



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 40, Number 1

1st Quarter 2025

The Story of the *LCI (L)-92* during the Invasion of Normandy on June 6, 1944.



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OF AN AMERICAN ARMY AND PORT
SECURITY UNIT 303B**

**HOW THE U.S. COAST GUARD EARNED
ITS STRIPE**

**COAST GUARD ADDS THE RESPONSE
OPERATIONS ASHORE INSIGNIA
(ROAI)**

FROM THE NATIONAL PRESIDENT

COAST GUARD COMBAT VETERANS ASSOCIATION

ELECTED OFFICERS

National President—Joseph Prince,
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National Vice President—Bruce Bruni, LM
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National Secretary/Treasurer—Gary Sherman, LM
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BOARD OF TRUSTEES

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)

ADMINISTRATIVE OFFICE*

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

THE QUARTERDECK LOG

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publisher@cgcva.org

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

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Ship's Store Manager—Russell Allyson

Historian—PNP/Founder Paul C. Scotti, LM

Service Officers—Thomas Huckelberry, LM

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

STATE OF THE ASSOCIATION REPORT

Greetings members. I am submitting the State of the Association report. The Association currently has 957 members. This membership includes Regular, Life, Associate, Friends of the Association, and Honorary members. Vietnam veterans account for more than half of the membership. Numbers are down from the previous year, so new member recruitment needs to continue. After an audit was made, it was determined that a large number of WWII members had Crossed the Bar.



The Association's budget relies primarily on our Vanguard investments and money generated at the reunions.

We have the following statistics:

2024 Financial Highlights:

- Operating Net Loss: **\$-10,252**
- Investment Income: \$17,456
- CGCVA Paver Purchase: **\$-5365**
- Net Income: \$1,839

2024 Upgrades and enhancements:

- CGCVA Website Overhaul: \$2,200
- Computer Upgrade: \$400
- Florence Finch Coin: \$489
(Presentation Boxes and other items paid by VADM Sally Brice-O'Hara)
- Membership/Recruiting: \$2,827

VP Bruce Bruni and I attended the 2024 Coast Guard Festival in Grand Haven, MI., where we distributed 50 copies of the Quarterdeck Log and membership applications to those who qualify for membership. Challenge coins were presented to the Commandant, ADM Fagan. and the current and former MCPOCGs, to keep them informed of our existence and mission of informing the general public of the Coast Guard's participation in every war since 1790.

Efforts for identifying locations for future CGCVA reunions were made, with VP Bruni and Reunion Committee member Mike Johnson attending a reunion training session hosted

FROM THE NATIONAL PRESIDENT

by the Military Reunion Network. Bruni and Johnson were very active in conducting site surveys of Charleston, SC, St. Augustine, FL, and Jacksonville, FL, before identifying the Shores Resort and Spa in Daytona Beach Shores, FL, as the site for this year's reunion. Much work has gone into making the 2025 reunion a memorable one. I want to thank the reunion committee for their selfless efforts in putting it together, but most importantly, kudos go to Gary Sherman for ensuring that the contract was negotiated for the benefit of the CGCVA.

As my term as CGCVA President ends, I look back on the interesting journey over the past two years. We must continue trying new ideas to benefit the Association.

It has been a pleasure to represent the CGCVA and I look forward to seeing everyone in Daytona.

~ Joe

FROM THE NATIONAL VICE-PRESIDENT

Spring 2025 has arrived along with the much anticipated 40th CGCVA Reunion in Daytona Beach Shores, FL. We hope many of you were able to attend this event. The 2027 reunion is being planned west of the Mississippi, with details to be announced. The reunion committee will make every effort to ensure that the next location will be a "destination-location" that provides a great reason for members to visit. We look forward to seeing you there.



Thank you to CGCVA President, Joe Prince, for his leadership of the organization over the past two years. He will be stepping down this year, giving the helm of the CGCVA over to a successor to be nominated and elected at the reunion. As the most recent Past National President, he will assume the role as the 5th member of the Board of Trustees, serving as the Board's Chairman. Thank you, Joe, it has been a pleasure to work with you. Also, thank you to the Board Members.

Several have worked diligently behind the scenes for the advancement of the CGCVA. Mike Palencia has continued his recruiting efforts at the CPO Academy, visiting each class to provide information about the CGCVA and its purpose to inform the general public of the Coast Guard's participation in every major conflict since 1790, with the goal of seeking qualified individuals to join the Association.

Mike Johnson contributes his time and resources to attend Military Reunion Network training sessions held in various cities in search of optimal reunion venues.

Ed Semler stepped up at the 2023 reunion and volunteered to be involved with the reunion committee. Although new at the assignment, he was instrumental in finalizing the site location. Mike Palencia planned the schedule of events for the reunion, and reached out to various individuals to be guest speakers during the opening ceremony and awards banquet.

Members of the CGCVA Auxiliary have taken on important roles. President Barbara Weeks has organized items for the reunion's silent auction to encourage active bidding. Auxiliary members also arrange the hospitality room and tables for the awards banquet. They contribute to the success of the reunion. If your spouse is not a member of the Auxiliary, encourage them to join.

Thank you to those that have submitted articles for the QDL. As editor of the magazine, maintaining the

FROM THE NATIONAL VICE-PRESIDENT

publication's relevance and interest is challenging. Although not every article submitted is published, all are appreciated. Please continue to send me short stories or articles of interest.

Semper Paratus ~ Bruce

FROM THE NATIONAL SECRETARY / TREASURER

LOOKING TO THE FUTURE:

Many years ago, we had over 2,000 members, most of whom were WWII veterans, followed by Vietnam Veterans and then Desert Storm/Shield veterans. However, over the past 15 years, we've seen our membership totals drop significantly, which was totally expected. Between 1975 and 1989, few, if any, U. S. Coast Guard members or veterans became qualified for CGCVA membership. In a way, that's a good thing. Peacetime is good!



Since 911, the number of Coast Guardsmen that deployed in support of the Global War on Terror, Operations Iraqi Freedom and Enduring Freedom, as well as the 1990-91 deployment for Desert Storm, is still far less than the 8,000+ personnel that deployed for the Vietnam War. Consequently, the number of Coast Guard personnel eligible for CGCVA membership has diminished significantly.

To attract and recruit new members from the limited pool of those eligible might be hampered by something as simple as the name of the organization. Many of our members who served in WWII or RVN combat theatres were not in firefights and were "trigger-pullers," but served honorably just the same. The number of Silver and Bronze Star medals or Combat Action Ribbons awarded has diminished as well.

We have received some feedback from those who are eligible under our current standards but are not joining because they feel that our current name feels like "stolen valor". This has been an issue and deserves some study. We want to honor those who served in active combat action, but no one wants to hang onto the coattails of those who did! Perhaps we need to contemplate the future and who we are, considering the changes in deployment sizes and the loss of those WWII and Vietnam veterans, and what our Association is comprised of, now and in the future. The number of potential members might be a very small minority and no action needs to be taken.

A discussion will take place at the Reunion, and everyone's opinion counts. If you have an opinion, please email info@cgcv.org.

ANNUAL AUTO PAY: REDUX

- Tired of missing your Membership Dues expiration date?
- Hate finding a "Past Due" email in your inbox?
- Do you want to keep your membership in force, without a lapse?

Your solution is here and on the CGCVA Website. If you go on the website, at the top you'll find the "PAYMENTS" tab. On that tab there is a "PayPal" button to pay the biennial dues, and another button to pay for your reunion registration. To donate to the CGCVA, a "Donate" button is located near the bottom of the page. There is a new fourth button under the "New Payment Option" section. Select this button if you choose to start an automatic annual dues payment that will be deducted from your credit card, ensuring that there is no

FROM THE NATIONAL SECRETARY / TREASURER

lapse in your membership. For this secure option, enter your credit card information in the appropriate sections. You will be charged an annual dues amount of \$23.75. This is the new way to keep your membership in force. You can always stop this method of payment at a later date. The listed membership expiration date on the Quarterdeck Log mailing label will advise you of when the next automatic deduction will occur. Give it a try, sign up now!

The Wall of Philanthropy “came a-crumbling down”

In the last issue Fall, 2024, there was an article about the National Coast Guard Museum’s project called the Wall of Philanthropy. This is formal notice that this project has been revised to suit the needs of the NCGM. This project has been altered to apply to those making donations of a minimum of \$50k single donations.

Another fund-raising project is in the works to offer organizations like ours recognition for our many contributions, individually, and as a group. As details are released, they will be conveyed to the CGCVA membership.

Thank you!

Gary Sherman

National Secretary/Treasurer

TAKING CARE OF YOUR WIDOW

“Take care of your widow while she's still your wife” means to actively support and provide for your spouse, emotionally and practically, even during times of illness or when facing a terminal diagnosis. It means essentially treating her as your wife throughout the entirety of your relationship.

Key points to remember:

- **Active caregiving:**

This is not just about providing for basic needs but also being present emotionally, listening to her concerns, and respecting her wishes during a difficult time.

- **Open communication:**

Having honest conversations about her needs and desires, including medical decisions, can help navigate a challenging situation with mutual understanding.

- **Respecting her agency:**

Allow her to maintain as much control over her life as possible while still offering necessary support.

- **Addressing grief together:**

Acknowledge the grief you both might be experiencing and find ways to process it together as a couple.

Why is this important?

- **Maintaining a strong bond:**

By actively caring for your spouse during a difficult time, you can strengthen your relationship and provide comfort and security.

- **Honoring your commitment:**

It reflects a deep commitment to your partner, showing that your love extends beyond healthy times.

