



# 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 21, Number 4

Winter 2006

## Here Comes the CGCVA Reunion!!!

*Make your reservations now for the 2007 Burlingame, Calif. Convention*

Our 2007 Convention in Burlingame, Calif. is nearly upon us and your Convention Committee has arranged for some very exciting tours. We're hoping for a large turnout so, if you haven't already registered, please do so as soon as possible by using the forms in the center of this issue (or download the registration forms from the CGCVA website.) The sooner you register, the easier it makes things for the Convention Committee, specifically yours truly, since I am coordinating the tours.

While this is a CGCVA reunion, we welcome non-members so consider bringing along some friends as guests. Spread the word to other Coast Guard reunion groups you may know who are searching for a place to hold a reunion. Because of our size, we always obtain superb hotel rates and the more folks who register



*The beautiful Sheraton Gateway Hotel in Burlingame, California will serve as home base for the CGCVA's 13th Reunion & Convention. It is conveniently located close to San Francisco International Airport and the hotel provides courtesy vans for guests to and from the airport.*

equates to more "perks" we get from the hotel and bus companies. We can also provide separate meeting rooms for other reunion groups if desired. The only CGCVA-members-only activity at the convention is the Business Meeting.

We have invited several Coast Guard flag officers, including the commandant, ADM Thad Allen, to participate in our convention and we always welcome Coast Guard personnel in the

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Awards Officer.

## From the President

Greetings Members, Auxiliary and Associate Members:

We are getting very close to convention time and I hope you will be joining me in beautiful northern California for our 13th Reunion. The Coast Guard has an impressive history in the San Francisco area and we will be able to see some many of our modern-day Coast Guard units during a tour to Coast Guard Island in Alameda. This will be an exciting reunion so I urge you to make plans to attend some or all of the five days of activities. Register now so that our convention planners can adequately arrange for the necessary tour buses and take care of the many other logistical concerns.

The Coast Guard folks at Pacific Area are really rolling out the red carpet for us so if you haven't visited a Coast Guard base in years, this will be a golden opportunity. And speaking of golden, there's a pretty famous bridge in the area as well as many other "gotta see" attractions, many of which will be included in the San Francisco, Golden Gate Park, Ocean Beach, and Fisherman's Wharf tour.

Wow! It's going to be awesome shipmates so don't delay — send in your registration forms today. SP!

Gil "Frenchy" Benoit

## From the Editor

Shipmates:

The primary purpose of this issue is to provide information on our upcoming convention/reunion and to encourage last-minute sign-ups. Our attendance at reunions continues to decline although our membership numbers remain consistent. If this trend continues, future reunions may have to be scaled down considerably so please make every effort to attend. You will truly enjoy meeting old friends and shipmates! Please make your hotel reservations and register NOW! **Swiftly**



*At Fisherman's Wharf you can enjoy Dungeness Crab, fresh-water Bay Shrimp, and fresh-baked Sourdough Bread*

**Next QD Log deadline is May 1, 2007.  
Please e-mail material to the editor  
at: [swiftie1@verizon.net](mailto:swiftie1@verizon.net)**

**Hairy Stories** — Getting a haircut during my assignment in Vietnam could be a problem. The patrols on the 82-footers out of Division Twelve, Danang, ran six days. By the time you returned to port on the seventh day it was half gone. You either had duty or liberty. The next day was in port and then it was back to sea. Not much time for working in a haircut, especially on the half-day liberty when one's priority was visiting the Club for refreshment. Steaming back to Danang one day I took up the XO's offer to cut my hair. I sat on the fantail while he manipulated scissors and comb amid the rolling motion of the boat. Finishing one side he would move to the other. After many snips he would step back and shake his head. This side was now shorter than the other. Well, he kept bouncing from one side to the other trying to even out the haircut. When he finished, every hair was level because there were no more hairs to cut! I looked in a mirror and saw that my head was a reflection of the XO's—whose head was shaved.

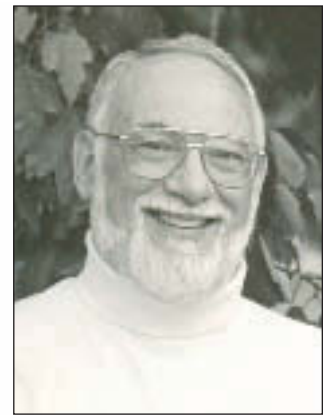


Another time after the ET and I came back from closing down the club it dawned on him that personnel inspection was being held in the morning. So, he urged me to give him a haircut. I refused but he persisted reasoning that my trimming endeavor had to be better than the hippy mop he had now. Well, it was not. The next morning he stood at inspection with a coiffure looking as if someone had used pliers instead of a scissors. Yep, he got chewed out and ordered to the barber shop.

**Reunions** — How priceless they are. Our Association's reunions are an activity I look forward to with heart-felt anticipation. Not only will I be seeing shipmates but I will be meeting other Coast Guardsmen and hearing about their lives. Our reunions are a living Coast Guard history book where the individuals are not print on pages of a book but are alive before you. You cannot ask questions of the people in a book but you can at our reunions. See you there!

**A Good Wife** — As I near my 40th Wedding Anniversary and reflect back over the years--heck, decades--there is no doubt in my mind that a good wife is a man's greatest treasure. Besides being a permanent date she is a constant presence of encouragement, wisdom, and common sense. While living with one woman day after day, year after year it is easy to become complacent about her priceless value. When

that happens a reminder is in order. My reminder is a passage in the Bible that sums up what a good wife means to a man better than I can express it: Happy the husband of a good wife, twice lengthened are his days; a worthy wife brings joy to her husband, peaceful and full is his life. A good wife is a generous gift bestowed upon him who fears the Lord; be he rich or poor, his heart is content and a smile is ever on his face. Sirach 26: 1-4 (NAB)



**Paul C. Scotti**

**Historic Airplanes** — If you come to Tucson do not miss a unique attraction, the Pima Air & Space Museum. Here, sprawled over 80 acres are more than 250 notable military, experimental and commercial aircraft. Walk around them. Touch them. Photograph them. Ponder where they have been and what they have seen and heard.

The grounds include several display buildings. In the hangars you will find historic aircraft in nearly mint condition. All the major World War II bombers are there: B17, B-24, B-25, and B-29. On hand to talk about the planes are men who flew them in combat. They have stories to tell.

Coast Guard aircraft are here too. There is the rugged C-123 with its Miami Air Station marking. Displayed among the helicopters are the H-52 Seaguard, the H-3 Pelican, and the old, old timer, the HOS-3 Dragonfly.

Tours are available of the grounds. A special tour goes to the Davis-Monthan AFB Maintenance and Regeneration Center, where aircraft temporarily taken out of service are preserved in the desert until needed.

Enjoy life... it is an adventure. Until next time... **Paul**



*An H-52 Seaguard and H-3 Pelican are among military helicopters displayed on the Southwest desert floor. (Photo by Paul C. Scotti)*

**Our Upcoming Reunion**

“The Reunion is the thing in which we catch the conscience” of our Association. (My apologies Will, but we don’t have a king). We not only meet and greet our friends, former shipmates, wives and others but we take care of the business of our Association. We also review the past two years and plan for the next two. Those members who would like to serve as Association officers must be present to be voted into office. The importance of our Reunions cannot be emphasized enough. Besides, it is a fun event of epic proportions so please sign up now for our 16-20 April Convention in Burlingame, California.

**Dues**

As previously reported, it was voted at our last convention to increase CGCVA dues by \$2.50 per year so dues are now \$30 for two years. Of course this does not apply to Life Members.

Should you desire to become a Life Member (and this is rated as a consumer’s best buy), just send me a check stating same at the following rates: Under age 30 (\$200); 31-40 (\$185); 41-50 (\$165); 51-60 (\$145); 61-70 (\$115); 71-80 (\$85); 81-90 (\$50); and 90 or older (No Cost).

**Mailing and Address Changes**

The mailing of the Fall 2006 issue of the *QD Log* has been the best insofar as address changes are concerned. My thanks to those members who have notified me of address changes so that their magazines were not returned. I appreciate the help.

**Thanks!**

As any Coast Guard wife can attest, it’s not the easiest job in the world. Service members often experience long periods of deployment, and you name it. I must take this opportunity to thank my wife of 55-plus years, Marylou, for being the best stay-at-home mom in the world and for the past 22 years for her considerable help with our Association. She continues to do most of the work with the mailing of the *QD Log*, all of the work with cap and hat embroidery, and of course a lot of phone answering. Talk about someone being blessed... thanks Hon!

**Crossed The Bar**

**CAPT Ross Bell, LM**  
Joined: 7/26/90 CTB: 12/20/06

**Kenneth N. Black, LM**  
Joined 11/15/93 CTB: 1/28/07

**Florian F. “Byke” Byczynski, LM**  
Joined: 4/13/92 CTB: 12/27/06

**James E. Conner, LM**  
Joined: 1/8/95 CTB: 12/3/06

**George Derkach, LM**  
Joined: 7/25/90 CTB: 7/20/06

**Albert R. McNeely, LM**  
Joined: 7/4/94 CTB: Unknown

**RADM John B. Oren, LM**  
Joined: 6/15/97 CTB: 12/22/06

**Michael Sack**  
Joined: 8/6/95 CTB: 12/28/06

**CAPT Neils P. Thomsen**  
Joined: 12/14/97 CTB: 1/2/07

**Edmund P. Wolff, LM**  
Joined: 5/26/97 CTB: 1/17/07

**Scholarships**

CGCVA Scholarship information and an application form are contained in this *QD Log* issue. We are fortunate now to have the most money ever to allocate to this great undertaking, thanks to the daughter of our late member, Philips Van Campen Taylor.

**New Small Stores Items**

In addition to the items listed and/or shown in our Ships Store on p[age 30, here’s some new items that have just arrived. Remember, I won’t have a large selection of items at the convention so if you want CGCVA stuff for the reunion, please order immediately.

