



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 38, Number 4

4th Quarter 2023

March 22, 1945

Through the heroic efforts of Coast Guard and Navy boat crews, General Patton's Third Army are ferried across the Rhine River in the vicinity of Oppenheim at the village of Nierstein.

See cover story on pages 8-15



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FEATURED ARTICLE

The U.S. Coast Guard:
The Forgotten Service in the Korean War

VA BENEFITS

Free lifetime passes for Veterans and Gold Star families to National Parks

Information about the various types of VA Natural Disaster Assistance programs

FROM THE NATIONAL PRESIDENT

COAST GUARD COMBAT VETERANS ASSOCIATION

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National Vice President—Bruce Bruni, LM

National Secretary/Treasurer—Gary Sherman, LM

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Chairman—PNP Terry O'Connell, LM

1st Term—Michael Johnson, LM, Larry Jones, LM,
2nd Term—Mark Pearson, LM, Timothy Mowbray (to finish out
Joe Prince's remaining two years)

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

THE QUARTERDECK LOG

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AUXILIARY OFFICERS

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National Vice President—Linda Kay

National Secretary / Treasurer—Javaughn Miller

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Reunion Planners—PNP Michael Placencia, LM
Michael Johnson, LM, Bruce Bruni, LM, Ed Semler,
Timothy Mowbray

Membership—PNP Michael Placencia, LM

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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

Happy Holidays everyone. An update on the 2025 reunion efforts. The committee is working diligently to find a suitable, yet affordable reunion venue. Bruce will elaborate more on this subject. I have been meeting up with former shipmates in my recent travels. Getting them to join the CGCVA was not as easy as I hoped it would be, although I may have convinced a couple to join, but time will tell. Our numbers are dwindling, so we must stay focused in the area of recruitment. We welcome non-members at the reunions as a recruiting effort, they just cannot participate in Association business.



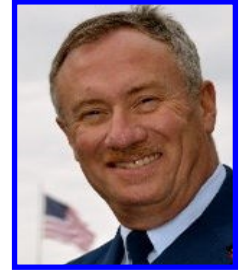
Some of you have a great story to tell, so why not submit them for the Quarterdeck Log. Mine tend to involve a bar, so I will pass, but we are always looking for submissions from the membership, especially those that involved the Coast Guard in combat or hostile fire zones. There is little information out there about the involvement of Coast Guard units during the era of Desert Storm or the Global War on Terror. I know that the Coast Guard's role has changed since WWII, Korea, or Vietnam, but since then, very few of us have had a bullet shot over our heads in a combat situation. Or maybe someone has had that experience but we are not aware of the story. Recently, there was an article in the QDL involving *CGC Sherman* (WHEC-720) and the sinking of an oil smuggling ship in the Persian Gulf. While shots were not fired, it was still a great story. Those of you that might have a story to share, or know of one, please consider submitting it to Bruce Bruni for review. We especially want to include stories about Coast Guard involvement in the War on Terror for the QDL.

The New Year of 2024 is here and I look forward to the potential growth of our organization. Bruce and I will be attending the Coast Guard Festival in Grand Haven this coming August and invite you all to join us. As we continue to prepare for the 2025 reunion, we urge your attendance as well. We need your participation to continue to make the CGCVA a viable organization.

I wish you and your families a very Happy New Year.
~ Joe

FROM THE NATIONAL VICE-PRESIDENT

Shipmates, I trust that everyone had a rewarding Thanksgiving, Christmas, and/or Hannukah. I know that some of our membership are currently serving in places that are far from home, like the Persian Gulf. Know that you are in our thoughts and prayers for a safe return.



Those in attendance at the 2023 reunion in Reno, NV, were surveyed for their suggestions for the location of 2025 reunion. We received several noteworthy recommendations, but narrowed the list down to the three that received the most votes. The Reunion Committee, comprised of Mike Johnson, Ed Semler, Mike Placencia and I, researched the various possible reunion sites at those cities that included Charleston, SC, Savannah, GA, and Nashville, TN. Portland, ME, was also considered. Planning a reunion in a northern city would require a timeframe change. Scheduling during warmer summer months, would result in competition with the tourist season and higher room rates, some well above \$200/night.

Mike Johnson and I visited Charleston, the location that had received the most votes, but we could not find a hotel that had the gathering space to accommodate our hospitality room needs, and that was willing to provide a reasonable room rate. We thought we had an opportunity at the Marriott in North Charleston, the site of the 2019 reunion, but when it came to negotiations, the costs for reserving the Reflections hospitality room and the rooms used for the business luncheons and awards dinner were out of the question. Individual room rates were higher, too, so we are looking elsewhere. I love Charleston, and no one was more disappointed in the outcome of the search than Mike and I. We will continue to seek out acceptable venues in hopes of finding the one that will encourage the membership to make the trip to attend.

There are several considerations that factor into the decision making process, not just the individual room pricing. Of course, since the days of COVID, inflation has risen significantly and, like the costs of everything else, so have individual nightly room rates. We do try to find a venue that will provide a reasonable rate at a nice location to encourage attendance, but the prices will be somewhat higher than they have been in the past.

In addition to a reasonable nightly room rate, a big factor for our reunions is a large enough meeting space to serve as the hospitality room, which, in the past, has been at no cost. We also had the ability to bring our own finger food, alcoholic and other beverages, without a corking fee or additional charge. Most hotels do not allow outside alcoholic beverages to be brought in, but only permit those beverages that are purchased from the hotel at a significant price. That is not acceptable to us or to the many members who enjoy the hospitality bar that has been reunion standard at all the previous reunions. Remember, the reunion is not just for getting together to meet new friends and to swap stories with old ones, but it is also a fund raising effort to ensure that the CGCVA remains a viable organization for bringing public awareness to the Coast Guard's wartime mission. If we have to pay additional rental rates for hotel-provided alcoholic beverages, it cuts into the Associations bottom line in making a moderate profit from the reunion.

I give Gary Sherman much recognition for being the go-to-guy in negotiating an acceptable reunion contract. It is a team effort in identifying a venue site, but it is Gary who pushes the hotel representatives for what we need, and he does not take no for an answer, at least not until all avenues of reason have been tried. Hopefully, the next issue of the Quarterdeck Log will publish the information as to the location of the 2025 reunion. ~ Happy New Year, Bruce

FROM THE NATIONAL VICE-PRESIDENT

THE CGCVA NEEDS YOUR HELP!!

Every year, the CGCVA makes several presentations throughout the country that include challenge coin presentations at RTC Cape May, the Coast Guard Academy, Officer Candidate School, and in the near future, the Chief Petty Officer Academy. There are often other occasions to which we have been invited that go unattended because we don't have someone in the area willing to represent the CGCVA. These might include the commissioning of a cutter named after someone who received a combat or heroism award, or a Yellow Ribbon ceremony held at a Pre or Post deployment event. These occurrences are opportunities to highlight the CGCVA and its mission to inform the public of the Coast Guard's historic and current role in defending America on foreign shores.

The officers and trustees cannot be everywhere, so we must rely on other members who are willing to assist in these activities in being delegates of the CGCVA, and that means YOU! National President Joe Prince has authorized the offsetting of reasonable travel expenses out of the very limited President's budget for those who need reimbursement.

CGCVA envoys are needed at the following presentations:

Each Friday, the CGCVA recognizes a graduate of the Recruit Company at RTC Cape May who has the highest physical fitness score with the presentation of the *John "Jack" Campbell challenge coin*. The award salutes the D-Day Rescue Flotilla.

Each late September, at the Coast Guard Academy's Parents Weekend, the CGCVA recognizes two Academy cadets, one male and one female, with the *CAPT Quentin Walsh challenge coin* for attaining the highest obstacle course score during their "Swab" summer. The annual award salutes the Navy Cross recipient for his heroic actions in the capture of the Port of Cherbourg during WWII.

Three times per year, the CGCVA recognizes individuals at the Officer Candidate School's Direct Commission program, held at the Coast Guard Academy, with the *CDR Lonnie Mixon challenge coin* for attaining the highest "readiness" scores of their class. The award salutes the Silver Star recipient for his heroic actions as a Rescue and Recovery aviator during the Vietnam War.

There will be a challenge coin, yet to be named, that will be presented at each graduating Chief's Academy class at Petaluma, CA, intended to honor an individual selected by the command.

Each September 27th, a CGCVA representative is needed at the wreath presentation at the gravesite of Douglas Munro in Cle Elum, Washington, in recognition of Munro's Medal of Honor.

The commissioning of cutters may occur at several locations throughout the country, and we often look for someone in the local area to represent the CGCVA in presenting a plaque and book to the new Commanding Officer and crew. This is always an enjoyable experience.

We need the assistance of members willing to represent the CGCVA at these events. Several have already stepped forward, but additional envoys are welcomed. If you are willing to spend some free time assisting in this endeavor, please provide your contact information to Gary Sherman at CGCVA@comcast.net. Gary will include your name on a list for when we need your help. Hopefully, we can organize each location into a team effort to spread out the personnel who are stepping up to assist in this endeavor. Thank you for your help.

FROM THE NATIONAL SECRETARY / TREASURER

FROM THE NATIONAL SECRETARY/TREASURER: 4th Quarter 2023



CREDIT/DEBIT OR CHECK?

A few years ago, for the convenience of our members, we started taking payments via credit or debit card for membership dues, the Ship's Store, donations (QDL and other), and even the Auxiliary auction. Just to remind you, using a debit or credit card costs us 4.72%, which is standard merchant fees that all businesses are charged for that convenience.

If you just received notice that your membership renewal date has passed, it's easy and convenient to use those cards, but keep in mind, if you just received a late notice email, or saw your renewal date on the address label of your Quarterdeck Log, you still have plenty of time to cut a check. We want to continue to offer that convenience, which has been helpful for members and the Association. If you don't mind paying the \$.66 postage to send a check, that too will be appreciated! I wanted to remind every member who is sending a check for payment to make the check payable to: CGCVA.