~ *From Past National President, Terry O’Connell.*

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

Thomas Dougherty, Jonathan Vaughn, Gerald Nauert, LM, William Stanley, Mark Kopera, Gordon Gillies, Alan Wentzell, Robert Heater, Michael R. Niles

IN MEMORY OF DONATIONS

**William Femia IMO Edward Johnson, U.S. Army Special Forces 3 tours RVN
Charles Bevel IMO Joyce Bevel**

CROSSED THE BAR

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

**PNP Joseph L. Kleinpeter, LM, RVN, PT Banks, Lee Tarantino, RVN, CGC Hamilton,
John J. O'Hara, RVN, Samuel H. Dillard, IV, RVN CGC Androscoggin,
Roy S. Mooney, RVN, CGC Sherman, Mark D. Mellinger, RVN, CGC Minnetonka,
Jerome L. Szuminski, DST, PSU-301**

NEW MEMBERS

NEW MEMBER	SHIP/UNIT IN COMBAT ZONE	CONFLICT	SPONSOR
Gregory L. Thiewes	PSU-308	GWOT	Bruce Bruni
Dennis M. Davi	CGC Rush	RVN	
Brett W. Linden	PSU-311	AFEM	Paul J. Smith
Andrew J. Ford	PSU-301B	DST	Eric Bernstein
Barney Melekian	PSU-301B	DST	Eric Bernstein
Marc M. Fagenbaum	CGC Chase	RVN	
Michael S. Malheiro	PATFORSWA	GWOT	
Timothy L. Martin	CGC Wachusett	RVN	
Donald F. Surber, Jr.	PSU-311	GWOT	
Kent C. Robinson	Associate Member-USN	RVN	
Henry E. Plimack	FOTA		

AUXILIARY NEWS



AUXILIARY NEWS *National Auxiliary President*

The excitement for the 2025 Daytona Beach Reunion has been steadily increasing, and at the time of this publication of the Quarterdeck Log, the reunion will either be underway or nearing completion.

Two volunteers accepted silent auction items delivered to their homes near Daytona Beach for transport to the venue, which made it convenient to get the items to the resort. The silent auction remains the single largest fund raising event, and donations are encouraged. We invite you to collect items of interest for the 2027 Reunion. Businesses may also donate to non-profits for tax deductions, with the best time being the third or fourth quarter of the calendar year. The CGCVA is a 501c3 organization and has a tax exempt number for businesses interested in making donations for the auction. Items that would encourage bidding are preferred.

Current and new members of the Auxiliary are reminded to submit membership fees of \$20 for a

two-year membership. A membership form for new members is found below.

Each year, we continue to ask for creative new ideas and suggestions that will benefit the Auxiliary. In addition to making a suggestion, we are asking for your help in making it happen.

On March 29th. Russ and I will be attending a Folds of Honor event in Grand Haven, MI, to salute Vietnam Veterans upon the 50th anniversary of the war's end.

The current Auxiliary board, consisting of Linda Kay, Javaughn Miller, and myself will not seek or accept nominations for another two-year term due to life, family, and other commitments. A new President and Board Members will be elected at the Reunion and I ask you to assist them with their duties for the organization.

It has been rewarding to have served the past two years as your President of the Auxiliary, and I thank you for your support.

~ Barbara

COAST GUARD COMBAT VETERANS ASSOCIATION AUXILIARY MEMBER APPLICATION

Membership Type: Auxiliary _____ New _____ Renewal _____ Returning _____
Two Year Membership from May 20 _____ to May 20 _____

Name: _____ Date: _____ 20 _____ Email Address: _____
Home Phone Number: (____) _____ - _____ Cell: (____) _____ - _____
Address: _____ City: _____ State: _____ Zip: _____

Dues: **\$20.00 for a two-year membership.** Make check or money order payable to CGCVA.

Mail to: **Gary Sherman, CGCVA National Secretary/Treasurer, P.O. Box 969, Lansdale, PA 19449**

Auxiliary Membership Qualifications: Family of members of the Coast Guard Combat Veterans Association in good standing

Associate Membership Qualifications: All other interested parties. Associated membership is a non-voting membership

For additional information, please contact: Javaughn Miller (Auxiliary National Secretary/Treasurer)

Email: jallsmiller0@gmail.com or (619) 328-8576

COVER STORY

A U.S. COAST GUARD HISTORICAL DOCUMENT

INVASION

The Story of the *LCI (L)-92* in the Invasion of Normandy on 6 June 1944

By Seth Shepard, Pho. M. 3c, U. S. Coast Guard

Editor's note: The following publication was provided to us by Mr. James Mateyack, whose father served on board the LCI(L)-92 at Normandy, and we gratefully acknowledge his assistance. The article, written by Coast Guard Combat Photographer Seth Shepard, who was assigned to cover the 6 June 1944 invasion at Normandy, provides a first hand glimpse at the horror that was Omaha Beach on D-Day.

AT A SURVIVORS BASE, PLYMOUTH, DEVON,
ENGLAND, 25 JUNE 1944

Shocked and exhausted, we crawled out of the sea over the smooth pebbles of the Normandy beach a few hours after the start of the great invasion of June 6. Around us as we sank upon the stones were dead and dying American soldiers and sailors; behind us the windswept sea broke against our burning ship; ahead of us in the hills German snipers and machine guns raked the beach. Through it all the deadly 88s and exploding mines blasted the land and sea approaches, shattering the beach and water with violent concussions and filling the gray skies with heavy smoke.

I was with this veteran U.S. Coast Guard crew through those 16 hours of tortuous (*sic*) waiting after our ship -- the Coast Guard manned *LCI (L)-92* struck two deadly mines in swift succession, followed by direct hits from German 88s. It was the worst hell the crew had ever experienced in four major invasions. We faced death and destruction so often that day that the first shock of abandoning our burning ship under heavy fire was overcome in the tremendous struggle to establish the beachhead. Our sector was under constant German shelling the whole time we lay

there wet, cold, and scared, without weapons, warm clothes, or food, other than a few cans of soup and some Army blankets.

I think it was a grim determination to live, an answer to our prayers and to those at home who prayed for us, and luck, that saved us in our escape from the stricken ship. But we left 41 dead American soldiers behind in the forward troop compartment. They never had a chance when we struck the first mine. Thank God that most of them did not suffer a lingering death after that disastrous explosion of flame and steel. Six of our crew were wounded and burned, and it was not until two weeks later that we were able to account for all.



Photograph of *LCI(L)92* on Omaha Beach, France,
taken sometime after 6 June 1944.
U.S. Coast Guard photo

This story I am about to tell of our grim siege, our rescue at midnight just as the year's highest tide began lapping against our hand-dug foxholes, our second trip into the beach aboard the Navy LST that picked us up, and the four long days with little sleep and no fresh clothes as we helped the badly wounded aboard LSTs, could not be told until all the crew had been accounted for at the survivor's base.

While this narrative is the story of the Coast Guard crew of the *LCI(L) 92*, we cannot forget the other Naval and Coast Guard crews, and other

COVER STORY

branches of the services, especially the early waves of soldiers who went through just as much, if not more, tragedy, hell, disaster, and dangerous excitement as we did that first long day. We were just one tiny part of the greatest amphibious invasion operation in all history, but we were vitally important in the establishment of that beachhead. We did hit the beach, we did land a majority of our troops, although many of them had to leave their arms and equipment aboard, and we did land the few men we carried of the brave Navy beach battalion.

There were some craft and ships that had to go in first in the "suicide squadrons" and logically the older and more experienced Coast Guard LCIs were picked for this job. We were the second LCI of the flotilla to hit that sector of the beach, which was so heavily mined by the Germans that the first early waves after H-Hour, on the high tide, never had a real chance of backing off the beach without some sort of damage. All the world now knows that in this initial struggle the Allies were victorious and the march to Berlin began in a great new western front.



LCI(L)s 93, 85, 92, and 84 were some of the LCI(L)s with the more experienced crews from their action in the Mediterranean. They were picked to go first into the beach.

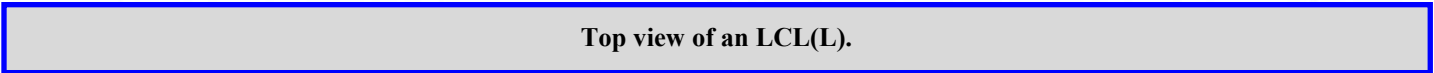
These last two weeks at a Naval survivor's base in Southwest England, where we have been gathering new clothes, signing papers for claims,

getting paid, and waiting for new orders, have not dimmed our vivid memories of that invasion. And now, on the day I am writing this account, the first phase of our adventure has come to a conclusion. With seven others of the newer crew members, I watched with a heavy heart the 16 veterans who had not been wounded in the assault drive off in trucks to an embarkation point for the States and home. They deserve this return for they were the majority of the crew who had been overseas for 16 months, living through four invasions in the cramped quarters of the "92." I had only been aboard a short while, but in that time I had come to know every man as a friend. The miracle of our landing on the French beach had drawn us all close together. Now as we watched our shipmates speed away in the trucks Freddy N. Pitzer, fireman first class, USCGR, of Clarksville, Missouri, standing next to me, said what we all felt who were left behind: "There goes the best damn bunch of fellows I've ever been with."

We walked back then to the barracks, thinking about our buddies, our ship and the invasion. I know every man can be proud of the job he did on June 6, even though we were all scared as hell and hope we don't have to hit another beach as tough as that. But they all did their duty. In fact I was the only member of the crew that actually failed at his appointed task. You see, I'm a combat photographer of the U. S. Coast Guard, and in the confusion of the shelling and abandoning ship I not only lost my camera and equipment but all film and pictures.

As we talked over the events in the barracks, I thought of how far in the background now were the long weeks of preparation. Those days of comfortable suspense, of waiting and wondering, seem more like a haze-drenched dream than the actual prelude to battle. Yet we cannot completely forget the peaceful last weeks in England before the invasion. The fresh green of the English spring had come, leaving the cold and dampness and heavy fogs of winter behind. We were conscious all along

COVER STORY

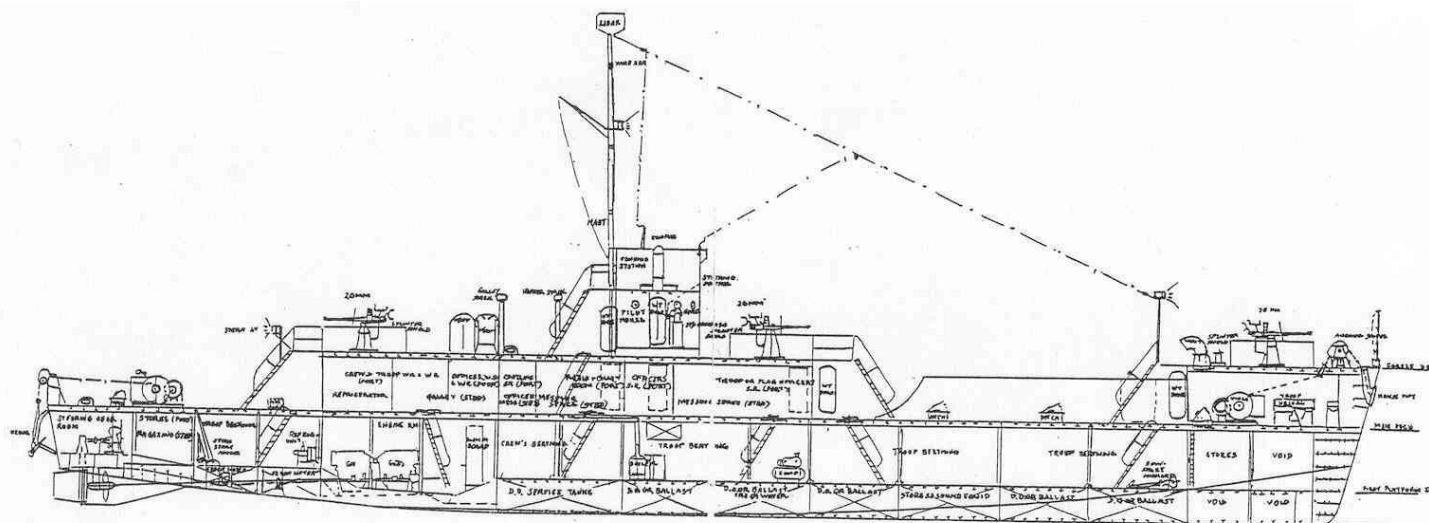


good old States, was sick and tired of the regimented military life and the long months of overseas duty aboard a cramped little amphibious ship. On an LCI the crew eats and sleeps in the same small compartment and uses it also for a recreation room.

