



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 Association 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 34, Number 4

Winter 2019



In 2009, members of LEDET 409 detained suspected pirates in the Gulf of Aden as part of Combined Task Force 151. (U.S. Coast Guard photo)

**LAW ENFORCEMENT DETACHMENTS
(LEDETS) ARE SPECIALIZED
MARITIME LAW ENFORCEMENT
OFFICERS AS WELL AS WARRIORS
IN THE WAR ON TERRORISM
(See cover story pages 8 through 10)**

In This Issue:

From the President	Pages 2-3
From the Vice President	Pages 4-5
From the Secretary/Treasurer	Pages 5-6
Booster Club	Page 7
Cover Story	Pages 8-10
Reunion Announcement	Pages 11-15
News and Notices	Pages 16-25
Featured Article	Pages 26-27
Sea Stories	Pages 28-29
Membership Application	Inside Back Cover

FROM THE NATIONAL PRESIDENT

COAST GUARD COMBAT VETERANS ASSOCIATION

ELECTED OFFICERS

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National Vice President—Terry O’Connell, LM
National Secretary/Treasurer—Gary Sherman, LM

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Chairman—PNP Michael Placencia, LM
1st Term— Bruce Bruni, LM, Floyd Hampton, LM
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ADMINISTRATIVE OFFICE*

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P.O. Box 969
Lansdale, PA 19446
Phone: 410-690-8000
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*Use the Administrative Office for contact with the
CGCVA on all matters

THE QUARTERDECK LOG

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Gary Sherman, LM
PNP Michael Placencia, LM

AUXILIARY OFFICERS

National President—Javaughn Miller
National Vice President—Beverly Johnson
National Secretary / Treasurer—Mimi Placencia

APPOINTED OFFICERS

ByLaws—Thomas Hart, LM
Convention Planners—PNP Michael Placencia, LM
Gary Sherman, LM and Bruce Bruni, LM
Membership—PNP Michael Placencia, LM
Historian—PNP/Founder Paul C. Scotti, LM
Service Officers—Thomas Huckelberry, LM,
Richard Hogan Jr., LM, and Floyd Hampton, LM
MAA— Russ Weeks
Chaplain—Vince Patton, LM
Parliamentarian—Michael Placencia, LM
Nominating Committee—Bill Figone, LM
Cape May Liaison—Thomas Dougherty
MEAP—Edward Bachand, LM, and
PNP Ed Swift, LM

COAST GUARD HISTORY CONTRIBUTOR

Dr. William Theisen, Ph.D, CG Historian

Shipmates,

It was my privilege to represent the CGCVA membership at Galveston, TX, for the reception and commissioning of the 36th Fast Response Cutter Daniel Tarr, WWII Silver Star recipient.



Thursday night January 9, at the Tremont House, located in the Strand District of Old Galveston, a reception was sponsored by the Greater Houston Navy League under the leadership of Travis LaGrone, Committee Chairman. A social hour allowed time to meet and greet old friends. In attendance were two former CGCVA members, LCDR Ret. Gilbert Aguilar and CDR Eugene Tulich. Gil was my CO at ELD #4 Danang, RVN in 1972, and Gene is the author of Coast Guard in Southeast Asia. Vice Admiral Scott Bushman, Commander Atlantic Area, and Rear Admiral John Nadeau, Commander District 8, were official and honored guests, along with Ms. Charma Birch, ships sponsor and granddaughter of Daniel Tarr, and many family members.

A wonderful sit-down dinner was enjoyed by all. Our honorary member, Charles (Skip) Bowen MCPOCG performed the task of Master of Ceremonies, and spoke some very kind words of our Association. During a recent west coast event, PNP Mike Placencia presented Skip with the Distinguished Service Award for 2019. Skip’s help with our plaque and book presentations has been invaluable. See pictures and captions on page 3.

The following day at Sector Field Office Galveston, with a sailor’s cool breeze blowing, the crew manned the rail and placed the Daniel Tarr in commission. Kay and I feel proud and honored to be representing our Association with today’s Coast Guard.

During November 2019, I had lunch with CGCVA and good supporter Sydney Tartarkin WWII LST sailor at Boca Raton, FL. While in Florida, I was an invited guest to Station Ft Lauderdale by BMC Ray Coleman, the OinC of the AIDS To Navigation Team. During the tour I

FROM THE NATIONAL PRESIDENT

met Commanding Officer LT Derek who had been assigned to PATFORSWA.

A trail of QD Logs and challenge coins were left behind in an effort for recruitment of new CGCVA members. ~

Semper Paratus,
Steve

Sydney Tartarkin
WWII LST sailor
lunching with
CGCVA
President,
Stephen Petersen



LT Nicholas Martin, Commanding Officer of CGC Daniel Tarr, presents Ms. Charma Birch, granddaughter of Chief Petty Officer Daniel Tarr, with a photo of the cutter during the cutter's commissioning ceremony.

LT Nicholas Martin has assumed command of the *Coast Guard Cutter Daniel Tarr (WPC-1136)* during the commissioning ceremony at Sector Field Office Galveston in Galveston, Texas, January 10, 2020.

The *Coast Guard Cutter Daniel Tarr* was named after coxswain Daniel Tarr for his heroic actions in the Battle of Tulagi and Gavutu-Tanambogo during WWII.

At the photo on the right, CGCVA President Steven Petersen presents LT Nicholas Martin, commanding officer of the newly commissioned *CGC Daniel Tarr*, and his executive officer, LTJG Taylor Salzberg with a ship's

commemorative plaque and "CG Action in Vietnam" library book during the cutter's reception dinner in Galveston, TX.

Coast Guard Surfman Daniel James Tarr Jr. — who died in 2007 at age 89 — was awarded the Silver Star for gallantry in action as a coxswain on Aug. 7, 1942, during a landing on Tulagi in the Solomon Islands in the first wave of a major U. S. assault. Tarr and three other coxswains in the assault landing were the first enlisted Coast Guardsmen to be awarded the Silver Star.

(U.S. Coast Guard photos by Petty Officer 3rd Class Paige Hause)



FROM THE NATIONAL VICE-PRESIDENT

The long awaited National Coast Guard Museum is well on its way to the anticipated 2024 commissioning date. The 80,000 square foot, 5 story building will be located on the waterfront at New London, CT, where the Coast Guard Cutter Eagle (WIX 327) will be a main feature. The museum will be honoring, through display and education, the roles and missions of the Coast Guard and its predecessor agencies since 1790. The Coast Guard's wartime activities of the members, shipmates and forebears of the Coast Guard Combat Veterans Association will be prominent in the museum. To quote an active participant with the museum's organizing committee and our honorary member, MCPOCG Jason Vanderhaden said, "Preserving the heritage, traditions and legacy of

our service is vitally important. This is why it is paramount that we tell our story to the American people." The Officers and Trustees of the CGCVA have agreed with the importance of participating in the recognition of our combat heroes and in Jason's message and have recently donated \$2000 toward the museum's 130 million dollar goal. Additional information about the museum and its fund raising activity is available at:



info@coastguardmuseum.org
and www.coastguardmuseum.org

~ Fair winds, Terry

UPDATE ON THE COAST GUARD MUSEUM PROGRESS

The Day, New London, Conn. (abridged)

By [Julia Bergman](#)

The National Coast Guard Museum Association has raised more than \$56 million for a national museum on the downtown New London waterfront to tell the story of the Coast Guard and has plans to launch a new committee in the spring to help raise remaining funds.

At the same time, construction of the museum, which was supposed to start in earnest early this year, has been pushed back due to two other big projects going on in the area.

The project, which has been years in the making, got a boost in late December when President Donald Trump signed a massive spending package that included another \$5 million in federal funding for the museum.

To date, federal contributions total \$15 million out of an anticipated \$30 million, private donations have topped \$21 million and the state has bonded \$20 million for the project. Museum officials are not publicly releasing an updated cost until a bid is issued for the construction work, but it will cost at least \$100 million to build, museum association spokesman Drew Forster said.

Construction of the museum is expected to take four years, so the earliest the museum would open would be 2024.

The final design of the museum, approved by the museum association's board last year, shows an 80,000-square-foot, five-story, partially glass building. The barque Eagle, a training vessel for cadets at the Coast Guard Academy and those going through the Officer Candidate School, is expected to be a main feature of the interactive museum.

EDITOR CORRECTION

A couple of corrections to last edition of the QDL.

- PSU 305 currently has five CGCVA members.
- The Iraqi Campaign Medal is eligible for CGCVA membership. It was left out of the narrative on page 6 of the Fall QDL.

FROM THE NATIONAL SECRETARY / TREASURER

NOTICE—CGCVA ADDRESS CHANGE

I recently moved from Delaware to Pennsylvania which required a new address for the CGCVA Administrative offices. Please make note of it:

**CGCVA,
P.O. Box 969,
Lansdale, PA 19446**

For shipping larger items use:

**Gary Sherman
CGCVA
1033 Mt. Vernon Street
Lansdale, PA 19446**

The telephone number remains the same at 410-690-8000 as does the Association's email at:

cgcva@comcast.net.



