



the Quarterdeck Log

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

Volume 20, Number 2

Summer 2005

Hey! It's Nearly Reunion Time!

CGCVA To Celebrate 20th Anniversary In Grand Style in Tampa, Florida

Whether you're one of the CGCVA's original members or have only recently joined the Association, I hope you are making plans to attend our 20th Anniversary Convention & Reunion. This will be the first time we've held a reunion in the Sunshine State and I expect to see a large turnout of CGCVA members, as well as other reunion groups and guests who can take advantage of our group discount cost savings and the reasonable costs for the hotel, meals and tours. This really should be the largest and most well-attended reunion we've had in our 20-year history so don't delay... send in your registration and make your travel plans for October 20-24 in Tampa, Florida.

Our Convention Planners have listened to suggestions from membership and that's a primary reason this reunion is being held in Florida. We have a large portion of CGCVA members residing in the state, either full- or part-time and we try to move the reunions around the country to make them convenient for everyone. In that vein, it appears that our next scheduled reunion (in Spring 2007) may be held in San Francisco. You'll learn more about that though at the Business Meeting in Tampa.

Besides having a lot of CGCVA members in Florida, the Tampa area offers a large airport nearby and there is a major Coast Guard command (Air Station Clearwater) in close vicinity. Holding a reunion near a Coast Guard unit was one of the things that many members asked for so here it is. My personal thanks to CAPT E.F. Rollins, III, commanding officer of USCG AirSta Clearwater (and CGCVA member) who was kind enough to offer a tour of the unit on Sunday, October 23rd. This tour will include lunch at the galley and one-day exchange

privileges for those attending who don't carry gov't ID cards. So, for those of you who seldom get to see today's Coast Guard, or perhaps haven't been onboard a Coast Guard unit since you left the service, this will be a real treat.

At most reunions, we've had a lunch or dinner cruise and the Tampa reunion is no exception. The StarShip Lunch Cruise on October 21st looks to be the best yet so include it on your

"must do" list at the convention. And, for those who enjoy fine wine, there's a very reasonable winery tour on October 22nd where you can produce personal labels for your own bottle. By the way, we will also be providing personal bottles with a 20th anniversary CGCVA commemoration label to everyone attending the Awards Banquet on October 23rd.

Speaking of the Awards Banquet, which culminates the convention, we are honored to have VADM Thad Allen, the Coast Guard Chief of Staff (and CGCVA member) as our keynote speaker.

VADM Allen is a dynamic individual who has held several high visibility USCG leadership positions. A Coast Guard "brat," he learned much about our Service from his father, CGCVA member BMC Clyde Allen, USCG (Ret.), and takes great pride in letting folks know that his Dad was a Coast Guard Chief Petty Officer. VADM Allen will also assist with our presentation of the CGCVA Coast Guard Person of the Year Award. We will honor an individual at the Tampa reunion for demonstrated heroism during the calendar year 2004.

I've barely scratched the surface so you know our Convention Planners went all-out to make this the best reunion ever. All that's needed now is YOU so please send in your registrations and plan on lots of fun in Tampa this October!



CGCVA Mascot Chu Hoi relaxes in the pool with a beverage, served by CGCVA President (and co-Mascot Caretaker) Ed Swift. The friendly Wild Fajita hopes to see a lot of CGCVA members and other guests in Tampa in October so send in your registration and make plans now.



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*use the Administrative Office for contact with the CGCVA on all matters

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From the President

CGCVA 20th Convention & Reunion

Our cover story this issue is about our upcoming convention and reunion. My sincerest thanks to our Convention Planners (**Bob & Jane Maxwell** and **Ed & Nancy Burke**) who worked very hard to put together some interesting yet inexpensive tours and activities.

Also, by making our reunion open to anyone, and urging other smaller reunion groups to participate under "our umbrella" resulted in lower costs for everyone for room rates and the tour costs.

I truly hope that all attending CGCVA members will attend the Business Meeting & Luncheon on October 22nd since that is the only time that new officers are selected and proposed By-Laws changes are voted on. Remember, you must attend the Business meeting in order to cast a vote.

Still, the primary reason for holding reunions is for the camaraderie. It's great to get together with shipmates and recall old times, old friends, and tell a few sea stories.

You will find complete convention details and registration forms in the center section (which can be removed for reference), so please make your airline reservations or driving plans now, make your hotel reservations, and most importantly send in your registration form, indicating which events you want to participate in. Early registration is most appreciated and greatly helps the Convention Planners with bus and tour arrangements. Looking forward to seeing ya'll in Tampa!

Elections

At every reunion Business Meeting we vote in at least two new Trustees. This convention will be no exception and it's possible that there may be an entire new slate of officers. If anyone is interested in running for any of the positions listed on the left as Officers, Board of Trustees, or Appointees, please let me know via e-mail to: swiftiel@msn.com. Also, if we have any members who would be interested in serving as editor of the *Quarterdeck Log* or as Association Webmaster, please let me know that as well.

All Association positions are voluntary, unpaid and can require some dedication of time and energy. Still, because of the incredible contributions by many of our members serving in these positions over the past 20 years, our Association has evolved into much more than simply a veterans' reunion group. Some of our members have served in a myriad of leadership positions and their continued active involvement is most appreciated. Still, we all must eventually take a seat and let some-

(continued on page 28)



CGCVA 20th Anniversary Seal.

Next QD Log deadline is Nov. 1, 2005

Shipmates:

The 25th Anniversary of the dedication of the Vietnam Veteran's Memorial will be held on Nov. 11, 2007. It is my hope that many Coast Guard veterans of Vietnam and Thailand will come to Washington, D.C. to celebrate this day, remember our fallen and show the world the Coast Guard served with distinction in Southeast Asia.

The dedication in 1982 was attended by about a dozen Coast Guard Vietnam veterans and only two attended the 20th Anniversary re-dedication ceremony. I know that we have lost several other comrades over the years and many others are too disabled or ill to attend but I truly hope that the Coast Guard will have hundreds representing our unique Service, as well as representing those who cannot attend.

Please go to our website: www.coastguardcombatvets.com and click on "wall/cgwall" for more information and to register to attend. To my knowledge, there is no official organization supporting or sponsoring this effort, at least at this time, so this is an open invitation to all those Coast Guardsmen who served in that theatre as well as others who wish to show their respect for this effort.

Welcome New Members

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

MAY 2005

Brian N. Kroenung (*Herb Weinstein*); Karl W. Morris (*The Association*); Arley N. Hudson (*Pat Ramsey*); Michael L. Rosenkrans (*Peter Trolene*); Cyrus L. Hart (*The Association*); Robert J. Jones (*Bill Carson*); and Richard M. Frugia, LM (*Ed Swift*).

JUNE 2005

Gerald J. Mohalski (*Pat Ramsey*); Joseph C. Raguckas (*Robert Pereslete*); Cheryl A. Kerwin (*The Association*); Lewis D. McDonald (*Pat Ramsey*); Conrad L. Wilkie (*The Association*); and Robert E. Crites (*Baker Herbert*).

CROSSED THE BAR

Emil A. Alam

Joined: Dec. 12, 1993 CTB: March 1, 2005

John P. Bannon, LM

Joined: July 4, 1994 CTB: March 6, 2005

William H. Fraser

Joined: Feb. 26, 1994 CTB: April 29, 2005

Walter W. Gorr, LM

Joined: March 2, 1990 CTB: April 23, 2005

John F. Kerwin, LM

Joined: Sept. 9, 1992 CTB: April 28, 2005

Donald E. Nielsen, LM

Joined: Jan. 9, 2001 CTB: May 3, 2005

Charles E. Reis

Joined: July 25, 1990 CTB: May 8, 2005

Louis E. Schindel

Joined: July 3, 1999 CTB: Aug. 8, 2005

William M. Sherman, LM

Joined: Oct. 19, 2004 CTB: June 17, 2005

JULY 2005

Jason L. Cockrane (*Ed Swift*); Alberto M. Delos Reyes (*Fyoyd Hampton*); Arthur J. Goodwin, LM (*Baker Herbert*); Thomas J. Winters (*The Association*); and Raymond L. Fredrick (*Baker Herbert*).

Dues

While our Association dues remain at only \$25.00 every TWO years, it is even more of a bargain to become a CGCVA Life Member so please consider taking this step. Life Member rates are: Under age 30 (\$200.00); Ages 31-40 (\$185.00); Ages 41-50 (\$165.00); Ages 51-60 (\$145.00); Ages 61-70 (\$115.00); Ages 71-80 (\$85.00); Ages 81-89 (\$50.00); and members 90 and older (Free).

For those who are not yet Life Members, please remember your dues notice is contained on your *Quarterdeck Log* label. I want to thank those non-Life members who send in their dues early,

which saves our Association from sending out a notice. Those members who have signed up for "Life" have really helped out our busy Secretary-Treasurer. Thanks! **Frenchy**



A rare gathering of California VFW State Commanders (seated left and moving clockwise) Jim Rowalt (1988-89), Rocky Hockewhull (2001-02), Richard Eubank (1999-00), Bob Maxwell (1981-82), and Judge Brown, 1989-90, And no, our lovable Association mascot Chu-Hoi (center) is not a past California VFW State Commander, although he is better looking than one of them, right Bob?

Shipmates:

Our National Vice President Gil “Frenchy” Benoit is recovering from a quadruple by-pass, heart valve surgery and other medical procedures. He will attend the Tampa Reunion if at all possible. Frenchy has never missed a CGCVA reunion, including our first gathering in July, 1985. The Viet Cong tried to stop him but he’s like a Timex watch... he just keeps on ticking! Still, please keep him in your thoughts as he recuperates.

Change of Address... Please!

To help you receive your *Quarterdeck Log*, please send me any change of address. When you go north, south, east or west for winter or summer, let me know and I will change your address in our electronic files. If I don’t receive an address change, chances are you won’t receive the *QD Log*. You may wish to call me at 330-887-5539 (0930-1500 ET) Monday through Friday; fax me at 330-887-5639; e-mail me at USCGW64@neo.rr.com or you may want to mail me at P.O. Box 544, Westfield Center, OH 44251-0544. Regardless of how you notify me, I will get your *QD Log* to you on time.

Small Stores

Check out the Association Small Stores information on page 29 of this issue. Order items you want now. I will take some Small Stores items to the Tampa reunion in October but things tend to sell fast at reunions and it’s quite likely I’ll run out of the items you want. Remember the five P’s — Proper Planning Prevents Poor Performance. There will be some surprise items at the Tampa Reunion that I’m sure many of you would kill for (but please... no guns, knives, swords or marlinspikes at Tampa — just bring lots of money!).

Membership Cards

If you are attending the October 2005 Reunion in Tampa, please make sure to bring along your CGCVA membership Card. You will need it to enter the Business Meeting.

Reunion Thoughts

Our Association started with a small gathering in 1985. In our 20 years since, the CGCVA had had some really great reunions. It is up to our members to participate when possible in our reunions, as that is our main purpose. Bob Maxwell, Ed

Burke, our CGCVA Auxiliary, Jane Maxwell and Nancy Burke, our terrific volunteer bartenders, and many others put a lot of effort into not only selecting a suitable reunion site, but also in working very hard at each reunion. Believe me, they do this out of their desire for everyone to have a great time so if you can help out, please don’t hesitate to volunteer.

Marylou and I look forward to seeing you all in Tampa but remember we’re only two people working for the CGCVA, a very definite non-profit organization. And, while Marylou turns out embroidery on ballcaps in record time, I mostly take things on a slower bell. I do however return all phone calls and answer e-mail.

Gotta Love Our Members!

Talked with several CGCVA members over the past few months, which is always a pleasure. Spoke with **Wellington Cudlipp**, the first USCG World War II Radioman to go to HDF School in Cheltingham, Md. While serving on the *USCGC Bibb*, he picked up a German U-boat signal, relayed the information to the *USS Card* (a baby flat-top) and they sank the submarine. What made this especially interesting for me is that my brother, an Aviation Machinist Mate serving on board the *Card*, told me of the subs his Carrier Group sank in the North Atlantic.

I also spoke with **Joseph Oxley** of the *USS Pride* who remembered well our late member **Wynn “Doc” Kenton**. Joe said that Doc saved some of the *Pride* sailors after they were sold “cognac” on one of their runs to Bizerte. The locals there spiked wine with gasoline, then told our guys that real cognac could be lit, which of course their spiked wine did. Doc Kenton didn’t wait for the doctor but got right to work pumping stomachs and probably saved some sailors lives.

Talking with CGCVA members and hearing such wonderful stories is “as good as it gets” in my opinion. You are all so modest for your great service to the Coast Guard and our Country.

Secretary-Treasurer Position

This is my second or third stint as CGCVA Treasurer or Secretary-Treasurer and, as much fun as it is, I’d really like to spend more time with my grandkids. Should any member be interested in taking the reins of this elected position, please let me know prior to the convention. Having some bookkeeping and computer knowledge helps. Semper Paratus! **Baker**



Big Mac Attack. CGCVA members “Mac” McKenney and Ways & Means Director “Mac” Macleod hoist the POW-MIA Flag at McKenney’s house in Massachusetts.

