



the QUARTERDECK LOG

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Volume 38, Number 2

2nd Quarter 2023

COMBAT OPERATIONS OF COAST GUARD PORT SECURITY UNITS DURING OPERATION IRAQI FREEDOM



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FROM THE NATIONAL PRESIDENT

COAST GUARD COMBAT VETERANS ASSOCIATION

ELECTED OFFICERS

National President—Joseph Prince, LM

National Vice President—Bruce Bruni, LM

National Secretary/Treasurer—Gary Sherman, LM

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Chairman—PNP Terry O'Connell, LM

1st Term—Michael Johnson, LM, Larry Jones, LM,

2nd Term—Mark Pearson, LM, Timothy Mowbray (to finish out
Joe Prince's remaining two years)

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THE QUARTERDECK LOG

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AUXILIARY OFFICERS

National President—Barbara Weeks

National Vice President—Linda Kay

National Secretary / Treasurer—Javaughn Miller

APPOINTED OFFICERS

ByLaws—Gary Sherman, LM

Reunion Planners—PNP Michael Placencia, LM

Bruce Bruni, LM, Michael Johnson, LM, Ed Semler

Membership—PNP Michael Placencia, LM

Ship's Store Manager—Russell Allyson

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Richard Hogan Jr., LM, and Larry Jones, LM

MAA—Russ Weeks

Chaplain—Vince Patton, LM

Parliamentarian—PNP Michael Placencia, LM

Nominating Committee—Bill Femia, LM

Cape May Liaison—Thomas Dougherty, LM

COAST GUARD HISTORY CONTRIBUTOR

Dr. William Theisen, Ph.D., CG Historian

I am honored to have been chosen Association President for the 2023-2025 term. I will carry on the fine work of those who previously served. Congratulations to Bruce Bruni, who was reelected Vice President; Gary Sherman, who was reelected Secretary/Treasurer; and our new Trustee, Tim Mowbray. Terry O'Connell has moved to Chairman of the Board of Trustees to continue his devoted duties to the CGCVA.



2023 Reno Reunion had a nice showing of both older and newer members. The reunion was held at The Golden Nugget, which was a great venue and offered plenty to do for our members. Reno is a fantastic convention town and it did not disappoint. The reunion committee, led by Mike Placencia, did a fantastic job ensuring the reunion ran smoothly. The committee put together the program and enlisted the help of many fine volunteers. Judging from the smiles I saw, a good time was had by all. It was not as well attended as past reunions, but those who did attend were more than generous with their donations. We owe a big thanks to Barbara Weeks and the ladies of the Auxiliary for setting up and maintaining the hospitality room during the week. Butch Hampton again soldiered on and sold all the tickets for our fifty-fifty, raising a lot of money. Mike Placencia did a great job presiding over the awards banquet, and I thank the speakers for keeping the ceremony flowing. I also want to give a special thanks to Taylor Lapham's daughter, Jessica Bennet, for her great rendition of the Star Spangled Banner.

We all owe thanks to the countless other volunteers who supported the reunion along with The Golden Nugget Staff who were very attentive to the needs of our members. We were fortunate to have Deputy Commander USCG Pacific Area Rear Admiral Matthew Sibley as the guest speaker. This was his last speaking engagement prior to his retirement from the Coast Guard after a distinguished career. He said if the engagement was for any other organization, he would have declined. Thank you for taking the time to be with us, it was much appreciated. We wish you and your family the best. I want to congratulate Barbara Weeks, Linda Kay and Javaughn Miller as the Auxiliary officer corps for 2023-2025, and wish them success.

FROM THE NATIONAL PRESIDENT (CONT'D)

We will be shifting to the east coast for the 2025 reunion. The reunion committee, led by Bruce Bruni, will have its work cut out in finding the next city to hold our 2025 reunion. We are at a precipice with the association. New membership is needed in order to sustain our existence. We all have a place in getting the word out to other Coasties who qualify to join the association. The difference I have noticed with our association and other associations is how welcoming current members are to new members. We are all Coasties no matter what era we served in and that shows. Looking ahead, I am available to all members. The site has my contact information, don't hesitate to reach out to me if you have a suggestion or just want to voice an opinion. I might not get back to you immediately but I will get back to you. The future is in our hands. I am looking forward to the next two years. Semper Paratus! ~ Joe Prince

FROM THE NATIONAL VICE-PRESIDENT

Another successful reunion is in the books with 95 registrants. There were some that were unable to attend due to family or personal concerns, but those who did attend were able to socialize and enjoy the opportunity to meet old shipmates and make new friends.



I want to personally thank those in attendance for giving me the opportunity to serve another term as the CGCVA Vice President, and I look forward to assisting the new President, Joe Prince, in his duties. Both Joe and I are Desert Storm veterans and we see the challenge on the horizon for increasing the organization's membership with younger veterans who have served during campaigns and qualifying operations since 1990. Although we will continue to seek out Vietnam, Korea, and WWII veterans, the sustainability of the CGCVA depends upon the addition of newer veterans from America's most recent wars and conflicts. That will be the challenge, since many of today's young veterans seem not as willing to join various veterans' organizations like the CGCVA, VFW, American Legion, AMVETS and others. It will take all of us to keep the CGCVA a viable and productive organization, keeping the public informed of the Coast Guard's wartime mission and combat role, and seeking membership eligible Coasties to fill our ranks. It is a team effort and, as Coasties, we know how to work as a team.

I also thank Terry O'Connell for his dedicated years of service to the CGCVA, not just as a member but as President. Like Steve Petersen and the others who served as President before him, Terry was instrumental in spearheading the CGCVA's efforts to remain significant within the Coast Guard community. He recently led the effort in recognizing those who have exceeded physical fitness performance standards at the Coast Guard Academy, Cape May, and OCS with the development of a new challenge coin replacing the CGCVA wrist watch previously awarded. Terry attended several ship commissioning ceremonies; the 27th Coast Guard Commandant, Admiral Linda Fagan's change of command; and other noteworthy events that have brought recognition to the CGCVA. Anyone who knows Terry is keenly aware of his wicked sense of humor. No one can describe how Chieu Hoi became the mascot of the CGCVA better than Terry with his classic humorous yarn, even if it is 100 percent "sea story." Terry, it has been my extreme pleasure and honor to have served as your Vice President. I've learned much from your leadership and I know that Joe and I can still contact you for advice in our continued effort to steer the CGCVA along the course of the future.

I also welcome Joe Prince, a retired CPO, as the new CGCVA President. Joe has been in the background assisting with identifying locations for the reunions, and he willingly joined in the completion

FROM THE VICE PRESIDENT (CONT'D)

required for a successful reunion. He immediately jumped in as bartender when it was learned that Wayne Miller, the regular and long-serving bartender, was unable to attend the reunion. Joe is a quick learner and will be instrumental in leading the CGCVA into a new era with a strong focus on recruitment.

I also thank Gary Sherman for his many years serving as the CGCVA's Treasurer and Secretary. Gary is often in the background, but I cannot over emphasize how critical he is to the CGCVA. His keen investment efforts have been very productive for the CGCVA, even in the face of recent market downturns. Without his expertise, we might have been in dire financial straits. Fortunately, Gary has been elected to another term of office. Bravo Zulu, Gary, for everything you do for the organization.

Thank you Auxiliary President Barb Weeks and her dedicated team for their efforts in organizing the successful silent auction and decorating the hospitality and banquet rooms. A big thanks to MCPO George Ingraham for receiving and storing more than 25 boxes sent to his home prior to the reunion, that took up most of the space in one garage bay. We sincerely appreciate your assistance.

Congratulations to the newly elected Trustees. Michael Johnson and Larry Jones were elected to four-year terms and Timothy Mowbray was elected to finish out Joe Prince's remaining two-year term. Mark Pearson has two years remaining on his four-year term.

The Association expresses its deepest appreciation to the following persons who made the 2023 Reunion fun and a financial success: RADM Matthew Sibley, Keynote Speaker; Russ and Barbara Weeks; Michael and Sherry Johnson; Terry and Rene O'Connell; Jeannie Bruni; Jimmy and Linda Kay; John and Michele Emmett; Jerry and Betty Schambeau; RADM Michael Seward, Presenter; Walt Viglienzzone, Presenter; Michael Placencia, Presenter; Karen Shubbuck; Jessica Lapham Bennett, National Anthem vocals; Bill Femia; George Ingraham; Gary Sherman; Joe Prince; Bob Breen, Presenter; and Douglas Campbell, Presenter.

Finally, I recognize Mike Placencia for his continued efforts in leading the reunion organization committee in identifying suitable locations for the biennial event. It is not easy and often takes many hours of phone calls and site visits to develop a workable contract. There are always those pesky unexpected issues that pop up at every reunion, as they did during this one. BZ to Mike and Gary for immediately and satisfactorily addressing those concerns. I also thank the following people for their willingness to step up and participate in the organizing and successful planning of the reunion: Michael Johnson (2nd reunion); Joe Prince (1st reunion); Barbara Weeks (1st reunion); and Gary Sherman (6th reunion). Your assistance is greatly appreciated.

We asked the reunion attendees to provide three recommendations for the location of the 2025 reunion. The committee received more than 30 endorsements to study. Much deliberation goes into selecting a site, including the ease of traveling to the site, what is offered by the hotel that will benefit the membership and organization, and obviously, the price. Every effort will be made to contract with the most ideal venue possible to encourage participation. I am always of the opinion that the reunion should be held at a "destination location," somewhere everyone would want to go if they had the opportunity and reason to travel.