NEW MEMBERS

NEW MEMBER	SHIP / UNIT IN COMBAT ZONE / CONFLICT	SPONSOR
Brett Tremelling	PSU 307 / OIF GWOT	LCDR Robert Bowen
John R. Wood	Tan My Loran Station / RVN	
Benjamin Cooper	D9 Cmd Cadre COS / Desert Storm	Dave Schacher
Jon D. Traxler	PSU 308 / OIF GWOT	Bruce Bruni
Gerald Heckler	Squadron One / RVN	
Patrick McNeal	CGC Forward / GWOT	Butch Hampton
Michael S. Koch	PATFORSWA / OEF GWOT	Allen Dillenback
Frank J. Ruckle	Sattaship Lorain Station / RVN	Gary Sherman
Jeremiah Burke	PATFORSWA / GWOT	
Michael J. Lafko	PSU301 / Desert Storm	Robert Ziehm
Kurt Lautenschlager	CGC Aquidneck / GWOT	

CROSSED THE BAR—WINTER 2019

It is with sadness that we report that the following shipmates have crossed the bar.

Larry K. Lewark - RVN	Billy J. Cantrell—RVN
David Wischemann—WWII	John S. Slattery—WWII
Paul E. George—WWII	Raymond F. O'Malley—WWII
James C. Wynens—WWII	William McShane—WWII
Eric J. Phillips, Jr.—WWII	Aaron Brodsky—WWII
Marvin D. Hattaway—WWII	Howard I. Hayes—WWII
Clarence J. Fostin—WWII / ROK	Michael Kamin—WWII
Charles M. Shepard III—WWII	Peter F. Martens—WWII

FROM THE NATIONAL SECRETARY / TREASURER

Sometimes good ideas come to the surface and sometimes hard to determine if it's one the Association should follow, or whether it should be tabled for more consideration and debate.

Such was the idea of creating our CGCVA Challenge Coin. It turns out to have been a great idea and, truth be told, we have trouble keeping them in stock. Steve Petersen and Mike Placencia deserve a tremendous amount of credit for that idea, which is helping us raise revenue. It is an important recruiting tool and helps confirm the association's presence in the Coast Guard community.

These coins are given to dignitaries, fastened to the CGCVA plaque, for newly commissioned Coast Guard cutters, and helps inform the public of the CGCVA's existence, which confirms the Coast Guard's participation in this nation's conflicts.

Kudos to Mike and Steve, who convinced the Board of Trustees and even put up their own money for the original purchase of the CGCVA coins, to minimize the risk of financial loss to the Association, and to reduce the Board's apprehension. As it turned out, it was a great idea.

So, if you have an idea that will benefit the Association, please don't hesitate to share it. Please submit it to cgcva@comcast.net, and it will be forwarded immediately to the current National President.

Good ideas don't come easily, and not all ideas are good ones, but an idea you don't share, helps no one!

WAR IS OFFICIALLY DECLARED!

On November 19, 2019, I stopped getting our CGCVA mail after moving to Pennsylvania from Maryland. I don't know what happened. I filled out an electronic Change of Address for my personal mail and for the CGCVA that was coming to the former address in Havre de Grace,

MD. (The new mailing address for the CGCVA is listed on the previous page). My personal mail has been coming through with zero problems, however, since November 19th, I have only received 4-5 pieces of any re-directed CGCVA mail. That is concerning as you can imagine.

Of course, I called the Postmaster at the local Post Office in Maryland many times. I even convinced the Postmaster to run a test to see if my mail is coming through. The result is that "It's not coming through". The big question is why! The Postmaster sent me a Flat Rate envelope to the old PO Box and I got it two days later, as promised. On the same date, December 30, 2019, she sent a regular #10 envelope, with a note inside. As of writing this article, three weeks later, that test letter still hasn't arrived. The Postmaster tried calling the Central Forwarding Service and no one at the office in NC, will answer the phone.

On January 17th, I filed a Congressional inquiry with my U. S. Congressman, asking him to help us find out how to get our mail. So since November 19, 2019, a state of war exists between the CGCVA and the "Empire" of the USPS. "*Where the Hell is our mail?*"

If you sent in your dues or anything else in late November and early December, or at any time using the old P O Box address which was: CGCVA, PO Box 777, Havre de Grace, MD 21078, please let me know by sending me an email to Cgcva@comcast.net and I'll keep a lookout for it. In the meanwhile, it is critical that you use the new mailing address for any correspondence with the CGCVA.

If you've experienced a similar situation and you have some ideas that I can use to get our mail, please let me know. Thank you!

Semper Paratus, Gary Sherman, NS/T

BOOSTER CLUB AND MEMBERSHIP CRITERIA

QUARTERDECK LOG (QDL) BOOSTER CLUB

The printing and postage for the QDL is by far the largest expense item we have and it was determined that if every member contributed \$10 or more to the QDL Booster Club each year, it would pay for all the expenses that go into printing and mailing the magazine. Donations can be sent to the Administrative Office (marked in the “memo” section of your check as “QDL 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 that we have the best association 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 QDL Booster club:

Thanks to all who have become QDL Booster club members so far!

All contributions are appreciated!

And remember, these contributions are tax deductible as we are a 501(c)19.

THE FOLLOWING HAVE RECENTLY CONTRIBUTED AS QUARTERDECK LOG BOOSTER SOME HAVE DONATED MULTIPLE TIMES

Daniel Cinqmars	Terry Carnila	Thomas Dougherty
James C. Quinn	Herb Cohen, age 94	Paul Balmer
Terrence Phillips	Francis W. Delzer	Joseph Rondeau IMO Crew of
Rex Roebuck	Thomas Conner	USCGC Bibb.
Richard Pelley	Daniel F. Bothe	Stephen H. Petersen IMO of
John O’Neil	Armond Lisle	CWO Michael Kosloski

QUARTERDECK LOG BOOSTERS

To all Life Members:

Please don’t abandon the QDL Boosters. This money is still needed and there is still availability for all members to make contributions of any amount, at any time. We don’t want to see QDL Booster donations cease.

We welcome your thoughts and suggestions regarding both the RMC and the QDL Boosters. Our goal is to sustain the Association financially and be able to pass it on to the next generation of Coast Guardsmen who served in combat theatres anywhere in the world.

If you have any questions, please call the Administrative Office at 410-690-8000

Thank you!

~ **The Officers and Trustees of the Coast Guard Combat Veterans Association**

Coast Guard LEDETs: Over 35 years of law enforcement boarding missions

William H. Thiesen,

Historian, Coast Guard Atlantic Area

In the late 20th century, the international environmental, economic and political developments created new missions for the Coast Guard. For example, during the 1970s, the rapid growth of illegal narcotics smuggling by sea drove the need for highly trained boarding teams known as Law Enforcement Detachments (LEDETs) to specialize in interdicting drug smuggling vessels. The Coast Guard formally established the Law Enforcement Detachment (LEDET) program in 1982. Originally, LEDETs operated directly under Coast Guard "Groups," local commands that operated under Coast Guard Districts.

Legislation during the 1980s reinforced the LEDETs' drug-interdiction role. In 1986, *Public Law 99-570* authorized Coast Guard personnel, such as LEDETs, to conduct law enforcement operations from U.S. Navy ships, in addition to Coast Guard vessels. In 1988, *Public Law 100-456* required all Navy surface units transiting drug interdiction areas to carry Coast Guard law enforcement personnel, increasing the need for LEDETs. In addition, the 1989 National Defense Authorization Act tasked Department of Defense agencies with monitoring maritime and aerial importation of illegal drugs. The act named the Coast Guard as the lead agency for waterborne drug interdiction and apprehension of illegal drug traffickers,

The 1990s saw many changes in the role and operational structure of the LEDETs. In 1993, the LEDETs' mission expanded when they began deploying on board NATO and Allied naval vessels. During this time, LEDETs were moved

from under Coast Guard Groups into support units called Tactical Law Enforcement Teams, or TACLETS, whose purpose is to train, support and task its LEDET teams. Commissioned in 1993, the four original TACLETs included TACLET-Gulf, in Mobile, Alabama; TACLET-North, in Yorktown, Virginia; TACLET-South, in Miami, Florida; and



Members of LEDET 404 examine a semi-submersible drug-running craft they seized in 2008. (U.S. Coast Guard photo)

PACTACLET, in San Diego.

Between 1999 and 2004, the Service consolidated the four TACLETs into two, TACLET-South in Opa-locka, Florida, and TACLET-Pacific in San Diego. TACLET-South supports eight LEDETs (LEDETs 401-408) and the Authorized Use of Force Locker while TACLET-Pacific supports ten (LEDETs 101-110). Each LEDET includes eight to ten members and can deploy within hours of assignment. LEDET deployments last between 45 and 90 days; however, some LEDETs deploy as long as six months spending much of their time assigned to Coast Guard cutters, U.S. Navy and Allied nation naval vessels. LEDETs deploy to the Caribbean and the Atlantic, Pacific, Mediterranean and Indian oceans, to perform any

COVER STORY

mission requiring their skill sets.