**CGCVA LOGO T-SHIRTS** are only \$10 each for sizes medium, large, and X-large. XXL is available for \$11.

**CGCVA LOGO HOODED SWEAT SHIRTS** are only \$15 and available in sizes large and X-large.

**BOOK** — “A World War II Sailor’s Journey: The North Atlantic to the Sea of Japan” by T.J. Piemonte. \$15.

All of the above items are now available and the cost includes shipping.

Once again, if you haven’t already done so, please make your reservations and register for the 2007 convention. I look forward to seeing you there!

SP and fraternally,

**Baker**



*If you don’t attend the CGCVA Convention in April, you won’t get to see the famous Golden Gate Bridge so register now!*

## **Ocean Station Ships**

There will be a reunion of all Coast Guard ships that served on Weather Patrols on 13-16 May 2007 at Harrah's Hotel & Casino, Reno, Nev. Contact: **Doak Walker** at (907) 789-2579. Fax: (907) 789-2780. E-mail: [doak17@gci.net](mailto:doak17@gci.net). Web: [www.255wpg.org](http://www.255wpg.org).

## **USS Bisbee**

The *USS Bisbee (PF-46)* Association will hold its 28th annual reunion 25-29 April 2007 in Tucson, Ari. Included will be a tour to the city of Bisbee, the ship's namesake, where tours and ceremonies are planned for the group. Contact: **John Badgley** at (949) 855-6637. E-mail: [jrbadgley@world.net](mailto:jrbadgley@world.net).

## **USS Callaway**

At our 40th reunion at Grantville, Pa., in September it was decided to verify names on our 314 mailing list, and that any persons attending the upcoming 20-23 August 2007 reunion send a deposit 60 days prior to the reunion. For more information, contact **Wallace & Dorothy Shipp** at 11240 John Kline Lane in Broadway, Va., 22815-2687.

## **USCG IT, ET, and EMT Reunion**

The 13th Annual Reunion of Coast Guard IT's, ET's and EMT's will be held at Clear Lake Recreation Area at Fairchild AFB in Spokane, Wash., 20-22 July 2007. All active duty, retirees and 4-year enlistees who served in the telephone gangs are welcomed. Inform your prior shipmates for fun, stories, food and beverages. Contact: **Clint Hess** at 13919 Clear lake Rd., Medical Lake, WA 99022. Ph: (509) 299-3552. E-mail: [cllakepl@centurytel.net](mailto:cllakepl@centurytel.net).

## **Patrol Craft Sailors Association**

The PCSA will hold its 20th Annual Reunion 28 June through 2 July, 2007 at the Sheraton National Hotel in Arlington, Va. Reservations must be made individually through the hotel at (888) 627-8210, using the reservation code: Patrol Craft Sailors Association. Registration forms are available through **Armed Forces Reunions, Inc.**, 322 Madison Mews, Norfolk, VA 23510, Attn: PCSA.

## **Congratulations Graduates**

*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*

## **QD Log Booster Club**

The printing and postage for the *QD Log* is by far the largest expense item we have and it was determined that if every member contibuted \$5.00 to the CGCVA each year it would pay for all the expenses that go into the magazine. The idea was hatched at our Tampa Convention and several members contibuted at that time, thereby creating the QD Log Boosters Club. Donations can be sent to the Administrative Office (marked as "QD Log Booster Club") and all those contributing will have their names listed in the subsequent magazine. Contribution amounts will not be published but all contributions are greatly appreciated. We have been told many times we have the best reunion magazine out there and we'd like to keep it that way.

Since publication of our last magazine, the following individuals have made donations and become members of the QD Log Boosters Club:

Leslie Burkins	C.A. Collins
Victor Reynolds	William H. Ross
Bill Reinhold	Joyce Kaut
Adrian Lonsdale	George Moberg
Howard I. Smith	Frank Kilburn
David Moyer	Ross Vanduser
Baker Herbert	Marylou Herbert
Thomas J. Johnson	Gerald Ballard
Charlotte Bart	Robert Hamil
John W. West	William C. Bart
Bobby B. Butler	Lowell W. Foster
Tanney Oberg	William B. Clark
Leland Bergfield	James Bunch
Richard Frugia	Richard Gobble
Arthur Goodwin	John F. Stevens

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

*recruits have received the CGCVA-sponsored Physical Fitness Award:*

**SN Sean A. Wallace** (November 175) of Queens, N.Y., reports to OS "A" School, USCG Training Center Petaluma, Calif.

**FN Christopher P. May** (Oscar 175) of Fresno, Calif., reports to USCG Naval Engineering Support Unit Seattle, Wash.

**SN Jose A. Wengerd** (Quebec 175) of Columbia, S.C., reports to *USCGC Shamal*, Pascagoula, Miss.

**SA Andrew T. Ihlenfeldt** (Sierra 175) of Seattle, Wash., reports to BM "A" School, USCG Training Center Yorktown, Va.

**SA Mark A. Byrd** (Tango 175) of Jacksonville, Fla., reports to USCG Station Lake Fort Worth Inlet, Riviera Beach, Fla.

**SA Dennis L. Webb, Jr.**, (Uniform 175) of Dallas, Texas, reports to *USCGC Nunivak*, Key West, Fla.

**SN Justin B. Smedley** (Victor 175) of Mobile, Ala., reports to USCG Air Station Elizabeth City, N.C.

**SA David M. Simmons** (Whiskey 175) of San Antonio, Texas, reports to ET "A" School, USCG Training Center Petaluma, Calif.

**SN Larry M. Gutierrez** (X-Ray 175) of Riverside, Calif., reports to *USCGC Hamilton*, San Diego, Calif.

**FN Nicholas A. Huffman** (Yankee 175) of Phoenix, Ariz., reports to *USCGC Polar Sea*, Seattle, Wash.

**FN Kimberly I. Foss** (Zulu 175) of San Jose, Calif., reports to *USCGC Galveston*, Honolulu, Hi.

**SA Jonathan J. Faulkner** (Alpha 176) of Portland, Maine, reports to EM "A" School, USCG Training Center Yorktown, Va.

**SN Chelsea C. Woelkers** (Bravo 176) of Denver, Colo., reports to USCG Air Station Kodiak, Alaska.

**FA Rory M. Jenkins** (Charlie 176) of Baltimore, Md., reports to USCG Loran Station Shoal Cove, Ketchikan, Alaska.

**SA Cory M. Ciekot** (Delta 176) of Salisbury, Md., reports to *USCGC Bear*, Portsmouth, Va.

### **CGCVA Service Officer Recognized**

I have recently been notified by the Veterans' Administration of a percentage award for disability. Please let the CGCVA membership know that Service Officers like Tom Huckelberry know how to get service-related problems resolved, even for claims unconsidered for 35 years.

### **New Honorary Members**

When my wife Mare and I were celebrating our 35th anniversary in Hawaii recently, I had the privilege to present an Honorary CGCVA Membership and CGCVA ballcap to the district commander there, RADM Sally Brice-O'Hara. The admiral has always been a strong supporter of our Association and this honor was long overdue. Assisting me with the presentation were CWO4 Tony Fikac and PAC Marsha Delaney, both CGCVA members stationed in Hawaii.

RADM Brice-O'Hara later wrote me saying,



*Fourteenth District Commander RADM Sally Brice-O'hara proudly displays the CGCVA Honorary Membership Certificate and personalized CGCVA ballcap presented to her by PNP Ed Swift, CWO4 Tony Fikac, and PAC Marsha Delaney.*



*PNP Ed Swift presents CGCVA Honorary Membership Certificate to MCPO-CG Charles "Skip" Bowen*

"The Coast Guard combat veterans are part of our history of sacrifice and honor. It is a privilege to now be a member; I'll always treasure this honorary recognition. Mahalo!"

Just prior to our Hawaii vacation, I was able to snare the very busy Chief Petty Officer of the Coast Guard, Charles "Skip" Bowen, and was able to carve out a few minutes in which to present him with a CGCVA Honorary Membership Certificate. MCPO-CG Bowen, like his predecessors, admires the work that our Association does and offers his support to us.

Congratulations to our newest Honorary Members! Swifty

Tom has given up his Florida responsibilities but assures me that he will always be ready to direct and assist CGCVA members and survivors through the maze of confusion between damage and award. We are fortunate, as a group, to have more than one Service Officer at our side in our Association. My hope is that every one of our members uses a Service Officer to stay on top of VA benefits, retirement changes, and governmental improvements to our quality of life as veterans.

“Huck” has been a Service Officer in Florida for years and is a go-getter. He can also be relied on as a finisher. Give him, Frenchy, or any other Service Officers we have available to us a call. They are truly committed to our quality of life.

Hope this serves as a “thank you” to Huck and as a reminder to all CGCVA members. Our Service Officers want to help... let them help you! Semper Paratus!

**Bill Ross, LM**

### **Honor and Remembrance:**

#### **The Coast Guard on Ellis Island**

While Ellis Island is recognized as the icon of American immigration, most people are not familiar with its place in history during World Wars I and II when more than 60,000 military service members received training there. “Save Ellis Island” recently touched that time in history when two former Coast Guard signalmen brought their stories and photos to life. T.J. Piemonte and John Stevens were united after an article appeared in a local New Jersey newspaper regarding Piemonte’s autobiography, “A World War II Sailor’s Journey: The North Atlantic to the Sea of Japan.” Both men, stationed on Ellis Island in 1943 for signalman training, now live just two miles apart in Rockaway, N.J.

When they reunited, Mr. Stevens brought a copy of their graduation class portrait. Pleased to see the photo because his copy was lost many years earlier when his seabag was stolen, Piemonte found a greater surprise. On the back of the photo, most of the signalmen, including Piemonte, had added their signatures more than 60 years ago. Courtesy of Stevens, the graduation photo will be incorporated into an exhibit that is scheduled to open in April 2007 in the newly restored Ellis Island Ferry Terminal.

