



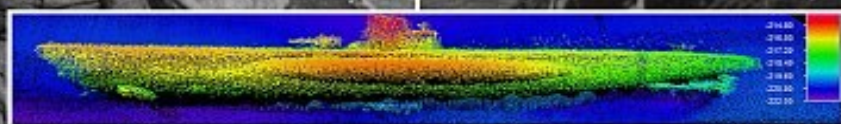
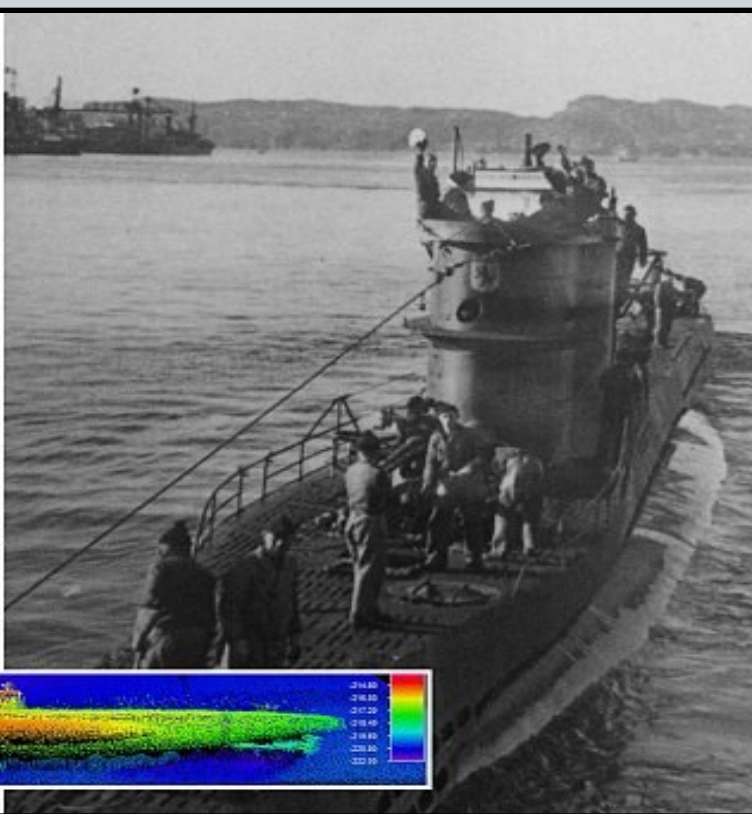
# the QUARTERDECK LOG

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 1

1st Quarter 2022

## REUNION 2023 AT RENO, NV — PAGE 19



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### WORLD WAR TWO ON AMERICA'S DOORSTEP—THE BATTLE OFF THE COAST OF NORTH CAROLINA

Picture above is *U-376* under the command of Kapitänleutnant Hans-Dieter Heinicke, which had been sunk with all 43 crew on 15 July 1942, 30 miles off Cape Hatteras, NC. This region saw the sinking of 90 ships with the loss of 1,600 men of which 1,100 were merchant mariners. During the months of April to the end of July 1942, there were four submarines sunk off the NC coast including *U-352* (by *USCGC Icarus*), *U-85* and *U-701* in addition to *U-376*.

# FROM THE NATIONAL PRESIDENT

## COAST GUARD COMBAT VETERANS ASSOCIATION

### ELECTED OFFICERS

National President—Terry O’Connell, LM

National Vice President—Bruce Bruni, LM

National Secretary/Treasurer—Gary Sherman, LM

### BOARD OF TRUSTEES

Chairman—PNP Steve Petersen, LM

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

2nd Term—Floyd “Butch” Hampton, LM, Michael Johnson, LM

### ADMINISTRATIVE OFFICE\*

CGCVA National Secretary / Treasurer

P.O. Box 969

Lansdale, PA 19446

Phone: 410-690-8000

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Website: [www.coastguardcombatvets.org](http://www.coastguardcombatvets.org)

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

### THE QUARTERDECK LOG

Editor/Publisher — Bruce Bruni, LM, [bf203@gmail.com](mailto:bf203@gmail.com)