LEDET members undergo constant training. Candidates start with the Boarding Officer Course at the Maritime Law Enforcement Academy in Charleston. There, they study maritime treaties, regulations, and laws, both national and international. Graduates then take an indoctrination course to prepare them for the physical and mental demands before they take the Basic Tactical Operations Course, an eight-week training program that introduces prospective members to high-risk maritime interdiction operations and close quarters combat, and qualifies them to serve as LEDET members. In all, the qualification process can take as little as a year or up to three years depending on billet requirements and is one of the most rigorous training programs in the Coast Guard. After qualification, LEDET members receive specialized training in a variety of areas, such as hook and climb training, vertical insertion, container climbing and more. LEDET members continue their training and mission readiness exercises while serving at the TACLETs.



A 2009 posed photo of members of TACLET-Pacific, San Diego, California.
(U.S. Coast Guard photo)

LEDETs count among their members some distinguished Coast Guardsmen. These include Damage Controlman Nathan Bruckenthal,

posthumous recipient of the Bronze Star and Purple Heart medals, and a Fast Response Cutter namesake. Another LEDET member, Lieutenant Commander Joe Rodriguez, was the first Latino rescue swimmer and Rescue Swimmer School instructor; first Coast Guardsman to complete the U.S. Army jump school; and first non-Marine officer to command the Marine Corps Special Operations Training Group. Rodriguez also attended the Marine Corps' Scout sniper course and Amphibious Reconnaissance School. An exemplary specialized forces member, Rodriguez was also the first commanding officer of MSST 91102, and one of TACLET-South's first commanding officers. Other members of LEDETS and TACLETs have achieved flag rank including admirals Tom Atkins, Peter Brown, Pat DeQuattro, and Keith Smith.



Members of a combined Navy-LEDET boarding team approach a Chinese fishing vessel during the 2016 Oceania Maritime Security Initiative (OMSI) in the Pacific.
(U.S. Navy photo)

LEDETs have participated in numerous law enforcement and humanitarian operations. These include 1994's Operation Able Vigil and the 1998 interdiction of Chinese Motor Vessel *Chih Yung* (which had 172 Chinese migrants on board). Immediately after the terrorist attacks of 9/11, LEDETs provided security details around New

COVER STORY

York City, including screening ships arriving in the port facilities. LEDETs have also played a vital role in Operation Martillo, which has supported drug interdiction operations since 2012. For over ten years, LEDETs have deployed with the Navy's Combined Task Force 151 to fight piracy off the coast of Somalia and Gulf of Oman. In 2010, LEDETs assisted with port security in Port-au-Prince after the devastating earthquake that struck Haiti. In addition, since 2007, LEDETs have taken part in nine of the 11 largest maritime cocaine seizures.



A member of LEDET 106 performs a security sweep of a supertanker in the Northern Arabian Gulf in 2007. (U.S. Coast Guard photo)

LEDETs have also participated in several wartime boarding operations. Between 1990 and 1991, during operations Desert Shield and Desert Storm, 10 four-member LEDETs deployed to the Persian Gulf to enforce sanctions against Iraq. LEDETs led or supported 60 percent of the Gulf War's approximately 600 boardings. In 1993, four LEDETs deployed on board NATO vessels supporting the United Nations embargo against the former Yugoslav republics. In Operation Iraqi Freedom, LEDETs deployed on Coast Guard and Navy patrol craft to board and inspect vessels in the Northern Arabian Gulf. As a member of one of

these LEDETs, DC3 Bruckenthal died when boarding an explosives laden dhow that detonated.



A LEDET member participates in a fast-rope vertical insertion exercise from a Coast Guard HH-60 "Jayhawk" helicopter. (U.S. Coast Guard photo)

Since 1982, LEDETs have evolved from a counterdrug unit under local Coast Guard command, to one of the Service's modern Deployable Specialized Forces with a global area of responsibility. Over the course of their history, the LEDETs' role has expanded to carry out a variety of maritime interdiction missions, including counter-piracy, military combat operations, alien migration interdiction, military force protection, counter terrorism, homeland security, and humanitarian response. The LEDETs and their law enforcement mission form one more link in the long blue line.

REUNION INFORMATION

NEW ORLEANS 2021

As announced in the Fall issue of the Quarterdeck Log, the 2021 CGCVA reunion is scheduled to be held in Metairie, LA, on April 19 to 23, 2021. The hotel complex for the event is the Copeland Towers, offering Comfort Inn rooms at an affordable pricing of \$109 per night. CGCVA attendees will also have the opportunity to receive the same pricing two days before and two days after the reunion.

New Orleans has many tourist attractions that we hope you will visit all day Tuesday and Thursday morning of the reunion week. One spot that is a must see is the World War II Museum located at 945 Magazine Street at the intersection of Andrew Higgins Street in the Arts and Warehouse District. This is the same location that Andrew Higgins built his famous Higgins Boat landing craft that Coast Guardsmen drove to the beaches during WWII.



The historic streetcar is both an iconic symbol of New Orleans and a practical way to travel, transporting visitors to popular destinations like the French Quarter, St. Charles Avenue, and the city's famous above-ground cemeteries. New Orleans Regional Transit Authority (NORTA or RTA) operates the streetcar lines, as well as numerous bus lines and two ferries. An all-day Jazz Pass can be



purchased at many hotels and other locations for only \$3.00. The <http://www.norta.com/GoMobile> allows you to track buses and streetcars in real time, purchase any fare type, and plan your day trip and route.

Once downtown, the more adventurous tourist can rent a bicycle to visit the various districts of interest. New Orleans now has its own bikeshare program: eye-catching **Blue Bikes** are easy to use once you register online, where you can also see a map of hubs and even reserve a bike at a certain location ahead of time. Pay \$.10/minute, or a flat \$15 rate for the month for up to one hour use each day. Additional time for the day can be purchased at the \$.10/minute rate. The city is making improvements in terms of bike safety and usable bike lanes, but take caution riding, especially at night. See the Blue Bike website at: <https://bluebikesnola.com>.



REUNION INFORMATION

There are also bike rental shops that will rent a bicycle for the entire day. See the website for more info at: <https://www.neworleans.com/plan/transportation/bike-new-orleans/>

The streetcar is a great way to travel along St. Charles Avenue in the Garden District and view the many beautiful and historic mansions and Tulane University along the way. The streetcar will turn right at Carrollton Street where it turns around at the end before heading back along the same route.



As the streetcar turns from St. Charles Avenue onto Carrollton Street, there is la Madeleine French Bakery & Cafe Carrollton, offering an opportunity for a quick snack before catching the streetcar on its return trip.



la Madeleine French Bakery & Cafe Carrollton

What trip to New Orleans would be complete without touring the historic French Quarter of the city. The French Quarter is unique

with many shops, restaurants and taverns along Bourbon Street. One block to the south is Royal Street also with shops, bars and restaurants but does not have the reputation that Bourbon Street has. Here you will find some antiques and curios that may pique your interest.



Jackson Square and St. Louis Cathedral in the French Quarter

In 1791, the French Market originated as a Native American trading post along the Mississippi River. Similar to some European markets, this historically charming open-air market features shopping, dining, music and local tradition that is uniquely New Orleans. From Cafe du Monde near Jackson Square to the flea market at the end of Esplanade Avenue, the French Market includes five blocks of local produce, specialty art, handmade crafts, retail shopping and more.



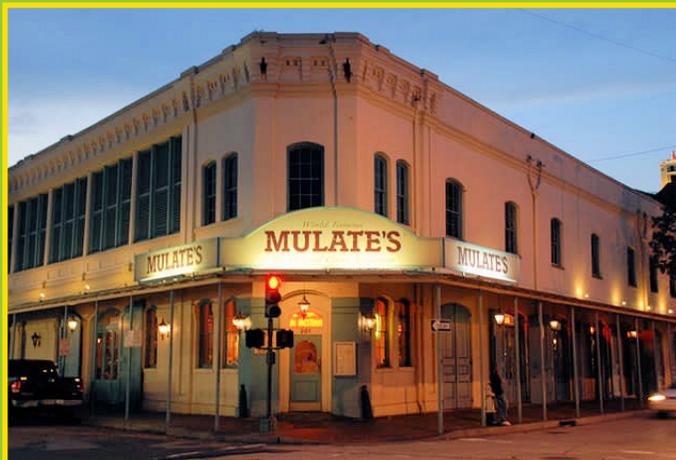
REUNION INFORMATION

While in the French Quarter, be sure to visit the famous open-air Café du Monde located across the street from Jackson Square for a coffee and powdered sugar beignet.



Café du Monde with its famous beignets pictured in the upper corner.

