automobile Museum is close by and is a must see. Carson City is close by as is Lake Tahoe and Virginia City is very interesting. Tours can be arranged if there is an interest. The M. S. DIXIE is a stern wheel-er which operates on Lake Tahoe and again, if there is interest an event on board can be arranged.

Golf is available in six courses with two championship. Tennis and racquet-ball are available and there are hiking trails through wilderness areas.

Temperatures are expected to be in the 80°-90°F during the day in early October but the evenings can be in the 30° F range. Sunshine is abundant.

Basically the below reservation form may be cut out and sent in for your reservations. If you would like the reservation card(s) send a self addressed stamped envelope to: CGCVA, 6858 Lafayette Road, Medina, OH 44256.



Please reserve the following rooms for my attendance at the OCTOBER 4-8, 1992 meetings of COAST GUARD COMBAT VETERANS ASSOCIATION
(Dates)

NAME _____ STREET _____
CITY _____ STATE _____ ZIP _____

PER NIGHT ROOM RATES: \$ 48.00 Single or Double Occupancy (Triple Add \$7)

- Single (1 person 1 bed) Double (2 people 1 bed) Double Double (2 people 2 beds)

Additional persons in same room \$7.00 per night each. RATES SUBJECT TO 9% ROOM TAX.

Arrival Date _____ Approx. Time _____ Departure Date _____

MAKE RESERVATIONS PROMPTLY... ROOMS FOR YOUR GROUP WILL BE RELEASED AFTER 9/13/92
Date

Complete and mail with one night's room cost to:
Reservations Dept. THE SANDS REGENCY HOTEL CASINO * 345 N. Arlington Avenue * Reno, NV 89501

Checks or money orders suitable for deposit. Credit card guarantees not accepted. Deposits refunded only if cancellation received 48 hours in advance. Failure to cancel will result in billing for all nights reserved.

SA-105

Signed

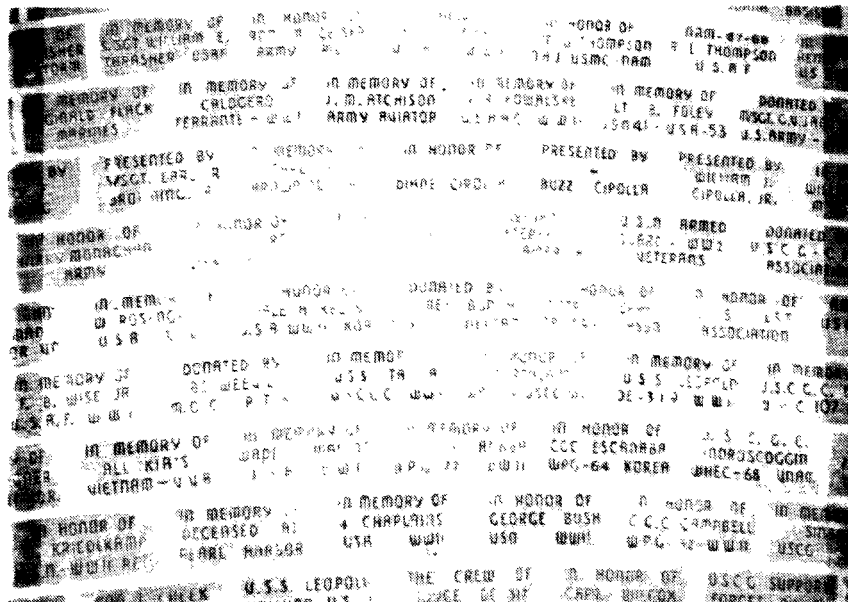
Send any questions to CGCVA at Medina and they will be forwarded to me in Seattle. I would like to know your ideas concerning tours and if there is an interest for the M.S. DIXIE.

See you in Reno. More information will follow regarding CGCVA events and the costs.

VINCE STAUFFER - REUNION CHAIRMAN

NEW MEMBERS

ADAMS, Victor M. - TAMPA
ALBRIGHT, Leo W. - USS GENERAL R. L. HOWZE
ARBUCCI, Salvatore A. - 83440/MAHONING
AMORE, Eugene J. - NORTHLAND
BAEHRLE, Philip C. - PSU-303 DESERT STORM
BARKER, Gerald K. - LST 792
BEARDSLEY, Raymond F. - AQUARIUS
BELL, D. Ross - FS-180 (44) NORTHLAND (42-44)
BILDERBACK, Kenneth M. - NORDVEST/NORTHLAND/CG AVIATION
BLAIR, Robert L. - LANSING
CLARK, Christopher J. - LEDET-DESERT SHIELD/DESERT STORM - MEMBER 1,000
CLIFFORD, Daniel W. - COVINGTON (PF-56)
CROUCH, Holmes F. - NORTHLAND
de CASTRO, Robert J. - TAMPA
DE RENZI, Daniel - USS RHODES
FISCHER, Jerome H. - WWII
KILL, Jack D. - WWII
GALASSI, Adriano V. - USS SELLSTROM (DE-255)
GRANGER, Robert C. - USS ANNAPOLIS (PF-15)/USS PUEBLO (PF-13)
GUSTAFSON, William C. - USS MANHASSET/USS CARSON CITY
GUTTKE, James E. - PSU-303 DESERT STORM
HAWKINS, Robert J. - VIETNAM
HUGHES, David C. - LST 795 (Provided pole for flag raising at Mt. Suribachi)
INGRAHAM, George P. - PSU-303 DESERT STORM
KING, James H. - LCT-746/WINONA/MUNRO
KORDUS, Arthur R. Sr. - USS MENGES/USS THEENIM AKA-63
LE BLEU, Michelle J. - PSU-303 DESERT STORM
MAC NEALY, Richard K. - LST-166/MACKINAW
MC COMBS, Gerald E. - TAMPA/NAVY 920/LT 578/GEN. BREWSTER
MICHALEK, Mark H. - PSU-301 DESERT STORM
OLIVER, Edward F. - SQN ONE VIETNAM
PANZARINO, Pat - USS MURZIM (AK-95)
PEARSE, John E. - member who wanted to show TAMPA/NIKE/GEN BREWSTER
PHILLIPS, William G. - LST-22/ASTERION
PINKSTON, Bert M. - MARITA GPY-175/BAYONE/GULFPORT/CHARLOTTESVILLE/SELLSTROM
POLING, Robert L. - USS HARVESON
PRICE, John F. - RESFLO/COTP LA HARVE/SEINE RIVER
RICHARDSON, Winford E. - LST-764
RILEY, William J. - HARVESON
RIVERS, Carol A. - PSU-301 DESERT STORM - First CG Female Member
ROBINSON, Russell W. - WAKEFIELD
SACHER, Robert F. - WALNUT/PETTIT
SEEFCHAK, George J. - PETTIT/NOURMAHAL/83 Footer at Ft Tilden
SHUMAKER, Jack W. - USS TRITON/USS GROTON
SMITH, Henry M. - TAMPA
SNYDER, Gary M. - LED DESERT STORM
STEED, Joe W. Jr. - TAMPA
STEPHAN, Kenneth F. - TALLAPOOSA/HARVESON
STOPA, Maurice P. - YAKUTAT/SWIFT BOATS VIETNAM
SWEENEY, Hugo C. - TAMPA
THOMPSON, Glenn O. - HERMES/LST-166 - Rear Admiral
WEDDEL, John W. - Y-3/FS-354/USS CAVALIER
WHITE, John K. - BIBB/LCI-86/83377 RESFLO-1
WILSON, John K. - AQUARIUS
ZOLENDJUSKI, Raymond - DESERT SHIELD-DESERT STORM



