



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 37, Number 3

3rd Quarter 2022

GUADALCANAL 80TH ANNIVERSARY



GREEN HELL
OR
STARVATION ISLAND

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FROM THE NATIONAL PRESIDENT

COAST GUARD COMBAT VETERANS ASSOCIATION

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National President—Terry O’Connell, LM

National Vice President—Bruce Bruni, LM

National Secretary/Treasurer—Gary Sherman, LM

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1st Term— Joe Prince, LM, Mark Pearson, LM

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THE QUARTERDECK LOG

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National President—Barbara Weeks

National Vice President—Linda Kay

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Michael Johnson, LM, Bruce Bruni, LM, Joe Prince, LM

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Parliamentarian—PNP Michael Placencia, LM

Nominating Committee—Bill Femia, LM

Cape May Liaison—Thomas Dougherty, LM

MEAP—Edward Bachand, LM, and

Ship’s Store Manager—Russell Allyson

COAST GUARD HISTORY CONTRIBUTOR

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

President Comments 3rd qtr 2022



Many of us have suffered through the Covid-19 pandemic and that phase of the Covid-19 crisis seems to be on the wane. Through it all, our Chairman of the Reunion Committee, PNP Mike Placencia, LM, has done a stellar job for our members and their guests in obtaining a great venue for our May 2023 reunion. We are starting to get some oral responses indicating attendance, so we are looking forward to a good reunion with old friends and new acquaintances.

The future of our Association lies with the Coast Guard warriors that participated in the Global War on Terror. We would like, but don’t expect the younger generation to immediately join a combat veterans’ association, because when they return to CONUS, they are busy getting reacquainted with their families and furthering their careers, whether military or civilian. However, as our combat vets get settled in life after war, nostalgia will set in, and they are ready to reunite with former shipmates and swap their sea-stories and tales of experiences in combat settings.

Our two-hatted PNP Mike is also our Membership Chairman and has been busy liaising with Chief Petty Officers groups on the west coast and PSUs nationwide. Mike and our NVP Bruce Bruni are both retired reservists, who have been encouraging former shipmates to consider joining our CGCVA, and connect with old and new friends at our biennial reunions and through our website. I encourage each member to be among our best recruiters and join Mike and Bruce in preserving and growing our ranks.

For many years, we have been honoring our young sailors by presenting a Jack Campbell Physical Fitness Award to one male and one female upon graduation from boot camp. It is a large challenge coin honoring PNP Jack Campbell’s WWII service aboard the Higgens Boats. At the end of swab summer, we also honor the male and female USCG Academy Cadets who achieve the highest physical fitness score. This is also Challenge Coin honoring The WWII Silver Star recipient Capt. Quinten Walsh. Our latest initiative involves working

FROM THE NATIONAL PRESIDENT

with the USCG Officer Candidate School to identify an outstanding OCS graduate who achieved heroic distinction in a combat setting, to honor with a similar challenge coin for a yet to be determined achievement.

Rene and I look forward to seeing a lot of new faces at our Reno convention as well as many old ones.

Until then, Semper Paratus. ~ Terry O'Connell

FROM THE NATIONAL VICE-PRESIDENT

Correction to the last QDL issue, RADM Wm Kelly is Superintendent of the Coast Guard Academy, not the Commandant of Cadets.

The dark coloring in last QDL issue, especially the blue coloring found in the revised CGCVA logo, was the result of the printing process and has been rectified.

Congress has passed the PACT Act which has been signed into law providing Veterans who have become ill from exposure to a toxic environment during their OCONUS deployments. This is good news for many Veterans including Coasties, some of whom have become gravely ill after their deployments. I know of at least two shipmates from PSU308 that I deployed with in 2003-04 that have died from cancers that are now considered presumptive by the Veterans Administration. The Act also adds two additional illnesses for Agent Orange exposure along with five new locations. This new law also provides benefits to surviving spouses, dependent children and in some cases, dependent parents. See page 26 for more information about the PACT Act.

This issue of the Quarterdeck Log depicts the 80th anniversary of the Battle for Guadalcanal, which many historians say, coupled with the Battle of Midway, was the turning point for the war in the Pacific. Admiral William F. "Bull" Halsey stated, "Before Guadalcanal, the enemy advanced at his pleasure. After Guadalcanal, he retreated at ours." The Coast Guard played a key role in this battle, often standing side by side with Marines, operating a naval base consisting of landing craft,

manning artillery pieces, and providing infantry support.

Coast Guard personnel manned many transports and included the transport, *Hunter Liggett*, that was entirely manned by Coast Guard personnel, which was involved in landing troops and supplies, and in rescue operations during some of the sea battles that raged around Guadalcanal and Savo Island.

Anyone in the Coast Guard knows well the name, Douglas Munro, the sole Coast Guardsman to be awarded the Medal of Honor for his rescue of 500 Marines at Point Cruz on September 27, 1942, a legacy of which many Marines are well aware of. What many don't know is that Colonel Lewis "Chesty" Puller accompanied the rescue force aboard *USS Ballard* (DD-660) and witnessed Munro's selfless and heroic act. Puller personally recommended Munro for the Medal of Honor.

More information about the Coast Guard's involvement in the Guadalcanal campaign can be found in the following publications which I used as sources for the article found on pages 7-11: *The U.S. Coast Guard in World War II*; *The First Offensive, The Marine Campaign for Guadalcanal, 1942, The Year That Tried Men's Souls*; and *Guadalcanal, A Name That Endures With Honor*; *Green Hell, The Battle for Guadalcanal*; and *Guardian at Guadalcanal*.

The CGCVA 2023 reunion is rapidly approaching. We worked hard to provide an entertaining reunion venue for you. ~ Bruce



FROM THE NATIONAL SECRETARY / TREASURER

FROM THE NATIONAL SECRETARY/ TREASURER: 3 RD Quarter 2022

THAT CAN'T BE.....

Do you know which ship or unit has the most CGCVA members?

Let me give you a hint. It's not a shore unit. It's not one of those 378' "luxury liners", as we used to call them. It's not aviators. Give up? It's the USCGC *Castle Rock* (WHEC-383) built in 1942 and on the 1971 deployment to Vietnam, carried devoted, career Coast Guardsmen, but mostly it was a bunch of unhappy, mal-content, short time draft dodgers, who made up the crew, the way it was during the Vietnam war. And yet we still have a total of 36 *Castle Rock* veterans who are members of the CGCVA, most of whom are those "short-timers."

Don't let the *Castle Rock* destroy your chance for glory! Call your shipmates today, not tomorrow, but today! If nothing else but to get them to join the CGCVA and beat the "Rock"! Let's call this the "Castle Rock Challenge!" The winner gets a prize, to be disclosed at a much later date!

WE STILL NEED BOOSTERS!!

Just in case you're uncertain about the financial position of the CGCVA, let me provide some information. The CGCVA's sources of revenue are member dues, reunion profits (every two years), ship's store profits, Quarterdeck Log Boosters and investment income. The market was very good to us for a couple years. But unfortunately, this year, we're looking at an investment loss, as the stock market does a "re-set." So if you have any "spare change" or some extra bucks, please consider donating to the Quarterdeck Log Booster fund. This fund helps greatly. And remember, for donations of \$5 or more, you can dedicate your Booster donation In Memory of a shipmate, friend, or send a message to your shipmates!

CGCVA SHIP'S STORE NEWS

The ship's store just received the new CGCVA Challenge Coin and it is beautiful. It's been enhanced with the new logo and trimmed in gold! It is worth every penny of the \$12.00 it will cost you. And there is no limit on the number you can buy. We'll order more!



Check the picture of the new coin on the Ship's Store page of the website, but remember, a picture is worth a thousand words, but having this new gleaming, shiny gold coin in your hand is worth much more than that. And we have the following new items in the works, with the new logo:

- ◆ Baseball Caps (Flex-fit, Adjustable, Camo).
- ◆ Polo Shirts (new, improved logo and a much better shirt).
- ◆ CGCVA New Logo Patches – Large and Small.

These items will appear on the website Home Page and in the Ship's store when they arrive.

Semper Paratus!

Gary Sherman

National Secretary/Treasurer



It is the 75th anniversary of the Marine Corps Toys for Tots drive that has provided 627 million toys to 281 million less fortunate children since 1947. This charitable organization has a 97:3 program to support ratio and is always looking for volunteers to help to receive, sort and distribute the donated toys to the local community. See how you can assist with their local campaign efforts at www.toysfortots.org

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

Timothy Mowbray; Rex Robuck; Herb Cohen, WWII: Noel Bell, Founder

IN MEMORY OF DONATIONS

Thomas J. Johnson IMO CWO James "Doc" Roberts PSU 303, DS/DS

CROSSED THE BAR

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

**William H. Hitt, LM, WWII; Robert A. Borlase, RVN; Frank H. Mollomo, WWII,
Joseph M. Crim, LM, WWII**

NEW MEMBERS

NEW MEMBER	SHIP/UNIT IN COMBAT ZONE	CONFLICT	SPONSOR
Norman Macleod, Jr.	TACLET D-1	Desert Storm	
Brian N. Keith	PSU 309	GWOT	
Stephen V. Furst	CGC Seabago	RVN	
Nicholas A. Descala	CGC Winona	RVN	

COAST GUARD COMBAT VETERANS ASSOCIATION AUXILIARY & ASSOCIATE 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 Auxiliary Assn.

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

AUXILIARY NEWS



AUXILIARY NEWS *National Auxiliary President*

I hope this newsletter finds everyone enjoying the final weeks of summer.

We are still gearing up for our CGCVA Reunion/Convention in May of 2023 in Reno, Nevada. The planning committee has taken great strides in providing us with a remarkable venue and offerings which will make this a memorable event.