If you are in the mood for a traditional Cajun meal, be sure to visit Mulate's Cajun Restaurant located in the Warehouse District at 201 Julia Street at the corner of Convention Center Blvd, just a short walk from the WWII Museum.



Mulate's features nightly live Cajun music and dancing starting at 7:00 pm, along with great home-cooked Cajun food. Mulate's is a place where Cajuns come to celebrate their heritage and the world comes to join them in their celebration.



Mulates, offering authentic Cajun food in a casual atmosphere with music and dancing.



For a great view of New Orleans, take a ferry ride: The ferry at the base of Canal Street to Algiers Point is [free](#) for pedestrians and offers great views of the skyline and the harbor.



REUNION—NEW ORLEANS 2021

2021 CGCVA REUNION REGISTRATION FORM

The 2021 CGCVA reunion will be held at the Copeland Towers & Suites / Comfort Inn complex, both located at 2601 Severn Ave, Metairie, LA, offering attendees two prices for rooms. Listed below are all reunion registration and meal costs. Please enter how many people will be participating in each event and total the amount. If paying by check or money order, send the amount payable to ARMED FORCES REUNIONS, INC. Your cancelled check will serve as your confirmation. There is a 3.5% service fee if paying online through the AFRI website link at www.afr-reg.com/CGCVA2021. **ALL EVENT REGISTRATIONS MUST BE RECEIVED ON OR BEFORE MARCH 19, 2021.** Recommend that you make a copy of this form before mailing. **ALL HOTEL RESERVATIONS ARE MADE SEPARATELY THROUGH COPELAND TOWER SUITES / COMFORT INN COMPLEX.** The hotel will not accept room reservations before May 1st, 2020. More info regarding the process for making room reservations will be found in the next issue (Spring 2020) of the Quarterdeck Log.

Armed Forces Reunion, Inc.
322 Madison Mews
Norfolk, VA 23510
ATTN: CGCVA

OFFICE USE ONLY	
Check # _____	Date Received _____
Inputted _____	Nametag Completed _____

CUT-OFF DATE IS MARCH 19, 2021

	PRICE PER PERSON	INDICATE # OF SELECTED MEALS	TOTAL AMOUNT
<u>MEALS</u>			
Wednesday Business Luncheon (CGCVA Members Only) <i>Choose entrée' listed below & indicate number at right</i>			
Chicken Piccata w/ Lemon-Butter & Capers	\$30		\$ _____
Roasted Pork Loin w/ Gravy	\$30		\$ _____
Wednesday Auxiliary & Friendship Luncheon (Open to all) <i>Choose entrée' listed below & indicate number at right</i>			
Chicken Piccata w/ Lemon-Butter & Capers	\$30		\$ _____
Roasted Pork Loin w/ Gravy	\$30		\$ _____
Thursday Banquet and Awards Dinner <i>Choose entrée' listed below & indicate number at right</i>			
10 oz Ribeye Steak	\$55		\$ _____
Redfish Monica topped w/ Crawfish Crème	\$55		\$ _____
Chicken Parmesan	\$55		\$ _____
<u>MANDATORY REGISTRATION FEE</u>			
Includes Hospitality Room and Administrative Expenses	\$40		\$ _____

Total Amount Payable to Armed Forces Reunion, Inc.	\$ _____
PLEASE DO NOT STAPLE OR TAPE YOUR PAYMENT TO THIS FORM	

PLEASE PRINT

NAME (FOR NAMETAGS) _____ WHEELCHAIR USE Y ___ N ___

SPOUSE NAME _____ WHEELCHAIR USE Y ___ N ___

GUEST NAME _____ WHEELCHAIR USE Y ___ N ___

STREET ADDRESS _____

CITY, STATE, ZIP _____ PHONE: () _____

DISABILITY/DIETARY RESTRICTIONS _____

EMERGENCY CONTACT _____ PHONE () _____

ARRIVAL DATE _____ DEPARTURE DATE _____

ARE YOU STAYING AT THE HOTEL? Y ___ N ___ ARE YOU FLYING? _____ DRIVING? _____ R/V? _____

For refunds and cancellations, please refer to our policies outlined at the bottom of the reunion program. **CANCELLATIONS WILL ONLY BE TAKEN MONDAY-FRIDAY 9:00am-5:00pm EASTERN TIME** (excluding holidays). Call (757) 625-6401 to cancel reunion activities and obtain your cancellation code.

REUNION—NEW ORLEANS 2021

THE ABOVE FORM CAN ALSO BE DOWNLOADED FROM THE AFRI WEBLINK IF YOU CHOOSE TO MAIL YOUR REGISTRATION FORM WITH YOUR CHECK

CGCVA AT A GLANCE

Where: Metairie (New Orleans), Louisiana

When: April 19-23, 2021

Hotel: The Copeland Towers & Suites / Comfort Inn Complex **Phone:** (504) 888-9500

Location: Located off I-10 at the North Causeway Blvd exit #228. It is recommended that you look at Google Maps to see it in relation to the interstate exit if you are driving. Renovated in 2015, the Copeland Towers & Suites / Comfort Inn complex offers two options for rooms. The Copeland Towers & Suites side of the complex has 95 executive, 750 square foot, one-bedroom suites, which will be offered for \$160.00 per night. The Comfort Inn side of the hotel complex has 151 rooms with a daily rate of \$109.00.

Parking: The hotel offers on-site complementary parking for hotel guests. For RV parking, guests are recommended to contact the hotel to make arrangements.

Shuttle from airport: The hotel DOES NOT offer shuttle service from the Louis Armstrong International Airport. However, the average cost for a taxi is about \$33.00, including a 15% tip, dependent upon local traffic.

Shuttle to downtown: The CGCVA is making arrangements for a shuttle service to downtown running on schedule between the hotel, the WWII museum, Warehouse District and French Quarter all day Tuesday.

Taxi fare to Jackson Square in the French Quarter: The average taxi fare is \$27.00 but can range higher with heavy traffic.

What is around the hotel: The Lakeside Mall is located two blocks north, a quick 5-minute walk. Also within a short walking distance are several restaurants including Buffalo Wild Wings, Outback Steak House, TGI Fridays, Causeway Grill, Acme Oyster House, Ruth Chris's Steak House, Pokeworks Sushi and PF Changs, as well as a Whole Foods Store.

Mobility Needs: If you require a wheel chair or mobilized scooter for your needs, contact Scootaround at (888) 441-7575 or visit their website at www.scootaround.com.

SCHEDULE OF EVENTS

- | | |
|---------------------|--|
| Sunday, April 18 | - 4:00pm - Reunion committee and CGCVA officer meeting |
| Monday, April 19 | - All day check-in in the Hospitality Room, which will be open until 3:00pm
- 4:00pm - Opening ceremony, Hospitality Room is closed for ceremony
- 6:00pm - Hospitality Room reopens |
| Tuesday, April 20 | - Free day, all-day shuttle service to downtown until 10:00pm
- 9:00am - Hospitality Room opens |
| Wednesday, April 21 | - 11:30am - CGCVA Business Luncheon open to all CGCVA members
- 11:30am - CGCVA Auxiliary Luncheon open to everyone
- 3:30pm - Hospitality Room opens |
| Thursday, April 22 | - 9:00am - Hospitality Room opens until 4:00pm. closing for the awards banquet
- 5:00pm - CGCVA Awards Banquet
- 9:00pm - Hospitality Room reopens |
| Friday, April 23 | - Checkout commences -The hotel is offering CGCVA members the same room rates for two days prior to the event, (Saturday & Sunday) and two days following the event, (Friday & Saturday). |

The schedule of events and arrangement for the guest speakers for the opening ceremony, the CGCVA business and Auxiliary luncheons and awards banquet are still a work in progress. More information will follow in future editions of the Quarterdeck Log.

EXCLUSIVE: VETERANS WANT ANSWERS AS NEW DATA SHOW RISE IN CANCERS OVER TWO DECADES OF WAR

By Tara Copp Shirsho Dasgupta and Ben Wieder from McClatchy News dated October 30, 2019

This is an abridged version of the full investigative report found at www.mcclatchydc.com

According to a McClatchy Investigation, veterans saw a spike in urinary, prostate, liver and blood cancers during nearly two decades of war and some military families now question whether their exposure to toxic environments is to blame.

McClatchy found that the rate of cancer treatments for veterans at the Department of Veteran Affairs health care centers increased 61 percent for urinary cancers, which included bladder, kidney and ureter cancers from fiscal year 2000 to 2018.

The rate of blood cancer treatments, lymphoma, myeloma and leukemia, rose 18 percent in the same period. Liver and pancreatic cancer treatment rates increased 96 percent and prostate cancer treatment rates increased 23 percent.

McClatchy analyzed all billing data for veteran visits involving a cancer diagnosis at VA medical facilities from fiscal year 2000 to 2018. The data was obtained through Freedom of Information Act requests.

McClatchy selected that timeframe to look at what impact the last two decades of war in Iraq and Afghanistan have had on veterans' medical needs, even as the VA continues to treat veterans from past wars.