Additional bricks of particular interest to CGCVA Members are:

IN MEMORY OF
USS TAMPA
USCGC WWI

IN MEMORY OF
USS LEOPOLD
DE-319 WWII

IN MEMORY OF
CGC ESCANABA
WPG-77 WWII

IN HONOR OF
U.S. L.S.T.
ASSOCIATION

IN HONOR OF
CGC ESCANABA
WPG-64 KOREA

IN HONOR OF
PATROL CRAFT
SAILORS ASSN

IN MEMORY OF
USCGC DIONE
WPC-107 WWII

THE CREW OF
JOYCE DE-317
USCG WWII

IN HONOR OF
DE SAILORS
ASSOCIATION

IN HONOR OF
CGC CAMPBELL
WPG-32 WWII

IN MEMORY OF
SINBAD
USCG WWII

IN HONOR OF
NORTHLAND
WPG49 USCG WWII

U.S.C.G.C.
ANDROSCOGGIN
WHEC-68 VNAM

USCG SUPPORT
FORCES 90-91
PERSIAN GULF

VIETNAM
VETERANS
OF AMERICA

DONATED BY
USCG CPO
ASSOCIATION

U. S. VETERANS MEMORIAL, TITUSVILLE, FLORIDA

CGCVA Member Dick Novotny represented the CGCVA at this event in 1991. CGCVA Member Jim Bunch got the ball rolling on this project and picked up many members including the CGCVA brick for the USCG SUPPORT FORCES 90-91 - PERSIAN GULF.

Saga of the *FS-180*

By Lieutenant (junior grade) D. R. Bell, U.S. Coast Guard Reserve (Retired)

It's difficult to find the U.S. Army's *FS-180* mentioned anywhere in the annals of World War II, but her story represents the wartime account of some 187 other Coast Guard-manned sister FS (freight supply) ships that operated as part of the U.S. Navy in the Pacific. Being cargo carriers with a shallow draft and a high degree of maneuverability, these little ships were ideally suited for work in Aleutian waters and in the Southwest Pacific Theater, where they served General Douglas MacArthur's leapfrogging garrisons. In a short time, the FSs came to be known as "island hoppers."

Designated originally as FPs, for freight personnel (*FS-180* was FP-180 when first commissioned), the entire class of vessel was initially operated by the Army Transportation Service as a part of the U.S. Army Transportation Corps. The Joint Chiefs of Staff decided in March 1944, however, that these ships

should be manned by the Coast Guard.

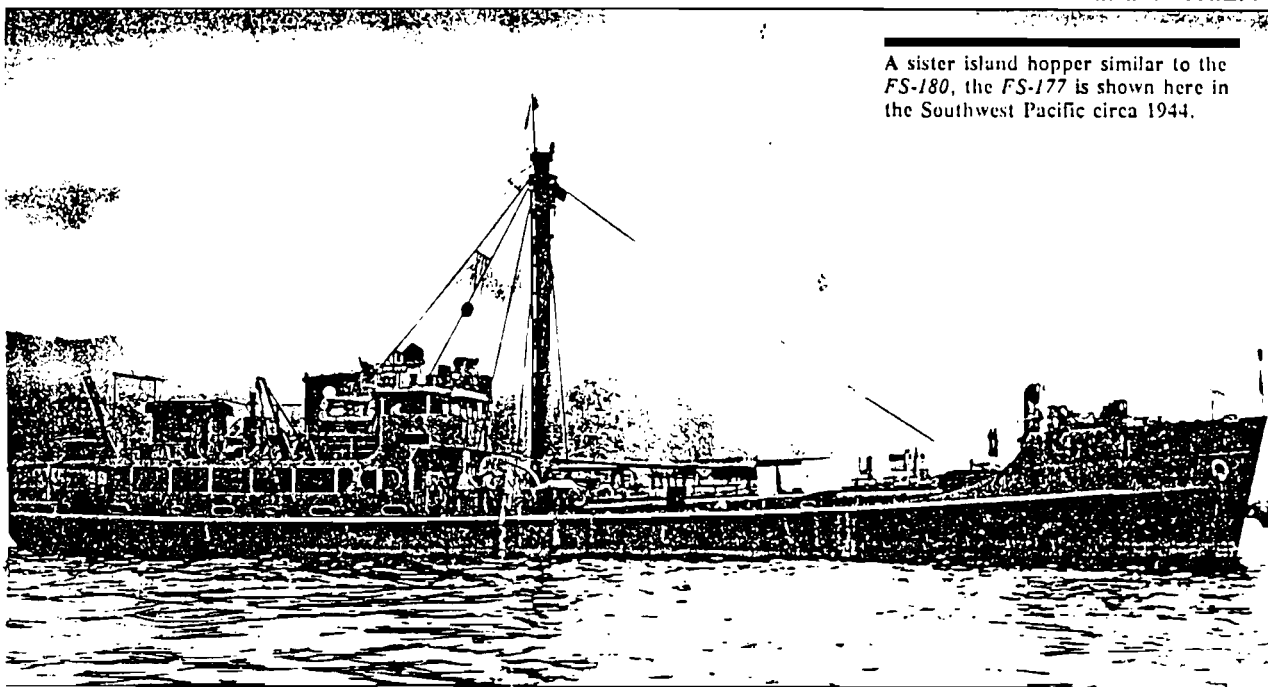
These freight supply ships were constructed at various locations throughout the United States, differing primarily in their engines and minor modifications during their manufacture. In some, for example, the king post was moved forward to a position between the two holds, but with their huge mast and oversized booms, the FSs had a look of their own and would rarely be mistaken for anything else.