ADDITIONAL CGCVA REPRESENTATIVES STILL NEEDED AND WANTED

We have one volunteer who has expressed an interest in representing the CGCVA at the four annual events that occur at the US Coast Guard Academy, in New London, CT. If you have an interest in representing the Association at any of these events, please contact me at 410-690-8000 or cgcva@comcast.net.

SHIP'S STORE NEWS

It's a beautiful shirt! We recently received more polo shirts, and we are happy to report that they are selling well. Please continue to buy up our current inventory AND WE'LL BUY MORE! Our Ship's Store manager, Russ Allyson, is looking into other items to offer, including ¼ zip sweatshirts.

If you have a suggestion for Ship's Store items, please email Russ at Rallyson@comcast.net.

REUNION 2023

Thank you to those who attended the Reno reunion in May 2023, which was profitable for the Association, and everyone had a good time! There were some new faces there as well. Hope you'll consider attending the next one.

Thank you!

Semper Paratus!

Gary Sherman National Secretary/Treasurer

BOOSTER CLUB

THE QDL BOOSTER CLUB

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



CURRENT QDL BOOSTER DONATIONS

Hugh McCrummen III, Michael Niles, Jay Taylor,
Jonathan Vaughn, James D. Wood, Thomas W. Dougherty

IN MEMORY OF DONATIONS

Charles Bevel IMO Joyce Bevel



SPECIAL MENTION

Jay Taylor contracted with a table maker in Peru and paid for the purchase of five, hand-carved, wooden tables. At the Reno reunion, he then offered one table to each of five individuals who donated \$75.00 to the CGCVA. Well done Jay!

CROSSED THE BAR

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

Kenneth Bienko, DST; Leland E. Bergfeld, WWII; Richard N. Hayles, RVN; Joseph J. Loiseau, RVN

NEW MEMBERS

NEW MEMBER	SHIP/UNIT IN COMBAT ZONE	CONFLICT	SPONSOR
Dennis W. Mahar	CGC Dallas	RVN	Capt P. J. Kies, USCG
Foy R. Melendy	CGC Sherman	AFEM	Joe Prince
Arthur E. Katz	CGC Point Cypress, Div 13	RVN	
Lucas M. Pullen	Combined Maritime Force	GWOT	Al Tubbs
Ronald P. McDonald	CGC Point Glover, Point Kennedy, Point Dume	RVN	

AUXILIARY NEWS



AUXILIARY NEWS *National Auxiliary President*

Wishing everyone a blessed holiday season and the happiest New Year.

Our current Auxiliary Board continues to encourage all members to share ideas and additional thoughts for the 2025 Silent Action. Please feel free to contact the Auxiliary Board with thoughts and ideas.

As evidenced this year at the reunion and silent auction, we were so fortunate to have the most supportive and creative auxiliary members and family. We are asking again for ideas for a reunion luncheon speaker, if desired, and theme.

Lastly, we will be asking for volunteers to help host the hospitality room at various times.

Best wishes and Happy Holidays,

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: \$15.00 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

NEWEST U.S. COAST GUARD CUTTER HOMEPORTED IN CHARLESTON, SC

On Sunday, December 3rd, the new Coast Guard cutter, USCGC *Calhoun* (WMSL 758), arrived at its new homeport of Charleston, SC, following its initial christening ceremony that took place in Pascagoula, MS, on June 4, 2022. The Coast Guard took delivery of the cutter on October 13, 2023. The 418' cutter is the 10th Legend Class cutter and the 4th to homeport in Charleston, joining cutters *Hamilton* (WMSL 753), *James* (WMSL 754), and *Stone* (WMSL 758).

The primary mission of the Legend Class cutters are counterdrug operations, migrant interdiction,

living marine resources, defense readiness, and command and control of U.S. Coast Guard operations worldwide and at home.



The Battle of Remagen: The Boat Units Responsible for Crossing the Rhine

From the Warfare History Network ~ Fall 2019

By Brig. General, USA (ret), Raymond E. Bell, Jr.

Although combat troops usually get all the attention, the U.S. Army's crossings of the Rhine River in March 1945 would not have been possible without the heroic efforts of the unheralded U.S. Navy and Coast Guard boatmen.

The American Ninth Army's crossing the Rhine River on March 7, 1945, in the early days of the Battle of Remagen is a well-known chapter of military history. At least one book and one Hollywood movie, along with numerous magazine articles and websites, have detailed the subject. But the story of the boat units that took American soldiers across Germany's last natural barrier has rarely been told—until now. (Read more in-depth stories of the Second World War, from the notorious to the lesser-known, by subscribing to *WWII History* magazine.)

On March 22, 1945, Lt. Gen. George S. Patton, Jr.'s U.S. Third Army made a surprise hasty crossing of the German Rhine River in the vicinity of Oppenheim at the village of Nierstein. The assault was conducted without prior artillery or air preparation and without any formal plan. It was made in moonlit waters “on the run” by the fast-moving divisions of Maj. Gen. Manton S. Eddy's XII Corps.

The lead unit across was Company K, 5th Infantry Division, 11th Infantry Regiment, Third Battalion. Immediately after that division's successful passage, 90th Infantry Division troops swept across the river, followed by the tanks of the 4th Armored Division.

The crossing was another of Patton's successful exploitations of the crumbling German homeland defenses. It was made with great assistance from the U.S. Navy and Coast Guard.

The Story of the LCVP

Among the naval participants was Seaman First Class Richard Michael Birkler, U.S. Naval Reserve. Birkler served as the coxswain of a Landing Craft, Mechanized, or LCM, which was popularly known as a “Mike” boat. It was one of the creations of Andrew Jackson Higgins, who had conceived and built the famous “Higgins boat” landing craft officially known as the Landing Craft, Vehicle Personnel (LCVP). Along with the LCVP, the LCM was built by the thousands and was employed globally in World War II.

The Mike boat, an all-metal vessel that displaced 30 tons, was developed to carry a single armored fighting vehicle the size of a Sherman tank. Sometimes called a “tank lighter,” it had twin diesel engines that made it quite maneuverable and therefore required a skilled coxswain such as Birkler to “drive” it. The craft's 130-mile range also meant that it could sail across the English Channel on its own.

The LCM's little brother was the LCVP. It had a longer history than the LCM, having evolved from the initial Higgins boat called the Landing Craft, Personnel (LCP). The LCP was a flat-bottomed vessel, 36 feet long, made of plywood, and it had a bow in the shape of spoon, which allowed it to swim up on a gradually sloping beach. This characteristic, along with the shallow draft and flat bottom, was exploited in the development of the LCVP, which could carry 36 men and a crew of three. The LCVP's 36-foot length and 10-foot width also allowed it to carry a two-and-a-half-ton truck or two quarter-ton jeeps after a bow ramp was added, which allowed the vehicles to drive off the vessel.

Each unit had a complement of boat crews and a maintenance detachment. One unit each was assigned to the First, Third, and Ninth U.S. Armies as task units (TU) and designated as TU 122.5.1, TU 122.5.2, and TU 122.5.3, respectively.

COVER STORY



A crane lifts an LCVP (Landing Craft, Vehicle and Personnel)) into position prior to crossing the Rhine.

Both the LCM and LCVP were participants in the Rhine River crossing. They were “driven” by U.S. Navy sailors and Coast Guardsmen, many of whom had served on such boats in the June 1944 invasion of Normandy. The crews were members of the Navy’s Task Force 122.5, which was composed of five subordinate task units initially equipped with the LCVP. When it was realized that craft capable of carrying armored fighting vehicles would be required, LCMs were added to the task units.



Two M-36 tank destroyers from a U.S. Ninth Army unit roll onto U.S. Navy LCMs (Landing Craft, Mechanized) in preparation for an assault crossing. Such large craft had to be transported to the river on tank-retriever trailers.

German town of Remagen on March 7, 1945. Had the British succeeded in crossing the river in early September 1944 at Arnhem in the Netherlands, the U.S. Navy may never have had to provide assistance in the Rhine River effort.

The failure to defeat the Germans defending the bridge over the river at Arnhem helped precipitate the employment of LCVPs and LCMs in the crossing by the British and the American First, Third, and Ninth Armies in March 1945.

Anticipating the destruction of all bridges over the Rhine River while recognizing that the river with its great width and swiftly flowing current posed a major obstacle in early October 1944, Lt. Gen. Omar Bradley’s engineers went to the commander of U.S. Navy forces in Europe, Admiral Harold Stark, to inquire about possible Navy assistance.

The result was the decision to deploy LCVPs and LCMs with their ability to operate the best in the Rhine’s challenging eight-knot current. Planning conferences began that same month.

Certain Army engineer units positioned in the rear areas took up the task of training and experimenting with not only their own equipment but with the employment of Navy boats. For the Navy, training

The commanders of these task units were U.S. Naval Reserve officers, Lieutenant Wilton Wenker, Lt. Cmdr. William Leide, and Lt. Cmdr. Willard T. Patrick. A fourth task unit (TU 122.5.4) was organized under Reserve Lieutenant (j.g.) Thomas Reilly and stationed at the French port of Le Havre where it could serve as a backup to the three forward-deployed TUs. (The fifth TU was assembled in the British Isles and did not deploy to the Continent.)

Each unit was composed of 24 “boats” (as they were called in the Navy), 13 officers (most of very junior grades), and 205 men, either U.S. Navy or U.S. Coast Guard. Task Group 122.5, to which the boats were assigned, was commanded by U.S. Navy Commander William J. Whiteside. Because of the decentralized nature of the various river-crossing operations, he exercised limited command and control over the task units.

Preparations for an assault over the Rhine began well before the first successful crossing from the

COVER STORY



A rare color photograph shows 79th Infantry Division troops preparing to cross the river at Orsoy, Germany, north of Duisburg, March 10, 1945. The boats in the foreground are bridge pontoons.

