



the Quarterdeck Log

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

Volume 24, Number 3

Fall 2009

Remembering Our Coast Guard Veterans

Projects both Overseas and Stateside Pay Homage to Lost Shipmates from WWI, WWII, Vietnam

On the sunny, cool afternoon of November 7th, at the Cambridge American Cemetery in Great Britain, CGCVA Past National President Joe Kleinpeter solemnly pushed a specially minted medallion below the soil at the grave marker of S2/c Stoy Kay Alexander of Kansas who was killed on D-Day, one of 715 Coast Guard members interred or memorialized at overseas American military cemeteries. Earlier in the day, Joe had placed similar coins at the 17 other Coast Guard gravesites at Cambridge and presented the cemetery superintendent with a plaque from the CGCVA honoring them and the other 198 Coast Guardsmen memorialized at Cambridge.

The Cambridge American Cemetery is one of 14 American
continued on page 17



(Left to Right) CGCVA PNP Ed Swift, two unidentified Vietnam veterans, and PNP Joe Kleinpeter with the CGCVA "offering" at the Wall on Veterans' Day.



A panoramic view of Cambridge Cemetery in Great Britain.

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ADMINISTRATIVE OFFICE*

National Secretary
3245 Ridge Pike
Eagleville, PA 19403
Phone: (610) 539-1000

E-mail: cgcva@comcast.net

Website: www.coastguardcombatvets.com

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

THE QUARTERDECK LOG

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

AUXILIARY OFFICERS

Liz Scotti, National President
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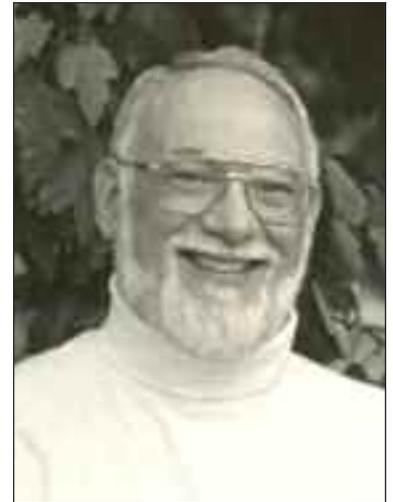
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Thomas W. Hart, LM (By-Laws); Baker Herbert, LM (Convention Planner); Patrick E. Ramsey, LM and Floyd Hampton, LM (Membership); Mike Placentia, LM (Parliamentarian); Paul C. Scotti, LM (Historian); Josh Sparrow (Awards); Thomas Huckelberry, LM and Floyd Hampton, LM (Service Officers)

From the President

Fund Raising

The lifeblood of any organization is money. The primary source of our revenue comes from member dues. In the flow of time we all age and the Association finds itself losing members faster than we acquire them. In an effort to keep our funds at a constant level it would be worthwhile to employ fund-raising methods. You are an imaginative group of veterans. If you have a money-generating idea, please submit it to our National Secretary, Gary Sherman.



Paul C. Scotti

E-Mail Address

In looking through our membership list I discover that while members have a telephone number on record, few have an E-mail address on file. Should we want to communicate with you it would be less costly and speedier if we can reach you by E-mail. If you have an E-mail address please send it to Gary Sherman, national secretary, at cgcva@comcast.net.

Remembering Members

One of the happiest things the Association has done happened in 1994 when we published the Coast Guard Combat Veterans book through Turner Publishing. It is filled with facts, history, stories and member biographies. Especially, worthwhile are the biographies, which include photographs of the member, past and present. One thing that struck me in seeing the youthful photographs was that Coast Guardsmen are a handsome bunch. No wonder girls were happy when the Coast Guard hit the beach.

As I browsed through the book recently, fifteen years after it came out, I was overwhelmed with memories and affection for the people I had met over the years and befriended. A number of them have since crossed the bar. There was Quentin R. Walsh, who was awarded the Navy Cross for actions at Cherbourg, France. I had read about his

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Next QD Log deadline is February 1, 2010. Please email articles and photos to the editor at: swiftie1@verizon.net

Coast Guard C-130, Marine Helo Collide

The Coast Guard and Navy on October 30th were seeking survivors of a collision between a Coast Guard C-130 aircraft from Air Station Sacramento carrying seven people and a Marine Corps Super Cobra helicopter carrying two off the Southern California coast. The crash was reported at 1910 on October 29th about 50 miles off the San Diego County coast and 15 miles northeast of San Clemente Island. A pilot reported seeing a fireball near where the aircraft collided and the Coast Guard informed the FAA that debris from a C-130 had been spotted. The C-130 was searching for a missing civilian mariner in the area near Catalina Island at the time of the collision. The Marine aircraft was part of a four-helicopter training mission.

Commandant Reflects on Loss of CG-1705

“To the Men and Women of the United States Coast Guard: On Sunday, we suspended the search for the seven missing Guardians from CG-1705 and the two Marines onboard the AH-1 Cobra helicopter. I am deeply saddened that we were not able to locate any survivors but am proud of the thousands of people who conducted or supported the search efforts. Our focus is now on determining the cause of the accident. Recovery operations are ongoing and salvage efforts will commence soon. The Coast Guard will conduct a Joint Service Safety Investigation Board with the Marine Corps and RDML John Korn will serve as the President. I ask for your patience during the course of the investigation. It is important that we not speculate about the cause of this accident and that we allow the investigation to inform our understanding of what happened. After hearing about the accident, I immediately traveled to AIRSTA Sacramento and to Sector San Diego to visit with the families and the personnel involved in the search efforts. The National Ensign will be flown at half-mast to honor our seven missing Guardians until we hold a memorial service on Friday, 06 November at AIRSTA Sacramento. I am extremely grateful to the Coast Guard Foundation for their selfless assistance; once again, they are rescuing the rescuers. Being that we are such a small Service, this loss will touch every member of the Coast Guard. As Guardians, keep a weather eye on your shipmates and keep the families in your hearts during this difficult time.”

ADM Thad Allen

Editor's Note: The two missing Marines are Maj. Samuel Leigh and 1st Lt. Thomas Claiborne of Marine Light Attack Helicopter Squadron 469, which is part of the 3rd Marine Aircraft Wing. The missing Coast Guard personnel are LCDR Che J. Barnes, LT Adam W. Bryant, CPO John F. Seidman, PO2 Carl P. Grigonis, PO2 Monica L. Beacham, PO2 Jason S. Moletzsky, and PO3 Danny R. Kreder II from Coast Guard Air Station Sacramento. The Hercules and Super Cobra collided as the helicopter was flying toward San Clemente Island in formation with three other choppers for a training exercise. A memorial fund has been established for the families of the lost crew of CG-1705. The non-profit Coast Guard Foundation announced it is re-activating its emergency Family Disaster Relief Fund to solicit funds for the families. Those interesting in contributing to the family relief fund, or to their Fallen Heroes Scholarship Program for children of Coast Guard members who die in service, can contact the foundation at <http://www.coastguardfoundation.org> or call the Foundation at 860-535-0786.

(Right) A Coast Guard Petty Officer makes final preparations to the front stage for the memorial ceremony at Air Station Sacramento Friday, Nov. 6, 2009. The service was for the Coast Guard and Marine Corps aircrew who lost their lives in a midair collision the evening of Thursday, Oct. 29, 2009. (photo by LTJG Todd Vorenkamp)



(Above) PO3 Zach Lira, from USCG Air Station Barbers Point, prepares to cast nine wreaths into the Pacific Ocean, Nov. 4, 2009, during a ceremony remembering the crew of CG-1705 from USCG Air Station Sacramento and the two Marines involved in the Oct. 29th mid-air collision. Other USCG personnel and assets, including the USCGC Midgett, participated in the ceremony which was held near the crash site. Coast Guard. (photo by PO1 Alan Haraf)



Association Happenings

If you have recently gone to our website: www.coastguardcombatvets.com, you'll see that the site is undergoing maintenance and should be back up soon. Bill Wells has been busy monitoring the revitalization of our website and it will look great, when it's finished. Bill has been a great webmaster and deserves our thanks for years of hard work. We will end up with an impressive website and it will be a great tool to recruit new members. The new website will also play a role in informing the public of the Coast Guard's war time role in our nation's history. Keep checking the site and let us know how it looks.

Also, our Treasurer, Bill Ross, and his wife Rose, have began the process of auditing our computer system, to verify that we have accurately categorized our members' status, so as we go forward, we'll be able to determine our association's make-up and forecast revenues for years to come. Bill and Rose have come up with some preliminary data and I was personally surprised by some of the information they found. We have been told that there were around 8,000 Coast Guardsmen who served in Vietnam. And of those 8,000 who are theoretically eligible to join the CGCVA, only around 3.3%, of that total, are members or our association. The bottom line is that Vietnam vets represent possibly the biggest opportunity for recruitment. They're out there... we just have to find them. And then there are all those who have served since Vietnam. Semper Paratus! Gary Sherman

Proud of My Coast Guard Service!

Here is a picture of my license plate and as you can see, I have a chrome bracket around my license plate that says "Vietnam Veteran" and "U. S. Coast Guard". I was at the home of one of my customers and saw that he had one that said "Vietnam Veteran U. S. Navy". We exchanged sea stories and a couple weeks later, when the same customer came to my office, he



noticed that I didn't have anything on my car. About 10 days after his visit, UPS dropped a small box off at my office and to my surprise, it was the license plate bracket shown at left, with "Vietnam Veteran" "U. S. Coast Guard" on

it. I was very shocked that he was nice enough to buy this for me and I immediately put it on my car. I thought it was a very cool way to get our Association's message across, and I have the manufacturer's contact info. For about \$20, it's a solid brass, chrome plated bracket that has lasted for a couple of years. Similar Coast Guard license plate frames for WWII, Korea, GWOT are also available. Interested? Email me for vendor information.

USCG/NOAA Personnel Locator

If you are searching for a Coast Guard/NOAA retired individual, place your personal correspondence to that individual in a sealed envelope, making sure to include how they can get in touch with you. On the outside of that envelope, address it to them with their full name and rank/rate (for military). Write your return address and attach a stamp on the envelope. Then, place that envelope in a larger envelope and address it to: Commanding Officer (RAS), USCG Pay & Personnel Center, 444 SE Quincy Street, Topeka, KS 66683-3591. Retiree & Annuitant Services (RAS) will complete the person's address and place it in the mail.

Thanks Jack!

The CGCVA was recently notified it would receive a bequest from the Estate of PNP John W. Campbell. Jack truly loved the Coast Guard and did tremendous work with the CGCVA. Any members desiring to bequeath a portion of their estate may wish to use the form provided on page 6 of this issue.

Crossed The Bar

John H. Barker

Joined: 1986 CTB: 8-2009

Gerald K. Barker, LM

Joined: 10-14-1991 CTB: Unknown

Louis J. Brenner, LM

Joined: 10-10-1990 CTB: 2-25-2006

Lee D. Britton, LM

Joined: 3-22-1988 CTB: 2001

William J. Monahan, LM

Joined: 6-8-1990 CTB: 8-4-2009

RADM Bennett S. Sparks, LM

Joined: 10-5-1988 CTB: 5-22-2009

AP Transport Group

Anyone who served on any CG-manned AP Transport at anytime is invited to attend a reunion June 24-27, 2010 in Minneapolis, MN. Contact: **Chuck Ulrich** at 35 Oak Lane, New Hyde Park, NY 11040. Ph: (516) 747-7426.