The *FS-180* was typical of her ilk. She was 180 feet long, 33 feet in the beam, and had a draft of 12 to 14 feet when fully loaded. Her full-load displacement was close to 600 tons, and she cruised at 12-13 knots under favorable conditions. Her twin screws were powered by two 800-horsepower Cooper-Bessemer direct reversible diesel engines, which were actually railroad locomotive engines. With few exceptions, all of the FSs were

manned by identical complements: namely, a reserve lieutenant (junior grade), with sea duty experience, as the commanding officer; a reserve lieutenant (junior grade), without sea duty experience, as the executive officer; a freshly commissioned reserve ensign as watch officer; a warrant machinist as the engineering officer; and 22 enlisted men.

The *FS-180* was built in New Orleans by the Higgins Boat Company, which primarily constructed PT boats and landing craft. Commissioned on 31 May 1944, she was piloted to the mouth of the Mississippi River after several days of billeting, drills, and taking on stores (including a secondhand Maytag washing machine). Her orders took her solo to San Pedro, California, where she was outfitted with the following armament: 40-mm. single on the afterdeck; a 20-mm. on the fore-castle; and two .50-caliber air-cooled machine guns on the flying

COURTESY JHM PHOTO COLLECTION



A sister island hopper similar to the *FS-180*, the *FS-177* is shown here in the Southwest Pacific circa 1944.

bridge. Loaded thereafter with ammunition, and with both holds full of canned beer, the *FS-180* went on her way, making a brief stop in Honolulu, where she was joined by two other FSs. The three of them then proceeded to Milne Bay at the easternmost tip of Papua, New Guinea.

Except for their radio direction finder and an assortment of charts, the navigational equipment on board the FSs could best be described as primitive: a magnetic compass, two azimuth circles, a flimsy, lightweight sextant, a gimbal-mounted stem-winding Waltham automobile clock that served as a chronometer, a deep-sea "dipsy" lead, two or three hand leads, and a taffrail log manufactured by Lionel (the well-known maker of toy trains). As skipper of the *FS-180*, I often found myself silently thanking my commanding officer on board the cutter *Northland* (WPG-49), who had required his junior officers while at sea to turn in weekly assignments that consisted of maneuvering board problems, noon sights, star sights, and even lunar sights, along with taking a quiz on navigation.

Following her arrival in the Southwest Pacific Theater, the *FS-180* spent the greater part of her time in and out of ports along the northern coast of New Guinea, with occasional trips north to the Admiralty Islands. She carried "C" rations, mail, miscellaneous supplies, and, more often than not, a few Army personnel—sometimes as few as two or three, other times as many as 25—who were catching up with their outfits.

Like all of the FSs, my ship was constantly on the move, seldom, if ever, being allowed to remain tied to a dock even overnight unless loading or unloading was in progress. Due in great part to the solitary nature of her duties, men of the *FS-180* could confess to a frequent onset of the "ugly duckling" syndrome. At most times, however, her officers and crew contentedly accepted their somewhat detached lifestyle, especially when they considered the advantages of shipboard cuisine, cooler nights afloat, and the absence of mosquitoes while under way. Except for the distractions and pre-emptive nature of a war in progress, it was easy for me to fantasize sailing my own private yacht from island to island throughout Pacific waters, all expenses paid. Such touches of euphoria were quickly eroded, however, when I was ordered on a trip through coral reefs or had the recurring vision of a possible mechanical breakdown near the beach of an area still held by the Japanese.

Each FS's crew took an appearance of their own. Some would be dressed in Army jungle greens, some in

dungarees, some in a combination of the two, and some in nothing more than cutoffs. These young and somewhat isolated crews also differed in the skills they developed as sailors. For example, the *FS-180*'s crew determined to their scientific satisfaction that the round-trip flight range of the New Guinea mosquito must be a mile, and thus we always anchored at least one-half mile off the beach. The ship soon learned too that it was prudent to take on fuel and stores, especially fresh water, wherever and whenever the opportunity presented itself. Crewmen knew that a saltwater shower was worse than no shower at all. By reserving for potable water close to one-half of the ship's tank capacity, the remainder left enough fuel supply to ensure a safe cruising range of more than 7,000 miles.

In December 1944, the ship was ordered to Hollandia, where she joined a number of other vessels—including several FSs—already assembled. She was immediately ordered to dock and take on cargo, which consisted this time of sheet metal and cement, two Army 4 x 4 trucks, an Army jeep (and a two-wheel trailer for it), two rather sizable skid-mounted motor-driven electric generators, electrical cable, and a few other miscellaneous items. There was no manifest, but it was general knowledge that the convoy was bound for Leyte Gulf, the Allied forces' lone foothold in the Philippines at that time. We didn't know that our ultimate destination would be the island of Mindoro.

The voyage from Hollandia to Leyte was completely uneventful, and we arrived there the day before Christmas. The *FS-180* was instructed to anchor in the gulf at a point several miles out from Tacloban and to stand by for further orders. Such orders came the afternoon of 27 December from a bullhorn on the deck of a destroyer as it steamed among the smaller ships. We were told the position we should take in the second section of a convoy that was already forming in the distance, heading south on its circuitous voyage around Bohol and Negros en route to Mindoro.

Arriving on station, the *FS-180* found herself part of an 80-some-odd ship assemblage—escorted by 11 Navy destroyers and a number of PT boats—for an operation that we later identified simply as the "D plus 12 Mindoro Resupply." Though the convoy was without air support, and was relentlessly attacked by Japanese kamikaze and torpedo planes during the three-day passage, the Navy destroyers performed magnificently throughout the ordeal, using their dual-purpose guns to knock down a great num-

ber of the attacking planes. This spectacular success was reportedly due in part to the use of a then-new fuse, referred to by some as a Buck Rogers fuse and by others as a proximity fuse. Whatever the reason, those Navy destroyers made an unforgettable impression on the crew of the *FS-180*.

On the second day of the voyage, a kamikaze—which we had been firing at as it crossed the ship's bow—dove directly into the superstructure of a large freighter immediately to our port beam, setting the freighter ablaze at once. For a few fleeting seconds we could see the crew of the big freighter running frantically on deck, trying to string out their hoses. Unfortunately, the burning vessel was an ammunition ship and, within 45 seconds of being hit, she exploded in a horrendous blast, literally disintegrating and vanishing from the surface of the sea.

Enveloped by the force of the explosion and scattered by the fragments of the doomed ship, the *FS-180* was herself badly damaged; nearly half of our crew sustained injuries. Among them was a young coxswain who died within minutes of being struck in the chest, and who was buried at sea before the ship reached Mindoro. Two others were injured so severely that they were removed from the vessel on litters after reaching Mindoro. Her casualties notwithstanding, the *FS-180* was able to shoot down a Japanese torpedo plane on the final day of the ordeal.