Yet at the same time, conscious of what was to come, I think each man to himself felt that he was in a way glad to be in the operation that was to make history. Perhaps not actually glad, but at least conscious that he was doing something vitally important for his country that he could be proud of in the years to come.

It was after the ship had been lightened some by taking off such non-essential equipment as the washing machine on the stern, that the first of the new gear began arriving. Too, we began to hear of the growing feeling back home in anticipation of the coming invasion. Needless to say the crew constantly talked about invasion and we all wished that it would hurry up and come. Waiting is tough.

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LCI(L) Profile.

Army blankets were brought aboard. Just before that we had been issued new gas masks, gas suits, and decontamination gear in case of enemy gas attacks. A few days later minority troops loaded crates of Army field rations, the same as before Sicily and Italy. This crowded the well deck above the two forward troop compartments. From that day on, supplies and equipment came trickling aboard that gave us every hint that the amphibious ships were getting set for some large-scale movement.

One bright morning we woke to find that the outer harbor had begun to fill with Allied warships, from all kinds of amphibious craft to destroyers and on up to huge battleships. When they remained there in full concentration, we knew that the big event was really shaping up.

Finally, the skipper, Lieutenant Robert M. Salmon, USCGR, of Maplewood, N.J., who brought the ship across the Atlantic from Norfolk, VA, 16 months ago and through the Mediterranean invasions, was called to a secret meeting one night. He didn't arrive back aboard until 3:00 A.M. Before breakfast the scuttlebutt was flying fast, and when we came up from chow, we found posted on the ship's bulletin board strict new regulations canceling all liberty. In fact, no one was even

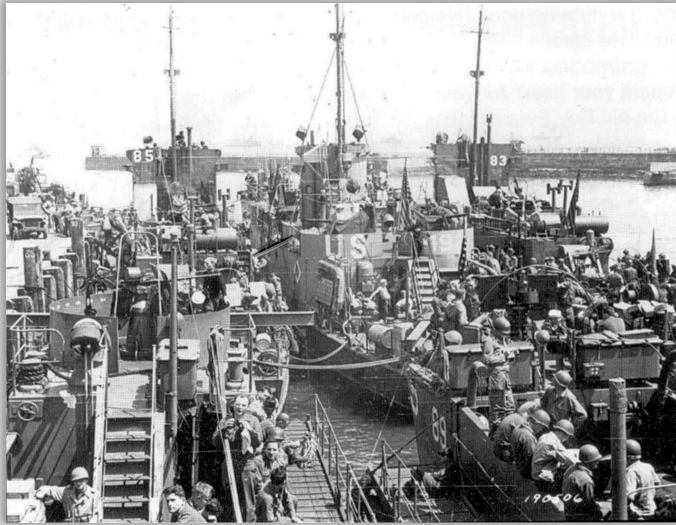
allowed off the ship unless in some official work party, to be always accompanied by an officer. We were not to speak to anyone on the docks, even Naval personnel. The men of the repair base were restricted; movies in the evening were stopped, and aboard our ship the ominous two section sea watch list was posted to take effect, it said, whenever the Captain should so direct. The order came out, too, to secure all painting and to get everything in readiness to cast off suddenly. The time was drawing short.

I remember that last night before the troops came aboard, there were more than the usual letter writers huddled around the big table in the sticky air of the crew's quarters, located below in the center of the ship. A number of men quickly took the advantage to send money orders home when our executive officer, Lieutenant (j.g.) Zack Felder, USCGR, of Dallas, Texas, passed out the word.

The next day, June 2, messages from General Eisenhower and high Naval officers were posted on the bulletin board, telling us of the coming invasion. All that morning the small boats from American and British transports plowed through the harbor, taking on troops at the base. In the afternoon the first soldiers came marching down the

COVER STORY

docks to swarm aboard the outboard LCIs of our flotilla. We noticed from the start that the troops looked extremely hardened and tough and in fine condition. They were rather quiet and serious, though not solemn.



Troops after boarding LCI(L)s sometime before crossing the English Channel in June 1944.

The troops we were to carry came aboard at 2:30 A.M. the next morning, June 3. When I went above to stand a regular four-hour gangway watch, the troops were mostly just sitting on deck in the sun, doing nothing in particular except for some singing to themselves. There was one big bushy-eyed fellow up forward, with a soft southern mountain accent, singing a mournful song. One Joe was fixing his pipe, another polishing his home-made lighter. Others were propped up on the boxes of K rations calmly reading armed service's edition books. Many were stretched out in their bunks below asleep. There were, of course, the inevitable card and crap games, although the limited space aboard the cramped ship made this difficult. Most of the soldiers playing cards were using the crisp new French Franc issue, which looked like stage money.

Some of the soldiers took apart their guns and drew our Coast Guard crew as interested observers. For ourselves, we of course had our watches to stand,

but mainly we kept to ourselves in the crew's quarters, playing the "92's" most popular game, "Acey-Ducey" and poker. Some of us went around trying to find guys from our home towns. J. W. Spring, motor machinist's mate third class, USCGR, of 2524 Loving Street, Fort Worth, TX, found a fellow Texan from his home town and they spent the whole evening talking over old times and, of course, Texas.

At times we lined the rail to watch the troops, on the dock, go through stiff exercises, which they did with a healthy gusto. As they limbered up and became more familiar with the ship, they grew more talkative and spirited, and the old American habit of horseplay was much more in evidence.

June 4th was Sunday. Although we knew that the next day was the time set for our departure, we were all rather calm and no different from any other day. I slept until 11:00 A.M. that morning and then had the regular 12:00 to 4:00 P.M. gangway watch. We all tried to get as much sleep as possible because once underway we knew there would be very little time for rest. The usual Sunday church services were held and the usual number of our crew went, but no more. The Skipper spent most of the day in the chart room plotting his courses and going over his instructions.



Army troops sitting on the LCI(L)'s welldeck.

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Occasionally an army officer would consult with him. Late in the afternoon an Army chaplain came aboard and with a megaphone spoke to the troops from the upper deck of a Navy LCI(L) tied alongside us. The troops sat in all manner of positions in the well deck, staring out in space, looking at the deck, thinking or dreaming. Then they sang a few songs which dragged and were slightly off key, but they still sounded okay and sort of lifted us up a little.

After chow that night, which already was getting to be very monotonous as we were using those K rations, I got to thinking about this canned-age war. Everywhere I looked on deck there were cans of this and that. There were even individual cans of coffee. And who will ever forget the canned soup that cooks itself. All you do is shake the can, punch two holes, and pull up the wick and light it. Woosh, the chemical in the little top compartment goes off and in a couple of minutes you have a steaming can of hot soup. We were later to be very thankful for that self cooking soup when we were wet and cold on the French beach.

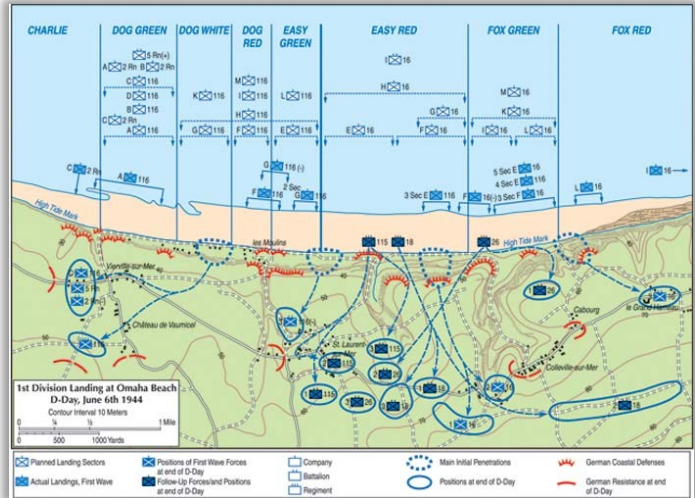
That evening I sat up on the bow with Bobby Gene Smith, Seaman First Class, of 700 Austin Street, Wichita Falls, TX, who was on gun watch. After some playful jibes over what knots I could or couldn't tie, we fell into a more reflective mood.

"You know, Smitty," I said, "by looking at all these soldiers and sailors in their uniforms you wouldn't think they were split up in different outfits, like the Army, Navy, Seabees, Coast Guard, Navy Beach Battalion and so on. Why, you can hardly tell an enlisted man from an officer in their steel helmets and battle clothes. I'd say it really is a 'combined operation', as the British say."

"That's right," Smitty said. "But no matter what uniforms they have you can tell they're Americans, even from just the way they walk or look around."

With Monday, came gray skies and colder weather, "perfect invasion weather," we said. Still at

the docks, the troops continued with their exercises. There was a more restless feeling among everyone, but also more laughter and jokes. At one time Allied planes were flown over the harbors, rather low, in order that we could see the type of identification to be used in the invasion. After this the troops took showers on the docks, running up the gangway in their skivvies.