### AUXILIARY OFFICERS

National President—Barbara Weeks

National Vice President—Linda Kay

National Secretary / Treasurer—Javaughn Miller

### APPOINTED OFFICERS

ByLaws—Gary Sherman, LM

Reunion Planners—PNP Michael Placencia, LM

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

Membership—PNP Michael Placencia, LM

Historian—PNP/Founder Paul C. Scotti, LM

Service Officers—Thomas Huckelberry, LM,

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

MAA— Russ Weeks

Chaplain—Vince Patton, LM

Parliamentarian—PNP Michael Placencia, LM

Nominating Committee—Bill Femia, LM

Cape May Liaison—Thomas Dougherty, LM

MEAP—Edward Bachand, LM, and

Ship’s Store Manager—Russell Allyson

### COAST GUARD HISTORY CONTRIBUTOR

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

As of the date of this publication, I will have represented the CGCVA at the commissioning of the U.S. Coast Guard Cutter *John Scheuerman* (WPC 1146) at the Port of Tampa, Florida. This 46<sup>th</sup> of 64 Sentinel-Class Fast Response Cutters will be homeported in Manama, Bahrain, and serve at U.S. Patrol Forces Southwest Asia. The 154-foot FRC will replace the 110-foot cutters that have been in service for more than 25 years. This Cutter’s namesake is Seaman First Class John Curtis Scheuerman, USCGR. He was posthumously awarded the Silver Star Medal for conspicuous gallantry and intrepidity while serving aboard the U.S. Coast Guard manned *USS LCI (L) 319* (Landing Craft Infantry) during the amphibious invasion of Italy on 9 September 1943. Seaman Scheuerman was mortally wounded while directing fire at enemy aircraft from an exposed location; he contributed materially to the protection of his ship against further attack.



My predecessors and I have been honored to represent our Association at a reception and the commissioning of each of the FRCs that have been named after Coast Guardsmen who have been recognized as heroes during combat in a theater of war. We provide the officers and crew with a plaque honoring the memory of the cutter’s namesake. Also, two books, “Coast Guard Action in Vietnam” by PNP Paul C. Scotti and “The long Blue Line Disrupted”, A history of the USCG manned *USS Serpens* (AK-97). We give the CO a CGCVA challenge coin, a *USS Serpens* coin and a WWII commemorative coin that PNP Joe Kleinpeter has placed at the headstone of every Coastguardsman KIA buried in Europe and the Philippines. The next commissioning ceremony that I will attend is in April for the *USCGC Clarence Sutphin* (WPC1147) in NYC.

Past National President and QDL Editor Ed “Swifty” Swift crossed the bar last December and one of his last wishes was, in lieu of flowers, please donate to the CGCVA. I have recently informed his wife of 50 years, Mary, that our generous members have donated several thousand dollars to the Association in Swifty’s name. She sends a tearful thank you to one and all. ~ Terry O’Connell

## FROM THE NATIONAL VICE-PRESIDENT—QDL EDITOR

Past National President, Ed “Swifty” Swift passed away on December 21, 2021. Swifty served three tours as National President and editor of the Quarterdeck Log, dedicating his time and energy to increase the visibility of the CGCVA. Swifty was a Desert Storm veteran, serving with Port Security Unit 302. His skills as a long serving Public Affairs Specialist with the Coast Guard enabled him to open doors within the Coast Guard community for the CGCVA. His legacy with the CGCVA cannot be overstated. We will miss him on a personal level and certainly on the organizational level as well.



In addition to my duties as Vice President, I have been the editor of the Quarterdeck Log (QDL) for the past two years, involving much of the three months between editions to formulate and research the topic of interest, write, critique, edit and finally publish. My wife made grammatical corrections and then Swifty used his keen eye to point out minor changes that needed to be made before going to the printer. Our magazine is the success it is because of Swifty’s professionalism. I hope to continue that level of effort to honor his memory. Fair winds and following seas, Swifty.

In the weeks leading up to Christmas, I helped out a few days at the local Marine Corps Toys for Tots effort in Winston Salem, NC. What a rewarding experience. The Marines were very receptive to having a Coastie in their group. Of course there was the usual friendly banter that is essential to creating camaraderie among various military services. 54,300 toys were collected, separated and delivered, enough to provide 27,000 local kids with a toy or two for Christmas. While at the distribution center, I met two retired Marines, one with whom I shared a common experience of a 1990-91 Desert Storm deployment. We were both at the Port of Al Jubayl in Saudi Arabia. I also discovered I shared a mutual friend with the other Marine, a retired Sgt Major, who lives in Buffalo, NY, proving once again that it is a small world. When I shared with the Marines the Coast Guard’s history of its role in WWII, Vietnam, and most recently, Desert Storm and Operation Iraqi Freedom, their respect for the Coast Guard was greatly increased. When I related the story of Douglas Munro and how he led the rescue of the 600 Marines of Chesty Puller’s battalion at Guadalcanal, they really took an interest. Anytime we can bring attention to the history and many missions of the Coast Guard, we are fulfilling the primary objective of the CGCVA, which is to increase the public’s awareness of the Coast Guard, not only its peacetime mission, but what the Coast Guard brings to the fight during time of war.