After discharging her cargo, the *FS-180* returned in the company of other ships to Leyte, where she went into dry dock for repairs. Thereafter, she resumed her island-hopping activities in the Philippines until war's end. While some of the FSs continued their participation in the Philippine liberation, others went on to Okinawa, where at least three were lost in typhoons.

Few of these gallant little ships share a lasting note in history—and those only because of their brief mention in Malcolm Willoughby's *United States Coast Guard in World War II* and *Guardians of the Sea* by Robert Johnson. Like most of her 187 sister ships, the *FS-180* is remembered only in the minds of the young men who sailed her, knowing with some pride that they had served honorably as a part of the U.S. Seventh Fleet.

Mr. Bell enlisted in the Coast Guard in 1942 and was assigned as an ensign to the *Northland* (WPG-49) on tours in the Arctic and the North Atlantic until 1944. As a result of multiple wounds sustained during the incidents cited herein, he was hospitalized until 1946, at which point he resumed a career in the insurance industry.

RECORDS OF HARVEY J. RUMSFIELD

Subject: First C.B.M. on the U.S.C.G, Cutter, SWEETBRIAR-W-405

The ship was commissioned, July 1944 at Duluth, Minn. We went through the old St. Lawrence seaway through the Panama canal, to San Francisco to Guam. Our sister buoy tender went to IWO JIMA, we waited and went to OKINAWA. Arriving on the second day of the invasion.

The first night at Buckner Bay, our captain elected to stay outside the harbor limits, even though we had instructions to go inside next to the 5th fleet for protection.

We had a single 20 mm on each wing of the bridge and a 3 in, 51 on the after deck. We had ash cans on the stern and anti submarine "mouse traps" forward. We never encountered a Jap sub.

So, the first night, it was very dark, we heard a small plane and could see it now and then under a star. It circled, lower and came at us at about 1000 ft., "still looking", the captian said on the P.A., if you see a target "fire" and the gunner fired. The 20 mm's exploded on the wings as the plane went over us, but now the fleet could see it too. The next morning, we swept shrapnel off the decks and counted dents in the bulk heads. Fortunately no one was hurt. Next night we tied up between the 5th fleet! Because of typhoon conditions and "Kamikase" dawn and dusk, we had no buoys, we asked the "Sea Bees" to weld straps on 55 gal. drums and we painted them black and red. They also drilled holes in lime stone blocks for anchors.

We were laying these buoys, while the big ships were shelling the island over our heads.

We were given a converted "LCI", made into a gun boat as an escort, she was loaded with anti aircraft fire powder.

One Sunday morning after chow, some of us were on the buoy deck surrounded by hundreds of ships. I saw a small plane flying slow at low altitude, coming in our general direction. All ships had a green flag flying.

The plane was a "Kamikase" and it picked up speed, dove over our mast and hit the "L.S.T. 803" tied up next to us: he hit it directly, totalling the ship by fire.

One day the "SEA BEES" gunners mates, we had four aboard, asked me for two sailors, as they were going to the other side of the bay to dynamite a sunken Jap ship for charts, etc., in the L.C.V.P.

Hours later we could see them coming back. A lone plane came from behind them. Many ships opened fire. It went down. It was a US Navy plane. Parts flew on each side of the L.C.V.P.

The admiral got on the air and asked each ships commander to answer by voice, if their ship had fired. They all answered "negative". The "W-405" got in its licks and ended up downing 4 Jap planes. A record I think for a U.S.C.G. Buoy Tender with two single 20 mms.

In October, 1945, we were hit by a major typhoon. We could not out run it. So we elected to stay in the harbor. Everyone was prepared for "abandon" ship. We dropped the anchor at 1,500 ft of 1 1/4 inch chain and turned the engine over at full speed. The anchor chain jumped up and down like a rubber band, but held!.

After the storm, we could see people walking around the ships that were hundreds of feet from water on their sides. I would like to know what they did about that?

We went to the next harbor in a jeep and they were burning about 25 Martin Mars, big flying boats on the beach after the typhoon.

So we can see why big war is expensive. After the war, as we left Okinawa on a troop ship we saw piles of buoy gear, chain and buoys in a pile on the beach like several mountains. I wonder if it was ever used.

Harvey J. Rumsfield
C.B.M. 605-514

BELOW PHOTO IS OF OUR OLDEST MEMBER, EDDIE KINCAIDE, CENTER. ON EDDIE'S RIGHT IS A SECOND CLASS WIRELESS OPERATOR (RIGHT ARM RATE) AND HIS LEFT IS A COASTIE WITH A GREAT FLAT HAT. THIS PHOTO TAKEN IN 1917 ABOARD USS ACUSHNET.



THE WHITE HOUSE

WASHINGTON

December 3, 1991

Dear Mr. Stent:

On behalf of the President, thank you for your letter requesting that he ask the nation to ring church bells at 7:55 a.m. on December 7th in recognition of the 50th anniversary of the bombing of Pearl Harbor.

Yesterday the President signed a proclamation declaring December 7th as National Pearl Harbor Remembrance Day, 1991. In this proclamation, a copy of which is attached, he has encouraged Americans to recognize this landmark anniversary.

In addition, the President will travel to Pearl Harbor to mark December 7th personally through an observance, remarks before World War II veterans and their families, and through several television network interviews. I think you will be pleased with the way the President will be leading the nation in observance of this date.

Thank you for taking the time to write the President regarding this matter.

Sincerely,



Leigh Ann Metzger
Special Assistant to the President
for Public Liaison

Mr. Richard E. Stent, Jr.
National President, Coast Guard Combat Veterans Association
2295 Haviland Road
Columbus, OH 43220-4625

COAST GUARD COMBAT VETERANS HISTORY BOOK

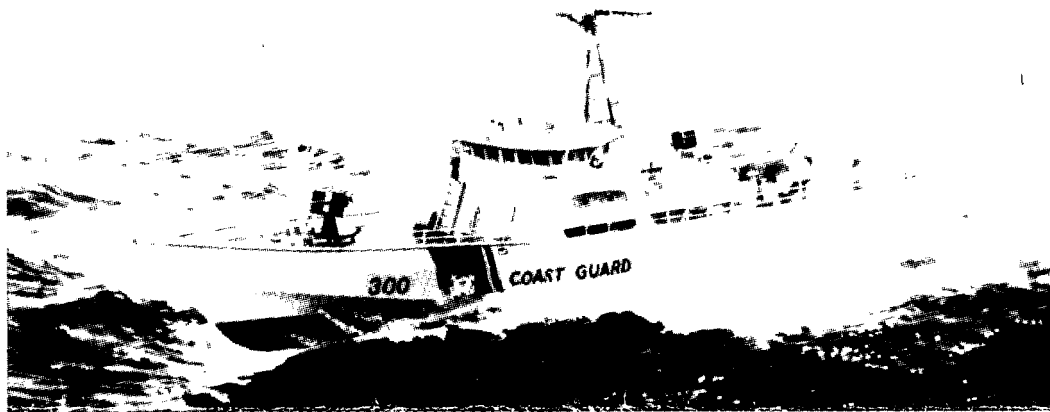
Dear Coast Guard Combat Veterans:

We have received a few biographies for our upcoming book. We would like to thank those of you who have submitted material. Unfortunately, we haven't received the response we were hoping for. That is why we are extending the deadline to April 15. This is a once-in-a-lifetime publication--a chance to have your story written so that generations will understand and remember your sacrifice. We need 300 responses in order to guarantee publication. Please help us preserve your legacy. Send your biography, photographs and special story today!