USS Centaurus

The Coast Guard-manned *USS Centaurus* (AKA-17) will hold its 14th annual reunion Sept. 30 - Oct. 2, 2005 at the Chicago Hilton Hotel, Chicago, Ill. **Contact:** **Richard Gluth** at (262) 245-5527. E-mail: rgluth@yahoo.com.

LST-793

The 23rd annual reunion for *LST-793* will be held Oct. 5-9, 2005 at the Quality Hotel and Conference Center, 2261 Causeway Blvd., Metairie, La. **Contacts:** **Calvin & Gloria Rhodes** at (985) 872-4701.

USCGC Taney

A reunion for former crewmembers of the *USCGC Taney* (WPG/WHEC-37) 1936-86 will be held Oct. 6-8, 2005 at the Radisson Hotel and aboard the *Taney* in Baltimore, Md. **Contact:** **Frank Tobat** at (410) 546-1557. E-mail: frank@hvacservicesunlimited.com.

USS Leonard Wood

The *USS Leonard Wood* (APA-12) will hold a reunion Oct. 3-7, 2005 in Branson, Mo. **Contact:** **John T. Kane** at 747 South Dunton Ave., Arlington Hts., Ill. 60005-2545. E-mail: jkane007@wowway.com. Phone: (847) 392-7604.

USCG Aviators

The Ancient Order of the Pterodactyl, an association of Coast Guard aviation personnel, will "roost" Nov. 6-9, 2005 at the Hyatt Regency Savannah On The Waterfront, 2 West Bay Street, Savannah, Ga. 31401. **Contacts:** **LTJG Ryan Allen** or **CDR Ed Hansen** at (912) 652-4646.

AP Troop Transport Group

Anyone who served on any AP Transport, including Coast Guard and Marines, are invited to attend the annual AP Troop Transport Group reunion June 8-11, 2006 in Norfolk/Virginia Beach, Va. **Contact:** **Chuck Ulrich** at 35 Oak Lane in New Hyde Park, N.Y. 11040. Phone: (516) 747-7426. E-mail: cfu115@aol.com.

USCG World War II Veterans

The Coast Guard Historian's Office is still looking for first-person accounts and memoirs by Coast Guard veterans regarding their time in the Coast Guard, especially if they saw service during World War II. You will be published on the Historian's Office website for all the world to see. Photography is also appreciated. Please consider writing down your memoirs for the benefit of future generations.

Did You Know?

- Money isn't made out of paper, it's made out of cotton.
- The Declaration of Independence was written on hemp paper.
- The dot over the letter i is called a "tittle."
- A raisin dropped in a glass of fresh champagne will bounce up and down continuously from the bottom of the glass to the top.
- Susan Lucci is the daughter of Phyllis Diller.
- 40% of McDonald's profits come from the sales of Happy Meals.
- 315 entries in Webster's 1996 Dictionary were misspelled.
- The 'spot' on 7UP comes from its inventor, who had red eyes. He was albino.
- On average, 12 newborns will be given to the wrong parents, daily.
- Warren Beatty and Shirley MacLaine are brother and sister.
- Chocolate affects a dog's heart and nervous system; a few ounces will kill a small sized dog.
- Orcas (killer whales) kill sharks by torpedoing up into the shark's stomach from underneath, causing the shark to explode.
- Most lipstick contains fish scales (eeww).
- Donald Duck comics were banned from Finland because he doesn't wear pants.
- Ketchup was sold in the 1830s as medicine.
- Upper and lower case letters are named 'upper' and 'lower' because in the time when all original print had to be set in individual letters, the 'upper case' letters were stored in the case on top of the case that stored the smaller, 'lower case' letters.

Additionally, the Coast Guard has partnered with the Coast Guard Auxiliary to assist in conducting oral histories of Coast Guard veterans. Help us preserve Coast Guard history!

Editor's Note: The feature story on pages 19-22 of this issue is an example of the oral history program.

USCG Icebreaker Sailors

All past and present USCG icebreaker sailors are invited to attend the first ever Coast Guard Icebreaker Muster to be held May 1-5, 2006 at the Ramada Express Hotel/Casino in Laughlin, Nev. Hotel room rate is only \$17.00 and events include a riverboat dinner cruise, horseback trailride steak dinner, golf, keno and slot tournaments, and a Cinco de Mayo Fiesta. Banquet entertainment will be a Frank Sinatra/Dean Martin Tribute. Additional information and registration form can be downloaded from: www.icebreakermuster.com.

Saluting Top Recruits

Each week at graduation ceremonies at Coast Guard Training Center Cape May, New Jersey, the CGCVA sponsors the Physical Fitness Award to a graduating recruit. A CGCVA

watch and certificate are presented, often by an attending CGCVA member. Since the last *QD Log* issue, the following recruits have received the CGCVA-sponsored Physical Fitness Award:

SN Karol Garrison (Yankee-168) of Cerritos, Calif., reports to *USCGC Storis*, Kodiak, Alaska.

SA Shane G. Sterry (Zulu-169) of Baltimore, Md., reports to *USCGC Beluga*, Norfolk, Va.

SA Paul Rabzack (Alfa-171) of Providence, R.I., reports to BM "A" School, USCG Training Center Yorktown, Va.

FN Titipa J. Andrews (Bravo-171) of Seattle, Wash., reports to USCG Station North Superior, Duluth, Minn.

SA Carlos M. Nieves (Charlie-171) of New York, N.Y., reports to *USCGC Sanibel*, Woods Hole, Mass.

FN Scott R. Leins (Delta-171) of Washington, D.C., reports to *USCGC Alex Haley*, Kodiak, Alaska.

SN William W. Dutter (Echo-171) of Miami, Fla., reports to MST "A" School, USCG Training Center Yorktown, Va.

SA Brandon W. Hardesty (Foxtrot-171) of Riverside, Calif., reports to BM "A" School, USCG Training Center Yorktown, Va.

SA Abimael Rodreiguez (Golf-171) of Cleveland, Ohio, reports to *USCGC Key Biscayne*, St. Petersburg, Fla.

SN Allan W. Roy (Hotel-171) of Houston, Texas, reports to *USCGC Razorbill*, Gulfport, Miss.

SA Paul D. Neve (India-171) of Chicago, Ill., reports to ET "A" School, USCG Training Center Petaluma, Calif.

SN Michael R. Abernathy (Julliet-171) of El Paso, Texas, reports to USCG Recruiting Office, El Paso, Texas.

SA Benjamin S. Alexander (Lima-171) of Lansing, Mich., reports to OS "A" School, USCG Training Center Petaluma, Calif.

Einstein's Chauffer

After having propounded his famous theory of relativity, Albert Einstein would tour the various universities in the United States, delivering lectures wherever he went. He was always accompanied by his faithful chauffer, Harry, who would attend each of these lectures while seated in the back row. One day after Einstein had finished a lecture and was coming out of the auditorium into his vehicle, Harry addresses him and says, "Professor Einstein, I've heard your lecture on relativity so many times, that if I were ever given the opportunity, I would be able to deliver it to perfection myself."

"Very well," replied Einstein, "I'm going to Dartmouth next week. They don't know me there. You can deliver the lecture

as Einstein, and I'll take your place as Harry."

And so it went to be... Harry delivered the lecture to perfection, without a word out of place, while Einstein sat in the back row playing "chauffer" and enjoying a snooze.

Just as Harry was descending from the podium however, one of the research assistants intercepted him and began to ask him a question on the theory of relativity... one that involved a lot of complex calculations and equations. Harry replied to the assistant, "The answer to this question is very simple. In fact, it's so simple that I'm going to let my chauffer answer it."

E-Mail Addresses

To assist our Association members in contacting each other, the *QD Log* used to include a complete e-mail list of participating members. Due to magazine space constraints, the complete list is now provided only on the CGCVA website: www.coastguardcombatvets.com. The *QD Log* will only run e-mail address additions and changes in each issue. Below are the additions and changes received since the last issue. Additions, deletions and changes should be sent to: swiftie1@msn.com.

Bailey, CAPT C. William
Vale, Philip

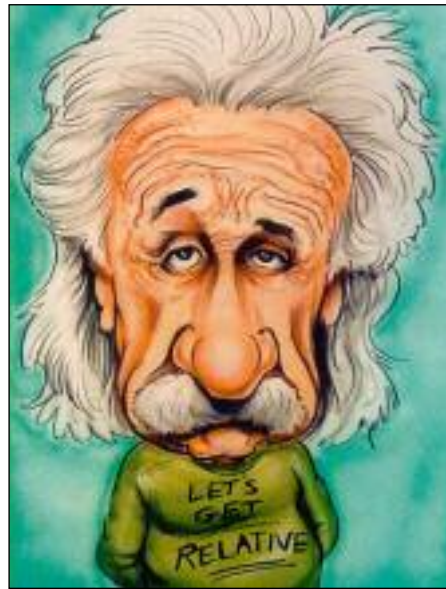
HDBrass@aol.com
pvalecg@yahoo.com

Coast Guard Aviation Hall of Fame

The Executive Board of the Coast Guard Aviation Association (The Ancient Order of the Pterodactl) takes great pleasure in announcing that the below listed eleven Coast Guard aviators who flew combat rescue missions in the Vietnam Theater of Operations during 1968 through 1972 have been approved as a group for induction into the U.S. Coast Guard Aviation Hall of Fame:

- CAPT Richard Butchka, USCG (Ret.)
- CAPT Joseph Crowe, USCG (Ret.)
- CAPT Lance Eagan, USCG (Ret.)
- CDR Robert Long, USCG (Ret.)
- LCDR James Loomis, USCG (Ret.)
- CDR Roderick Martin, USCG (Ret.)
- CDR Lonnie Mixon, USCG (Ret.)
- LCDR James Quinn, USCG (Ret.)
- CAPT Robert Ritchie, USCG (Ret.)
- LT Jack Rittichier, USCG
- CDR Jack Stice, USCG (Ret.)

These eleven pilots voluntarily served with distinction as part of U.S. Air Force Air Rescue and Recovery Forces. Individually and as a group they were highly praised. They were officially recognized by the Air Force for exceptional aviation skills and the ability to impart them to others. They



were recognized for their courage, bravery and dedication to duty during hostile operations. Together they earned four Silver Stars, 15 Distinguished Flying Crosses, and 95 Air Medals along with a Purple Heart and other awards for bravery. LT Rittichier gave the ultimate sacrifice while attempting the rescue of a downed flyer. The valiant performance of these aviators brought great honor upon themselves, the Air Force, Coast Guard Aviation and the Coast Guard. A 30-page printed account of their combat rescue exploits is available for eight dollars by writing to the Ancient Order of the Pterodactyl, P.O. Box 9917, Mobile, AL 36691-9917.

The Ancient Order of the Pterodactyl is a non-profit association of U.S. Coast Guard aviation personnel, active, retired and auxiliary, and supporters. The association provides active CG aviation personnel with safety, maintenance and rescue awards, helps establish, guide and fund museum exhibits, and works to preserve Coast Guard aviation history. The association established and maintains the Coast Guard Aviation Hall of Fame to recognize and honor individuals who have made significant contributions to U.S. Coast Guard aviation. Handsome plaques adorn a bulkhead in Erickson Hall at the Coast Guard Aviation Training Center, Mobile, Alabama. Thirteen individuals and groups have previously been so honored.

The induction of these combat rescue aviators will take place at the thirtieth annual Pterodactyl gathering in Savannah, Georgia, 6-9 November 2005, specifically at the annual banquet on Tuesday, 8 November. All friends of CG aviation are welcome to attend this gathering and the award ceremonies. Activity details and registration information may be found on the association's website: www.aoptero.org. Hotel rooms for the gathering, fondly known as a roost, are filling up rapidly so if you wish to be present, don't delay in making arrangements.

Captain Ray Copin, USCG (Ret.), Vice President, AOP

"Angelfire" Vietnam Memorial

I recently visited the Vietnam Memorial located at Angelfire, N.M. in the beautiful Sangre de Cristo mountain range. The memorial was originally constructed by Dr. Victor Westphall, whose son was killed in an enemy ambush in Vietnam. It was maintained by the DAV but in 1998 was transferred to the David Westphall Veterans Foundation.

An Army helicopter greets visitors as they enter the parking lot. There is a chapel that is simple yet exudes great power. It



(Above) A domed arch at the Las Cruces Veterans memorial park on Roadrunner Parkway includes a circular bronze marker of the Coast Guard Emblem.

(Left) CGCVA member Taylor Lapham reflects at the USCG Squadron One banner at the Angelfire Vietnam Memorial.



An Army helicopter static display is the first site for visitors to Angelfire as they enter the memorial's parking lot.

is a wonderful place to just sit quietly and reflect on your thoughts. The wall in the chapel has photos of our heroes who paid the ultimate price in the Vietnam War. Each week the past week's photos are taken down and a new set of photos are hung for another week. And yes, there are tissues provided by each seat cushion in the chapel for good reason. It is a very emotional

place.

One room at the memorial has a room with banners from all the units that served in Vietnam. When I found the Squadron One banner, it was a very emotional feeling for me.

I also had the opportunity to visit the Las Cruces Veterans Memorial Park on Roadrunner Parkway. Again, the Coast Guard was represented and it was a very moving experience for me.