The Reunion Planning Committee has been very active in identifying a location for our next reunion after facing some uphill battles in organizing the event since the start of COVID three years ago. It impacted the venue for the spring 2021 reunion, which initially had been scheduled for New Orleans, but that location was dropped for several reasons. However, the committee scrambled and was able to secure the hotel in Virginia Beach at the last minute for the past spring’s reunion. Although attendance was down some, it was still a success. We listened to the recommendations of those in attendance, many of whom expressed an interest in returning to Reno after more than a decade since the last one was held there. After contacting several hotels and negotiating for a successful contract, we have identified the Nugget Casino Resort in Sparks (Reno), NV, as the location for the 2023 reunion. We hope that attendance will be significant, not only to financially support the CGCVA but to take advantage of the opportunity to bring old shipmates together and to make new friendships. We hope that you will consider joining us in 2023.

Finally, to reflect the actual period that each QDL covers, we are now labeling the editions of the magazine as the 1st, 2nd, 3rd and 4th quarters rather than by seasons. I hope you will find it more helpful.

~ Bruce Bruni

## FROM THE NATIONAL SECRETARY / TREASURER

### Here's what your Association needs:



**YOUR EMAIL ADDRESS:** So we can reach out to you quickly, to notify you of events in your area, or to make you aware that your Quarterdeck Log was returned because you changed your address and didn't tell us. (This happens a lot, by the way). If we call you, we might be interrupting something important, which can be annoying. Email lets you decide when to be interrupted. It is the quickest way to communicate.

If you're a Regular member and your membership happens to expire due to non-payment of dues, our system will send you a "Late Pay" email. Members should note their membership expiration date appears with every Quarterdeck Log issue. Email is the most important and most critical component for communication with your Association.

If you don't have email, perhaps you could use a family member's email, so we can reach out to you.

**YOUR CURRENT MAILING ADDRESS:** So we can make sure that you get the Quarterdeck Log without interruption. Every time a Quarterdeck Log is returned, USPS charges us \$0.67. Having your current mailing address is important because it is related to the biggest expense your Association incurs. When we have your correct address, everything runs smoothly. When we don't, the costs only go up.

**YOUR CELL PHONE NUMBER:** So that we can reach you if we don't have your email or should your Quarterdeck Log be returned. We need your best contact number!

We need at least one of the above to keep in contact, so please keep us "current".

Many Quarterdeck Log issues are returned and it's my job to reconnect you to our system. However, many times, when your magazine is returned, and I check your account, I find that your address is incorrect. If we have no email or phone number on file, we have to cancel your magazine until we hear from you. In those cases, there is nothing to do, short of sending out the Shore Patrol to find you!

Gary Sherman

National Secretary/Treasurer

## NEW MEMBERS

NEW MEMBER	SHIP/UNIT IN COMBAT ZONE	CONFLICT	SPONSOR
John K. Freiderich	PSU-302	DST	

# AUXILIARY NEWS

## AUXILIARY NEWS

By National Aux President

Barbara Weeks

Happy New Year 2022.



I'd like to introduce our National Auxiliary Vice President, Linda Kay. Linda has been married to her husband James since 1976 following his discharge from the USCG. They have 3 children and 8 beautiful grandchildren.

Linda has been active in the VFW Auxiliary in positions of President and Secretary as well as Kiwanis Club. She is a retired RN and now enjoys her retirement in a new home in Greenville, NC. She brings her experience and knowledge to our Auxiliary.

We are so fortunate to have Javaughn Miller as National Auxiliary Secretary/Treasurer to share her knowledge after being our National Auxiliary President for several years.

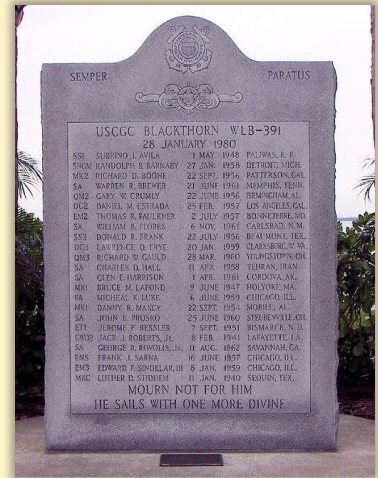
### SILENT AUCTION DONATIONS 2023:

As we look forward to the CGCVA Reunion/

Convention, we are now looking for unique items and donations from our members, family and friends which is our largest fundraiser for CGCVA operating fund. Details to follow in the next QDL.

We are also 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 [weeksbarbaral@gmail.com](mailto:weeksbarbaral@gmail.com) with ideas and suggestions.