How To Write Your Biography

Write your biography in 200 words or less and include:

- ★ Name
- ★ Date/place of birth
- ★ When inducted/joined
- ★ Unit(s) you were in
- ★ Where you trained
- ★ Battles you were in
- ★ Memorable experiences
- ★ When discharged
- ★ Rank achieved
- ★ Awards and Medals
- ★ Family data
- ★ What you're doing now



Coast Guard Combat Veterans History Book

Book Style	Qty	Price	Total
Standard Edition Presale		\$48.00	
Leather Edition		\$84.00	
<i>(KY residents add 6% sales tax)</i>			
Embossing-- \$5.00 per book		\$ 5.00	
Additional word cost for biography \$.15 per word over the 200 word limit.		\$.15	
Postage and Handling: \$5.00 for first book, \$2.50 for each additional book.	Shipping		
	TOTAL		

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DEADLINE: APRIL 15, 1992

Museum member Walter Kerrigan writes that LST 1148, of which we have a model on display, is still alive, and tied to a dock in Portsmouth, Rhode Island. "It is owned by a salvager who lives in Dover, Massachusetts. He is the third owner of the ship since it was sold by the Navy. He bought it after it was seized in the South American narcotics trade," reports Kerrigan. "It is in pretty poor condition, although the owner hopes to put it back into commercial trade."

LST 1148, named *Sumner County*, was launched May 22, 1945. She took 100 days to be built, and was

homeported in San Diego. She earned two Battle Stars in Korea, and four more Battle Stars in Vietnam.

She was decommissioned Oct. 9, 1969 and placed in the Atlantic Reserve Fleet. LST means Landing Ship Tank. They carried tanks, trucks, landing craft, troops

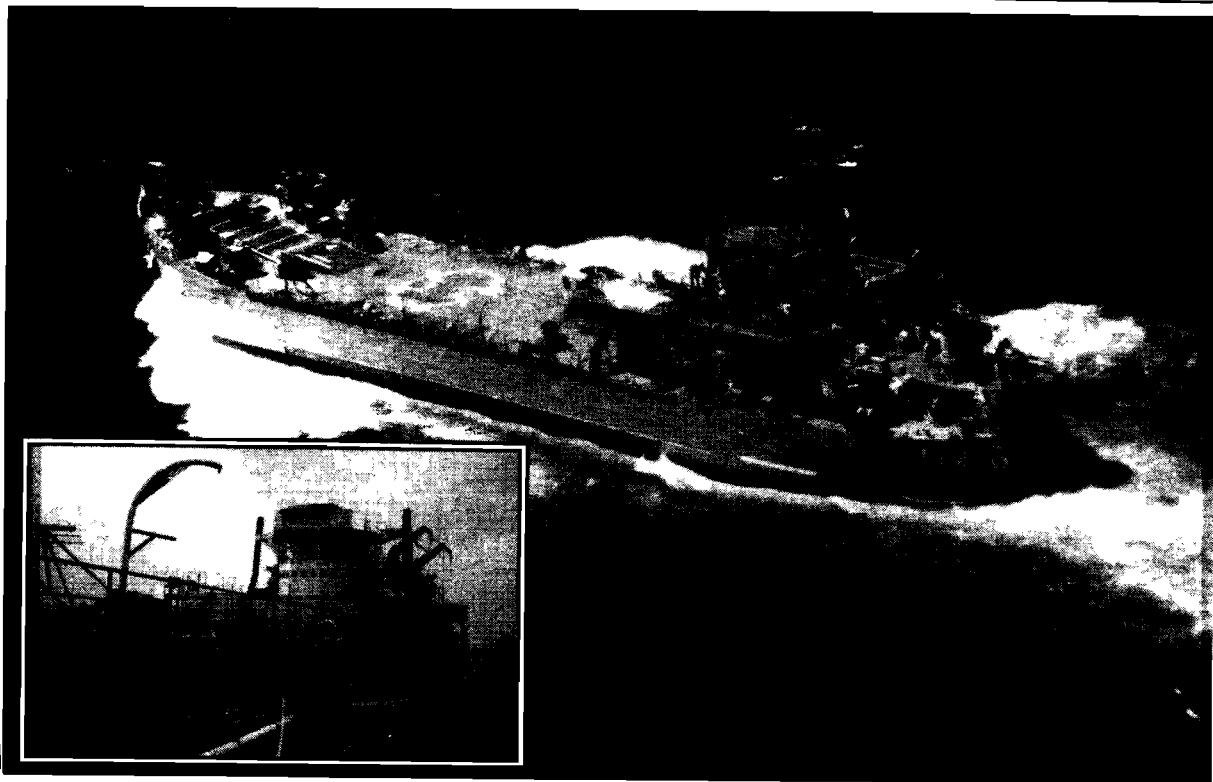
and amphibious tractors from larger ships offshore, to the beach heads. Large bow doors opened onto the shore, allowing vehicles to drive off the landing craft and onto the beach. The early LSTs were capable of traveling 11 knots. The replacement LSTs can

travel 20 knots.

The model of LST 1148 now on display in the Maritime Museum's Naval History—World War II section, was built and donated by ship modeler Ed Antin of West Palm Beach, Florida. Kerrigan is a member of the LST Association, which boasts more than 6,000 members. For more information on LST 1148 or the LST Association, contact Walter F. Kerrigan, at 2707 Hartford Street, San Diego, CA 92110.

EXHIBIT SCUTTLEBUTT: LST 1148 Still Afloat

LST Sumner County (LST 1148) can be seen here in her present condition (insert). Her sister ship, LST Sumner County (LST 1148) is seen making headway in the Pacific. Photos courtesy of Maritime Museum and Walter Kerrigan. A model of the LST Sumner County can be seen in the World War II Military Section of the ferryboat Berkeley.



TWO NEW MEMBERS ENGAGE IN MOMENTOUS ACTIONS ALMOST 50 YEARS APART

Two new members of the Coast Guard Combat Veterans Association participated in events of historic importance, one in 1941 and the other in 1991.