Again, thank you for giving me another opportunity to serve the CGCVA as Vice President and to continue as editor for the CGCVA's Quarterdeck Log. I look forward to what the next two years will provide and also hope to see all of you in 2025. ~ Bruce

FROM THE NATIONAL SECRETARY / TREASURER

RENO 2023

The Reno reunion was a great event and brought close to 100 members and spouses together and gave us a new National President and some new Trustees. When you combine a social event with fundraising (or should I say “Fun” raising), it makes all the hard work and commitment by the reunion committee well worth the effort!

A special thanks goes out to Barbara Weeks, CGCVA Auxiliary President, and her team in conducting a great Silent Auction. Everyone pitched in and made it a big success! Thank you to all the Auxiliary members and others who made it happen!

I want to send out a special thanks to those who brought or sent items to the auction. There’s nothing like “free inventory” and all donors are greatly appreciated for their contributions.

Below are the top “donators” and the number of items they donated:

- Bill Figone 24 items, \$616.00 raised
- Ted Leventini 27 items, \$605.50 raised
- PNP Terry O’Connell 4 items, \$325.00 raised
- PNP Mike and Mimi Placencia 5 items, \$295.00 raised
- Karen Shubbuck 15 items, \$235.50 raised
- VADM Sally-Brice O’Hara 3 items, \$235.00 raised

The Silent Auction could not take place without these donors, and more than a dozen others who made this happen. A special thanks is given to everyone who made the auction, and the reunion an unqualified success!!! BZ!

SHIP’S STORE NEWS

A new item was recently added to the Ship’s Store and deserves special notice. “The Fighting Coast Guard” is a new book, edited by Mark A. Snell, with a foreword by Admiral (Ret.) Thad Allen,

USCG, and contains numerous stories of the U. S. Coast Guard’s participation in this nation’s conflicts.

There are articles written by our own historian, PNP Paul Scotti and from the U S Coast Guard’s historians and many others. We received a special purchase directly from the publisher, so we are able to profit a couple dollars per book. You will be able to purchase the book through the CGCVA at a reduced price, plus shipping, that is less than if you bought it from Amazon. We sold 37 of these at the reunion. It is now on sale in the Ship’s Store.

NEW CHALLENGE COIN

As stated in the last issue of the Quarterdeck Log, a new challenge coin has been minted in honor of CDR Lonnie Mixon, an OCS graduate and one of the ten Coast Guard aviators that served during the Vietnam War with the US Air Force’s 37th Aerospace Rescue and Recovery Squadron. During his deployment, CDR Mixon was awarded the Silver Star for his heroic actions that took place on July 1, 1968 in an attempted rescue of a downed pilot. The Lonnie Mixon challenge coin is depicted on the back cover of this issue.

The CGCVA will award the Lonnie Mixon challenge coin three times per year at each of the OCS Direct Commission Officer graduations, recognizing the single officer candidate with the highest Physical Readiness score! I am sure that the coin will be an incentive to score well.

Semper Paratus!

Gary Sherman
National Secretary/Treasurer



BOOSTER CLUB

THE QDL BOOSTER CLUB

The QDL Booster Club provides a tax-exempt opportunity to donate funds to offset the cost of printing and mailing the Quarterdeck Log. Donations should be sent to the Administrative Office with the memo section of the check marked "QDL Booster Club." Contributor's names will be published with dollar amounts remaining confidential. We greatly appreciate the following members who have made contributions to the Booster Club since the last edition of the QDL was published.

CURRENT QDL BOOSTER DONATIONS

Michael A. Johnson, LM, Michael Niles, Thomas Shutters, Chris McCoy

IN MEMORY OF DONATIONS

David L. "Boog" Powell, IMO BMCM Larry F. Haydon, 3 yr Vietnam Vet, RONONE & ELD 4

John Uithol, IMO 1965 CGC *Point Clear* crew

Charles Bevel, IMO Joyce Bevel

Jack Hamlin, IMO USCG Rescue Flotilla #1, Normandy, France

CROSSED THE BAR

It is with sadness that we take note of the following members who have crossed the bar.

John D. Baldwin, Jr., LM, WII, Larry F. Haydon, LM, RVN,

John J. Weber, RVN, Thomas J. Shubbuck, Sr. RVN

NEW MEMBERS

NEW MEMBER	SHIP/UNIT IN COMBAT ZONE	CONFLICT	SPONSOR
Michael A. Barth	Harbor Defense Command	GWOT	James Cudney
David S. Klipp	CGC <i>Sherman</i> —OSW	AFEM	Ed Semler/Joe Prince
Kenneth G. Stefanisin	PSU-311	GWOT	CAPT Paul Smith
Obie Norris, Jr.	CGC <i>Barataria</i>	RVN	
David V. Wood	PSU-308	GWOT	Bruce Bruni
Christopher J. Alexander	CGC <i>Monomoy</i>	GWOT	
Matthew E. Janes	DDE Force Protect—VC	GWOT	Michael Placencia
Jayla D. Joyner	PATFORSWA	GWOT	
Douglas E. Campbell, Ph.D.	FOTA		Gary Sherman

AUXILIARY NEWS



AUXILIARY NEWS *National Auxiliary President*

CGCVA Reno 2023 Reunion is a wrap!

The Silent Auction was a major success with many wonderful donated items. The grand total of bids was \$3,633.00 and, as per Gary Sherman, was one of the highest totals to date.

We would like to thank Linda Kay, Auxiliary VP, who led the charge in organizing the Silent auction in record time. A special thank you to John and Michele Emmett for their assistance in MANY areas, and to George Ingraham who accepted many shipped items at his home to transport to the venue. Also, a special shout out to Jeannie Bruni, Karen Shubbuck, and Betty Schambeau, each of whom lent a hand in support of all our efforts. Though unable to attend, Javaughn Miller, Auxiliary Secretary/Treasurer, played a significant role by continually communicating with me regarding any questions, comments or concerns that we had.



From left to right: Michele Emmett, Jeannie Bruni, Betty Schambeau, Sherry Johnson, Auxiliary VP Linda Kay, Auxiliary President Barbara Weeks and Karen Shubbuck.

The 24 Auxiliary luncheon guests made good use of their social time discussing suggestions for future luncheon speakers, and exploring Auxiliary promotional ideas. Dianne Femia volunteered to head up the nomination committee for future Auxiliary positions. Linda Kay, Javaughn Miller and I will continue in our current roles as Vice President, Secretary/Treasurer and President, respectively, for an additional two years.



The Auxiliary crew determining the winners of the silent auction. Top row from left to right: Barbara Weeks, Betty Schambeau, Jeannie Bruni, Linda Kay. Bottom row from left to right: Karen Shubbuck and Michele Emmett.

We truly appreciate the confidence and support shown to us by the CGCVA and Auxiliary members.

Thank you!

~ Barbara

Left to right:
Linda Kay and
Barbara Weeks being
sworn in as Auxiliary
Vice President and
President, respectively.



Combat Operations of Coast Guard Port Security Units during Operation Iraqi Freedom

**William H. Thiesen, Ph.D.
Coast Guard Atlantic Area Historian**

In 2003's Operation Iraqi Freedom (OIF), Coast Guard vessels and land-based personnel brought many vital capabilities to the theater of operations, including port security units (PSUs).

Prior to OIF, the Coast Guard supported six PSUs. Their mission was to protect American shipping and port facilities and all had kept busy since the terrorist attacks on September 11th, 2001. Port security units have a complement of up to half-a-dozen active-duty staff and approximately 130 Coast Guard Reserve personnel. Each unit comes equipped with twenty-five-foot Boston Whaler-style motor boats, each armed with a 7.62mm machine gun. The PSUs in the Northern Arabian Gulf (NAG) would operate under the command of the Navy's Naval Coast Warfare Group (NCWG) One, which controlled U.S. harbor defense and in-shore boat units.

The Coast Guard's Pacific Area (PACAREA)



A PSU Transportable Port Security Boat (TPSB). This model is a 25ft Boston Whaler "Guardian" used during the OIF deployments. Unlike the 22ft TPSBs used during Desert Storm, these boats have a Bimini top to protect crews from the intense sun of the Middle East.

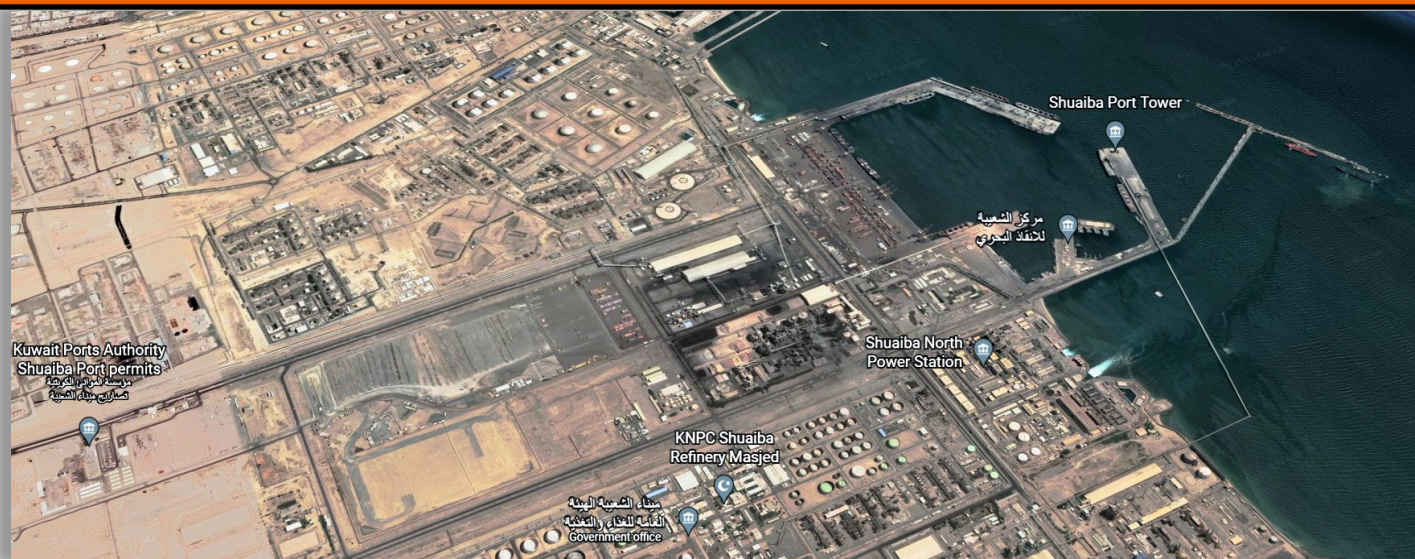
units preparing to deploy to the Middle East included two Coast Guard PSUs. Shortly after Thanksgiving 2002, members of San Pedro, California's PSU 311, learned they would serve in support of OIF and received orders to guard the Mohammad Al-Ahmad Kuwait Naval Base (KNB). It had been only a few months since PSU 311's April 2002 return from a six-month deployment to the NAG. In mid-February 2003, the unit packed its gear and began a journey to the Middle East, flying from March Air Force Base in Riverside, California, arriving at its destination on February 20th.