Regarding the Silent Auction, we again are asking for your help in making this a successful fund raising event by donating unique and creative items for everyone to bid on. Please complete the silent auction form below and forward to me at weeksbarbara1@gmail.com.

MCPO (Ret) George Ingraham, an Association member who resides in Reno, NV. has agreed to allow us to have him accept package deliveries of

silent auction items prior to the convention. Please contact me and I will provide you with all of the mailing instructions.

To all Auxiliary members, please remember to contact Javaughn Miller, CGCVA Auxiliary National Secretary/Treasurer at jallsmiller0@gmail.com if you need to bring your dues up to date, whether or not you are attending the Convention.

Also we continue to be in need of a nominations committee chairperson, whose responsibility it will be to enlist future candidates for positions within the CGCVA Auxiliary.

Please feel free to contact me at weeksbarbara1@gmail.com with your interests, ideas and suggestions.

Wishing everyone a safe, healthy and happy waning days of summer!

~ Barbara

Silent Auction Item Registration Form

Description of Item: _____

Name : _____ Email Address: _____

Value: _____ Minimum Bid: _____

Please email this form to me, Barbara Weeks at: weeksbarbara1@gmail.com or snail mail to: **722 Glenvale Drive, Coopersville, MI 49404**. Please ensure you receive an email confirmation from me confirming I received your donation information. We will provide an address for shipping the auction item(s) in the Third Quarter QDL and on the CGCVA webpage if you are unable to transport them yourself.

With respect, admiration and appreciation for all that each of you do and have done,

Barbara

COVER STORY

GUADALCANAL – THE GREEN HELL

August 6th was the 80th anniversary of the invasion of Guadalcanal, code named Operation Watchtower, America's first major offensive in response to the Empire of Japan's bombing of Pearl Harbor. It was to be an all-out, total war beginning at this unheard-of island, the largest of the Solomon Islands. It was to be a bloody conflict that would last seven months into February 1943 and cost the lives of 7,100 Allied personnel, of which 1,152 were Marines, with another 2,799 wounded. Included in those casualties was Marine aviation reporting 55 killed, 127 wounded, with another 85 missing in action. Japanese losses total 14,800 killed in action and another 9,000 died of infected wounds, disease, and starvation.

The battle for Guadalcanal was much more than just a land battle. American and Japanese ships pounded each other off the island's coast in Savo Strait eventually called "Iron Bottom Sound" because of 50 sunken ships from both sides and thousands of sailors who perished in this watery grave. America lost 29 ships with approximately 5,400 personnel. Japan lost 38 ships including 11 destroyers in the actions around Guadalcanal. This was in addition to six submarines, two battleships, a light aircraft carrier, one light cruiser, and three heavy cruisers. It was during the night of November 13, 1942, called the Naval Battle of Guadalcanal, that the *USS Juneau* was sunk, along with the five Sullivan brothers from Waterloo, Iowa.

Why Guadalcanal? Japan was on the march throughout the Pacific with eyes set upon the grand prize, Australia. Guadalcanal was in a key position for the Japanese to interrupt the line of communication and supply transport between the U.S., Australia, and New Zealand. Therefore, it became the primary objective of the Allied forces to secure Guadalcanal with the capture of the major Japanese military base at Rabaul, New Britain, as the secondary. The Battle of Guadalcanal resulted in a

huge victory in the Allies' strategic use of combined arms which changed defensive operations to offensive and stopped Japan's march.

At the onset of the landings by the Marines, the Japanese were taken by surprise and retreated into the dense jungle rather than confronting the Marines on Red Beach, as was the case in future landings. Marines quickly moved inland carrying their heavy equipment which physically exhausted many, but for the first 24 hours there was little contact with the enemy.



That wasn't to be the case for the Marines that invaded Tulagi and Gavutu, islands located adjacent to Guadalcanal. There, Marines met stiff resistance before securing the islands.

One of the primary objectives for the Marines was to secure the Japanese built airfield on Lunga Point which had been constructed to allow the Japanese to patrol the southern portions of the Solomon Islands and cut supply routes between the U.S. and Australia. Taking Guadalcanal would be the first step in isolating the massive Japanese base at Rabaul.

The Lunga Point airfield was named Henderson Field by the Marines in honor of Marine Major Lofton Henderson, Commanding Officer of VSMB-241, who had been killed at the Battle of Midway

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with the dubious distinction of being the first Marine aviator killed in battle. Today, the airfield is now called Honiara International Airport. The Marines and Seabees quickly made the field operational with the first aircraft to land on August 12. It was a PBY patrol bomber and was followed on August 20 by 31 Marine aircraft that formed the Cactus Air Force (CAF) featuring F4F Wildcat fighters and SBD Dauntless dive bombers. A couple of days later, a squadron of U.S. Army P-400 (P-39) Airacobra fighters arrived to round out the aviation contingent.

Because of the air support that Henderson Field provided, several Japanese efforts to push the Marines from the airfield often became hand to hand combat. The first Japanese assault on the airfield began with a force of more than 900 on August 21, but was defeated in the Battle of the Tenaru. On September 12, the Battle of Edson's Ridge saw 6,000 Japanese that managed to push back the defending Marines. Another thrust of 2,000 Japanese came the next day and were defeated by Edson Raiders, who killed about half the attacking force while sustaining the loss of 60 out of 800 defending Marines. The determined Japanese continued the assault until September 14th. Marines battled hand-to-hand with bayonets, rifles, pistols, grenades and knives, but remained victorious. Of the more than 300 Marines engaged in the fight for



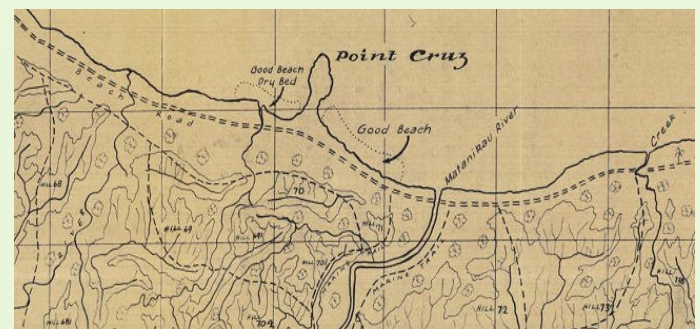
The raging battle of Edson's Ridge is depicted in all its fury in this oil painting by the late Col Donald L. Dickson, USMCR

“Bloody Ridge,” which Edson's Ridge was now called, 59 were killed, 10 missing, 194 wounded, leaving only 89 Marines able to walk off the ridge. Meanwhile, the Japanese withdrew to regroup west of the Matanikau River.

Further attempts were made by the Japanese to recapture the airfield. While the Imperial Japanese navy reinforced their troops on Guadalcanal, they also stepped up increased air attacks on Henderson Field, as well as shelling the airfield from their warships.

While the Japanese prepared for another assault, an Allied convoy delivered 4,157 men of the U.S. 7th Marine Regiment from Samoa to the island, which allowed for an unbroken line of defense around the Lunga perimeter.

Between September 23 and 27, 1942, elements of three Marine battalions conducted the first operation to expand their perimeter against forces west of the Matanikau River. On September 27th, Marines from companies A, B and D of the 1st Battalion, 7th Marines, made an amphibious landing west of Point Cruz at Kokumbuna using ten LCPs and LCTs for transport under the charge of Coast Guard Signalman First Class Douglas Munro. The Marines embarked at Lunga Point and debarked at a small cove west



Location: Point Cruz is located on the north coast of Guadalcanal bordering Iron Bottom Sound. The name “Honiara” is derived from one of the Guadalcanal languages, “nagbo ni ara” meaning “place of the east wind.” This was possibly the indigenous name for Point Cruz. To the southeast is the mouth of the Matanikau River and Matanikau (Mataniko). To the south is Hill 84. To the west is Kokombono.

COVER STORY

of Point Cruz. The landing craft withdrew, leaving one LCP manned by Coast Guard Petty Officer Ray Evans and Navy Coxswain, Samuel B. Roberts, in the event wounded Marines had to be evacuated.

The 500 Marines pushed inland to Hill 84 and were quickly surrounded. The LCP crewed by Evans and Roberts received machinegun fire that parted the rudder cable and damaged the boat's controls. After a quick but temporary fix to the rudder, Roberts was struck by enemy fire. Evans took the helm and jammed the controls to full speed and headed back to Lunga Point running the vessel up onto the beach after a failed attempt to stop. Roberts died of his wounds later that day but was posthumously awarded the Navy Cross for his actions. The Navy has named a third ship in his honor, the *Samuel B. Roberts* (DD-413).

Coast Guardsman Doug Munro again took charge and organized a rescue operation consisting of 24 Higgins boats and sped toward Point Cruz. During this heroic rescue Munro lost his life and later was posthumously awarded the Medal of Honor for his selfless actions, as personally recommended by Colonel Lewis B "Chesty" Puller. The citation reads:

"For extraordinary heroism and conspicuous gallantry in action above and beyond the call of duty as Officer in Charge of a group of twenty-four Higgins boats engaged in the evacuation of a battalion of Marines trapped by enemy Japanese forces at Point Cruz, Guadalcanal, on September 27, 1942. After making preliminary plans for the evacuation of nearly five hundred beleaguered Marines, Munro, under constant strafing by enemy machine guns on the island and at great risk of his life, daringly led five of his small craft toward the shore. As he closed the beach, he signaled the others to land and then in order to draw the enemy's fire and protect the heavily loaded boats, he valiantly placed his craft, with its two small guns, as a shield between the beachhead and the Japanese.