USS Edisto

All Navy and Coast Guard "Windclass" sailors are invited to attend the Navy icebreaker *USS Edisto* (AG89/AGB2) annual reunion October 17-20, 2010 in Providence/Warwick, RI. Contact: **Glenn Smith** at P.O. box 747, Mims, FL 32754-0747. Email: gdsmit@cfl.rr.com. Ph: (321) 269-5637.

National Memorial Day Parade

Applications are now being accepted for entries in the 2010 National Memorial Day Parade in Washington, DC on Monday, May 31, 2010. To obtain an application or additional parade information, contact **Todd Marcocci**, Coordinating Producer, Memorial Day at 882 South Matlack St., Suite 202, West Chester, PA 19382. Ph: (610) 431-1121. Email: undersunpr@aol.com.

2010 Independence Day Parade

Applications are now being accepted for entries in the America's 2010 Independence Day Parade in Washington, DC on Sunday, July 4, 2010. To obtain an application or additional parade information, contact **Todd Marcocci**, Coordinating Producer/Memorial Day at 882 South Matlack St., Suite 202, West Chester, PA 19382. Ph: (610) 431-1121. Email: undersunpr@aol.com.

Vietnam Memorial Wall Repairs

Repair work was under way October 21st at the Vietnam Veterans Memorial on the National Mall as a private

D-Day Anniversary

CGCVA member Wayne Borchsenius of Marseilles, IL was one of six WWII veterans placing a wreath by the statue at Cantigny on the 65th anniversary of D-Day. More than 500 WWII veterans were in attendance. Cantigny is the First Division Museum, a mansion and gardens, located in Wheaton, IL, just west of Chicago. Colonel McCormick built and resided at Cantigny while publishing the Chicago Tribune.

Borchsenius, a former crew member of *LST-331*, represented the Coast Guard Amphibs at a dedication ceremony of a WWII LCVP, the newest addition at Cantigny. The LCVP was found at Normandy and completely restored by the North Carolina Maritime Museum. *LST-331* was flagship of all Coast Guard flotillas. It hit Omaha Beach on D-Day in the first wave. Wayne invites any CGCVA member visiting the Chicago area to visit Cantigny.



memorial fund took over landscaping and maintenance of 13 acres from the National Park Service. During the following two weeks, workers restored the flagpole's bronze finish and its decorative base with five military branch insignias. They also restored the bronze finish for five stands that hold directories that help people find names on the famous V-shaped memorial wall, which draws millions of visitors each year.

The Vietnam Veterans Memorial Fund, which built the memorial, also has repaired an irrigation system and is reseeding and sodding the grass. In September, the group

announced plans to pay for maintenance at the site because of scarce funding from the federal government. They plan to raise more than \$1-million to care for the memorial and grounds, including \$500,000 to buy replacement granite if sections of the wall need to be replaced in the future.

“Everybody has the same goal: We want it to look good,” said fund spokeswoman Lisa Gough. “We want it to shine.” The memorial’s bronze fixtures — including the flagpole and a statue of three soldiers — will be restored for the first time since they were installed more than 25 years ago, said James Cummings, who was part of the memorial’s original architecture team. The fund is working to raise \$100,000 to restore the statue in the next year. The bronze is worn down and has turned green on the soldiers’ noses and arms, Cummings said. The weather caused some of the damage, along with the hands of many visitors. “No one expected the memorial itself would have such an impact with the culture,” said Cummings.

Belated Death Notice

It is with regret that this notice advises of the death of VADM Wayne E. Caldwell, USCG (Retired) who passed away on February 15, 2009. He is survived by his wife Suzanne Caldwell of Ellicott City, MD.

From 1969 to 1971, he commanded the *USCGC Chase* based in Boston. The *Chase* was deployed to waters off the coast of Vietnam, and VADM Caldwell was awarded the Bronze Star Medal for meritorious service. He was cited for seven anti-filtration patrols and 35 naval gunfire support missions to aid allied ground forces. Under his command, the *Chase* carried out a number of humanitarian missions, including providing medical treatment to more than 1,000 Vietnamese civilians.

Admiral Caldwell was interred in a full military ceremony May 26th at Arlington National cemetery. Thirteen crew members from the old *CGC Chase* attended a memorial service at the Fort Myer Old Chapel and CDR

Let Your Name Live On

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

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

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

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

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

Raymond J. Houttekier, USCG (Ret.), the *Chase's* operations office during the Vietnam tour, shared his personal reflections.

After the service, Caldwell's ashes were carried by a horse-drawn caisson to the gravesite where the *Chase* crew members, each wearing a pink ribbon with beads in the color of the Old Vietnam Flag, paid their last respects. At the end of the graveside service, each of the crew members gave a final salute, removed their ribbons and placed them besides Caldwell's funeral urn.

Rodney O. Young

Editor's Note: *Admiral Caldwell was particularly proud of Chase and its MEDVAC missions. One such mission involved a 9-year-old girl who had been wounded and brought back to the cutter for treatment. Caldwell recorded this incident in Familygram "USCGC Chase 1969 Christmas Story" hence the significance of the pink ribbons.*

New CG Book Available

I am a USCG LT and have just finished up my second book on USCG history, this one is definitely on a subject Coast Guard combat veterans would be interested in: U.S. Coast Guard special operations forces. Please refer to this link: <http://www.noty-ourfatherscoastguard.com>.

Matthew J. Mitchell

Making Contact

Hello Ed (Swift) and Gary (Sherman),

I should have gotten back to you sooner, but I have been traveling, and then, came home with a bad cold.

Anyway, I thought I would let both of you know that I sent a letter to Wallace Bentley's son Craig at Wally's address in Belvedere, SC. I really didn't think it would do any good, but I thought I would give it a try anyway. Well, I don't know how big a city or town Belvedere is, but someone who apparently knew about the situation, forwarded my letter to Craig Bentley in Irmo, SC, and now I am in contact with him! I am going to be able to send

Craig Bentley some photos of his dad that were taken when we were on the *Admiral H. T. Mayo* together — photos that Craig has never seen.

Thanks to both of you for your help. Over the years, I have received correspondence from sons and grandsons of some of my former shipmates on the *Admiral Mayo*. I enjoy the thrill they get when I can send them a photo of their dad or granddad, or tell a little story about their relative when we sailed together during WW II.

Again, thanks for the help. "Fair winds and following seas..."

Clay Boyce

Coast Guard and Navy Service

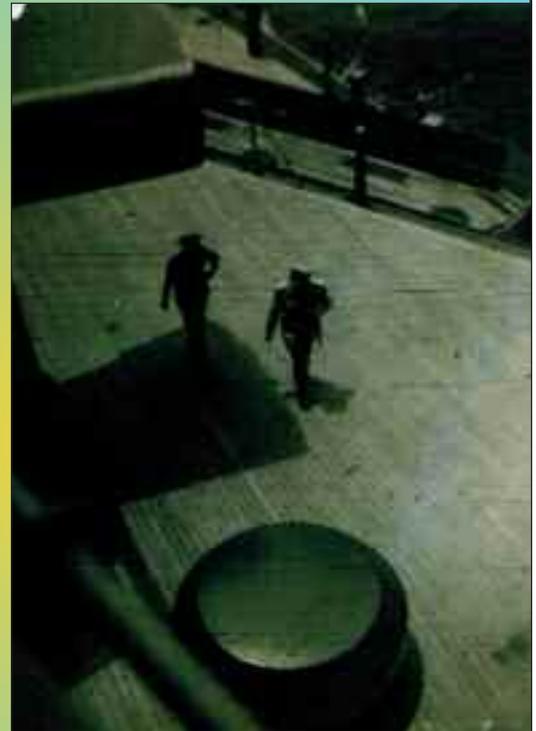
I enlisted in the Coast Guard in July 1942. After "boot camp" around Battle Creek, MI, I was assigned to a station in Chicago. While there I served on various Great lakes tankers and ships as an armed guard. Later I was assigned to a Coast Guard buoy tender and took her on "shake down" cruises to the North Atlantic and Caribbean Sea, then on to the Solomon Islands in the Pacific.

Shortly after arriving in the Pacific theater I was reassigned to the *USS PC-590* where we did convoy and escort duty until I had enough points to return to the States for R&R. I was home on leave when VJ was declared and WWII ended. I left the Coast Guard and reenlisted in the Naval Reserve in 1947.

My wife and I were married in 1948 and in October 1950 I was recalled

to active duty where I assigned to the *USS New Jersey (BB-62)*. We arrived in Pearl Harbor in April 1951 and joined the 7th Fleet as the flagship under VADM Martin. We patrolled the east coast of North Korea from Wonsan north, 30 days out and back to Japan to resupply, and then back out. We were relieved by the *USS Wisconsin* and I was released from the Navy in January 1952 to again return to civilian life.

Donald Townsend



Admiral Martin aboard his flagship USS New Jersey in 1951.

Revenue Cutter Hudson Clock

Dear PNP Swift:

I was fascinated by Dr. Thiesen's article in the Summer 2009 Quarterdeck Log titled "Combat Operations of the Revenue Cutter Hudson in the Spanish-American War of 1898." The reason I was fascinated is that for many years, I have had the pilot house clock from the *Hudson* in my den for many years. I am comforted by the striking of the ship's bells every four hours.

My association with the clock goes back to 1937, when my father, then CAPT LeRoy Reinburg, USCG, was Commanding Officer, U. S. Coast Guard Depot, Curtis Bay, MD. He had just been reassigned from Commander, Chicago District, to the "Depot," as it was known then. One of his first problems as CO was to answer the request from his Supply Officer for an additional warehouse to store high value items from CG ships that had or were going out of commission. My father pointed out that he had seen what I remember as four or five large corrugated iron warehouses already at the depot, and asked what they contained. He was told that they were overflowing with

material from previously decommissioned ships.

My father directed that he be provided an inventory of the contents of these warehouses.