At 3:45 P.M. Chief Boatswain's Mate Charles Campen, USCG, of Hertford, North Carolina, told us in the crew's quarters that at 5 P.M. sea watches of four hours on and four hours off would go into effect. We didn't have to be told what this meant. A stranger among us would never know from our hilarity, yelling and horseplay that we were about to participate in one of the greatest undertakings in history. In fact, I don't think anyone thought of it historically at the time. I know I didn't. But there was a general excitement underneath our playfulness, and also optimism touched with some feeling of tenseness. I didn't go around asking everybody how they felt and no one asked me. But I know for myself I had a feeling of something like stage fright, or more accurately, the feeling a high school boy often gets just before the vital game with a rival school. As for the Army and Navy men we were carrying, they gave no real outward sign of what they were thinking. On the whole I would say everyone was exceptionally calm and ready. Various

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army officers gave their groups a talk and last-minute instructions in the troop compartments. Certainly, there was nothing overly dramatic. Things just continued to go along as they had, smoothly. For us, our last orders were to be sure to wear our gas suits at all times, our heavily impregnated (*sic*) shoes and socks, and keep our gas masks with us.

We left the docks in the midst of evening chow. I remember Eugene J. Snarski, Seaman First Class, USCGR, of 12883 Sparling Street, Detroit, MI., whom we called "Jeep" although he was long and lanky, sliding down the ladder to his unfinished meal and good humoredly complaining, "I don't know why we always have to shove off just in the middle of chow, especially when we have some white bread for a change." Modest "Jeep," who received the Purple Heart previously for wounds he sustained in the Salerno, Italy, invasion aboard another Coast Guard manned LCI, was later to be the most badly wounded of our crew.

After eating, I went above with my camera and found we were just entering the outer harbor, which was no harbor but a large bay. Everywhere the ships were beginning to take their positions. LCIs, LSTs, transports, destroyers, escort vessels, even cruisers and battleships. All the LSTs had a large barrage balloon flying above them and the LCIs looked top-heavy with the mass of troops on deck. We all watched the memorable sights of the vast flotillas of ships stretching in every direction.

As we stood out into the channel, our group formed into what seemed like three endless columns of LCIs. Then later as we left the bay astern, our three columns were joined by a flanking fourth column of the famous little 83-foot Coast Guard cutters and a long line of huge transports beyond. On the horizon were destroyers and other escort vessels. The wind was brisk, and it was definitely chilly topside. The heavy clouds gave a dull gray hue to the water, except for the white breakers. Our

ship rolled a bit and some of the soldiers stood near the rail as they began to feel that queer sensation in their stomachs.

At first, we hugged the coast line but as twilight set in we began to ease away from the high cliffs of Southern England. At 8:30 P.M., on a course of 110 degrees, ESE, we watched 74 planes fly over high in the clouds. They were P-38s. This was the largest concentration of planes at one time we had seen, although all evening bunches of Spitfires had flown over. Those planes made us feel more secure and were always a grand sight. Off our port quarter in the evening haze, we could now make out more ships of the task forces and amphibious flotillas coming out of other harbors.

At 9:30 P.M. I went below to warm up and get some more film equipment. The crew off watch was trying to sleep in the crowded quarters, but they were having a



P-38 "Lightening."

hard time because of the early hour, and the excitement and laughter. I decided that I might as well shave since no one was in the head at the time. I only cut myself once, which I thought was good because of the way the ship was pitching in the choppy channel sea. On my way back to the crew's quarters, I looked down a troop compartment hatch and saw a group of soldiers rolling the dice, enjoying themselves. But most of the soldiers were just waiting quietly, with their own silent thoughts.

At 10:00 P.M. I went back up to the conning tower to find it still cloudy, cold, and windy. The officers and men in the conn, which on an LCI is open to the sky shoulder high, and the highest part of the ship, seemed to be in a good mood, eating candy and cracking jokes. The captain said it was his opinion that the morale of the troops was the highest of any invasion they had been through

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and everyone agreed. Chief Campen pointed out to me the growing number of LCTs coming out from land. There were so many it was impossible to count them all as they dotted the horizon. At 10 P.M. the Skipper went below for a while and turned the ship over to Warrant Boatswain James C. Cubbedge, USCG, watch officer, of 3565 NW 36 Street, Miami, FL. The order was also passed to keep a special lookout for the dangerous German E-boats, which have a habit of sneaking in on channel shipping and doing damage with their torpedoes.

Soon I decided that the best place for me was in my "sack" if I was going to be up in the early hours of the morning. So I went below and crawled into the bunk. I couldn't go right off to sleep but the last thing I remember was the one shaded light hanging down over the mess table, swinging back and forth and sending its faint rays over the tiers of three bunks, most of them filled with sleeping forms, relaxed and trusting and not knowing what hell they would be facing in less than 10 hours.

On through the blackness of the cloudy night the ship sped across the channel in a great armada of ships. I slept soundly, dreaming and hearing nothing until 3:40 A.M. - June 6. Suddenly awakened by the clanging of the alarm bell - general quarters - I sprang out of my bunk and tried to dress with record speed. Like everyone, I had slept in my clothes except for the outer gas suit and my heavy shoes. I was the last man to scramble up the dark ladder, after grabbing my camera and film.

Climbing up to the conn as the night wind whipped the spray across the deck, I could just make out the dark form of the ship and hurrying figures. Once I got up, though, I could see bright flashes in the distant horizon ahead and some flares closer by. Apparently, the Skipper had sounded general quarters as a precautionary measure when the flares went off. A few minutes later "secure from general quarters" was given and the crew on watch from midnight to 4:00 A.M. went below.



USS Arkansas (BB-33) fires her 12-inch guns at German positions, while supporting the Omaha Beach landings, 6 June 1944. Official U.S. Navy Photograph

Now in the distance ahead, along the French coast, we could see sharp flashes of brilliant explosions and heavy anti-aircraft fire and hear the deep rumble of the blasting and firing. As my eyes became more accustomed to the darkness, I could make out the dark shapes of landing craft and ships surrounding us. We had finally reached our objective and now the LCIs were slowly following each other in a long circular movement. The beach on which we were to land was 16 miles away. All the while I was conscious of that eerie whistling of the wind through the rigging. It was cold and I pulled up the hood of my gas suit over my steel helmet and tightened my life jacket. I was going to be very thankful for that jacket later on.

End of Part One



You'll be surprised who you will see at the 2025 Daytona Beach CGCVA reunion.

Securing the Return of an American Army and Port Security Unit 303B Part III

*Authored by CAPT David L. “Boog” Powell,
USCGR (Ret), parts one and two can be found in
the 3rd and 4th quarter publications of the
2024 edition of the Quarterdeck Log.*

OPERATIONS

PSU-303B’s primary Area of Operational Responsibility (AOR) was the massive King Abdul Aziz Port of Ad Dammam. It is a man-made maritime complex built by a South Korean marine construction company. It has berthing space for 83 ocean-going vessels (steel-hulled fishing trawlers to mammoth container ships). It also has a Small Craft Harbor from which CG, Army and Saudi military vessels operated. The port is protected from destructive waves with western and eastern breakwaters. However, the port’s large entrance is opened to the north, subjecting the port to wind-driven seas often in the 6-8 ft. range. These were perilous conditions for a 22 ft. “Raider” Transportable Port Security Boat (TPSB) that was designed for 2-ft. inner harbor seas. Not only did these sea conditions threaten crew safety, they also imperiled mission readiness. On 13 April 1991, an M-60 machine gun, securely mounted aft on a non-standard commercial mount [casualty report (CASREP) submitted 2 April], was washed overboard from a “Raider” patrolling in 6-8 ft. seas. Attempting to recover the weapon, Army Salvage and Navy EOD divers searched for a week in turbid waters with negative results.

In addition to sea-state, reduced visibility often hindered boat crews and Maritime Security (MARSEC) sentinels. The heavily polluted air, coupled with wind-driven sand, readily obscured patrol observations. Another regional phenomenon is the *shamal*, Arabic for a severe northwesterly wind. They occur occasionally over the Persian Gulf states, creating strong sandstorms inland with accompanying heavy seas in the littorals. Due to

their extreme danger for small craft, all “Raider” TPSBs had to be trailered and removed immediately from operational service until the *shamal* passed. In the legacy and tradition of the CG’s rugged and daring seamen, the men and women of 303B’s Boat Division earned that identity.

For tactical purposes, the port complex was divided into six sectors and layered defensively with the requisite safety, security, and reaction zones. Three of the six sectors were key to defending the crucial entrances to the heart of the port. These were patrolled aggressively by “Raider” TPSBs. To defend the eastern and western shallow inshore approaches to the port (the flanks), two M2 Bradley Infantry Fighting Vehicles armed with 25mm Bushmaster chain guns were assigned by the Army Port Commander. They were organic to the 855th Military Police (MP) Company from the Arizona Army National Guard. The 855th was responsible for security of those port piers where Army port operations took place. All others were secured by the Saudi Frontier Forces (SFF). Both companies of PSU-303 had a superb working relationship with the 855th.

In the critical area of command and control, success depended on interservice cooperation. To ensure prompt and effective tactical control (TACON) of 303B’s TPSBs by MIUWU-108, 303B junior officers were assigned to the MIUWU operations van (call sign “Watchdog”), which resembled a miniaturized shipboard Combat Information Center (CIC). Under the supervision of LT Jeffrey Bauer (OPS) (now CAPT Ret.), the CG officers’ purpose was twofold: 1) take initial tactical control of PSU “Raiders” and 2) train and qualify Mobil Inshore Underwater Unit (MIUWU) watch personnel in accordance with CG PSU doctrine. Once qualified and certified by LT Bauer, the author authorized MIUWU watch-officers TACON of 303B’s “Raiders.” Likewise, CDR Tempest, senior to the author and joint Base D-5 CO, delegated to

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the author tactical responsibility and authority for Base D-5's security and defense. These examples of professional cooperation within each service's area of expertise wedded the concept of the union of the MIUWU's "eyes" with the PSU's "teeth". It worked like a marriage made in Heaven.

To justify 303B's 90-day deployment, a synopsis of its tangible accomplishments is necessary. After all, in the public's eyes and most military circles, the Gulf War was over. The historic fact is that Coalition offensive operations, for the most part, ceased on 28 February 1991. But the permanent United Nations ceasefire was not signed until 11 April, a seminal event occurring about midway through 303B's deployment. Defensive combat continued in the Kuwait Theater of Operations throughout 303B's in-country tour. In addition, the threat of undetected/unexploded Iraqi maritime mines still lingered in the Persian Gulf. Ashore, uncleared Iraqi land mines continued to kill and maim despite the ceasefire, temporary or permanent.