When the perilous task of evacuation was nearly completed, Munro was instantly killed by enemy fire, but his crew, two of whom were wounded, carried on until the last boat had loaded and cleared the beach. By his outstanding leadership, expert planning, and dauntless devotion to duty, he and his courageous comrades undoubtedly saved the lives of many who otherwise would have perished. He gallantly gave up his life in defense of his country."

The Guadalcanal campaign would continue for another five months with the Japanese making three futile attempts with the Tokyo Express to resupply and reinforce a beleaguered force. Naval engagements ensued with many ships from both sides going to watery graves.

The Battle of Cape Esperance occurred on the night of October 11, 1942, when the Japanese sent a major supply and reinforcement convoy to Guadalcanal. As a distraction, the Japanese simultaneously bombarded Henderson Field using three heavy cruisers and two destroyers. However, a U.S. task force, under the command of RADM Norman Scott, consisting of four cruisers and five destroyers, intercepted the Japanese ships, sinking one cruiser and one destroyer and badly damaging another cruiser. The U.S. lost one destroyer, with another destroyer and cruiser badly damaged. Although the Japanese were forced to retreat, the Tokyo Express managed to land its cargo, but on their return trip to Rabaul were intercepted by Scott's task force.

Battle of Santa Cruz Islands occurred on October 26, 1942. To draw American naval forces away from Guadalcanal, the Japanese positioned carriers and other large vessels just south of the Solomons. The battle commenced while Japan's ground forces were attempting to root out the Marines at Henderson Field. U.S. and Japanese aircraft battled each other that morning in the air just north of Santa Cruz. The battle forced the American warships to retreat after the loss of the carrier, *USS Hornet* (CV-8), and

COVER STORY



A Japanese Type 99 shipboard bomber (Allied codename Val) trails smoke as it dives toward USS Hornet (CV-8), during the morning of 26 October 1942.

Severe damage to another. A destroyer was also sunk and two heavily damaged, and 81 aircraft were lost. The Japanese also had to withdraw after losing 99 aircraft and suffering significant damage to two of their carriers, as well as a heavy and a light cruiser.

The four-day Naval Battle of Guadalcanal began 12 November with the Japanese again attempting to reinforce its troops on Guadalcanal. With 7,000



The five Sullivan brothers onboard USS Juneau (CL-52) were lost with sinking of their ship following the 13 November 1942 Naval Battle of Guadalcanal.

troops embarked on troop transports, the Japanese naval forces bombarded Henderson Field to destroy

the American aircraft that threatened the convoy. Like the Battle of Cape Esperance, U.S. naval forces intercepted the Japanese task force, preventing the bombardment and sinking many of the transports. However, it did not come without loss to the American Navy. Two light cruisers, four destroyers, and 35 aircraft were lost in addition to the only Navy flag officers killed in naval combat during WWII, RADM Daniel J. Callaghan and RADM Norman Scott. The Japanese lost two battleships, one heavy cruiser, three destroyers, eleven transports and 64 aircraft. The battle was successful for the Allies as Japan was no longer able to dislodge Allied forces from the eastern Solomons.

The Battle of Tassafaronga took place in the so-called “Iron Bottom Sound” off Tassafaronga Point on Guadalcanal’s north coast on November 30, 1942. A U.S. Navy task force attempted to intercept and destroy another Japanese attempt at resupplying forces on Guadalcanal. The Navy located and sank one enemy destroyer, but the Japanese warships responded by firing very effective Type 93 “Long Lance” torpedoes that sank one U.S. cruiser and heavily damaged three others. The warships were able to escape, but were unable to resupply their now starving troops.

Unable to effectively reinforce the island with fresh troops and equipment by transport ships, the Japanese often had to rely on destroyers and submarines to transit the “Slot” that ran from Rabaul to Guadalcanal. The Japanese called it the “Rat Transport” while the Marines named it the “Tokyo Express.” It was a losing strategy. Japan could ill afford losing the number of ships that they lost in their resupply effort that did little to turn the tide of the battle.

The suffering endured by these Japanese troops on Guadalcanal has been well documented. Of those not killed in action, many died of infection of wounds, disease, and even starvation. There have been documented accounts of Japanese soldiers

COVER STORY

resorting to cannibalism to survive the green hell of Guadalcanal after becoming lost and/or losing contact with their units. This would not be the first or last time Japanese troops had been involved in cannibalism during WWII. The Japanese eventually called Guadalcanal “Starvation Island.”

On December 23, 1942, the Japanese evaluated the cost of attempting to recover Guadalcanal from a determined and now reinforced U.S. Marine and U.S. Army presence. Lt. Gen. Harukichi Hyakutake, the commander of the Japanese Seventeenth Army on Guadalcanal, informed Tokyo of his dire position.

“No food available and we can no longer send out scouts. We can do nothing to withstand the enemy’s offensive. Seventeenth Army now requests permission to break into the enemy’s positions and die an honorable death rather than die of hunger in our own dugouts.” The Japanese General Staff had to face reality, they lost the battle.

On December 31st, an audience was arranged with Emperor Hirohito to discuss the situation and to receive permission to withdraw troops from Guadalcanal in an operation, code named “Ke.” Throughout December, a large build up of ships and planes was occurring in Rabaul, Truk, and the Shortland Islands for recovering the retreating troops. Allied forces were alarmed by the massing of Japanese forces, believing that another major offensive to recapture Guadalcanal was in the making. Intelligence analysts had completely misread the intent.

Operation Ke began in late January 1943 and was divided into two phases. The first phase began with the landing of an infantry battalion to act as rearguard to allow the withdrawal of the battered and decimated Japanese Seventeenth Army. A three-week supply of provisions landed at the same time, indicating that the second phase, the evacuation of the Seventeenth Army, would take almost a month to complete. To cover the withdrawal, the Japanese

conducted diversionary operations such as the bombing of Darwin, Australia, and the shelling of American bases east of the Marshall Islands, as well as generating fake radio traffic.

The Japanese rearguard discovered a trail of corpses when they arrived at Guadalcanal. Operation Ke would require the Japanese to leave behind those too sick or badly wounded to be quickly evacuated through the jungle.

This wasn’t the end of the fighting. Doing their best to stop the advance of a combined American force, the Japanese continued to put up fanatical resistance, including suicidal Banzai charges. Upon reaching the goal of Kokubona on January 23rd, the Americans found that most of the Japanese had already left. Nearly 11,000 had escaped during Operation Ke.

There is much more to the Battle for Guadalcanal. Combined with the Battle of Midway, the decisive victory at Guadalcanal was the turning point of the war in the Pacific. The Japanese never recovered. They tried their best to keep the Japanese public uninformed of what took place, but their fighting spirit had been broken. Although there were other battles, the Japanese focus was on only two, Midway and Guadalcanal.

The losses to both sides were heavy. The Japanese lost a total of 24,000 men. The Americans sustained 1,600 killed, 4,200 wounded, and several thousand dead from malaria and other tropical diseases. The various naval battles cost each side 24 warships: the Japanese lost 2 battleships, 4 cruisers, 1 light carrier, 11 destroyers, and 6 submarines. The Americans lost 8 cruisers, 2 heavy carriers, and 14 destroyers.

The Guadalcanal campaign forged the brotherhood between the Coast Guard and Marine Corps throughout WWII. It will never be forgotten.

~ Semper Fi, Semper Paratus

FEATURED ARTICLES

The following article is from the Mobile Riverine Force Association website

U.S. Naval Riverine Operation Base “BREEZY COVE”

Song Ong Doc, South Vietnam (1970)

Located on the western coast of South Vietnam’s Mekong Delta region, the (ATSB) Advanced Tactical Support Base located at Song Ong Doc, served during the Vietnam War as an operational base for the U.S. and Vietnamese River Forces during 1970. Allied naval units patrolled the area’s numerous waterways as part of the “Sea Lord’s” strategy to interdict the Viet Cong supply lines and troop movements. As part of the Vietnamization program, the Song Ong Doc facility was eventually turned over to the Vietnamese Navy.

On the night of October 20, 1970, the ATSB located at Song Ong Doc, code named “BREEZY COVE,” was destroyed by mortars, recoilless rifles, and a company-size VC ground attack. This is their story.

THE ATTACK ON SONG ONG DOC

By LCDR Lee Wahler, USNR (ret) with additional material provided by GCMC Robert Stone, (ret)

During 1969 and 1970, several American and Vietnamese naval units used the Advanced Tactical Support Base at the mouth of the Ong Doc River (Song Ong Doc). By July 1970, those units were RVN (Vietnamese) River Patrol Group 62, along with Naval Advisory Group Vietnam advisors, USN River Assault Division 15, Detachment 6 of HA(L)-3, “Seawolves,” with two helicopters, a “Dufflebag” sensor-monitoring group for electronic detection (from Beach Jumper Unit 1), and the Naval Support Activity (NSA) base unit. The base itself was composed of AMMI pontoons (flat deck barges) lashed together on the shore. Next to the pontoons was a helicopter pad and buildings for the Seawolf detachment.



Above: The ATSB, known as “Breezy Cove” and more commonly known as Song Ong Doc, was at the mouth of the Ong Doc River. This is an airborne view looking due east before the attack on October 20, 1970.

(Photo: Ed Lefebvre)

Below: A closer airborne view of “Breezy Cove.” This view is looking due south. Boston Whalers, PBRs and “heavies” - armored troop carriers, monitors, assault support patrol boats—are shown in the photo.