In the early autumn of 1944, there was a stalemate across the entire battlefield in northwestern Europe after the failure of Operation Market Garden with little prospect of an immediate drive to cross the Rhine. This gave the Navy the opportunity to step in and join with Army engineers in training for deliberate river crossings using both Army and Navy assets. By November 1944, Army and Navy planners reached a general outline for the Rhine crossings.

began with the shipping of the LCVPs on British ships to the French port of Le Havre, where the boats of TU 122.5.4 remained as the command reserve. The LCVPs to support the three U.S. armies were placed on trucks with trailers and dispatched to selected engineer locations on rivers in Belgium and France where required pre-crossing training could be conducted.

The first LCVP boat unit to reach the European continent was Wenker's TU 122.5.1. It arrived in Belgium on October 18 and was attached to the 1120th Combat Engineer Group of First Army's VII Corps. Within a week, six of the boats were moved from the group's location at Andenne on the Meuse River in Belgium to a training site with the 298th Engineer Combat Battalion at the village of Cheratte. The site offered a river purportedly similar to the Rhine River. One week later, another site was opened at Liege with the 297th Engineer Combat Battalion.



Men of the U.S. 7th Army scramble from their assault boat and head up the muddy eastern bank of the Rhine River near Frankenthal, March 26, 1945, one day after the Battle of Remagen.

Before the LCMs sailed across the English Channel in January 1945, they were loaded on tank-retriever trailers that, along with the tractors, were 77 feet long and weighed 70 tons. Through careful handling, the boats reached their destinations safely and the lessons learned in transporting the vessels over land were put to good use later when they were required on short notice to be taken to launching sites on the Rhine.

On-site training for Wenker's Task Unit 122.5.1 resumed at Andenne after experimentation with different LCVP launching methods was brought to a successful conclusion at Cheratte. Because the Army engineers were to control the boat operations, half a week's training was with Army engineers. The boats worked on assisting the engineers in the building of various bridges, prototypes for those that might be built over the Rhine.

The remaining week was spent conducting Navy training and maintenance of the boats. The training was intermittent but intensive, as First Army's plans changed, first with a possible crossing of the Roer River, which was cancelled, and then the German Ardennes offensive (the Battle of the Bulge) in December. In the latter case, the Germans came

within 11 miles of Andenne, and it became necessary to move the crews and boats farther back into Belgium to Waremme to avoid their capture or destruction.

Leide's Task Unit 122.5.2's experience for the cross-river assault is demonstrative of the preparation activities conducted by the boat units. The unit was attached to the U.S. Army's 1134th Combat Engineer Group, located in the vicinity of Toul, France, on the Moselle River, for training and experimentation purposes. It was billeted in a former cavalry barracks that had been occupied by the German Army and was close to the river where the launching and retrieving of the boats could be practiced.

Why the December Launch Date was Pushed Back

On November 15, 1944, the boat unit reached Toul and prepared for a scheduled December crossing of the Rhine River. The boat crews began intensive training that was conducted day and night under disagreeable weather conditions (cold with continuous rain, sleet, and mist). The Moselle had recently been at flood stage, which caused some problems, but otherwise provided no real challenge as its normal width hardly matched what was to be encountered on the Rhine.

In addition to the repetitive training, the boat unit performed many and diverse experiments in loading and transit. Unit members attempted different techniques for loading and securing every type of weapons system that would fit in an LCVP. For the purpose of evacuating wounded, a kit was developed to allow for the litter transport of 14 prone casualties. Different techniques were experimented with for carrying various types of small, wheeled vehicles and it was found, for example, that a nine-and-a-half-ton bulldozer could barely fit into a LCVP's hull. All the work, however, was done with the LCVP, as the LCMs would not be available for the anticipated December crossing.



80th Infantry Division soldiers and vehicles of Patton's Third Army load into a landing craft prior to a Rhine crossing "somewhere in Germany."
On December 10, Leide and his key personnel attended a river assault briefing at Third Army Headquarters in Nancy, France. The Army had just launched a crossing of the Saar River in Germany with the plan to penetrate the German West Wall and advance on the Rhine River.

Hopes were high but turned out to be premature, because on December 16 the German Army launched its Ardennes offensive. Boat training was turned to practicing demolition of the vessels with thermite grenades if the offensive reached the boats' locations.

Wenker's boats at Andenne on the Meuse River in Belgium were the most threatened as they were in the path of the German thrust toward Antwerp. Those of Leide and Patrick, located out of the intended path of the German advance, were not so nearly in danger of being overrun, but destruction preparations were made just in case.

As the German attack faltered, 45 LCMs arrived on the Continent for transporting heavier vehicles and equipment over the Rhine River. With the boats came additional personnel to include, for Third Army, a detachment of Seabees (members of a Naval Construction Battalion), who were to instruct Army engineers in the assembly of light-range pontoons. Leide's boat unit grew to include 250 enlisted men

COVER STORY

and 18 officers. The other boat units received similar increases in strength.

With the reduction of the so-called Bulge and the retreat of the German Army back into Germany, the time for a Rhine River assault crossing approached. On March 7, elements of the U.S. Army's 9th Armored Division seized the Ludendorff railroad bridge over the Rhine at Remagen. Wenker's task unit in the First Army sector was the first to see action.

The Start of the Battle of Remagen

The training in boat operations and overland movement proved its worth when, on the night of March 7, 1945, Wenker got a hurried call informing him that the U.S. 9th Armored Division had captured a bridge intact at Remagen on the Rhine. This was a revelation, for the Germans had blown all the other bridges behind them as they escaped farther to the east. Wenker was ordered to move his boats to the crossing site as soon as possible. The Battle of Remagen was now underway.

Loading his LCVPs and LCMs onto their tractor-trailer combinations, Wenker moved his Boat Unit 1 over narrow and congested roads. Avoiding bottlenecks wherever possible, his behemoths had to compete with troop units, armor formations, and supplies for road space. Official reports described the trip as being "nightmarish." But on March 11, his sailors and Coast Guardsmen launched the first 10 of their boats into the Rhine at the riverside town of Bad Neuenahr.

Operating now under the control of First Army's III Corps, the first boats were assigned to assist the 552th Engineer Combat Battalion in constructing a heavy pontoon bridge over the Rhine at Quip. The intensive preparatory training began to pay off.

In the first week of the Battle of Remagen, while the Ludendorff Bridge was still capable of supporting troops and heavy equipment, the boats worked continuously, often under fire, in helping

build six additional bridges and protect them from enemy suicide swimmers. They did yeoman's work in supporting the engineers with their ability to operate in the swift Rhine River current that challenged Army water equipment.

By March 15, all 24 of the LCVPs were in action, operating on a 35-mile front. When the weakened railroad bridge at Remagen finally collapsed, the unit turned to transporting troops of the 1st, 2nd, and 69th Infantry Divisions across the river while bringing back several hundred wounded. By March 27, 14,000 troops and 400 vehicles had been ferried to the east side of the Rhine.

Patton's Third Army had raced to the Rhine River at multiple points before it began to cross early on March 22. In all four points, Third Army units made four assaults across the river. The first, on March 22, was at Nierstein, a short distance from Oppenheim, by the 5th Infantry Division, followed closely by the 90th Infantry Division.



Smoke rising from St. Goarhausen screens the enemy's view of assault boats carrying troops crossing the Rhine, March 26, 1945.

Although training with the Army's 1134th Combat Engineer Group had proceeded well, Leide found the Army units at the various sites were vague as to how and when to employ the boats when it came to actually executing crossing missions.

The second assault crossing was made by the 87th Infantry Division, down the river at Boppard, on the morning of March 24, which was followed by the third assault the next night at St. Goar, a few miles upriver. The last crossing was from the city of Mainz at the confluence of the Rhine and Main Rivers on

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March 28 by the 80th Infantry Division. All the landings were supported by Leide's task unit using LCVPs and LCMs.

Leide had to assert himself several times to get the Army units to even consider utilizing the Navy elements. It did not take long, however, for the boats to prove their worth, as statistics revealed, and it resulted in an emphatic letter of commendation from Patton after the crossings.

Patton Races Montgomery

Once Patton decided to beat his rival, British Field Marshal Bernard Montgomery, across the Rhine, events moved fast. On March 21, Leide and his executive officer were on their way to coordinate the crossing at the town of Worrstadt about 20 miles from Oppenheim when Army headquarters told them the jump-off time was slated for 10 pm that evening. Leide had not even had an opportunity to make a reconnaissance of possible launch sites, which complicated where along the river to stage the boats for entering the water.

As it was, the LCVPs, which had left Toul earlier, arrived on their tractor-trailers at 9:30 to find that the 11th Infantry Regiment was to make the initial assault in Army engineer craft. The sailors found the combat troops unsure as to how to use the LCVPs and unable to decide at first how many they wanted Leide to deploy. On his own initiative, Leide chose to unload his boats using Tournau cranes from the Army vehicles and launch them into the water at Nierstein.

By five o'clock in the morning of March 22, Leide had his boats in the water performing various tasks. The Rhine at Nierstein at the time was approximately 800 feet wide, with a slow current of about two and a half miles an hour, and an estimated depth of 10 feet. The conditions there favored the use of the LCVPs, three of which were used to begin helping Army engineers build bridges and lay booms

and nets.

Once the method for deploying boats as troop transport was sorted out by the Army, activity quickly accelerated. In 48 hours, the LCVPs carried more than 15,000 troops across the river. The boats managed to ferry troops across the river and bring back German prisoners-of-war and casualties within a turnaround time per trip of six to eight minutes. All this work was done under sporadic German artillery and small-arms fire, as well as an occasional air attack, but the Navy suffered no casualties.