We are indebted to Mr. Stevens and Mr. Piemonte for preserving and sharing a piece of history. As we envision these two former Coast Guardsmen in training many years ago, signaling to each other from across the ferry slip, we remember their service to our country and generosity to save Ellis Island.

If you are a member of the Coast Guard who was stationed on Ellis Island in the early 1940’s, please e-mail us at: [information@saveellisland.org](mailto:information@saveellisland.org). We would be interested in hearing your story.

### **Welcome New Members**

A hearty “Welcome Aboard!” to the following new CGCVA and Auxiliary members. New member names are in **bold face type** followed by sponsors’ names (*italicized in parentheses*):

#### **OCTOBER 2006**

**Francis M. Wilson** (*The Association*).

#### **NOVEMBER 2006**

**Samuel H. Dillard** (*Pat Ramsey*); **Elmer F. Dulong** (*Michael Kristula*); **George R. Moberg, LM** (*Bill Miller*); **Gordon F. Thornton** (*Joseph Veno*); **William D. Boyd** (*Michael Kristula*); and **Raymond J. Buchonis** (*Pat Ramsey*).

#### **DECEMBER 2006**

**Richard M. Kulak** (*Bill Wells*); **William J. Lamson** (*Pat Ramsey*); **William C. Bart** (*Charlotte Bart*); **Kent A. Carlson** (*Pat Ramsey*); **Gordon M. Gillies** (*Pat Ramsey*); **Bobby B. Butler** (*Butch Hampton*); and **Andrew J. Hrizuk** (*Pat Ramsey*).

#### **JANUARY 2007**

**William A. Jewett** (*Baker Herbert*); **John S. Sherman, LM** (*Ed Burke*); **Frederick W. Mononen, LM** (*Pat Ramsey*); **Kyle J. McCormick** (*Pat Ramsey*); **George Paidousis** (*Pat Ramsey*); **Thomas J. Piemonte** (*John Stevens*); **Johnny L. Gonzales** (*Pat Ramsey*); and **Stephen L. Watts** (*Bill Wells*).

### **The Coast Guard in Film**

*by CDR Ralph Judd, USCG (Ret.)*

Here is a fun book for anyone who has been in the Coast Guard or associated with it. Anytime, the Coast Guard is featured on screen before the general public our cloistered world becomes public, revealing what we look like, what we do, and who we are. Mainly, we respond to the attention like proud parents showing off snapshots of our children.

Commander Judd has collected in this book a family album of theatrical films, documentaries, and short subjects, where the Coast Guard is featured wholly or in part. He highlights 112 films with cast, credits, release date, running time, synopsis, and random reviews. The book holds 515 photographs and illustrations, of which 125 are movies posters or lobby cards.

The first film in the book is *The Yellow Traffic* (1914) and deals with the Coast Guard and criminals smuggling Chinese into the country. The last film covered is *The Lightship* (1985). All films reveal the “modern” appearance of uniforms, stations, cutters, and aircraft. The stories reflect the headlines of the day. Hence, they provide a visual history of our Service. In *Rugged Water* (1925) the Life-Saving Station crew wears life-saving-vests that resemble a girdle of wooden slats. Up to



(1944) and *The Fleet That Came to Stay* (1945). The former follows a cutter in an attack force on escort duty, the latter shows the battle for Okinawa. In *Story of a Dog* (1945) and *Dog of the Seven Seas* (1946) man's best friend is not overlooked in the short subject format. The first shows how war dogs are trained at Coast Guard War Dog Training Center, Curtis Bay, Maryland, and the second is about, Sinbad, the Coast Guard dog who "served" aboard *Campbell*.

In 1945, Walt Disney's animated dog, Pluto, played a Coast Guard canine in the cartoon *Canine Patrol* dedicated to the dogs of the U.S. Coast Guard. Another cartoon featuring the Coast Guard, and one that is not mentioned in the book, is *Popeye Meets Ali Baba's Forty Thieves* (1937). This 17-minute animated feature opens with Popeye walking guard duty on the wharf at a Coast Guard station when he gets the call to go after a bandit. He leaps into his boat and is off across the world. When he first meets up with the bandit Popeye orders him to "Stop in the name of the Coast Guard."

This book is a handy reference source. Use it to brag on the Coast Guard to your non-Coast Guard friends. Use it as a directory in your quest of Coast Guard movies and posters. Hollywood, especially in the 1930s and 1940s found the Coast Guard a treasure source of plots for action films. There will be movies in the book familiar to you (*Fighting Coast Guard...Tars and Spars...Coast Guard...Onionhead*) and movies to be "discovered" (*Men on Call...Border Flight...Sea Racketeers...Motor Madness*). I daresay going on *Liberty* with this book will be a happy experience.

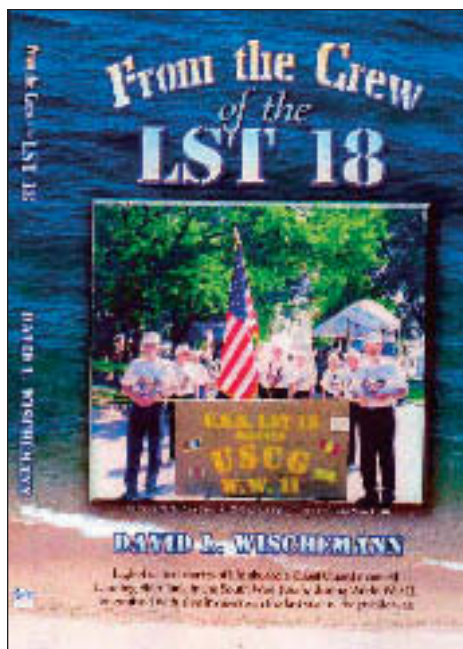
1908 these vests used cork for buoyancy, before being replaced with kapok filler. In the 1930 movie *The Sea Wolf* you get to see the venerable cutter *Bear* sail again. At the time, *Bear* was a museum in Oakland, California, before being sent back to sea for this Alaskan adventure film.

You can generally tell if a film had Coast Guard cooperation by the authenticity of vessels and aircraft. In the movie, *Sea of Lost Ships* (1953), on location filming took place at the Coast Guard Academy and aboard operational cutters. On the other hand the Coast Guard declined cooperation for *The Boatniks* (1970) and the mock up "63-footer" patrol boat reveals the fact.

Many of us have heard of the serials *S.O.S Coast Guard* (1937) and *Don Winslow of the Coast Guard* (1943), but what about *Casey of the Coast Guard* (1926). This was a new one for me. The author features six pages on the ten-chapter serial. The critics liked it. The *Morning Telegraph* wrote: "High grade production. Can play in higher class houses than the average serial. Full of action."

Among the documentaries are *Task Force*

***Editor's Note:*** *The review provided above was by our own CGCVA VP, CWO4 Paul C. Scotti USCG (Ret.), who served as Coast Guard liaison officer to the Motion Picture-Television Industry 1988-1991, is the author of "Coast Guard Action in Vietnam", and graphics editor for "The Coast Guard." The book is available from Trafford Publishing. (Softcover, 323 pages, \$36.54) ISBN 1-4120-8414-8*



## LST-18

I have just completed a book about the everyday stories aboard my ship during the last days of WWII. The title is "From the Crew of the LST-18" and the stories are woven in with the five invasions that the 'Ol Bucket' participated in while I was onboard. At my request, VADM Thomas Sargent wrote the forward for my



book and he stated that the book was light-hearted. That was the intent of the project -- to let folks know that there was another war we had to endure – the war of “hurry up and wait,” and the long journey that it took as members of the replacement crew to get to the 18. This is not a ‘blood and guts’ book but rather one written with some satire and lots of facts as I remember them, in a Mark Twain style.

The book is now available. For details, please contact me at 7821 Joyce Dr., Sebastopol, CA 95472 or e-mail: [lst18@sonic.net](mailto:lst18@sonic.net). **CWO4 David Wischemann, USCGR (Ret.)**

### **Remembering Michael Sack**

CGCVA member Michael Sack crossed the bar Dec. 28th. A member of the Greenland Patrol in WWII, Sack started out his Coast Guard on a very humanitarian note — he rescued a fisherman when he was just out of boot camp. The rescue helped him get to school earlier than expected and in becoming a boatswain’s mate. Unfortunately, it would be 50 years before Sack would be officially recognized for the rescue when Cong. Frank Pallone (D-NJ) presented him with the Coast Guard Commendation Medal.

Sack remained a humanitarian long after his Coast Guard stint. He was a member of the Arbor Rescue Squad in Piscataway, N.J. for more than 45 years. During that time he delivered eight babies and assisted in open heart surgery in the ambulance. Ironically, the Cadillac ambulance he served in for many years served as the hearse at his funeral.

Michael and his wife Dorothy enjoyed the CGCVA reunion held in San Diego and the mini-reunions held at USCG Training Center Cape May, N.J. They also attended Greenland Patrol reunions in Corpus Christi, Texas and New London, Ct., including the dedication of the Coast Guard Memorial at the USCG Academy.

### **To the Men and Women of the Coast Guard**

When I released my Commandant's Intent last May, I emphasized the importance of taking bold steps to advance the Deepwater Program acquisition for maritime presence, patrol, and response.

The Deepwater acquisition of eight new Legend class National Security Cutters (NSC) is central to enabling you to execute your operational missions more effectively, efficiently, and safely.

As you are aware, questions have been raised in press reports regarding the structural integrity of the NSC. I want to set the record straight in very clear terms. Issues related to the construction of the NSC are not related to the safe operation of the vessel. Our concerns relate to structural fatigue over the course of its projected 30-year service life. They are being addressed.