Otto V. Peterson of Imperial, CA was stationed aboard the U. S. Coast Guard Cutter Taney berthed at the Honolulu Electric Power Station on "the date that will live in infamy", December 7, 1941. Shipmate Peterson's discharge bears the notation "12-7-41: Served on board CGC TANEY during surprise attack on Pearl Harbor and Honolulu and engaged enemy planes in action for duration of entire attack."

Just a short notation on the rear of a discharge but it sure is one of the things that evokes many varied reac-

tions from a large portion of our membership.

Roger L. Grinnell of Portsmouth, RI sailed into history on 21 April 1991 when he and his small CG boat opened the way for other ships of the United Nation Forces to enter Kuwait City Harbor.

The following ADMINISTRATIVE REMARKS were entered into Shipmate Grinnell's Personnel Folder: "On 21APR91, MKC R. L. GRINNELL, XXX XX XXX, USCG departed Al Jubail, Saudi Arabia for Asu Shuwaikh, Kuwait for the purpose of prosecuting small boat operations in and around the Port of Skuwaikh. While engaged in this active combat zone MKC GRINNELL embarked upon waters that contained dangerous anti-personnel traps, line mines, and other dangerous conditions. In supporting the Harbor

Defense Command Detachment you were the FIRST (emphasis ours) of the U.S. Naval forces to sail into Kuwait City Harbor and into the Port of Skuwaikh. You provided Aids to Navigation relocation support, underwater debris location/ identification, and port security for 5 multinational warships that took part in the minesweeping of Kuwait harbor. Your accomplishments have been noted under separate letter by the Commander Middle East Forces." (aka Stormin Norman.)

What more can we say to those, who through ignorance, still perpetuate the myth that the U. S. Coast Guard is not a true military force even though they are forced to acknowledge that we are, by law, one of the five branches of the Armed Forces of the United States.

SIX CGCOMVET MEMBERS gathered on John Stamford's boat out of Long Island, NY for a little reminiscing and sea stories. John Stamford publishes the MOHAWK newsletter and pushes for membership in the USCG AUXILIARY, an organization that greatly assists the USCG.



COAST GUARD SHIP'S ENCOUNTER WITH THE CRUISER INDIANAPOLIS AFTER SINKING

by Leo W. Albright

I served aboard the *USS Gen. Robert L. Howze* (AP-134) from 23 October 1944 until March of 1946 as a Radioman 2/C. The following incident occurred during a voyage in which we were carrying troops from Manila back to the CONUS. In addition to the troops there were civilian survivors of the infamous Santo Tomas POW Camp in Manila. It probably would have been more apt to call it a Concentration Camp rather than a POW Camp according to some of the survivors aboard the *Howze*.

During the early part of August, 1945 the *Howze*, was under the command of Captain Lee Barker, USCG when word was passed to the crew that wreckage and bodies had been sighted in the water.

General Quarters was sounded and the ship began to back engines in order to slow down. The Captain gave the order to prepare to lower life boats to look for survivors. Before the lowering was completed a Navy Destroyer closed us and signaled that they believed at least one Japanese submarine was still in the area. They recommended that as we were carrying injured and wounded service personnel and civilian Ex-POWs aboard that we could be in jeopardy from enemy submarines and that we should leave the area immediately and resume our course for the States.

Before we had resumed normal speed I counted approximately 10 bodies floating among the wreckage near the

Howze. No life boats or rafts were seen in the area.

Later we were informed by the Captain that the Cruiser *USS Indianapolis* had been sunk and what we had seen was all that was left of her.

The *Indianapolis* had carried the A Bombs to Tinian on her previous assignment. When the torpedo hit all power was instantaneously lost and the *Indianapolis* was unable to get off an SOS or any message. Only after the ship failed to appear at her destination was a search commenced.

There were only a handful of survivors from this once proud US fighting ship.

The *Indianapolis* was the last major United States ship of the line lost in the Pacific during WW II.

PF's

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G. Shepherd
W. Stutzenstern
G. Manhard.

Thanks, team. See you guys in Reno.

PF's

Russell W. Brewer remembers the submarine hunter group commanded by CAPT Ralph A. Curry from his flag ship the USS KNOXVILLE PF-64 and destroying the German U-857 nearly in range of Boston Light, Cape Cod on April 7, 1945.

(Ed. note - Russ was a plankowner of the USS POUGHKEEPSIE, PF-26 and recalls that the PF-26 was turned over to the USSR)