Both sites are beautiful and well-maintained and I hope many of our CGCVA Vietnam veterans will have an opportunity to visit them.

Talor Lapham

Coast Guard Museum Waiting In Wings

New London, Conn. — The Coast Guard's national museum is among several projects that have started to grind ahead since the U.S. Supreme Court ruled last month that the city can

raze houses on the Fort Trumbull peninsula to make way for a commercial venture that also will include a hotel, offices and housing.

Momentum will likely remain slow and deliberate for the next several months, however, while members of the museum association deliberate exactly where they want the museum to go.

Before it begins raising funds for construction, the museum association must settle on one of two parcels on the Fort Trumbull peninsula that have been offered to it as possible sites for the museum. One, an area with water views known as Parcel 4A, was involved in the eminent domain dispute that went to the Supreme Court.

In the meantime, local sources say Adm. Thomas H. Collins, the Coast Guard commandant, is considering how to create a museum presence in New York City and in other satellite locations once the main branch is built in New London. Collins hoped the museum would go to New York until Congress pushed through legislation last summer that specifies the museum must be built here.

The museum association is meeting regularly but has not yet told the New London Development Corp., the agency managing the redevelopment of Fort Trumbull, which parcel it prefers.

Michael Joplin, the NLDC president, speculated that the museum association wants to wait for the controversy surrounding eminent domain to dissipate before choosing a specific location.

"They're not in a rush," Joplin said. "Maybe they can wait six months after they've gotten possession of 4A and the houses are gone and the memories have begun to fade. I'm speculating here, but I think they're going to tread water while the dust settles."

Coast Guard leadership signed a memorandum of understanding in 2002 naming Parcel 4A, the site where several houses now stand, as its preferred site for the museum.

Last fall, however, the NLDC offered an alternative site after U.S. Rep. Rob Simmons, R-2nd District, raised concerns about having the museum on land taken by eminent domain. Parcel 3B, as the second area is known, is located due north of 4A and was originally slated for office buildings.

Once the museum association chooses a site, Joplin says it is poised to begin raising money for construction.

"The latest I've heard from the different members is that they are ready to pull the trigger on fund-raising, and there are several corporations

that are eager to contribute," he said. "Whether it's going to be on 4A or 3B is of course their option. They haven't said much to us about their preference."

David Goebel, the chief operating officer of the NLDC, said the Coast Guard could also be monitoring progress on the hotel that a Boston company, Corcoran Jennison, plans to build on the Fort Trumbull peninsula. The company is scheduled to submit drawings for the hotel to the city's planning office today.

"I don't think they're ready to go for one reason or another," Goebel said. "I think some of it is synergistic. They want to make sure other things are going to happen down there. Corcoran Jennison also wants other things to happen. They want the museum to come in, and they're both sitting here staring at each other."

Several members of the museum association, including local businessman John S. Johnson and Boston attorney Richard Grahn, could not be reached for comment this week.

Staff at Simmons' office, meanwhile, offered assurances that the legislation he helped secure last summer to bring the museum to New London is still in place, even if the commandant prefers a site in New York City.

"As someone who drafted the language in the Coast Guard bill last year to ensure that the Coast Guard museum is built in its rightful home, New London, Rob Simmons is confident that that is exactly what will happen," Simmons' press secretary, Jonathan Martin, said. "The language is very clear that the commandant is forbidden from establishing the museum elsewhere."

We expect the Coast Guard to follow the law as written and will take whatever steps necessary to ensure that they do so."

Kate Moran, The New London Day



CGCVA Trustee Ernest "Swede" Johnson with the CGCVA wreath he presented at Douglas Munro's grave on Memorial Day 2005.



The gravesite of Medal of Honor recipient SMI/c Douglas A. Munro in Cle Elum, Wash.

Marianas Variety Update

I am so depressed after reading the article about the Park Service and the newspaper that printed it. I have tried to send a message to the editor but I end up with garbage. I happened to be there the morning of the landing plus the time we were left without our ship or ships. I was on the Leonard Wood. I also

remember the blowing up of the ammo dump that night and the people jumping off of the cliffs. I sure wish that our organization would write a letter to our park service and request an apology from the fellow Peter Rashman. I was 17 years old at that time and I wish that I could talk to the person face to face. At my age I'm unable to keep my cool long enough to write to the Coast Guard. I hope that the Park Service initiates the proper rectification on this issue. I would like to meet this fella Rashman, even at my age and I know that he would learn about the USCG.

Paul Corella USS Leonard Wood APA-12

Editor's Note: Paul was but one of many CGCVA members who wrote or tried to contact the newspaper to voice their extreme displeasure. The good news — CGCVA member and former WWII Boatswain's Mate Marvin Perrett has already taken Peter Rashman to task. There is now a Coast Guard flag in the Memorial area, thanks to Marvin. Marvin has done a great job on this. He was also there, on the USS Bayfield.

Global War on Terrorism Service Medal

The Global War on Terrorism Service Medal (GWOTSM) was established to recognize service members of the United States, including Coast Guard (active duty and reserve), for service in or in support of approved global war on terrorism activities, on or after September 11, 2001 to a future date to be determined by the Secretary of Defense.

In recognition of the unprecedented accomplishments of our entire active and reserve workforce in the aftermath of 9-11 as we have transitioned to a higher level of maritime preparedness that better protects the Homeland from terrorist activities, the Commandant of the Coast Guard has awarded the GWOTSM to all Coast Guard active duty and reserve members on active duty between 11 September 2001 and 30 January 2005 (Iraqi National Elections).

To qualify, members must have served on active duty for a period of not less than 30 consecutive days or 60 cumulative days following completion of initial accession point training.

The Commandant has delegated approval authority to the two Area Commanders for periods after 30 January 2005 to a

Evidence has been found that William Tell and his family were avid bowlers. However, all the league records were unfortunately destroyed in a fire. Thus we'll never know "for whom the Tells bowled."

An Indian chief was feeling very sick, so he summoned the medicine man. After a brief examination, the medicine man took out a long, thin strip of elk hide and gave it to the chief, instructing him to bite off, chew and swallow one inch of the leather every day. After a month, the medicine man returned to see how the chief was feeling. The chief shrugged and said, "The thong is ended but the malady lingers on."

A marine biologist developed a race of genetically engineered dolphins that could live forever if they were fed a steady diet of seagulls. One day his supply of the birds ran out, so he had to go out and trap some more. On the way back, he spied two lions asleep on the road. Afraid to wake them, he gingerly stepped over them. Immediately, he was arrested and charged with transporting gulls across sedate lions for immortal porpoises.

future date to be determined.

Eligible service members must be or have been assigned, attached or mobilized to a unit participating in or serving in direct support of specified War on terrorism operations for 30 consecutive days or 60 cumulative days, or meet one of the following criteria:

(1) Be engaged in actual combat regardless of time served in the operation.

(2) While participating in the operation, regardless of time, be killed, wounded or injured requiring medical evacuation.

Specified operations to date include: Noble Eagle, Liberty Shield, Neptune Shield, Port Shield, Enduring Freedom, and Iraqi Freedom. Future War on Terrorism operations eligibility shall be determined and approved by the Area Commanders, without

further delegation.

Direct support is defined as that support which allows an operational unit to execute its day-to-day War on Terrorism mission. It includes administrative, logistical, planning, operational, technical and readiness support directly related to a named War on Terrorism operation.

Nominations for support personnel assigned to Headquarters Units shall be submitted to the appropriate Area Commander for consideration and approval.

As Service Chief, the Commandant retains approval authority for those unusual situations where there may be no clear lines of support to an Area Commander.

Requests for award of the GWOTSM to veterans, retirees, or their next of kin should be submitted in writing to the National Records Center (NPRC), Coast Guard/Navy Personnel Command Retired Records Section, 9700 Page Avenue, Room 5409, St. Louis, MO 63132-5100. Requests should include a copy of the DD Form 214 and any other supporting documentation to substantiate service as outlined above.

There are no provisions for subsequent award of the GWOTSM. No devices (service stars) are authorized.

The GWOTSM may be presented posthumously. It shall be

worn directly below the Global War on Terrorism Expeditionary Medal (GWOTEM). Both medals shall be worn directly below the Kosovo Campaign Medal and above the Armed Forces Service Medal, or between the National Defense Medal and the Humanitarian Service Medal for most Coast Guard personnel.

Coast Guard personnel may be awarded both medals if they meet the requirements of both awards. However, the qualifying period used to justify eligibility for one cannot be used to justify eligibility for the other.

Remembering Jack Dempsey

During World War II, at age 16, I was too young to enlist in a military service. With my parents consent, I was allowed to join the U.S. Maritime Service. Sent to the training station at Sheepshead Bay, N.Y., I would meet CDR Jack Dempsey. At the time he wore two hats — one in charge of the physical training area at the Coast Guard Station; the other as the Athletic Instructor for the U.S. Maritime Service Station located next door.

What I remember most about him was that he would match up a tall, skinny kid like me from the suburbs with a much shorter street-smart city kid to box each other. The end result was usually a humbling experience for both participants. Jack gave us no quarter knowing how young we were and what we were about to face at sea during war. His aim was to toughen us up. He succeeded — I survived.

Footnote: After USMS training I was shipped out to the Panama Canal Zone and placed aboard the merchant marine tanker SS Sinclair Rubiline where for the next couple of years we transported gasoline from Aruba and Curacao to the far reaches of the South Pacific, supplying the U.S. Third Fleet.



At the time Merchant marine service did not count as military service. As a result, upon arrival back in the U.S., I became eligible for military draft so I joined the Coast Guard and completed my career. It's interesting to note in 1966 I retired from USCG service. In 1988 a bill was passed giving credit for service in the Merchant



CGCVA Trustee Herb Weinstein, LCDR Daniel K. Pickles and PNP Jack Campbell following USCGC Bainbridge Island (WPB-1341) Change of Command ceremonies on July 29, 2005. LT Peter R. Van Ness relieved LCDR Pickles as commanding officer of the patrol boat homeported at Sandy Hook, N.J. Herb and Jack were given a standing ovation when introduced by CAPT Glen A. Wiltshire as USCG World War II veterans.

Marine, providing for VA benefits. Although I received my final Coast Guard retirement discharge in Sept. 1966, I was to receive a "Coast Guard - Merchant Marine" discharge 25 years later on March 27, 1991. In the same packet I received a letter signed by President Harry S. Truman thanking me for my merchant marine service plus various medals, ribbons and pins.

Bernie Webster

Remembering Jack Dempsey: Another Perspective

While at boot camp in Brooklyn in 1943, I was trained very well to be a sailor in the Coast Guard. One day I remember very well. While at the gym with more than a thousand other soon-to-be sailors we were paired off to spar. At that time Jack Dempsey came to me and said, "Mate, don't go forward to hit your opponent. Go sideways. That way it's harder for him to punch you." Gee I was surprised. I gave him a salute with my boxing glove and he returned the salute to me. That meant a lot to me.

Raymond Pasek

Oregon LST Association Gathering

A brief meeting was held May 27, 2005 and name tags were given to Oregon LST Association members and their spouses to be worn during the Memorial Day parade in Reedsport, Ore.

Following the meeting, two old shipmates from the Coast Guard-manned LST-19 and their wives were guests of the Winchester Bay Coast Guard Station for a memorial ceremony at sea. Sam Gallas and his wife, Caroline, and Walt Nasmyth and his wife, Vi, were the honored guests.

The station's 47-foot motor lifeboat got underway, depart-

ing its mooring at Winchester Bay at 1415 hours, operated by BM1 Justin Vyttechuk, MK2 Matthew Hlebechuk, SN William Alan and SN Ralph Barslove. The crew of the surfboat were truly a credit to the Coast Guard. They treated two old sailors and their wives like precious cargo and they were prepared to assist us at all times.

After crossing the bar, the BM1 picked a spot for the memorial and “hove to” while Sam Gallas and his wife placed a wreath, furnished by the LST Association Oregon Chapter, into the sea as Walt Nysmyth offered a prayer for those who



(Above) Two old shipmates from the LST-19 hold the Coast Guard Flag by the service flag parade wagon.

(Left) Sam and Caroline Gallas preparing to place memorial wreath in the Pacific Ocean.



(Left to right) Sam Gallas of LST-19, Caroline Gallas, Viola Nasmyth, and Walt Nasmyth of LST-19 on the 47-footer. Windblown but honored!



LST-19

made the ultimate sacrifice.

During our return trip an emergency call was received from a fishing boat that had tried to hail another boat with no response. The 47-footer made a fast run into the dock, dropped us off, and headed back out to sea in a real hurry. It was a most enjoyable day for us all and a pleasure to ride with our Coast

Guard folks of today.

Walt Nasmyth

Army Manning Detachments

I enjoyed reading Gordon Grimes article “The Forgotten Bastards of the South Pacific” in the last *QD Log*. I too was stationed on an Army tug boat, the LT-529. We had a skipper who must have thought he was bankrolling the entire war effort — not one man was advanced in rating during the time I was aboard. When I was

transferred to another tug, the first day I was aboard the skipper called me into his cabin and told me that he had gone over my record and was starting the ball rolling for my advancement.