(Photo: Ed Lefebvre)

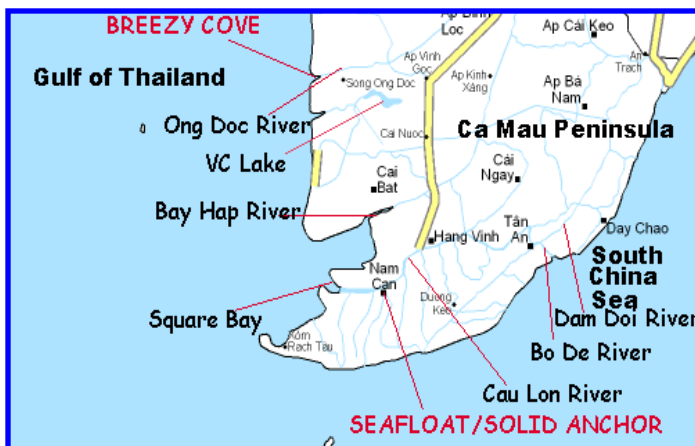


“Breezy Cove” was part of a joint USN/RVN operation established in September 1969 and commanded by Commander Cyrus Christensen. The Senior Advisor to RPG-62 was Lieutenant Bill Dannheim. Dannheim had one officer and six enlisted advisors assigned to him. The mission of the USN/RVN units was to interdict enemy movements from the U-Minh forest (to the north) across the Song Ong Doc, down to the lower Ca Mau Peninsula, the location of Operation Seafloat/Solid

FEATURED ARTICLES

Anchor (by Nam Can on the Cau Lon River). The units were also to keep the river open for civilian waterborne traffic from the Gulf of Thailand into the province capital of Ca Mau.

Below: The Ca Mau Peninsula showing the locations of Breezy Cove and Sea Float/Solid Anchor.
(Drawing notes: Robert Stoner)



RPG-62 Vietnamese crews had only been at the base since June 1969 when they arrived with 10 PBRs that had been turned over from USN River Division 554 as part of the U.S. Navy's Accelerated Turnover to the Vietnamese (ACTOV) program. Added to those existing boats were 10 more PBRs from River Division 572 that had been at Breezy Cove since September 1969.



A MK II Patrol Boat River (PBR) makes a high speed turn to port. (Photo: Lee Wahler)

One of Commander Christensen's first orders was to remove all ammunition on the AMMI pontoons,

except for ready-service ammo for base defense weapons. That arduous job meant three days of humping ammo in the hot sun, down the gangplank into the bunkers on the shore. After the ammo was removed, Commander Christensen came up with a rather remarkable base defense plan. He decided that the base was highly susceptible to surprise attack and the only important thing on the base were the men and their boats. Consequently, he ordered that if the base was attacked, the crews (USN and RVN alike) were to get to their boats and fight from the river.

A small village of about 2,000 Vietnamese (called New Song Ong Doc (SOD)) grew-up next to the ATSB. There were Regional/Popular Forces (called "Ruff-Puffs") who worked out of the village that were supposed to help defend the base. But, Commander Christensen doubted their effectiveness or loyalty. The base used .50 caliber machine guns, concussion grenades, 60mm and 81mm mortars for defense. The mortars were shot at Dufflebag sensor activity regularly. Little did the men on the base know that the increasing numbers of activations were caused by more than just "animals and wind." It was a case of not being able to see the forest for the trees. The Viet Cong guerillas were massing for an attack.

In the late hours of 20 Oct 1970, the base was attacked by what was later estimated to be a VC company reinforced with heavy and medium weapons. The VC started pouring in 57mm recoilless and mortar rounds from two directions, the north side jungle, adjacent to the base, and the south side free-fire area of swamps across the river. In addition to the mortars and recoilless rifle rounds, the VC were shooting 12.7mm machine guns and small arms into the base.

In-coming rounds were landing everywhere and sank two PBRs that were tied up alongside the AMMIs. Lt. Dannheim was in the Naval Operations Center (NOC) immediately calling for air support. He called for the return of the two Det-6 Seawolf helicopter gunships (then refueling and rearming at

FEATURED ARTICLES

Seafloat), and obtained OV-10 “Bronco” Black Ponies from VAL(L)-4 at Binh Thut scrambled. As the fight at Song Ong Doc developed, three Seawolf detachments, Seafloat/Solid Anchor (Det-1), Ca Mau (Det-3) and Song Ong Doc (Det-6), flew in defense of the base.



Above: A UH-1B “Seawolf” gunship launches from *USS Garrett County* (LST-786) in 1969. Seawolf Det-6 flew from *USS Garrett County* until facilities were developed for them at ATSB Breezy Cove. Three Seawolf detachments were involved in repulsing the VC attack on 20 October 1970. During the attack, *Garret County* provided refueling and rearming services for the helicopter gunships defending the base.
(Photo: Gerald Busic)

The offshore gunfire support ship, *USCGC Bering Strait* (WHEC 382), fired 5-inch shells at points south of the river. As was pre-arranged, the crews scrambled into their boats and got the remaining PBRs and heavy river assault boats underway.



Above: The *USCGC Bering Strait* (WHEC-382) provided naval gunfire support during the attack on Song Ong Doc. (Photo: USCG taken 2 October 1970). On 1 January 1971, *Bering Strait* was transferred to the South Vietnamese Navy as part of the ACTOV program.

When the NOC started getting hit, and fuel and ammo stores started exploding, Lt. Dannheim called in a PBR and took charge of the up-river group of boats. At the same time, Lt.(jg) Wahler went with the boats headed down-river from the base. American advisors, including GMG2 Wayne Palmer, EN3 Joe Flowers and EN3 Joe Brown, along with the RVN boat crews, returned the incoming fire effectively. Some fire was received from New SOD village. Overhead, the Seawolves and Black Ponies were directed at the attacking enemy force.



Left: A pair of OV-10A “Broncos” from VAL(L)-4. The lead aircraft is firing 5-inch “Zuni” rockets. The Zuni was the heavy punch of the Bronco. Picture from R.G. Smith’s painting “Special Delivery.”
(Artwork: R.G. Smith and Blackpony.org)

FEATURED ARTICLES



Above: A photo montage that shows how the attack on Song Ong Doc developed. The first photo on the left is early in the attack with a flare in the background. The middle photo shows fires starting from direct hits on the AMMI barges. The third photo on the right shows SOD fully engulfed in flames at the height of the attack. (Photos: Ron Mitchell)

After an hour, the firing tapered off and the boats started patrolling further up river just in case Charlie was planning on making a crossing. Offshore was the support ship *USS Garrett County* (LST/AGP-786). Many wounded were taken onboard the ship to be treated. Seawolves used the *Garrett County* as a refueling and rearmament point. After the October 20th attack, boats refueled and rearmed from the *Garrett County* until facilities ashore were rebuilt using AMMI barges from the old Seafloat base. Some boat crews moved back ashore to eat and live on what was left of the base, or lived on their boats when not on patrol. The helo pad and huts ashore had not been touched and were used by advisors for berthing.

The morning of October 21st, the boats returned alongside the base. Commander Christensen assessed the damage. All the AMMI pontoons had been hit and/or sunk. The buildings had been burned from fuel fires, destroyed, or heavily damaged by enemy fire. Two Americans were killed in action: GM3 Thomas Stewart McGarry, age 26, of Springville, TN, and RMSM John DeWitt Drake, age 19, of Stockton, CA. Twenty-six American and Vietnamese sailors were wounded



Above: The ATSB at SOD on the morning after the attack. All living quarters were burned-out or heavily damaged and the AMMI barges were either sunk or sinking. Fires continued to smolder in this photo. (Photo: Ron Mitchell)

in the attack.

Several weeks later, some of the original AMMIs, along with some newer AMMIs from Seafloat, were all towed up river to Old Song Ong Doc village where operations continued until all boats were moved to an earthen compound in Ca Mau. RAS-15 left Song Ong Doc in November 1970 to stand down as the last USN river unit turnover to the Vietnamese Navy.

Lt. Dannheim received a Navy Cross for his actions during the attack. Several other advisors were awarded Bronze Stars and Navy Commendation Medals.



REUNION

REUNION TIME 2023

CGCVA Reunion 2023 will be held at the Nugget Casino Resort in Sparks, Nevada, **May 8-12, 2023**.

The reunion committee negotiated a price of **\$79** per night with Group Code **GCGVA23** and the opportunity to stretch your stay three nights before and/or three nights after the scheduled reunion dates.

Complimentary Self-Parking and Valet Parking for all hotel guests and attendees.

The entertainment schedule for 2023 has not been posted as of this writing, but in the past the resort has hosted such entertainment as Belinda Carlisle, Kid Rock, Jay Leno and other well known entertainers and groups. Check the Nugget Casino Resort website at www.nuggetcasinoresort.com/entertainment/upcoming to see who might be at one of the resort's entertainment venues during our stay.

The CGCVA has also arranged for a bus tour to historical Virginia City for \$35/person. The 19th century mining city had 25,000 residents at its peak with gold and silver mines running 3,000 feet below the surface. Mark Twain once was employed by the Virginia City Territorial Enterprise, the local newspaper that served the residents of the city. There are at least 12 nostalgic saloons in Virginia City, such as the Bucket of Blood Saloon.



From their webpage, the Nugget Casino and Resort destination offers the latest in exciting gaming, including blackjack, roulette, craps, specialty table games, Keno, Bingo, a full-service Sports Book and all denominations of the newest slots and video poker. The Nugget also offers five restaurants including Anthony's Chophouse, Oyster Bar, Rosie's Café, Island Grill, and the sports bar, Game On. The Skywalk Arcade offers a variety of non-gambling video games.



Need a powered scooter to get around? The Resort has five on a first-come basis for rental, \$30 for 4 hours or less, or \$40 for up to 24 hours.

Complimentary wheelchairs are available at the bells desk.