The primary duty of a PSU is to protect high value assets in an established security zone by deterring and/or repelling unauthorized vessels from entering that zone. 303B's "Raiders" successfully accomplished that mission where no penetrations with hostile intentions were accomplished. This was achieved in over 7,000 hours of boat patrols, representing over 21,000 man-hours. These diligent efforts resulted in the interception and visual inspection of 456 potentially hostile contacts, 67 suspicious crafts were boarded and searched, and two vessels smuggling illicit drugs were seized. On the humanitarian side of CG missions, "Raider" TPSBs prosecuted seven Search-and-Rescue/Medical Evacuation (SAR/MEDEVAC) cases, during which five lives were saved. The first of these occurred on 20 March where **RAIDER JIM** [BM3 James Mack (coxswain), MK1 Daniel Hackley (engineer/aft gunner), and SNPS Paul Higgins (forward gunner)] rescued a small boat in

PSU-303B
22 foot Boston
Whaler "Raider"
TPSB underway
for an intercept.
Armament
included
the .50cal M2
and M60
machine guns.
Each PSU was
equipped with six
TPSBs.



rough seas from the USNS CAPE CLEAR (T-AK-5039).

While 303B's "Raiders" successfully shielded the port from hostile penetrations, there were probes, feints, and other deceptive tactics to test and beguile the Port Security Harbor Defense (PSHD) shield. For instance, the nearby suspect fishing fleet would occasionally deploy in large numbers ostensibly to overwhelm the patrolling TPSBs. To counter that tactic, the "Raiders" employed herding tactics to corral and drive the miscreant vessels in directions away from the security zone.

In a specific feint encounter on 21 March, **RAIDER VEGAS** [BM2 James Guttke (now BMC Ret.) – coxswain, PS1 Randy Smith – engineer/aft gunner, and PS3 Robert Hare (now MSTC Ret.) – forward gunner] was vectored by "Watchdog" to intercept a radar contact approaching Sector-4 of the security zone at high-speed on an easterly course in the safety zone. Moments later, "Watchdog" was alerted by its "Big Eyes" operator atop the Tower that the contact was two fast-fishing boats racing adjacent to each other towards the security zone. In a flash radio message, "Watchdog" transmitted this tactical information to **RAIDER VEGAS** as it closed the contacts. As the incident developed, the northern fast fisherman broke ranks with the southern boat and veered-off on a track to the northeast in an apparent effort to draw the "Raiders" away from the security zone. "Watchdog" directed the Sector-4 TPSB to intercept and board that craft

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while **RAIDER VEGAS**, the Sector-3 TPSB, continued to close the range to the southern boat. BM2 Guttke concluded that the elusive craft was demonstrating hostile intent and ordered PS3 Hare to charge his “Ma Deuce” and commence tracking the target. While this action was taking place, “Watchdog” sagely maneuvered a large SFF patrol boat into position to cover Sectors 3 and 4, thus ensuring the integrity of the port’s defensive shield. As BM2 Guttke rapidly closed the range to the 20 ft. white hulled boat with two outboard engines, the coxswain of the pursued vessel unexpectedly heaved-to, apparently intimidated by PS3 Hare’s tracking with his .50 caliber main battery. Once alongside the suspicious craft, the SFF PO boarded and inspected the vessel, followed by a vigorous interrogation of the two crewmembers while PS1 Smith stood overwatch with his M870 12-gauge shotgun. The fully compliant coxswain and seaman pleaded innocence to nefarious activities but admitted to “cutting the corner” of the security zone to get to the eastern fishing grounds faster. The SFF PO released them with a stern warning and permitted them to continue their journey, but around the security zone. The Sector-4 “Raider” had similar results after overtaking and boarding the northern evading fishing boat.

The after-action wrap-up with all CG and Navy participants concluded that this incident was a trial run for a future attempt to breach the port’s defenses using feint tactics. Presumably, they were able to observe reaction tactics and TPSB response times. For Port Security Harbor Defense Group3 (PSHDGRU3) units, it strengthened their vigilance on the port to ensure that the U.S. Third Army returned home safely.

Another adrenalin-charged incident occurred on 11 April, which ended with a surprising finale. During the morning watch, a Saudi fast-fishing vessel made a flank speed dash for the port into Sector-4 presenting the profile of a boat-bomb

attack. **RAIDER JERSEY** [BM3 Richard Kavanaugh (now CDR Ret.) – coxswain, PS3 Ciro Sinagra (now PSCS sadly deceased) – engineer/aft gunner, and PS3 Glenn Ender – forward gunner] set course to intercept with main and secondary batteries “locked and loaded” and tracking the target. **RAIDER JERSEY** was supported in its hot pursuit by the Sector-5 TPSB, **RAIDER LONEWOLF**. **LONEWOLF**’s crew consisted of coxswain BM2 Clinton Lord, engineer/aft gunner MK3 Robert Thurman, and forward gunner PS3 Timothy Dreger. Upon intercepting the potential invader, its coxswain kept ignoring BM3 Kavanaugh’s orders to “heave to,” but he kept pointing at his hull. Kavanaugh’s SFF PO minimized the situation by mumbling that “it’s just a fishing boat.” Kavanaugh then forcefully directed the SFF PO to order the vessel to stop in the Arabic language. The SFF PO wisely complied and issued the order which was immediately obeyed by the operator. As soon as the vessel came off step, it began to sink. Kavanaugh then yelled at the SFF PO to order the coxswain of the foundering vessel to get underway again. BM3 Kavanaugh sagely understood that the fishing boat had to remain underway to prevent further sinking. At this point, a potential enemy combatant became another hapless victim of the sea and needed rescuing by the USCG. **RAIDER JERSEY** escorted the damaged boat to the eastern channel leading to the Small Craft Harbor. **RAIDER LONEWOLF** stood overwatch. The coxswain of the disabled vessel beached his boat on a rocky jetty before arriving at the entrance to the Small Craft Harbor. BM3 Kavanaugh submitted his situation report (SITREP) to “Watchdog” who notified the Army’s 855th MP Co. They dispatched an armed MP “Humvee” to the scene. BM3 Kavanaugh slowly brought his TPSB up to the stern of the grounded boat. He directed PS3 Sinagra, armed with a shotgun, to board the craft. He verified that it had a large hole in its bottom. The MPs arrived and took the crew into custody. They transported them to the nearby SFF base where

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they were transferred to SFF officers. This incident clearly depicts the complexities associated with securing the Port of Ad Dammam and the resourcefulness and dexterity of “Raider” crews to adapt to fluid and intense situations.

Several other potentially hazardous incidents involving TPSB responses occurred in March and April, the most eventful months for 303B operations. These include:

- On the morning of 15 March, an unknown actor fired a flare at a TPSB refueling at the SFF operating base adjacent to Base D-5. The SFF was unable to locate the perpetrator, thus raising tensions on the port.
- In early April, a friendly fire incident occurred involving **RAIDER PRINCE** with coxswain BM3 William Prince (now BMCM Ret.), engineer/aft gunner MK1 Thomas Chatfield (now MKC Ret.), and forward gunner BM3 Charles Coghlan (now BM2 sadly deceased). While **RAIDER PRINCE** was conducting a routine check of Sector-2 on the port’s north-western seawall, several large caliber rounds were fired from ashore and heard passing over **RAIDER PRINCE**. “Watchdog” was informed and reported the situation to the JEOC. A brief investigation later determined that Army personnel were preparing an Iraqi 57mm anti-aircraft gun for shipment to a stateside military museum when the weapon was accidentally discharged. The Army preparation crew failed to determine that the weapon was loaded.
- On 6 April, two mine-like objects floating in the safety zone were reported to the JEOC by a SFF patrol boat. “Watchdog” dispatched **RAIDER PRINCE** and **RAIDER MIDNIGHT** to the scene with Army EOD embarked. One object was identified as a MIUWU sonobuoy and the other was determined by EOD as a non-mine with external mine-like characteristics.

- In late April, an Iraqi SCUD missile body with fuel cell was sighted floating near a shoreline in the port’s interior. That weapon was fired by Iraqi ballistic missile forces during February and impacted offshore near the port. Several TPSBs responded with Army and Navy EOD who rendered harmless the hazardous components. LT Jim Fields served as the On-Scene Commander (OSC) in **RAIDER GRUMPY**. He was assisted by the versatile MK2 John “JR” Jones [now Engineman Chief (ENC) USNR Ret.] In the Tower, 303B’s RCMC George Ingraham (now MCPO CG Reserve Force Ret.), as the JEOC watch officer, superbly coordinated the local Coalition forces’ response.

While the PSU boat force is the trident of the PSU’s defensive power, MARSEC complements the trident as a finely honed sword for the deployable PSU. 303B’s maritime security light infantry stood over 10,500 man-hours of security/access control watches securing CG/Navy/Army Base D-5 and COMPSHDGRU3’s JEOC in the Tower (Base D-12) without any hostile intrusions. They also maintained a mounted vehicular roving patrol in CG/Navy operational areas on the port. While the ground component of the CG shield was formidable, there were surveillance/reconnaissance incidents similar to the surface actions previously described. On 20 March, MARSEC watch-standers at the Base D-5 access control point reported a suspicious drive-by of a white truck with a Saudi license plate. All potentially impacted local commands were alerted of a possible nefarious surveillance operation. The license plate number was referred to the local SFF HQ for further investigation. On 26 March, MARSEC sentinel PS3 Tomas Kringle (now CDR Ret.) discovered a blueprint of the Tower in an unsecured area outside of the Tower while on a foot-patrol near it. PS3 Kringle’s keen vigilance thwarted a possible compromise of JEOC security at the Tower, which was staffed by CG, Navy, Army, and SFF personnel. This incident strengthened

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the assessment that a clandestine surveillance / reconnaissance operation was underway on the port for malicious purposes.

On 5 April, tragedy occurred on the port to which 303B's MARSEC and medical personnel reacted as first responders. An Army warrant officer in a military vehicle ran a red light and was immediately struck by a Saudi truck and semitrailer. The result of the impact was devastating. BM1 Frank Verhuel (now CWO2 sadly deceased) with MARSEC's A-team roving patrol were the first to arrive on scene. They controlled the chaotic site until Army MPs arrived. Observing that no emergency medical personnel had yet arrived, BM1 Verhuel quickly returned to Base D-5 to take 303B's duty corpsman to the scene. HS3 Michael Tuccio responded, along with HSCS Charles Black (now HSCM Ret.) Both corpsmen attempted to render emergency life-saving aid, but HSCS Black determined that the warrant officer had succumbed to his horrendous injuries.