William E. Dorival

Coast Guard Deserves A Salute

Editor’s Note: The following letter was sent by CGCVA member Jack Crowley on August 5, 2005 to the Mobile Press Register. It was subsequently published in the paper’s Letters to the Editor section on August 14th.

“The U.S. Coast Guard deserves a salute. August 4th was the 215th birthday of the U.S. Coast Guard. There was no mention of this in the Mobile Register.

Mobile is one of five official Coast Guard cities in the United States. It’s a shame that the Coast Guard doesn’t get the recognition it deserves.

The Coast Guard core values are honor respect and devotion to duty. I can personally verify that each man and woman in the Coast Guard, past and present, sticks to these values.

The Coast Guard has always had the motto of “Semper Paratus,” meaning always ready. I know that

all the men and women in the Coast Guard would appreciate it if the Register would recognize them. These are lifesavers, warriors, guardians of the sea and above all, patriots.

Let's give them a pat on the back and show them that the city of Mobile supports them."

Memories On Film

I have ordered the book, *The Coast Guard Navy of WWII* by William Knight for my father Robert Crites, who served in the Coast Guard from Dec. 1942 to Oct. 1945. He has an incredible amount of black and white photographs from that period but he can't remember all the names of the men and ships they show. I'm sending copies of many of them that I have scanned. I'm also enclosing scanned photos of his assignment to draft a floor plan of the ship (on tissue paper), the Ritual of the deep, and his hand written General Orders. Perhaps some can be included in your magazine and



Robert Earl Crites (left) and two other crewmen in an undated photo from his collection.



(Above) Does anyone know who these WWII Coasties are?

(Right) Can anyone identify this ship from Robert Crites' WWII photo collection?

Remembering the Sweetbriar

I was more than delighted to read the feature article on the Decommissioning of the *USCGC Sweetbriar* by "plank owner" Tenney Oberg. Gosh, what a sad feeling. On the flip side, I remember getting a U.S. Atlantic Fleet cable notice of my first son arriving safely, sent by the Red Cross and announced by loudspeaker over the entire ship. The cable read:

"MSG CHICAGO ILL 24 FEB FRED DEXHEIMER CMOMM MOMMY IS FINE I CAME TO STANNS 2271N SUNDAY FEB 24 WEIGHED 8 LBS 7 OZ LOVE SON FREDDY..."

We survived the typhoons and many more memories of that sturdy old workhorse, the *405*, which we called home.



Susan Crites

I could probably fill a book telling of my experiences getting to the *Sweetbriar* from the Receiving Station in Tablocan, Leyte, after spending a month awaiting my orders. They directed me to proceed to *Sweetbriar* by the best possible means and there was another Coast Guardsman with me. I hand-carried our records through the jungles which we traveled mostly by foot, and by ox cart whenever we could. We slept in tiny villages, right on the ground. We ate whatever and whenever we could and we passed snakes of every imaginable size along the way.

Our first contact with the Air Force was a small landing strip in the jungle called Guiwan. We talked the airmen into flying us to Manila and had just gotten airborne when one of the engines failed. The pilot got me in the cabin and said, "See that thing. Start pumping as if your life depended on it, because it does." We made a loop of the field at treetop level and landed safely. The pilot then said, "Let's give it another try tomorrow" which we did and this time we landed safely at Clark Field in Manila, another step closer to the *Sweetbriar* in Okinawa.

By this time, we were both famished. We saw a mess tent and got in line. I'm not sure if it was Army or Marine but after eating the mess sergeant grabbed us two Coasties and told us to clean the garbage cans. What nerve! I spoke up and said, "I'm not going to clean any #*@&*! garbage cans. I'm a chief petty officer!" He replied, "I don't give a damn if you're Admiral Halsey... clean those #*@&*! cans!" Guess what? We cleaned the cans.

After leaving the Clark Field area, we walked to Manila traveling right down the main avenue to the port authority. Shooting was still going on and fighting was fierce in the old section. We pleaded with the port authority to get us to

The Fishing Trip

A man calls home to his wife and says, "Honey, I've been asked to go fishing at a big lake up in Canada with my boss and several of his friends. We'll be gone for a week. This is a good opportunity for me to get that promotion I've wanted so would you please pack me enough clothes for a week and set out my rod and tackle box. We're leaving from the office and I will swing by the house to pick my things up. Oh... please pack my new blue silk pajamas." The wife thinks this sounds a little fishy but being a good wife she does exactly what her husband asked. The following weekend he comes home a little tired but otherwise looking good. The wife welcomes him home and asks if he caught many fish? He says, "Yes! Lots of Walleye, some Bluegill, and a few Pike. But why didn't you pack my new blue silk pajamas like I asked you to do? The wife replies, I did. They were in your tackle box!"

Okinawa. Our ship was in Buckner Bay waiting for us (and fighting was still going on there as well). They told us to go back to Clark Field and find some kind-hearted pilot who would be willing to fly us there. Luckily, we did find an eager pilot who flew us to Buckner Bay, Okinawa the following day. We landed safely on a newly put-together landing strip right near the bay. It was a short walk from the plane to the beach, where the mail boat from the *Sweetbriar* was waiting.

All this took about a month after leaving the Receiving Station. When we boarded the ship, the skipper called down from the bridge, "Where the hell were you?" We were shown our sleeping quarters and I slept for two days.

During my time on the *Sweetbriar* I experienced many kamikaze raids. we also found and salvaged the screw from the *USS Pennsylvania* which was lost during one of those raids.

Fred Dexheimer, CMOMM, USCGC Sweetbriar

He's A Travelin' Man...

... Made a lotta stops, all over the world...! Those lyrics (if not the rest of the song) from the classic Ricky Nelson song could easily describe CGCVA PNP Jack Campbell who continues to globetrot and spread the word about the Coast Guard's activities in World War II and other combat operations.

Most recently, Jack attended a reception at the Kovens Conference Center, Florida International University, in Miami, Florida, commemorating Bastille Day and the end of Consul General of France Christophe Bouchard's tour of duty.

In early July, Jack was invited to Northern Ireland where he attended a Garden party celebrating the 60th anniversary of VE-VJ Day.. He was also a guest for the ceremonies renaming Bangor's main pier after GEN Dwight D. Eisenhower.



Jack Campbell with Leslie and Irene Cree at Eisenhower Pier in Bangor Island, Ireland.



Jack Campbell with the Mayor of Bangor Island, Ireland.

Bangor was the seaside town where "Ike" stayed while planning the D-Day landings that sealed victo-



The Stormont Building, site of a commemorative stone honoring Dwight D. Eisenhower.

ry in Europe during WWII.

In addition to the renaming of the main pier, a commemorative stone was placed in Eisenhower's honor at Stormont and Mary J. Eisenhower, Ike's grand daughter was the featured guest

On June 3rd, Jack attended a "France Says Thank You To America" reception at the French Embassy in Washington, D.C. where 100 American D-Day veterans were honored. The year before, Jack was one of the 100 recipients at a similar gathering in France, where he and CGCVA member Marvin Perrett each received the French Legion of Honor.

On May 30th, Jack and CGCVA member Terry Lee were guests of VADM Jacques Mazars, Commander of Task Force 473, for a reception on board the French destroyer *Jean Bart*, moored at Staten Island, N.Y. As part of the 60th anniversary of the end of WWII, French GEN Jean-Pierre Kelche, Grand Chancellor of the Order of the Legion of Honor, visited New York on Memorial Day to award

decorations to American WWII veterans.

The captain of the French destroyer Jean Bart, CAPT Ausseur with CGCVA members Terry Lee and PNP Jack Campbell.



On The Bayou...

Here's a story that's near and dear to our own Chu Hoi, a "wild fajita" from the swamps of Louisiana.

Joseph's sister Anita, who was later to become my sister-in-law, was married to Oran Broussard on Dec. 7, 1941. I had come with friends from Lafayette to attend the wedding in Abbeville, and had arrived early, so I was sitting in church, talking to some of Anita's family. One of them leaned over and asked me if I'd heard that we were at war. That was the first I'd heard about the Japanese attack on Pearl Harbor.

Mr. William "Win" Hawkins, a Lafayette oilman, owned the Grand Chenier Hunting Club at that time and entertained many prominent people there. It happened that his guests that weekend were a party of senior military officials. The commanders of the U.S. Second and Third Armies, GEN's Ben Lear and Walter Krueger, had taken a few days off from maneuvers at Fort Polk to get in some duck hunting. Also in their company was a young Lt.Col. by the name of Dwight D. Eisenhower (who would rise to the rank of five-star general by 1945). When news of the attack on Pearl Harbor came, there was a mad scramble to get things together to rush back to Fort Polk.

Because Mr. Hawkins was familiar with the coastline, ADM Farley enlisted him into the Coast Guard in 1942 and put him in charge of providing security along the Gulf Coast. Mr. Hawkins was from Greenville, Ala., but he had many friends and contacts in Louisiana, so he was able to enlist the local people needed for the assignment. One such enlistee was Elrod "Pete" Petry, who had been born on Chenier Au Tigre in 1924. Pete had gone to New Orleans with some of his friends to enlist in the Army but he was refused because of an injury he had suffered at birth which caused him to have a crooked neck. Pete ran into Mr. Hawkins in Abbeville, when he got back home, and when he told his story Mr. Hawkins gave him a letter to give to the recruiting station sergeant. Pete soon found himself back home on Chenier Au Tigre, a member of the Cajun Coast Guard, riding the marsh on horseback, looking for the enemy.

The requirement for being in this outfit was a knowledge of the terrain to be patrolled. The guard took any man who volunteered for duty, regardless of age. Felix Meaux was 60 years old when he was accepted for duty. The Chenier Au Tigre Unit consisted of about 20 men and they patrolled the coastline looking for German U-boats that would occasionally surface in the Gulf. These men were paid \$21 a month and provided most of their own gear. They worked 12-hour shifts, most of which were spent in the patrol towers built along the coast for observation. Other patrolling was done on horseback. The 8-hour horseback patrols were rotational so that at all times someone was combing the shoreline. Between shifts, they

entertained themselves by fishing, hunting and racing their horses. The Army had offered to give them cavalry horses to use, but they preferred to use their own horses, which were used to the mosquitos and marsh. The Cajuns knew that the Army's horses wouldn't last long under those conditions.

We heard rumors that some German subs had been sighted off the Vermillion Parish coast but I'm not sure the men of the Cajun Coast Guard ever saw any. They saw many fighter planes and bombers from what is now known as Chennault Air Force Base in Lake Charles though. When one of those B-26's, making target runs on the mud flats of the coastline,

crashed about a quarter-mile out in the Gulf of Mexico, a rescue team of Cajun Coast Guard began their search. Two of the plane's five crew members drowned after the crash but the pilot and two airmen survived. After kicking off their boots, they were able to swim to shore, only to get lost in the canals and inlets of Vermillion Parish. The sharp sawgrass slashed their feet and arms, and the blood-thirsty marsh mosquitos attacked them. Mud like quicksand tried to suck them under. They wandered around aimlessly for two days in the marshland that the Cajun Coast Guard called home.

By the third day, they were tired, hungry, lost and confused. They had given up and sat down in the mud to wait for death to take them. That's when they heard a voice in the distance shouting, "Il son la!" The search team had caught up with them in a marsh buggy.

And that's when the Cajun Coast Guard was nicknamed "The Swamp Angels."
Aline T. Meaux



CGCVA Trustee Herb Weinstein, CAPT Glen Wiltshire and PNP Jack Campbell at Coast Guard Day festivities at USCG Station/Sector New York on Ft. Wadsworth, Staten Island on August 4th. Herb and Jack were guests of the unit and got the royal treatment. The two keep quite busy between weekly or semi-weekly visits to USCG Training Center Cape May, N.J. where they often present CGCVA watches and certificates to graduating recruits.

Back in the 1800s the Tates Watch company of Massachusetts wanted to produce other products and, since they already made the cases for pocket watches, decided to market compasses for pioneers traveling west. It turned out that although their watches were of finest quality, their compasses were so bad that people often ended up in Canada or Mexico rather than California. This, of course, is the origin of the expression: "He who has a Tates is lost!"

COAST GUARD COMBAT VETERANS ASSOCIATION
20th REUNION/CONVENTION

Tampa, Florida, 33612

REGISTRATION FORM

20 - 24 October 2005

Holiday Inn Busch Gardens

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Room Rates: Single or Double occupancy \$74.00 plus applicable tax.
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PLEASE BOOK YOUR ROOM DIRECTLY WITH HOTEL

(Be sure to let them know you are with CGCVA)

The rates for anyone wishing to arrive early and/or depart late apply for three days before and three days after

(Please Type or Print Clearly)

Name:	
Address:	
City/State/Zip Code:	
Phone:	Organization:
Arrival Date/Time:	
Name of Guest/Spouse:	
Name(s) to Appear on Badge(s):	

Fees to register, Tours; Luncheons and Banquet are shown on the following page. After selection of the activities you are to attend, fill in the corresponding amounts and total them.