On page 17 is the form to register your attendance for the reunion. The registration fee to attend the reunion is \$40/person. You can use the form or go to the CGCVA website and register there.

If paying by credit/debit card, a 5% fee is added to the total amount.

The first 80 registrants will receive a complimentary 16oz beer glass, shown on the left.

We hope to see all of you at the reunion and would especially appreciate your input at the business meeting luncheon, scheduled for Tuesday, May 9th.

**THE REUNION REGISTRATION AND HOTEL RESERVATION
CUTOFF DATE IS MARCH 15TH, 2023!**

RENO 2023 REUNION MAY 8 – 12, 2023 – CGCVA REGISTRATION FORM

The 2023 CGCVA Reunion is scheduled for **May 8-12** at the Nugget Casino Resort located at 1100 Nugget Ave, Sparks, (Reno) NV. Listed below are the registration, meal, and bus tour costs. **Reunion Registration fee is \$40 per person. Mail all registration forms to the address below.** Make checks payable to CGCVA and include with registration form. If paying by credit/debit card, mail the registration form and go to www.coastguardcombatvets.org and look for "DONATE" PayPal button in the right column to process your online payment. **Be sure to include the 5% credit/debit card fee.** Hotel reservations made by calling **800-648-1177**, using the **Group Code GCGVA23** for the \$79/night rate. **Reservations and reunion registration must be made not later than March 15, 2023**, for the special rate. **The first 80 registrants will receive a CGCVA commemorative pint beer glass.**

THE COST OF ALL TUESDAY BUSINESS AND AUXILIARY LUNCHEON MEALS ARE \$35.00 PER PLATE

Entrée includes San Marzano Tomato Bisque with mini grilled cheese and Lemon Meringue Tart, Coffee, and Tea

Multiply the number of luncheon entrées by \$35.00 = Total \$ Amount

Tuesday (5/9/23) Business Luncheon (CGCVA Members Only)

Tuesday (5/9/23) Auxiliary Luncheon (Open to All)

Cobb Salad	# of plates	Total Amount	Cobb Salad	# of plates	Total Amount
	_____	\$ _____		_____	\$ _____
Fajita Beef Salad	# of plates	Total Amount	Fajita Beef Salad	# of plates	Total Amount
	_____	\$ _____		_____	\$ _____

THURSDAY EVENING (5/11/23) AWARDS BANQUET DINNER – OPEN TO EVERYONE

Choose entrée below with the associated price & indicate number of meals desired at right & total the amount at right

Entrée includes Caesar salad, white chocolate cheesecake dessert, coffee, and tea

Pan Seared Salmon (\$61.00)	# of plates	Total Amount	Oven Roasted Chicken (\$57.00)	# of plates	Total Amount
	_____	\$ _____		_____	\$ _____
Pork Tenderloin (\$54.00)	# of plates	Total Amount	Roasted Vegetable Wellington (\$53.00)	# of plates	Total Amount
	_____	\$ _____		_____	\$ _____

Wednesday Bus Tour to Virginia City \$35.00 per person
(Money will be reimbursed if trip is canceled due to lack of participation)

Bus Tour (\$35 Per Person)	# of people	Total Amount
	_____	\$ _____
Reunion Registration (\$40 Per Person)	# of Registrants	Total Amount
	_____	\$ _____

Total Registration Fee Amounts	\$ _____
Total Luncheon Meal Amounts	\$ _____
Total Dinner Meal Amounts	\$ _____
Total Bus Tour Amounts	\$ _____
Total Amount Due to CGCVA (No added fee if paying by check)	\$ _____
If paying by credit/debit card, multiply the total amount in red above by 1.05 for final amount	\$ _____

Mail registration and check payment to: CGCVA
P.O. Box 969
Lansdale, PA 19446

Hotel Reservation & CGCVA
Registration cutoff date is
March 15, 2023

PLEASE PRINT LEGIBLY

NAME (FOR NAMETAGS) _____ NEED WHEELCHAIR? _____

SPOUSE/GUEST NAME _____ NEED WHEELCHAIR? _____

STREET ADDRESS _____

CITY, STATE, ZIP _____ PHONE (____) _____

EMAIL _____ VESSEL/UNIT _____ ARRIVAL/DEPARTURE DATE ____/____/____

EMERGENCY CONTACT _____ PHONE (____) _____

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

ALL CHECKS MADE OUT TO CGCVA

REUNION

RENO 2023



MAY 08-12, 2023

WHY YOU SHOULD CONSIDER ATTENDING THE RENO CONVENTION!

On May 8, 2023, we're heading to Reno, Nevada for our reunion!

- ◆ The Reno reunion room rate is \$79, which includes the hotel's \$10 resort fee.
- ◆ The Nugget Hotel and Casino is a beautiful site with well appointed features, beautiful rooms and plenty of amenities, including a large indoor pool.
- ◆ The Nugget is away from the downtown Reno area, with many restaurants and other features within a safe 10 minute walk from the hotel.
- ◆ Hotel parking is free.
- ◆ Reno is only an 8 hour drive from Long Beach, California, and 4 hours from Northern California, much cheaper than flying from those locations.
- ◆ Attending the CGCVA reunion is a great opportunity to reconnect with shipmates and fellow Coast Guardsmen who have sailed in the same waters as you.

- ◆ Participate in the process of electing officers and sharing your thoughts on where the Association should focus its efforts. We need the membership to chime in on important topics, to add new members, or discuss which Coast Guard related causes we should support, such as the Coast Guard Mutual Benefit, or Coast Guard Foundation.
- ◆ It has been has been 6 years since we have been to the West Coast. This is your chance to attend the reunion, which may only be a drive away.
- ◆ Consider holding a ship or unit mini-reunion at the CGCVA reunion. Invite shipmates who are CGCVA members or eligible for CGCVA membership. We will arrange for a separate meeting space for a private lunch and/or dinner and we will reserve your group table at the Thursday night Banquet.
- ◆ And if you have shipmates who are not members, invite them to the reunion. They can check the CGCVA out and join if they wish. You can also invite friends (other Coasties) and family as guests. Non-members are invited to the hospitality room, opening ceremony, the Auxiliary Friendship luncheon, and Awards Banquet. Separate registration fee applies for everyone.
- ◆ Come to Reno and share in the memories, renew old friendships and make new ones. We want to see you there!!

**REGISTER EARLY
REGISTRATION AND HOTEL
RESERVATION CUTOFF DATE IS
MARCH 15, 2023!**

NEWS AND NOTICES



REUNION 2023 AT THE NUGGET CASINO RESORT IN SPARKS (RENO), NEVADA, MAY 8TH TO 12TH, 2023

As was previously announced in the last Quarterdeck Log, the CGCVA will host the 2023

reunion at the Nugget Casino Resort in Sparks, Nevada, just east of Reno. It has been 10 years since the last reunion was held in this city and our 2023 event promises to be successful, with reasonable hotel room costs at \$79/night.

2023 Reno Convention/Reunion

May 7-12, 2023

Nugget Sparks Hotel and Casino

Located 3 miles east of Reno.

Rate: \$79 (includes resort fee) plus tax.

Rate good for 3 days prior and 3 days after the convention.

Four in-house eateries, with 11 more within 2 blocks, plus movie theater.

Complimentary parking and airport pickup. Indoor pool.

Hotel Reservations

Call **1-800-648-1177**. Must Use Group Code: **GCGVA23**.

Group Bus Trip - Virginia City **(Wednesday, May 10, 2023)**

Cost: \$35 per person.

Must have a minimum of 40 passengers for it to be a go. If you sign up for this trip and it is cancelled, your money will be refunded.

Convention Schedule

Sunday, May 7th: Officers/Trustees/Convention Planning Committee.

Monday, May 8th: Registration/Hospitality/Opening Ceremony.

Tuesday, May 9th: Business and Auxiliary Friendship Luncheons.

Wednesday, May 10th: Virginia City Trip.

Thursday, May 11th: Awards Banquet.

Friday, May 12th: Check-out.

In The Mix:

Silent Auction; Chieu Hoi Auction; and Fifty-Fifty Drawing.

CGCVA Reunion Registration:

First 80 registrants will receive a CGCVA commemorative pint beer glass.

REGISTER EARLY
REGISTRATION AND HOTEL
RESERVATION CUTOFF DATE IS
MARCH 15, 2023

FEATURED ARTICLES

USCGC PONTCHARTRAIN MEDCAP AND COASTAL OPERATIONS AT SONG ONG DOC

A personal story by Dave Desiderio

An event I'd like to share from Vietnam was when our MEDCAP team from *USCGC Pontchartrain* (myself and our First Class Corpsman (HM1)) stayed aboard the AMMIs at Song Ong Doc in late April and early May 1970. One afternoon in late April, we were ferried by the cutter's small boat to the ATSB and spent the night there. The following morning, we were ferried up to "old" Song Ong Doc (SOD) aboard PBRs to join up with two MACV Army guys, a MSGT and a SFC. During the ride, the HM1, suffering from some kind of intestinal disorder, had the "trots." He was in the lead PBR during the transit and every time he "moon"ed us over the stern, we had to throttle back.

After dropping us off at "old" SOD, the PBRs went either back down river to "new" SOD or on patrol. We went on to our destination with the Army guys via a "Boston Whaler." We left "old" SOD and tuned south on some narrow canal in the direction of what some called "VC Lake" on the Song Dong Cung. I remember at one point in the transit, we all had to get out of the boat, drag it up over an earthen dam, and back down to the canal to continue our journey. Fortunately, the Corpsman didn't have an "emergency" in the boat. We arrived at our destination without incident, except that the Corpsman needed some hasty directions to the latrine. We were at some kind of compound, most likely a PF outpost. The Corpsman was cautioned to be careful where he stepped on the way to the latrine, and not to step off the path because of the jerry-rigged booby traps around the area.