On 12 April, MARSEC was assigned a VIP personal security and close protection mission for a visiting Navy flag officer making an official commander's visit to PSHDGRU3. RADM (UH) Raynor A. K. "RAK" Taylor, USN, Commander, Middle East Force (later COMNAVCENT) and his small party arrived at Base D-5 by ground transportation shortly before noon. RADM Taylor was 303B's senior operational commander in the KTO through COMPSHDGRU3 (CAPT Jolly) and Commodore (CAPT) William Mays III, USNR, KTO Harbor Defense Commander (HDC). RADM Taylor's party included RADM (LH) William O'Donnell, USNR, from Military Sealift Command and Commodore Mays. 303B provided close protection and transportation for the VIP party with a 5-man MARSEC security detail and two "Humvees" supervised by PSC Jerry Gray (now Ret.). The party's busy itinerary included individual unit briefings, tours, demonstrations, lunch with all

**RADM
Raynor
"RAK":
Taylor, USN,
Commander,
Naval Forces
Central
Command,
on the left.**



hands, and Admiral's Call.

The Admiral's visit concluded with a tour of the port in **RAIDER BRUTUS** [coxswain BMC Michael Raggio (now Ret.), engineer MKC Larry Bull (now MKCS Ret.), and the author]. During this adventure, the Admiral would earn a distinctive and unique CG qualification. Before getting underway, the author informed RADM Taylor of the three rules for riding in a "Raider" TPSB – "hold on, hold on, and hold on". During this excursion, 4-5 ft. seas were running in the port. To demonstrate the TPSB's operational capabilities in that sea state, BMC Raggio increased power to gain tactical speed (over 30 kts.), bringing **RAIDER BRUTUS** up "on step" with the running sea crests. At this stage, the TPSB went airborne completely out of the water and landed on the surface with traumatic impact. In those terrifying moments, RADM Taylor and the author earned the coveted "Raider Wings." This honor occurred when both of their feet were simultaneously lifted off the deck while desperately holding onto a handrail in a very brief zero gravity state while airborne. As RADM Taylor departed **RAIDER BRUTUS** after concluding his tour, it was apparent he was visibly impressed with his "Raider" experience and grateful for its three rules.

On 6 May, "Raider" patrols were reduced from three to two TPSBs with the departure of the *SS WESTMAN* from the port with the last of the Army's stored ammunition. "Raider" patrols were now concentrated in Sector-4B to continue waterborne security for the ongoing maritime

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redeployment of the Third Army's heavy combat assets through the port. This adjustment was made in accordance with COMPSHDGRU's "Port of Ad Dammam Defense Plan".

303B's Base D-5 duty section, on 19 May, rendered crucial assistance to the Army 703rd Boat Company. One of its amphibious landing craft, LCM 8517, was taking on water while moored at the Base D-5 waterfront. The 303B's duty section swiftly responded with a portable pump and dewatered the craft to prevent its foundering. That vessel had recently been drydocked for repairs which steered investigators to some probable cause for the incident. MK2 James Nelson was instrumental in 303B's robust emergency response and assistance.

At 2359 local time on 20 May, PSHDGRU3, PSU-303B, and MIUWU-108 concluded the force protection and anti-terrorism missions for U.S. high value assets within the King Abdul Aziz Port of Ad Dammam in the Kingdom of Saudi Arabia. This operational standdown had been preapproved during April by Harbor Defense Command (HDC), 7th Transport (7th TRANS), and Army Central Command's (ARCENT) Support Command. This decision was based on a 7th TRANS counter intelligence report dated 13 April 1991, and 7th TRANS shipping data addressing redeployment of the Third Army's war-fighting materiel, especially the last of the 17,000 tons of munitions stored on the port which cleared it on 6 May. This standdown included the last CG PSU "Raider" patrol in the KTO for Operation Desert Storm. This distinction and honor were realized by 303B's **RAIDER WILDMAN** with a modified crew. BM2 Martin Maher was the coxswain with a crew of PS1 William Dikun (now PSCM Ret.), BM3 William Princiotta (now BMCM Ret.), and PS3 William Murphy (now MSTC Ret.). This stellar "Raider" crew represented the other fifteen boat crews of 303B who braved hazardous operating

conditions in a tense threat environment to successfully secure the port through which America's Third Army returned home from Operation Desert Storm.

ALERTS FOR POSSIBLE REDEPLOYMENT

Since the aftermath of the Camp Blanding PSU training was a grinding experience while awaiting deployment orders, 303B had to cope similarly in-country with numerous alerts and preparations for redeployment in part or as a whole unit to other hotspots in the KTO or elsewhere in Southwest Asia. The first occurred on 22 March during a meeting between the author and CAPT Jolly at the Tower. CAPT Jolly received an STU-III (secure) telephone call from HDC with orders that each of the three PSUs in-theater (301B, 302, and 303B) was to prepare to deploy a 6-man MARSEC team to Ash Shuwaykh, Kuwait. Each team would serve as part of a PSU re-enforced security squad to relieve a USMC Fleet Anti-terrorist Security Squad (FAST). The Marine FAST was securing the Coalition EOD Cantonment at the Port of Kuwait. Coalition EOD teams were conducting mine clearing operations there to expedite the port's re-opening for commercial and naval shipping. On 26 March, CAPT Jolly dispatched the author, LT Jon Wood (MARSEC), and his Chief Staff Officer (CSO) on a 2-day mission into volatile Kuwait to assess the port security situation for this potential mission. They determined that MARSEC could relieve the FAST, but while there, the Navy EOD Cantonment Commadore (Captain) decided to retain the FAST since his mission was nearly completed in Kuwait. With that development, MARSEC stood down on 28 March and ceased preparations for a Kuwait deployment.

At the CO's morning meeting with CAPT Jolly at the Tower on 13 April, he gave the author a "heads up" for the potential permanent redeployment of 303B and MIUWU-108 in the KTO. This would occur following 303B's and 108's completion of the

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Port of Ad Dammam mission with the concurrence of COL Brown. The new force protection site would be the small port of Al Mish'ab in Saudi Arabia, about 28 miles south of the Kuwait border. The high value asset of concern would be a moored barracks-barge for the temporary quartering of redeploying Marines of the 7,500-man 5th Marine Expeditionary Brigade (MEB). The 5th MEB had been held in that area as a reserve force for the Coalition ground task force which liberated Kuwait. HDC planners estimated this mission for 303B would extend its service in the KTO through 30 June. Eleven days later, the author was summoned to the Tower by CAPT Jolly. He disclosed that RADM Taylor had rejected the Al Mish'ab mission and informed the Marines of such. Apparently, the Marines were not disappointed since the 1983 Beirut barracks bombing still haunted the Corps.

During the last two days of April 1991, a major tropical cyclone (Marian) formed in the Bay of Bengal, offshore of Bangladesh. After coming ashore with nearly 150 mile-per-hour winds, Marian killed nearly 150,000 people and left millions homeless. The Government of Bangladesh requested international assistance. CAPT Jolly was alerted by HDC that PSHDGRU3 units may be needed for a humanitarian deployment to South Asia to conduct disaster relief and recovery operations. In the interim, the Navy diverted a homeward bound amphibious task force to spearhead U.S. relief efforts in Bangladesh (Operation Sea Angel). This nullified the need for 303B and MIUWU-108 and ended the alert.

On 21 May, CAPT Jolly received a verbal alert from the staff of 7th TRANS about the potential need for a PSU in Kuwait. Since 303B was the only deployable PSU remaining in the KTO, it was on-deck for that mission. CAPT Jolly and Commodore Mays (in Dammam for 303B's final personnel inspection) quickly investigated the questionable alert. After a phone call with 7th

TRANS, they determined that the premature alert to 303B was the result of a misinterpretation of the comments made by the Commanding General of the 22nd Theater Army Area Support Command, Lieutenant General William Pagonis, concerning the security of Kuwait's ports. Rekindled passions about another redeployment in the KTO for 303B were assuaged, but that relief was short-lived.

At mid-morning on 22 May, the author received an urgent phone call from Commodore Mays at HDC HQ in Manama, Bahrain. He directed the author to "freeze" 303B's redeployment of 1 June to CONUS and make preparations to relocate and conduct security operations at another site within the KTO. Triggering this drastic action was an attack on the *USS LA SALLE (AGF-3)*, the flagship of RADM Taylor, who now was serving as COMNAVCENT. The *LA SALLE* was conducting Maritime Intercept Force (MIF) operations (CG MIF staff aboard) in the central Persian Gulf off the Iranian coast when she was attacked by two high-speed small boats firing automatic weapons. The *LA SALLE* returned fire with its .50 caliber machine guns, forcing the two craft to break off their attack. The attacking craft were later identified as Iranian Revolutionary Guard Corps boats, the Swedish-made Boghammars. The *LA SALLE* returned safely to its homeport in Manama, Bahrain, with no personnel casualties nor damage. After the author passed this hot word to CAPT Jolly and CDR Tempest, the "Three Kings of Ad Dammam" (Jolly, Tempest, and the author) met at Base D-5 to digest *LA SALLE*'s flash OPREP-3 Pinnacle Front Burner message. Following that conference, commanding officers mustered their units to pass the word about this attack and its ramifications. For 303B, shock and long somber faces were added to the uniform-of-the-day. At noon, CAPT Jolly made a scheduled call to HDC to obtain the status of the alert. He was informed that relevant operational message traffic contained no tasking for HDC resources and that

FEATURED ARTICLES

PSHDGRU3 could stand down from the alert. All-hands resumed preparations to return 303B to CONUS with quiet prayers of thankfulness on their lips.

Normally, rational minds would assume that 303B's end-of-tour roller coaster ride ended with cancellation of the *LA SALLE* alert. But one more ascent on that sinusoidal curve had to be conquered before 303B could board that "Freedom Bird" to the "World" (confused? Ask a Vietnam veteran.) On 23 May, HDC was alerted that the senior Army general in Kuwait was still concerned about the need for a PSU there, thus placing 303B in the cross-hairs again. To address this lingering issue head-on, Commodore Mays, accompanied by CDR Tim Riker, USCGR, HDC N-5 Planner and CG Liaison Officer, (now RADM Ret.), departed for Ash Shuwaykh, Kuwait on 24 May. Their mission was to conduct a port security assessment for the senior Army commander. Their findings concluded that there were insufficient threats to justify a PSU for that port. The Army commanding general in Kuwait was satisfied with, and grateful for, their assessment. With that concern now settled, CAPT Jolly and CDR Riker informed the author on 25 May that 303B could carry on, unimpeded, with its preparations to return home to its beloved AMERICA.