Send this page and the page with your Tour/Meal selections along with your check to:

E. P. "ED" BURKE, LM
17728 STRILEY DRIVE
ASHTON, MD 20861-9763
(301) 924-3727

Registration/Tour/Lunch/Banquet

Reservation Form

CGCVA Registration:

EARLY: (Rec'd. By 10/1/05)
\$13.00 per person, \$25.00 Couple

LATE: (Rec'd. After 10/1/05)
\$15.00 per person, \$30.00 Couple

NO EXCEPTIONS

Registration Fee (See Above) Single _____ Couple _____

Tours & Activities **Cost** **How Many?** **Total**

October 21, Friday **\$45.00** ea X _____ = _____
StarShip Luncheon Cruise. Includes roundtrip Bus Transportation,
Cruise Ticket & lunch. There is a Cash Bar onboard.

October 22, Saturday **\$20.00** ea X _____ = _____
Tour the "Wine Not" winery, sample, bottle & cork your own
Bottle of Wine. Covers roundtrip shuttle, ticket & gratuities.

October 23, Sunday **\$20.00** ea X _____ = _____
Tour USCG Air Station Clearwater. Exchange privileges for the day.
Includes roundtrip Bus Transportation and Lunch in the Galley.

October 22, Saturday, 11:30a.m.
CGCVA Business Lunch **\$15.00** X _____ = _____
(Add \$2.00 after 10/1/05)

CGCVAUX Friendship Lunch **\$15.00** X _____ = _____
(Add \$2.00 after 10/1/05)

COCKTAIL HOUR, 6:00P.M.
AWARDS BANQUET, 7:00p.m.
October 23, Sunday **\$30.00** X _____ = _____
(Add \$2.00 after 10/1/05)

Poultry: _____ Beef: _____

TOTAL AMOUNT ENCLOSED: \$ _____

(Make check payable to: CGCOMVETS)

If you have dietary requirements, advise Bob Maxwell upon arrival.

Holiday Inn Busch Gardens
Tampa, Florida
Itinerary

**Thursday,
20 October**

09:30 a.m. Hospitality Room Open until 3:45 p.m.
Registration/Info Desk open same as Hospitality Room.
4:00 p.m. Opening Ceremony. Immediately after opening ceremony Reception by the General Manager with entertainment and the Hospitality Room will be open until closing.

**Friday,
21 October**

9:30 a.m. Hospitality Room Open. Registration/Info.
10:30 a.m. Load Bus for StarShip Lunch Cruise, Depart
10:45 a.m. Bring your ticket. Return approx. 3:00 p.m.

**Saturday,
22 October**

9:30 a.m Hospitality Room Open. Registration/Info desk open until 11:00a.m..
11:30 a.m. CGCVA Business Meeting/Luncheon and the CGCVA Auxiliary Meeting/Luncheon. Be sure to bring your lunch ticket. Guests of CGCVA are invited to the Auxiliary Friendship Luncheon unless there has been a meeting luncheon set up for their group. After the meeting the Hospitality Room will reopen.
Approximately 2:30 p.m. start departures for Wine Not tours. 15 per shuttle, winery can only accommodate 30 at a time. The rotation by shuttle will accomplish this. Bring your ticket.

**Sunday,
23 October**

9:30 a.m. Hospitality Room Open. Registration/Info.
9:30 a.m. Load buses for USCG AirSta Clearwater Tour.
9:45 a.m. Buses depart. Bring your ticket.
6:00 p.m. Cocktail Hour in Hospitality Room.
7:00 p.m. Awards Banquet. Hospitality Room will reopen at the end of the Awards Banquet.

**Monday,
24 October**

8:00 a.m. Meeting of Officers and Trustees. Departure of attendees as scheduled.

Upon your arrival at the Holiday Inn, be sure to check the times of the tours as they are subject to change.

General Information for Members & Visiting Associations

Please **wear your nametag at all times while in the Hospitality Room.** You will not be served without it. There are special discounts when your name badge is worn at the TGIFriday and other areas around the hotel.

If you registered early, your ship/station/Group will be entered on your nametag. This should make it easier to be recognized and attract others to speak up and get acquainted.

If you want a separate meeting room and luncheon for your group, contact Bob Maxwell. His telephone number is: (530) 335-3876 & the Fax number is: (530) 335-3304. If no response, call Ed Burke at (301) 570-5664, leave message and Ed will get back to you. **Please, accomplish this prior to arrival at the Holiday Inn. Give Bob or Ed time to accomplish your request.**

All attendee's that require Handicap Accommodations must notify hotel when registering. R/V parking is available for self-contained units at a nominal fee. (Check w/hotel, you must register)

Remember, guests and visitors are entitled to participate in all activities with one exception, which is, you cannot attend the CGCVA Business Meeting. The By-Laws state that only members can attend.

All guests are encouraged to lunch with the Auxiliary luncheon. We have tried to set up everything to make you comfortable and welcome to this reunion & CGCVA Convention. If we have overlooked something, please let us know what it is.

The rates for anyone wishing to arrive early and/or depart late are the same for three days before and three days after the convention. **Make these arrangements with the hotel when registering.**

Our **Policy for Refunds** is basically the same. Requests for refunds of all payments will be honored for compelling reasons if they are received by **November 1, 2005.** Refund requests after that date will be honored after the convention, subject to availability of funds, after all convention expenses are paid. **Registration fees are non-refundable** due to the fact that the money has been spent for necessary convention items. **All other refund requests are subject to a \$15.00 administrative fee.**

The Interdiction of SL3 Steel-Hull Infiltration Trawler, 21-22 November 1970

The Coast Guard In Vietnam: Recollections of CAPT Paul A. Lutz, USCG (Ret.), commanding officer of USCGC Sherman (WHEC-720) during Sherman's Vietnam Cruise, 1970.

Editor's Note: CAPT Lutz provided the Coast Guard Historian's Office with the following self-written narrative. In it, he describes an incident that occurred during the Sherman's Vietnam cruise in 1970, where she was assigned, under his command, to Coast Guard Squadron Three. In this account, Sherman carries the distinction of having sunk, in violent combat, a North Vietnamese trawler that attempted to land arms and ammunition to enemy forces in South Vietnam.

My recollections of the events of 21 November 1970, on board Sherman, off the mouth of the Mekong River, Vietnam. On 21 November 1970 the Coast Guard 378-foot cutter Sherman was running south just off the coast of South Vietnam, going from Hong Kong to Area 9, the southern most operating area for maritime operations off of Vietnam, headed for our last patrol as part of the U.S. Navy Coastal Surveillance Force. We knew that ahead of us the cutter Rush was following a steel hull enemy vessel as it ran on a northwest course toward a barrier line of allied vessels. Apparently, the enemy vessel intended to reach the coast in the vicinity of the Mekong River to off load arms for VC (Viet Cong) or NVN (North Vietnamese) use. It was a very dark night with no moon and a high tide.

When evening darkness fell, Sherman was still north of the

Mekong and was approaching the track line of the enemy vessel and of Rush. Sherman arrived at the vicinity of the action just before the OTC Rush (officer in tactical command — the commanding officer of Rush) directed the Navy minesweeper Endurance to challenge the enemy vessel that was now in South Vietnam waters. All units were dark, both allied and enemy. We saw the minesweeper Endurance challenge the enemy vessel with flashing light and immediately after there was a fire fight with gun flashes from both the enemy and from the minesweeper.

After a sharp exchange of fire, the gun fire stopped. The minesweeper was hit by a recoilless rifle round (85mm) which was imbedded in the wooden hull of the minesweeper but it did not explode. The minesweeper then disengaged.

The enemy vessel, which our radar tracked, was on a course between north and northwest at about 10 knots and when the firing stopped it was still underway at 10 knots. I remember looking at the radar scope on the bridge of Sherman and noted



USCGC Sherman (WHEC-720) in August 1969 (photo by PHC Ken Mather, USCG)

Rush and other units following the enemy at three or more miles. The enemy vessel was beyond all allied units and closing on the shore. Further, I remember saying, "My God, he's through the barrier." At this point, *Rush* commenced 5-inch gun fire which *Sherman's* CIC (combat information center) and fire control reported were not hitting. After a short period of time, I guess a minute or two, *Rush* stopped firing and OTC *Rush* directed *Sherman* to engage the enemy vessel, which was still underway, closing on the shore about one mile ahead.

Sherman was stopped, just outside the shallow water of the Mekong River mouth, maintaining very accurate positioning with its Loran "C." I saw that to close on the enemy vessel, I would need to proceed into water that our charts showed as too shallow for *Sherman*. I also knew that there was a very high tide and there would be some maneuvering possible. The delta was very flat and we should have indications from our two excellent fathometers when we begin to lose our water.

I knew that *Sherman* had to act very quickly or the enemy and its arms cargo would make it to the shore. I went into the shallow water of the delta and set our course the same as our fire control bearing (our fire control was locked on the enemy). Additionally, the Navy mine sweeper confirmed as we passed her, "Enemy directly ahead." When over the shallow water delta, our charts showed depths of between 2 to 3 meters of water, not enough for *Sherman*. The *Sherman* fathometers (as I remember) showed about 15 feet of water under our keel when on the delta. As *Sherman's* propellers went down to about 6 feet below the keel we were all right for the time being. *Sherman* was on the turbines at speed of 210 turns (about 26 knots).

I don't know how long we were at this speed, my guess

about five minutes, until my navigator LCDR Roger Williams became very concerned and screamed at me, "Captain, you have got to stop!" I replied, "All right Roger, we'll stop" and I personally put the annunciators at "Stop." *Sherman* then stopped and our gun fire began while stopped.



CGC Sherman boarding team inspects a boat in Vietnam.

The enemy vessel was still at 10 knots, running dark in a pitch black night and no unit was firing. I probably could have opened fire immediately, as our fire control team was sure they were locked on the enemy ship, but to be doubly cautious, I ordered firing three star shells to illuminate the target and ensure identification. Accordingly, *Sherman* first fired three star shells that clearly showed an enemy steel hull infiltration trawler. As soon as the star shells were fired, the enemy ship opened fire on *Sherman*. Her rounds had red tracers from one kind of gun, which I believe were from his 60 caliber machine guns, and brilliant green tracers from a different weapon, which I believe was his 85mm recoilless rifle. The tracers were coming directly at *Sherman* but falling

short. (*Sherman's* running lights were on as ordered at the time of the challenge to the enemy ship.) The open fire range was about 2600 yards. I next ordered fire control to shift to direct fire.

As soon as the enemy rounds began coming inbound, I wanted to expedite the *Sherman* direct fire and told fire control, "There are incoming rounds, pour it on them." Fire control replied, "Do not understand." I told my excellent battle talker, "God damn it! Fire for effect!" To my surprise, CSC Petrusovich, my talker, correctly repeated it exactly to fire control, "God damn it! Fire for effect!" Gunnery moved quickly to begin direct fire and I couldn't help chuckling to myself at the way the order was relayed. (Chief Petrusovich was able to

simultaneously report on one subject while receiving info on another subject. This was an extraordinary talent.)

As we prepared to begin direct fire, the 5-inch gun was depressed and the barrel struck the forward bulwark. I had to twist *Sherman* so the gun could be lowered aft of the bulwarks. The low elevation of the gun was soon seen as very advantageous.

After the first round in direct fire with point detonating rounds, I saw an explosion and a bright illumination of the enemy vessel. I knew that prior enemy vessels had usually destroyed themselves when caught by allied forces and accordingly I thought it must be a self destruct explosion. However, as our succeeding rounds showed as they hit there was the same marked explosion and a vivid illumination of the enemy vessel. *Sherman* was firing her forward 5-inch 38 caliber gun at maximum rate of fire (as I remember 18 rounds per minute) and every round hit and brilliantly illuminated the enemy. The rhythmic hit, hit, hit etc. were synchronized with the firing of *Sherman's* 5-inch gun and were awesome to observe. After about 8 to 10 rounds (and hits), taking about one half a minute the enemy ship was stopped and was brightly burning.

Although there was some question, I believe even our first

depth of water, I moved out to open water with a feeling of relief, and set course south to relieve the patrol ship in area 9 after recommending to OTC to have a small vessel search the area of the sinking of the trawler.

Post-Action Comments

After relieving as patrol ship in Area 9, we began to see messages from the naval command in Vietnam that reported the next day that the wreck of the enemy ship was found and visited by U.S. Navy divers. The wreck was above water, at low tide, and its location was, as I remember, about one mile from the shore. The divers reported her starboard side was "riddled by 5-inch gun fire." This confirmed the sinking by *Sherman* as *Sherman* was the only vessel firing at the starboard side of the enemy and in fact the only ship firing at the time of the sinking.

The Navy divers found the 60 caliber machine guns and recoilless rifles (2) that we expected and found the hold of the vessel filled with enough ammunition and weapons to arm a division. A few bodies were found. On the first or second day, probable crew members from the enemy ship were found dazed

and wandering on the shore and were captured. They were tattooed "Death before surrender" or something very similar.

I believe our first or second round killed the Commissar and this halted the usual self-destruct. This was the first (and I believe only) capture of crew members from the steel-hull arms running vessels during the Vietnam War. *Sherman* never received any report on what happened to these prisoners. A week or two later *Sherman* requested a memento from the wreck and *Sherman* received a trophy board with a B40 rocket launcher (a very popular VC weapon that was like our bazooka) from the Commander, U.S. Naval Forces Vietnam.