Many veterans still struggle to get their illnesses treated by the VA, said former Veterans Affairs Secretary, David Shulkin. "We're continuing to repeat the mistakes we have made for 50 or 60 years," Shulkin told McClatchy. "Letting our

veterans continue to wait, without the support and help that they need, is really not fulfilling the responsibility that we committed to them when they joined the military."

Overall, the cancer treatments received by veterans within the VA peaked in fiscal year 2009 and then declined over the past several years, but is significantly higher than before the September 11, 2001 attacks that led to the wars in Iraq and Afghanistan.

There were decreases too. Across all services, the rate of treatment received by veterans for brain cancer fell 33 percent, testicular cancers fell 22 percent and respiratory cancers fell 23 percent, according to McClatchy analysis.

When each service was analyzed, there were also sharp increases in treatments for some cancers, The rate of prostate cancer treatment in the Air Force rose 44 percent; for the Marine Corps veterans the increase was 60 percent. The rate of urinary cancer treatments for Army and Navy veterans rose 56 percent; for Marine Corps veterans it was a 98 percent increase. *(Nothing was noted for the Coast Guard)* The rate of treatment for liver and pancreatic cancer more than doubled for Army and Marine Corps veterans. Within the Marine Corps, there was a 112 percent increase in treatment rates; in the Army there was a 104 percent increase.

Veterans who are cancer survivors have a name for the environmental factors that may have made them sick: TOXIC EXPOSURE.

When McClatchy presented initial findings to the VA and asked if it was concerned about the rise in cancers, the agency said it disagreed with McClatchy's approach. The VA said an analysis of billing data would create an overcount, and that its internal cancer registry system did not show a significant rise.

"According to the latest official VA cancer data, the annual total number of cancer cases among

NEWS AND NOTICES

enrolled veterans peaked in 2010 and has been declining since,” the VA said in a statement. “Colorectal and prostate cancer have been declining while hepatocellular and skin (melanoma) cancer have been increasing. These trends largely mirror national cancer trends.”

But when viewed over the longer 2000 to 2017 timeframe, the data provided to McClatchy from the VA’s cancer registry system shows an increase in some cancers. It shows the number of blood cancers increased 41 percent, while bladder, kidney and ureter cancers increased 70 percent. Skin cancers have increased 48 percent, brain cancers are up 20 percent. Liver and pancreatic cancers are up 151 percent—although they represent only a small number of actual cases. Prostate cancers are up 9 percent.

McClatchy’s analysis showed decreases in treatment for brain, respiratory and testicular cancers. VA’s cancer registry system showed increases in brain, respiratory and testicular cancers. The differing results are due to differences in methods of calculation and the makeup of the two datasets. The VA’s registry does not provide a breakdown by different branches of the military.

While sympathetic to veterans’ concerns, Dr. Michael Kelly, Chief of Hematology and Oncology for the VA, said much more research is needed to link a cause to the cancers. “The time between possible exposure to a common carcinogen, for example, and the diagnosis of cancer is oftentimes measured in decades,” Kelly said. “It can be very difficult to recreate what was happening in retrospect.”

The number of U.S. military veterans receiving medical care from the VA has almost doubled to 6.2 million at the end of fiscal year 2018 from 3.2 million in fiscal year 2000. The rise occurred even as the number of U.S. military veterans overall has steadily declined, reflecting the passing of the World War II generation and military cuts in the decades

since. At the end of fiscal year 2018 there were 19.6 million military veterans, down from 26.6 million in fiscal year 2000, according to VA data. During that same period, the total number of cancer cases treated by the VA more than doubled, to 710,215 in fiscal year 2018 from 336,453 in fiscal year 2000.

One of the limitations is that since not all veterans are eligible for, or choose VA health care, both the dataset McClatchy obtained through FOIA and the VA’s cancer registry only capture part of the problem. That means the actual number of veterans with cancer is likely even higher.

National Guard and military reserve veterans may be eligible to have their treatments covered by the VA if they were called to active duty and can show that their injuries likely occurred while activated. Veterans who retired after a 20-year military career are eligible for care from a component of the military’s active duty medical system, TRICARE. That data is maintained by a different Defense Department health agency.

For the rest, the VA determines whether a service member is qualified for VA health care coverage based on an assessment of income or whether the illness was likely connected to their time in uniform. “Claim approval is the gateway to health care from the VA, much like a Social Security disability determination opens the door for Medicare-covered health care,” said Anthony Hardie, Director of Veterans for Common Sense.

The number of veterans not getting treated, and therefore not being counted, frustrates advocates. “You cannot get treatment at the VA if you are not service-connected,” said Derek Fronaberger, Legislative Director for the Wounded Warrior Project. “It irks me a little bit when the [VA] says, ‘Oh no, the data isn’t there.’ But they are not capturing the data because they are not treating all the individuals who are sick.” If the government acknowledged widespread service-connected links to cancer, it could get prohibitively expensive, very fast.

NEWS AND NOTICES

COAST GUARD RECRUIT TRAINING PHYSICAL FITNESS AWARDS

Submitted by SN Emiliano E. Quevedo

The CGCVA is now awarding a specifically designed challenge coin in lieu of the wrist watch to those recruits who have excelled at physical fitness while at RTC Cape May. The follow recruits have been recognized with the Jack Campbell Physical Fitness Award for the period May 10, 2019 to January 31, 2020.



COMPANY	RECRUIT NAME	NEXT DUTY STATION
H-197	Alina Piunno	Sta Bodega Bay
I-197	Samuel Olson	TRACEN Cape May
K-197	Daequan Jackson-Swoope	CGC Forward
J-197	Maxwell Medhurst	TRACEN Cape May
L-197	Emily Ford	C4IT-TISCOM-CLDH
M-197	Justin Hutchins	CGC Moray
O-197	Jake Stewart	Sta Portsmouth
P-197	William Demarest	AIRSTA Clearwater
Q-197	Anthony Falzarano	CGC Hamilton
R-197	Luis Cruz	CGC Chandeleur
S-197	Colin Reagan	CGC Drew Frank
T-197	Kevin Peer	CGC Oracoke
U-197	Kimberly Williams	Sta Washington
V-197	Jacob Todd	CGC Mohawk
W-197	Christian Mele	CGC Reliance
X-197	Richard Harris	TRACEN Petaluma
Y-197	Colton Koons	Sector North Bend
Z-197	Austin Williams	CGC Mellon
A-198	Reilly Newton	Sector North Bend
B-198	Theresa Michalak	C4IT-TISCOM-CLDH
C-198	Jared Rose	Sta Neah Bay
D-198	Cameron Rex	Base Cape Cod
E-198	Cody Spaeth	Sta Coos Bay
F-198	Brendan Chuck	Tillamook Bay

NEWS AND NOTICES

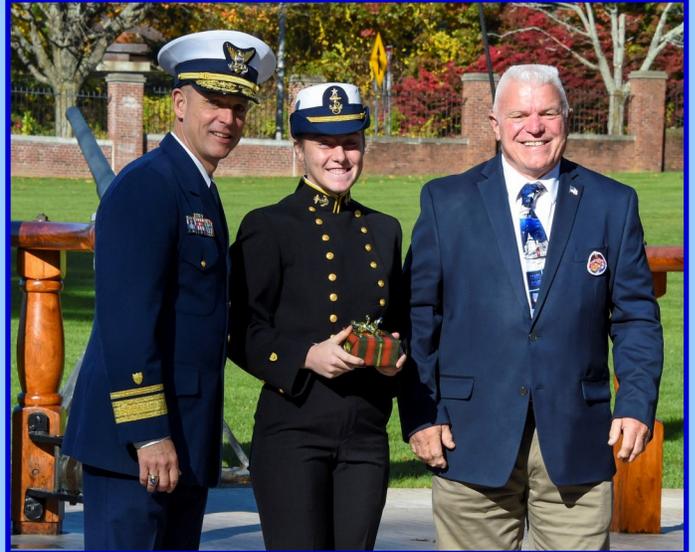
PARENTS WEEKEND AT THE COAST GUARD ACADEMY

The annual Parents Weekend was held at the Coast Guard Academy, October 25—27, 2019. Coast Guard Combat Veterans Association Life Member, Ed Bachand, is pictured below with the



From left to right, RADM William Kelly, 4/c Adam Pagliarulo and CGCVA member Ed Bachand ~ (photo by 1/c Charlotte Russell)

Academy's Superintendent and CGCVA member, RADM William Kelly in presenting commemorative watches to 4/c Adam Pagliarulo and 4/c Celine Pisanic.



From left to right, RADM William Kelly, 4/c Celine Pisanic and CGCVA member Ed Bachand ~ (photo by 1/c Charlotte Russell)



(U.S. Coast Guard photo by Petty Officer 1st Class Emaia Rise)

Reserve members of U.S. Coast Guard Port Security Unit (PSU) 301 stand in formation upon returning to Falmouth, MA, after a nine month overseas deployment, December 19, 2019. Port Security Units are anti-terrorism force protection expeditionary units with boat crews and shore-side security teams capable of supporting port, waterway, and coastal security within the United States or anywhere in the world. There are currently eight Port Security Units manned and commanded by Coast Guard Reservists.