DISPATCHED DETACHMENTS AND DETAILS

While the seemingly endless cascade of alerts frayed emotions near the end of 303B's "Lawrence of Arabia" tour of duty, there were numerous opportunities to assist other CG and Navy units in the KTO. These included:

- On 19 April, a MARSEC detachment and MKC Larry Bull were ordered to Manama, Bahrain, for two days of temporary additional duty (TAD) to provide security and loadout assistance for PSU-302's gear and boats. 302 personnel were redeploying to Cleveland, OH, before their equipment. MKC Bull was 303B's resident expert for packing, loading, and shipping organic unit equipment overseas. He was the ideal chief petty officer (CPO) for assisting USAF cargo handlers in loading 302's gear on C5A Galaxy heavy lift aircraft.
- On 1 May, MARSEC detachments began 4-day rotations to HDC HQ at the former U.S. Embassy Annex in Manama, Bahrain. Their mission was to bolster that command's weakened security posture, due to the redeployment of Navy security personnel previously assigned there. This rotation continued through 26 May. PSCS Billy Williams (now Ret.) supervised those sorties.
- Also on 1 May, "Raider" boat crews began a 4-day rotation to the Navy's Administrative Support Unit (ASU) in Manama, Bahrain. Their mission was two-fold: (1) Augment ASU's harbor security patrols which were drastically reduced due to redeployments, especially that of PSU-302 and (2) Evaluate ASU's 27 ft. harbor security boat for potential CG missions. These rotations also continued through 26 May.
- To support PSU-301B at Al Jubail, HSCS Charles Black was dispatched to them on 1 May for TAD. His assignment was to temporarily replace 301B's Physician Assistant (PYA) who departed for home on emergency leave due to a family medical crisis. HSCS Black was a former Navy corpsman who served with the Marines in combat during the Vietnam War.
- On 2 May, 303B dispatched an armory detail to PSU-301B in Al Jubail to assist them in preparing their small arm holdings for shipment to Camp Perry, OH, in connection with their redeployment to CONUS. The detail consisted of supervisor GM1 Jeffery O'Connell (now LCDR Ret.), PSC Val Deutsch (now PSCM Ret.), and PS2 Philip Baehrle (now sadly deceased).

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After the *SS WESTMAN* had cleared the 17,000 tons of large caliber ammunition and guided missiles from the Port of Ad Dammam and 7th TRANS neared completion of redeploying the U.S. Third Army with hundreds of ship visits, PSU-303B, representing the formidable CG shield, had accomplished its mission, and was released to return to CONUS. In RADM “RAK” Taylor’s (COMNAVCENT) farewell message of 4 June 1991 to 303B, it included the following commendatory remarks: “As a result of your individual and collective efforts, no incidents of a hostile nature were successful within your area of responsibility. Your performance and dedication have once again proven that the Navy-Coast Guard team is an effective deterrent to aggression throughout the world. Be assured that your efforts were appreciated at the highest levels and were instrumental to the successful conclusion of Operation Desert Storm.”

On 1 June at 0654 local time, 303B (109 personnel) and two Army units, were airborne on a Tower Air 747 from Dhahran, Royal Saudi Air Force Base en route JFK International Airport in New York City with a fuel stop in Brussels, Belgium. This “Freedom Bird” landed in the “World” (NYC) at 1611 DST on 1 June with 374 U.S. military personnel aboard. After several days of medical and administrative processing for release from active duty at the CG Support Center New York on Governors Island, 303B began a 5-day journey with other CG Gulf War veterans to accept America’s heart-felt gratitude for their successful campaign against the tyrannical forces of Saddam Hussein. Along with thousands of other U.S. Gulf War veterans, 303B participated in the National Victory Celebration Parade in Washington, D.C., on 8 June and the Operation Welcome Home ticker tape parade in NYC on 10 June. These highly emotional experiences were especially poignant for 303B’s nine Vietnam veterans. On 11 June, the 109 patriotic volunteers of Bravo Company of PSU-303 returned to their respective homes, ending their

historic 5-month “Lawrence of Arabia” journey. **SEMPER PARATUS!**

EPILOGUE

In addition to its impressive operational accomplishments for a 90-day deployment, 303B personnel initiated a proposal to CG HQ which, if approved, would have legacy and recognition impacts for past, present, and future PSU communities of CG specialized deployable forces. Early in the deployment, SK3 Terry Jelcick (now SK1 Ret. and a 2-tour Navy Vietnam veteran) began developing a sketch of a proposed uniform breast insignia to formally recognize qualified PSU personnel. Upon finishing his striking drawing, he approached his CO, the author, with his proposed concept. Recognizing the need for such a device and the impressive heraldry of SK3 Jelcick’s illustration, the author prepared a letter dated 2 April 1991 to CG HQ via the CG chain of command recommending adoption of the proposed PSU Insignia to acknowledge “the unique and arduous duty [and training] experienced by PSU personnel”. The author also developed the symbolism for each facet of the device and recommended minimum qualification standards. Over eight years later, the Commandant approved SK3 Jelcick’s rendering of the insignia, minus the PSU letters on the CG shield, as the official CG PSU Insignia. The approval of, and final qualifications for, the insignia were promulgated in ALDIST 221/99.

NOTE: This article is a digest of the author’s comprehensive, unofficial history of PSU #1/303B. It is available electronically from him upon request.

Editor’s Note: CAPT David L. “Boog” Powell, USCGR (Ret), graduated from the Coast Guard Academy in 1968. He served in Vietnam 1968-69 aboard CGC Ingham, and again in 1971 with EOD-4 in Danang. He transferred to the USCGR in 1980 and later was appointed commanding officer of PSU303-B with a Middle East deployment. He retired as Captain in 1997 and lives in Florida.

FEATURED ARTICLES

How The Coast Guard Earned Its Stripe

How a president, talented industrial designers, and service leaders created the modern Coast Guard's brand identity.

By William H. Thiesen, Ph.D.



USCGC Woesche (WMSL-751) pulls into Honolulu Harbor at Coast Guard Base Sand Island, Hawaii. The Woesche was there to resupply before joining the Pacific Command's 7th Fleet for training with United States partner nations in the Asia-Pacific region.

On Ocean Station November in the Pacific Ocean in October 1956, the U.S. Coast Guard cutter *Pontchartrain* was responsible for rescuing a downed transoceanic passenger aircraft. On the 19th, the Pan American clipper *Sovereign of the Skies* lost two of her engines en route from Hawaii to California. After the aircraft radioed the cutter and ditched, the cutter sent out its small boats and gathered all 31 passengers and crew. When one survivor gained the safety of the cutter deck, he gratefully exclaimed, "Thank goodness for the Navy!"

Sadly, for the Coast Guard, this case was one of dozens in which the service seemed unrecognizable to the public it served. In the intervening years, however, the service has experienced a rapid shift from mistaken identity to an instantly recognizable brand. Today, mariners in distress understand exactly who is arriving to help them, owing in large part to the prominent orange stripe painted on every Coast Guard vessel and aircraft.

Jack Kennedy was acutely aware of the importance of imagery, having relied heavily on

image building in his successful 1960 presidential campaign. When they moved into the White House in 1961, the president and first lady began an effort to reinvent the image of the presidency. With the aid of professional designers, first lady Jacqueline Kennedy redecorated the White House interior. The Kennedys also met with architects to direct the design and renovation of buildings surrounding Lafayette Square, a park located next to the White House.



President John F. Kennedy and First Lady Jacqueline Kennedy.

President Kennedy next undertook a redesign of the presidential jet *Air Force One*. Kennedy believed an initial design and paint scheme provided by the Air Force appeared too regal. On the advice of the first lady, he turned to French-born industrial designer Raymond Loewy, whose work had been recognized the world over during the postwar period. Loewy's *Air Force One* design won immediate praise from Kennedy and the press, and the aircraft became an important symbol of the president and the United States in official visits across the country and overseas.

Delighted by the look of *Air Force One*, Kennedy granted Loewy's request for an appointment on May 13, 1963. During the meeting and another the next day, the men discussed improving the visual image of the federal government, and Kennedy suggested Loewy start with the Coast Guard. Shortly after the meetings, the design firm of Raymond Loewy/William Snaith, Inc. received a contract for a 90-day feasibility study. In January 1964, the firm recommended the Coast Guard adopt an identification device similar to a commercial trademark—a symbol readily identifiable from a distance, easily differentiated from other government

FEATURED ARTICLES

or commercial emblems or logos and adaptable for a wide variety of air and sea assets.

The effort became known as the Integrated Visual Identification Program. During the prototyping process, Loewy/Snaith suggested using a wide red bar to the upper right of a narrow blue bar canted at 64 degrees and running from right to lower left. The Loewy/Snaith team designed its own stylized version of the traditional crossed-anchor Coast Guard emblem for placement on the center of the red bar. Within the service, the design became known as the “racing stripe” or “slash” emblem.

The service tested the racing stripe design using cutters and facilities in the Coast Guard’s 7th District, in Florida, because of mild weather conditions and the variety of stationed sea assets there. Coast Guardsmen painted the prototype slash on the cutters *Diligence* and *Androscoogin*, as well as a buoy tender, service vehicles, and buildings in Miami. At North Carolina’s Air Station Elizabeth City, crews affixed the slash to a Sikorsky HH-52 helicopter, a Grumman HU-16 “Albatross” amphibian, and a Lockheed HC-130 “Hercules” fixed-wing aircraft.

During the prototyping process, the Coast Guard decided against the Loewy stylized shield and opted instead for the service’s traditional shield emblem. While the plan received the stamp of approval, details were ironed out during the initial rollout. By early spring 1967, most outstanding issues had been resolved, including the lettering font and paint color specifications. On April 6, 1967, Coast Guard Commandant Edwin Roland issued an order that formally ended four years of design study and experimentation with wide implementation of the Integrated Visual Identification System.

The adoption of the racing stripe initially met resistance from the Coast Guard’s service culture, however, during the late 1960s and early 1970s, the symbol appeared on every maritime and aviation asset in the service. By 1975, the Coast Guard’s sail

training ship *Eagle* was the last service asset not sporting the emblem. Traditionalists had long held that the racing stripe would destroy her classic lines, but with preparations underway for Operation Sail 1976 to celebrate the nation’s bicentennial and *Eagle* to serve as the host ship, Coast Guard leadership saw an opportunity to present the service’s brand identity to the world. By the opening of OpSail ’76, the racing stripe was applied to *Eagle*’s hull, and the emblem received the public stamp of approval when CBS news anchor, veteran sailor and OpSail TV commentator Walter Cronkite singled out *Eagle* and her racing stripe logo with approving remarks.