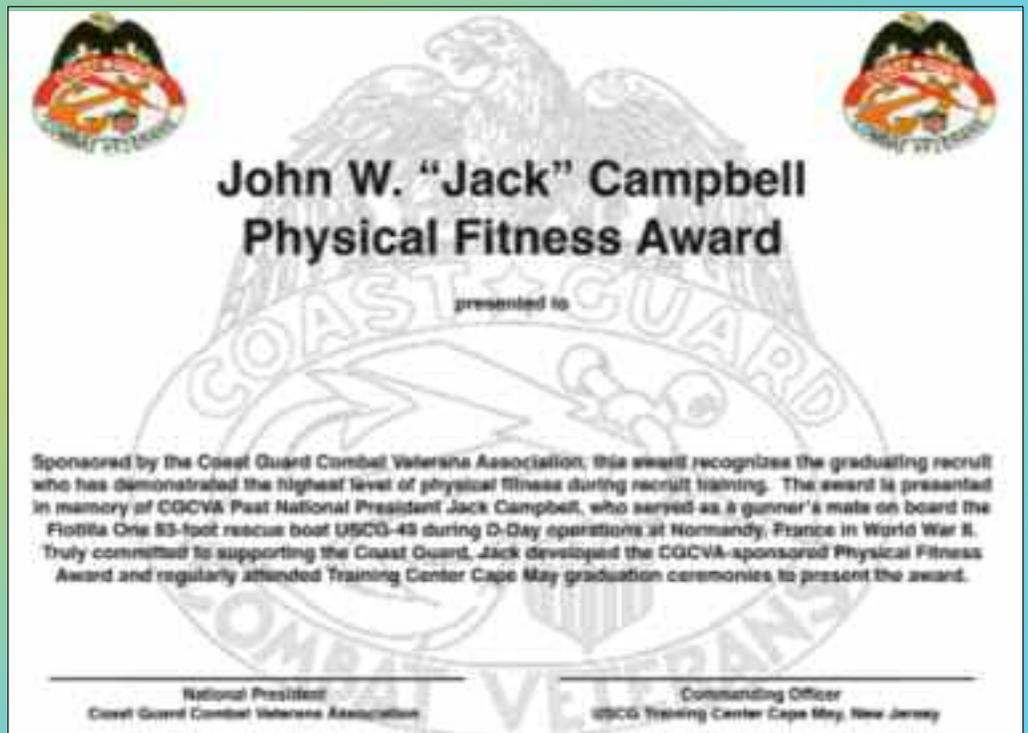
After some discussion, he found that no such inventory existed. I recall it took a long time to find out what was stored. When the warehouses were eventually catalogued, it was discovered that equipment from decommissioned ships going back many years were simply sitting in storage, and deteriorating. Rather than being reused or disposed of, the simplest solution was to store them. As warehouses were filled, more were built. My father, being very budget conscious, directed that those items either be surveyed or disposed of. Much additional storage space resulted.

It was during this time that he found this historic clock, and decided to keep it. He had a brass name plate made for it which said "Pilot House Clock Coast Guard Cutter Hudson, Battle of Cardenas Bay, Cuba, May 11, 1898." Ship's carpenters made a beautiful inlaid wood base for the clock and it rested on our mantle piece at the CO's quarters at the "Depot," until 1946 when my father retired as a Rear Admiral. When he died in 1954 I inherited the clock, and have had it mounted in a prominent place in every home I

Certificate Renamed for PNP Jack Campbell

On Sept. 1, 2009, by unanimous approval, the CGCVA Officers and Board of Trustees announced the renaming of the recruit physical fitness award to be known from that date forward as the "John W. "Jack" Campbell Recruit Physical Fitness Award". Jack started the award many years earlier and it is with pride that the new name reflects his honor.

CGCVA President Paul C. Scotti signed an initial batch of the new certificates and they are now being presented to graduating recruits at Cape May, NJ, in addition to a CGCVA watch. Also, during the presentation, the information regarding Jack's World War II service is included in the script read by the graduation emcee.



have had through 30 years service and after I retired. It is an everyday reminder of my wonderful father.

Thank you for publishing your outstanding "Quarterdeck Log." I enjoy each issue immensely. Sincerely,

CAPT LeRoy Reinburg, Jr., USCG (Ret)

Congratulations Graduates

Each week at graduation ceremonies at USCG Training Center Cape May, N.J., the CGCVA sponsors the Physical Fitness Award to a graduating recruit. A CGCVA watch and certificate are presented, often by an attending CGCVA member. Here are the most recent Physical Fitness Award recipients:

SA Matthew N. Brady of Atlanta, GA, reports to *CGC Morganthau*, Alameda, CA

SN Rameik J. Johnson of Atlanta, GA, reports to USCG recruiting Office Atlanta, GA.

FN William E. Ross of Little Rock, AR, reports to *CGC Munro*, Kodiak, AK.

SA Kevin D. Peach of Miami, FL, reports to *CGC Morganthau*, Alameda, CA.

SA James E. Newton of Charleston, SC, reports to USCG Sector Charleston, SC.

SN Lincoln D. Sprague of Seattle, WA, reports to *CGC Sturgeon Bay*, Bayonne, NJ.

SA Santiago N. Roldan of East Orange, NJ, reports to MK "A" School, USCG Training Center Yorktown, VA.

SN Ryan N. Craig of Detroit, MI, reports to *CGC Rush*, Honolulu, HI.

SA John M. Daniels of Spokane, WA, reports to *CGC*

Alert, Warrenton, OR.

SN Caleb A. Cunningham of St. Louis, MO, reports to *CGC Sturgeon*, Grand Isle, LA.

New Rating Reflects Coast Guard's Expanding Security Mission

The Coast Guard is placing greater emphasis on a security job that has become more complex and critical since Sept. 11, 2001, by creating a new career track.

The maritime enforcement specialist rating, which stands up Jan. 1, will replace and expand on the port security specialist rating, which was manned entirely by reservists, said LCDR Clayton Beal, the rating's implementation project manager.

The ME rating, which will have an active-duty component, will provide a more solid career path for those who are securing ports and working on boarding teams, Beal said.

No longer a collateral duty that takes active-duty members out of their rating — and away from advancement opportunities — boarding teams will be made of members promoted within their own ratings. Coast Guard officials believe this will sharpen their overall expertise, Beal said.

He explained how the lack of an active-duty rating can hinder some careers, using the example of an electronics technician who has been a canine handler for a maritime safety and security team for six years.

"During that time he's done a phenomenal job, so he

A Coast Guard captain was about to start the morning briefing to his staff. While waiting for the coffee machine to finish its brewing, the captain decided to pose a question to all assembled. He explained that his wife had been a bit frisky the night before and he failed to get his usual amount of sound sleep. He posed the question of just how much of sex was "work" and how much of it was "pleasure?"

A commander chimed in with 75-25% in favor of work. A lieutenant said it was 50-50%. An ensign responded with 25-75% in favor of pleasure, depending upon his state of inebriation at the time.

There being no consensus, the captain turned to the seaman who was in charge of making the coffee and asked him his opinion? Without any hesitation, the young seaman responded, "Sir, it has to be 100% pleasure." The captain was surprised and, as you might guess, he asked why?

"Well, sir, if there was any work involved, the officers would have me doing it for them." The wardroom fell silent. God bless the enlisted man.

hasn't had a chance to keep current in his rating," Beal said.

If the electronics technician wants to remain a canine handler, he will lose his opportunity to advance. If he moves back into his rating, the Coast Guard will have to train someone else to handle dogs.

"The organization loses because we invested all these resources to get them these skills," said Beal, who faced the same problem as a boatswain's mate assigned to a law enforcement detachment for three years.

Such situations have become more common as homeland security obligations have increased.

There are more regulations to keep track of since the Sept. 11 attacks, so it has become harder to rotate people in and out of port security jobs, Maritime Enforcement Specialist Rating Force Master Chief Gordon Muise said.

"This is 30 years in the coming," he said. "We're doing more security duties than we did in the past."

Since World War I, Coast Guard port security specialists have been charged with securing ports in the U.S. and abroad. The Port Security "A" school was commissioned at the Coast Guard's training center in Yorktown, Va., in 1969.

QD Log Booster Club

The printing and postage for the *QD Log* is by far the largest expense item we have and it was determined that if every member contributed \$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 contributed 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:

Don Zeiller	Warren E. Moore, Jr.	W. Lindgren	Sam King
Rick Minor	Dale Eddingfield, PhD.	Frank Scorzelli	Daniel Cinq-Mars
Robert Cameron	Richard Dubbs	William H. Ross	Donald Kahler, Sr.
Steven Hines	James Ramph	Donald Clapp	Gary Sherman
Helen MacLean	Ken Minor	Stanley Beras	Thomas Huckelberry
Eugene Dugan	Baker Herbert	Michael Johnson	Bibb Shipmates Assn.
D.P. Gatto	Edward Floyd	W. D. McKendree	Wallace Kilmer
Michael Lachman	Sidney Tartarkin	Peter Martens, Jr.	Charles Bevel

George Spaniol

Marion A. McGovern (in memory of her husband Harold J. McGovern CTB 1997)

Joseph Larday, Jr. (in memory of departed USS Sheliak AKA-62 Officers and Crew)

Charlotte Bart (in memory of William Bart CTB 5/29/2009)

William Ginningham (in memory of FN Heriberto Hernandez, KIA in 1968 in Vietnam)

Herb Weinstein (In memory of Jack Campbell)

Robert Swaney (In memory of CGC Northland)

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

Port security specialists enforce maritime laws and regulations and serve in port security units that deploy in support of Defense Department operations. About 30 percent of the current cadre of 1,000 port security specialists are assigned to port security units deployed overseas, Beal said. The rest are assigned to various stations and sectors, serving on migrant or drug interdiction teams, doing boat inspections, or drilling and training others.

The Coast Guard Training Center held its last port security specialist class Sept. 4. In February, the maritime enforcement "A" school will stand up in Charleston, S.C., in the Coast Guard Maritime Law Enforcement Academy at the Federal Law Enforcement Training Center. The first class will graduate in the spring.

Boatswain's Mate 1st Class Neil Canuel, operations petty officer of Coast Guard Station Little Creek, Va., applied for the new rating. He has been trying to balance boatswain's mate prerequisites while volunteering for more law enforcement duties during the past eight years.

"I'm really looking forward to continue to specialize [in law enforcement]," said Canuel, who is on a vessel boarding security team and is featured on a recruiting poster for the new rating. "This rating is going to serve not only the Coast Guard and its mission, but it's going to serve its people well."

The maritime enforcement specialist rating — ME — will have 1,040 active-duty billets and 1,186 reserve billets. Coast Guardsmen have until Oct. 2 to apply for a lateral move into the rating. A panel will make selections and notify service members if they have been approved by November, Maritime Enforcement Specialist Rating Force Master Chief Gordon Muise said.

MEs will be able to serve at Coast Guard stations and police departments; on law enforcement detachments aboard Navy ships; on the maritime security response team, designed to handle extreme situations, such as terrorism; on maritime safety and security teams, which promote boat safety and port security; or on cutters conducting migrant or drug interdiction missions.

Susan Gvozdas

Navy Times Staff writer

DD-214's Are Now Online

The National Personnel Records Center (NPRC) has provided the following website for veterans to gain access to their DD-214's online: <http://vetrecs.archives.gov/>. This may be particularly helpful when a veteran needs a copy of

The Coast Guard Chief noticed a new seaman and barked at him "Get over here! What's your name sailor?"

"John," the new seaman replied.

"Look, I don't know what kind of bleeding-heart pansy bull they're teaching sailors in boot camp nowadays, but I don't call anyone by his first name," the chief scowled. "It breeds familiarity, and that leads to a breakdown in authority. I refer to my sailors by their last names only; Smith, Jones, Baker, whatever. And you are to refer to me as 'Chief'. Do I make myself clear?"

"Aye, Aye Chief!"

"Now that we've got that straight, what's your last name?"

The seaman sighed. "Darling, My name is John Darling, Chief."

"Okay, John, here's what I want you to do"

his DD-214 for employment purposes. NPRC is working to make it easier for veterans with computers and Internet access to obtain copies of documents from their military files. Military veterans and the next of kin of deceased former military members may now use a new online military personnel records system to request documents. Other individuals with a need for documents must still complete the Standard Form 180, which can be downloaded from the online web site. Because the requester will be asked to supply all information essential for NPRC to process the request, delays that normally occur when NPRC has to ask veterans for additional information will be minimized. The new web-based application was designed to provide better service on these requests by eliminating the records centers mailroom and processing time.