Internal reviews by our own engineers and independent third party analysts have concluded that the vessel as currently designed will need structural reinforcement to meet its service life.

Armed with this knowledge and after a thorough technical review, I have directed that RADM Gabel and RADM Blore develop a plan to insure the service life of the NSC will be met. We are in the process of developing that plan with Integrated Coast Guard Systems (ICGS). I have also affirmed the role of RADM Gabel, the Assistant Commandant for Engineering & Logistics (CG-4), as the Technical Authority related to Coast Guard acquisitions. As stated in COMDTINST 4700.4 "Technical authority is the authority, responsibility, and accountability to establish, monitor, and approve technical standards, tools, and processes ...."

The structural enhancements to improve the fatigue life of the first two

NSCs, *CGC Bertholf* and *CGC Waesche*, do not have to be done immediately; plans are to complete them during a yard availability after they are delivered. For NSCs 3 - 8, fatigue concerns will be addressed through pre-construction design changes.

Consistent with what I have told you at All Hands meetings, I will communicate directly with you when needed, and we will never back away from hard questions. External scrutiny from the Inspector General and other overseers will raise questions on the Deepwater acquisition throughout its life. As public servants, we are not only subject to their oversight, but it is a central feature of the appropriation process. I welcome external review, as it enables us to improve our processes, be more effective stewards of taxpayer dollars, and better serve the American public.

I am confident the NSC and the Deepwater Program are on the correct course and will testify before Congress in the coming weeks. My statement for the record for each of these hearings will be posted at the Commandant's Corner on the Web ([www.uscg.mil/comdt](http://www.uscg.mil/comdt)) and on CG Central. I encourage all of you to read these statements as they will clearly communicate



*Michael Sack is presented the Coast Guard Commendation Medal by Cong. Frank Pallone for a rescue he made in 1942.*

my priorities for the Deepwater program.

I look forward to taking delivery of the first-in-class *CGC Bertholf* later this year. You should be excited about that, too. The NSC's 21st-century capabilities will enable us to perform our vital missions more effectively, efficiently, and safely.

As I have said many times, each of you, regardless of where you sit in our organization, is critical to mission success. You must have the tools and support you need to do your job. We will ensure Coast Guard men and women are the best trained and most versatile workforce in government, equipped with the most capable fleet of multi-mission ships, aircraft, boats, and command-and-control systems available. *Semper Paratus!*

**ADM Thad W. Allen**

***Editor's Note:*** *This and other All Hands messages from the Commandant are posted on the Coast Guard Internet Home Page in the Commandant's Corner ([www.uscg.mil/comdt](http://www.uscg.mil/comdt)).*

## **Kenneth N. Black, "Mr. Lighthouse." Is Lost**

With his family and close friends around him, the man known around the world as "Mr. Lighthouse," and founder of the Maine Lighthouse Museum, CWO Kenneth Black, (USCG Ret.) passed away on Jan. 28th at the age of 82.

A longtime CGCVA member, Black is largely credited as being one of the principle founders of the lighthouse preservation movement in the United States, and the first person to have a national newsletter about lighthouses, which always ended with his personal comments and the statement, "Be neighborly," a philosophy that he was known to live by.

Born on June 29, 1923, Black was a Coast Guard veteran of World War II and he saw action at the invasion of Okinawa. After the war served throughout New England and the Great Lakes.

His interest in saving lighthouse artifacts began when he realized that many items were being discarded as automation changed the way lighthouses had been operating since the late



*CWO Ken Black back in his Coast Guard days.*

spent the next 30 years traveling all over New England searching out artifacts. While doing so, many people heard what he was doing and stepped forward to help and donated other artifacts. Some artifacts were easy to get to the museum, while others such as priceless Frensel lenses or fog bells and foghorns

weighing thousands of pounds were more difficult.

Two years ago the gigantic collection, through the help of civic-minded community leaders, moved to its new headquarters on the Rockland waterfront in a recently renovated building where it was renamed the Maine Lighthouse Museum. Although Ken slowed down a bit in recent months, he was still active in many community events and the ongoing development of

the new Maine Lighthouse Museum. He was present just a few weeks ago for the press conference announcing the consolidation of the collection of the American Lighthouse Foundation's Museum of Lighthouse History. That merger will now create the largest lighthouse museum in the United States as well as



*"Mr. Lighthouse" Ken Black at the Shore Village Museum.*

being a Mecca for lighthouse buffs and an important Maine tourist attraction.

Black made famous the phrase that he coined, “Lighthouses are like people, they come in many different sizes, shapes and colors,” which was also the title of his popular slide presentation that he proudly presented an estimated thousand times, while always promoting the importance of lighthouse preservation.

He received countless awards such as the Coast Guard ‘Public Service Commendation,’ the Harbour Lights ‘Lifetime Achievement’ award, the Lighthouse Digest, ‘Beacon of Light’ award, and the American Lighthouse Foundation’s ‘Keeper of the Light’ Award, to name a few. When the United States Coast Guard wanted to honor him at the dedication last year of the CWO Kenneth Black Exhibition Hall at the Maine Lighthouse Museum, they couldn’t find an award to honor him with because he had already been honored over the years with every award or honor the Coast Guard has to offer. But not to let that stop them, the Guard arranged for a special honor to be given to him by the Foundation for Coast Guard History for his saving of hundreds of artifacts that might otherwise have been lost forever. At that time he was also honored with special commendations from The Maine State Legislature, the Maine State Senate, the Governor of Maine, The City of Rockland, Lighthouse Digest Magazine, various Coast Guard units, the United States Congress and the one that he loved the best was the special personal recognition from the President of the United States, George W. Bush.

Black was also proud of the fact that his wife Dot serves as President of the Friends of Rockland Breakwater Lighthouse, a chapter of the American Lighthouse Foundation and he loved it when friends would call his wife, “Mrs. Lighthouse.”

Tim Harrison, president of the American Lighthouse Foundation, said that Black knew more about the mechanics of vintage lighthouse equipment than anyone, anywhere. Fortunately, for the sake of future generations, Black recorded on film a number of tapes where he explained what each artifact in the collection was used for and why it was used.

Harrison went on to say, “Ken Black never did any of this for personal recognition or gain, he did it because it was the right thing to do. He felt it was vital to save lighthouse artifacts to help future generations learn

why lighthouses and the people who kept them played such an important role in the development of our nation into being a world leader. He was proud of what he accomplished, yet he was very humble about it, in fact he used to be almost embarrassed when he was honored.”

But more importantly said Harrison, “We have all lost a man who served his nation well, served his community well, served his family well, and was a friend to so many people whose lives he touched in many different ways. He will be greatly missed, but we will never let his legacy be forgotten, a legacy that will live forever at the Maine Lighthouse Museum.”

Black leaves behind a wife Dorothy (Dot), stepson Joe and his wife Wanda, stepson Jim, and his wife Franny, and his grandsons Keegan, Travis and Christopher.

### Death of a Coast Guard Hero

I am sad to report the passing of a Coast Guard hero. CAPT Neils P. Thomsen died on Jan. 2nd at the age of 99.

CAPT Thomsen was one of the Greatest Generation. He was a courageous adventurer who left behind a tremendous legacy and remains an inspiration today. Born in Denmark, the great-grandson of a Count, he grew up in Fresno, Calif. His dream was to sail around the world, and so he saved up his earnings selling the local Fresno newspaper. At the age of 15, with \$13 in his pocket, he ran away from home and jumped a Pacific freight train headed up the northwest coast. There he joined a commercial sailing ship, the *Forest Dream*. Following a 14-month journey from Puget Sound to the Island of Mauritius in the Indian Ocean, the five-masted barkentine was destroyed in a gale, leaving Thomsen as the sole survivor. Thomsen persevered, and over the course of the next 10 years, he became an officer in the Merchant Marine.

In WWII, he entered the Coast Guard and served four years in harms way in the Pacific. Thomsen commanded a 95-foot wooden halibut fishing boat converted to a U.S. Navy patrol vessel (*USS-YP-251*) in South-eastern Alaska. He and his young Coast Guard crew rammed and sank the Japanese combatant submarine *RO-32*, earning a Legion of Merit and a battlefield promotion. Two weeks later he was transferred to the South Pacific as navigator of the *USS Hunter Liggett (APA-14)*, where he took part in the invasion of Guadal-



*Neils P. Thomsen as a Coast Guard lieutenant.*

canal and Bougainville in the pivotal role of staff navigator of the Third Amphibious Force. He later commanded the *USS Menkar (AK-123)* and was a pioneer in what was then the secret LORAN program. Thomsen was also an inventor, and was credited with developing the chain stopper, which is used by Coast Guard buoy tenders to secure and safely release the chain and sinker for swiveling anchors. The Coast Guard's Innovation Awards Program was named for him.

CAPT Thomsen's heroism, devotion to duty and innovative thinking advanced the Coast Guard and the lives of our men and women, as well as that of all Americans. He was a true patriot.

ADM Thad W. Allen

### **Friends of the Coast Guard**

#### **Web Project**

Hi! I'm one of the founders of the Coast Guard Rescues website: <http://www.coastguardrescues.com>.

We've been working with the Coast Guard for over 10 years and have nothing but respect for the organization. That's why we've created this site and why we hope we can keep it alive with exciting new programs and features for a long time to come. Our past programs on the Coast Guard have ranged from two weekly television series to specials for the Discovery Channel to our latest broadcast project about the Coast Guard in the Vietnam War that is still airing on the Military Channel.