In closing, I'd like to add that while recently vacationing in Florida, Russ and I had the opportunity to visit the *USCGC Blackthorn* Memorial on the date of the 42<sup>nd</sup> anniversary of the *Blackthorn's* collision and sinking in Tampa Bay. 23 Coast Guardsman perished while 27 survived. This was an extremely moving and emotional tribute to those involved in this tragedy. ~ Barbara Weeks



## 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.

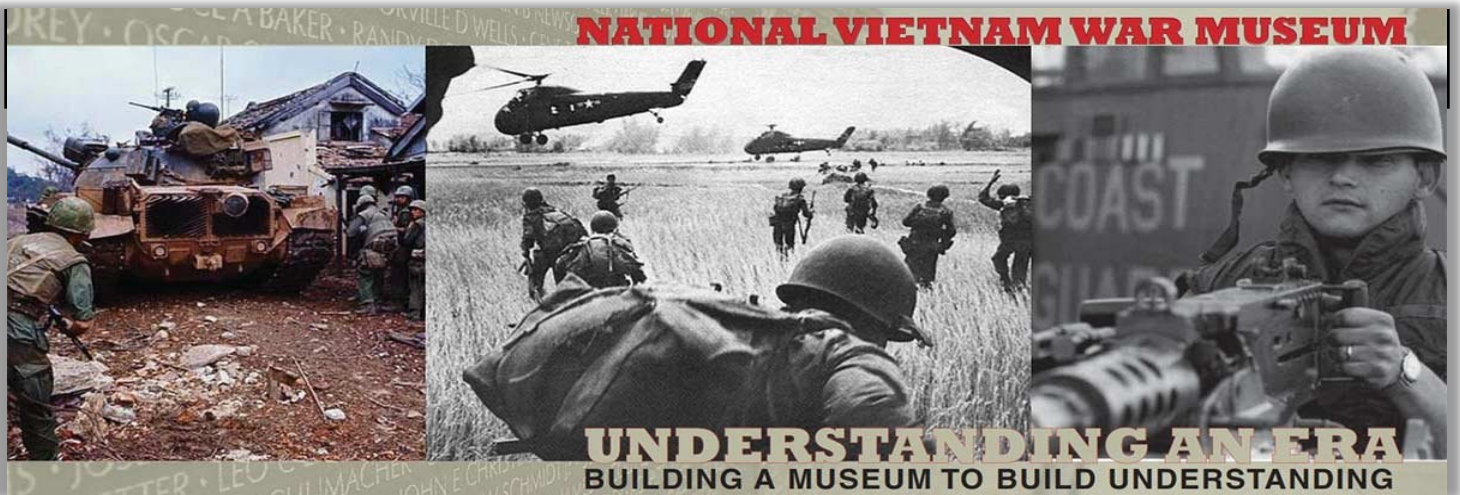
Mail to: Gary Sherman, CGCVA National Secretary/Treasurer, P.O. Box 969, Lansdale, PA 19449

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



Located at 2685 Mineral Wells Highway,  
Weatherford, Texas  
(On Hwy 180, in western Parker County, about  
a mile east of the Mineral Wells city limits.)

The Museum's grand opening is scheduled for June 25, 2022. The keynote speaker will be Troy Evans, a two-tour Vietnam veteran with the 25th Infantry Division and well known for his acting roles in Bosch and ER and more.

The National Vietnam War Museum project was formalized in 1998 as a 501(c)(3) to develop a

national venue that would create an atmosphere of learning about the Vietnam War era, and engage people of all ages, nationalities, and political points of view

The museum is designed to tell the unbiased story of the more than 5 million servicemen and women who served there; the civilian contractors who supported their efforts; the Vietnamese people, their culture and history; and those on the home front, both those who supported and those who protested the war.

## BOOSTER CLUB

### THE QDL BOOSTER CLUB

The QDL Booster Club is a tax-exempt opportunity to donate funding to offset the cost of printing and mailing the Quarterdeck Log. Donations can be sent to the Administrative Office and marking the memo section of your check with "QDL Booster Club." Contributed amounts will not be published, only the name of the individual making the donation. Since the publishing of the last edition of the QDL the following members have made contributions to the QDL Booster Club, which is greatly appreciated.