D-Day Photo Site

If you'd like to see great photography from D-Day, go to the web site: <http://blogs.denverpost.com/cap->

[tured/2009/06/05/the-65th-anniversary-of-d-day-on-the-normandy-beaches/](#). It has a lot of excellent D-Day Normandy, France, photographs. The Coast Guard had a significant part in it. As I recall, USCG manned 90-some vessels in the D-Day invasion, including transports, 21 LCIs (as I recall). Some are seen in these photos, including 82-ft rescue boats, and hundreds of landing craft from both USCG and Navy transports. Among this, a USCG officer, Quentin Walsh, entered with a white flag, and took the German Generals's surrenders of both the fort and vital harbor of Cherbourg (including about 750 German prisoners).

USCG manned vessels (APA, PA, AKA, KA, LSTs, LCIs, flagships, etc.) participated in every European sector invasion (North Africa, Sicily, Italy, Normandy, Southern France), and most of those in the Pacific sector, starting with the first at Guadalcanal to the last at Okinawa, mainly in putting the troops on the beaches, also including from many Navy transports.

Don Taub

Where's the Absecon?

My name is Tom Kopke and I'm from New Jersey. Does anyone know the current whereabouts of the *CGC Absecon*? The last I heard it was still in Saigon and did not get transferred to the Philippines. If anyone can help me out, please call me at 732-449-0956. Thanks!

*Editor's Note: A quick check on the Absecon indicated that the Coast Guard decommissioned the cutter on 9 May 1972 and returned her to the Navy. She was struck from the Naval Register and transferred to South Vietnam where she was commissioned as the *Tham Ngu Lao (HQ-15)* on 15 July 1972. *Absecon* was seized by the North Vietnamese when the South fell in 1975. The North Vietnamese gave her the hull number *HQ-1* but did not apparently name her. She was refitted with two or possibly four *SS-N-2* launchers. As of 1991, the ship was still thought to be in service of the Socialist Republic of Vietnam.*

OD Log Stirs Memories

I am 86 years young and served in the Coast Guard during WWII. Reading the Quarterdeck Log brings back many memories, some good and some not so good. I did four weeks of boot camp at a resort in Brooklyn called Manhattan Beach, graduating in November 1942. From there it was off to Boston... what a great city!

After Boston it was off to Keywest, Florida and Fleet Sonar School to obtain the rate of Sonarman. I spent time on a patrol boat out of Savannah, GA and also in the Coast Guard's Mounted Patrol working beaches from North Carolina to Georgia. When that was discontinued I was assigned to San Francisco, a transport ship, a rescue station in the Philippines, then back to the States for a shore duty tour at CGHQ in Washington, DC. While there I met a girl in the Navy WAVES. I was discharged in March 1946 and married her in August. We were together for 57 years until she passed away in 2005.

After serving in the Coast Guard I enlisted in the Navy in 1947 where I served as an instructor, on the Great Lakes, aboard a DDE in San Diego and a destroyer right out of the Mothball Fleet. I even got attached to the Atomic Energy folks and witnessed an atomic test. Rode another destroyer out of mothballs, the *USS Owens (DD-536)*, went through the Panama Canal for duty in Norfolk and made a couple North Atlantic cruises before my discharge in 1952.

I'm proud of my Coast Guard and Navy service but I figure it was meant to be. I'm of Swedish descent and had two uncles that served in the Swedish navy. I was Coast Guard and Navy, my wife was Navy, our son was Navy, and my son-in-law was Navy.

There's not many of us old salts left and I really enjoy your magazine. Keep up the good work — it brings back many great memories.

Iver Anderson

New Coast Guard Recruiting Ads

To the Men and Women of the United States Coast Guard:

I am pleased to introduce our "Born Ready" recruiting campaign. "Born Ready" reflects two years of intensive study, research, and creative consultation. Its fresh approach spotlights the individual and targets people driven by action, adventure, and a commitment to a cause bigger than themselves — people with a calling to serve, determination to make a difference, and the desire to do something meaningful with their lives.

Two "Born Ready" commercials and Coast Guard advertising were prominently featured during the recent Women's Professional Soccer (WPS) All Star Game and

their recent Championship game carried on Fox sports channels.

In the months ahead, Coast Guard recruiting messages will be featured in pre-movie advertisements in 180+ markets, in radio and TV spots in markets critical to our recruiting missions, and on billboards, placards and print media.

Our people are our most important asset; "Born Ready" captures the excellence of our current workforce as it reaches out to the next generation of Guardians. Since we are all recruiters, I hope you will join me in embracing this campaign. We can attract people who want to create a deeper sense of urgency and importance in everything we do and we can challenge them to demand even more of themselves. Together we'll ensure the Coast Guard remains America's Maritime Guardian.

For more info, visit www.gocoastguard.com.

VADM David Pekoske, Vice Commandant

Veterans Grave Locator

The Nationwide Graveside Locator service is available on handheld devices with Internet capability. The service provides locations and driving directions to both national cemeteries and private burial grounds. "This innovative program continues VA's commitment to use the latest technology to provide veterans and their families with information they need," VA Secretary Eric Shinseki said. "It will simplify and enhance the experience of many who visit our national cemeteries." The VA introduced an Internet-based nationwide gravesite locator in 2004. It is linked to electronic burial records to help people find the cemeteries where their relatives are buried. For veterans and eligible family members buried in national cemeteries, or whose graves are marked with a government headstone, the location of the graves can be found on your personal computer and at national cemetery kiosks.

http://gravelocator.cem.va.gov/j2ee/servlet/NGL_v1 allows for searches by name and by cemetery, if the location is known. A search will provide a grave location, a link to a Google map and driving directions, and a link to the cemetery map if available. The locator includes burial

records from many sources. These sources provide varied data; some searches may contain less information than others. Information on veterans buried in private cemeteries was collected for the purpose of furnishing government grave markers, and the locator does not have information available for burials prior to 1997. Erroneous information can be corrected, but there is no capability to add to the information contained in the existing record. If your search returns incorrect information about a veteran or family member buried in a national cemetery, contact the cemetery directly to discuss your findings. Names cannot be added to the listing if a government grave marker was not furnished for the grave, or if the existing government grave marker was furnished prior to 1997. For more complete information concerning individual records, contact the cemetery or local officials. The VA adds about 1,000 new records to the database each day.

The American Battle Monuments Commission at

www.abmc.gov provides information on service members buried in overseas cemeteries. If you cannot locate the person you are searching for, provide the following information on each individual:

- Full name, including any alternate spellings
- Date and place of birth
- Date and place of death
- State from which the individual entered active duty
- Military service branch

Most requests take approximately four weeks for a reply. Be sure to include your return mailing address,

phone number or Internet e-mail address with your request and send it to: U.S. Department of Veterans Affairs, National Cemetery Administration (41C1), Burial Location Request, 810 Vermont Ave., NW, Washington, DC 20420.

TRICARE Flu Shots

Tricare covers the following vaccines for the seasonal flu:

- Flu shot: an inactivated vaccine containing a killed virus and given with a needle. This form of the vaccine may

Fifty-eight years ago, Herbert James, a North Carolina mountainman, enlisted in the Coast Guard.

On his first day at boot camp the Coast Guard issued him a comb. That afternoon the barber cut all his hair off. The next day the Coast Guard issued him a toothbrush. Then the dentist yanked out eight of his teeth. On the third day the Coast Guard issued him a jock strap...

Herbert has been AWOL for fifty-eight years.

be used in all age groups.

- Flu mist: nasal-spray flu vaccine made with live, weakened flu viruses. This form of the vaccine is limited for use in people who are between the ages of 2 and 49 years, and who are not pregnant at the time they receive the vaccination.

Tricare covers the Seasonal and H1N1 flu vaccines as long as the vaccine is obtained from a Tricare-authorized provider. Understand that pharmacists are not recognized by Tricare as authorized providers to administer immunizations. Certain people should get vaccinated each year because they are at high risk of serious flu-related complications or because they live with or care for high-risk persons. According to the Centers for Disease Control and Prevention (CDC), the following people should be vaccinated each year:

- All children aged six months to 18 years
- Adults aged 50 years and older
- Persons with underlying chronic medical conditions
- All women who are or be pregnant during the influenza season
- Health care workers involved in direct patient care

- Child care and elderly care workers
- Persons at high risk of severe complications from influenza

The CDC has determined that the H1N1 virus is contagious and spreading from human to human and beneficiaries are strongly encouraged to get vaccinated. To ensure Tricare Prime enrollees can receive the vaccine as quickly as possible, Tricare is suspending requirement for them to have a referral and authorization from their primary care manager allowing them to receive the H1N1 vaccine from any Tricare-authorized provider, including non-network providers. The requirement is suspended from October 1, 2009 thru April 30, 2010. This will allow Tricare Prime enrollees to receive the H1N1 vaccine from any Tricare-authorized provider without being subject to point-of-service charges for visiting a non-network provider. Again, understand that pharmacists are not recognized by Tricare as authorized providers to administer immunizations. For more information about the seasonal and H1N1 flu and to learn about preventing the flu, refer to the Tricare Flu Resources Page www.tricare.mil/flu.

WHY MEN ARE NEVER DEPRESSED:

Men Are Just Happier People -- What do you expect from such simple creatures? Your last name stays put. The garage is all yours. Wedding plans take care of themselves. Chocolate is just another snack. You can never be pregnant. You can wear a white T-shirt to a water park. You can wear NO shirt to a water park. Car mechanics tell you the truth. You never have to drive to another gas station restroom because this one is just too icky. You don't have to stop and think of which way to turn a nut on a bolt. Same work, more pay. Wrinkles add character. Wedding dress \$5000. Tux rental-\$100. People never stare at your chest when you're talking to them. New shoes don't cut, blister, or mangle your feet. One mood all the time. Phone conversations are over in 30 seconds flat. You know stuff about tanks. A five-day vacation requires only one suitcase. You can open all your own jars. You get extra credit for the slightest act of thoughtfulness. If someone forgets to invite you, he or she can still be your friend. Your underwear is \$8.95 for a three-pack. Three pairs of shoes are more than enough. You almost never have strap problems in public. You are unable to see wrinkles in your clothes. Everything on your face stays its original color. The same hairstyle lasts for years, maybe decades. You only have to shave your face and neck. You can play with toys all your life. One wallet and one pair of shoes -- one color for all seasons. You can wear shorts no matter how your legs look. You can 'do' your nails with a pocket knife. You have freedom of choice concerning growing a mustache. You can do Christmas shopping for 25 relatives on December 24 in 25 minutes.

No wonder men are happier.

Iceland WWII Commemoration

I'm working with a group in Iceland trying to pull together an international group for a commemorative event saluting World war II veterans who served in Iceland.

There could be live events, exhibits and more, all depending on how much funding we'll be able to secure and the ideas that we'll come up with.

We'll create a channel at www.livestream.com, they offer all we'll need. They also offer a free channel, though that does mean ad's on the screen and reduced quality. I suspect it also means a limited number of viewers before the image starts being jerky. The paid option means we could screen in High Definition, we might have up to 10 channels running and we also have full control, giving us the option of placing advertisements for our sponsors which in turn will give us more options in seeking funds. We'll have the channel on a website dedicated to this event and also leave the option open for others to embed the channel into their own websites.