We've just released "On the Wings of Eagle" about the Coast Guard Cutter Eagle. You can see a preview of the program from our web site. And we have some exciting plans for 2007. Don't worry — you don't have to buy anything to enjoy some of the features we have to offer on the Coast Guard Rescues website. For more information, contact me at: **Julie Easley**, Customer Service, Coast Guard Rescues, Tam Communications, 5900 Butler Lane, Suite 130, Scotts Valley, CA 95066. Ph: (831) 439-1535. E-mail: [Julie@coastguardrescues.com](mailto:Julie@coastguardrescues.com)

### **Remembering Captain Ross**

#### **Bell, USCG (Ret.)**

The breath of another Coast Guard Combat Veteran was stilled on 20 December 2006, when Captain Ross Bell, USCG Retired, 68, succumbed to an extended bout with a pulmonary illness.

Ross enlisted in the Coast Guard rising to Sonarman First Class before he went to Officer Candidate School and graduated into the officer corps. His career moved forward uneventfully until the morning darkness of 11 August 1966 when then, executive officer, LTJG Ross Bell, was on watch aboard *USCGC Point Welcome (WPB 82329)* patrolling close inshore from the Demilitarized Zone off Vietnam. In one of those common tragedies of war where friend fires on friend the cutter was strafed and bombed by U. S. aircraft. The first two

strafing runs killed the skipper and gravely wounded Ross. He miraculously recovered but his wounds were such that the Coast Guard felt he could no longer fulfill active duty service. No quitter, Ross went to battle to save his Coast Guard career. Resolutely he faced one medical board after another until he was cleared for duty. He went on to a distinguished career and commanded several cutters including 210-foot MECs and 378-foot HECs.

The measure of a man's value during his life is not in acquired riches but in the value he places in others who cross his path. BMCM Mark D. McKenney, USCG, Retired, knew Ross well. He said of him, "He was absolutely loved and respected by every person outside of and under his command. His humility and leadership were unparalleled."

McKenney was a young gunner's mate when he met Ross. They were on watch together the night *Point Welcome* was attacked. He was also wounded and evacuated to a field hospital with Ross. Before they were separated to different medical sites McKenny told Ross, "We should be playing golf somewhere." Ross answered, "Let's do it."

Twenty years later they had that golf date. McKenney was skipper of the cutter *Point Swift* when it pulled into Key West, Florida, where the cutter *Courageous*, commanded by Ross was moored. Ross had McKenney piped aboard and said, "Let's do it!" They went ashore and knocked off 18-holes of golf.

I first met Ross at Alameda Training Center, in April 1967, when undergoing training for Vietnam. Ross was still recovering from wounds and struggling to save his career. Two days before shipping out for Vietnam, Ross joined our group for a night of liberty in San Francisco. I was impressed by his cheerful demeanor in spite of what he was going through. There are people you meet for the first time that you immediately take a liking to. That was Ross, ever congenial and upbeat, a person who put others first. Later, when I was researching the attack on *Point Welcome* for my book on the Coast Guard's roles in Vietnam I got in touch with now Captain Ross Bell. Being a senior officer had not changed his personality. He was still a gentleman who cared how you were doing. He led well. Those who followed him did so with the complete trust that he would never let them down.

Ross is gone. His ashes will be spread off Cape Cod, Massachusetts, from a cutter this summer. In his thirty-six years of Coast Guard duty he touched many lives. We who knew him are sad because we cannot be around him anymore. It is good that we are sad because it reveals that Ross lived a life of value. He gave us a model for living which centered on humility. Goodbye Ross. **CWO4 Paul C. Scotti USCG (Ret.)**

[www.coastguardcombatvets.com](http://www.coastguardcombatvets.com)

COAST GUARD COMBAT VETERANS ASSOCIATION

**13TH REUNION/CONVENTION**

**Burlingame, CA**

**REGISTRATION FORM**

16-20 April 2007

**Sheraton Gateway Hotel**

600 Airport Blvd.

Burlingame, CA

Phone: 1-650-340-8500 \* Fax: 1-650-340-0599

**Room Rates:** Single or Double occupancy \$68.00 plus \$9.80 tax.

Suites must be arranged through Bob Maxwell

**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 3/15/07)

\$15.00 per person, \$27.50 Couple

**LATE:** (Rec'd After 3/15/07)

\$17.50 per person, \$32.50 Couple

**NO EXCEPTIONS**

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		<b>Total</b>
Registration Fee (See Above)	Single: _____ Couple: _____	_____

<b><u>TOURS:</u></b>	<b><u>Cost</u></b>	<b><u>How Many?</u></b>	
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<b><u>Tuesday, April 17</u></b>	<b><u>\$30.00ea</u></b> X	_____	=	_____
Bus trip to Coast Guard Island, Alameda, CA @ 8:30 a.m. with return to hotel by 4:00 p.m. Includes lunch at Base.				

<b><u>Thursday, April 19</u></b>	<b><u>\$25.00ea</u></b> X	_____	=	_____
Tour of San Francisco, Golden Gate Park, Ocean Beach & Fisherman's Wharf with return to hotel by 4:00 p.m.				

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<b><u>Wednesday, April 18 11:30 a.m.</u></b>	<b><u>\$16.00ea</u></b> X	_____	=	_____
CGCVA Business Meeting & Lunch (Add \$2.00 after 3/15/07)				

<b><u>Wednesday, April 18 11:30 a.m.</u></b>	<b><u>\$15.00ea</u></b> X	_____	=	_____
CGCVA Auxiliary Friendship Lunch (Add \$2.00 after 3/15/07)				

<b><u>Friday, April 20</u></b>	<b><u>\$30.00ea</u></b> X	_____	=	_____
Cocktail Hour 6:00 p.m. (Cash Bar) Awards Banquet 7:00 p.m. (Add \$2.00 after 3/15/07)				

Poultry: \_\_\_\_\_ Beef: \_\_\_\_\_

**TOTAL AMOUNT ENCLOSED:** \$ \_\_\_\_\_

**Make checks payable to: CGCOMVETS**

**(If you have dietary requirements, advise Bob Maxwell upon arrival)**

# **SHERATON AIRPORT HOTEL**

## **BURLINGAME, CA**

### **Itinerary**

- Sunday,  
15 April**                      4:00 p.m. Board Meeting of CGCVA Officers, Trustee's and Appointee's with dinner to follow.
- Monday,  
16 April**                      9:30 a.m. Hospitality Room Registration/Info Desk Open until 2:45p.m.  
3:00 p.m. Opening Ceremony. Hospitality Room open following Opening Ceremony.
- Tuesday,  
17 April**                      8:00 to 8:30 a.m. Load Bus for tour to Coast Guard Island, Alameda. 8:30 a.m. Bus Departs hotel to return at 4:00 p.m.  
9:30 a.m. Hospitality Room Registration/Info Desk Open
- Wednesday,  
18 April**                      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.
- Thursday,  
19 April**                      8:00 to 8:30 a.m. Load Bus for SF Tour. 8:30 am Bus departs to return at 4:00 p.m.  
9:30 a.m. Hospitality Room open all day.
- Friday,  
20 April**                      9:30 a.m. Hospitality Room Open  
11:00 a.m. Air/Sea Rescue Drill on Bay, within walking distance from Hotel.  
6:00 p.m. No Host Cocktail Hour  
7:00 p.m. Awards Banquet  
Hospitality Room open after banquet.

**Upon your arrival at the Sheraton Gateway Hotel, be sure to check the times of the events and 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 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, send Fax or leave message and Ed will get back to you. **Please, accomplish this prior to arrival at the Sheraton Gateway. 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 the same. Requests for refunds of all payments will be honored for compelling reasons if they are received by **March 15, 2007**. 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 \$20.00 administrative fee.** **Please be advised that when we pay the bills based on the registrations received, we cannot refund that money as it has been spent whether or not you have shown up.**



# Revenue Cutter Now Coast Guards

A New York Times article published on January 31, 1915

Our famous force of little ships merged with the Life-Saving Service. New law puts this highly trained body of Sea Police in the military establishment with the flashing of wireless messages from every Government station along the Atlantic and Pacific Coasts.

Yesterday, the United States Revenue Cutter Service ceased to exist as a unit, and men and vessels became a part of the United States Coast Guard Service. The rank of the officers remains unchanged, and their vessels continue the same duties, although they are now known as coast guard cutters. All this put into effect the provisions of the law recently passed by Congress and signed by President Wilson on Thursday, whereby the Revenue Cutter Service and the Life Saving Service were merged into one organization.

By this law the service becomes a part of the regular military establishment of the United States, and in time of war it passes under the direct control of the Navy Department. All life-saving stations will be controlled by the Coast Guard, and all life-saving crews will be made up of regularly enlisted men detailed from the new organization. Heretofore the Life-Saving Service has been carried on the civil lists.

The Revenue Cutter Service has played an important part in the affairs of this country, both in times of peace as well as in war. On the walls of the office of the Chief of the service in the Treasury Building in Washington hangs the faded commission that President George Washington gave to Colonel Hopley Yeaton of the *New Hampshire*, the first officer commissioned in the revenue branch of the service. It is also the first commission granted by the first president to any sea officer. Captain Yeaton had been a lieutenant on the frigates *Raleigh* and *Dean* of the Continental Navy, and most of the first officers and men of the service were drawn from this hardy fighting stock.

The disbandment of the Continental Navy made expedient the formation of the Revenue Cutter Service. Far after freedom was won, our fathers disbanded the navy and there were neither ships to sail against an enemy nor men to sail them.

The Revenue Cutter Service was organized by an act of the first Congress and was approved by President Washington on Aug. 4, 1790. In November of the following year the service was well organized, and ten ships were ready for duty. For six years after that date the Revenue Cutter Service was the only armed sea force of the new republic.



## Little Ships Never Idle

It was soon named the "busy" service, and the name has stuck, for the thousands of men and officers and the ships of the service found their sphere of activity along every mile of our coast line and possessions from California to Alaska. From Maine to Panama, and from the Philippines to Puerto Rico.