The next assault crossing was made in the VIII Corps sector at Boppard with the 87th Infantry Division, in which six LCVPs from Oppenheim were designated to participate. Leide wanted to launch the boats during early morning darkness on March 26 to protect them from German artillery fire, but was overruled, and the crossing began in daylight, fortunately without loss of boats or personnel. Every hour, the landing craft, each carrying 36 men, made nine round trips resulting in 5,000 men and 400 vehicles being ferried across.

The afternoon of March 26 saw six LCVPs again in action with the 89th Infantry Division's crossing at Oberwesel. The initial transit was made in unprotected DUKWs (Army amphibious trucks) and proved to be very costly in infantrymen losses. The division, having failed to establish a bridgehead, turned to the Navy and this time, along with the LCMs, resumed the operation. Within 48 hours the entire 89th—with all its vehicles and equipment—was carried across the Rhine without suffering casualties. The Navy made its point but at a high price for the foot soldiers who were in the first waves.

The last river crossing was made on short notice opposite the city of Mainz early on March 28 by the XX Corps' 80th Infantry Division with a dozen LCVPs and six LCMs. The 80th tried what the 89th had attempted and was also initially unsuccessful. The

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first assault wave in 20 Army assault craft at 1:00 A.M. was virtually wiped out. Later at 3:30 A.M., the Army officer in charge suspended the crossing operations due to heavy enemy fire.

Naval Reserve Ensign Oscar Miller, however, did not get the suspension word. He launched the first LCVP across the river that was to land some 500



Tanks of Patton's Third Army are ferried across the Rhine by LCMs at Oppenheim on March 22, 1945. Had it not been for the participation of the U.S. Navy and Coast Guard, the Allied crossing of the Rhine would not have been accomplished so swiftly.

In three hours, 3,500 men successfully made the crossing, but at 7 am, German artillery found its mark on the launching site, scoring a direct hit on a bulldozer, demolishing several trucks on the launch pad, and killing Navy Lieutenant (j.g.) Vincent Avallone, the Navy's only fatality during the entire operation.

yards below the planned line of departure. It met with no enemy resistance, and the other boats were then launched, all with no casualties.

Still, work went on unabated with the boat crews and support personnel working six-hour shifts for three continuous days without respite.

A Concerted Allied Effort

For its performance in supporting the Third Army's four Rhine River crossings, Leide's boat unit drew special praise from Patton. In an April 23 letter of commendation, Patton cited the transport of thousands of soldiers and vehicles in such a manner as to draw the appreciation and admiration of his army for the unit's participation.

While the Third Army's river crossings were

made on the run, those by Lt. Gen. William Simpson's Ninth Army reflected the character of British Field Marshal Montgomery, under whose command Simpson was to cross the Rhine. Montgomery called for a detailed and elaborate plan, stipulating exact times for nighttime transits by Army assault boats and Navy LCVPs, commencing after a two-hour artillery fire preparation. Ninth Army's 30th and 79th Infantry Divisions were to cross on either side of the small Rhine River town of Rheinberg.

Supporting the assault was Patrick's task unit with its allocated LCVPs and 24 LCMs. After the first assault waves were ferried in Army assault boats, the landing craft followed. Initially, there was trouble unloading the boats from the tractor-trailers in the dark on rough terrain, while under German artillery fire.

A crane also dropped the first LCVP to be unloaded, which augured poorly for launching the remainder of the boats, but by 9:30 am, five other LCVPs had taken to the river. The LCMs had to be pushed into the water bow first, which was accomplished without damaging their propellers.

On D-day, Patrick's boat unit ferried 3,000 troops, 374 tanks and tank destroyers, 15 bulldozers, 80 57mm antitank guns, and 500 jeeps and other vehicles across the Rhine. On the return trips 200 casualties were evacuated along with 500 prisoners of war.

One LCM crew had the dubious honor of ferrying British Prime Minister Winston Churchill, Field Marshals Montgomery and Alan Brooke, and General Simpson about on the Rhine for half an hour with the only notable contribution of each of the high-ranking individuals being to able relieve themselves in the river.

Seaman First Class Richard Birkler, the coxswain on a U.S. Navy LCM of TU 122.5.2, was one of the many unheralded sailors and Coast

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Guardsmen who manned the boats that transported thousands of American soldiers, weapons, and tons of equipment across the Rhine in March 1945. Their contributions have largely gone into the history of World War II as a minor footnote.

Yet, without their invaluable contribution, there

would not have been the many successes the U.S. Army had in moving so many of its forces across the very wide and fast-moving obstacle that the Rhine River presented.



TRIVIA

THE RAINBOW FLEET

By Robert Dell

The Coast Guard has a very colorful fleet of cutters. They have always painted their ships in colors that indicate their purpose.

First line cutters: These are the low, medium, and high endurance cutters that are normally the largest and most impressive of the Coast guard cutters. These are painted white and have been since the early 1900's. They usually have buff colored stacks and, of course, the distinctive Coast Guard stripe on the bow. This stripe did not come into use until the mid 1960s. Of course, during WWII all Coast Guard cutters were painted gray or camouflage in accordance with navy regulations.

Ice Breakers: Because of their specific work in Arctic and Antarctic regions and other areas with icy conditions, the hulls are painted a bright red color. The superstructures are usually white or tan in color. The red is to contrast the ice they are breaking their way through, making it easier to be seen from the air. This red color did not come into use until the 1950s or early 1960s. When I served in the mid 1950s they were painted white, like regular cutters, with no stripe on the bow.

Light Ships: These ships are no longer in service except as museum ships. Until they were retired, the hulls were painted a red color to give them visibility while they were on station. The name of the ship was usually painted in large white letters on the side of the hull.

Buoy Tenders: These ships are truly the workhorse cutters of the Coast Guard. In size they can run from a tiny 24 footer up to a 170 foot tender. They are usually recognized by their low waist forward, and the booms that are mounted to pull aids to navigation out of the water for maintenance. Full size sea buoys can weigh many tons and manhandling them is a rough job. These cutters are normally painted with a black hull and a white superstructure with buff stacks.

Now who would want to serve on a fleet of ships that are painted in a dull and dreary gray color when you could be on a cutter that is bright and sparkling just like their crews?



Admiral Linda L. Fagan, Commandant of the Coast Guard, stands with Coast Guard Tactical Law Enforcement Team Pacific, Coast Guard Tactical Law Enforcement Team South, Cabo Verdean Marines, and Cabo Verde Coast Guard members aboard the *USS Bulkeley* (DDG 84) in Cabo Verde, Africa, March 31, 2023. The joint demonstration is part of the African Maritime Forces Summit. (U. S. Coast Guard photo by Petty Officer 1st Class Brandon Giles).

THE FORGOTTEN SERVICE IN THE FORGOTTEN WAR

The U.S. Coast Guard's Role in the Korean Conflict

By Scott T. Price

On June 25, 1950, six North Korean infantry divisions, supported by large armor and artillery forces, brutally attacked and invaded its neighbor, South Korea. The onslaught caught the South, as well as much of the world, completely by surprise. As the Soviet-equipped division advanced towards the capital, Seoul, Coast Guard officers stationed on the peninsula received word that they would have to evacuate. The officers were based at the former Imperial Japanese naval base at Chinhae, South Korea, where they had been training the nucleus of what would become the South Korean Navy. This little known operation was a typical example of the Coast Guard's role during the coming conflict; based in obscurity but nevertheless important to the United Nations' efforts to halt and then reverse the Communist onslaught.

The United States Navy determined what the Coast Guard's missions for any post-World War II conflicts were to be. In 1947, the Chief of Naval Operations suggested that in future conflicts the Coast Guard should limit its contribution to those peacetime tasks in which it specialized. His suggestion stated that the Coast Guard's "war time functions and duties assigned should be those which are an extension of normal peacetime tasks." Additionally, "Coast Guard personnel, ships, aircraft, and facilities should be utilized as organized Coast Guard units rather than by indiscriminately integrating them into the naval establishment." These duties included port security, maritime inspection and safety, search and rescue, and patrolling ocean stations. These, therefore, were the Coast Guard's primary missions during the Korean War.

CHINHAE

In 1946, the U.S. Army, which commanded the military forces in South Korea, asked for a contingent of active-duty Coast Guard officers to organize, supervise, and train a small Korean coast guard. The Coast Guard quickly complied. Captain George McCabe, a Coast Guard hero of World War II and the first to command the contingent, arrived in South Korea on 23 August 1946. In fact, he actually commanded the nascent Korean Coast Guard until the Korean government appointed Lieutenant Commander Sohn Won Yil as its first native commanding officer. From then on, McCabe and Sohn commanded the service jointly.

Their task proved to be extremely complicated. First, they had to establish an enlisted training facility and begin recruiting operations. Then they needed to establish an officer candidate program to train officers to command the service.

They also agreed to develop an academy, complete with a four-year degree program much like the service academies in the United States. Due to a pressing need for personnel, however, the degree program was cut to two years. Despite the language difficulties, a lack of equipment, and a high initial desertion rate, McCabe and his staff successfully nurtured the beginnings of a new coast guard for the Korean nation.

They acquired former Japanese warships to serve as training vessels and refurbished equipment left behind by the Japanese occupation forces. They repaired the buildings and built barracks for the trainees. In general, the Coast Guard did what it always has done, successfully fulfilled an assigned task with little or no support and practically no resources. The whole structure of the training effort, however, was soon to undergo a significant change.

THE COAST GUARD'S ADVISORY TEAM

In May 1948, Commander William C. Achurch arrived in Korea and became the "Head Advisor to

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Commander, Service Forces, Korean Coast Guard” and commanding officer of the U.S. Coast Guard Detachment at Chinhae.

When the South Korean government decided that it would change its coast guard to a navy in 1948, the active duty U.S. Coast Guard officers returned home. As one officer put it, “The U.S. Coast Guard didn’t feel obligated to train a foreign navy and the U.S. Coast Guard Detachment was withdrawn.” The U.S. Army then hired a number of retired or reserve Coast Guard officers and men to assist the new Korean Navy, including Commander Achurch.