More port security units would follow as the need for these specialized units increased in the theater of operations. On February 17th, PSU 313, based in Tacoma, Washington, out-loaded from McCord Air Force Base and began its journey to the Middle East. As with PSU 311, PSU 313 shipped its equipment, boats, vehicles and ammunition on cargo aircraft, while the personnel flew on chartered jets. 313 arrived in Kuwait at the same time as 311 and received orders to set-up operations at the Kuwaiti commercial port of Ash Shuaiba.

The Coast Guard's Atlantic Area (LANTAREA) assigned one of its PSUs to support OIF operations in the Mediterranean. In late January 2003, Port Clinton, Ohio's PSU 309, received orders for deployment and on February 5th began an epic journey on several different aircraft with stops in Kentucky, North Carolina, and Ireland before arriving at Sigonella Naval Air Station in Sicily, Italy. After it arrived in Sicily, PSU 309 prepared to maintain security for a NATO pier facility in Augusta Bay, where inbound Coast Guard patrol cutters would berth. 309's operational status remained on hold temporarily, but by the end of February its members and assets had arrived in the theater of operations.

At 8:00 p.m. on the evening of March 19th, Coalition forces initiated Operation Iraqi Freedom

COVER STORY



The Port of Shuaiba, Kuwait, the main military offload port at the end of the Sea Lines of Communication for OIF. PSU crews lived at Camp Spearhead, located in the open area in the middle of the photo. The environment exposed the Coast Guard, Army, Navy and Marine Corps personnel to benzene, ammonia, asbestos and other hazardous materials and is listed on the VA's Burn Pit Registry. (Photo from Google Maps)

combat operations with the launch of Tomahawk Missiles against specific targets in Baghdad. Coalition naval units began operations early the next morning. An amphibious force, composed largely of British Royal Marines, initiated an amphibious assault against Iraqi defenses on the Al Faw Peninsula, the location of a large number of Iraqi oil facilities. These landings would represent the largest amphibious operation of its kind carried out since the Korean War. Before these amphibious operations could begin, however, Coalition forces had to secure the Iraqi gas and oil platforms of Khor al-Amaya Oil Terminal (KAAOT) and Mina al Bakr Oil Terminal (MABOT). Coalition forces collectively termed these gas and oil platforms as "GOPLATs."

The mission to capture the GOPLATs had been planned well in advance. While the typical mission of a Coast Guard PSU is to secure port facilities, NCWG One chose to use the port security units to hold the oil terminals, thereby freeing up SEALs and Marine Corps units for combat operations. After the terminals had been cleared of Iraqi troops, explosives and weapons, PSUs 311 and 313 arrived to take control of the facilities. The port security unit

crews boarded eight twenty-five-foot security boats and set out from the Kuwait Naval Base (KNB) an hour after SEAL assault forces had secured the GOPLATs. During the passage, the PSU boats met the U.S. Army's large landing craft *Mechanicsville* and formed up in close formation near her to complete their transit to the oil facilities. *Mechanicsville* stopped first at KAAOT to deploy members of PSU 311 and its boats, and to on-load KAAOT's Iraqi army prisoners. Next, the landing craft steamed to MABOT to deploy PSU 313 members and equipment, and take on board MABOT's prisoners.

Before PSU members on the GOPLATs established a routine, severe storms rocked the oil terminals. On March 22nd, just a day after the PSUs boarded the facilities, a storm struck with high seas and gale force winds. At MABOT, a Navy landing craft suffered damage after the storm swept it under the oil terminal, and MABOT's causeway broke off, resulting in the loss of supplies temporarily stacked on it. Moored to MABOT, PSU 313's twenty-five-foot small boats also began to suffer storm damage, so the boat crews got underway.

COVER STORY

After navigating the treacherous seas for hours, the exhausted crews realized their boats had run dangerously low on fuel and radioed for assistance. High-endurance cutter *Boutwell* and buoy tender *Walnut* arrived and returned them safely to MABOT. *Walnut* also retrieved MABOT's drifting causeway and towed it to KNB. A second storm hit the NAG a few days later, but it caused less damage to the GOPLATs than the first.



Coast Guard PSU member patrolling the MABOT oil terminal.

still remained in Kuwait guarding their respective port facilities. PSU members on both terminals found the living quarters filthy and rat-infested, so the Coast Guardsmen set up temporary shelters away from the terminal's sleeping quarters. Over time, living conditions improved as PSU members sanitized the living quarters and brought on-line the repaired facilities. On board KAAOT, PSU 311 received a visit from a curious Iranian patrol boat, which approached the terminal and video-taped its Coast Guard inhabitants. Otherwise, life on board the GOPLATs began to settle into a daily routine.

Early in the hostilities, Coalition forces captured Iraqi port facilities to allow for the shipment of humanitarian aid and war material. By March 23rd, units of the U.S. Marine Corps and British military forces had secured the port facilities at Umm Qasr, Iraq. NCWG One re-assigned PSU 311 from its original mission to guard KNB, and tasked it with providing port security at Umm Qasr on the Khor Abd Allah Waterway. Meanwhile, members from both PSU 311 and PSU 313 back-filled port security needs at the commercial port at Ash Shuaiba. PSU 311 members not already deployed to the oil terminals or Ash Shuaiba, prepared to

All of the deployed port security units kept busy. PSU 309 had spent the month of March in Italy lining up logistics, command and control functions, and preparing for operations in other parts of the Mediterranean. 309 also provided force protection for the Coast Guard patrol cutters and Navy supply ships docking at Augusta Bay. Meanwhile, most 309 members received four to five hours of training per day. PSU 309 would continue to serve in Italy until mid-April.

Back at the GOPLATs, members of PSUs 311 and 313 tried to settle-in to life on board the oil terminals. The PSU complement for each oil platform represented only half of each unit's members since half of PSU 311 and half of PSU 313



The Port of Umm Qasr, Iraq, lies just inside of Iraq's border with Kuwait. Several ships were sunk at the pier during the opening bombing campaign of the war.

depart the KNB for Umm Qasr.

PSU 311 led the way for Coast Guard land-based personnel into Iraqi territory. On March 24th, its members departed KNB, towing four trailered twenty-five-foot port security boats. The PSU convoy proceeded north up the main highway past Kuwait City, Coalition fortified positions, and Kuwaiti tanks before reaching the United Nations demilitarized zone. The convoy passed through a final border fence, entered the outskirts of Umm Qasr, and headed through the city to the port.

As soon as the PSU 311 convoy reached the port facilities, members of the unit readied the boats for launch, unloaded the vehicles, and prepared for operations. While Coalition forces had secured the port earlier, snipers occasionally harassed military operations. Late in the first day, a rocket propelled grenade landed near the PSU's new compound. In spite of the harassing fire, PSU staff realized they were the first Coast Guard personnel to establish a base of operations on Iraqi soil.

Within very little time, PSU 311's daily activities developed into a routine. Members moved into air-conditioned tents and installed field showers with solar-heated water bags. A British port operations unit took over control of the port and erected a large

galley and dining facility. NCWG One teams set-up early warning sensor positions around the port complex and brought with them an in-shore boat unit. PSU 311 and the NCWG units would remain in Umm Qasr until late May, when Spanish units relieved them and assumed control of port security.

In early spring, some PACAREA units redeployed back to the United States. In mid-April, PSU 309 personnel flew from Italy and arrived at KNB to relieve PSU 313. PSUs 311 and 313 completed their missions on the GOPLATs by early June, so PSU 313 re-deployed home on August 26th. Summer saw the turnover of still more Coast Guard members and units. For example, in August, Gulfport, Mississippi's PSU 308 arrived to relieve PSU 309 and assume its duties securing Ash Shuaiba.

During OIF, the Coast Guard performed many vital functions, including port security. The PSUs did so efficiently, despite the units being divided into three separate port facilities and two oil terminals. PSU 309 demonstrated that Coast Guard units could serve in areas lacking any Coast Guard infrastructure, such as in the Mediterranean. Coast Guard PSUs added an important chapter to the history of the Service and lived up to the Coast Guard's motto of *Semper Paratus*, "Always Ready."

The following article is reprinted from USNI Proceedings, August 2003. Although the material is dated, much of it is still relevant for today's Coast Guard. It also describes the Coast Guard's role in the early days of Operation Iraqi Freedom.

What Was the Coast Guard Doing in Iraq?