At the compound, we treated numerous locals for various ailments, most of which seemed fairly routine. I do remember seeing one youngster with a horrible cleft palate, nothing to be done for him, and



On our way in the direction of "VC Lake"
(Photo by Dave Desiderio)

another individual who was firmly advised by the HM1 and the MSGT to go to Saigon for treatment. The poor soul might as well have been required to travel to New York for the distance he'd have to travel to Saigon for advanced medical treatment. I guess they had a way of getting around the country.

After seeing everyone who needed to be seen, we were treated to a big chicken dinner. I noticed that there weren't quite as many chickens running around as there were when we arrived. It was a very good meal, and for beverages, we had some kind of homemade "wine." They called it by a name that I won't attempt to spell, but it sounded like "BAHSEE DAY." As I recall, it was pinkish in color and had quite a bit of pulp in it, so I drank it by trying to strain it through my teeth. At one point, I remember feeling



Compound where
MEDCAP took place
(Photo by
Dave Desiderio)

FEATURED ARTICLES

a remarkably large piece in my mouth, so I pulled it out. It turned out to be a huge, ugly black fly, that obviously drank himself to death.



**MEDCAP Operations
at “Old” Song Ong Doc
(Photo by Dave Desiderio)**

After the meal, we headed back to “old” SOD, via the same route we came. A VNN Thuy Uy bummed a ride with us, and he had really been into the “BAH SEE DAY.” He was so drunk that he almost capsized the boat, and the MSGT threatened to shoot him if he didn't settle down. He settled down, and we returned safely. We disembarked from the Boston Whaler at “old” SOD and at slightly different location from where we had embarked. It was a mud-bog, and I think the Army guys just wanted us to get muddy, at least up to our knees.

After the PBRs picked us up at “old” SOD and got us back to the ATSB at “new” SOD, we expected to have *Pontchartrain's* small boat waiting to take us back to the cutter. While we were away, the cutter had received orders to proceed to the vicinity of Ha Tien on the Cambodian border for an emergency NGFS (Naval Gunfire Support) mission. This was at the time of the “Cambodian Incursion,” and I assume it might have been connected to those operations. The crew later related how the cutter had to crawl up into that very shallow part of the Gulf with the small boat out ahead using a lead-line.

HM1 and I ended being “guests” of the good folks at the



**Enjoying the
Bay See Day wine
(Photo by Dave Desiderio)**

ATSB for several days. We stayed in a barracks barge that was occupied by members of a platoon from SEAL Team Two. Nice guys that they were, they invited me to go along with them on a “R&R” trip up to Ca Mau City. Of course, I accepted. We went up in a STAB (SEAL Tactical Assault Boat), and it didn't seem like it took any time at all to get there, the STAB being powered by (I believe) twin Chevy 396 c.i. engines. I noticed that these guys were a little less formal insofar as the uniform of the day was concerned. When transiting in the PBRs, flak-jackets and battle helmets seemed to be SOP. A couple of these SEAL guys were sunning themselves on the way wearing nothing but Navy issue swim shorts. It brought to mind our motto of my Dad's Regiment in Korea, the 27th RCT “Wolfhounds” - *Nec Aspera Terrent-* (roughly: “No Fear”).

Eventually, we had to turn East or Southeast into a canal off the Song Ong Doc to get to the town, and we had much fun making a big wake and pissing off everyone on the bank. The showboating had a cost, though. After a few hours of liberty in town, and expecting to get back to the ATSB in about the same time it took to get to Ca Mau, it soon became apparent that sea suction for the cooling of both engines on the STAB had sucked in so much debris from the shallow canal that the engines were overheating. We ended up with the port engine shut down, idling back on the starboard engine for the entire 35 clicks, in the dark, with only the “heads up” radar to go by. That was the night of 30 April 1970, and, although there seemed to be some activity on the North side of the river that night, judging by the numerous illumination flares and tracers, our transit was uneventful. After returning to the ATSB, we swallowed a few extra beers.

I don't remember exactly how many days we waited for *Pontchartrain* to return, but it was a few.

I remember the chow at the ATSB was good. I particularly remember what I call “American Chop Suey” - macaroni and hamburger

FEATURED ARTICLES

all mixed up. I love the stuff, especially with Tabasco sauce. Breakfasts were typically GI, and I've always liked that stuff, too. Yes, I like SOS.

On the other end of things, the latrine was quite primitive. As I recall, there was a "four holer" on the downstream end of the inboard AMMI. Anything voided dropped right into the river, and naturally, when using the facility it is expected to hear the resulting "splash." Well, that's precisely what happened the first time I used it, except after the expected initial "splash" I began to hear "secondaries." Jumping up and looking down through the hole, I saw a foot-long fish wrestling with his "dinner." I made a mental note to avoid any recreational fishing.

One evening the SEALs were going out to call on some local area VC cadre, and since I had nothing better to do, I asked if I could go along. Fortunately, they had enough good sense to persuade me that it would be better for all concerned if I stayed aboard to watch the fort and have a few beers. This leads me to another point, one I need to get off my chest. The beer I drank was from the SEAL Team's fund, I carefully checked off the tally sheet for each one I took so that I could pay them. I paid when I left, but later my XO told me that I had only paid the "wholesale" price, and that I still owed the SEALs for the difference. I never had a chance to make good on that, but if there are any members of MRFA from SEAL Team Two, please ask them where to send a donation to their morale fund.

COASTAL OPERATIONS

After returning to *Pontchartrain*, we bounced back and forth over the summer between Market Time Areas Two and Nine, inspecting junks and providing gunfire support. We fired in support of Marines in and around Chu Lai, and in support of the American Division in Quang Ngai near Mui Batangan. As I recall, on one occasion we were using some 5"/38 RAP (Rocket Assisted Projectiles) in

Quang Ngai. The rocket boosters were igniting over the heads of the Army guys causing them to get rather irate, thinking that it was VT (Variable Time) fragmentation and that we were trying to kill them. Once it was explained what we were doing, it was okay.

Pontchartrain fired a total of 4,048 rounds of 5"/38 in NGFS during her deployment. Missions included "Dufflebag," "Red Haze," as well as "Spotted," at all hours night and day. She was sporting her third gun barrel when she departed, the first having been shot out, and the second suffering a "rung" bore due to a defective lot of ammo. Maybe we had a Guardian Angel, because when we were on line there were no disasters, neither ashore nor onboard. We had a "rung" barrel, but the *USS Lloyd Thomas* (DD764) had an in-bore explosion in her MT 51 from defective ammo that killed three of its crew and injured ten others. And, thank God, we never had a "blue-on-blue" incident.

We departed Area Nine on 12 September 1970 for the last time. Later, we heard that two Seawolf helos had been shot down near "VC Lake" a couple days after we left. Our final Market Time Patrol was from 3 October to 25 October 1970 in Area Eight. It was the only time we actually patrolled in Area Eight. While we were taking pictures on Paolo Obi, visiting the LORAN Station on Con Son, and taking joyrides on the *Ashville* class PG in the area (I forgot which one), the ATSB at Song Ong Doc was being destroyed by the enemy. The *USCGC Bering Strait* (WHEC-382) was the cutter on scene in Area Nine, and I'm sure *Pontchartrain* couldn't have done anything more, or anything better than *Bering Strait*. But I'll always regret not having had the opportunity to try.

Editor's note: David Desiderio is a CGCVA Life Member and lives in California.

FEATURED ARTICLES

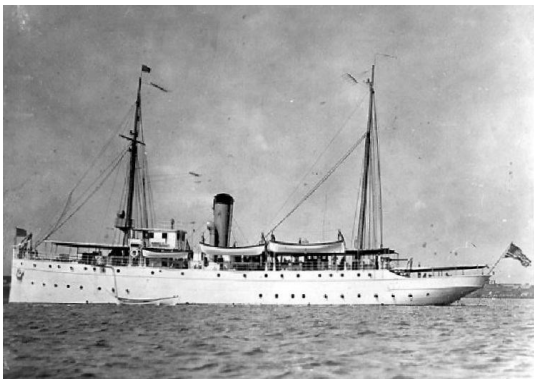
U.S. COAST GUARD IN WORLD WAR I REMEMBERING WT 2ND CLASS CHARLES E. GREEN A STORY OF YOUTH, TRAGEDY AND SACRIFICE

(Part of the *USCGC Tampa*
Purple Heart Project)

By Charles M. Meyer, USCG, CWO3 (ret)

REMEMBER THE *TAMPA*!

On September 26, 1918, the *USCGC/USS Tampa* was nine days into its 19th convoy escort. Running low on coal, her Captain Charles Satterlee requested permission to detach from the convoy. That request was denied due to the danger of sailing alone during daylight hours in submarine infested waters. He made a second request at 4 PM, as they were now dangerously low on coal. Granted this time, *Tampa* detached at 4:15 PM and proceeded full steam ahead towards the Bristol Channel, Miford Have, Wales. Her lights turned off as a security measure, *Tampa* was sailing alone at dusk. With her silhouette visible against the nighttime sky, she was sighted by a German submarine, UB-91. At 8:15 PM, UB-91 launched a torpedo which blasted a hole in the *Tampa's* hull amidships. This was followed by a second explosion. The 190 foot Coast Guard escort vessel, *Tampa*, sank with all hands in less than three minutes off the Bristol Channel at 50.40N, 06.19W, just seven weeks before the war ended. The sinking was the greatest single casualty incurred by any Naval unit as a result of known enemy action during the four years and four months of World War I.



USCGC
TAMPA

The cutter *Tampa* went to her watery grave with a crew of 130 men that included 111 Coast Guardsmen, four U.S. Navy men, and 15 British Navy men and dockworkers.