Training continued unabated for the next few years. The training teams continued to struggle with a number of difficulties including cultural differences, language, and as always, funding. The base gained some notoriety when Achurch hosted a conference between the Nationalist Chinese leader, Chiang Kai-Shek, and the president of South Korea, Syngman Rhee, for a three-day meeting in August of 1949. Later, President Rhee became a frequent visitor to the base as his interest in his new navy grew. On August 19, 1949, a World War II Coast Guard veteran, Commander Clarence M. Speight, retired from the service for a physical disability, took over Achurch’s duties as “Advisor Chief, Korean Navy.” Achurch remained as the commanding officer of the Coast Guard contingent. Both men wore their uniforms proudly and carried on the operations as a Coast Guard-commanded team.

INVASION

Commander Speight found himself in Taiwan preparing a new vessel for the Korean Navy when the North Koreans attacked. His wife and two children in Seoul fled to Inchon. Speight arranged for their transport on board a freighter bound for Tokyo, and he then returned to Seoul. Six hundred fifty other refugees swarmed on board the freighter designed to carry only twelve passengers. Mrs. Speight and her two children stayed on the main



deck for the three-day trip despite the cold weather and rain. Speight barely managed to leave Seoul and watched as the large bridge over the Han River was blown up. After crossing the river in a small boat, he eventually made it to Pusan where he met up with Commander Achurch. Both were ordered back to the United States in July. So ended the Coast Guard’s role in creating a navy for South Korea.



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OCEAN / WEATHER STATIONS

The ocean station program, established before World War II, proved to be a vital war-time Coast Guard task and was perhaps the most direct contribution made by the Coast Guard to the United Nations' effort. Cutters assigned to the stations carried teams of meteorologists from the U.S. Weather Bureau. These men carried out weather observations, assisted by specialists in the Coast Guard crew. The cutters also served as aids to navigation by providing checkpoints for military and commercial maritime, and air traffic and communication "relay" stations for aircraft on transoceanic flights. They provided needed medical services to merchant ship crews as well as any others in need and served as search and rescue platforms. Some aircraft actually ditched near the cutters and were quickly rescued, such as the famous rescue of the *Bermuda Sky Queen* by the crew of the *USCGC Bibb* in 1947.



Bermuda Sky Queen Rescue by Keith Ferris.

Coast Guard cutters were stationed at two ocean stations in the Pacific prior to the outbreak of the Korean conflict. In concert with the Navy, the service decided to add three additional stations in the North Pacific. The new stations provided complete weather data and greater search and rescue coverage for the growing trans-pacific merchant and military traffic brought on by the Korean conflict. Indeed, 95 percent of the war materiel bound for Korea went by ship, while nearly half of the personnel went by air, making the ocean station vessels a vital link in the United Nations' logistic effort.

Furthermore, the Coast Guard established a chain

of air search and rescue detachments on islands throughout the Pacific to supplement the search and rescue capabilities of the Ocean Station cutters. Cutters were also assigned to these search and rescue stations to augment their search and rescue capabilities.

With the addition of the new stations, the Coast Guard needed to find vessels to augment the already extended cutter fleet. Fortunately, a ready source existed within the mothball fleets of the Navy. The Navy turned over a number of destroyer escorts, which the Coast Guard commissioned as cutters. The old war-horses had served as convoy escorts in World War II, 33 of which had been manned by Coast Guard crews during the war. These vessels were refitted with a shelter on the stern for weather balloon storage, and armed with depth charges and a variety of anti-aircraft weapons. The first two to join the Coast Guard fleet were the *Koiner* and *Falgout*. Once commissioned, the new cutters underwent shakedown training under the supervision of the Navy, then sailed to their new homeports.



USS Koiner (DE-331).

Ocean station duty could be monotonous at one moment and terrifying the next, as the vessels rode out storms that made the saltiest of sailors green. One crewman noted: "After twenty-one days of being slammed around by rough sea swells 20 to 50

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feet high, and wild winds hitting gale force at times, within an ocean grid the size of a postage stamp, you can stand any kind of duty.”

The *Koiner's* operations provide a good example of the duty. After she arrived in Seattle, where she joined the cutters *Bering Strait*, *Klamath*, *Winona*, and the *Wachusett*, a hodge podge fleet of ex-Navy seaplane tenders and 255-foot Coast Guard cutters, she was first sent to Ocean Station Nan in the North Pacific. There she steamed in endless circles around the station for three weeks before being relieved by the cutter *Lowe*.

While on the ocean station, the crew quickly fell into a routine. They assisted the five weather observers from the San Francisco office of the U.S. Weather Bureau who accompanied each patrol. Radar and radio were manned around the clock. Twice daily, the crew launched 6-foot diameter, helium filled balloons that measured air temperature, pressure, and humidity, to an altitude of 10 miles. They launched another smaller balloon to measure wind speed and direction. The crew also checked the temperature of the water every four hours down to a depth of 450 feet with a bathythermograph instrument.

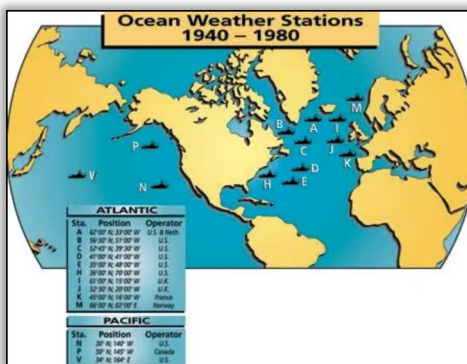
These cutters also served as floating aids to navigation. They contacted passing aircraft and ships by radio and provided radar and navigation fixes. Such contact with anyone from the outside world, even if only for a brief moment, at least broke up the monotony for the crew. Then there were the daily drills, such as fire, collision, and boat drills. For recreation they had movies, pistol matches, skeet shooting, volleyball games, and fishing. Though this was often enough to keep from going stir crazy, the crew invariably counted the days until their next liberty.

After returning to Seattle, the crew of the destroyer escort received welcomed liberty. Then she set sail for Ocean Station Victor, midway between Japan and the Aleutian Islands, via the Midway Islands. While at Midway, she stood search

and rescue standby duty, then set sail for Victor for another three-week tour of duty. When relieved there, she sailed on to Yokosuka, Japan, for another twelve-day layover, which included liberty of all hands. Afterward, she steamed once again out to the North Pacific to Ocean Station Sugar. Another three weeks later, her relief arrived and the *Koiner* returned to Seattle. And so it went, month by month, year by year.

These cutters assisted a number of merchant ships and aircraft that were transiting the North Pacific during the war. The *Forester* assisted the largest number of vessels while on patrol. Her crew searched for and found the MV *Katori Maru* drifting and burning on 16-17 August 1952. Thereafter, they assisted five more merchant and fishing vessels. In all, the Pacific ocean station cutters assisted over 20 merchant and Navy vessels, including one transoceanic airliner during the war.

During 1950, Station Nan was the busiest of all the ocean stations, reporting that the cutters gave 357 radar fixes per patrol. Each patrol averaged over 700 hours on station. The cutters steamed an average of 4,000 miles per patrol. These numbers increased considerably after when the patrols were lengthened and expanded after the start of the Korean conflict. Twenty-four cutters served on the stations that fell within the perimeters of the Korean conflict, and thus they and their crews earned the Korean Service Medal. Unsung but always ready, the cutters insured the timely and safe arrival of United Nations' troops and supplies throughout the Korean conflict.



**Ocean Stations
1940-1980
Courtesy of
Chuck Hill's
CG Blog.**

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PACIFIC SEARCH AND RESCUE AIRSTATIONS

The Coast Guard established a number of Pacific air search and rescue detachments through the Pacific in support of the Korean operation. The Coast Guard commissioned air detachments on Wake and Midway Islands and increased the strengths of the existing detachments at Guam, Hawaii, and the Philippine Islands. They were on call, 24 hours a day, to respond to any calls for assistance.

One of the most dangerous search and rescue cases undertaken by the Coast Guard took place off the coast of mainland China in early 1953. Communist Chinese forces shot down a Navy P2V Neptune in the Formosa Strait while the aircraft was on a covert patrol along the Chinese coast. The crew ditched their burning plane and escaped into a life raft to await rescue. The Coast Guard search and rescue station at Sangley Point responded to the call for assistance by immediately scrambling one of its two Martin PBM-5G Mariner seaplanes. In command was Lieutenant “Big John” Vukic, one of the most experienced seaplane pilots in the Coast Guard. Vukic and his crew of seven took off and flew their large aircraft towards Communist China and imminent danger. They were followed by the other PBM shortly thereafter, piloted by then Lieutenant Michael A. Perry.



A Coast Guard Martin PBM-5G Mariner seaplane performing a JATO assisted takeoff.

After arriving on scene, Vukic noticed that the seas were running at 15-feet. Even though the survivors managed to climb into a raft, he thought

they must have been suffering from hypothermia. He decided to attempt an open water landing, always a dangerous affair, but something he had done many times successfully. With darkness settling in, he landed near the survivors. His crewman managed to pull these men on board while the other crewman prepared jet assist packs for each side of the aircraft. These devices, known as JATO (Jet Assisted Take-Off) packs, permitted aircraft to lift off in an extremely short take-off run. While the Coast Guard crew rescued all eleven that were in the raft, two other Navy crew in a separate raft, were swept ashore and captured by the Communist Chinese. Not knowing their fate, Vukic taxied his big PBM near the crash site searching for them.