By VADM James Hull, CDR Cari Thomas and
LCDR Joe DiRenzo III, U.S. Coast Guard

On 29 January 2003, General Richard Myers, Chairman of the Joint Chiefs, was asked, "The Coast Guard announced today [it is] sending eight cutters, 600 people, to the Persian Gulf, which I understand

is the first time that they have been dispatched to a combat zone since the Vietnam War. What's the thinking behind that, and what's their mission going to be?" General Myers answered, "For the Coast Guard, primarily port and harbor and waterway security. That's what they do best."

Immediately, questions followed about why the lead federal agency for maritime homeland security should remain a military expeditionary force, as part of a power projections strategy overseas. After all, the Coast Guard suffers from its own readiness issues and is embarked on a multiyear, multimillion-dollar strategy to address deficiencies and modernize much of its fleet. Why, in the face of our

current homeland security threats, should the nation's primary maritime security force deploy overseas?

Because we are good at it. Even with the Coast Guard's recent move to the Department of Homeland Security, our authorities allow us to work at home, on the high seas, or in a foreign theater. We can speak to the Joint Operations Planning and Execution System and Incident Command System. We still work with the Department of Defense, maritime industry officials of many countries, and a variety of law enforcement agencies, navies, and coast guards. General Myers revalidated one of the service's primary missions and reinforced our long commitment to national defense and expeditionary operations. Coast Guard contributions to a wide range of missions in support of in-theater combatant commanders align precisely with President George W. Bush's National Security Strategy, which includes defending, preserving, and extending the peace.

With forces that can play in the home and away games, the Coast Guard remains equipped to participate in whatever portion of power projection the President decides to invoke.

Defending the Peace: Military Power

Defending the peace includes defeating global terrorism, preventing future attacks, and transforming our national security institutions to meet new challenges and opportunities. A 1995 memorandum of agreement between the Secretaries of Defense and Transportation identifies Coast Guard core capabilities applicable to the national defense role and provides the operational framework for interoperability. The components of the agreement include: port security and defense, maritime interception operations, coastal sea control operations, peacetime military engagement, and military environment response operations. The agreement, still valid today, states that the Coast Guard is a "branch of the Armed Forces at all

times... required to maintain a state of readiness to function as a specialized service in the Navy in times of war."

The Coast Guard is the recognized leader in port security, at home and overseas. Overseas missions are performed primarily by port security units (PSUs), self-contained units staffed mostly by reserve members that operate in conjunction with Harbor Defense Commands, Mobile Inshore Undersea Warfare units, and in-shore boat units, as part of the Naval Coastal Warfare Plan. PSUs have contributed significantly to operations in Umm Qasr and Bahrain, providing command and control for port and shoreside security and escort operations. In addition, the Coast Guard patrol boat *Wrangell* (WPB-1332) was assigned to protect British minesweepers clearing the entrance to Umm Qasr. In this 40-mile swath of water, comprised of a 200-yard channel, the *Wrangell's* 110-foot size was ideal. Trained at the Coast Guard's Special Mission Training Center at Marine Corps Base Camp Lejeune, North Carolina, the PSU fits well within the combatant commander's requirement for a proficient, expeditionary, self-contained port security contingent.

In recent years, the Navy has been involved overseas in the visit, board, search, and seizure mission, particularly in the Persian Gulf since the end of Desert Storm. This effort recently was expanded to support detection and interception of al Qaeda and Taliban leaders attempting to flee Afghanistan and Pakistan. Coast Guard personnel provide the Navy with boarding expertise taken from extensive experience in combating drug and alien smugglers.

Law Enforcement Detachment 205, embarked in the *USS Chinook* (PC-9), located and secured a large Iraqi military equipment and weapons cache hidden in caves in Southern Iraq. It is likely that members of the Republican Guard had prepositioned this equipment for future urban combat. Also in support

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of Operation Iraqi Freedom, the high-endurance cutter *Boutwell's* (WHEC-719) boarding teams worked with *HMS Chatham* and the Danish frigate *Olsen Fischer* to intercept and board suspected smugglers close to the Iraq-Iran border.

The cutter *Dallas* (WHEC-716), positioned off the west coast of Syria, intercepted fugitives from Saddam Hussein's regime who were attempting to flee by sea. She also provided force protection to Navy battle groups in the eastern Mediterranean. In a 13 April 2003 article in the *Philadelphia Inquirer*, Rear Admiral John Stufflebeen said, "Whether they [Hussein regime] stay or whether they decide to go, we're going to work this part of the water hard to make sure that if they do go, we catch them." He referred to *Dallas* as "the lead dog," sniffing around any ships moving through the eastern Mediterranean.

Military missions for the Coast Guard are an important part of the national strategy and an instrumental part of those forces that defend the peace. The National Fleet concept, signed in 1998 and revalidated in 2003, speaks directly to Coast Guard-Navy integration. It is a cornerstone document that reaffirms the service's expeditionary capability and immediate need for a modernized fleet to replace ships such as the *Dallas*, commissioned in 1967.

Preserving the Peace: Diplomatic Power

The Coast Guard has capabilities to preserve the peace. We work with our hemispheric neighbors in counterdrug operations and with international partners to provide safe vessel standards across the globe. With our eyes squarely on the homeland security ball, the Coast Guard also sends expeditionary forces to help preserve the peace overseas.

At the request of the regional combat commanders, eight Coast Guard 110-foot patrol boats are deployed in support of Operation Iraqi

Freedom. Operating in various locations within the Central and European Command areas of responsibility, these vessels provide a layered harbor defense as well as serving as quick response maritime interceptors. Coast Guard patrol boats also escorted the British vessel *Sir Galahad* with the first shipment of humanitarian aid to Iraq. On 11 April 2003, the *Wrangell, Adak* (WPB-1333), *Aquidneck* (WPB-1309), and *Firebolt* (PC-109) - with a Coast Guard law enforcement detachment embarked—escorted the M/V *Manar*, with more than 700 tons of vital humanitarian supplies, into port.

During Operation Desert Storm, the Iraqi-generated oil spill into the Persian Gulf was an ecological disaster, but quick Coast Guard response saved precious natural resources and contained the damage to the environment. The service's capability in this area is unmatched. Through its extensive international interests, the Coast Guard has instant access to the largest worldwide database of oil spill response capabilities, which can be brought to bear as circumstances dictate.

The *Walnut* (WLB-205), a seagoing buoy tender with oil spill containment system capability, was sent to support Iraqi Freedom operations. In conjunction with the Coast Guard National Strike Force teams and the Vessel of Opportunity Skimming System, the Coast Guard provides formidable pollution response and an element of national security.

Worldwide, the Coast Guard receives more requests for engagement operations from combatant commanders than it could ever support. Like many navies of the world, we perform border security missions and fisheries and law enforcement duties, and there is a natural humanitarian link. Central Command, European Command, and Pacific Command all use a variety of Coast Guard platforms for worldwide engagement missions. Through these and other engagement opportunities, the Coast Guard builds on common interests to promote global

COVER STORY

security, all in the name of preserving peace.

Extending the Peace: Economic Power

Ensuring the unfettered flow of commerce, both import and export, is critical to most national economies. In Iraq, preserving oil resources for that nation's economic future was an important objective in extending the peace. Just 13 miles off the Iraqi coast, 39 Coast Guard reservists secured the Mina-al-Bakr offshore oil terminals in the opening phases of Operation Iraqi Freedom. More than a million barrels of oil a day flowed through this terminal before the war. The Coast Guard's action will help ensure continuation of the flow, a major source of income that will aid the reconstitution of Iraq.

Placing navigation aids in approaches and harbors is important for the safe navigation of the ships that import and export goods. In a post-conflict environment, the aids-to-navigation program is an essential military mission, which currently only the Coast Guard is able to perform. The *Walnut* demonstrated this expeditionary capability in support of Iraqi Freedom, maintaining the 41-mile navigable channel heading from Iraq's primary southern port, Umm Qasr, to the sea. Because of years of neglect, the buoys along this route were in a terrible state of

repair or had been removed. The *Walnut* provided a well-marked channel for humanitarian aid arrivals, vital to coalition objectives. In all cases, establishing a well-maintained seaway provided greater safety and security for mariners transiting to these ports.

An Expeditionary Force Multiplier

The Coast Guard adds measurable value to the larger National Security Strategy goals, and its capabilities are an extraordinary force multiplier. From Operations Iraqi Freedom lessons learned, to historical data from ongoing maritime interdiction operations, to recent responses to large environmental defense operations, the Coast Guard's unique skill sets must be continually capitalized on and maintained.

We carefully assessed our expected demands when contemplating deploying 11 cutters and 4 port security units to the Gulf, and the Department of Homeland Security steadfastly supported the combatant commanders' request for Coast Guard expeditionary forces. The Coast Guard's participation had, and will continue to have, a significant impact on our nation's future.

*VADM James Hull, LM, and RADM Cari Thomas
are CGCVA members.*

PROPOSED LOCATIONS FOR REUNION 2025

In looking ahead for the next reunion scheduled for 2025, we solicited recommendations from reunion attendees for a host city in the eastern half of the country. We received 32 different recommendations with four receiving the most ballots. Savannah, GA, and Charleston, SC, received 8 votes each. Nashville, TN, and Pensacola, FL, receiving 7 votes each. Other cities in the top categories were Destin Beach, FL, with 6; Wilmington, NC, and New Orleans, LA, with 5; Providence, RI, 4; Jacksonville, FL, and Cape May, NJ, 3 each; and San Antonio, TX, Key West, FL, Charlotte, NC, and Tampa, FL, with 2 each. The

remaining 15 received only one vote each.