#### CURRENT QDL BOOSTER DONATIONS

Harry D. Toler, Paul D. Balmer, Herbert Cohen, David Peverly

#### IN MEMORY OF DONATIONS

Chris Murphy, IMO CAPT. Thomas McKenna, CO, USCGC *Castle Rock*,  
Maurice Stopa, IMO CTB, USCGC *Yakutat 380*

#### The following donors made contributions in memory of PNP Ed Swift

Terry O'Connell, Stephen H. Petersen, ADM Jan T. Riker, Michael Placencia, Michael Johnson, Thomas Dougherty, Gary Sherman, Walter Rabe, Edward Kruska, Russell Weeks, Arnold Lapham, Anthony Aiken and Bruce F. Bruni

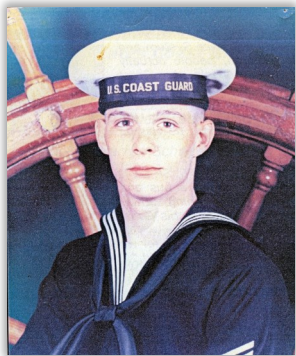
## CROSSED THE BAR

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

PNP Edward B. "Swifty" Swift, LM, ADM Paul A. Yost, Jr. LM, 18th Commandant USCG, Gerald A. McGill, Frank A. Smith, LM, Rev Wilber M. Ericson, LM, Lois Bouton "The Coast Guard Lady"

## CROSSING THE BAR

The CGCVA mourns the passing of Edward B. Swift, affectionately known to all as Swifty, who crossed the bar on December 21, 2021. Swifty served three terms as National President of the CGCVA. The first two were consecutive from October 31, 2002, to October 23, 2005, and the third term was from May 7, 2011, to March 2, 2013. He was also editor of the organization's quarterly publication, the Quarterdeck Log (QDL) for more than 20 years. Swifty's keen eye and attention to detail made the QDL the success it is today.



**Ed "Swifty" Swift**

Swifty was born on January 2, 1953, in Wilmington, Delaware. Ed's journalistic abilities, influenced by his mother (a high school English teacher), combined with his clearly artistic flair, served him well throughout his childhood and teenage years. Ed graduated from Wilmington High School in 1969, briefly attended the Philadelphia College of Art before enlisting in the U.S. Coast Guard in 1970 and was then sent to the Coast Guard's Recruit Training Center, Cape May, NJ, with Recruit Company Kilo-78. Rumor has it that while at boot camp, Swifty's artistic abilities were noticed when his Company Commander discovered his drawings of naked women. This enabled Ed to enjoy the many hours of "additional motivational training" that he had earned through the discovery of his sketches.

Upon graduation from boot camp, Ed was transferred to the Ninth District headquarters in Cleveland, OH, where he met and fell in love with Mary Ellen Evenden, the USO "Cookie Girl". She was a volunteer at the Armed Forces Induction Center, located in the same building as the Ninth District offices. Known to everyone as "Mare," she and Ed were married less than a year later, beginning a 50-year journey together.

Ed began his Coast Guard enlisted career as a boatswain's mate and rose to the rate of Chief Photojournalist. He was commissioned as a Chief Warrant Officer and later promoted to Lieutenant. He retired after more than 30 years of active-duty service as a "mustang" Lieutenant Commander. Swifty was a veteran of Operation Desert Shield/Desert Storm, and served as media liaison with PSU-302.

Following his retirement, Swifty worked as a civilian in Coast Guard Recruiting and later as Executive Director for the Coast Guard Chief Warrant Officers Association. He was a life member of the Coast Guard Combat Veterans Association and a member of the VFW and DAV. He was also an avid beer can collector and displayed his assortment in many rooms of his house (much to his wife's chagrin). The number of cans personally emptied by Swifty will never be known.

Swifty is survived by his wife, "Mare" of Dale City, VA; son, Kristopher and daughter-in-law, Ceclia Swift of Rohnert Park, CA; son, Scott Swift of Dale City, VA; and grandson, Joshua Swift, as well as many friends Swifty made throughout his lifetime. Ed always said that he considered himself to be a very wealthy man because he saw friendship as the most valuable commodity on earth. He could not have been more right.

Swifty's dedication to the CGCVA cannot be overstated. He loved this organization and spent many hours making it more effective. We wish him fair winds and following seas on Heaven's crystal sea. Swifty will be missed by all of us.



### THE PASSING OF ADMIRAL PAUL YOST, USCG

Admiral Paul A. Yost, Jr., 18th Commandant of the U.S. Coast Guard (1986-90) and CGCVA life member, crossed the bar on February 9, 2022, at the age of 93.

Admiral Yost was preceded in death by his wife of 70 years, Janice Kay Worth Yost. He is survived by his five children: Linda (Mark) Barrand, Chip (Mary Ann), David, Lisa (Peter) Galvin, and Christopher (Michelle), eleven grandchildren, and nineteen great-grandchildren.

A native of St. Petersburg, FL, Admiral Yost graduated from the Coast Guard Academy in 1951, earned two master's degrees, one in Mechanical Engineering from the University of Connecticut and the other in International Affairs from George Washington University.

Admiral Yost had a diverse Coast Guard career, including a combat command as Commander, Task Group 115.3 supporting Operation Market Time during the Vietnam War, where he earned his Silver Star. The following is the narrative of how he earned that award for bravery from the War History Online webpage dated July 10, 2016.