After fifteen minutes, with seas rising, he gave up the search and attempted to take off. The JATO rockets fired as the PBM lifted into the air. Vukic remembered, “There was a 15-foot sea and a 25-mile wind.” He feared that the heavy seas would swamp the seaplane if he waited for the seas to abate or a surface ship to come to their aid. Weighing each of the consequences, he decided to fly. Vukic noted that, “Everything was rolling very well and I thought it was in the bag. And so I fired my JATO bottles to help my plane get airborne.” Suddenly, the plane lurched to the left. He saw the left wing float rise above the sea, but the port engine seemed to be losing power. He quickly decided to ditch and made for the crest of a wave with the plane’s hull. “My seat suddenly broke and that was the last thing I knew.” The PBM slammed back into the sea and broke up. Once again, the Navy survivors were back in the water, at least the seven that survived this crash. Vukic managed to escape as well and inflated a raft. He pulled two surviving Navy crew in with him and he said, “We were so cold we didn’t care who got us, just so they had a fire to keep us warm.” Two others of his Coast Guard crew, Aviation Machinist Mate Joseph Miller and Aviation Mechanic Robert Hewitt, also managed to escape before the PBM sank. These men were eventually

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rescued by the Navy destroyer, USS *Halsey Powell* later than night. But the other five Coast Guard and four Navy crewmen perished. Apparently, some of these nine men escaped the sinking PBM, but were captured by Communist Chinese forces and were executed as spies. All five of these Coast Guardsmen, who had died in the line of duty, were posthumously awarded the Gold Lifesaving Medal.

PORT SECURITY

Anticommunist sentiment in the country, already at a fever pitch after the Communist victory in China the year before, was only aggravated by the North Korean attack. As a result, the government reacted against domestic communist activity. President Harry Truman signed Presidential Executive Order 10173, thereby implementing the Magnuson Act, which authorized the Coast Guard to conduct duties it had carried out during both World Wars to insure the security of U.S. ports “from subversive or clandestine attacks.” The Coast Guard established port security units to take charge of and secure the major ports of the United States. Their function was to prevent sabotage and insure the timely loading and sailing of merchant ships, especially those sailing to Japan and Korea to deliver ammunition needed by the United Nation forces.

The most controversial power extended to the Coast Guard was the authority to check the backgrounds of merchant sailors, longshoremen, warehouse employees, and harbor pilots, in order to determine their loyalty, or lack thereof, to the United States. The immediate problem with implementing these duties was the lack of personnel. There was no organized reserve program of any great scale as the World War II program had been emasculated with the demobilization of the United State’s military at the end of the war. Indeed, in June 1949, there were only 252 enlisted reserve personnel, and a few women SPARs (the nickname of the Coast Guard’s Women’s Reserve) working at headquarters. The President, through a supplemental appropriation,

approved the immediate increase in financing necessary to implement an organized reserve. The budget for the following year did show a substantial funding increase that permitted the Coast Guard to expand an adequate reserve to meet the service’s new demands.

Fears of an Eastern-bloc freighter sailing into a port, armed with a nuclear bomb, gave the service an unique Cold War task. Since the Soviet Union and its communist allies had no long-range bomber force, and that ballistic missiles were ten years in the future, delivery of a bomb by a vessel sailing into an unsuspecting port and then detonated, was the most likely form of a nuclear attack on the United States. From August 1951, every vessel entering into a U.S. anchorage had to notify Customs of its intended destination and cargo 24 hours before it was to arrive. The names of these vessels were passed to the appropriate Captain of the Port, and Coast Guard patrol boats identified and checked each, boarding and examining those that appeared suspicious.

The boats patrolling harbor entrances in the major ports were occupied 24 hours a day. In New York, for example, there were two stations on continuous duty. For the next two years off the coast of New York, near the Ambrose lightship on station, the Coast Guard inspected over 1,500 ships. Each of the two patrols inspected an average of 40 vessels per month, with each inspection lasting four hours. Armed with Geiger counters, they searched for atomic weapons, general explosives, and bacteriological weapons. Fortunately, the patrols never encountered anything worth reporting.

Another Coast Guard security duty that had a direct impact on the combat in Korea was that of the men who supervised the loading of high explosives on board merchantmen. Special explosive loading detachment teams conducted the incredibly dangerous job of supervising the loading of ammunition. It was sometimes conducted under the most primitive conditions. On the coast of Oregon,

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for example, ammunition was transported from the Umatilla Ordnance Depot to a loading site on the Columbia River, about 10 miles downstream.

A privately owned tow and barge company held the contract for transporting government goods down river. Coast Guard officers and men supervised the loading of the ammunition onto barges, each holding 500 tons. Typically, one powered vessel would push two barges at the same time down the 200 miles to the Beaver Ammunition Storage Point, accompanied by two armed Coast Guardsmen. The ammunition was then loaded onto cargo vessels for transportation to Korea.

LORAN STATION AT PUSAN

The LORAN (Long Range Aid to Navigation) station at Pusan is one of the truly unsung Coast Guard stories of the war. Established to assist the growing air and sea traffic brought on by the Korean conflict, the station's crew has the distinction of being the only Coast Guard personnel serving under a Coast Guard command on the peninsula during the fighting. It was code named ELMO-4.

The prospective commanding officer of the station, Lieutenant John D. McCann, USCG,



U.S. Coast Guard LORAN Station Pusan, Korea.

reconnoitered the area around the city of Pusan, which gave the LORAN station its official Coast Guard designation, and picked a hill some twenty miles from the city. On June 6, 1952, the U.S. Air Force generously agreed to support the station logistically, relieving the 14th Coast Guard District of such responsibilities. The support included providing the security of the station.

Despite attacks by local vandals and some guerilla units, as well as a typhoon in August of 1952, construction progressed with the assistance of units of the U.S. Army and logistical support by the U.S. Air Force. By the time ELMO-4 was ready to begin operation, the station boasted modern plumbing, electric clothes washing machines, and a hot water heater. McCann noted, "We are probably living on one of the most comfortable bases in Korea. But don't forget that we built it ourselves. Last August, all we had were tents."

The only Coast Guard outfit stationed in Korea began transmitting its signal on 5 January 1953. In concert with the other eight Coast Guard-manned LORAN stations in the Far East, including stations O'Shima Island in Tokyo Bay, Iwo Jima, and Okinawa, these lonely Coast Guard outposts provided around-the-clock navigation assistance to United Nations' maritime and air forces. Every UN vessel and aircraft utilized the new technology that permitted navigation under any weather condition, during day or night, provided courtesy of the United States Coast Guard.

With the signing of the cease-fire on 26 July 1953, the Coast Guard demobilized quickly, as it had after World War II. The Coast Guard abandoned the ocean stations added for wartime purposes, and decommissioned the destroyer escorts. All of the overseas air detachments, and search and rescue stations, were decommissioned as well and the service returned to its normal peacetime operations.

Coast Guard operations during the Korean War

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supported the United Nations' efforts to throw back the Communist invaders. Coast Guard Merchant Marine Inspection and Port Security forces insured the safe and timely loading and departure of munitions and supplies bound for the troops in Korea. The Coast Guard also supported the transport of combat troops to Korea. Manning the lonely ocean stations in the middle of the Pacific, day in and day out, cutters on these stations provided navigation support and stood by for rescue, if need be, to transports, freighters, and aircraft bound for the far Pacific. Coast Guard air detachments stood by as well, ready to assist any in need. Finally, the Coast Guard LORAN chain provided the most direct support of any Coast Guard operation to the combat and logistic efforts against the Communist invasion of South Korea. As it had during the air offensive against Japan during World War II, Coast Guard LORAN stations provided around-the-clock precise navigation assistance to U.N. vessels and aircraft throughout the far Pacific.

The Korean War left a number of legacies for the Coast Guard. Port security became a preeminent mission of the service in large part due to fears generated by the Cold War. Force levels had increased to well over what they had been before North Korea invaded its neighbor. Indeed, the service almost doubled in size from its 1947 low of just over 18,000 men and women until June, 1952, when 35,082 officers and enlisted men served on active duty, including 1,600 reservists. Women also continued to serve in the Coast Guard, albeit in far fewer numbers than served during World War II. In November 1952, 215 SPAR officers and 108 enlisted SPARs served in the Reserve, and 15 officers and 19 enlisted served on active duty. The final, and perhaps most important legacy was that the future leaders of the service would look for a more active role for the Coast Guard in any conflict. Worried that its vital duties during the Korean War still left the Coast Guard in obscurity, future commandants would offer the Coast Guard forces for use in

combat. This is exactly what happened some ten years later during the Communist onslaught in Vietnam.

COAST GUARD UNITS ELIGIBLE FOR THE KOREAN SERVICE MEDAL 1950-1954



The following Coast Guard units are authorized to wear the Korean Service medal:

USCGC *Bering Strait*, WAVP 382

USCGC *Chautauqua*, WPG 41

USCGC *Durant*, WDE 489

USCGC *Escanaba*, WPG 64

USCGC *Falgout*, WDE 424; USCGC *Finch*, WDE 428; USCGC *Forster*, WDE 434; USCGC *Gresham*, WAVP 387; USCGC *Ironwood*, WAGL 297; USCGC *Iroquois*, WPG 43; USCGC *Klamath*, WPG 66; USCGC *Koiner*, WDE 431; USCGC *Kukui*, WAK 186; USCGC *Lowe*, WDE 425; USCGC *Minnetonka*, WPG 67; USCGC *Newell*, WDE 442; USCGC *Planetree*, WAGL 307; USCGC *Pontchartrain*, WPG 70; USCGC *Ramsden*, WDE 482; USCGC *Richey*, WDE 485; USCGC *Taney*, WPG 37; USCGC *Wachusett*, WPG 44; USCGC *Winnebago*, WPG 40; USCGC *Winona*, WPG 65; Commander, Coast Guard Far East Section, Tokyo; Coast Guard Merchant Marine Detachment, Japan; LORAN Station Bataan; LORAN Station Pusan; LORAN Station Ichi Banare, Okinawa; LORAN Station Iwo Jima; LORAN Station Matsumae, Hokkaido; LORAN Station Niigata, Honshu; LORAN Station Riyako, Jima; LORAN Station Tokyo, Honshu.