The reunion committee will focus on the top four, researching the best hotel for location and room rates, but others are open to consideration as well. We look for the opportunity to bring our own alcoholic beverages into a hospitality room that is large enough for the silent auction. The associated costs for the luncheons and award banquet menus are also considered. Much goes into this effort before an agreement is made and the contract signed.

We will let you know of the potential reunion site when an agreement is reached with the hotel.

REUNION—RENO 2023

REUNION 2023 WRAPUP

The 2023 reunion was a great success with 95 registrations. As you might recall, the attendees at the last reunion in 2021 overwhelmingly showed their support for Reno for the site of this year's reunion. After researching and contacting the various hotels in the Reno/Sparks area, the Nugget Casino and Resort in Sparks was selected, a short three-miles from Reno. The hotel was very cooperative in meeting the needs of the organization, with a huge hospitality room that could accommodate all attendees along with a larger than usual silent auction. We thank everyone who donated items for the Auxiliary's silent auction, which proved highly profitable, as Auxiliary President Barbara Weeks indicated in her column.

The first of the 95 attendees began arriving on Sunday, May 7th, taking advantage of the extended pricing the hotel offered to the CGCVA members. Most of the Association's officers, trustees, and convention planning committee also arrived early for set up and a "dress rehearsal." After close to 18 months of planning, the show was about to begin.

The large hospitality room was set up with a portable bar and surrounding tables to accommodate more than 100 silent auction items to be displayed. Michael Johnson and Michael Placencia set up the registration table just outside of the hospitality room, ready to log in each attendee. Gary Sherman organized the Ship's Store just inside the room, and Joe Prince and John Emmett set up the bar. Auxiliary President, Barbara Weeks, and several auxiliary members began to organize the silent auction displays. And yes, our visitors were once again greeted by Chieu Hoi, who safely made the journey from Marble Falls, TX. Thank you Wayne and Javaughn Miller, for taking care of him the past two years.

The Opening Ceremony commenced on Monday at 1600 hours, and was called to order by

Association President, Terry O'Connell. Master at Arms Russ Weeks led the Pledge of Allegiance, followed by the invocation, the introduction of Officers and Trustees, the CGCVA past President, and one founding member, Noel Bell.

Several groups were in attendance. Michael Placencia recognized CG Patrol Forces, Southwest Asia (PATFORSWA). RADM Michael Seward recognized the CG Port Security Units (PSUs). Walt Viglienza provided each Vietnam Vet with a pin to commemorate the 50th anniversary of the ending of the Vietnam War. Special note: Association member, Chuck Marcus, was in attendance and had deployed with the Port Security and Waterways Detail in Vietnam while serving aboard *CGC Planetree*.

The business meeting was held on Day Two of the reunion. This proved to be more convenient for everyone rather than holding it on the third day. Nominations were made and elections held with the following results:

President Joe Prince, (CG Port Security Unit (B) Desert Storm);

Vice President Bruce Bruni, (CG Port Security Unit 301 (A) Desert Shield/Storm, and Uphold Democracy (Haiti) and CG Port Security Unit 308 Iraqi Freedom);

Secretary/Treasurer Gary Sherman, (CG Squadron Three, Vietnam);

Trustees:

Michael Johnson, (CG Squadron Three, Vietnam) - 4 year term;

Larry Jones, (Port Security Unit 301 (B), Desert Storm) - 4 year term;

Tim Mowbray, (CG Squadron Three, Vietnam) 2 year term

Trustee Mark Pearson (PATFORSWA, Bahrain) continues his 2 year term.

REUNION—RENO 2023

Notable attendees at the reunion were RADM Matthew Sibley, Deputy Commander, CG Pacific Area; RADM (ret) Michael Seward, (CGCVA Member); CGMCPO Reserve Forces (ret) George Ingraham, (CGCVA Member); Noel Bell, Founding Member, CGCVA; Dr. Douglas Campbell and Bob Breen, authors of “The Long Blue Line Disrupted.”

The weather was perfect for the entire week of the reunion, allowing for a day trip to the historic and rustic Virginia City on Day Three.



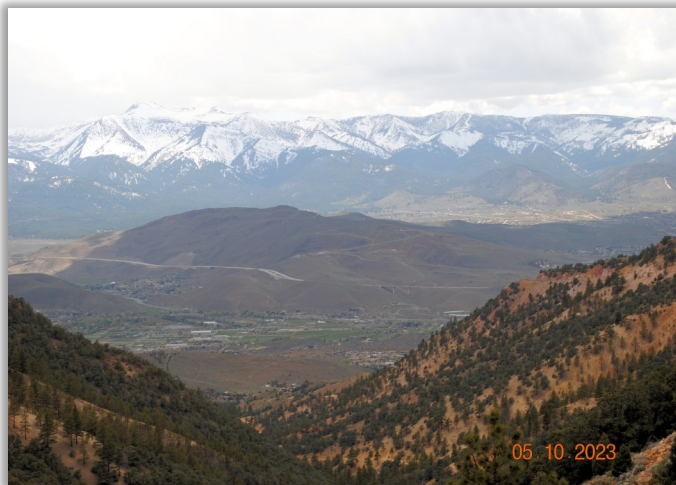
**Main Street in Virginia City.
And no, we didn't see Ben Cartwright or Little Joe.**



A photo of Reno taken from the hills outside of the city.



Mike Placencia with some of the Virginia City locals.



The view on the way to Virginia City.



Gary Sherman promising to look dapper at the next outing. “Hey Rocky, watch me pull a rabbit out of my hat.”

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RADM Michael Seward, USCGR (ret), LM, spoke at the opening ceremony, informing the membership of the many deployments that the Coast Guard Reserve has made from Desert Shield up through today. The eight Reserve manned Port Security Units have mobilized many times in these 30 plus years, sending Reservists to the Middle East, Korea, Cuba, Haiti, as well as other worldwide



Robert Breen making his points to those who attended his presentation.



Left to Right: Trustees Timothy Mowbray and Michael Johnson, President Joe Prince, VP Bruce Bruni, Secretary/Treasurer Gary Sherman and Trustee Larry Jones.

locations. The PSUs provide waterside security for ships offloading military hardware and ammunition. Reservists also manned the forward deployed Coast Guard Redeployment Assistance and Inspection Detachment (RAID) Teams. Individual Reservists have also deployed to locations such as the Horn of Africa as part of the Naval Coastal Warfare community. Today's Coast Guard Reserve is much different than it was 50 years ago.

Robert Breen, son of Coast Guardsman Gerald C. Breen, made a presentation at the reunion about the unexpected explosion of the *USS Serpens* (AK-97) on January 29, 1945. Her crew was offloading high explosives at Guadalcanal when an explosion killed 250 personnel, including 193 Coast Guardsmen. It was the single greatest loss of Coast Guard personnel to date. It is Robert's contention that the ship was torpedoed by a Japanese submarine and not the result of negligent handling of the explosives, contrasting the Navy's contention, which lacks evidence. Consequently, all personnel were denied the Purple

Heart for their wounds/deaths. Robert continues to inform the public of the disaster through his presentations in hopes of changing the findings of the Naval Board of Inquiry, from that of an accident to enemy action, in hopes of obtaining the Purple Heart for the 250 personnel killed that tragic day.



The Don Kneip Distinguished Effort Award was presented to Past National President, Stephen "Steve" Petersen for his selfless and exemplary service to the CGCVA. Steve was not able to attend the reunion due to health reasons, but his many contributions to the success of the CGCVA is well known and exceptionally noted. Bravo Zulu for your well deserved award in recognition of a job well done.

REUNION—RENO 2023



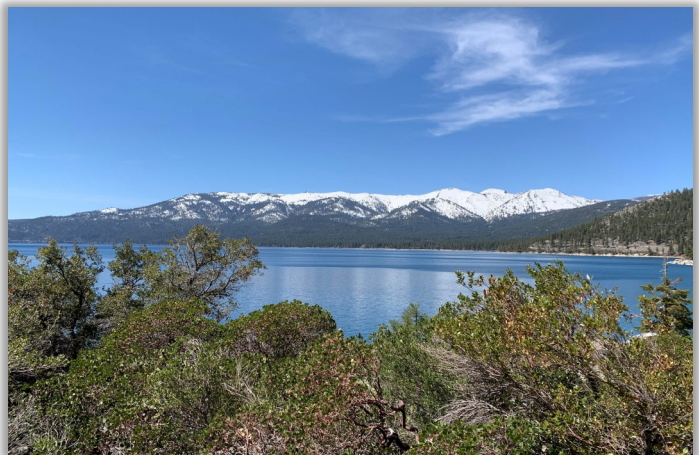
Enjoying live music in the Bucket of Blood Saloon.

Other members opted to make an impromptu visit to the U.S. Ordnance Plant, with Mike Seward leading the charge. This armory manufactures military grade weaponry for the Armed Forces of America as well as other countries.



L to R: BMC Guttke, CAPT Ken Stefanisin, RADM Mike Seward, CAPT Paul Smith, and CAPT Rob Hanley.

Beautiful Lake Tahoe was less than an hour away, with some members visiting on their own. The mountains surrounding Reno and Tahoe were still covered in snow. Although many of the ski resorts were operating, it is doubtful that any of our membership took advantage of the spring ski season.



Beautiful Lake Tahoe.



No one ever got thirsty in Virginia City with the number of saloons in town.



REUNION—RENO 2023

Chieu Hoi was auctioned off again this year, with Larry Jones submitting a bid of \$500 for the honor of having Chieu Hoi for the next two years. Thank you Larry for your generosity.



Larry Jones on the left with Terry O'Connell.

Old shipmates were reunited at the reunion and older and younger vets established new friendships. A great time was had by all and we are looking forward to 2025 and hope that we will have more first time attendees.