#### **This Coast Guard Commandant Fought His Way Through Vietnam In Swift Boats**

*By Gabe Christy*

When Paul A. Yost, Jr., assumed the position of Commandant of the United States Coast Guard in 1986 he approached the role with a powerful philosophy: "you have to lead the charge."

At the time this was seen as an over-aggressive approach to leading what was viewed as more of a law enforcement agency than a military organization, but Admiral Yost had learned that lesson the hard way: in the jungles of Vietnam.

Ever since they discovered a fishing vessel



smuggling weapons into Vung Ro Bay in 1965, Coast Guard and Navy personnel had been conducting a joint operation known as Market Time. The goal was to apprehend, attack, or interrupt any smuggling in South Vietnam, to stop the flow of supplies to the Viet Cong. In 1968 the Coast Guard Combat Commander attached to Market Time billet opened up to volunteers.

Because no one came forward for the position, the command reached out to Commander Paul A. Yost Jr., then on board the cutter *Resolute*. However, Yost refused the offer, explaining that he had a family back home and couldn't risk his life in combat halfway around the world.

The next day he received dispatch orders to Vietnam – he had just become the Coast Guard's first involuntary deployment of the Vietnam war.

After two months of language and survival training, Yost arrived in Vietnam and took on his first combat command. Before this experience, he had been a lifesaver, leading men in the never ending



## CROSSING THE BAR

fight against death at sea. But service in Vietnam was an entirely different beast, once there, he noted “I truly have trained killers working for me.”

As the senior Coastguardsman in the region, he was in command of nine swift-boats, explosive ordnance teams, and whenever they were available, a few companies of local ground troops. As this was his first combat command, Yost had to quickly come up with a method for planning. He decided on a straightforward aggressive approach: five patrols a day, six days a week. To ensure that his planning never got sloppy, he would lead half of them.

His willingness to lead missions himself is what made the true difference during one patrol into the Ca Mau peninsula, the southern-most tip of Vietnam. He went in with his nine swift boats, and two companies of South Vietnamese Marines, with two USMC advisers.

His superior, Captain Roy Hoffman was commanding the operation from a repurposed landing craft and held two Sea Wolf attack helicopters in reserve.

Yost knew that he would be most effective with his men in the fray, so he went out on the 3rd of the nine boats. The plan seemed simple enough: land the Marines and their advisers, and help them sweep the shores for Vietcong. They arrived at the debarkation point, but the advisers asked him to move up river a mile or so, the shores seemed quiet, and it would save the men a lot of time and fatigue walking through a hot, dense forest.

Yost requested the helicopters come up to support him, and received an affirmative from the command boat. With air power overhead and seemingly calm forests he began moving forward.

But nothing that day was as it seemed. The boats rushed forward, hoping to get the troops on shore as quickly as possible. But before they got even half the way to their new destination all hell broke loose. Machine gun and rocket fire exploded out of the

river banks, and the boats were suddenly caught in the middle of a horrific ambush.

Yost yelled into his radio for the helicopters to open up on the banks, only to hear that they were just now being scrambled. Captain Hoffman had denied his request for air support, but the message was never passed back down.

Now Yost was stuck in the middle of enemy territory, taking fire from both sides, and his only option was to power through.

He knew the best defense here was speed, and the boats pushed through the ambush at full throttle. When things finally calmed down and they felt safe again they took stock of their situation. They had lost about 10 percent of the men on deck, including the machine gunner on Yost’s boat, who was hit in the 4-inch gap between his flak jacket and flak pants.

They beached the boats and told the South Vietnamese troops to dismount and sweep south to hit the Vietnamese. But the marines refused, saying they were outnumbered, and it was safer to dig in and prepare for a night of defense.



**Navy “Swift” boat patrolling the inland waters of Vietnam**

## CROSSING THE BAR

Yost was then informed that they were a boat short: one had been left in the combat zone. He knew he couldn't leave anyone behind, and realized he couldn't in good conscience order his men to go back into that hell. His only remaining option was to lead his men back there. After readying his boat he yelled at one of the other skippers, a Lieutenant Junior Grade in the Navy Reserve, to follow him.

They sped back towards the ambush area and found the stranded boat beached, the remaining crew using the boat itself as cover from a torrent of machine gun fire. The two rescue boats suppressed the Vietcong machine gunners just long enough to pull alongside the beached boat.

Yost called to the men to get on board his boat, but they refused, saying they couldn't leave their dead skipper. Yost grabbed the officer's body, and pulled it on his own boat, followed by the surviving crew. The two rescue boats sped back to their main force, but there was little fighting for the rest of the operation, the Vietcong disappeared back into the

forest, and the stranded swift boat was looted.