I donated this trophy board with the B40 launcher and brass dedication plate to the museum at the Coast Guard Academy along with one of the paintings of the action made

by John Wisinski, a well known Coast Guard artist in 1972. These donations were made in 1972 or 1973. The Superintendent of the Academy, RADM Bill Jenkins sent me a very kind letter of thanks for these donations to the Academy museum.

Following the action, awards were received from the Navy: a Meritorious Unit Citation for *Sherman*; Bronze Star for CAPT Lutz for "heroic achievement" and a Bronze Star for our very capable executive officer, CDR John Maloney; Navy

USCGC *Sherman* WHEC 720

PRESENTED IN RECOGNITION OF OUTSTANDING PERFORMANCE OF DUTY IN THE ENGAGEMENT AND SINKING OF THE NORTH VIETNAMESE SL-3 INFILTRATION TRAWLER IN SOUTH VIETNAMESE TERRITORIAL WATERS ON 22 NOVEMBER 1970.

J. H. King, Jr.
Rear Admiral, United States Navy
Commander, U.S. Naval Forces Vietnam

*Inscription on the brass plate attached to a B40 rocket launcher. The weapon was taken from the wreck of the enemy trawler sunk by *Sherman* and presented to the cutter as a trophy. It was later presented to the USCG Academy Museum.*

round hit because only one very small 1/2-mil spot was made after the first round. One of our two fire control operators saw the first round as a hit. The other fire controlman saw the first round as very close.

With the enemy ship stopped, I ordered a shift to air burst to silence any remaining guns in case we wanted to board the enemy vessel. Before this shift could take place the enemy ship sank (flames disappeared and radar target disappeared). As *Sherman* was still on the delta and vulnerable to the shallow

Commendation Medals for our careful navigator, LCDR Roger Williams, excellent OOD, LTJG Douglas Cox; and Navy Commendation Medals for the outstanding *Sherman* gunnery fire control team and 5-inch gun mount team. CAPT Lutz also received the Distinguished Service Medal from the Republic of Vietnam and additional ship's members received Vietnam decorations.

At the end of *Sherman's* patrol in Area 9, *Sherman* was relieved by *USCGC Rush*, CAPT Robert Durfey, an outstanding officer and an old friend. The *Rush* had performed outstandingly by following the suspect enemy vessel for several days and never being detected by the suspect vessel. I believe this was the only time in the Vietnam War that an American ship had been able to do this.

At this time, CAPT Durfey and I discussed the engagement. CAPT Durfey described to me the *Rush* tracking of the enemy ship from just over the horizon. He said that the *Rush* radar plots showed the enemy ship continuously turning in circles and he could not understand why. CAPT Durfey told me that *Rush* had trouble with its 5-inch gun fire control and wrote in the *Sherman* guest log "Robert W. Durfey CAPT, USCG, CO *RUSH* (WHEC 723). With many thanks for your fine help and outstanding shooting."

At some later time the [Coast Guard] Squadron Three Commander, CAPT Richard Hoover told me that the Navy divers had recovered crates of living homing pigeons from the wreck of the enemy vessel. We discussed what the pigeons were for. CAPT Hoover felt that they were to take messages to the home base of the vessel. My view was that since the enemy vessel made their attempt to infiltrate on a very dark night onto an unlighted shore, without radar, they needed navigational help. The homing pigeons, if their home was the destination of the enemy vessel, would show them the course, when released, for the vessel to follow, and also could take messages. The circles made by the enemy, as described by Captain Durfey, were to help the pigeons homing orientation, which I understand is related to the earth's magnetic field.

The officer of the deck for *Sherman* during the steel trawler shoot out

was LTJG Douglas Cox. This excellent officer was sent with the *Sherman* after action report to the headquarters of CTF 115 at Cam Rahn Bay. Upon returning to *Sherman* he gave me a copy of the chart which CTF 115 staff prepared to show the action with track lines for the different units. Also he informed me that the Commander Naval Forces Vietnam (ComNavV) was recommending *Sherman* for a Presidential Unit Citation, but this never materialized. After returning to Boston I learned that *Sherman's* gun crew had retained eight of the expended 5-inch brass powder casings. Four of these were given to the First District Commander and four to the Coast Guard Museum.

This account is an accurate summary of the action of 21-22 November 1970 in Vietnam. It has been prepared to document the story for those of us who were there.

USS Leonard Wood

The *USS Leonard Wood* (AP-25), ex-*Nutmeg State* and *Western World*, was built in 1922 by the Bethlehem Shipbuilding Company in Sparrow, Md; purchased by the War Department in 1939 and renamed *Leonard Wood*. It served as an Army transport until acquired by the Navy on June 3, 1941; and commissioned June 10th, manned by the Coast Guard with CDR H.G. Bradbury, USCG, in command.

After training off North Carolina, *Leonard Wood* departed Halifax, Nova Scotia on Nov. 10, 1941, carrying reinforcements around the Cape of Good Hope to British outposts in the Far East. After debarking troops at Bombay and Singapore, she returned, entering the Philadelphia Navy Yard in March 1942



USS Leonard Wood (APA-12)

for conversion to an attack transport. She was redesignated APA-12 on Feb. 1, 1943.

Alterations were completed in late April and the attack transport trained in Chesapeake Bay for the invasion of North Africa. She departed Hampton Roads on Oct. 24th carrying almost 1,900 fighting men from the 3rd Division and slipped in close to beaches at Fedhala, French Morocco, on the night of Nov. 7-8. The next morning she sent her boats ashore and provided gunfire support while also rescuing survivors from the torpedoed sister ships. *Leonard Wood* remained in the first line of transports, carrying out her mission until Nov. 12th when enemy submarines, which had already sunk or damaged six Allied ships, forced the remaining transports to finish unloading at Casablanca. Departing Nov. 17th, she arrived Norfolk on the 30th for repairs and more amphibious warfare training.

The transport sailed June 3, 1943 and arrived Mers el Kebir, Algeria on June 22nd where she prepared for the assault on Sicily. She sortied with *TG-65* on July 5th and four days later began unloading waves of troops on the Wood's Hole sector, some 5-1/2 miles west of Socglitti, Sicily. At dawn on the 10th, her gunners fired at an enemy bomber that dropped bombs 200-300 yards astern and kept up an antiaircraft barrage throughout the day, helping to splash three planes. With unloading completed and damaged landing craft salvaged, the ship got underway for Norfolk on the 12th, arriving August 4th. Three weeks later, she departed Norfolk for San Francisco, embarked troops, then steamed for Honolulu, arriving Sept. 27th.

The *Leonard Wood* spent the remainder of World War II in the Pacific, distinguishing herself in seven amphibious landings. In the Gilbert Islands and Marshall Islands operations, the ship gained experience, especially in cargo handling, which proved invaluable when *Leonard Wood* later took part in the final push toward victory with the landings at Saipan, Leyte, and Lingayen Gulf. *Leonard Wood* departed Pearl Harbor May 29, 1944, bound for the capture and occupation of

Saipan, Marianas Islands. Arriving Eniwetok, Marshall Islands, an atoll *Leonard Wood* had helped to secure just three months before, the ship fueled, watered, and provisioned before departing June 11th for her assigned anchorage off Saipan. Arriving June 15th, *Leonard Wood* unloaded and cleared all boats in 49 minutes. For the next nine days, the transport stood off Saipan, unloading cargo and receiving on board casualties for transfer to hospital ships. The transport sailed June 24th for Eniwetok and then returned to Pearl Harbor on July 20th.

After Saipan, the ship made training and transport runs between Pearl Harbor, Eniwetok, and Guadalcanal until she sailed from Guadalcanal Sept. 8th for the capture and occupation of Anguar Island, Palau Island Group. Arriving Sept. 7th, the ship landed troops and then began unloading cargo and receiving casualties. *Leonard Wood* completed unloading Sept. 21st and departed for Manus Island Sept. 27th.

Remaining at Manus just long enough to fuel, provision and re-embark troops, the transport sailed Oct. 12th to begin the long-awaited liberation of the Philippines. Arriving off the Leyte beachheads Oct. 20th, *Leonard Wood* debarked troops and cargo in record time and steamed for Palau only 10 hours later.

For the next week *Leonard Wood* prepared for further operations in the Philippine Islands, departing Sansapor, New Guinea on Dec. 30, 1944, for the assault on Lingayen Gulf. Many Japanese suicide planes attacked the formation

and *Leonard Wood* helped down one of them. Arriving Lingayen Jan. 9, 1945, she again unloaded troops and cargo while firing at enemy planes before departing the same day for Leyte.

Leonard Wood took part in her last amphibious landing with the Mindoro Island assault Feb. 9, 1945. Debarking her troops and cargo in less than five hours, she steamed for San Francisco via Leyte, Ulithi, and Pearl Harbor, arriving March 27th/

After repairs in San Francisco, *Leonard Wood* began transport duties between the U.S. and the western Pacific, making

Did You Know?

- Leonardo da Vinci could write with one hand and draw with the other at the same time ... hence, multi-tasking was invented
- Because metal was scarce, the Oscars given out during World War II were made of wood.
- There are no clocks in Las Vegas gambling casinos.
- Leonardo Da Vinci invented scissors Also, it took him 10 years to paint Mona Lisa's lips.
- A tiny amount of liquor on a scorpion will make it instantly go mad and sting itself to death.
- The mask used by Michael Myers in the original "Halloween" was a Captain Kirk mask painted white.
- By raising your legs slowly and lying on your back, you can't sink in quicksand (and you thought this list was completely useless)
- The phrase "rule of thumb" is derived from an old English law, which stated that you couldn't beat your wife with anything wider than your thumb (sign of a true civilized society ... not.)
- Celery has negative calories! It takes more calories to eat a piece of celery than the celery has in it to begin with. It's the same with apples!
- Chewing gum while peeling onions will keep you from crying!
- The glue on Israeli postage stamps is certified kosher.
- Astronauts are not allowed to eat beans before they go into space because passing wind in a space suit damages it.

two runs to Manila and one to Tokyo. The ship's Coast Guard crew debarked March 22, 1946, when *Leonard Wood* was decommissioned and later redelivered to the Army at Seattle, Wash., pending further transfer to the War Shipping Administration. The ship was sold to Consolidated Builders, Inc., for scrap Jan. 20, 1948.

The *Leonard Wood* earned eight battle stars for World War II service.

USS Leonard Wood Wrap-Up

The *USS Leonard Wood (APA-12)*, honored with a Navy Unit Commendation, was recognized and respected as an outstanding Coast Guard-manned amphibious attack transport during World War II. A flagship and convoy leader, the *Wood* was home to 500 Coast Guard crewmen and 50 officers, with a Navy flag staff, Navy medical corps, and Marine and Army liaison on board.

The *Wood* carried 34 assorted landing craft for the 1,600 to 2,300 combat troops readied for beachhead invasions. Early in her wartime service she had developed combat landing techniques and served as a training experience for instruction of new amphibious ships and crews that joined the fleet. The *Wood* was a pioneer in the field and set a standard for such operations.

The ship earned the enviable reputation of putting ashore expeditiously the first troops and equipment to land against the enemy from Casablanca and Sicily to the Gilbert Islands, the Marshalls, the Marianas, the Carolines and the Philippines as she led the way to victory in 10 invasions.

The *USS Leonard Wood* brought honor to the U.S. Coast Guard for her achievements and for the competence demonstrated by the shipmates who served their country with pride.

Robert Hilton, USS Leonard Wood APA-12 Association

The Man Who Won The War

In 1964, while talking about World War II, former president Dwight D. Eisenhower said, "He is the man who won the war for us." You might think the president was talking about one of our great military or government leaders. Instead, Eisenhower was thinking about someone you probably never heard of — Andrew Jackson Higgins — the man who designed and built small boats better than anybody on earth.

Higgins' crafts carried troops ashore in Italy, on D-Day, to the many Pacific island landings, and were used in almost all amphibious landings in both the European and Pacific theaters. There is little doubt that Higgins' boats were responsible for finally breaking the gridlock on the ship-to-shore movement of assault troops.

in his 1944 Thanksgiving address to the nation, GEN Eisenhower said, "Let us thank God for Higgins Industries... which has given us the landing boats with which to conduct our campaign."

Prior to the war, the U.S. Navy's top brass saw no real need for landing craft. They assumed that if war broke out in Europe, the French and British would hold the French coast as they did in World War I, allowing the United States to land troops through French ports.

However, when the marines became aware of their anticipated landings on the Pacific islands, they asked the Navy to develop landing craft. Higgins entered the competition to win the contract to build the boats, but the Navy never really considered Higgins' designs. Top officials at the Navy wanted no part of this tough-talking maverick who built his boats of wood (instead of metal) collected from the swamps of New Orleans

and who reportedly once said, "The Navy doesn't know one damn thing about small boats."

To many, it was obvious that Higgins' boats were far superior to anything the Navy designers, or the other competitors, were building. The Marines loved his designs and urged his boat's acceptance. Many later said, "Those boats saved my life."

Finally, in 1941 Higgins was gaining recognition and was asked to bid on a Navy design. He scrawled across their plan, "This is lousy." The Navy in turn challenged Higgins to show them a better idea, and that's exactly what he did — in just 14 days. In New Orleans Higgins took over an entire block, set up floodlights, and put machines and people to work around the clock. Two weeks later, nine Higgins boats, their last coat of paint applied, while rumbling east on flatcars, were delivered to Norfolk, Va. Higgins eventually won contracts through his crafts' clearly superior performance and his factories' ability to turn out boats at an unprecedented pace.