Desert Shield/Storm vets from PSU301 (Buffalo) L-R: Bruce Bruni, Ken Bienko, Jim Cudney, and Bill Degnan.



Joe Prince filling in for Wayne Miller as bartender, serving John Weintraub.



CG Squadron One, Division Thirteen Vets (1968).
(From L to R and former rank/rate)
YN2 Michael Placencia, DC2/DC1 Jerry Schambeau,
GM1/GMC Walt Figone, LT Walt Viglienzone,
LTJG John Weintraub, EN2 Taylor Lapham.



Butch Hampton was dedicated to selling the 50/50 split tickets.

REUNION—RENO 2023



REUNION—RENO 2023



RADM Matthew Sibley, USCG.

The awards dinner was held on Thursday night with RADM, Matthew Sibley, Deputy Commander Pacific Area, as the keynote speaker. RADM Sibley was responsible for all Coast Guard missions from the Rocky Mountains westward to the east coast of Africa.

One assignment in his long and distinguished career was as Operations Officer aboard *USCGC Morgenthau*. The cutter *Morgenthau* sailed with the U.S. Navy's Fifth Fleet during Operation Southern Watch where RADM Sibley earned an American Expeditionary Medal, making him eligible for CGCVA membership. He has promised that he will complete the membership application.

RADM Sibley accepted our invitation to be the guest speaker as his last speaking engagement before his retirement at the end of May. We wish him hearty congratulations upon completion of his many years of service to the Nation.

Special recognition goes out to the following who assisted in making the reunion a success:

Russ & Barbara Weeks; Michael & Sherry Johnson; Terry & Rene O'Connell; Bruce & Jeannie Bruni; Jimmy & Linda Kay; John & Michele Emmett; Jerry & Betty Schambeau; Joe Prince; Gary Sherman; Michael Placencia; Michael Seward; Walt Viglienzzone; George Ingraham; Bill Figone; Bill Femia; Bob Breen; Douglas Campbell; Butch Hampton; and Karen Shubbuck.

Thank you all for your willingness to jump in where needed, often without being asked. It was truly a team effort with great results. THANK YOU!!!

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COAST GUARD AVIATION OPERATIONS DURING THE VIETNAM WAR—PART THREE

This is the Third part of a three part series about Coast Guard Aviation in Vietnam called, "Combat Rescue and Recovery" by John "Bear" Moseley, CG Aviator 743.

As we saw in Parts One and Two, Coast Guard aviators had been flying combat rescue and recovery operations with the U.S. Air Force's 37th Aerospace Rescue & Recovery Squadron (ARRS). At this part of the story, American advisors and members of the Republic of Vietnam's Army (ARVN) had been trapped in a walled compound called the Citadel in the middle of Quang Tri proper. Highway 1 had been cut by North Vietnamese Army (NVA) forces who had been pounding the Citadel with rockets and mortar fire for several weeks. The only way to escape was by helicopter, and on May 1st, the 37th

ARRS was prepared to do just that with five HH-53s.

The potential for disaster was as great as the potential for success. The mission had to be well planned and executed. Planning was the responsibility of LCDR Crowe, USCG, the squadron's Operations Officer. He used elements from the U.S. Air Force, U.S. Army, and the U.S. Navy.

If the helicopter went in low, they would be subject to intense ground fire, including the hand-held Quail — a heat-seeking missile. If they went in too high, then the surface to air missiles (SAMs) became the problem. There simply was no "safe" altitude. What made the situation even more difficult for the Jolly Greens was the fact that the landing zone was small. Located inside the Citadel, it was large enough for only one helicopter at a time. Like everything else of military significance in

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Quang Tri, the LZ had been zeroed in on by enemy artillery for several days. Add that to the fact that any approach to the Citadel was over several miles of NVA held territory. Losses greater than 25 percent were expected.

According to the evacuation plan, three helicopters, with two on airborne standby, would be needed to extract the people. Number one on the list of priorities was to suppress and eliminate the AA batteries and heavy equipment in and around Quang Tri, to the maximum extent possible. *Bilk 11* (O2 Cessna Skymaster) was the FAC and directed the Fast Movers (F-4 Phantoms) on a series of strikes to accomplish this. The Sandys (A-1 Skyraiders) were next and suppressed a corridor from the Citadel to the beach east of Quang Tri. Orbiting over the coastline, the Jolly crews were kept abreast of everything happening on the ground and in the air. Aboard the first helicopter was an Army aviator who had been into the Citadel many times. He would serve as a guide to the LZ for the lead Jolly Green. *Sandy Lead* came up on the radio and directed the first Jolly Green to a point on the beach where he had put down smoke. This would be the entry point for the run to the Citadel.

The Sandys did their job well, strafing and bombing enemy positions. They accompanied the Jolly in, but there were so many enemy troops below that the Jolly Greens would still have to weave through a corridor of ground fire from tanks and antiaircraft guns. Then, on the ground even for a few minutes, they were extremely vulnerable. Despite constant radio chatter, no one in the helicopter paid attention — all eyes were on the LZ, now only a few meters away, and on the crowd of people waiting for the first Jolly Green. Artillery and rocket shells were exploding all over Quang Tri, and a heavy smoke screen had been laid and blanketed three sides of the LZ. When the number one Jolly Green touched down, 37 people were loaded and it departed immediately. Number two Jolly Green followed and

picked up 45 people. The rest came out on number three.

By 1850 hours, the operation was over. Everybody was safe at DaNang, which was the most incredible part whatsoever! Moreover, there was not one bit of battle damage to any helicopter! Not even a single bullet hole! One Sandy supporting the rescue was downed, as was an FAC aircraft, but both pilots were saved. The FAC pilot bailed out and was rescued by friendly ground forces. The Sandy pilot ditched his A-1 in the ocean and was picked up by an Army helicopter.



Sikorsky HH-53 "Super Jolly."

LtCol Harris, the 37th ARRS Commander, was effusive in his praise of the team effort represented by the Quang Tri rescue. He said, "Without the support of the FACS, the F-4s, the Sandys, and the Navy, we couldn't have pulled this one off at all. I also hope everyone will remember the team members who didn't make the headlines."

In the process of planning and coordinating this mission, Jay Crowe had become privy to considerable amounts of classified information. As a result, he was not allowed to participate in the rescue operation or fly any further missions during the last month of his tour. ⁽²⁵⁾

At the beginning of 1972, the South Vietnamese Army deployed a new division, the 3rd, along the DMZ in the fire bases formerly occupied by American Marines. A "dry season" Communist offensive had been anticipated, but its

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size and intensity had not. A large scale air campaign against North Vietnamese military targets and supply lines was initiated to neutralize and halt the invasion. The operation was named Linebacker 1.

It was during this air campaign that LT Jack Stice and LT Bobby Long arrived at DaNang. Stice, while on his “in-country” checkout, made his first save. An Air Force F-4 was severely damaged by enemy ground fire about 15 miles southwest of Hue. Describing the incident, Captain Jim Beaver, the F-4 pilot, said, “We were hitting enemy troop locations and got hit with automatic weapons fire. The airplane flew alright and we made for the ocean and turned for DaNang. However, my back-seater, LT Andy Haskell, noticed a small fire. An explosion followed and we ejected.” Stice and his crew saw the ejection and proceeded directly to the survivors and picked up both men. They were in the water fewer than 15 minutes.



LT Stice displaying the Coast Guard Ensign after the rescue of the F4 pilots.

A similar pickup was made by Stice several weeks later. An F-4 had been shot up and had managed to get “feet wet” — barely. Capt Boroczko, pilot of the first Jolly, picked up the F-4 pilot and L. Stice, in the number two Jolly, picked up the back-seater. 1stLt Mike McDaniel, LT Stice’s copilot said, “We went for the second man as the PJs were arming the mini-guns. We went into a normal Coastie hover, Sgt Hammock ran the hoist down right next to the pilot and we fished him out of the sea.”

The Army began training Air Force helicopter pilots at the end of 1970. For the first time, Air Force pilots were being trained with no previous

Ship’s bell presented to LT Stice and LT Long by the squadron between the PJs & Coasties. L-R: LT Long, MSGT Bradley, Sgt Quillian, LT Stice, kneeling is Sgt Baker.



fixed wing time. The helicopter pilots started at Ft. Rucker and then to Ft. Wolters. From there the HH-53 pilots went to Hill AFB for transition and combat crew training. Over the water operation was not part of the training. In 1972, new low-time pilots were arriving at the 37th directly from initial training. LT Stice and LT Long both said that they spent many hours teaching the newbies how to establish a stabilized hover using a visual reference point independent of wave action. Then once established, make small corrections as directed by the hoist operator who was on hot mike. The Air Force pilots in the squadron referred to this as the “normal Coastie hover.”

Not everyone was able to reach the relative safety of the ocean. Such was the case for *Nail 60*,



Photo taken from a Jolly, a valley southwest of Hanoi. Mission was the attempted rescue of *Jackal 33*. Not far from here LT Bobby Long picked up the crew of *Jolly 73*.

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an OV-10 FAC. The crew ejected close to the Laotian/South Vietnam border about 40 miles southwest of Hue. *Nail 36* was in the area, acted as on-scene commander, and directed the rescue aircraft in. Low ceilings and high mountainous terrain were a hindering factor. Four Sandys and two Jollys were launched. Upon arrival, *Sandy 07*, assumed duties of on-scene commander. Radio contact was made with *Nail 60A*. He was okay, but *Nail 60B* was injured and could not move away from his chute. *Jolly Green 65* and *66* arrived on scene 30 minutes later with the weather still marginal. *Jolly 65* was low bird, LT Long, USCG, was aircraft commander. A visual was obtained on *Nail 60A* and *Jolly 65* headed in with a Sandy escort. Pick up was made with a minimum of hostile opposition and *Jolly 65* proceeded to *Nail 60B's* position. *Nail 60B* was known to need assistance, so the PJ, Sgt Caldwell, went down with the penetrator. It was determined that Bravo had a broken back and a litter was requested.