Militarily the operation as a whole was a bust, they weren't even able to gather intelligence on the enemy in the area. But even the most fruitless missions can teach us a valuable lesson.

Commander Yost earned a Silver Star for his bravery, skill and sacrifice but what he took away from the operation was even more valuable: he now knew what true leadership was.

Paul A. Yost, Jr., went on to be the 18th Commandant of the United States Coast Guard. His tenure as Commandant was marked with the same ferocity and leadership which he displayed in the jungles of Vietnam. He expanded the military readiness of the organization, and used his combat experience to create the Drug Interdiction and Assistance Team, which took the Coast Guard face to face with south American narcotics traffickers by using riverine operations similar to those he conducted in Vietnam.

### Lois Bouton "The Coast Guard Lady", Crossed the Bar at 102

I first became acquainted with Lois Bouton, the Coast Guard Lady, during Desert Shield/Desert Storm when I received a card addressed to "Any Coast Guardsman". Over the years I continued to correspond with Lois though birthday and Christmas cards or just a friendly card to say we are thinking of you. It is safe to say that over the many years of her life, she wrote thousands of such cards to Coast Guard personnel around the world and here at home, even as she passed 100 years of age.

Lois was born to Louis and Florence Boyle Guenette on September 21, 1919, in Rochelle, IL. She married William Bouton on February 21, 1945, and was a first grade school teacher for 30 years. Prior to her marriage, Lois served in the U.S. Coast Guard Women's Reserve (SPAR) as a radio operator from August 1943 to November 1945. Her love for

the Coast Guard never left her.

Lois's received many honors including the Coast Guard Distinguished Public Service Award and the "Spirit of Hope" award presented by the Department of Defense. Her most prized honor was receiving the rank of "Honorary Master Chief" in the U.S. Coast Guard.

Rest in peace,  
Lois. Thank you  
for your faithful-  
ness.

~ Bruce Bruni



Lois Bouton is made honorary Master Chief and pinned by CPO Allen Monterroza (left) and CPO Scott Lussier (right), at the Chief's Call to Indoctrination in St. Louis, Oct 25, 2013 (US Coast Guard Photo by PO2 Ayle Kelley)

## U-BOATS OFF THE OUTER BANKS

By Kevin P. Duffus

*Author and documentary filmmaker specializing in North Carolina maritime history*

At a little after two o'clock in the morning on Monday, January 19, 1942, an earthquake-like rumble tossed fifteen-year-old Gibb Gray from his bed. Furniture shook, glass and knickknacks rattled, and books fell from shelves as a thundering roar vibrated through the walls of the houses in Gibb's Outer Banks village of Avon, NC. Surprised and concerned, Gibb's father rushed to the windows



**"We'd hear these explosions most any time of the day or night, and it would shake the houses," one Outer Banks resident remembered about the U-boat attacks during World War II. (Image courtesy of Kevin P. Duffus)**

on the house's east side and looked toward the ocean. "There's a fire out there!" he shouted to his family.

Clearly visible on the horizon, a great orange fireball had erupted. A towering column of black smoke blotted out the stars and further darkened the night sky.

Only seven miles away, a German U-boat had just torpedoed the 337-foot-long U.S. freighter, *City of Atlanta*, sinking the ship and killing all but three of the 47 men aboard. The same U-boat attacked two more ships just hours later.

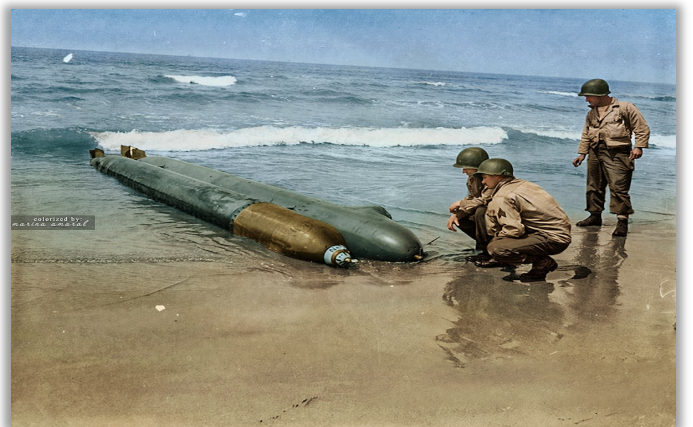
Less than six weeks after the Japanese bombing of Pearl Harbor, the hostilities of the Second World War had arrived on America's East Coast and North Carolina's beaches. This was not the first time that German U-boats had come to United States waters. During World War I, three U-boats sank ten ships

off the Tar Heel coast in what primarily was considered a demonstration of German naval power. But by 1942, U-boats had become bigger, faster, and more deadly. Their presence in American waters was not intended for "show" but to help win World War II for Germany.