The Navy's plan was to carry Higgins' boats on the decks of transports and then lower them using davits. One of Higgins' arguments with the Bureau of Ships concerned the length of the crafts. Higgins insisted a 36-foot boat was necessary, while the Navy said it had to be a 30-foot boat because the davits were 30-feet apart. Higgins demanded that they change the davits. Eventually common sense prevailed, and the davits were changed.

later the navy discovered the need for a landing craft to carry tanks and asked Higgins to design one. Four days later, military brass went to New Orleans to see drawings or sketches. Instead they found a working boat that had been conceived, designed and built in 61 hours. During a demonstration, navy officials watched in awe as the craft ran full-speed through logs and weeds and later

***"The Navy doesn't
know one damn thing
about small boats."***

Andrew Jackson Higgins

successfully off-loaded a tractor, substituting for a tank. Higgins got the contract.

No other country had anything that performed like a Higgins boat. Despite this, the U.S. Navy, which ultimately rode to victory in them, fought Higgins every step of the way.

To make those wonderful small boats took more than a genius of design and production. Higgins was two-fisted, hot-tempered, obstinate, loud-mouthed, and intensely patriotic.

At the age of 12, the young Nebraskan built a boat in Omaha but couldn't get the boat out of the basement without removing a wall of window and bricks. Higgins insisted that he planned it that way. A brilliant, fast-learning student who was often truant, Higgins never graduated from high school. later he settled in New Orleans, partly because his father named him after General Andrew Jackson, who defeated the British in that city in 1815.

Higgins learned a lot about wood from his boat building and moved to the Gulf Coast in the early 1900's to enter the timber business. In the process of finding ways to log the swamps of coastal Mississippi, he developed a unique shallow-draft boat whose propeller turned in a protective semi-tunnel astern.

As timber tracts were depleted, he turned more and more to boat building, improving his shallow-water design and also turning out high-performance speedboats for rum-runners racing whiskey past the Coast Guard during Prohibition.

By 1938 he owned a single, small boatyard in New Orleans employing 75 people. best known for turning out dependable workboats for oil companies searching for petroleum in South America, Higgins also made boats for the Coast Guard, the Army Corps of Engineers, and the U.S. Biological Survey. They all loved his shallow-draft design.

Higgins attained virtual perfection with the Eureka, a shallow-draft boat designed to travel through the swamps and marshes of southern Louisiana. The Eureka was able to operate in only 18-inches of water, running through vegetation and over logs and debris without fouling the propeller. It could also run right up on shore and extract itself without damage. The "head log" (a solid block of pine at the bow) was the strongest part of the boat, enabling the craft to run at full speed over floating obstacles, sandbars, and right up on a beach without damage.

His hull design aerated the water flowing under the bow of the boat, which created less friction when the boat was moving and allowed for faster speeds and maneuverability. The hull design also pushed objects (including the aerated water) away from the boat between the bow and amidships. Only solid

water reached the propeller. This allowed continuous high-speed operation and reduced the risk to the propeller, because floating objects were swept away. The flat sections aft, on either side of the shaft tunnel, had a catamaran effect, which added to the hull speed.

While everyone loved the Eureka design, it may come as no surprise that Higgins himself was not universally loved. He outraged other contractors by under-bidding them and lured away their workers with higher wages, and when he couldn't buy vital materials during World War II, he "stole" them. (Higgins ended up paying for the purloined supplies the next day.) Nothing, he said, should get in the way of the war effort.

Higgins fought unionization bitterly, but when it was forced on him, he became labor's biggest wartime champion. He scandalized the segregated South by giving black work-

ers responsible jobs and paying them the same as whites, and he pioneered the concept of equal pay for women. He employed the disabled, the elderly, and any worker he found who hadn't been drafted. The profits went back into the business, but he was never greedy, once demanding a Navy contract be renegotiated downward because he was making too much money while American boys were dying.

In 1946, Marine GEN Holland "Howling Mad" Smith wrote to Higgins, "In all my forty-one years of service I have never known anyone filled with a higher sense of patriotism than you."

For the military, Higgins designed and produced two basic classes of boats. The first consisted of high-speed PT boats, equipped with anti-aircraft machine guns and depth charges. Also in this class were the antisubmarine boats, dispatch boats, 170-foot freighters, and other specialized craft produced for the various branches of the armed services. The second class, perhaps what Higgins is best known for, consisted of various types of landing craft. Constructed of wood and steel, the vessels were used in transporting armed troops, light tanks, and other supplies during amphibious landings. It was these boats that made the D-day landings at Normandy, Guadalcanal, and Iwo Jima possible.

When Higgins' landing craft reached a beach, a ramp, on the front of the boat opened, allowing troops to exit and begin their attack.

The Elks Magazine

"In all my forty-one years of service I have never known anyone filled with a higher sense of patriotism than you."

Marine GEN Holland "Howling Mad" Smith in a letter to Higgins

Did You Know?

Barbie's measurements if she were lifesize: 39-23-33.

One-Year Open Enrollment for SBP

The Department of Defense has announced that military retirees who opted out of some or all their Survivor Benefit Plan (SBP) coverage, will have another opportunity to elect coverage during a one-year open enrollment period from Oct. 1, 2005 through Sept. 30, 2006.

Upon a retiree's death, SBP provides an annuity of up to 55 percent of the military retired pay. Until recently, the annuity for a surviving spouse age 62 or older was reduced to 35 percent to reflect the availability of Social Security benefits. This reduction will phase out by April 2008, and the full 55 percent benefit will be paid regardless of the spouse's age in accordance with the Fiscal-05 National Defense Authorization Act.

Current non-participants will be able to elect any coverage they could have elected previously upon retiring from active service or upon receiving notification of eligibility for reserve retired pay at age 60.

If they have a reduced election, they may increase their coverage. A participant with child only coverage may add a spouse or former spouse to their coverage, and a member may add child coverage to spouse or former spouse coverage.

But those who took SBP coverage and later elected to terminate that coverage are not eligible to make an open enrollment election.

Open enrollment elections require a lump sum buy-in premium as well as future monthly premiums. The lump sum

equates to all back premiums, plus interest, from the date of original eligibility to make an election plus any amount needed to protect the Military Retirement Fund. The latter amount applies almost exclusively to those paying fewer than seven years of back payments.

The lump sum buy-in premium can be paid over a two-year period. Monthly premiums for spouse or former spouse coverage will be 6.5 percent of the coverage elected, the same premium paid by those currently enrolled. Reserve component members under age 60 and not yet eligible for retired pay do not pay back premiums or interest, but must pay a monthly SBP premium "add-on" once their retired pay starts.

Elections are effective the first day of the month after the election is received, but no earlier than Oct. 1, 2005. An election is void if the retiree dies in the two years following an election and all premiums are refunded to the designated survivor.

To make an open enrollment election, a retiree must complete and submit a DD Form 2656-9, "Survivor Benefit Plan (SBP) and Reserve Component Survivor Benefit Plan (RCSBP) Open Enrollment Election." The form is available at: dtic.mil/whs/directives/infomgt/forms/efoms/dd2656-9.pdf.

For assistance with the form, members should contact the retiree activities office for their service.

Mail the completed form to the address specified on the form. Applicants will be formally notified of their cost and have 30 days from the date of the notice to cancel the election by notifying the Defense Finance and Accounting Service or

Let Your Name Live On

For years, the Coast Guard Combat Veterans Association has been operating from day-to day through the collection of dues and contributions of our members. The time has come for us to be more concerned about the future. Will you consider naming the CGCVA in your will? Any help in the form of cash, stocks, or life insurance policies will help assure the future of the Coast Guard Combat Veterans Association. It can be as easy as using one of these sample forms of bequest:

(Whatever is left after other bequests have been granted.) "All the rest, residue, and remainder of my estate, including real estate and personal property, I give, devise and bequeath to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address)."

"I give, devise, and bequeath to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address), _____% of my estate."

"I give, devise, and bequeath to the Coast Guard Combat Veterans Association, a Corporation created under the laws of the State of Ohio, located at (give the current designated Administrative Office or Headquarters address), the sum of _____ for the (Name a specific fund), the principle of which shall remain in perpetuity."

Please remember: The CGCVA is a Non-Profit Association. All donations are tax-deductible.

the reserve component, as applicable, in writing.

Dependency and Indemnity Compensation

What is DIC?

Dependency and Indemnity Compensation is a monthly benefit paid to eligible survivors of:

- Military service member who died while on active duty, OR
- Veteran whose death resulted from a service-related injury or disease, OR
- Veteran whose death resulted from a non service-related injury or disease, and who was receiving, or was entitled to receive, VA Compensation for service-connected disability that was rated as totally disabling for at least 10 years immediately before death, OR Since the veteran's release from active duty and for at least five years immediately preceding death, OR For at least one year before death if the veteran was a former prisoner of war who died after Sept. 30, 1999.

Who is Eligible?

The surviving spouse if he or she:

- Validly married the veteran before Jan. 1, 1957, OR
- Was married to a service member who died on active duty, OR
- Married the veteran within 15 years of discharge from the period of military service in which the disease or injury that caused the veteran's death began or was aggravated, OR
- Was married to a veteran for at least one year, OR
- Had a child with the veteran, AND
- Is not currently married. *

* *Note: A surviving spouse who remarries on or after Dec. 16, 2003, and on or after attaining age 57, is entitled to continue to receive DIC.*

The Surviving Child(ren), if he/she is:

- Not included on the surviving spouse's DIC
- Unmarried AND under age 18, or between the ages of 18 and 23 and attending school.

The Surviving parent(s) may be eligible for an income-based benefit

How Much Does VA Pay?

The basic monthly rate of DIC is \$993 for an eligible surviving Spouse. The rate is increased for each dependent child, and also if the surviving spouse is housebound or in need of aid and attendance. VA also adds an additional \$250 monthly to the surviving Spouse's DIC if the veteran died while on active

duty and there are children under age 18. The additional amount is paid for two years from the date of death, but is discontinued earlier when there is no child under the age of 18. Benefit rate tables, including those for children alone and parents, can be found at www.vba.va.gov/bln/21/Rates or by calling tollfree 1-800-827-1000.

Claimants should complete VA Form 21-534 (Application for Dependency and Indemnity Compensation, Death Pension and Accrued Benefits by a Surviving Spouse or Child) and submit it to the VA regional office serving the claimant's area.

Call the toll-free number for information about supporting materials that VA may need to process a DIC claim. **Huck**



Don't forget to register now for the CGCVA 20th Anniversary Reunion & Convention in Tampa, October 20-24, 2005.

Use the tear-out forms in the center of this magazine and be part of the fun. See you there!

Semper Paratus!

(continued from page 2)

one else step to the plate so if you'd like to try on any of the Association positions, be they elected or appointed, I ask that you let me know prior to the convention. Also please keep in mind you must attend the Business Meeting in order to nominate someone or be nominated for an elected position.

Good News, Bad News

Speaking about CGCVA members who have served our Association as volunteers for many, many years, I am proud to announce that our long-time By-Laws Chairman **Vince Stauffer** and his wife **Betty**, a SPAR, were among three Coast Guard individuals selected to represent our Service during the America's Celebrate Freedom Salute, World War II 60th Commemoration at the Vancouver National Historic Reserve. **Mr. Maurice Poulin** is the other Coast Guard representative. All World War II veterans attending the August 28th ceremony will receive A WWII Veteran Badge and Honorable Service Lapel Pin. The Stauffers and Mr. Poulin, as the designated USCG representatives, will receive their awards on stage. Congratulations Vince & Betty!

I continue to receive letters, e-mails and phone calls from veterans of all services across the country complimenting the exceptional assistance provided them with VA matters by our Service Office **Tom Huckelberry**. Although Tom resides in Florida, and has been honored by the state for his work with veterans there, his assistance extends well beyond Florida's borders. We are most fortunate to have such knowledgeable and determined members as Huck and our other Service Officer (and National Vice President) **Gil "Frenchy" Benoit**.

Speaking of Frenchy, he recently underwent heart by-pass surgery and is on the mend. He is recuperating and hopes to attend the Tampa Convention. We're all rooting for ya Mate!

Unfortunately, we won't get to hear the booming voice of our long-time Parliamentarian Walt Gorr at our October reunion. Walt passed away in April in the Philippines and I for one will really miss the big fella. He took such joy in carrying out his official duties at our Business Meetings and working with his sidekicks Tommy Bowden and Bill Figone as masters-

at-arms or in special ceremonies at our Awards Banquets.

CGCVA Scholarship

Congratulations are extended to **Ms. Aytumn C. Alberts** who was presented the annual CGCVA \$500 Scholarship. According to Autumn's grandfather, she has been active in Drug Awareness, Adopt-A-Highway and other VFW-sponsored projects in the state of Nebraska.

A letter to the Association from Autumn stated, "Thank you so much for the generous amount of scholarship money that you have given to me. The money will come in very handy as I pursue my dream to become a physical therapist. I can't thank you folks enough and I want you to know how happy I am to have been selected by the Coast Guard Combat Veterans Association. Thanks again for everything!"