LT Long put the helicopter right down into the trees to minimize target presentation and as the litter was being lowered his crew reported a group of armed men approaching the aircraft. He relayed this to the Sandys who took them out. The Sandys then set up a race track pattern to suppress any further incoming fire. Twenty minutes transpired from the time the litter went down to the time Bravo and Caldwell were on their way back up. All this time Long maintained his hover. He said, when fired upon, they returned fire with their mini guns but it was the Sandys that made the rescue possible. Without them it could not have been done.⁽²⁶⁾

The Linebacker I campaign was very successful. By mid-October, with depleted war materiel and stalled invasion, North Vietnam communicated its willingness to negotiate a peace agreement. President Nixon terminated the operation to signal its cooperation. On 30 November 1972, official word was received that the 37th ARRS was being de-activated. About a third of the aircrews were

reassigned to the 40th ARRS at KNP. LT Jack Stice, USCG, although junior in rank, was selected to plan and execute the transfer of men and aircraft to KNP. This was questioned by the 3rd Group but LtCol Sutton was firm in his decision stating that LT Stice had the experience, was the most qualified to do the job, and that rank was not the primary consideration.⁽²⁷⁾



LT Stice and crew checking bullet holes in their Jolly Green. They had returned from a Laos pickup flying the river at near water level. Some of the incoming hostile fire was from above them.

In mid-December, the North Vietnamese created intransigence at the peace talks. President Nixon sent Hanoi an ultimatum to come back to serious negotiations. The ultimatum was ignored and on 18 December, Operation Linebacker II was launched to intimidate North Vietnam. In 11 days of devastating bombing most of the desired targets were destroyed, breaking down the war-making capabilities of North Vietnam. It was an around-the-clock operation using large numbers of B-52s and five U.S. Navy aircraft carriers. After years of restrictive engagements, U.S. air power was finally allowed to demonstrate what it could do.⁽²⁸⁾ In Linebacker II, the U.S. lost 15 B-52s and 12 other aircraft. The overall personnel loss rate was below two percent.⁽²⁹⁾ The Jolly Greens rescued twenty-five. Forty-one were captured by North Vietnam. Because the targets were in highly defended areas, not one crewmember was picked in

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North Vietnam. There were limits as to what the helicopters — even the giant HH-53s — could take, but that didn't mean the Jollys did not try. ⁽³⁰⁾

On 23 December, *Jackal 33*, an F-111 was shot down in a karst area, 17 miles southeast of Hanoi. Beepers from both pilots were picked up on the 24th and rescue forces were launched. The mountains were protruding through a solid overcast which precluded strike aircraft from delivering ordinance and any pick up attempt. Both Alpha and Bravo pilots were advised to move to higher ground, stay well hidden, and come up on their survival radio whenever Fast Movers were heard. Weather again precluded rescue attempts on the 25th and 26th. Weather cleared on the 27th and *Jolly 73* and *Jolly 66* launched for the rescue area. They refueled with *King 27* and rendezvoused with the Sandys just inside the North Vietnamese border. The helicopters started the final run to the rescue area with Capt Dick Shapiro, USAF, on *Jolly 73* in the lead and LT Long in *Jolly 66* in trail. *Jolly 66* was instructed to hold 15 miles out with *Sandy 03* as cover. Shapiro said that a half mile out he could see the karst area where *Jackal 33B* was located. It rose about 2,000 feet with a gentle slope to the top. About two thirds of the way up the slope, they began taking heavy 51 caliber fire from the right. Shapiro could see the tracers go past the nose and one of the Sandys reported fuel streaming from the right side of the aircraft. The survivor was on a ledge covered with tall elephant grass. A1C Jones fires his minigun into the gun position silencing it.

Jackal 33B popped smoke and Shapiro came into a hover over him. By this time, they were taking fire from all sides. As the penetrator was being lowered, they took a number of AK-47 rounds in the cockpit from the surrounding trees. The co-pilot, Capt Pereira, was hit and they continued taking fire from underneath the aircraft. *Jolly 73* was zeroed in and the survivor had not climbed on the penetrator. Shapiro executed an immediate egress to the

right and down the hill. He said the helicopter went into an almost uncontrollable oscillation which smoothed out as his airspeed went through 80 knots. Shapiro surveyed the damage. He was getting surges in both engines, the hydraulic system was indicating minimum pressure and oscillating, he was getting yaw kicks, the radar altimeter was out, and the UHF radio was intermittent. Long volunteered to go in for another attempt but it was decided, that given the present conditions, there was no way a rescue attempt would be successful.

Long followed Shapiro out and handled radio communications for him. He informed King that Shapiro would need fuel and to meet them. When *Jolly 73* tried to extend the fueling probe it would not budge. Shapiro tried to refuel without the probe extended. As soon as contact was made, fuel started streaming from the probe and he got a disconnect. Fuel was critical and *Jolly 73* was going to have to find a place to land. Long, in *Jolly 66*, had been monitoring the situation and had already picked out an area and directed Shapiro to it. When Shapiro retarded the throttles for landing, all power was lost and the rotor blades began oscillating badly. The crew was out of the aircraft within 30 seconds after touchdown.

In Capt Shapiro's mission summary he states the following, "I can't give enough credit to Capt* Long. On egress I was having communications problems. Realizing that I would have to land in mountainous terrain because of impending fuel starvation, Capt Long scouted ahead of our route of flight for a possible secure landing area. When I made the decision to land the aircraft and requested assistance, Capt Long was already hovering over a spot not more than a mile away. As I entered the area, he began talking me into touchdown. He landed shortly after I touched down, as close as possible to us. His crew had us on board within a short period. Had it not been for his invaluable assistance, our crew would have been engaging

FEATURED ARTICLES

enemy personnel within the next few hours.”

** In the mission summary, Capt Shapiro referred to LT Long by his Air Force equivalent rank. This was later corrected.*

A short time later a Jolly Green that had been orbiting as back up tried to land in order to salvage equipment. It came under fire from a group of 50 or 60 people and quickly exited the area. A Sandy flight was called in and the helicopter was destroyed.⁽³¹⁾



PJ about to be hoisted up with injured man. This was the most vulnerable time for the helicopter. On many missions the North Vietnamese would wait for this moment and direct maximum firepower at the Jolly Green.

Major General Don Shepperd, USAF (Ret) was a Misty FAC pilot during the war in Vietnam. He tells of an F-4 that went down in the Ashau Valley. Shepperd, *Misty 34*, was on scene with *Misty 21* and two Sandys. The F-4 back-seater had a broken leg and was down on the side of a mountain overlooking the valley. One Jolly Green was maneuvering to pick him up. The front-seater was okay, down in the middle of the valley. His collapsed chute was clearly

visible and said the “bad guys” were all around him and coming closer.

Shepperd noticed the lead Jolly was now in a hover about one mile east of his position. The PJ was being lowered on the hoist to assist the injured pilot. A short time later, while on a downward leg, he again glanced towards the hovering Jolly that was picking up the back-seater. The Jolly was being hit repeatedly by gunfire. He heard the Jolly pilot tell Sandy lead in a calm voice, “We’re picking up some hits. We’ll be out of here in a couple of minutes.” He was as cool as ice.

When Shepperd heard this he cut loose with a few choice words of admiration! He went on to say, “This guy had a set! We continued our passes over the downed pilot and on each downwind I looked at the helicopter. I watched him on four patterns, and although I didn’t count, I’m sure he was hit 20-30 times just while I was watching. Courage is a core competency often ascribed to the military. Its synonym, “bravery,” is associated with fighter pilots, most of the time by fighter pilots themselves, but this day I knew who owned the title — *bravest of the brave* — JOLLY GREEN PILOTS! — hands down, bar none, no contest!”⁽³²⁾

The Air Rescue forces in Southeast Asia didn’t get all of the downed airmen, but no one could say they didn’t try. They did get 3,883⁽³³⁾ and provided the world with thousands of examples of unselfish humanity. A report prepared by the Air Force Inspection and Safety Center, summarizing helicopter use in combat rescues, noted that during the Vietnam War, between 1965 and 1972, helicopters came under significant hostile fire in 645 opposed combat rescue operations involving downed aircraft. Crews were rescued in six hundred, or 93 percent, of these cases.⁽³⁵⁾ This was not accomplished without a cost. The 37th ARRS lost 28 men, including LT Jack C. Rittichier, USCG.

Their numbers were not large, their contribution

FEATURED ARTICLES

was. They were all volunteers who regularly put their lives on the line to save fellow airmen who were in peril of death or capture. The focus was on duty, honor, country and Coast Guard. Their mission was noble. They were much more than participants, their performance brought honor upon themselves, Coast Guard Aviation and the United States Coast Guard and the United States Air Force. History should ever reflect their honorable actions.

SOURCES

25. Sturm, Ted: The Miracle Mission , Airman's Magazine August 1973

26 Interview with Bobby Long

27. Interview with Jack Stice

28. Trong Q Phan Phd: Analysis of Linebacker II, 01 Mar. 2002

29. Linebacker II USAF Intelligence Summary 30 June 1973

30. Ibid 1

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33. Ibid 13

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NEWS AND NOTICES

Combat Related Special Compensation

Retirees, you may be entitled to more pay!

By Lt. Cmdr. Shannon Reck, CG-PSC-PSD-MED

Attention Coast Guard retirees! You may be entitled to higher pay as a result of an expansion in the National Defense Appropriations Act (NDAA).