U.S. COAST GUARD KOREAN WAR CHRONOLOGY

26 June 1950 - Retired Coast Guard officers, hired to help train the Korean Navy, are ordered to evacuate the Korean Peninsula. The first Coast Guard contingent arrived in South Korea on 13 September 1946, to train a Korean "coast guard."

FEATURED ARTICLE

The active duty officers came back to the U.S. when the Koreans decided to establish a navy in lieu of a "coast guard." Retired officers were then recruited to train the nascent naval force.

9 August 1950 - Congress enacted Public Law 679, known as the Magnuson Act, which charged the Coast Guard with ensuring the security of the United States' ports and harbors, reinstating a duty carried out during both World Wars. The Coast Guard established 29 new port security units to fulfill the task. The primary concern of the Coast Guard was to prevent sabotage of military cargoes bound for Japan and Korea. The law also authorized the Coast Guard to determine the loyalty of U.S. licensed merchant sailors, one of the more controversial duties assigned to the service since the Coast Guard enforced prohibition.

20 June 1951 - The Coast Guard commissioned two former-Navy destroyer escorts, the *Foster* and *Koiner*, the first two of a total of twelve that ultimately joined the Coast Guard fleet. They were assigned to newly established ocean-weather stations in the Pacific designed to assist merchant and air traffic bound to and from the Korean Peninsula. They provided accurate and up-to-date weather information, served as radio relay stations, and search and rescue platforms. The Coast Guard established new air search and rescue stations on Wake, Midway, and Adak Islands as well.

20 December 1951 - The cutter *Koiner*, homeported in Seattle, assisted the tanker *Bulkfuel* and escorted it to safety.

16-17 August 1952 - The cutter *Forster*, while on Ocean Station Sugar, searched for and found the merchant vessel *Katori Maru* drifting and burning. The vessel was not salvageable and sank soon after.

16 October 1952 - The Coast Guard established a Merchant Marine detail in Yokohama, Japan, to deal with the increased merchant traffic through Japan as a result of the Korean conflict.

5 January 1953 - Coast Guard LORAN Station Pusan, code-named ELMO-4, commenced transmitting. The LORAN station, along with the other stations in the Far East Chain, guided both merchant and air traffic in the region.

18 January 1953 - A Coast Guard PBM-5A, based out of Sangley Point, Philippines, crashed after attempting to take off in heavy seas near the coast of China. The crew had just rescued the survivors of a U.S. Navy P2V that had been shot down by Communist Chinese forces while it was flying a surveillance flight. Four Navy and five Coast Guard personnel perished in the crash. The survivors were rescued the following day by a U.S. Navy destroyer.

15 May 1953 - The cutter *Forster*, homeported in Honolulu, assisted the merchant vessel *Creighton Victory*.

12 July 1953 - The cutter *Finch*, while on Ocean Station Nan, unsuccessfully searched for the downed Transoceanic Plane 806 in the vicinity of Midway Island.

30 July 1953 - The cutter *Lansing*, homeported in Honolulu, assisted the grounded merchant vessel *Hawaii Bear* at Maculabo Island.

19-20 September 1953 - The cutter *Ramsden*, while on Ocean Station Uncle, stood by the USNS *Private Frank J. Petraca*, until relieved by a tug.



Left to right:
CDR Wm. C. Achurch, USCGR;
LT M.S. Fila, USCGR;
Mr. Paul Burke;
Mr. Freddie Tidwell

U.S. Military Advisory Group to the Republic of Korea
Station with Korean Navy HQ shown.

NEWS AND NOTICES

BUILDING THE NATIONAL COAST GUARD MUSEUM ON THE HISTORIC WATERFRONT IN NEW LONDON, CT

Since its inception in 1790, the United States Coast Guard and its predecessor services have tirelessly answered the call to duty -- saving lives, enforcing maritime law, defending our Nation, facilitating commerce, and protecting the environment.

Now, through the generosity of private donors, federal grants and Connecticut state investments, a free-to-the-public National Coast Guard Museum is being constructed to tell the Coast Guard story and inspire future generations. The Museum will celebrate the tremendous impact the U.S. Coast Guard has had through the centuries and will honor the service of the highly trained men and women who perform their missions with honor, respect, and devotion to duty.

THE NATIONAL COAST GUARD MUSEUM

More than 200 galleries and exhibits will engage visitors to learn about the Coast Guard's rich 232 year history and highlight its current impact around the globe. Through interactive and immersive experiences and state-of-the-art exhibits, including more than 600 artifacts and 5,000 images, visitors will be captivated as they learn of our Coast Guard and our Nation's maritime story. A dedicated STEM Lab, special events, leadership programming, and virtual exhibits will allow visitors to solve real-world problems, appreciate the maritime challenges our Nation faces, and understand how the Service meets the challenges of today and prepares for those of tomorrow.

HOME TO "AMERICA'S TALLSHIP"

When not on active training missions, the USCGC Barque *Eagle* will be moored at New London's City Pier, adjacent to the Museum, where visitors will be able to tour "America's Tallship." Acquired by the United States from Germany

following World War II, the 295-foot *Eagle* actively serves as the training ship for the next generation of Coast Guard officers.

DOCKED IN NEW LONDON

The stunning waterfront National Coast Guard Museum will be located in New London, Connecticut, which has a long and storied history with the U.S. Coast Guard. New London has served as a homeport for Coast Guard cutters since 1791. One of its ten original Revenue Cutters, *Argus*, was constructed and moored on the Thames River. Officially designated as Connecticut's Coast Guard City, New London is also home to the Coast Guard's Research and Development Center, the U.S. Coast Guard Academy, and the Coast Guard's Leadership Development Center.

BEYOND THE MUSEUM

In addition to the 80,000-square-foot glass-enclosed waterfront Museum, this project includes an expanded riverfront promenade and a pedestrian bridge connecting the downtown with the waterfront. An enhanced transportation hub will connect the city parking garage with the Amtrak station, Museum entry, as well as waterfront integration, including the "Thames River Heritage Park," and seasonal water taxi service. Nestled between the Fisher Island Ferries, City Pier, and the Cross Island Ferry, the Museum is expected to host 300,000 visitors annually. With a gift shop and café, an event center for waterfront rental space for weddings and private celebrations, and a 180-seat theater, the Museum will serve as a cornerstone to the ongoing revitalization of New London.

LEARN MORE AND GET INVOLVED TODAY

Learn how you can become involved with this once-in-a-lifetime opportunity to create the National Coast Guard Museum. Join our mailing list to stay up to date on building progress and support opportunities. *Anticipated opening in Early 2026.*

NEWS AND NOTICES

CGCVA LIFE MEMBER BILL FEMIA MAKES PRESENTATION AT CAPE MAY

On Friday, November 3, 2023, CGCVA Life Member, Bill Femia, attended the graduation of Recruit Company Lima 207, at the Coast Guard Training Center, Cape May, NJ. Bill was included with the special guests who were involved with the graduation ceremony. Bill was especially interested in attending this particular ceremony having graduated with Lima 66, 57 years ago in 1966.

Bill made a presentation of the CGCVA challenge coin to the Commanding Officer of the Recruit Training Center, Captain Warren Judge, on behalf of the Coast Guard Combat Veterans Association. Captain Judge expressed his gratitude in receiving the coin.

Captain Judge assumed command of the Recruit Training Center in July 2022. He oversees the recruit training of 3,800 Coast Guard men and women.

Captain Warren Judge, USCG, Commanding Officer of Recruit Training Center, Cape May, with CGCVA Life Member and Vietnam Veteran, Bill Femia. Bill graduated Recruit Training with Lima 66 in 1966.



BE PART OF COAST GUARD HISTORY

Honor loved ones, family and shipmates, or carve your own space into the Museum's living archive with a commemorative paver along the stunning waterfront Revenue Cutter Argus Promenade at the future National Coast Guard Museum in New London, Connecticut.

Your commemorative paver will be seen by hundreds of thousands of visitors annually and will support museum construction and the mission to educate, honor, and preserve the rich maritime history of the United States Coast Guard.

Pavers are available in two sizes, 4" x 8" and 8" x 8" and are 100% tax-deductible.

www.CGMuseumpavers.com

Or order by phone using a credit card: 1-833-202-0519



VETERANS ADMINISTRATION BENEFITS

NATURAL DISASTERS

As a VA beneficiary, you should be aware of the assistance available to you in the event of a natural disaster. This includes protection for your VA home loan, automotive grant, school attendance, and VA benefit payments.

VA HOME LOAN

The VA has guidance in place for Veteran borrowers who are participating in the VA home loan program and have experienced a natural disaster. Additionally, VA may provide assistance to you if your home was previously adapted with assistance of a VA grant and was destroyed or substantially damaged in a natural disaster. Refer to “Home Loan VA Guidance on Natural Disasters” and for further information see:

https://www.benefits.va.gov/homeloans/documents/docs/va_policy_regarding_natural_disasters.pdf

AUTOMOTIVE GRANT

The VA may provide or assist you with a second automobile or other conveyance when your first vehicle purchased with VA financial assistance is destroyed as a result of a natural disaster, the destruction is not your fault, and you do not receive compensation for the loss from an insurer. You can visit the “Automobile Allowance” Website at:

<https://www.benefits.va.gov/homeloans/adaptedhousing.asp>.

VOCATIONAL REHABILITATION AND EMPLOYMENT

The VA may provide two additional months of employment adjustment allowance payments if you are receiving employment services from the Vocational Rehabilitation and Employment (VR&E) program and have been displaced from your home due to a natural disaster. You should contact your assigned VR&E counselor at your local regional office with questions regarding eligibility criteria. To

locate your local regional office, visit:

<https://www.benefits.va.gov/benefits/office.asp>.

SCHOOL ATTENDANCE

If schools temporarily close due to a natural disaster, the VA will continue payments for certified periods of enrollment through the end of the term or up to 4 weeks (28 calendar days) from the date of the temporary school closure, whichever is earlier. If the school remains open, but you are unable to attend due to relocation, even as a result of a disaster, the VA will not be able to continue payments to you.