Its duties were manifold, and ranged all the way from furnishing joy rides upon special occasions to braving storm-tossed seas in succor of the shipwrecked. To it was assigned the duty of protecting the customs, and it had the right to search all merchant vessels arriving in American waters; it was expected to suppress piracy, search for wrecked or missing ships, to enforce the neutrality laws by preventing armed expeditions against friendly powers, to put down mutinies upon the high seas or navigable waters, of the United States, to protect the sea fisheries of the Alaskan waters and the sponge fishers of Florida and the Gulf of Mexico, and to enforce the navigation laws and quarantine regulations. Its cutters policed the coasts and inland waters, part of its duties being to guard the courses of international yacht races and rowing contests, and, in deed, to maintain order whenever there was danger of a "crowd" gathering near our coasts and waterways.

It was required to construct and inspect life saving stations, to drill the crews and to aid shipwrecked crews. The duties of

the service also included searching for and destroying derelicts at sea and finding hidden reefs that threatened navigation. Of late years it has acted at times as an ice patrol along the steamship lanes. Generally speaking the service was supposed to keep an eye open constantly, in harbors, in ports and on the open sea to see that sailormen were not engaged in any unlawful operations.



The service was not open to everyone. Its officers were trained in the Cadet School at Arundel Cove, Md. and appointments were made strictly upon competitive educational examinations. These examinations were held throughout the country from time to time. The course of training required three years. With all their other duties time had to be found for practice at target drill.

### Has a Brilliant Record

The record of the Revenue Cutter Service is a brilliant one. In the days when the nation was young, it was a real fighting force and its history narrates a series of victories won and brave deeds performed. In 1789, when we had trouble with France, the revenue cutter *Pickering* captured ten prizes in engagements with the enemy, and a sister ship, the *Eagle*, took five. The first capture by our maritime forces in the war at 1812 was made by the revenue cutter *Jefferson*. She brought in the British schooner *Patriot*. By the end of the war, *Jefferson* had to her credit a total of fourteen English vessels. The service again performed brilliant work in cooperating with the land forces in the Seminole War. Again in the war with Mexico the cutters played their part. Five of them performed efficient service in the attack upon Alvarado and Tabasco, and in the blockading of the Mexican fleet.

In 1858, we sent a naval force to Paraguay. With that squadron went the cutter *Harriet Lane* and her work was so efficient that Commodore Shubrick wrote a letter to the Secretary of the Navy commending the officers and the crew. The vessels of the Service were in many engagements of the Civil War. In the Spanish-American War, the gallant services of the *Hudson* and *McCulloch* are still remembered.

Whenever a contagious disease threatened, the Revenue Cutter Service was charged with the duty of enforcing the marine quarantine laws and cooperating with the Public Health Service and the Marine Hospital service. The health work of the Revenue Cutter Service was especially commended in 1905 when the Gulf Coast was swept by a yellow fever epidemic.

A most important branch of its work was the relief of vessels in distress. Not only has it been instrumental in the savings of billions of dollars worth of property, but also in saving the lives of thousands of persons. In one year the value of vessels and cargoes saved amounted to \$33,611,665. The president designates certain cutters each year, in the stormy months from December to April, to patrol the coast and the Great Lakes in search of vessels in distress. Wireless has made the duty of patrolling an easier one, but it has not lessened the dan-

ger of the work. The "SOS" call of distress is the call to duty of the cutter picking it up.

The cutters are built to carry guns, but in the cases of those engaged in the more peaceful lines of work these guns are not mounted. The cutters carry four-inch guns in time of war, when they become a part of the fighting force of the navy. In times of peace, when engaged in stopping smuggling, or looking for pirates or sea poachers they are equipped with six 3-pound guns and Colt automatic guns.

The Coast Guard comes into being with a total personnel of 4,300 officers and men, combining highly educated officers and trained seamen from the Revenue Cutter Service and the best surfmen in the country from the life-savers. The training and development of the new body will

devolve upon the former Revenue Cutter officers, and its active management will be directed by a captain-commandant, corresponding to the same office which controlled the revenue cutter service.

### Coast Guard Reserve Turns 66

As we celebrate the 66th anniversary of the Coast Guard reserve, I ask all hands to join me in paying tribute to our Reservists for another outstanding year.

The Coast Guard reserve has served our nation in war and peace since its establishment on Feb. 19, 1941 under then-Commandant ADM Russell R. Waesche. By the end of WWII, there were 7,100 Reserve officers and over 135,200 enlisted



Reservists. They included 10,000 members of the Women's Reserve, or SPARS, led by the first female Coast Guard officer, CAPT Dorothy C. Stratton, who passed away last September at the age of 107. Those of us who serve today are grateful to ADM Waesche, CAPT Stratton, and all the other Coast Guard Reserve trailblazers for the legacy they left us.

Today, Coast Guard Reservists continue to provide critical surge capacity for maritime homeland security, domestic and expeditionary support to national defense, and response to domestic disasters, both natural and man-made. During 2006, Reservists remained on the front lines in the Global war on Terror, with over 1,000 serving on active duty, both home and abroad. This past year also marked the 25th anniversary of Space Shuttle security and safety operations, which have relied heavily on Coast Guard Reservists for mission execution and operational support since their inception.

In recognition of the fact that the Reserve component has never been more vital and relevant than now, I hosted a Reserve Strategic Summit last October that brought together current and retired Reserve flaf officers and current and retired Master Chief Petty Officers of the Reserve Force to share their vast knowledge and experience in Reserve Program Management. In addition, last fall I also directed the master Chief Petty Officer of the Coast Guard Reserve Force to report directly to me as chief advisor on and advocate for enlisted Reservists. These actions underscore my commitment to our Reserve Force.

The Coast Guard Reserve remains among my top priorities this year as indicated in my Commandant's Interaction Orders. CIAO Number Nine entails a comprehensive review of the Coast Guard Reserve Component Mission Support System that will optimize use of our Reserve Component while improving training and administrative support. This will lay the foundation for a Coast Guard reserve always ready for all hazards, all threats in the maritime domain.

I join the rest of the Coast Guard Family and our nation as a whole in expressing gratitude to all Reservists for your professionalism, preparedness and patriotism. Happy Anniversary and Semper Paratus!  
**ADM Thad W. Allen**

### **New USCG Die-Cast Helos Available**

There are three new USCG helicopter die-cast toys on the market. I ordered a set for myself (of course) and a set for my grandson Anthony for his birthday (Dec. 29th). They are very detailed and top quality. I ordered them from idcow at: <http://www.idcow.com/>. Just click on "Die Cast Model Airplanes" and scroll down to the helos. I had them in a week.

**Chris Wood**

### **CT Veterans Wartime Service Medal**

CGCVA Members: The following information is provided

in reference to *QD Log* Summer 2006 issue pages 11-12 "CT Veterans Wartime Service Medal"

Having not received my medal after about five months since applying (web site says there is a backlog of 90-120 days), I called the Connecticut VA info line at 1-866-928-8387 to inquire. Indeed, they had my name on the list as approved but due to the overwhelming response (12,000 order backlog), it appears that they don't send out your medal until you call. They told me that they would mail it out that day. **Chris Wood**

***Editor's Note:** Chris Wood's persistence paid off. By phoning the Connecticut VA office and confirming his application, he did receive his medal just days later.*

### **Leyte Island**

**by Bob Samms**

While our ship, *USS Cambria*, was anchored offshore, we went ashore several times while at Manus Island for beer parties. Each man was given a chit that entitled him to two beers. You would always try to find a buddy who didn't like beer, get his chit, and thereby two more beers. Some of the men sold their chits for as much as \$5. There was no legal age for drinking beer in the western pacific — 17- and 18-year-olds were included in the party.

Father Keating had confiscated a few softballs, bats and gloves and we would hit the ball around some. Some swam in the surf, but for most just sitting under a palm enjoying the beer was the order of the day. A large square refrigerated building had been constructed to refrigerate meats and other perishables and I would be hard pressed to guess how much beer was in that building. There was a never-ending line of men from all branches of the service passing through to pick up their two beers.

We left Manus on Oct. 14th bound for the invasion of Leyte Island in the Philippines with Oct. 20th as D-Day. The armada of ships was awesome. Ships of every description, from aircraft carriers, battleships, heavy and light cruisers, destroyers and every type of amphibious craft. It had only been 10 months since the Marshall campaign but the number of new



ships that had joined the fleet since then was almost unbelievable.

Prior to leaving Manus, we participated in maneuvers and landings on a small nearby island. Practice in anti-aircraft firing was conducted daily and continued until the date of our departure.

It was during these practice firings that I first heard of Kamikaze planes. The word kamikaze actually means “Winds of the Gods” or divine winds. The word was used to describe the storm winds that wrecked the Mongol invasion fleets in the late 13th century and led to the belief that Japan was divinely protected by the “Kami.” It earned the English meaning during WWII when it was used to refer to the young pilots who made the suicidal attacks in the name of their Emperor.

LCDR Hines had told us that we had better get fully prepared for these planes that would come hurtling out of the sky, their lone objective to crash into a ship, killing as many American sailors as possible, and die for their Emperor.

It was hard to believe we were fighting a group of people with such fanatical beliefs. To die in battle for the Emperor was the most honorable way for a Japanese soldier to die. This was beyond our comprehension. We were prepared to fight and die but we all hoped to survive and return to the good old U.S. of A!

We received booklets with some Spanish terms, customs and beliefs of the Philippine people. These people believed that the United States was the greatest country in the world. GEN McArthur was a great hero to them. When he left Corregidor in 1942, he vowed to return. He was now enroute to keep that promise.

I was now getting to have a regular watch in the engine-room. Roland (Gus) Gustafson was a big, likeable, easy going guy that had fallen in love with a girl named Ronnie while in the Brooklyn navy yard in 1943. As we stood around drinking coffee he would talk of Ronnie waiting for him, of their getting

married and having a family. I would kid him and say, “I bet she’s out dancing and partying with some 4F (physically unfit for service) every night!” Gus explained the engine-room operation and took a special interest in me. I considered him an old salt — he was on the *Wakefield* when she was bombed in Singapore and had to abandon ship when she burned in the North Atlantic.