Autumn Alberts



The 4-inch Coast Guard patch produced for the recent Boy Scouts of America National Jamboree at Fort A.P. Hill, Virginia. Attending scouts had to demonstrate proficiency in knot-tying and throw a life ring at a target to qualify for the patch, given out by USCG recruiters. Other Coast Guard personnel worked a merit badge midway, helping scouts earn water-related merit badges. Over 30,000 scouts from across the country participated in the 10-day event.

Recent Trips

Although I recently started a new job, I've continued to be busy representing our fine Association at various patriotic events.

Mare and I recently attended the Fifth Coast Guard District Change of Command ceremonies

in Portsmouth, Virginia and attended several Coast Guard Day activities, including the Coast Guard Band performance at the Navy Memorial in Washington, D.C. We will also attend the annual Coast Guard Ball in early October in northern Virginia and this year the ball will be saluting our World War II veterans so I hope several will be in attendance.

All in all, this has been a wonderful two terms serving as your national president and I appreciate all the help I've received from officers and members. Thanks mucho! **Swiftly**

A skeptical anthropologist was cataloging South American folk remedies with the assistance of a tribal brujo who indicated that the leaves of a particular fern were a sure cure for any case of constipation. When the anthropologist expressed his doubts, the brujo looked him in the eye and said, "Let me tell you, with fronds like these, who needs enemas?"

CGCVA Small Stores

*The following CGCVA items are now available. Send orders to Baker Herbert at P.O. Box 544, Westfield Center, Oh., 44251-0544. Call Baker at (330) 887-5539 or e-mail at USCGW64@neo.rr.com. Please make checks payable to CGCVA. Prices shown include first-class or "Book Rate" postage. **WE DO NOT ACCEPT CREDIT CARD ORDERS.***

CGCVA BASEBALL CAP: blue/black, or white, gold lettered CGCVA with logo, full back. One size fits all. Plain visor **\$11.00** With senior officer scrambled eggs on visor. **\$15.00**. Add \$3.00 and up to six gold letters will be sewn on the back of your cap. Example: "SWIFTY"

CHRISTMAS TREE ORNAMENTS: 255' Owasco Class; 378' Hamilton Class; 311'; 270'; and 210' Classes; and USCGC Mackinaw. Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. **\$7.00** each (shipped in display box).

CGCVA GARRISON CAP: Fore'n aft cap with embroidered CGCVA color logo and "Coast Guard Combat Veterans Association" in white lettering. Only sizes 6-7/8 and 7 remaining. Must state size. **\$25.00**

LAPEL PINS: U.S. Flag above USCG logo. **\$4.00** each; two for **\$7.00**; and three for **\$10.00**.

Pewter Yellow Ribbon surrounding USCG Emblem. \$5.00. **NEW ITEM**

Pewter Yellow Ribbon surrounding Coast Guard Combat Veterans Association Emblem. \$5.00. **NEW ITEM**

BOOKS: "Coast Guard Navy of WWII" by William Knight. **\$20.00**. "Coast Guard Action in Vietnam" by CGCVA member Paul Scotti **\$20.00**. "Coast Guard In World War One" by CGCVA member CAPT Alex Larzelere **\$30.00**. "Rescue At Sea" by Clayton Evans **\$40.00**. Coast Guard Combat Veterans, Turner Publishing **\$35.00**. "Always Ready - Today's U.S. Coast Guard" by Bonner and Bonner **\$15.00**. "The Coast Guard At War, Vietnam 1965-1975" by CAPT Alex Larzelere **\$30.00**. "Hooligan Sailor" by Leon Fredrick. **\$9.00**. **NEW ITEM**

CGCVA GOLF SHIRT: Short sleeve, polyester/cotton, CGCVA logo on right side with name over left pocket (Please specify preference of script or block lettering). Available in white, red or blue in sizes S, M, L, XL. **\$35.00**. Must state name for pocket. Size XXL, add \$2.00. Size XXXL, add \$3.00.

CGCVA BOLO TIE: USCG Emblem with gold lace. Beautiful! **\$20.00**. Only one remaining in stock.

ZIPPER PULL: USCG Emblem, Dept of Homeland Security Emblem and U.S. Flag Emblem. **\$2.00** each.

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

Gas Pump Money-Saving Tips

With gas prices zooming sky high with no ceiling in sight, here's some tips to help stretch your dollars at the gas pump:

- Shop around. Prices vary among stations that sell the same brand. Find a station that sells your favorite brand cheaper. Prices also vary between brands so you can save money by switching brands.
- Use a gasoline credit card. Some give a 5-10 percent rebate on purchase.
- Buy gas in the morning. Gas is denser in the morning when temperatures are colder. Gas pumps measure and charge by volume, not density. You'll get more solid fuel than vapors for your money.
- Buy gas from a busy station. Busy stations refill their underground tanks often. Slower stations don't so their gas has more chance of becoming contaminated and older fuel is poorer on fuel economy and performance.
- Avoid stations that just refilled their underground tanks. That refilling stirs up particles that lay on the bottom and if they get in your gas tank they can cut the fuel efficiency of your car.
- Avoid Topping-Off. The pump needs time to draw out the full amount. It doesn't get it when you top-off. You pay for those short bursts of fuel. Wait until the tank is at least half-full before you fill it up.

Coast Guard Combat Veterans Association

General Information

The Coast Guard Combat Veterans Association is a Non-Profit Corporation. It consists of active duty members, reserve members, retired members and honorably discharged former members who served in, or provided direct support to combat situations recognized by an appropriate military award while serving as a member of the U.S. Coast Guard or U.S. Coast Guard Reserve.

Being mindful of the traditions, duties and purposes of the U.S. Coast Guard, it is our duty to uphold and defend the Constitution of the United States of America. We believe that through social association and mutual acquaintance we may further perpetuate the memory of our fallen comrades, assist their widows and orphans, assist honorably discharged and retired Coast Guard combat veterans, and promote and enhance the image and posture of the U.S. Coast Guard.

Upon acceptance into the Association, you are furnished a membership card and certificate, a copy of the Association By-Laws, a CGCVA logo pin and a copy of our quarterly newsletter, "*The Quarterdeck Log*." You will continue to receive copies of the newsletter for the duration of your membership. "*The Quarterdeck Log*" contains articles, photographs and reunion information submitted by members and timely information on Coast Guard activities and news events. In addition to our quarterly magazine, we maintain a website: wwwcoastguardcombatvets.com.

Our membership numbers more than 1,700 and we continue to grow. Our membership rolls include veterans ranging from World War II to present conflicts. Our Secretary-Treasurer maintains a comprehensive computer database so there is a good chance that you can locate other shipmates who served with you. CGCVA records must be able to support our IRS-provided tax-exempt status so we insist that copies of supporting documents (Discharge, DD-214, Letter of Medal(s) awarded, etc.) accompany applications for membership.

We hold a CGCVA Convention/Reunion every 18 months and make every attempt to shift locations so members nationwide have an opportunity to attend. During the reunions, attending members can voice their opinions and participate in the governing process of the Association at the Business Meeting/Luncheon. Annually, we recognize a deserving Coast Guard member as the CGCVA Coast Guard Person of the Year and we sponsor a CGCVA Scholarship for the relative of a member in good standing. We provide CGCVA watches and certificates to the Physical Fitness Award recipient in every graduating recruit company and to selected Coast Guard Academy cadets. We also maintain the gravesite of the Coast Guard's only Congressional Medal of Honor recipient, SM1/c Douglas A. Munro, in Cle Elum, Wash.

We offer an Associate Membership to Coast Guard and Coast Guard Reserve members who qualified as combat veterans while serving in another armed service. We also offer Auxiliary Membership to CGCVA Members' spouses and other family members.

The CGCVA has very reasonable dues at just \$25.00 for two years membership. Auxiliary Membership is only \$10.00 for two years. Once a member in good standing, the CGCVA offers you a very attractive "Life Member" rate.

We hope you will consider joining the CGCVA. For your convenience, a CGCVA Membership Application is on the reverse of this sheet. If you have specific membership questions, please call the CGCVA National Secretary-Treasurer at 330-887-5539. Whether you're a recent or long-time Coast Guard combat veteran, don't let our organization pass you by. Jump aboard and enjoy the camaraderie of other Coast Guard combat veterans. Semper Paratus!

Remaining "Always Ready"
The Coast Guard Combat Veterans Association



Coast Guard Combat Veterans Association

MEMBERSHIP APPLICATION

(Please Print Clearly)

Personal Data

Name: _____ Date: _____
Last First Init.

Address: _____
Street

City/State/Zip Code: _____

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

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

If Yes, please furnish the below information:

Address: _____

City/State/Zip Code: _____

Telephone: _____ When There? From: _____ to _____

Sponsored By: _____

Military Data

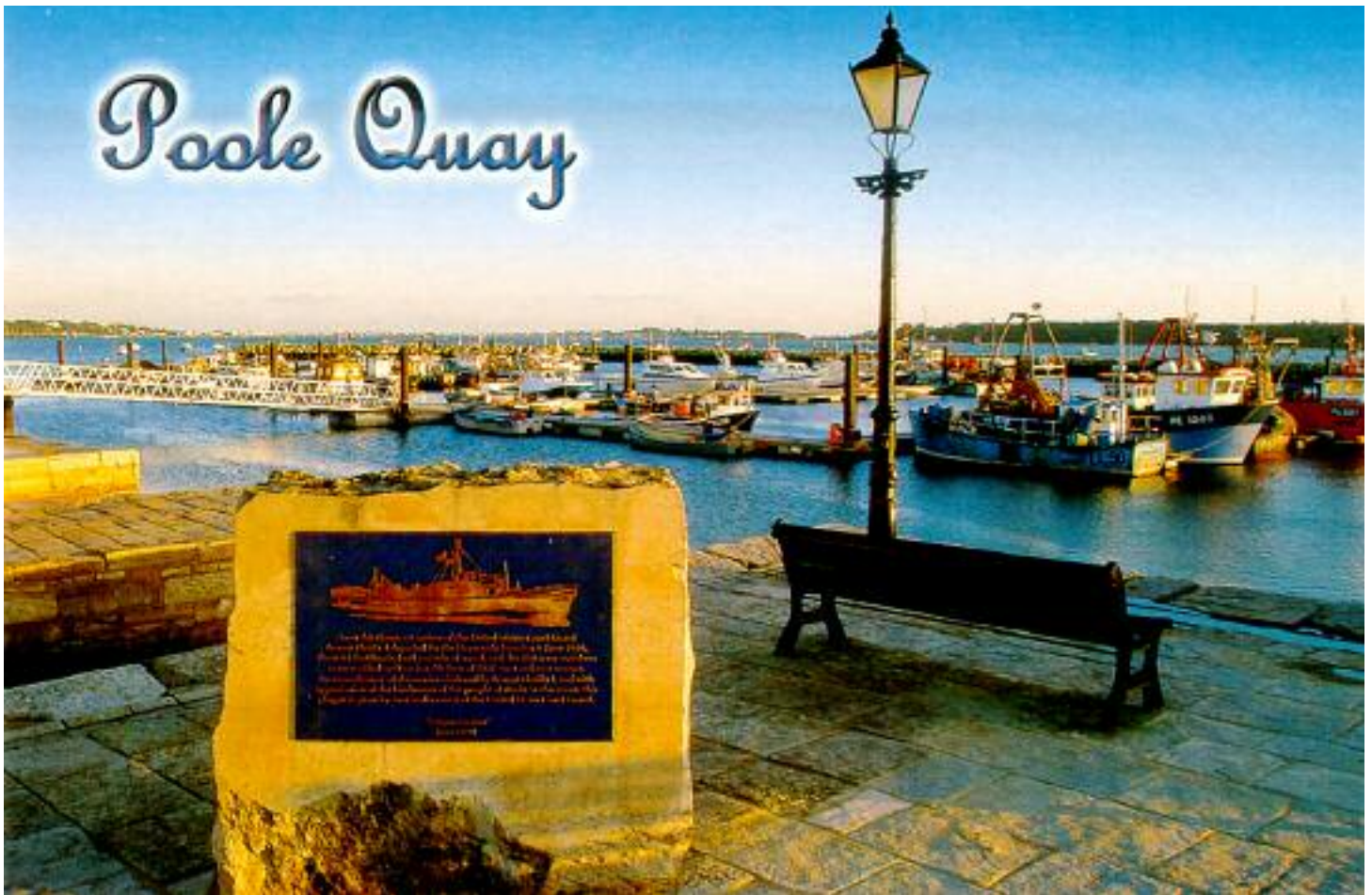
Branch of Service: _____ Service Number: _____ From: _____ To: _____

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

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

Signature: _____ Date: _____

Dues: \$25.00 for two (2) years. Amount of Membership Dues Enclosed: \$ _____ **Make checks or money orders payable to: CGCOMVETS** and mail to: Baker Herbert, LM, CGCVA National Secretary-Treasurer, P.O. Box 544, Westfield Center, Oh., 44251. Phone: (330) 887-5539. Fax: (330) 887-5639.



The CGCVA monument commemorating the World War II Rescue Flotilla Fleet of 83-footers in Poole, England.

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

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