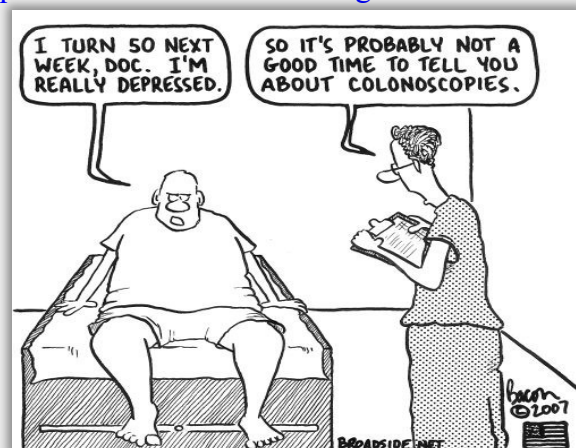
BENEFIT PAYMENTS

Natural disasters may cause delays in your payments, if you receive your benefits by paper check. The VA has developed mechanisms to help you receive your benefit payments, if your normal mail cannot be delivered. The VA encourages you to enroll for direct deposit on eBenefits: <https://ebenefits.va.gov/> or by calling the VA toll free at 1-800-827-1000. Individuals who use Direct Express should contact 1-888-741-1115 for options available to them.

ADDITIONAL INFORMATION

For more information, visit the VA’s main website at <https://www.benefits.va.gov/> or call toll free at 1-800-827-1000. Additionally, you may also find more information at:

<https://www.disasterassistance.gov>.



VETERANS ADMINISTRATION BENEFITS



Veterans, Gold Star Families Get Free Lifetime Pass to National Parks, Wildlife Refuges, Other Public Lands

On Veterans Day 2022, the National Park Service unveiled a lifetime pass providing free entrance to national parks <https://va.gov/?s=nationalparks> for Veterans and their families. The Interagency Military Lifetime Pass waives entrance fees for the National Park Service and the U.S. Fish and Wildlife Service, and standard amenity recreation fees for the Bureau of Land Management, Bureau of Reclamation, U.S. Forest Service and U.S. Army Corps of Engineers sites for current military service members and their dependents, Veterans and Gold Star Families.

Veterans and their families have free access to approximately 2,000 public locations spread out across more than 400 million acres of public lands, which host activities to fit any lifestyle—from serene to high octane, including hiking, fishing, paddling, biking, hunting, stargazing, camping, and much more.

The Military Pass has been expanded to include a pass that does not expire for Veterans and Gold Star Family members. The National Defense Authorization Act of 2022 authorized a free lifetime pass to national parks and other federal recreational lands for eligible Veterans and Gold Star Families. In recent years, they were able to receive annual passes.

Are you eligible?

For purposes of this program, a Veteran is identified as an individual who has served in the United States Armed Forces, including the National Guard and Reserve, and is able to present one of the following forms of valid (unexpired) identification:

- Department of Defense Identification Card Veteran Health Identification Card (VHIC) www.va.gov/health-care/get-health-id-care/
- Veteran ID Card www.va.gov/records/get-health-id-cards/vic/
- Veterans designation on a state-issued U.S. driver's license or identification card

Gold Star Families are next of kin of a member of the United States Armed Forces who lost his or her life in a “qualifying situation,” such as a war, an international terrorist attack, or a military operation outside of the United States while serving with the United States Armed Forces.

The America the Beautiful – the National Parks and Federal Recreational Lands Pass (Interagency Pass) Program

The Interagency Pass Program includes a free annual pass for active-duty members of the U.S. Military and their dependents. Current Military service members must show a valid (unexpired) Department of Defense ID. Dependents of current service members must show a valid (unexpired) DD Form 1173 AD or DEC.

Other free or discounted passes, including some lifetime passes, are available for persons with permanent disabilities, fourth grade students, volunteers and senior citizens age 62 years or older.

How to get your Interagency Pass

Interagency Passes can be obtained in person while visiting a participating site. Visit Places to Get Interagency Passes www.nps.gov/plan-yourvisit/pickup-pass-locations.htm for a searchable list and be sure to contact the site before you go, to make sure they are open and have passes in stock. In addition, Military passes, as well as those for seniors and persons with permanent disabilities, are available online through the USGS Online Store <https://store.usgc.gov/recreation-passes> with

VETERANS ADMINISTRATION BENEFITS

an additional processing fee. Existing passes remain valid. You do not need to obtain a new pass if you already have a Lifetime Senior or Access Pass.

For more information about eligibility and passes, visit Free Entrance to National Parks for Veterans and Gold Star Families (U.S. National Park Service) (nps.gov) www.nps.gov/planyourvisit.veterans-and-gold-star-families-free-access.htm

The participating agencies also offer several fee-free days for everyone throughout the year to mark

days of celebration and commemoration. Examples of fee-free days include the birthday of Martin Luther King, Jr., National Public Lands Day, Veterans Day and the signing of the Great American Outdoors Act.

Fee-free days and fee policies vary among the agencies, so it's best to check the agency website or contact the site you plan to visit in advance of your trip.

~ 2022 Courtesy of the National Park Service

THE RALEIGH COUNTY VETERANS' MUSEUM IN BECKLEY, WV

For five decades after World War II, eight men, all veterans and residents of Raleigh County, harbored a dream of having a Veterans Museum located in Beckley, WV. Crews of men, all veterans of the various wars, from WWII through Desert Storm, donated labor to renovate the building. A new roof and carpeting were installed, display cases, office furniture and a state of the art computer system were donated. The grounds around the building were cleared and a large sign painted and placed over the door identifying this building as the "Raleigh County 'All Wars' Veterans Museum" in 2000.

The museum houses artifacts and memorabilia from the nation's military from World War II up to Operation Desert Storm, all of which have been donated by Veterans. The museum traces the military's history from the Revolutionary War to the present.

When retired Coast Guard Aviation First Class Petty Officer Jeff Lehman first visited the 3,000 square foot museum, there wasn't any Coast Guard memorabilia on display. Jeff volunteered to establish a Coast Guard wing and has since been appointed to the museum's Board of Directors. For the past year, he has focused on fund raising and acquiring Coast Guard artifacts for addition to the museum and is

seeking assistance from the Coast Guard Combat Veterans Association.

The museum has recently acquired the former Sheriffs Department's complex with more than 15,000 square feet of space along with surrounding grounds, large enough to accommodate military vehicles and aircraft.

The museum is currently located at 1557 Harper Rd, Beckley, WV, 25801. You reach out to Jeff Lehman via email at: sissonfancy@yahoo.com.



The original Raleigh County Veterans' Museum at 1557 Harper Rd, Beckley, WV.

For more information, photos, and activities please check out the museum's Facebook page at: www.facebook.com/Raleighcountyvetsmuseum/

MAIL ORDERS TO

Russell Allyson
193 Durham Point Road
Durham, NH 03824

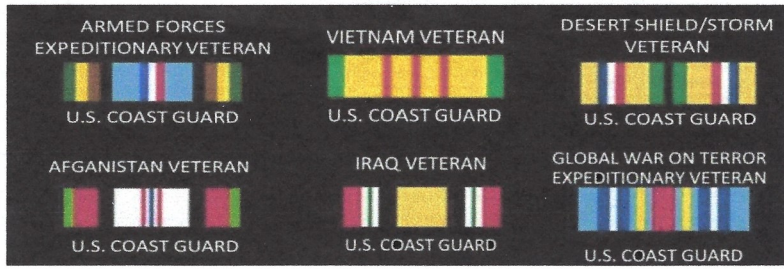
SMALL STORES ORDERING IF YOU HAVE QUESTIONS

Please email Russ Allyson at:
russallyson@gmail.com

PAYMENT OPTIONS Pay by

check, payable to CGCVA
Debit/Credit Card payments are made via the CGCVA website at:
www.coastguardcombatvets.org

CAMPAIGN RIBBON PATCHES: These Coast Guard campaign patches are 2"x4" in size and are perfect for your hat, jacket, motorcycle vest, anywhere you want to wear it for only **\$6.00** each, including shipping.



NEW CGCVA CHALLENGE COINS
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 strap

\$24.50 + \$5.00 SHIPPING



CGCVA LAPEL PIN \$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 **\$5.50**
Large ideal for jacket or vest **\$7.50**



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

CGCVA GARRISON CAP: Fore'n'aft cap with small CGCVA color logo ready for CGCVA logo attachment. Must specify cap size.

\$25.00 + \$5.00 SHIPPING

BOOK - USCG ACTION IN VIETNAM: By Paul Scotti, PNP, LM. A great history of the U.S. Coast Guard's participation in the Vietnam War. **\$24.50 + \$5.00 FOR SHIPPING**

CGCVA OVAL STICKER: Vinyl, will stick to your car, boat, motorhome or just about anything. **4" oval \$1.00, 8" oval \$2.00**

DESERT SHIELD - DESERT STORM: Recalled Reservist Patch LIMITED QUANTITIES **\$6.50**



USCG VIETNAM PATCHES: RONONE, RONTNREE, Operation Market Time, Gulf of Tonkin Yacht Club - **\$6.50**

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 of 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 of 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

Dues: \$40.00 for two-year membership. Current active duty, including SELRES on Title 10 or long-term ADOS receive a four-year membership for same price.

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

Signature of Applicant

Date

Check appropriate box: Regular Membership

Associate Membership

Other

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

**COAST GUARD COMBAT
VETERANS ASSOCIATION
P.O. BOX 969
LANSDALE, PA 19446**

NON-PROFIT ORG

U.S. POSTAGE

PAID

MERRIFIELD, VA
PERMIT NO. 1338

Change Service Requested



USCGC Point Orient (WPB 82319) approaching USCGC Sherman (WHEC 720) off the coast of South Vietnam during Sherman's 1969-70 WESTPAC deployment.