THE *TAMPA* PURPLE HEART PROJECT

The Purple Heart medal originated from an honor George Washington bestowed on a handful of men during the Revolutionary War. It was called the Badge of Merit and was made of a purplish cloth in the shape of a heart with the word "merit" sewn across the center. At the time of *Tampa's* loss, the Purple Heart was not in use. General Douglas McArthur, as the United States Army Chief of Staff, had the medal restored as an Army award on February 22, 1932. President Franklin Delano Roosevelt extended eligibility to the Navy, Marine Corps and Coast Guard on December 3, 1942. It wasn't until November 12, 1952, that President Harry S. Truman signed Executive Order 10409, allowing for the awarding of the Purple Heart to be retroactive for actions after April 5, 1917.

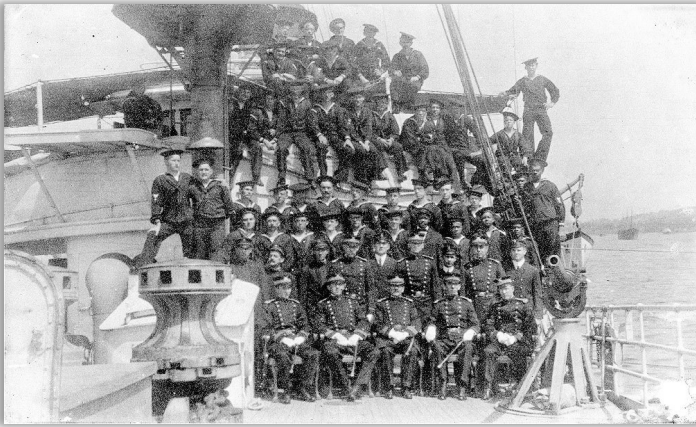
Recipients must have been wounded or died as a result of direct enemy action. This automatically made the crew of *Tampa* eligible for the Purple Heart medal. However, *Tampa's* crew was overlooked until 1999, when James Bunch, a retired Coast Guardsman, proposed to the Commandant, Admiral James Loy, that Purple Hearts be awarded to her crew. On November 11, 1999, 82 years after the cutter sank, *Tampa's* crew were posthumously awarded the Purple Heart in a ceremony at the Coast Guard Memorial at Arlington National Cemetery. Three relatives of *Tampa's* crew received Purple Hearts on behalf of their ancestors.



Captain Charles
Satterlee, USCG

FEATURED ARTICLES

Today, over one hundred-four years after *USCGC Tampa* was lost and twenty-plus years after the first Purple Heart was awarded to one of her crew, the Coast Guard is still attempting to identify families who have yet to receive their ancestors' Purple Heart. Since 1999, a total of 54 *Tampa* Purple Hearts have been awarded. That leaves approximately 49 *Tampa* Purple Hearts still unclaimed.



This 1915 photo was taken of the USRC *Miami* before its name was changed in 1916 to the USCGC *Tampa*

WHO WAS CHARLES E. GREEN?

Charles E. Green was listed on Coast Guard records as Frank C. Garrett, a Water Tender Second Class that served aboard and perished in the sinking *USCGC Tampa*. This is the story of the struggle to prove that Frank C. Garrett and Charles E. Green were in fact the same person and that the family should receive the Purple Heart on Charles's behalf.

Charles E. Green was born on January 4, 1899, in East Bernstadt, Kentucky, to Jasper and Margaret (Cloyd) Green. Charles's sister, Stella, was born in July of 1900. Charles's mother (Margaret) and a sister, (name unknown according to the 1900 census), both died in 1903 of a fever when Charles was about four and a half years old. His father remarried around 1904 to Ida (Belle) Rice. With that union, Ida Belle brought her son, Lawrence, into the marriage with her. At some point, the family moved

to Marion, Illinois, where Charles's father was a teamster for the mines. According to family lore, Charles bought things from the company store on his father's account without permission. His father's reaction caused Charles to run away from home. Again, according to family lore, this altercation did not set well with the townspeople and they forced Jasper to move away quickly, pulling Charles's sister out of high school around 1916. They moved to Shannon County, MO, near Winona, MO, where Jasper took up farming. Apparently, Jasper's temper and cruelty caused Charles's sister, Stella, to also run away from him. Her story is that she was using a boat to cross the Current River as Jasper shot at her with a shotgun.

There is no family record of where Charles went after running away, but given the timetable, he may have worked his way to Florida where he enlisted into the U.S. Coast Guard on January 9, 1917, using the alias of Frank Charles Garrett with a birthdate of January 5, 1896 and claiming to be 22 years of age. He was signed aboard *USS/USCGC Tampa* as an Ordinary Seaman. According to his service record, which the family had just recently received from Ms. Nora L. Chidlow, Coast Guard Archives Technician, Charles appeared to have been a quick learner and good worker. He advanced rapidly from a "Coal Heaver" in only seven days to "Fireman." Four days later, he was again advanced to "Water Tender A," which is an approximate equivalent in rate to today's Petty Officer Third Class. He then again was advanced in Water Tender Second Class, equivalent to Petty Officer Second Class, a rating that he held for ten months and thirteen days.



FRANK CHARLES GARRETT - (Birth Name: Charles E. Green)
(Water Tender) USCGC TAMPA - Torpedoed by German Sub
and Lost with all hands, 26 September 1918

FEATURED ARTICLES

The photo of Green, on the previous page, was taken on January 25, 1918, in Plymouth, England, (The Purple Heart was added to the photo) and is a perfect example of how young and full of pride these boys were. Taken just after his 19th birthday, and like so many others on the *Tampa*, his youth is clearly evident in this photo. But his true strength is seen in the steady gaze of his eyes.

The tragedy of his story lies behind him and ahead. The tragedy behind becoming so disjoined from his immediate family, particularly his father, that he felt the need to separate himself from them to the point of changing his name. Then on September 26, 1918, eight months after his photo was taken, tragedy struck again, taking his ships of 130 souls to a watery grave in only three minutes, just seven weeks before the war ended.

In the decade immediately following the sinking and the end of the war, families, friends, and former colleagues erected various memorials throughout towns, cities, and states associated with the lost crew. Of these, there are several that have plaques listing the names of all the Coast Guard crew, plus the four U.S. Navy sailors and the British sailors and dockworkers who were also aboard. One of the best known memorials is the U.S. Coast Guard Memorial at Arlington National Cemetery, dedicated on May 23, 1928. Architect George Howe and sculptor Gaston Lachaise captured the spirit of the Coast Guard's legendary steadfastness in the monument's rock foundation and pyramid design. Above the Coast Guard motto *Semper Paratus*, "Always Ready," a bronze seagull appears poised to lift off into flight. The seagull symbolizes the Coast Guard's tireless vigil over the Nation's maritime history. The names of the vessels, *USCGC Seneca* and *USCGC Tampa* and their crewmen, as well as all other Coast Guard personnel who lost their lives during World War I, are inscribed on the sides of the monument.

You will not find Charles E. Green's name on this monument or any other Coast Guard record. His

Coast Guard Memorial at Arlington National Cemetery



alias, Frank C. Garrett, can be found on the right side of the lower left panel, six names down from the top. By comparison, this mere glitch in time and historical records may seem insignificant, but even after 104 years, the record can be corrected and has been. It took many years for that to happen.

Early in the year, the author began working on securing a Purple Heart medal for the family of Charles E. Green, who is listed as Frank C. Garrett in Coast Guard records as a crewmember of the *USCGC Tampa*. For a long time, the effort to identify Garrett as Green was delayed due to the lack of sufficient evidence. Ultimately, with the help of some genealogical researchers, the Purple Heart Project was able to provide sufficient evidence that proved Frank Garrett was in fact Charles Green and that evidence was then backed up when his service record was finally provided by Archives. The Purple Heart award for Green and two other Coast Guardsmen from *Tampa*, 1st Lieutenant James Alexander Frost, age 31, of San Antonio, TX, and Francis William Creamer, age 25, of Brooklyn, NY, are awaiting the endorsement for approval from the new Commandant, ADM Fagan.

Research work and correspondence with Dale Warren and Michelle Mattingly (Davies County Kentucky Genealogy assisted in the effort to prove Frank Garrett was Charles Green).

Author CWO3 Charles Meyer is a member of the CGCVA and veteran of the Vietnam War, serving aboard USCGC Point Young (WPB-82303).

ARTICLES OF INTEREST

From Past President Steve Petersen

For the past four years, every Wednesday I attend a Veterans breakfast in Beeville, TX. I sit in the same seat almost every time, sort of like the pew in church, it's where you are comfortable. Sitting across from me is a WWII Veteran, Ollie Morris, who just celebrated his 101st birthday on July 27th.



Oliver "Ollie" L. Morris's flight school photo at Santa Ana Army Air Base in Blythe, California, January 1943. (Contributed photo)

Ollie is from the small town of Tuleta, TX, current population 347. It was considerably smaller back during the Second World War. His military MOS was waist gunner/flight engineer on a B-24. He was attached to the 433rd Bombardment Group, 2nd Division, 8th Air Force. He flew two missions over the beaches of D-Day and an additional 35 missions over Europe. He shot down two ME-109s. The actor Jimmy Stewart was his Operations Officer.

For his service, Ollie was awarded the Air Medal with a six Bronze Oak Leaf Cluster, the Distinguished Flying Cross, and the coveted French Legion of Honor that was presented by the French government.

Ollie had served as Chairman of the Deacons at First Baptist Church of Tuleta.

The following poem was written by his pastor, Reverend Jack Allen, and titled "Walking Among the Giants," a salute to Ollie and all of the Greatest Generation. We salute those that are gone and those still among us.