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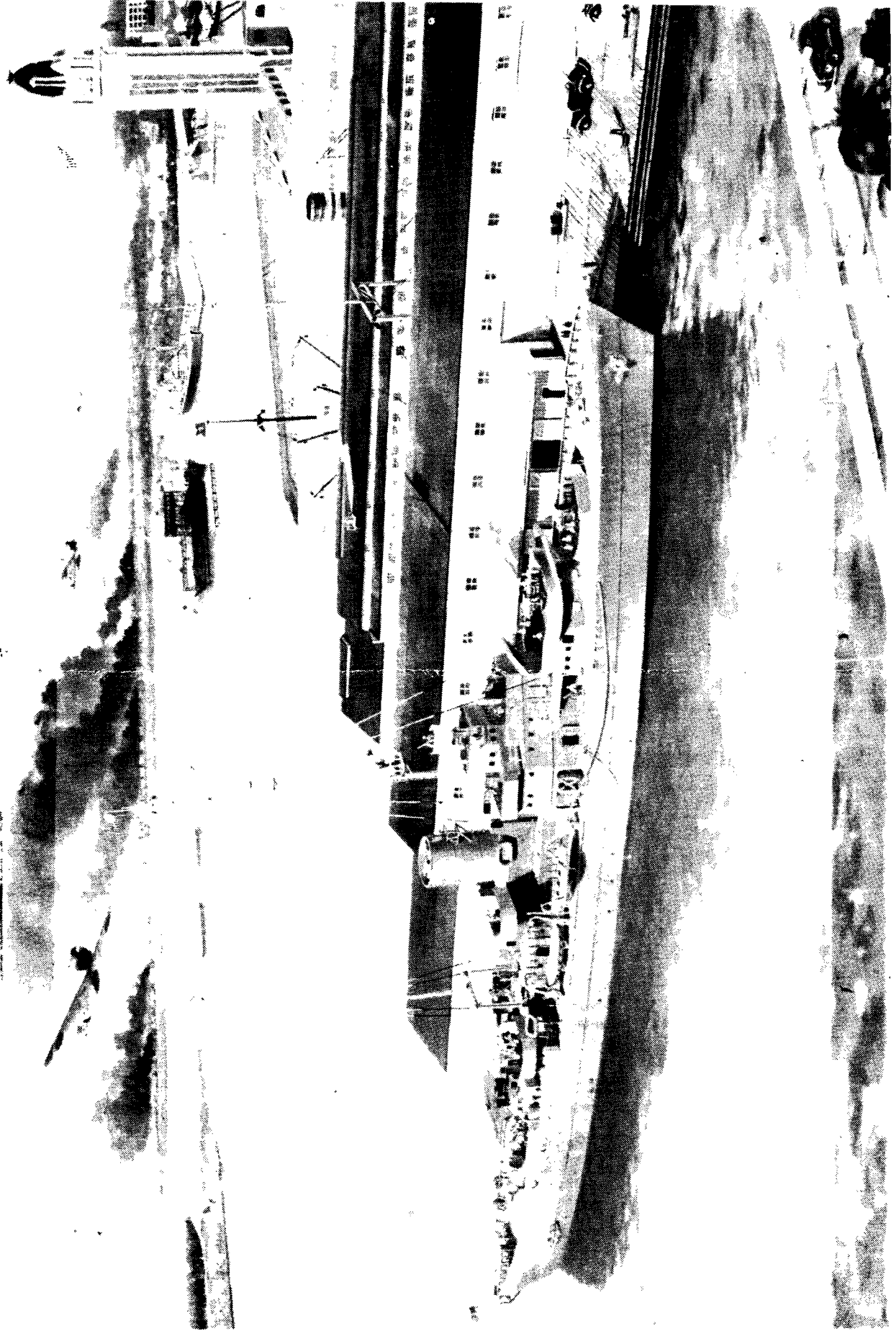
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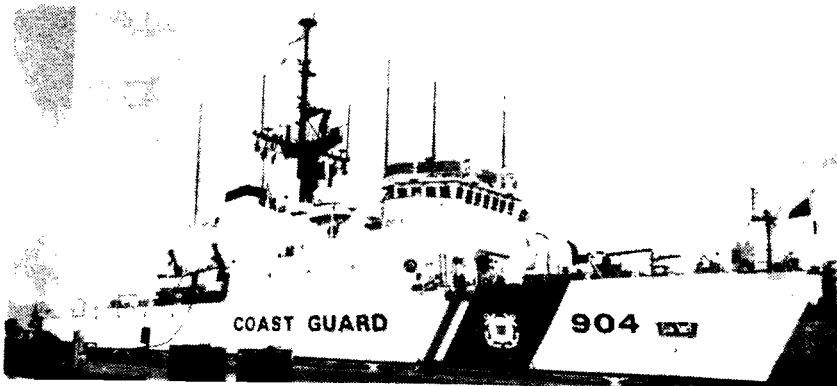


USCGC TANEY PIER 6 HONOLULU, HAWAII - DEC 7, 1941

COMMEMORATION OF USCGC NORTHLAND'S "HISTORIC FIRST" HELD

A commemorative ceremony was held on 12 September for the 50th Anniversary of the USCGC NORTHLAND (WPG-49) making the "first naval capture of World War II," when she seized the Norwegian trawler Buskoe off the northeast coast of Greenland. The ceremony was held aboard the current USCGC NORTHLAND (WMEC-904) at the USCG Support Center in Portsmouth, Virginia.

The Buskoe, when seized, was found to be carrying German radio equipment, personnel and supplies for a German radio/weather station to be established on the mainland. The radio/weather station was destroyed by the NORTHLAND two days later on 14 September 1941. Even though this was prior to America's declared



The current USCGC NORTHLAND (WMEC-904)

entry into World War II, but during its undeclared Atlantic War, it is of-

ten referred to as the "first U.S. naval capture" of World War II. ▼



"THE WALL"

USCGC NEMESIS (WPC-111) - FINAL VOYAGE

by Jim Bunch

The USCGC NEMESIS (WPC-111) made her "final voyage" on Sunday, 9 June 1991, and came to rest approximately 3/4 mile off Deerfield Beach, Florida.

Named after the Greek Goddess of Vengeance, the NEMESIS was of the 165-foot class cutter designed, and to be built, to combat liquor smuggling during Prohibition.

Her keel was laid on 17 September 1933 at the Marietta Manufacturing Company, Point Pleasant, West Virginia; less than three weeks before Prohibition was repealed. With a beam of 25 feet, and a displacement of 337 tons, she was built at a cost of \$258,000. She was launched on 7 July 1934, and commissioned on 10 October 1934.

The NEMESIS was homeported at St. Petersburg, Florida on 4 November 1934 and remained there during her Coast Guard operational life.

During WW II, she was assigned to the Eastern Sea Frontier performing ASW, ASR and escort duty in the Gulf of Mexico, and in the Atlantic from New York to Key West.

Although never credited with

any sinkings, she dropped depth-charges on several occasions on suspected U-Boats.

Her two most notable rescues, during the war, were picking up 28 survivors of the torpedoed Mexican tanker FAJA DE ORO northwest of Cuba on 21 May 1942, and 27 from the torpedoed SS SUWIED southwest of Cuba on 7 June 1942.

After the end of WW II, NEMESIS resumed SAR and LE patrol duties out of St. Petersburg. The NEMESIS patrolled South Florida waters from 1960 to 1964 during the initial Cuban Exodus and the Cuban missile-crisis period. NEMESIS was decommissioned on 20 November 1964 at St. Petersburg. She was sold on 9 February 1966.

NEMESIS was then towed to the Miami River to be installed with new engines to transport cargo in the Caribbean. Due to contraband activity, and prolonged litigation, NEMESIS sat in the Miami River for 13 years. In 1979 she was sold, converted to a floating restaurant, towed to Fort Lauderdale and renamed LIVINGSTONE'S LANDING (after the noted Congo River

Valley explorer). It closed in February 1981, and was to reopen as the ANCIENT MARINER. But before it reopened, it rolled over on its port side and sank. Over the next eight years, under many different restaurant names, including "Cutters", the failures continued for one reason or another.

It was purchased in early 1991 by the South Florida Divers Club of Hollywood, and was donated to the Broward County Artificial Reef Program.

After being towed to her designated reef area, and her two starboard doors removed to allow water to flow in; it took nearly 90 minutes for NEMESIS to sink beneath the surface.

Over NEMESIS' thirty years of Coast Guard service, many Coast Guard Combat Veterans served aboard her during WW II and the Cuban missile-crisis. Maybe they would agree that it was only fitting that the NEMESIS failed as a restaurant because she yearned to live up to her name, and had a "vengeance to return to the sea"!

CGCVA BALTIMORE RE-
UNION BOOK UPDATE

The Baltimore reunion book has been completed and will be mailed to all who purchased same sometime in Jan-

uary, 1992. We thank you for your patience.