Once we have gathered all the ideas and know what we'll need and who will be involved then we could write a proposal and see if companies, organizations and individuals might want to sponsor this project. We might even at the same time create a fundraiser at www.fundable.com and send that link out to all who might be interested. Another option is to decide to put this whole thing on DVD and try to pre-sell those in order to get the funds needed to make this an event that'll not soon be forgotten. There are many ways we could go with this.

We could put the word out to all veterans that we'd welcome their stories and I might be able to go to them with my camera to film what they have to say. Since I'll have to get leave from work to do that, we'll need to put together a list and then schedule the meetings back to back, so to speak. The more material we can get the better.

Also the sooner we can start the search for all archival footage and photos, connected to the stories we're telling, the better. It might be too much work to start contacting them individually, so maybe the best thing is to get the word out and they'll spread the word and then contact us if they are willing to share their stories. Word of mouth, the best advertisement there is.

We'll find other stories along the way, I'm sure. There's no shortage of those, but those who seem to have fallen through the cracks will be the priority. We'll aim for a spectacular event, telling as much as we can about the war

in video, print and live events, but will be prepared to tailor it to the budget we'll have.

For more information, contact: **Michael G. Walling** at 99 Fort Meadow Drive, Hudson, MA 01749-3138. Phone: (978) 562-9873. Web site: www.mikewalling.com.

Retiree COLA Buried in Oil

It was higher oil prices last year that led to the largest annual cost-of-living adjustment (COLA) to federal entitlements since 1982. Good thing, too since lowered oil prices since then is almost certain to block any COLA this year for military retirees, federal civilian retirees, social security recipients, survivor benefit annuitants or disabled veterans.

The expected COLA "goose egg" will be the first since Congress began to adjust federal entitlements automatically using inflation rates as tracked by Bureau of Labor Statistics (BLS). This year the cost of goods and services nationwide has fallen. No inflation means no COLA. What happened?

"Gas prices," said Malik Crawford, an economist at BLS headquarters in Washington D.C. The federal COLA is based each year on the average change in the cost of a market basket of goods and services from the third quarter (July through September) one year to the third quarter of the next year. Through July, the cost of living for U.S. wage earners has fallen by 2.7 percent. "That's huge," said Crawford.

Though fuel prices are just one item given "small official weight" in the entire market basket tracked by BLS, Crawford said, "they have an outrageous impact" on prices overall because transportation costs affect the cost of everything else needing transport to market.

"It's not like gas prices are great" now for consumers, said Crawford. "They are almost back up to \$3 [a gallon]. But they are still a full dollar below where they were last year. To go from \$4 to \$3 is a 25 percent fall. You go 25 percent down [in gas prices] and you're down 2.7 percent [over all]...That's how the math plays out."

The COLA last December was 5.8 percent, largest in nearly three decades. To get that, Crawford said, federal retirees and social security recipients "really lucked out... Gas prices peaked in the third quarter last year."

If no COLA is paid to social security recipients, the law would protect many of them from an increase in Medicare Part B premiums in January. A "hold harmless" provision

in the Medicare law would exempt about 75 percent from paying higher Part B premiums in any year in which Social Security pay is unchanged. The 25 percent not eligible for premium protection are individuals with modified adjusted gross incomes above \$85,000 or couples with adjusted gross incomes of \$170,000.

The premium protection would apply to TRICARE for Life beneficiaries. But it would apply only to Part B base premiums and not any surcharge paid by Medicare users who delayed their enrollment in Part B beyond age 65.

Veterans Health Care Budget Reform

On October 22nd, the Disabled American Veterans (DAV) today applauded President Obama for signing the Veterans Health Care Budget Reform and Transparency Act, calling it “the most significant legislative victory for veterans in a generation.”

“This is a great, historic day for all veterans and their families,” said DAV National Commander Roberto Barrera, who was at the signing ceremony in the White House. “Veterans, families, survivors and everyone else who cares about the plight of veterans can rejoice knowing that for the first time ever, the Department of Veterans Affairs’ health care system can be assured it will be funded on time and adequately every year.”

“We have worked for this for more than two decades as veterans suffered. Approval of advance appropriations is the most significant legislative victory for veterans in a generation,” he said. “This legislation will help ensure timely access to medical care for the men and women who have served, are serving and will serve in defense of our nation.”

“This historic legislation will ensure an uninterrupted, predictable flow of funds for veterans health care programs even if Congress is unable to complete work on the rest of the federal budget by the start of a fiscal year,” said DAV National Adjutant Arthur H. Wilson. “With funding assured, VA hospital and clinic directors will no longer have to delay the hiring of new doctors or nurses, or the purchase of new medical equipment, due to Congress’ failure to approve a budget on time; something that has occurred in 20 of the past 23 years, including this year. With advance appropriations in place, VA officials will be able to plan ahead how best to provide veterans with the medical care they have earned: when and where they need it.”

The Veterans Health Care Budget Reform and Transparency Act authorizes Congress to approve veterans

medical care funding one year in advance to better meet the anticipated demand for veterans health care services. The advanced funding will give the Department of Veterans Affairs up to a full year to plan for the most effective and efficient way of delivering medical care. Additionally, this now requires the Government Accountability Office to audit the budget development process to ensure that sufficient funds are included. More information is available at www.dav.org.

CGC Ingham

Coast Guard Commandant ADM Thad Allen has declared *USCGC Ingham* the National Memorial to Coast Guardsmen Killed in Action in WWII and Vietnam. Those 912 casualties are identified on a memorial plaque on her quarterdeck, according to the Historic Naval Ships Association.

The East Quay Wall at Truman waterfront in Key West gained another historic resident when the former cutter arrived in port as the newest installment in the Key West floating ships museum. The Ingham is a National Historic Landmark and has been perfectly preserved.

Launched in 1937, Ingham was on convoy duty during WWII when it protected supply ships bound for Great Britain. During one of those missions, it sank a German U-boat. The cutter also patrolled the waters around Korea and received a Presidential Unit Citation for its service in Vietnam.

Looking for Advice

I was going through some books of my departed husband, William Broderick, who served in the Coast Guard in WWII and found two that I feel are too good to discard. I’m hoping someone can use them. One is “Large Slow Target — A History of the LST”. It is a beautiful book and Bill treasured it. The other is “A.A. Duncan is O.K.” and it is the diary of CAPT Atholl Duncan dated Feb. 6, 1943. I would like them to go to someone or an association that would treasure them as Bill did. If interested, please contact me at 1228 West Bayshore Drive in Palacios, TX 77465.

Dorothy Broderick

When you are finally holding all the cards, why does everyone else decide to play chess?

Remembering Our Coast Guard Veterans

continued from page 1

WWII military cemeteries erected on foreign soil by the American Battle Monuments Commission.

After completing his mission at Cambridge, Joe drove to Brookwood Cemetery where he presented another plaque and paused to honor the WWI Coast Guard personnel memorialized there. His whirlwind trip to Great Britain marked the start of a nine cemetery visit that has been 10 years in the making. Now, with two down, Joe still has seven other American overseas cemeteries to visit where Coast Guard personnel are interred or memorialized and, at each he will present plaques and place medallions at the identified Coast Guard



The large stone monument at the American Cemetery at Cambridge, England, Joe Kleinpeter's first stop.

gravels to signify that those left behind are not forgotten. Included in his upcoming overseas travels are trips to the Normandy and Brittany Cemeteries in France, Ardennes Cemetery in Belgium, North Africa Cemetery in Tunisia, Sicily-Rome Cemetery in Italy, Manilla Cemetery in the Philippines, and National Memorial Cemetery in Hawaii. Joe hopes to have his worldwide venture completed by Memorial Day 2010.

The overseas American Military Cemetery project is only one of many that Joe Kleinpeter has undertaken. Only days after returning from England, Joe was back on the road, this time in his pickup truck, driving from his home in East Moriches, NY to Washington, D.C. Meeting up with PNP Ed Swift and his wife Mare, Joe completed another labor of love — leaving an “offering” at the Vietnam Wall on Veterans’ Day.

As a Vietnam veteran who served on the *Point Banks*, Joe built a 3-1/2’ display case which housed a professionally built scale model of the *Point Welcome* in its wartime paint scheme. Also inside the case were books on the Coast Guard in Vietnam written by CAPT Alex



(Far left) One of the medallions being buried at every Coast Guard overseas grave by PNP Joe Kleinpeter.



(Left) The grave of S2/c Stoy Kay Alexander at the American Cemetery in Cambridge, England.

Feature Story

Larzelere and CWO4 Paul Scotti, cover pages of MCPO Bill Wells' *CG Warriors — Part of the Mix* web site, a tribute to LT Jack Rittichier, and an issue of the *QD Log* from the 25th anniversary of the Vietnam Wall.

Joe, Ed and Mare, with some help from a couple Vietnam veterans already at the Wall at 7:30 a.m., positioned the "offering" in front of panel 22 which lists the names of the *Point Welcome* crew members killed in a

friendly fire incident. The display was later moved away from the panel to allow tourist traffic to pass and placed with dozens of wreaths as a backdrop for the planned Veterans' Day ceremony at the Wall later that day.

Joe, Ed and Mare later attended the annual Veterans' Day Coast Guard ceremony at the Tampa

Information regarding the reovery of the remains of LT Jack Rittichier, former Coast Guard Vietnam War MIA, inside the case left at the Vietnam Wall on Veterans' Day



One of the plaques being presented at each of nine overseas American Military Cemeteries where Coast Guard personnel are interred or memorialized.

Memorial on Coast Guard Hill at Arlington Cemetery. Joe described his two projects to ADM Allen and MCPO-CG Bowen after the ceremony and was asked to submit information and photos to the Commandant's "blog".

Way to go Joe!

Editor

Auxiliary News

The days are flying by. Holiday time is upon us. I look forward to the cards, notes and newsletters that arrive during Christmas. So many people are busy with family affairs throughout the year that Christmas is the time they set aside to communicate. This makes those letters special.

Holiday's are times for families to get together. Our daughter will be visiting us from Maryland for the long Thanksgiving weekend. Her two children are in Florida and it is likely they will drop by to visit us during the period their mother is with us.

We enjoy decorating for Christmas even if no one drops

in to see them. Last year, only Paul's mother saw our house decorated. However, we expect more visitors this year. We will also be attending parties with Coast Guard and other military service friends.

You are welcome to join the Auxiliary at anytime. Membership is fifteen dollars for two years. If you are interested in joining contact our secretary-treasurer, Shirley Ramsey, at: 532 Stanley Spencer Mountain Road, Gastonia NC 28056. Telephone (704) 263-5565.

I wish each of you a happy holiday season and a wonderful new year.

Liz Scotti (321) 474-0007

Lieutenant Benjamin Hiller, the Cutter Pickering and America's Quasi War with France

by William H. Thiesen, PhD, USCG Atlantic Area Historian

The storm must have been horrific; something like the one depicted in the best selling novel, *The Perfect Storm*. It swept in from the equator, along the Bahamas, and up the Florida coast in September of 1800. Devastating winds and towering waves threatened the American frigate *Insurgent*, recently captured from the French. On board the cutter *Scammel*, the crew jettisoned cannon and anchors in an

effort to ride out the hurricane, and on board the cutter *Pickering*, a similar scene of bravery likely played out as Master Commandant Benjamin Hiller and his crew fought to save their ship in those deadly seas.