The first or second night out enroute to Leyte, we were on



*Coast Guard-manned USS Cambria during World War II.*

the midnight to four watch. Sometime during the watch, I was scared out of my wits by a sudden banging on the hull of the ship. We were in the bowels of the ship below the waterline and it sounded like a giant hammer hitting the sides of the ship. Several times this occurred. We were finally told that the destroyers were attacking a

Japanese submarine with depth charges and the concussion was causing the banging on our hull.

After that experience I felt a great respect for our submarine sailors who would dive and lay on the ocean floor, all the while taking a beating from depth charges being dropped on them, waiting and expecting a seam to crack, condemning them to a watery grave.

It took us six days to go from Manus to Leyte, and we arrived Oct. 20th. Our routine at sea was dawn alert and dusk alert. Many times we were called to battle stations during those six days. Father Keating held church service topside on deck for the Protestants, heard confession in his stateroom and held service for the Catholics. He was working overtime. While the crew was a hell-raising group when ashore on liberty, we were now concerned with the big battle in which we would be involved for a few days, wondering whether we would come through it or die. Each time you crawled into your bunk for a couple of hours, a prayer for your well-being was automatic.

On Oct. 17th and 18th, U.S. rangers had gone ashore and seized three islands guarding the entrance of Leyte Gulf. The invasion fleet was ADM Kinkaid’s 7th and they transported

GEN Krueger's 6th Army, composed of 200,000 fighting men.

After the usual bombardment by naval guns and bombing planes, four infantry divisions were to be landed on the east coast of Leyte.

GEN Yamashita was the commander of all Japanese troops in the Philippines. he had expected Luzon to be invaded first and had made strong fortifications there with a garrison of 45,000 troops. These troops were sent to Leyte with their supplies in early December with instructions to fight the battle of the Philippines there.

At 0800 on Oct. 20th, we were stationed off the beach at Leyte. Our beach party went over the side and down the nets into the landing crafts. They would hit the beach with the second wave and mark the beach for the boats to follow. They had flags of different colors to mark the beach for landing of different combat units and their equipment.

Things were especially quiet. I remember a Filipino coming alongside in a dugout canoe with two stalks of bananas. he wanted to trade the bananas for white bed sheets and rice. They especially wanted white cotton material. he was swamped with material and our chief commissary steward gave him 50 pounds of rice. He was most appreciative, and we enjoyed his bananas immensely.

At approximately 1300 a call came over the PA asking for six volunteers to go ashore as a working party. An LST loaded with 90mm artillery ammunition had become grounded about 100 yards from the beach. The trucks in her hold, loaded with ammunition, could not make it ashore. It became necessary for amphibious vehicles, LCVPs, amtracks and versatile amphibious truck (DUKWs) or as we called them "ducks" to be loaded with the ammunition in order to transport it to the beach. The working party would be used to load those vehicles.

I reported to the gangway wearing my battle helmet and told the officer of the deck I would go if someone could cover my assignment on the gun crew and my watch in the engineroom. He told me that if I would go he would take care of those details. I didn't know at the time just how important getting this ammo ashore would prove to be.

Six of us went over

the side into an LCVP and headed toward the stranded LST. One of my comrades was a second class stewards mate from Chicago named Lewis. He passed ammo on my gun crew and I knew him pretty well. As we got closer to the beach we could hear gun fire from the island — heavy artillery and small arms fire alike. Lewis turned to me and said, "Sammy, what the hell we done got ourselves into?"

There were all kinds of activities going on. Planes were coming over bombing and strafing the island. Small boats and crafts were everywhere, going in all directions; transporting troops to the beach and bringing wounded back. All kinds of equipment, trucks, light tanks and other mechanized equipment was being transported too.

As we neared the beach, we could smell the gunpowder and a haze from dust and smoke hung over the beach.

We reached our goal and immediately went below deck and started handling the cases of ammunition. We would move it up to the open bow where it would be off-loaded onto vehicles for transportation to the beach. There were 50 or 60 of us working. The heat was unbearable. Within 10 minutes we were soaking wet with perspiration.

Upon inquiring about how much more beachhead had been established, we were told not to worry, our advance troops were probably a half-mile inland.

I noticed a small raised knoll on the beach, maybe 300 feet high, that seemed to be approximately 200 yards wide. It was covered with tropical vegetation and seemed to have been untouched by the shelling and bombing that had occurred. Little did I know then what was on that knoll.

We worked until about 2200 with breaks of 30 minutes every two hours. At 2200 an officer called Lewis and me aside.

He told us we had really been turning to and to go up on the fantail and get some rest. Two cots were up there and we sacked out. Sleep was hard to come by though.

The sounds of the fighting were magnified by the darkness. Occasionally a star shell would explode inland and a destroyer would fire a few rounds. They were helping out the artillery men we had been unloading ammo for. A pale moon came up later and I couldn't help but think as I looked at its rays



*Coast Guard-manned USS Cambria.*

reflected off the ocean water, how peaceful and beautiful this would be under normal circumstances. These circumstances weren't normal though. Those poor GIs on the beach were dug in facing their own particular kind of hell as they fought and died to liberate the Philippines and its people from the murderous oppression of the Japanese.

I wasn't scared then but all kinds of thoughts were going through my mind. I knew my parents were aware of my location. I always wrote them before

an invasion and told them they would not hear from me for awhile because I was going to be busy. My biggest concern was their worrying about me.

Sleep came in spurts. I was too tired to sleep, but finally dozed off. About 0430 or so, I was suddenly awakened when all hell broke loose. Three kamikaze planes came in low from the sea. All ships in the area were firing at them. Two were knocked down but one came through the curtain of fire and crashed into the cruiser *Honolulu* laying off our stern. I wondered who was manning my position on the gun crew of the *Cambria*.

Daylight broke soon. Lewis went below and came back with two large cups of hot black coffee. As we sipped our coffee I saw a spurt and explosion in the water 200-300 yards off our stern. In another 30 seconds another spurt and explosion about halfway from the first one. At this point I realized someone was shooting at us.

It turned out that during the landings the previous day, the troops, in their haste to establish a good beachhead, had bypassed the knoll on the beach ahead of us. Japanese troops with mortars opened up on the LSTs on the beach from that very knoll. After the first two rounds, the Japanese adjusted the range on their mortars correctly and hit several ships that were beached on our starboard side. Shrapnel was bursting on the decks and a ready box of ammunition adjacent to a 40mm

### USS CAMBRIA Specifications:

**Displacement: 8,100 t.(lt), 16,100 t.(fl)**

**Length: 492' 6"**

**Beam: 69' 6"**

**Draft: 26' 6"**

**Speed: 18 kts.**

**Complement: 51 officers, 524 Enlisted**

**Flag Accommodation: 43 Officers, 108 Enlisted**

**Troop Accommodation: 80 Officers, 1,146 Enlisted**

**Cargo Capacity: 200,000 cu. ft. 4,700 t.**

**Boats:**

- twelve LCVPs
- four LCMs (Mk-6)
- three LCP(L)s (MK-IV)

**Armament:**

- two single 5"/38 dual purpose gun mounts, one fore and one aft
- two single 40mm AA gun mounts
- two twin 40mm AA gun mounts
- eighteen single 20mm AA gun mounts

**Propulsion:**

- one General Electric geared turbine
- two Combustion Engineering D-type boilers
- one propeller

**Design shaft horsepower: 8,500**

gun of the third ship from us was hit setting off a huge explosion and fire. The *Cambria's* photographer, Latcham, was returning to our ship from the beach and got some pictures of the LST burning.

Two destroyers made their way in close to the beach and commenced laying down a deadly line of fire on the knoll. They did their job well and knocked out the mortars but there were several casualties on the three ships adjacent to us. I really believe had the LST we were on made it all the way

to the beach, we would have taken some of those hits.

Later that morning we were relieved of our duties and hitched a ride back to the *Cambria*. Lewis and I agreed we would never again volunteer to go ashore in any working parties and would be content to do our part from the confines of our good ship, the *USS Cambria*.

Arriving aboard we were treated like heroes by the ship's company. Latcham had reported the hit on the LST and it was known that we were on one of them. A Coast Guard correspondent, Heck Bumgartner, interviewed us and sent an article to the *Covington Virginian* about my exploits on Leyte Island.

That afternoon one of our small boats came alongside with three of the most pitiful looking human beings that I had ever seen. They were British soldiers, former prisoners of the Japanese.

They had been captured near Singapore and had been on a Japanese ship being transported to Japan. The Japanese ship had put in at Leyte Island some 30 days before the invasion. While leaving Leyte Gulf, the ship was torpedoed and sunk. The three Brits had made it to a small island and been hidden from the Japanese by Filipinos. Our boat had gone to the island and picked them up.

### **\$4 Prescriptions at Wal-Mart**

Veterans can purchase more than 300 different generic pre-

scription drugs at most Wal-Mart stores nationwide for as low as \$4 per prescription for a 30-day supply. That is half the cost of filling 30-day prescriptions at VA pharmacies.

According to Wal-Mart, "The program is available at all Wal-Mart, Sam's Club and Neighborhood Market pharmacies (except in North Dakota, where Wal-Mart does not operate its own pharmacies, but instead leases space to third-party providers)."

The Wal-Mart program began as a pilot in Tampa, Fla., in September 2006. Quickly expanded, it is now available in 27 states. Approximately one dozen other large regional and national retail pharmacies are offering similar services.

Fully aware of the difference in cost, the Veterans Health Administration has convened a work group to examine options for making generic drug co-payments more affordable for veterans.

For more information, including a list of all qualifying drugs, visit: [www.walmart.com/pharmacy](http://www.walmart.com/pharmacy), and access "Generic Drug Program."