This book looks like a winner and there will be many requests for same after it hits the streets. The CGCVA has

purchased ten extra copies which will be sold on a first come first serve basis. With mailing the cost will be \$17. and may be ordered in the same manner as clothing items.

REUNIONS

USS CALLAWAY (APA-35) - Former crew members of USS CALLAWAY (APA-35) will hold their 26th reunion on 22-27 June, 1992 at Drury Inn, St. Louis, MO. Contact R. L. Stambach, 4283-B Island Circle, Fort Myers. FL 33919-4427, phone 813-481-0359.

USS CAMPBELL (CG) (W-32) - All plankowners and crew members from 1936 to decommissioning plus present active crew members of USCGC CAMPBELL (WMEC-909) are invited to attend 7th Annual Reunion, May, 1992, Fort Lauderdale, Florida. Contact Dave Blum, President, 8341 Sands Point Blvd., Tamarac, FL 33321, phone 305-722-8161.

USS ARTHUR MIDDLETON (APA-25) - The third annual reunion will be held at the Clarion Hotel, 1500 Canal St., New Orleans, LA 70112 on September 24-28, 1992. Contact Eugene Muntzner, 62 Webster St., Floral Park, NY 11001 phone 1-516-354-6348 or call Frank Read, 504-752-6956.

USS LOWE (DE-325) - May 2st, 2nd, 3rd, Dayton, OH. Contact Tom Taylor, 1604 Burke Ave., Baltimore, MD 21220, phone 410-335-2970.

TAPS

John B. Heikel - CGC SORREL and former EM1.

Clarence Jones - SEBAGO, CAYUGA, MODOC, ARTHUR MIDDLETON - former HMC.

Victor W. Lindeborg

John McKinney - MOHAWK

Aaron Schwartz - CARRABASSET, OGEECHEE - former RM2/C

ABOUT THE PROPOSED NEW NEWSLETTER

Due to economic conditions our new publisher couldn't get things off and running for this newsletter. Maybe in April we'll have a new format with advertising. In the interim, thanks for putting up with an old retiree with arthritis, poor spelling, poor typing etc.

BINNACLE LIST

Herb Reith sends his apologies for not getting some of the things done that have been requested. Herb has been bedridden on and off for the past two months and even with high fevers has punched out much of our newsletter and address labels. Herb, we can't get along without you so rest up and as the old Chief used to say, "Save yourself for the Coast Guard".



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The Coast Guard Combat Veterans Association News is a tabloid size newspaper published quarterly in January, April, July and October.

Standard advertising rates:

Full page (13" X 10 1/2").....\$425.00
1/2 page (6 1/2" X 10 1/2").....\$225.00
1/4 page (6 1/2" X 5").....\$140.00
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Business card.....\$ 35.00

The above rates are for a single insertion only. Deduct 10% for 2 or 3 consecutive insertions and 15% for 4 consecutive insertions (yearly contract). Please furnish camera ready copy if available.

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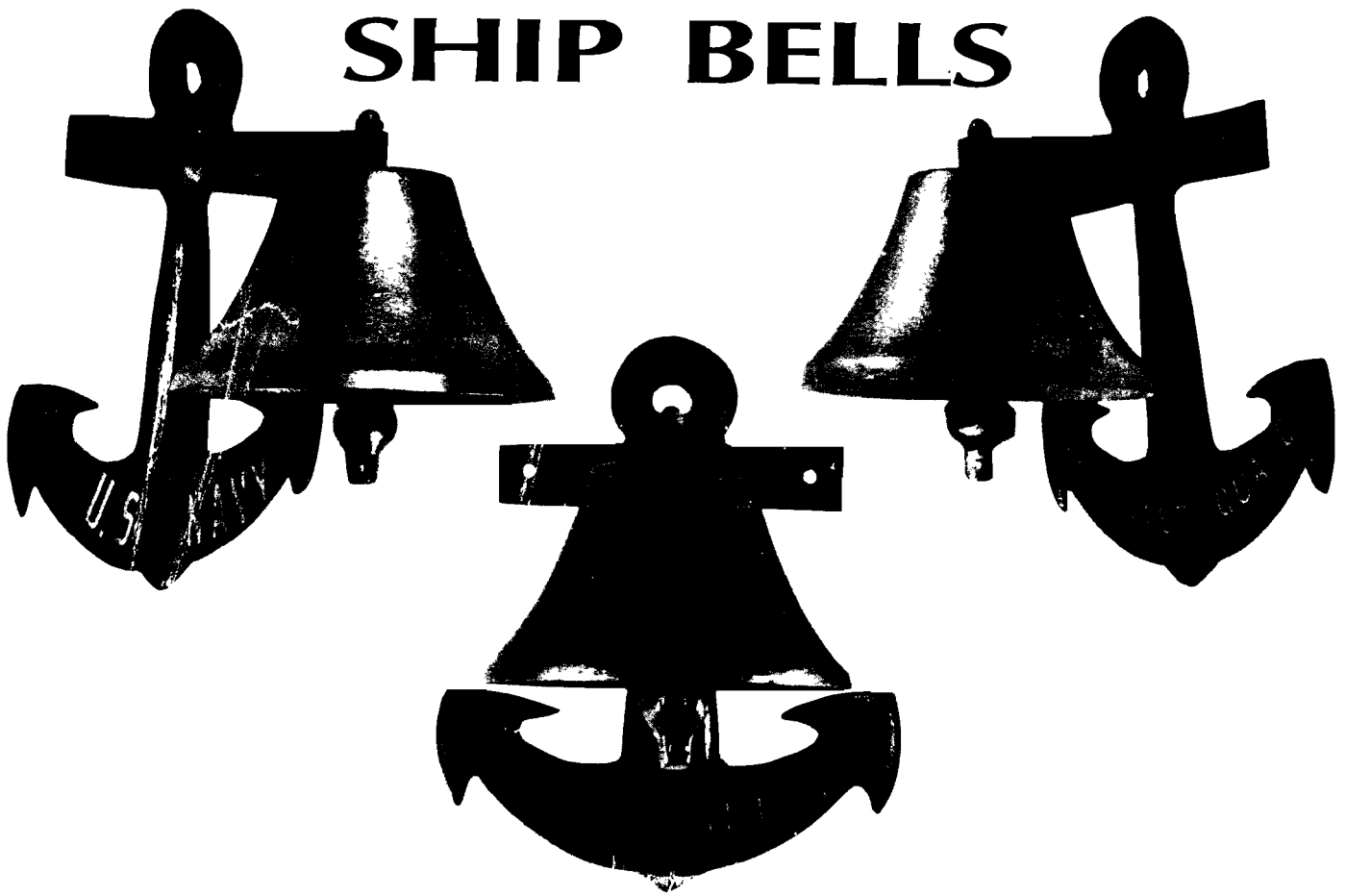
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