LIEUTENANT JAMES CROTTY COMES HOME

LT James Crotty was finally put to rest upon American soil in his hometown of Buffalo, NY, on November 2, 2019. Crotty had been captured by the Japanese at the fall of Corregidor in 1942 and was interned at the notorious Cabanatuan prison camp where he died from diphtheria on July 19, 1942, and buried in a mass grave along with other POWs.

“On 10 September 2019, as part of an exhaustive effort by DoD to bring every service member home, LT Crotty was positively identified from the remains exhumed from the cemetery in early 2018,” according to the POW/MIA Accounting Agency.

LT Crotty, a graduate of the Coast Guard Academy’s class of 1936, is thought to be the only Coast Guardsman to serve in the defense of the Philippines during the Japanese invasion of 1941-42 and was serving as the Executive Officer aboard USS QUAIL (AM-15) before serving ashore with Army, Navy and Marine Corps personnel defending Corregidor.



LT James Crotty with earned Purple Heart.
(Photo courtesy of David Duprey/AP)

According to USCG Historian, Dr. Theisen, LT Crotty had trained extensively in mine warfare and was considered to be the Coast Guard’s leading expert in explosives. Because of Crotty’s courage and dedicated service in the face of overwhelming



Coast Guard Honor Guard carry LT Crotty’s remains upon arrival at Niagara Falls Air Reserve Station. ~ (US Coast Guard Photo)

odds in his Philippine service is the reason that authorizes the Coast Guard to display the Defense of the Philippines battle streamer upon the Coast Guard ensign. LT Crotty was posthumously awarded the Bronze Star, Purple Heart, and several other decorations.

In an ALCOAST message dated October 29th, the Commandant, Admiral Karl L. Schultz said that LT Crotty embodied the Coast Guard’s core values of honor, respect and devotion to duty. Admiral Schultz stated, “As we celebrate his life and legacy, we also celebrate the lives of the more than 600 Coast Guard members we were not able to bring home from World War II. He represents the proud legacy of the Long Blue Line of Coast Guard men and women who place themselves in harm’s way every day in the service to their country and fellow man.”

LT Crotty’s funeral service was held at St. Thomas Aquinas church in Buffalo where Admiral Karl Schultz described LT. Crotty’s dedication and performance while in attendance at

NEWS AND NOTICES

the Coast Guard Academy and afterward during his various assignments aboard Coast Guard cutters and especially his courage during the battle for Corregidor that sealed his legacy within the Coast Guard for more than 200 year history.

The Coast Guard Honor Guard was on hand to



Admiral Schultz speaking at LT Crotty’s funeral at St. Thomas Aquinas church in Buffalo, NY ~ (US Coast Guard photo)

provide the military escort for the body of LT. Crotty from the Niagara Falls Air Reserve Station to the church and then for interment at Holy Cross Cemetery in Lackawanna, NY.



In respect for LT Crotty’s heroism and memory, New York governor Andrew Cuomo ordered all

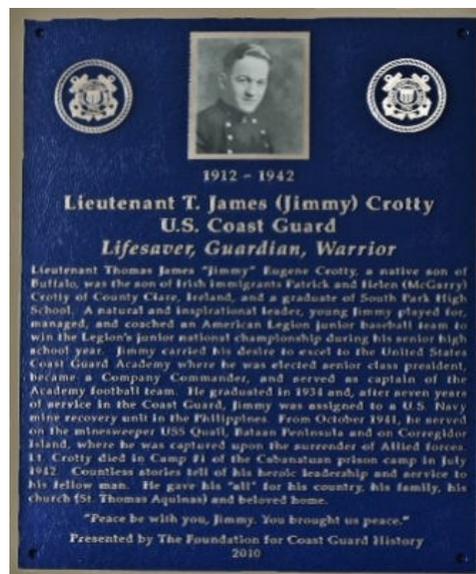


Admiral Schultz presented the American flag to LT Crotty’s nephew, Patrick Crotty (US Coast Guard photo)

state buildings to fly the American flag at half staff on November 2nd.

The CGCVA honored the memory of LT Crotty with a bronze plaque that was presented to the Buffalo Naval Park during the 2015 CGCVA reunion. The plaque is displayed prominently at the entrance to the Naval Park.

Life Member JJ. O’Neil and his CGCVA Auxiliary wife were the sole CGCVA representatives in attendance at the ceremonies.



LT Crotty plaque at the Buffalo Naval Park

NEWS AND NOTICES

CREW OF USCGC TAMPA AWARDED PURPLE HEART

Descendants of the lost crew from the *U.S. Coast Guard Cutter Tampa* received the Purple Heart Medal earned by their relatives more than a century after the ship went down to a German U-boat's torpedo with all 131 aboard. The sinking of the *Tampa* off the coast of Wales at about 8:30 p.m. Sept. 26, 1918, just weeks before the war ended on November 11, represented the single largest loss of life for either the U.S. Coast Guard or Navy in World War I, according to the Coast Guard.



This is a photo of 17-year-old Charles Parkin, his Purple Heart medal, and the American flag presented to his family, Wednesday, December 11, 2019, at Coast Guard Station Castle Hill, Newport, Rhode Island. Parkin was assigned to the *USS Tampa* during WWI.

(U.S. Coast Guard photo by Petty Officer 2nd Class Nicole J. Groll)



Frances Sisson, Joan Toste, and Tom Worthington, the nieces and Great-nephew of Charles Parkin, stand for a photo with Rear Admiral Andy Tionson, Commander, First Coast Guard District, to read the Purple Heart citation of Charles Parkin.

(U.S. Coast Guard photo by Petty Officer 2nd Class Nicole J. Groll)



CGC *Tampa* crew
(U.S. Coast Guard photo courtesy of Healy family)

A photo of John F. Healy, quartermaster of the Coast Guard Cutter *Tampa*, from World War I. Healy was one of 130 military members who lost their lives on September 26, 1918, when a German U-boat sank the Coast Guard Cutter *Tampa* in the Bristol Channel during World War I.

(U.S. Coast Guard photo courtesy of Healy family)



NEWS AND NOTICES

DEPARTMENT OF VETERANS AFFAIRS MUST REIMBURSE VETERANS FOR EMERGENCY CARE AT NON-VA FACILITIES

*By Courtney Kube, Mosheh Gains
and Adiel Kaplan, NBC News*

WASHINGTON — The Department of Veterans Affairs must reimburse veterans for emergency medical care at non-VA facilities, a federal appeals court ruled Monday — a decision that could be worth billions of dollars to veterans.

The U.S. Court of Appeals for Veterans Claims said the VA has been wrongfully denying reimbursement to veterans who sought emergency medical care at non-VA facilities, and struck down an internal VA regulation that blocked those payments.

"All of this is unacceptable," said the ruling, which ordered the VA secretary to "re-adjudicate these reimbursement claims."

Plaintiffs' lawyers say that based on past estimates by the VA, the department is now on the hook for between \$1.8 billion and \$6.5 billion in reimbursements to hundreds of thousands of veterans who have filed or will file claims between 2016 and 2025.

Former Coast Guardsman Amanda Wolfe, one of the plaintiffs in the case, told NBC News on Tuesday, "I'm just overjoyed. I think it means change, it means that veterans don't have to be afraid of receiving care, emergency care. They can have that sense of security that sense of peace knowing they are covered if they have emergency care."

"I served side by side with some of these veterans who were impacted and to think that this is going to make a difference for them is what is most important to me."

The VA told NBC News in a statement that the department, "is aware of this decision and is reviewing it."

In 2015, the court struck down a previous version of the internal VA regulation that refused any coverage for an emergency claim when another form of insurance covered even a small part of the bill. The court said the regulation violated a 2010 federal law.

Monday's ruling found the department had violated the same federal law with its revision of the reimbursement regulation. The panel said the new rule, issued in January 2018, actually created another obstacle for veterans by forbidding the VA from reimbursing medical expenses for emergency services at non-VA facilities.

When the VA's Inspector General released a report in August revealing major problems in the way the VA reimburses veterans for emergency care at non-VA facilities, Wolfe was shocked to learn how many other veterans were in unnecessary binds just like hers.

The August report found that in just one recent six-month period, the VA left roughly 17,400 veterans to pay out-of-pocket for \$53 million in emergency medical treatment the government should have covered.

"The Court's decision rights a terrible injustice and its order ensures that veterans who were unjustly denied reimbursement for critical emergency treatment at non-VA facilities will finally be reimbursed," said Bart Stichman, executive director of the National Veterans Legal Services Program, which represented Wolfe in the case. "It is a hard-won victory for hundreds of thousands of veterans."

Wolfe's lawsuit is only the second case the Court of Appeals for Veterans Claims has ever granted class action status. The first was earlier this year.