### **Buglers Need for 'Echo Taps'**

Hundreds of volunteer buglers are needed for a worldwide rendition of "Taps" on Armed Forces Day, May 19, 2007. VA's National Cemetery Administration and Bugles Across America have organized "Echo Taps Worldwide" at national, state and overseas U.S. veterans cemeteries this year.

The event will consist of volunteer buglers lining up in the cemeteries and performing a cascading versions of "Taps." The first event in May 2005 — at which 674 buglers from 30 states lined 42 miles of road between Woodlawn National Cemetery in Elmira, N.Y., and Bath National Cemetery in Bath, N.Y. — took nearly three hours to complete.

VA and Bugles Across America officials want this year's Armed Forces Day event to include buglers around the world performing at overseas cemeteries. They also hope it will inspire buglers to volunteer at veterans funerals throughout the year.

"A live bugler performing 'Taps' is an expression of the nation's appreciation for the service of each veteran," said Thomas Day, a Marine Corps veteran who founded Bugles Across America in 2000. "With more than 600,000 veterans dying each year, we are always looking for new volunteers."

More information and a sign-up sheet for volunteers is available at: [www.echotaps.org](http://www.echotaps.org).

### **Fun In Pensacola**

Help is wanted to conduct a series of Coast Guard & Coast Guard Auxiliary Days in Pensacola, Florida. The Saturdays of April 21st, August 4th (Coast Guard Birthday) and October 13th (Navy Birthday) have been scheduled to salute the USCG & CG Auxiliary, during the hours of 0800-1700.

The objective is to bring out a large number of visitors to the Pensacola Naval Air Museum, Coast Guard Station Pensacola, and Pensacola Lighthouse with the purpose of presenting multiple events under the auspices of the Coast Guard and CG Auxiliary.

Events will include:

— Interviewing Coast Guard combat veterans as part of the Coast Guard's ongoing Veterans History Project.

— Conducting tours of the Naval Air Museum, Coast Guard Station, and Lighthouse.

— Viewing the film "Hurricane in the Bayou" in the Naval Air Museum's IMAX theatre. The film highlights the work of the Coast Guard and CG Auxiliary following the devastation of Hurricane Katrina.

— Coast Guard air-sea rescue demonstrations (operations permitting).

— Static displays of Coast Guard and CG Auxiliary equipment.

— Discussions regarding the Coast Guard's wartime roles in WWII, Korea, Vietnam, Desert Storm, and Iraq.

— CG Auxiliary courtesy vessel examinations.

— First aid and boat handling instruction.

All CGCVA members are encouraged to participate by volunteering to speak of their exploits and bring along others so they can learn more about the many important missions carried out daily by the Coast Guard and CG Auxiliary.

For more information or to sign up for one or all of the planned Coast Guard and Coast Guard Auxiliary Days at Pensacola, contact **Josh Sparrow** at (850) 456-0026 or E-mail: [docclock@cox.net](mailto:docclock@cox.net).

### **NJ 'Coastie' License Plates**

Calling all New Jersey Coasties:

I am a proud Coast Guard Mother and I am trying to have a license plate made in New Jersey for Active Duty, former active duty, retired and parents of Coasties. NJ State Bill #S2290/A3704 is currently in committees and will not be posted for a vote unless we can come up with the names of 200 New Jersey Coasties who are willing to purchase it. I am reaching out to you. If you are willing to purchase one, please submit your name, address and contact information to me at my e-mail address: [uscg043@yahoo.com](mailto:uscg043@yahoo.com) and I will submit same to the Senator. Please put: "N.J. Coast Guard License Plate" in the subject line.

If you wish to view the bill, go to this web address: <http://www.njlegstate.nj.us/bills/BillView.asp>.

Thank you for your help!

**Ms. Joanne Niestemski**

[www.coastguardcombatvets.com](http://www.coastguardcombatvets.com)

### Here Comes The CGCVA Reunion!!!

(continued from page 1)

area to visit our Hospitality Suite.

Of course, our renowned Hospitality Suite will be only one of the many things you'll enjoy at the Sheraton Gateway Hotel. Consider the area... San Francisco. An extremely high cost-of-living area. Yet, we were able to get fantastic accommodations for our group at this fine hotel for only \$68 a night plus \$9.80 tax. That's the cost for either a single or double; suites cost more and must be arranged through Bob Maxwell.

Here's some of the other amenities that you'll be able to enjoy at the Sheraton Gateway Hotel:

- \* Complimentary 24-hour Airport Transportation
- \* 24-Hour Front Desk
- \* Room Service
- \* Pet Friendly
- \* Gift and Sundry Shop
- \* Indoor Heated Pool & Whirlpool
- \* Bellstand/Porters
- \* Cash Machine (ATM)
- \* Concierge Service
- \* State-of-the-Art Fitness Center
- \* High-speed Internet Access in all rooms
- \* Restaurant
- \* Lounge
- \* Multilingual Staff
- \* Newsstand
- \* Covered Parking Facilities
- \* Safe Deposit Boxes
- \* Nearby Shopping
- \* Nearby Golf Courses
- \* Sheraton Sweet Sleeper(SM) beds
- \* luxurious pillow-top mattress
- \* 250 count white cotton sheets and plush duvet.
- \* In-room coffee makers with Starbucks coffee®
- \* private refreshment center
- \* 25" color television with cable and on-demand movies
- \* hair dryers
- \* iron & ironing board
- \* oversized bathrooms
- \* San Francisco Bay or Airport Views.
- \* complimentary continental breakfast in the morning
- \* complimentary hors d'oeuvres in the evening.

The hotel's "Windows on the Bay" restaurant offers the perfect spot for a casual breakfast, lunch or dinner. You can enjoy a wide variety of menu choices from specialty sandwiches to American favorites in a beautiful setting with views of the San Francisco Bay and the lagoon.

And, if for some reason you want to relax with a drink out-



*San Francisco is known for its many ethnic neighborhoods and variety of great food.*

side our Hospitality Suite, the hotel's "Windows on the Bay" bar offers relaxed seating and atmosphere. Enjoy your favorite beverage, keep up with your favorite sports team or stay on top of world affairs on their 52" TV.

For all those who take the Coast Guard Island tour, the Exchange and Tailor Shop there will be open to you for shopping. This is most appreciated since some members and guests would not normally be entitled to exchange privileges.

For those who opt for the San Francisco tour, where do I begin? There many, many sights so here's just a sampling of what's there. Golden Gate Park, Ocean Beach and Fisherman's Wharf are on our planned bus tour that day but there's other famous spots that can be viewed from where we'll be.

Over a century ago, Ghirardelli Square was home to the eminent Ghirardelli Family's chocolate, cocoa, mustard and box factory. Today, Ghirardelli Square features an international collection of over 50 remarkable restaurants, galleries and specialty shops, breathtaking bay views and beautifully landscaped plazas. No trip to San Francisco is complete without a visit to the Ghirardelli Soda Fountain and Chocolate Shop,





which dishes up Ghirardelli's world famous hot fudge sundaes. The establishment also features original chocolate making equipment in operation.

PIER 39 is a 45-acre complex housing more than 110 shops, 11 full-service Bay view restaurants and numerous attractions. You can ride the San Francisco Carousel; test your skill at Riptide Arcade, the largest games arcade in San Francisco. K Dock is the home of PIER 39's internationally renowned sea lions

Alcatraz was used as a federal maximum-security prison from 1934 until 1963, when it was closed due to high costs and security issues. Over the years it was home to Al Capone, George "Machine Gun" Kelley, and Robert "The Birdman" Stroud. Many Coast Guard vessels patrolled the waters near this historic prison.

No two ways around it... this will be an incredible reunion & convention so, if you haven't already done, register now and plan on a terrific vacation with your CGCVA shipmates and friend. I hope to see you there!

**Ed Burke**



## 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](mailto: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'; 378'; 311'; 270'; and 210' Classes; and USCGC Mackinaw (WAGB-83). 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. Must state size. **\$25.00**

**LAPEL PINS:** Pewter Yellow Ribbon surrounding USCG Emblem. \$5.00. Pewter Yellow Ribbon surrounding Coast Guard Combat Veterans Association Emblem. \$5.00.

**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**. "Sea Episodes of a Sailor" by Richard Longo **\$20.00**. "Lucky Sweetbriar" by Tanney Edward Oberg **\$25.00**.

**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 color and name for pocket. Size XXL, add \$2.00. Size XXXL, add \$3.00.

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

**PATCHES:** CGCVA, CON-SON, ELD, ELD-Eagle, Sattahip, Market Time, and CG-TAC. Each one is **\$5.00**. Tonkin Gulf Yacht Club **\$6.00**. Small CGCVA patch **\$3.00**.

### *New CGCVA Pewter Items Now Available*

*Our Ship's Store  
now has several  
new pewter items,  
each with our  
CGCGA logo.*

*Items include (clockwise from right) Money Clip,  
Spoon, Pen & Pen Holder, Notepad Holder,  
Clock, Key Ring, Business Card Case, Business  
Card Holder, Magnet, and Letter Opener. Con-  
tact Baker Herbert for prices and shipping infor-  
mation.*





# 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: \$30.00 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.



*A spectacular photo of the Golden Gate Bridge in San Francisco. Of course, for our 13th Reunion & Convention there, we have arranged for gorgeous sunny and mild weather. It'll be an awesome reunion so make sure you're signed up!*

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

**COAST GUARD COMBAT  
VETERANS ASSOCIATION  
P. O. BOX 544  
WESTFIELD CENTER, OH 44251  
Change Service Requested**

U. S. POSTAGE PAID  
WESTFIELD CENTER, OH  
PERMIT NO. 2

NON-PROFIT ORGANIZATION

**POSTMASTER Dated Material, Please Do Not Delay**