WALKING AMONG THE GIANTS

Not many of us have the distinct pleasure

Of walking among our nation's greatest treasures
They walk slower with pains in hips and knees
But they were the treasures that kept us free

They fought in the fields and towns, air and sea
Because the cost of freedom is never free
They were just young boys giving what they gave
They were baby faced, and many had yet to shave

But they were the actual bravest of the brave
Whether they fought on land, or air, or on the wave
Were they afraid? Yes, but it never got in the way
Millions of them, for freedom, needed to win the day

They were city boys, country boys and school boys
And every one an American with strength and poise
Their actions turned the tide of this world war
America showed up, Hitler and Tojo would not get far

We celebrated the centennial of one brave man
When duty called for warriors, he took the stand
He served his country without hesitation
And became part of this, the Greatest Generation

I once told him he was a real hero to me
He set me straight regarding that thought you see
He let me know quickly in no uncertain tone
That the heroes were not the ones who returned home

So, I've walked with the giants of that great war
WWII Vets like Ollie, Royce, Pat and more
My hope and prayer is that somewhere in our nation
Are men equal to this Greatest Generation.

By Rev Jack Allen



Past National President Steve Petersen on the left with Ollie Morris celebrating 101 years of Ollie's life

NEWS AND NOTICES

THE PACT ACT SIGNED INTO LAW

(From the VA website)

The PACT Act is a new law that expands VA health care and benefits for Veterans exposed to burn pits and other toxic substances. This law helps us provide generations of Veterans, and their survivors, with the care and benefits they've earned and deserve.

The PACT Act is perhaps the largest health care and benefits expansion in VA history. The full name of the law is The Sergeant First Class (SFC) Heath Robinson Honoring our Promise to Address Comprehensive Toxics (PACT) Act.

The PACT Act will bring these changes:

- Expands and extends eligibility for VA health care for Veterans with toxic exposures and Veterans of Vietnam, Gulf War, and Post 9/11 eras.
- Adds more than 20 new presumptive conditions for burn pits and other toxic exposures.
- Adds more presumptive-exposure locations for Agent Orange and radiation.
- Requires the VA to provide a toxic exposure screening to every Veteran enrolled in VA health care.
- Helps the VA improve research, staff education, and treatment related to toxic exposures.

If you're a Veteran or survivor, you can file claims now to apply for PACT Act-related benefits.

WHAT DOES PRESUMPTIVE CONDITION MEAN FOR TOXIC EXPOSURE?

To get a VA disability rating, your disability must connect to your military service. For many health conditions, you need to prove that your service caused your condition. But for some conditions, the VA automatically assume (or presume) that your service caused your condition. They call these "presumptive conditions."

The VA considers a condition presumptive when it's established by law or regulation. If you have a presumptive condition, you do not have to prove that your service caused the condition. You only need to meet the service requirements for the presumption.

GULF WAR ERA AND POST 9/11 VETERAN ELIGIBILITY

What burn pit and other toxic exposure conditions are now presumptive?

The VA has added more than 20 burn pits and other toxic exposure presumptive conditions based on the PACT Act. This change expands benefits for Gulf War era and post 9/11 Veterans.

These cancers are now presumptive:	<ul style="list-style-type: none">• Lymphatic cancer of any type• Melanoma• Neck cancer• Pancreatic cancer• Reproductive cancer of any type• Respiratory (breathing related) cancer of any type
<ul style="list-style-type: none">• Brain Cancer• Gastrointestinal cancer of any type• Glioblastoma• Head cancer of any type• Kidney cancer	

These illnesses are now presumptive	<ul style="list-style-type: none">• bronchiolitis or obliterative bronchitis• Emphysema• Granulomatous disease• Interstitial lung disease (ILD)• Pleuritis• Pulmonary fibrosis• Sarcoidosis
<ul style="list-style-type: none">• Asthma that was diagnosed after service• Chronic bronchitis• Chronic obstructive pulmonary disease (COPD)• Chronic rhinitis• Chronic sinusitis• Constructive	

NEWS AND NOTICES

If you have served in any of these locations and time periods, we've determined that you had exposure to burn pits or other toxins. The VA calls this a presumption of exposure.

- On or after September 11, 2001, in any of these locations:**
- Afghanistan
 - Djibouti
 - Egypt
 - Jordan
 - Lebanon
 - Syria
 - Uzbekistan
 - Yemen
 - The airspace above any of these locations

- On or after August 2, 1990, in any of these locations**
- Bahrain
 - Iraq
 - Kuwait
 - Oman
 - Qatar
 - Saudi Arabia
 - Somalia
 - The United Arab Emirates (UAE)
 - The airspace above any of these locations

AM I ELIGIBLE FOR FREE VA HEALTH CARE AS A POST-9/11 COMBAT VETERAN?

The VA is extending and expanding VA health care eligibility based on the PACT Act. **They encourage you to apply, no matter your separation date.** Your eligibility depends on your service history and other factors.

If you meet the requirements listed here, you can get free VA health care for any condition related to your service up to 10 years from the date of your most recent discharge or separation. You can also enroll at any time during this period and get any care you need, but you may owe a copay for some care.

AT LEAST ONE OF THESE MUST BE TRUE OF YOUR ACTIVE-DUTY SERVICE:

- You served in a theater of combat operations during a period of war after the Persian Gulf War, or
- You served in combat against a hostile force during a period of hostilities after November 11, 1998.

AND THIS MUST BE TRUE FOR YOU:

- You were discharged or released on or after October 1, 2013.

WHAT IF I WAS DISCHARGED OR RELEASED BEFORE OCTOBER 1, 2013?

If you meet the requirements listed here, you can receive care and enroll during a special enrollment period between **October 1, 2022 and October 1, 2023.**

AT LEAST ONE OF THESE MUST BE TRUE OF YOUR ACTIVE-DUTY SERVICE:

- You served in a theater of combat operations during a period of war after the Persian Gulf War, or
- You served in combat against a hostile force during a period of hostilities after November 11, 1998.

AND BOTH OF THESE MUST BE TRUE FOR YOU:

- You were discharged or released between September 11, 2003, and October 1, 2013, and
- You haven't enrolled in the VA health care before.

The VA encourages you to apply during the one-year period so we can provide you with any care you may need now or in the future. Enrollment is free. And your care may be free as well.

VIETNAM ERA VETERAN ELIGIBILITY

Based on the PACT Act, the VA has added 2 new Agent Orange presumptive conditions:

NEWS AND NOTICES

- High blood pressure (also called hypertension).
- Monoclonal gammopathy of undetermined significance (MGUS).

The VA has added 5 new locations to the list of presumptive locations:

- Any U.S. or Royal Thai military base in Thailand from January 9, 1962, through June 20, 1976.
- Laos from December 1, 1965, through September 30, 1969.
- Cambodia at Mimot or Krek, Kampong Cham Province from April 16, 1969, through April 30, 1969.
- Guam or American Samoa or in the territorial waters off Guam or American Samoa from January 9, 1962, through July 30, 1980.
- Johnston Atoll or on a ship that called at Johnston Atoll from January 1, 1972, through September 30, 1977.

If you served on active duty in any of these locations, we'll automatically assume (or presume) that you had exposure to Agent Orange.

The VA has added these 3 new response efforts to the list of presumptive locations:

- Cleanup of Eniwetok Atoll, from January 1, 1977, through December 31, 1980.
- Cleanup of the Air Force B-52 bomber carrying nuclear weapons off the coast of Palo mares, Spain, from January 17, 1966, through March 31, 1976.
- Response to the fire onboard an Air Force B-52 bomber carrying nuclear weapons near Thule Air Force Base in Greenland from January 21, 1968, to September 25, 1968.

If you took part in any of these efforts, the VA will automatically assume (or presume) that you had exposure to radiation.

FILING A CLAIM

See the VA's website to file a new claim for a presumptive condition, or if you had been denied in the past for a condition now considered presumptive, you can file a supplemental claim by going to the VA's website at: www.va.gov/resources/the-pact-act-and-your-va-benefits/

INFORMATION FOR SURVIVORS

Survivors may be eligible for VA benefits based on the PACT Act. You'll need to meet requirements for each benefit to qualify:

- A monthly VA dependency and indemnity compensation (VA DIC) payment. A surviving spouse, dependent child, or parent of a Veteran who died from a service connected disability.
- A one-time accrued benefits payment. A surviving spouse, dependent child, or dependent parent of a Veteran who the VA owed unpaid benefits at the time of their death.
- A survivor or dependent of a Veteran with a service connected disability may qualify for **health care** through the Civilian Health and Medical Program of the Department of Veterans Affairs (CHAMPVA).
- The surviving spouse, partner, child or parent may qualify for a **burial allowance** for help with the Veteran's burial and funeral costs.

See the above weblink for more information about benefits to survivors.



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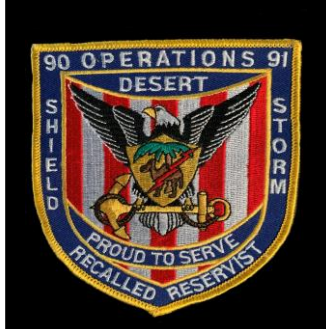
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COAST GUARD COMBAT VETERANS ASSOCIATION



MEMBERSHIP APPLICATION

(Please Print Legibly)

PERSONAL INFORMATION



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

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

MILITARY SERVICE INFORMATION

Service Branch and Dates of Service	Grade, Rank, Rate at Time of Discharge 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:
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P.O. Box 969
Lansdale, PA 19446
Make checks payable to: CGCVA
Questions: 410-690-8000

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Signature of Applicant

Date

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