Coast Guard auxiliary vessel *Silver Charm* escorts Coast Guard cutter *Eagle*, a three-masted sailing barque with 21,350 square feet of sail, during the Festival of Sail parade in San Francisco Bay. Commissioned in 1946, *Eagle* is the oldest ship of the U.S. Coast Guard fleet.

Since the 1970s, the Coast Guard racing stripe and color scheme has been applied even to assets not commonly associated with the service. With alterations in coloration and angle, the racing stripe has become a symbol for many sea service vessels at the federal, state, county, and municipal levels in the United States; scores of foreign sea services have adopted a similar emblem.

During the past 40 years, the U.S. Coast Guard has served throughout the world and collaborated

FEATURED ARTICLES



A Coast Guard C-130 from Coast Guard Air Station Clearwater, Florida, takes on Haitian-American passengers prior to an air evacuation to Homestead.



A Coast Guard MH60 Jayhawk helicopter hovers at Air Station San Diego.

with foreign coast guards and sea services. In recent operations, the presence of Coast Guard cutters with their racing stripe and traditional color scheme has proved a de-escalating influence in high-tension maritime missions. These include naval operations during Operation Iraqi Freedom and the 2008 deployment of cutter *Dallas* to the Black Sea during the war between Russia and Georgia.

The Integrated Visual Identification Program stands as the most successful branding program of any federal military agency and possibly of any agency in the U.S. government. Where previously

many could not identify the Coast Guard's assets before it adopted the racing stripe, most individuals are now able make that connection. When victims on the water or in coastal areas see ships or aircraft painted with the orange slash, they can rest assured that help has arrived. For this, credit is due to a visionary president, talented industrial designers, and service leaders who saw the importance of a brand identity for the U.S. Coast Guard.

William H. Thiesen, Ph.D., is the Atlantic area historian for the U.S. Coast Guard. For more information: uscg.mil/history. A version of this story appeared in Sea History magazine in summer 2012.

Veteran Affairs Claim Processing at Record Levels

The VA announced on February 25th that it has processed more than a million disability claims in FY 2025, reaching the milestone nearly two-weeks faster than it did in FY 2024, completing the one millionth claim on February 20th.

The ten highest processing day VA's history occurred on February 12, with 12,000 claims processed. Of the one million claims that were processed, more than 60% were granted.

Through January, the VA has provided \$62

billion in compensation and pension benefit payments to 6.9 million Veterans and survivors with a claimed accuracy rate of more than 92%. To date, the VA has completed 375,961 PACT claims in FY25.

"Under the leadership of President Trump, we are strengthening the department so it works better for Veterans, families, caregivers and survivors," said VA Secretary, USAFR Chaplain and OIF veteran, Doug Collins. "VA's claims processing productivity is the highest it has ever been, and we look forward to continuing to provide record levels of service to Veterans and VA beneficiaries."

NEWS AND NOTICES

Coast Guard National Memorial Brick Garden, Grand Haven, MI

The Grand Haven Chapter of the Coast Guard Chief Petty Officers Association has partnered with Coast Guard Festival, Inc., to establish the National Memorial Brick Garden in Escanaba Park, located in Grand Haven, MI. Honoring members of the Coast Guard who lost their lives “in the line of duty” since 1789, this will be the only all-inclusive



Escanaba Memorial Park.

memorial of its kind in the United States.

In 2018, members of our Chapter identified the names of all officers and enlisted members of the Revenue Cutter Service, the US Life-Saving Service, and the US Lighthouse Service who crossed the bar in the line of duty from 1789 to 1915. In 2019, we installed the pavers representing the “Revenue Cutter Service, 1790-1915”. In 2021 we installed the “US Life-Saving Service, 1790-1915” pavers, and in 2023 we installed the pavers honoring the “US Lighthouse Service, 1789-1939”. The “Legacy Sec-

tion” of the National Memorial Brick Garden in Escanaba Park is now complete with 342 memorial pavers, and is truly a reverent sight to behold.

The final phase of our project involves purchasing, engraving and placing pavers honoring the “US Coast Guard, 1915 - Present.” There are nearly 1,850 fallen shipmates to memorialize which includes CG officers, enlisted persons, and Auxiliaries. The final phase will cost an estimated \$40,000.00 to complete, and our Chapter is seeking donations to help drive our National Memorial Brick Garden project through to the finish line. All donations are tax-deductible, and sincerely appreciated.

Please visit our Chapter’s website at www.grandhavencpoa.org where you can scroll down to the bottom of our homepage and click on the “Donate Now” button if you’d care to donate. Or, if you prefer to contribute by check (payable to Coast Guard Festival), please mail your donation to:

Coast Guard Festival, Inc.

113 N. Second Street

Grand Haven, MI 49417

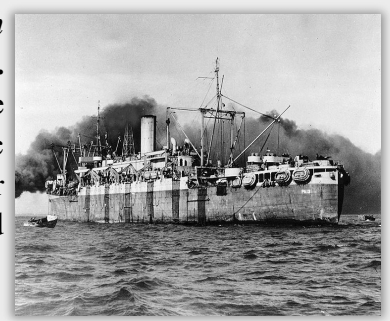
MEMO: CPOA Memorial Brick Garden



For additional information, please contact BMC(ret) David Karpin at dgkarpin@gmail.com or 616-638-9677.

SS *President Roosevelt* was an [ocean liner](#) in service in the 1920s and 1930s. Originally built as a Harris-class attack transport towards the end of World War I, she entered commercial service after her completion. Having been built as ***Peninsula State***, she was soon renamed ***President Pierce*** and then ***President Roosevelt***. Requisitioned for service as a troopship with the US Navy during World War II, she was

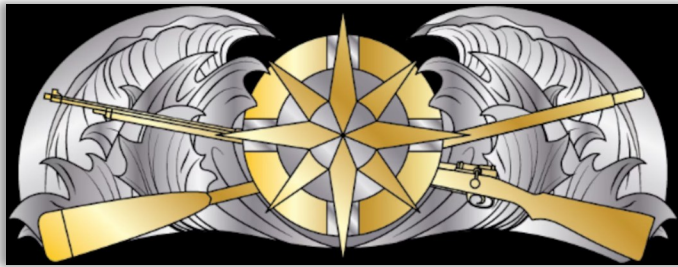
renamed **USS *Joseph T. Dickman* (APA-13)**. Having served in the Atlantic and Pacific theaters, the postwar years saw her scrapped in 1948.



NEWS AND NOTICES

COAST GUARD ADDS THE RESPONSE OPERATIONS ASHORE INSIGNIA (ROAI)

In May 2023, the Coast Guard approved the new Response Operations Ashore Insignia, the first new insignia in more than 20 years.



The ROAI insignia displays a compass rose, surrounded by a life ring, with overlapping rifle and oar, surrounded by breaking waves. The insignia is pewter in color with accents on the compass rose, life ring and overlapping rifle and oar.

The insignia is issued to those who possess professional skills and experience in the areas of maritime safety, maritime security, and maritime stewardship.

Qualifying competencies will differ depending on whether the individual is an officer, CWO, enlisted, or civilian, with options for both a temporary and permanent entitlement.

An individual must attain a minimum of three qualifying competencies, be assigned to a response operations ashore billet, and be certified by an issuing authority, such as the Commanding Officer, to qualify for a TEMPORARY entitlement.

For a permanent entitlement, the individual must attain four qualifying competencies, serve a minimum of five years in a designated response operations ashore billet, and be certified by an issuing authority. Only a maximum of two years of qualifying experience from a unit that earns another insignia will qualify toward the five years required to earn the permanent ROAI.

Note: For CWOs, enlisted, or civilian employees:
A minimum of one of the individual's four qualifying competencies must be an advanced competency as defined in the Commandant Instruction (COMDTINST 1200-4) - "Response Operations Ashore Qualification Insignia."

For officers, one of the four qualifying competencies must be as a Command Duty Officer.

For instructions for applying for the ROAI, see ALCOAST 150/23.

The Office of Shore Forces (CG-741) spearheaded the insignia initiative. The office compiled a list of objects that accurately represented the ashore community when combined.

The design for the insignia, using the combined symbols, was developed by Laura Young, a civilian employee and the service's resident expert on designing and certifying Coast Guard devices and insignia, at the Coast Guard Clothing Design and Technical Office in Natick, MA.

On August 14, 2024, OSC Ryan Bradford and OS2 Keo Brown, both of Sector Maryland—National Capitol Region Command Center, were the first to be awarded the Response Operations Ashore Insignia and are pictured below.



OSC Ryan Bradford
Sector Maryland
National Capitol Region
Command Center.

OSC Keo Brown
Sector Maryland
National Capitol Region
Command Center.



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New CGCVA logo coins are here and ready to go! These coins are beautiful with a bright GOLD anchor and new eagle design. **\$12.00**



NEW CGCVA BALL CAPS

Traditional navy blue
or desert camouflage in
sizes S/M, L/XL

or

Traditional navy blue
with adjustable back
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**\$24.50 + \$5.00
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\$7.00**

NEW CGCVA PATCHES

Small flash with new and improved logo
mounted on a dark CG blue background.
Small for garrison cap or jacket sleeve

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NEW AND IMPROVED POLO SHIRTS

It is a tough, high-performance polo that
defies snags, resists wrinkles, fights odors
and wicks moisture. Navy blue in color, the
polo shirt has the new CGCVA logo
positioned over the left breast area.

Sizes S, M, L, XL - **\$44.00** XXL - **\$47.00**

PLUS \$5.00 FOR SHIPPING



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color logo ready for CGCVA logo attachment. Must specify cap size.
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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.

NOTE: DUES INCREASED ON 01 JANUARY 2025

Dues: \$47.50 for two-year membership. For Active Duty, and Long Term ADOS, initial membership is 4 years.

Send application and payment to:

CGCVA

P.O. Box 969

Lansdale, PA 19446

Make checks payable to: CGCVA

Questions: 410-690-8000

Print Name of CGCVA Sponsor or Referral if Appropriate

Signature of Applicant

Date

Check appropriate box: Regular Membership ☐

Associate Membership ☐

Other ☐

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The USCG-20 was driven ashore during the storm that destroyed the artificial harbors at Normandy in June, 1944. She was repaired and transferred to the Royal Navy (through the WSA) later that year.