The storm was broad enough to capture the *Pickering* and the other warships even though each was carrying out a separate mission to help prosecute a war. Between 1797 and 1801, the United States and Revolutionary France were embroiled in an undeclared naval war known as the "Quasi War." Angered that the United States had remained neutral in its struggle with Great Britain, France issued letters of marque, papers permitting armed privateers to prey on American merchant vessels sailing the high seas. American naval strategists called on the Revenue Cutter Service to help battle the privateers, and the Service's cutters distinguished themselves fighting side-by-side with units of the U.S. Navy.

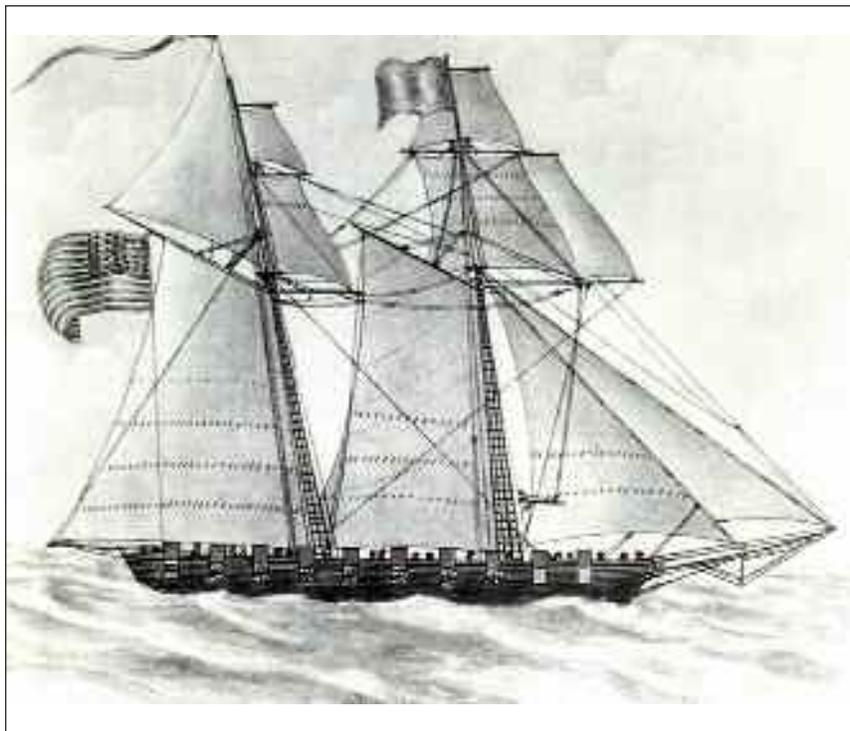
The Treasury Department commissioned the Merrill Shipyard of Newburyport, Massachusetts, to build the *Pickering* on the plans of renowned designer Josiah Fox.

Named in honor of then Secretary of State Timothy Pickering, the sleek two-masted cutter carried double headsails and double topsails fitted to each of its raked masts. This spread of canvas provided greater speed and would enable the cutter to catch the highly mobile privateers. Smithsonian maritime historian Howard Chapelle referred to the cutter's sail configuration as a "jackass brig," but

contemporaries just called it a brig. The *Pickering* also carried fourteen cannon, even though a contemporary rendering shows the brig pierced by ten gun ports per side, and *Pickering's* crew of seventy included a master, mates, able seamen, ordinary seamen, marines and boys.

On board *Pickering*, Benjamin Hiller served two successive ship's masters early in the Quasi War. Revenue Cutter Service Master Jonathan Chapman commanded the brig through the end of 1798

before resigning. In January 1799, at a time when Revenue Cutter Service masters commanded all the Service's cutters, distinguished Navy lieutenant Edward Preble received command of *Pickering* to occupy him temporarily while shipbuilders completed the 40-gun frigate *Essex*, in which Preble later made his name. Meanwhile, Hiller advanced up the ranks, serving as a Revenue Cutter Service mate through 1798 then receiving a Navy lieutenant's commission in late January 1799 backdated to October 31, 1798. After seeing nearly a year of action under Chapman and Preble, the Revenue Cutter Service transferred control of



This rendering shows PICKERING pierced by ten gun ports per side, but the cutter only carried fourteen cannon. (Coast Guard Historian's Office)

Pickering to the Navy in late May of 1799 and newly commissioned Hiller assumed command a month later.

As *Pickering's* skipper, Hiller was highly esteemed by the press, his superiors and likely his crew. In March 1800, the New England newspapers printed the following: "We learn, that complaints are made in the West Indies of our naval commanders lounging at St. Kitts; except Lieut. Hiller, of *Pickering*, who bears the reputation of an enterprising zealous officer." After *Pickering* returned to port in May, another paper reported, "The greatest praise is due to this enterprising commander, both for his vigilance in protecting the convoys under his care, in scourging the spoliators of our commerce, and in the excellent management and discipline of the ship and crew under his command. The crew without exception of an individual, are all returned in perfect health." A later article claimed that "The activity of her commander is warmly spoken of at the southward — it deserves praise all around the compass." Navy Secretary Benjamin Stoddert was also aware of Hiller's qualities, writing to others "The Commander is an active and enterprising man, and well qualified to do good Service." In portending Hiller's future, Stoddert wrote to him, "The President is sensible of your merit, & will not be unmindful of it." By 1800, the merchants of Boston lobbied Secretary Stoddert for a captaincy on behalf of Hiller and later that same year he received a promotion to master commandant.

Hiller established quite a reputation. While the *Pickering* came under navy control in its last year of service, Hiller transferred to that service and most of his crew likely did to profit from prize ships they captured. Between early 1799 and the summer of 1800, *Pickering* captured between fifteen and twenty privateers and merchant vessels. During Hiller's command, *Pickering* captured a French merchant vessel allegedly valued at \$100,000 (in 1799 dollars!) and re-captured at least ten merchant vessels the French had taken. In addition, Hiller commanded *Pickering* in the capture of at least five armed privateers, a few of which



This painting of USRCS Cutter EAGLE capturing the privateer MAHITABLE provides an impression of naval warfare during the Quasi War. (Coast Guard Academy Library)

rivalled the fighting strength of *Pickering's* own weapons and crew.

Pickering's battle with the privateer *l'Egypte Conquise* serves as a testament to the bravery of Hiller and his crew in the face of tremendous odds. In early October 1799, the French sent the most powerful privateer in the West Indies on a mission to capture *Pickering*. With between fourteen and eighteen nine-and six-pound cannon, and double-manned with between 175 and 250 men, the privateer out-gunned and out-manned *Pickering's* defenses of fourteen four-pounders and a crew of less than one hundred. Termed by witnesses as "severe," the nine-hour duel occurred around October 8th, 1799. It continued for five hours, ceased for an hour and re-commenced for three more hours after which the privateer struck its colors and surrendered. As often happened with reports from the Caribbean, it took the news a month to travel north and initial reports misrepresented aspects of the battle. Even some of today's accepted histories of *Pickering* claim that Lt. Preble commanded the ship during this capstone achievement despite the fact that Hiller had taken command of *Pickering* three months before.

After the deadly hurricane of September 1800 had moved on, only one of the three sailing vessels remained afloat. It was *Scammel*, however, and not *Pickering* that survived to fight another day. As if in an instant, mountains

of water had swallowed the frigate *Insurgent* and 400 men without leaving a trace. With the sudden disappearance of *Pickering*, rumors spread in the papers that the French had massacred Hiller and his crew after capturing the island of Curacao. The massacre never happened and by the time newspapers printed this rumor in October, the ship, skipper and crew had been missing for a month. A newspaper article printed in December probably provided a more likely account. It noted that a merchant vessel sailing behind the hurricane's track after the storm had passed, reported "a large copper-bottomed brig, with quarter-boards and a range of ports, was seen bottom upwards."

The case of *Pickering* underscores the obstacles to documenting the early history of the Revenue Cutter Service. When *Pickering* went down in that September storm, it took with it many historical documents, including bookkeeping records, letters, logbooks and memoirs. In addition, the sacking of Washington by the British in the

War of 1812 and fires at the Department of Treasury in the early 1800s destroyed much of the archival material that documented this majestic cutter and crew. Only contemporary accounts from newspapers, a few Treasury Department letters that survived destruction and some navy records can trace *Pickering's* distinguished history.

During his day, Master Commandant Benjamin Hiller rose to become an American hero. Had *Pickering* survived that September hurricane, Hiller could have achieved even greater feats of heroism and joined the pantheon of early American naval figures, such as Decatur, Truxtun and Preble. Now, over 200 years since the Quasi War, Hiller is a forgotten warrior from a forgotten war. No portrait or rendering commemorates his existence and no obituary or grave stone memorializes his death. Hiller is one of the many unrecognized heroes from the Coast Guard and its predecessor services who have sacrificed their lives in the line of duty.

Lieutenant Robert Prause and the Coast Guard's First Rescue Swimmer System

by William H. Thiesen, PhD, USCG Atlantic Area Historian

Lt. Robert Prause, graduate of the Coast Guard Academy class of 1939, provides a classic example of the Coast Guard's core values of honor, respect and devotion to duty. On June 22, 1915, Robert Henry Prause, Jr., was born in Charleston, South Carolina. He spent most of his childhood in Norfolk, Virginia, where he attended Matthew Fontaine Maury High School. He excelled in the technical preparatory curriculum offered by that school and became a member of Maury's math, science and literary clubs. Based on his academic achievements in high school, Prause received a scholarship at the Norfolk Division of William & Mary College, now known as Old Dominion University, and studied engineering in the Virginia Polytechnic



Lt. Robert Prause early in his career.

Institute's Division of that school.

After over a year of studies at the Norfolk Division, Bob Prause decided to follow his passion for technical studies and took the entrance examination for the Coast Guard Academy. In 1935, he passed his examination and received an appointment for the class of 1939. After graduation, Prause served on board the cutter *Modoc* homeported in Wilmington, North Carolina. He next served as watch officer and navigator on board the cutter *Onondaga* based out of Astoria, Oregon, and Seattle, Washington.

In early 1942, LTJG Prause received orders to serve as executive officer on board the cutter *Escanaba*, homeported in Grand Haven, Michigan. By June, the *Escanaba* changed stations from the

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Great Lakes to Boston to serve as part of the Coast Guard's Greenland Patrol. Soon after *Escanaba* joined the Greenland Patrol, Prause received a wartime promotion to full lieutenant. Over the course of the next year, *Escanaba* served as a workhorse of the Greenland Patrol's convoys. The cutter escorted cargo vessels and troop transports between U.S. and Canadian ports and on to Greenland in arguably the worst and most forbidding conditions in any theater of operations of World War II.