NEWS AND NOTICES

MILITARY EXCHANGE AND COMMISSARY PRIVILEGES EXPANDED

By Heidi from the Military Benefits webpage



As of January 1, 2020, all service-connected disabled Veterans, Purple Heart recipients, former prisoners of war (POW), and individuals designated as the primary family caregivers of eligible Veterans under the VAs Program of Comprehensive Assistance for Family Caregivers (PCAFC) can present their VHIC to gain entry to DoD and Coast Guard installations and some commissary stores; and at point of sale at commissaries, exchanges (AAFES, NEXCOM, MCX and CGX) and MWR retail activities to complete their transactions.

Veteran Online Exchange Access: All honorably discharged veterans, including Reserves, are eligible to register online and shop at the online exchanges.

On January 1, 2020, military bases were authorized to allow access to the following groups who previously were not allowed to shop at DeCA, exchanges, and certain recreational facilities on base operated by the agency known to military families as Morale, Welfare, and Recreation: Purple Heart recipients, Former prisoners of war, All service-connected disabled veterans regardless of rating, Caregivers enrolled in the VA's Program of Comprehensive Assistance for the

Family Caregivers (PCAFC) program

This expanded access may include the following areas depending on the mission, the base, and other variables: MWR-run on-base golf courses, On-base recreation areas, On-post movie theaters, On-base bowling alleys, MWR campgrounds and lodging facilities, Commissaries, Military service exchanges, including those of the Coast Guard.

Veterans need a Veterans Health Identification Card (VHIC) for in-person Commissary, Military Exchange, MWR access.

Veterans: On January 1, 2020, Veterans eligible solely under this act who are eligible to obtain a Veteran Health Identification Card must use this credential for in-person installation and privilege access. The card must display the Veteran's eligibility status (i.e., PURPLE HEART, FORMER POW or SERVICE CONNECTED).

Veterans eligible solely under this act who are not enrolled in or are not eligible to enroll in VA health care, or who are enrolled in VA health care, but do not possess a Veteran Health Identification Card will not have access to DoD and Coast Guard installations for in-person commissary, exchange, and MWR retail privileges, but will have full access to online exchanges and American Forces Travel.

Medal of Honor recipients and Veterans with 100% service-connected disability ratings are eligible for DoD credentials under DoD policy.

Caregivers: Eligible caregivers will receive an eligibility letter from VA's Office of Community Care. If you are a primary family caregiver under the PCAFC and lose your eligibility letter, please call 1-877-733-7927 to request a replacement. Please allow two weeks for processing.

For more information see the Military Benefit website at: <https://militarybenefits.info/expanded-exchange-privileges/>

NEWS AND NOTICES

DOCUMENTING YOUR VIETNAM WAR HISTORY

NEW DATES FOR 2020!!

The Coast Guard Combat Veterans Association is a Commemorative Partner of the United States of America Vietnam War 50th Commemoration.

The Vietnam War 50th Commemoration partners with the Library of Congress Veteran's History Project to collect, preserve, and make accessible the personal accounts of Vietnam War veterans so that future generations may hear directly from veterans and better understand the realities of war.

The Veteran's History Project team regularly conducts video-recorded oral history interviews with Vietnam veterans; the participants tell the stories in their own words. We include all ranks and services, and reflect the diversity of experiences. Mr. Joe Galloway, former UPI journalist and co-author of "We Were Soldiers Once, and

Young," conducts the interviews. Our organization sends the unedited interview footage to the Library of Congress Veterans History Project, which preserves these accounts and makes them accessible to the American public.

The Veterans' History Project staff would be honored to preserve the experiences of Coastguardsmen that served in Vietnam. They will be in the following locations in 2020:

January 27-31: Daytona Beach, FL

February: Atlanta, GA

April 1-5: San Antonio, TX

June 8-13: Washington, DC

July: Kansas City, MO

August: Wright-Patterson AFB, Dayton, OH

September: Oklahoma and the Dakotas

October: Las Vegas, NV

To schedule an interview, or learn more about the Vietnam War 50th Commemoration's Oral History Program contact Mr. Marc Henderson marc.r.henderson.civ@mail.mil or (703) 697-4879.

USE AMAZON SMILE AND BENEFIT THE CG MUTUAL ASSISTANCE PRO- GRAM

By M W. Housefield, PS1 (ret.)

Every time you buy something through Amazon, please consider supporting Coast Guard Mutual Assistance. There is no cost to you and Amazon will contribute a small portion of the purchase price to the charity you select.

By using the URL smile.amazon.com when you purchase an item, you can select from nearly one million organizations to support, and among those is Coast Guard Mutual Assistance.

You get the same selection and the same price but you get Amazon to kick in a little on behalf of the charity and everybody wins.

Consider using www.smile.amazon.com the next time you find yourself shopping on line.

On an average day, Coast Guard Mutual Assistance:

- Provides \$12,230 of financial assistance to 14 clients
- Sends 2 "Welcome Baby" gifts to expecting Coast Guard families
- Issues 5 zero-interest loans to help with emergencies
- Equips at least one member with \$2,600 of rental assistance
- Pays caregivers for 4.5 hours of respite care for special needs families
- Helps 36 students finish their homework through on-line tutoring sessions
- Puts 46 books into the hands of college students
- Funds \$900 for emergency travel so members can be with their immediate family at crucial times

FEATURED ARTICLES

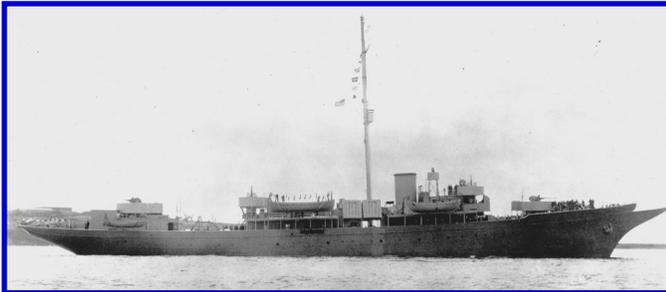
Cutters *Sea Cloud* and *Hoquiam*—Barrier-breaking ships in desegregating the U.S. military

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

“This vessel . . . performed all its duty creditably, survived all inspections and had no major problems. There was no segregation by compartments, departments or messes and white and colored performed the duties of their rates.”

~ LCDR Carlton Skinner, Coast Guard-manned USS *Hoquiam*

In the quote above, Lieutenant Commander Carlton Skinner related the success he experienced as captain of the desegregated warship USS *Hoquiam*, which he commanded in the North Pacific in the midst of World War II. In 1944, Coast Guard-manned *Hoquiam* became the nation’s second experiment in desegregating a U.S. warship. In 1943, the Coast Guard-manned USS *Sea Cloud* had served as the Federal Government’s first deliberate test of desegregation of a U.S. ship.



**Photograph of the cutter *Sea Cloud*.
(U.S. Coast Guard photo)**

LCDR Skinner first reported aboard *Sea Cloud* as executive officer in November 1943. He took command after his first weather patrol and oversaw the first experiment in racial integration on board a U.S. warship. Earlier, he had sent a memorandum up the Coast Guard chain-of-command recommending training for African-American seamen in ratings other than food service, the only ratings open to minorities at that time. The



LCDR Carlton Skinner posing with *Sea Cloud* crewmembers. (U.S. Coast Guard photo)

commandant approved Skinner’s request and began assigning black seamen to the *Sea Cloud*. Within a few months, there were over 50 African-Americans assigned to the *Sea Cloud*. The cutter’s African-American men included lieutenants Joseph Jenkins, Clarence Samuels and Harvey Russell, *Sea Cloud*’s African-American commissioned officers. Jenkins and Russell had graduated from the Service’s Reserve Officer Training Program at the Coast Guard Academy while Samuels came up through the enlisted ranks. Skinner had requested no special treatment or publicity and the *Sea Cloud* successfully carried out her missions like any other warship assigned to weather patrol duty. Skinner reported no significant problems and the *Sea Cloud* passed two Navy Atlantic Fleet inspections with no deficiencies.

In 1944, LCDR Skinner and his crew transferred to new assignments. After his tour on board *Sea Cloud*, Lieutenant Samuels took command of a lightship armed and converted into a picket ship at the Panama Canal Zone. He was the first minority officer to command a U.S. warship in a combat zone. In the spring of 1944, LCDR Skinner assumed command of Coast Guard-manned USS

FEATURED ARTICLES

Hoquiam, a frigate that patrolled the North Pacific. When Skinner reported aboard *Hoquiam*, he brought with him about 30 African-American enlisted men and lieutenants Jenkins and Russell from the *Sea Cloud*. *Hoquiam* successfully performed convoy escort duty along the Aleutian Island chain through the spring of 1945 when she



Patrol frigate *Hoquiam*, a Coast Guard-manned warship in the North Pacific on which Jenkins and Russell served together a second time.