Combat Related Special Compensation (CRSC) is a tax-free monthly entitlement payment program established to compensate Coast Guard retirees afflicted with combat or operationally related disabilities. Applicants must be retired from the Coast Guard and receive a minimum disability rating of 10% by the Department of Veterans Affairs (VA) in order to qualify.

While "combat" is in the name of the entitlement, involvement in many areas of Coast Guard operations may qualify you to receive payment, including but not limited to aviation, diving, and search and rescue operations. For a full list of qualifying activities, please visit the Personnel Service Center (PSC) CRSC website. Recently,

Congress expanded CRSC to cover exposures to hazardous materials or chemicals. Though Congress is expected to clarify the definition further, this expansion could include the following:

□ An exposure, either acute or over prolonged periods, to specific chemicals, particulates, or physical agents, which result in a disabling condition. Materials include but are not limited to asbestos, benzene, heavy metals, noise, radiation, respiratory sensitizers, and mixed solvents.

Enrollment in the Occupational Medical Surveillance and Evaluation Program (OMSEP) is not a requirement for eligibility. All applicants must provide supporting documentation of occupational exposure. Members are encouraged to work with their providers to make sure they have proper medical documentation of medical conditions or exposures.

How to apply

Service members filing a claim have access to any support and guidance they may need. Coast

NEWS AND NOTICES

Guard CRSC staff will review your claim and help ensure your application is complete.

To apply, please complete the CRSC application DD Form 2860 and provide all required documentation. The following is a list of examples of acceptable evidentiary sources:

- * DD Form 214 (Required)
- * Retirement orders
- * TDY orders
- * Medical records from the time you served in the Coast Guard (or other services) that indicate the diagnosis was a direct result of qualifying hazardous service or combat
- * Physical Evaluation Board (if applicable)
- * Any additional evidence that can verify the events or circumstances, such as awards, certifications, unit reports, mishap reports, Line of Duty determinations, OMSEP documents, and ER visit notes

You may either submit the package via email or by mail to:

ATTN: CRSC Department

Commander CG Personnel Service Center (PSC-PSD-med)

US Coast Guard STOP 7200

2703 Martin Luther King Jr. Ave

SE Washington, DC 20593-7200

As a reminder, each diagnosis requires documentation. For example, if there are five diagnoses, there must be five individual Page 2s of the CRSC application form, which are available at www.va.gov/resources/combat-related-special-compensation-crsc. However, if you have a secondary diagnosis to an original diagnosis, each must be entered into box 13M.

Be sure to reference Appendix A of DD Form 2860. This section describes the eligibility related codes and ranges of eligibility for each condition. For more information, please visit the Coast Guard CRSC website. If you have any questions, please contact the Medical Administration Branch at the Coast Guard Personnel Service Center.

Coast Guard Trivia #8

The Sea Bag

Most of you that have been in the naval services have a fairly intimate knowledge of the sea bag. It was basically your home in a canvas sack. The army had its barracks bag but they also had lockers and foot lockers to keep their gear in so they were not pressed for space as we were. The sea bag was about 3 ½ feet tall and about 18 inches around, and into this went all of the sea dog's worldly goods. Most sea bags were made of white canvas but mine was an OD color, possibly army surplus.

Your first experience in boot camp was being issued everything the government deemed necessary for you to sustain life as they saw it. This included uniforms both dress and undress, underwear (skivvies),

shoes (work and dress and sneakers), hats, both white (2) and flat hat (1), pea coat, rain coat, and various other items of dress and use that you would have for your entire enlistment. You were also issued two blankets, two mattress covers, and a small pillow. For some reason you were required to return these last items at the end of your enlistment. With all of this, you were issued the sea bag in which to put it all.

All of your issued gear fit nicely into the sea bag when folded and rolled properly and packed according to regulations. However, when you were in a hurry, it seemed that what you wanted was at or near the bottom of the bag. This was particularly true in boot camp where you actually lived out of your sea bag. In boot camp the sea bag was tied to the top frame of your bunk using a square knot and no Irish

TRIVIA

pennants. The only other things allowed on the bunk was your ditty bag containing your toiletries and limited personal items and a wash cloth and towel. When you had to change uniforms for certain activities, it was always a mad scramble to get what you needed from the sea bag and trice it back up neatly.

Once aboard your unit after boot camp, almost everything came out of the sea bag and went into a small locker aboard ship. Most items were folded flat and some were still rolled from boot camp. The sea bag then went into the “sea bag” locker which was just an iron bar that you hung the bag from in a

small compartment forward. Usually your raincoat and pea coat were also hung there.

I’m sure that anyone that has been in the naval services remembers carrying his sea bag from unit to unit on buses, trains and airplanes. When I came back from overseas and booked a flight from the west coast, my bag was weighed and it was over ninety pounds. I had to pay extra for the excess weight. Some guys decorated their bags with small pictures and names of places they had been. I never did that but I wish I had. The older seabags were white in color, while mine was an OD color more like an army duffle bag. ~ Robert Dell

Mia Culpa

In my earlier Coast Guard Trivia #4, I made a couple of mistakes due to my poor memory and faulty research. I’d like to correct this and put the record straight. If you remember, the article was about the transport of British troops to the near and far east by the US Navy before our official entry into WWII.

There were six American troopships in the convoy and I said three were manned by Coast Guardsmen. In reality only one, the *USS Wakefield*, was Coast Guard manned. The others were all Navy. In all, 20,800 British troops (the 18th British division) were embarked in Halifax, Nova Scotia, and they were given an armed American escort, including an aircraft carrier for the intended trip to the near east. The troops were to reinforce the British forces fighting the Germans in North Africa. To satisfy legal niceties, since we were still a neutral nation, the soldiers were listed as excess crewmen aboard the naval ships and their board was paid for out of Lend-Lease funds. The only rub was that British troops were used to a daily rum ration and they did not get this on an American vessel. However, they did enjoy the American food.

In the area of the Cape of Good Hope rounding

Africa, the fleet received the news of the bombing of Pearl Harbor on 7 December 1941 and this changed everything. They were now directed to Bombay, India, where they were unloaded. Later, the *Wakefield* was directed to Singapore with the original troops reloaded. Three of the American troopships, including the *Wakefield*, arrived in Singapore on January 28th and unloaded about 14,500 troops to help in the defense of the island. Unfortunately, these troops, in a matter of weeks, were captured by the Japanese when they conquered the city.

As the ships unloaded, there were multiple air attacks by the Japanese air force, and they inflicted damage and casualties to the *Wakefield*. Five men were killed and nine were injured, but the damage did not incapacitate the ship. They loaded civilians and non-essential people and took off for Ceylon. They were just about the last ships out of Singapore before it fell.

It was a long trip home for the *Wakefield* via Australia, and it arrived in New York on 23 March 1942. The trip saw the *Wakefield* steam over 23,000 miles between November 1941 and March 1942.

With this updated information I hope I have redeemed myself. ~ Robert Dell

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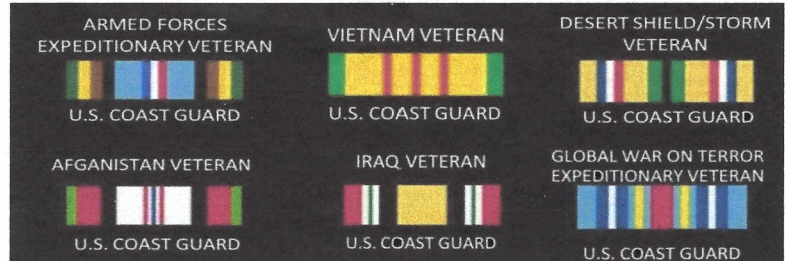
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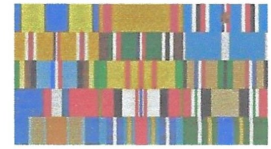
COAST GUARD COMBAT VETERANS ASSOCIATION



MEMBERSHIP APPLICATION

(Please Print Legibly)

PERSONAL INFORMATION



Last Name	First Name	MI	Suffix	DOB
Street Address	City	State	Zip	
Telephone: Cell	Home	Other	Email	

For those with a second address, please submit that address to cgcva@comcast.net. When switching between the primary and secondary addresses make sure that you notify the CGCVA of the address change so that you will continue to receive the Quarterdeck Log. To notify the CGCVA of a permanent address change, send an email with the new address to cgcva@comcast.net.

MILITARY SERVICE INFORMATION

Service Branch and Dates of Service	Grade, Rank, Rate at Time of Discharge or Retirement
(Indicate broken service or other service affiliation below: (continue on reverse, if necessary))	
Service Branch and Dates of Service	Grade, Rank, Rate at Time of Discharge or Retirement

Qualifying Service Medal Awarded (See Ribbons above)	Dates in Theatre of Operations and Name of Campaign / Operation	Ship(s) or Unit(s) Assigned at Time of Deployment

IMPORTANT INFORMATION FOR MEMBERSHIP

This application **MUST** be accompanied by a copy of one or more of the following documents indicating applicant's participation in, or in direct support of, combat contingency operations: DD-214 (all pages), DD-215, NAV/CG-523, letter(s) of awards or other "official" documentation stating participation **WHILE A MEMBER OF THE U.S. COAST GUARD**. If necessary, a certified statement from a former shipmate who is a member of CGCVA and in "good standing," stating that they served with applicant in a specific unit during a deployment location and timeframe that qualifies for membership.

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Make checks payable to: CGCVA

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The Lonnie L. Mixon Physical Readiness Award is given to the OCS candidate that achieves the highest physical readiness score during training. LT. Mixon was an OCS graduate and one of 10 Coast Guard aviators that served in Vietnam as a member of the 37th ARRS where he was awarded a Silver Star for heroism.