On June 15, 1942, an event took place that made a lasting impression on Prause. During the early evening, while escorting a convoy from Nova Scotia to Greenland, *Escanaba* made sonar contact with a U-boat, depth charged the submarine and likely sank it. Within an hour, *Escanaba* depth-charged a second U-boat, but could not confirm a kill. Around midnight, a U-boat attack on the convoy sank the transport *USS Cherokee*, sending 173 personnel into the icy waters. Within minutes, the shock of the water's temperature had incapacitated *Cherokee's* survivors. Desperate to retrieve as many men as possible, Prause dangled head first over the side of the cutter while his crewmates held his legs. In spite of the threat of submarine



CGC Escanaba shown breaking ice.

attack and a heavy seaway, *Escanaba* rescued a total of the twenty-two survivors.

The difficulty of retrieving men from the frigid heavy seas of the North Atlantic motivated Prause to work with the ship's commanding officer, LCDR Carl U. Peterson (CGA class of 1930), to develop a safer and more effective method for recovering debilitated survivors from Greenland's cold waters. Prause relied on his technical background to devise a system based on tethered rescue swimmers equipped with rubber exposure suits normally issued to aviators that flew over expanses of cold water. Prause experimented with one of these suits, which trapped water kept warm by body heat. Prause worked with three crewmen that volunteered to serve as retrievers and drilled them and their support crew, so that all rescue swimmer operations could be conducted smoothly from the *Escanaba's* rolling deck in blackout conditions.

On February 3rd, 1943, a convoy bound from Newfoundland to Greenland provided the ultimate test of Prause's experiments and training. Cutters *Escanaba*, *Tampa*, and *Comanche* escorted a group of three steamers, including the U.S. Army Transport *Dorchester*, which



U.S. Army Transport Dorchester before its ill-fated voyage to Greenland.

carried 904 passengers and crew. At 1:00am late that night a torpedo ripped through *Dorchester's* hull and the transport sank within twenty minutes. It was forbidden to use lights in U-boat infested waters, but Prause's team was ready, donning their exposure suits and preparing to put their training to use. In addition, life preservers on board *Dorchester* were specially equipped with blinking red lights, making it easier to locate the floating survivors in the dark.

Prause's tethered rescue swimmer system proved a great success. Operations on deck and in the water were far more effective in recovering survivors than any previous attempts. Equipped with their exposure suits, the retrievers swam out to the *Dorchester's* men and determined whether they were still alive and the *Escanaba's* deck crew pulled in those that had survived. Prause supervised this operation in less than ideal conditions and by the end of the eight-hour evolution *Escanaba* had saved 133 lives, far more than the twenty-two rescued from *USS Cherokee*.

Unfortunately, the success of Prause and his system proved short lived. In June, *Escanaba* joined cutters *Storis* and *Raritan* to escort a convoy bound from Greenland to



A state-of-the-art wet suit shown in 1943.

Newfoundland. At 5:00am on the morning of June 13, almost a full year after the *Cherokee* rescue, *Escanaba* fell victim to a catastrophic explosion whose cause has remained a mystery to this day. In a matter of minutes, the cutter went up in smoke and sank, taking 100 crewmen and LCDR Peterson down with it. According to *Escanaba* survivor, Ray O'Malley, he and two others lived through the ordeal, including Lt. Prause. The crew from Cutter *Raritan* threw Prause a line, pulled him on deck and took him below for medical attention; however, Prause lost consciousness and could not be revived. Due to the distance to land, he was buried at sea with full military honors.

Despite its success, the systematic use of tethered rescue swimmers developed by Prause failed to catch on after the loss of *Escanaba*. For his efforts and deeds, Prause received the Navy and Marine Corps Medal, Purple Heart Medal and several World War II campaign

medals. And while his system may not be characterized as a prototype or antecedent to the Coast Guard's modern rescue swimmer program, it represents one of the first successful cold-water rescue methods that worked in some of the worst sea conditions experienced in World War II.

LT Jack Rittichier Honored at Kent State University

by LT Dave French, Ninth District Public Affairs Officer

It was the kind of weather that only a Guardian could love, a recent Ohio evening replete with drenching rain layered atop that first autumnal chill. The kind of night all too familiar to those who put their lives on the line for others.

So perhaps it was a suitable night to unveil a monument to Coast Guard LT Jack Rittichier, a former track star and football player at Kent State University who went on to grittier heroics as a Coast Guard exchange pilot flying combat rescue missions in Vietnam.

Rittichier served as an Air Force pilot after graduating from Kent State in the late 1950s. After his Air Force service he joined the Coast Guard, where he flew difficult

rescue missions out of Air Station Detroit over the frozen Great Lakes.

But war was raging on the other side of the globe, and he knew his nation and his fellow pilots in Vietnam needed the unique expertise he had forged in the Coast Guard. So he volunteered for a joint rescue team that flew the fabled Jolly Green Giants — helicopters that specialized in plucking downed aviators from the jungles of Southeast Asia.

It was on one such mission in 1968 that Rittichier and three Air Force crewmen aboard his Jolly Green Giant were shot down and killed by enemy troops while trying to rescue a downed Marine. He was awarded the

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Distinguished Flying Cross with two oak leaf clusters, the Air Medal with three oak leaf clusters, the Silver Star, a Purple Heart, and a Coast Guard Unit Commendation.

His remains weren't recovered until 2002. He was buried on Coast Guard Hill in Arlington Cemetery in a plot willingly given up by former Coast Guard Commandant Thomas Collins.

But that's not where this story ends. At halftime on September 26th, during a sodden football game between Rittichier's Kent State Golden Flashes and the Miami University Red Hawks, a monument to Rittichier's service — to his country and to his college — was unveiled.

The airman's brother, Dave Rittichier, pulled off the blue drape after Kent State Athletics Director Laing Kennedy and Ninth District Chief of Staff CAPT David R. Callahan, himself a Coast Guard aviator, pulled away the yellow ribbon. Several other members of Rittichier's family were on hand, as well.



(Left to Right) Dave Rittichier, brother of Jack, Kent State Athletics Director Laing Kennedy and Ninth District Chief of Staff CAPT David R. Callahan pose by the new monument to LT Jack Rittichier.

In addition to dedicating the monument, the ceremony also officially renamed the Golden Flashes' Most Valuable Player award as the Lieutenant Jack Columbus Rittichier Award.

The granite-and-bronze memorial — presented by the Coast Guard Aviation Association — stands tall beneath the scoreboard in Dix Stadium in a plaza at the south end of the field. A 90-yard Rittichier touchdown run that helped send Kent State to its first bowl game is depicted in bas-relief alongside the Kent State and Coast Guard logos. Rittichier's story is told below that. At the base of the monument are individual bronze nameplates, as yet unfilled, that will bear the names of future Golden Flashes MVPs.

Undoubtedly many of them will have drawn inspiration from the heroism — both athletic and military — of their brave predecessor.



Dave Rittichier after unveiling the monument to his brother Jack.

***Kids in the back seat cause accidents;
accidents in the back seat cause kids.***

History of the Coast Guard Ensign

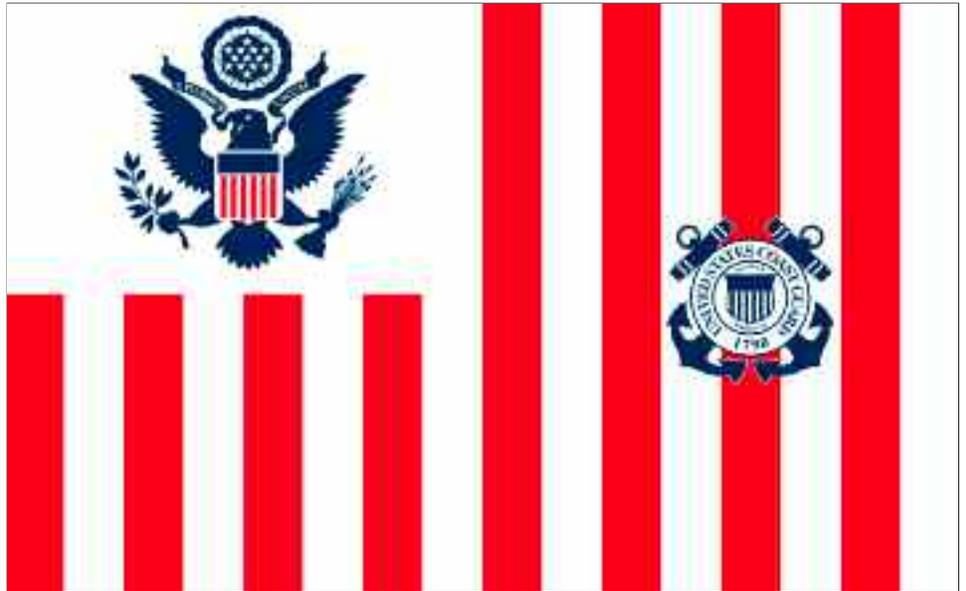
The Coast Guard ensign serves as the seagoing equivalent of a policeman's badge, the distinctive sign of a Coast Guard vessel's law enforcement authority.

It derives from the "revenue ensign" adopted on August 1, 1799, by Secretary of the Treasury Oliver Wolcott, with the approval of President John Adams, to identify the cutters of the Revenue Marine, the principal predecessor of the modern Coast Guard. On March 2 of that year, Congress had enacted the Customs Administration Act, providing in part that "the cutters and boats employed in the service of the revenue shall be distinguished from other vessels by an ensign and pendant, with such marks thereon as shall be prescribed by the President."

The law, and the adoption of the distinctive flag, were inspired by ship-owners' concerns that a ship claiming to be a revenue cutter and ordering a merchant vessel to heave to might actually be a pirate. Congress therefore directed the President to prescribe the special ensign, provided a \$100 fine for its unauthorized use, and authorized the commanding officer of any cutter flying the ensign to use deadly force against vessels that failed to heed his instructions. (With minor modifications, this law is still in force as 14 U.S. Code 637-639.)

On June 1, Secretary Wolcott submitted his proposed design, which the President approved with the exception of "the yellow color." There is no record of what part of Wolcott's design was yellow, as the sketch attached to his submission is no longer extant. The description of the final design, contained in a circular letter to the collectors of customs, was "sixteen perpendicular stripes, alternate red and white, the Union of the Ensign to be the Arms of the United States, in dark blue, on a white field."

The sixteen vertical red and white stripes on the Coast Guard ensign represent the number of states in the Union at the time the flag was adopted. For many years, this flag was actually flown by vessels of the Revenue Marine (later the Revenue Cutter Service) in lieu of the national ensign (the Stars and Stripes). The current version of the ensign, dating to 1966, is the product of a number of minor



alterations over the past two centuries. Most of these have affected only the artistic treatment of the United States coat of arms in the canton, most recently in 1951 when it was made to conform to the arms as shown on the great seal of the United States.

Otherwise, the principal alteration was the addition of the badge on the fly in 1910 to differentiate the flag as used by revenue cutters from that flown at customs houses and other ports of entry ashore. The badge used was changed on the order of Secretary of the Treasury Andrew Mellon in 1927 from that of the old Revenue Cutter Service to that of the Coast Guard, which had become an independent bureau of the Treasury Department in 1915. This badge has been redesigned several times since, most recently by the deletion of the motto above and below the shield in 1966.