(U.S. Coast Guard photo)

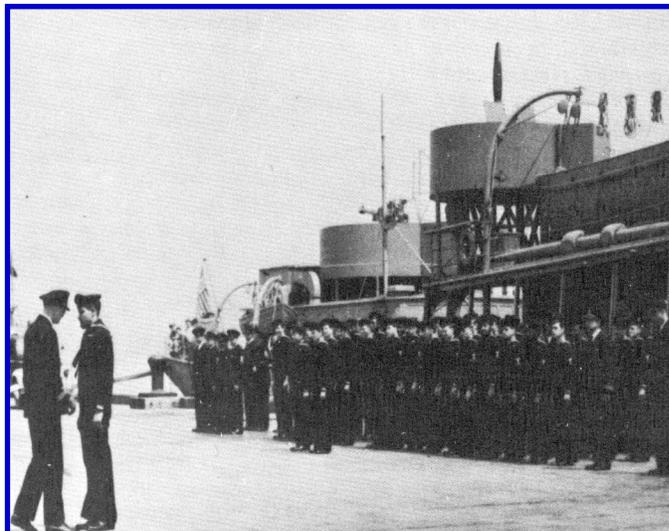
was decommissioned and transferred to Russia as part of the Allies' Lend Lease Program.

After their tours on board *Hoquiam*, Skinner and his officers found assignments that continued to advance integration of the U.S. armed services. After commanding *Hoquiam*, Skinner served as an advisor to the U.S. Navy in its first experiment in desegregation with the destroyer escort USS *Mason*. In January 1945, Joseph Jenkins briefly commanded a cutter based in Boston, becoming the



Lieutenants Joseph Jenkins and Clarence Samuels on rolling deck of the *Sea Cloud* in the North Atlantic.

(U.S. Coast Guard photo)



Sea Cloud* crew mustered on the dock during her deployment as a cutter and weather ship. *(U.S. Coast Guard photo)

first recognized African-American officer to command a U.S. ship. In 1945, Harvey Russell transferred to the Coast Guard-manned U.S. Army tanker *TY-45* in the Southwest Pacific. He commanded her all-white crew through 1946, becoming the Coast Guard's third African-American cutter captain. Russell later broke the corporate color barrier as vice president of the Pepsi Cola Company.

Sea Cloud and *Hoquiam* proved barrier-breaking efforts in the desegregation of the U.S. sea services. Unlike the U.S. Navy's first desegregated ships, *Sea Cloud* and *Hoquiam's* white and black crewmembers shared the same sleeping quarters and ate at the same mess tables. And, African-American Coast Guard officers broke the color barrier at white officer's clubs for the first time in U.S. history. On board *Sea Cloud* and *Hoquiam*, white and black Coast Guardsmen served together in close quarters proving for the first time that desegregation could succeed even under the most confined and stressful wartime conditions.

THE MYSTERY OF THE CASTLE ROCK (WHEC 383) AND THE SHIP'S MASCOT FLAG

*From Tales of "The ship No One Wanted"
by Paul Balmer*

As a vessel of the U.S. Government, we were at their disposal to do anything and everything they asked us to do. For example; we had orders to tow a U.S. Navy tugboat to Argentia, Newfoundland, in the middle of January. This was not a big deal unless you were sailing in the frigid North Atlantic with no boilers for heat! Or Sailing from the Panama Canal to Hawaii with no working evaporators to produce fresh water for our two-week journey. We were also not notified that we were going to Vietnam to turn the ship over to the South Vietnamese. But alas, these are "Tales" for another time.

The ship's artist and cartoonist, Chauncy, drew a cartoon insignia for the ship's mascot. The feeling among the crew was we were always getting screwed, and that became our slogan. "Work diligently and with integrity and you would always get your just reward, you would get SCREWED! Chauncy designed a copy of this guy getting



screwed in the back with a big 14k screw and the cartoon character was making this weird kind of face. Chauncy also added a duck bill-less cap and a U.S.C.G. tattoo. We had this cartoon engraved into our Zippo cigarette lighters, along with the ship's name and identification numbers.

Our "Old Man", Captain McKenna, also got screwed along with the crew, so he had no problem authorizing this insignia to be put on a large blue and white flag.



USCGC CASTLE ROCK (WHEC 383)

The Ship's flag stood for the attitude and sentiment of the crew and it would proudly fly on the after stick while entering or leaving port. Our "Coastie" flag waved high upon entering Pearl Harbor without incident. But NOT, upon arriving in Subic Bay, in the Philippines. As we pulled into the harbor the "Old Man" ordered the hoisting and flying of our now infamous "Screwed Coastie" colors. Unfortunately, the Commodore was watching us as we entered the harbor, he saw the flag and read the ships slogan. Needless to say, he was unimpressed, and immediately got on the radio and told the Old Man to strike it from the after stick. Then he added another order, never ever fly that flag again! So much for the crew's morale.

When Captain McKenna and the crew transferred control of the ship over to the South Vietnamese Captain and crew, it was customary for

SEA STORIES

the two crews to exchange gifts. The Old Man gave the new captain the flag with the "Screwed Coastie", as a reminder to him that better days would probably not be coming.

Shortly after this, we headed up the Saigon River for the last time as the United States Coast Guard, High Endurance Cutter, *CASTLE ROCK* (WHEC 383). The South Vietnamese already had a name for her; it would now be called RVNS *TRAN BINH TRONG* (HQ-05). The Vietnamese captain also gave the order to raise the "Screwed Coastie" flag on the after stick. Captain McKenna protested and said that the Vietnamese Captain should not do that, because he had direct orders from the Commodore not to ever fly the flag again! The South Vietnamese captain said, "That was when the ship was an American ship, now the ship is a Vietnamese ship; and I am now her captain. The flag goes up!" And so, it did! The "Old Wrinkled Coastie" waved proudly as the ship twisted and turned up the Saigon river.

Low and behold the Commodore again was watching us come upriver, he proceeded to call Captain McKenna and reamed him for flying the flag, telling him to "burn that damn flag". Then the South Vietnamese captain spoke up and told the Commodore "that it was now his ship and he could fly whatever he wanted, and he (the Commodore) had nothing to say about it!" We never heard another derogatory remark about the flag again.

As many years have passed and there are fewer and fewer of us *CASTLE ROCK* Coasties attending the reunions, the rumors of what really happened to the ship's flag keep circulating, some say the Captain burned it as he was told, others think that it wound up with the Captain, Vietnamese Captain or with (LT) Jack Cragin II. No one knows, but when Jack Cragin is asked if he knew what happened to the flag, he puts on this Cheshire Cat like grin, says nothing about it, then changes the subject.

PHOTOGRAPHS OF LONG AGO



Pictured in the photo above is a group of Coasties sailing from New Zealand to the Solomon Islands during WWII that was submitted by Ted Carpenter. Ted's grandfather is the sixth from the right and was wounded at Guadalcanal sometime after this photo was taken.

NEWS AND NOTICES



The above campaign and service medals are authorized for CGCVA membership and are shown from top left to bottom right.

American Campaign Medal (must have at least one 5/16 bronze battle star) * Asiatic-Pacific Campaign Medal * European-African-Middle Eastern Campaign Medal * Korean Service Medal * Armed Forces Expeditionary Medal * Vietnam Service Medal * Southwest Asia Service Medal * Kosovo Campaign Medal * Afghanistan Campaign Medal * Iraq Campaign Medal * Inherent Resolve Campaign Medal * Global War on Terrorism Expeditionary Medal * Korea Defense Service Medal.

Unfortunately, there will be future world conflicts that will add to this list.



Port Security Unit personnel on their fifth OCONUS mobilization and deployment



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	Primary Email	

Many members have dual addresses, relocating to the south during winter months and back to the north in summer. In order to receive the Quarterdeck Log at your current location, it is important that you notify the CGCVA Secretary/Treasurer when you travel between residences at cgcva@comcast.net to ensure delivery. All change of address requests is made to the same email account.

IMPORTANT INFORMATION FOR MEMBERSHIP

Applicants must have been a member of the U.S. Coast Guard at the time of deployment during a qualifying period for CGCVA membership. This application MUST be accompanied by a copy of one or more of the following documents that indicates your participation in or in direct support of combat operations: DD-214 (all pages), DD-215, NAV/CG-523, Letter(s) of awards or other "official" documentation of your participation. Active Duty may submit their Employee Summary Sheet which lists duty stations and awards. If there is no documentation available to validate eligible service for membership, a certified statement from a former shipmate who is a CGCVA member in "Good Standing" will serve as your sponsor and affirm that you served with them with a specific unit, in a theatre of operations that qualifies for CGCVA membership. All CGCVA applications are verified. For all applications, please provide the sponsor's name if necessary or that of someone who is referring you for membership.

Qualifying Service Medal Awarded	Dates in Theatre of Operations and Campaign Name	Ship(s) or Unit(s) at time of deployment and Authorized Period

Dues: \$40.00 for two (2) years of membership

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Signature of Applicant

Date

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