By regulation (33 CFR 23.05), the Coast Guard ensign must be displayed whenever a Coast Guard vessel is engaged in law enforcement actions. Even when they are not conducting law enforcement missions, Coast Guard vessels nevertheless fly the distinctive ensign from the head of the forward most mast. Aboard cutters in commission with a single mast, it flies immediately below the commission pennant. It may be displaced to the starboard yardarm under certain conditions, such as visits by senior civil officials or when firing salutes to foreign countries, particularly on cutters with a single mast (increasingly the norm with modern vessels). At shore installations it is displayed from the starboard yardarm of the flag mast.

Vietnam (1966-1967)

photos by CGCVA Life Member Harry I. King



(Above) Inspecting a burned out junk. Notice the skipper in the “uniform of the day” ... For officers it was T-shirts and cut-off khaki shorts.



(Above and Left) We boarded and inspected all types of craft, from small junks to large coastal freighters. If contraband was found, we would handcuff the personnel to the fantail and take the vessel in tow.

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(Below) I call this slide "Semper Paratus" or, in layman's terms, "Always Ready." One hand on the .50 Cal. and the other on the ... Oh well, they are both ready for action.



(Above) Part of the spare crew manning our assigned section of the base, next to the radio shack. The alarm had sounded that the "VC" were coming in but an hour later still no "VC" so we stood down.

(Right) The Liaison Officer on the Point League (82304) was a second class petty officer in the Vietnam Navy. This is a photo of him and his family. They lived in the village of Cat Lo, not far from the Naval base. His job was to interpret and interrogate the prisoners. I often wonder what happened to him and his family and if there is any way of finding out.



(Left) The Point League (82304) in Cam Rahn Bay for repairs. The area there was fairly well secured but every morning quite early you could hear a rifle shot. Apparently there was a "VC" hiding in the hills and every morning he would come out of hiding and fire one shot, then go back into hiding until the next morning. I was told by some Navy CB's that they had tried for a couple weeks to find him but decided to let him alone because his marksmanship was so bad. If they had found him and killed him, then the Viet Cong would probably have replaced him with a real sharpshooter.

VA Warns Veterans of Telephone Prescription Scam

The Department of Veterans Affairs (VA) is warning Veterans not to give credit card numbers over the phone to callers claiming to update VA prescription information. “America’s Veterans have become targets in an inexcusable scam that dishonors their service and misrepresents the Department built for them,” said Dr. Gerald Cross, VA’s Under Secretary for Health. “VA simply does not call Veterans and ask them to disclose personal financial information over the phone.” Veteran Service Organizations have brought to VA’s attention that callers are misrepresenting the VA to gain personal information over the phone. They say VA recently changed procedures for dispensing prescriptions and ask for the Veteran’s credit card number. “VA has not changed its processes for dispensing prescription medicines,” Cross said. “Nor has VA changed its long-standing commitment to protect the personal information of this nation’s Veterans.” Veterans with questions about VA services should contact the nearest VA medical center or call, toll-free, 1-877-222-8387.

VA Extends “Agent Orange” Benefits to More Veterans

Relying on an independent study by the Institute of Medicine (IOM), Secretary of Veterans Affairs Eric K. Shinseki decided to establish a service-connection for Vietnam Veterans with three specific illnesses based on the latest evidence of an association with the herbicides referred to Agent Orange. The illnesses affected by the recent decision are B cell leukemias, such as hairy cell leukemia; Parkinson’s disease; and ischemic heart disease.

Used in Vietnam to defoliate trees and remove concealment for the enemy, Agent Orange left a legacy of suffering and disability that continues to the present. Between January 1965 and April 1970, an estimated 2.6 million military personnel who served in Vietnam were potentially exposed to sprayed Agent Orange. In practical terms, Veterans who served in Vietnam during the war and who have a “presumed” illness don’t have to prove an association between their illnesses and their military service. This “presumption” simplifies and speeds up the application process for benefits.

The Secretary’s decision brings to 15 the number of presumed illnesses recognized by the Department of Veterans Affairs (VA). “We must do better reviews of illnesses that may be connected to service, and we will,” Shinseki added. “Veterans who endure health problems deserve timely decisions based on solid evidence.”

Disabled Retiree Back Taxes

If you retired from the USCG or NOAA based on years of service and are later given a retroactive service-connected disability rating by the VA, your retirement pay for the retroactive period is excluded from taxable income up to the amount of VA disability benefits that you would have been entitled to receive. The form 1099R reports the entire distribution because the income, when paid, was taxable under the law. A corrected form 1099R which could support the decrease in taxable income will not be issued by the PPC (Pay and Personnel Center). This policy is contained in the DOD Financial Management Regulations, VOL 7B and also is stated in the IRS instructions for form 1099R, which directs that the entire income distribution will be reported if a part is taxable and a part is not taxable. When preparing your 1040A/1040 you should provide copies of the Form 1099R and the VA Award Letter to claim a refund of taxes paid on the excludable amount. You may also claim a refund of any taxes paid on an excludable amount in previous years by filing an amended return on Form 1040X, subject to Statute of Limitations. If in doubt on how to proceed consult a tax preparer for assistance.

USCG/NOAA Retiree Newsletter Oct-Dec 09

Tricare Retiree Dental Premium Increase

The first annual TRDP premium rate change took effect on October 1, 2009 for the second contract year, October 1, 2009 through September 30, 2010. Subsequent changes for the third and fourth contract years will be effective October 1, 2010 through September 30, 2011 and October 1, 2011 through September 30, 2012, respectively. This annual premium adjustment is automatic and will be reflected in the allotment from your retired pay or, if you are billed directly, in your payment coupons or EFT (electronic funds transfer) debit applicable to your October 1 payment.

From the President

continued from page 2

heroism early in my Coast Guard career and happily I got to meet him at one of our biennial reunions. Bert Pinkston, a World War II veteran, who after the war went to Hollywood, working for MGM/UA Entertainment Company in many capacities, including screenwriter. He was a close friend of the late actor Lee Marvin and was always promoting the Coast Guard among his peers. Richard Novotny, was a seaman 1/c on the Coast Guard-manned destroyer escort USS Leopold when it was torpedoed by a German submarine. He was one of the twenty-eight men out of a crew of 198 that survived. Another man I admired was Lance Eagan, who flew helicopter combat search and rescue in Vietnam. The ever cheerful, burly, Vince Stauffer, is thankfully still with us. His “the way we were” photograph shows a smiling, paleface kid wearing a black Coast Guard flat hat. The “now” photograph was of a bearded, crusty Arctic mariner wearing a cold weather hat with ear flaps. I guess if he had wanted to he could have gotten a job modeling hats. There are forty-nine pages of biographies in the book making it a very heart-warming memory keeper.

To all our members, I am proud to know you and share a part of your lives. Maybe one day, if there is enough interest, the Association will publish another book.

What Are Friends For

We all have had those special friends at different units during our bachelor days. The guy you were always seen with on liberty, your shipmate drinking buddy. One friend of mine was Stan Munsey. We met at Gunner’s Mate A School. We both were prior Air Force and took a liking to one another. After we graduated he went to

Portland, Maine, to the Coos Bay, a 311-foot cutter, and I went to Seattle, Washington, to the Wachusett, a 255-foot cutter. The next time I saw him was when I reported to Alameda, California, for five weeks of Vietnam pre-deployment training. We finished the training and arrived in Saigon to get assigned to one of the three Coast Guard divisions. We ended up going to Division Twelve, Danang. He went to the Point Orient; I went to the Point Dume. Two weeks before our tour of duty was up we were put ashore and assigned to the armory. I trusted Munsey. I know that he trusted me because before boarding the airplane home he asked me to iron a white uniform for him. I was glad to help. However, in the fleeting instant that I touched the hot iron to the back of the shirt it was an Oops! When I lifted the appliance the fabric had a perfect brown imprint of the iron. The iron had become so hot that the plate was bubbled and deformed. The cause: plugging an A/C iron into a D/C outlet. Oh well, what are friends for...

Enjoy life...it’s an adventure!

Paul C. Scotti



National President Paul C. Scotti and the Point Dume (WPB 82325) are reunited thanks to Miniature Dream Models, Inc., Spring Hill, Florida. The 30-inch scale model is a replica of the cutter Scotti served on in Vietnam as a gunner's mate second class.

CGCVA Small Stores

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

CGCVA BASEBALL CAP

Blue/black, gold lettered CGCVA with logo, full back. One size fits all. Plain visor **\$12.00** With senior officer scrambled eggs on visor. **\$16.00**. Add **\$3.00** and up to six gold letters will be sewn on the back of your cap. Example: "TOMMY". Regular CG Baseball Caps, blue or pink \$16. Add name \$3.00.

CHRISTMAS TREE ORNAMENTS

255' Owasco Class; 378' Hamilton Class; 270'; and 210' Classes; and USCGC Mackinaw. Each ship of class imprinted on one side of ornament with commissioning & decommissioning dates; color drawing of ship on other side. **\$8.00** each (shipped in display box).

BOOKS

"Coast Guard Navy of WWII" by William Knight. **\$21.00**. "Coast Guard Action in Vietnam" by CGCVA member Paul Scotti **\$21.00**. Coast Guard Combat Veterans, Turner Publishing **\$36.00**. "Always Ready - Today's U.S. Coast Guard" by Bonner and Bonner **\$16.00**. "A WWII Sailor's Journey" by T.J. Piemonte **\$12.00**. New Books: "Blood Stained Sea" by Michael Walling **\$21.00**. "Choke Point" by Michael Walling (Hero Coast Guard Centered) **\$20.00**. "Sinbad" by Michael Walling **\$21.00**. Toy Sinbad **\$16.00**. Walling books will be autographed to the individual, etc., if indicated in order.

CAP, CGCVA GARRISON

Fore'n aft cap with embroidered CGCVA color logo and "Coast Guard Combat Veterans Association" in white lettering. Must state size. **\$25.00**.

PATCHES (some shown here)

CGCVA (small) **\$4.00**. CGCVA (large) **\$5.00**. RONONE, CON-SON, ELD-Eagle, Market Time, and Squadron Three. **\$5.00** each. Tonkin Gulf Yacht Club **\$6.00**.

(Phone or email Baker about CGCVA embroidered white hooded shirts)





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: Gary Sherman, LM, CGCVA National Secretary-Treasurer, 3245 Ridge Pike, Eagleville, PA 19403. Phone: (610) 539-1000. E-mail: cgcva@comcast.net

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

**COAST GUARD COMBAT
VETERANS ASSOCIATION
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NON-PROFIT ORGANIZATION

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I'M FINE

*There's nothing whatsoever that's wrong with me.
I'm just as healthy as can be,
I have arthritis in both my knees
And when I talk, I talk with a wheeze.
My pulse is weak and my blood is thin,
But I'm awfully well for the shape I'm in.
I think my liver is out of whack
And a terrible pain is in my back
My hearing is poor, my sight is dim,
Most everything seems to be out of trim,
But I'm awfully well for the shape I'm in.
I have arch supports for both my feet
Or I would not be able to go on the street.
Sleeplessness I have night after night,
And in the morning I'm just a sight,
My memory is failing, my head's in a spin,
I'm peacefully living on aspirin,
But I'm awfully well for the shape I'm in.
The moral is, as this tale we unfold,
That for you and me who are growing old,
It's better to say, "I'M fine" with a grin
Than to let them know the shape we are in.*