**German U-Boat patrolling on the surface. Reprinted from *We Are the Mighty*, February 12, 2021**

The abbreviated name "U-boat" comes from the German word "unterseeboot," meaning submarine or undersea boat. However, U-boats were not true submarines. They were warships that spent most of their time on the surface. They could submerge only for limited periods — mostly to attack or evade detection by enemy ships, and to avoid bad weather.



**U.S. Army EOD specialists examine unexploded torpedoes that washed up on the beach (U.S. Army photo)**

## COVER STORY

U-boats could only travel about sixty miles underwater before having to surface for fresh air. They often attacked ships while on the surface using deck-mounted guns. Typically, about 50 men operated a U-boat. The boats carried fifteen torpedoes, or self-propelled “bombs,” which ranged up to twenty-two feet long and could travel thirty miles per hour. Experts have described German U-boats as among the most effective and seaworthy warships ever designed.



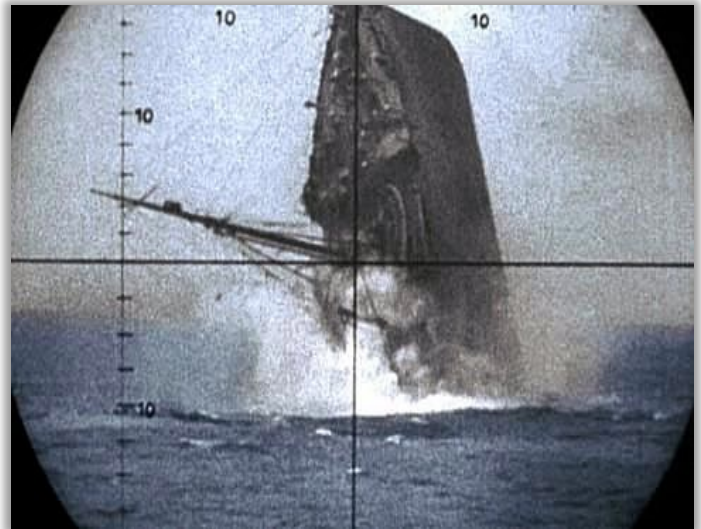
**"German submarine sighting (targeting) an Allied merchant ship"**  
*(Photo courtesy of WWII History Smithsonian)*

Within hours of the U-boat attack near Avon, debris and oil began washing up on the beaches. This scene seemed to be repeated constantly. For the next six months, along the East Coast and the Gulf of Mexico, at least sixty-five different German U-boats attacked American and British merchant ships carrying vital supplies to the Allies in Europe — cargos of oil, gasoline, raw vegetables and citrus products, lumber and steel, aluminum for aircraft construction, rubber for tires, and cotton for clothing. By July of 1942, 397 ships had been sunk or damaged. More than 5,000 people had been killed.

The greatest concentration of U-boat attacks happened off North Carolina’s Outer Banks, where dozens of ships passed daily. So many ships were attacked that, in time, the waters near Cape Hatteras earned a nickname: “Torpedo Junction.” U.S. military and government authorities didn’t want people to worry, so news reports of enemy U-boats

near the coast were classified, or held back from the public for national security reasons. For many years, most people had no idea how bad things really were. But families living on the Outer Banks knew—they were practically in the war.

“We’d hear these explosions most any time of the



**Allied vessel sinking through the eye of a German periscope**  
*(Photo courtesy of ww2incolor.com)*

day or night and it would shake the houses and sometimes crack the walls,” remembered Blanche Jolliff, of Ocracoke village. Even though ships were being torpedoed by enemy U-boats almost every day, just a few miles away, coastal residents had no choice but to live as normally as possible.

“We sort of got used to hearing it,” Gibb Gray said. “The explosions were mostly in the distance, so we weren’t too scared. I remember we were walking to school one day, and the whole ground shook. We looked toward the ocean, just beyond the Cape Hatteras lighthouse, and there was another huge cloud of smoke. That was the oil tanker, *Dixie Arrow*.”

Some Outer Bankers came closer to the war than they would have preferred. Teenager Charles Stowe, of Hatteras, and his father were headed out to sea

## COVER STORY

aboard their fishing boat one day when they nearly rammed a U-boat, which was rising to the surface directly in front of them. The elder Stowe's eyesight



was not very good. He told his son, who was steering their boat, to keep on going—he thought the vessel ahead was just another fishing boat.

“I said, ‘Dad, that is a German submarine!’ And it sure was,” Stowe recalled. “He finally listened to me, and we turned around and got out of there just in time.”



**It wasn't just oil and debris that reached the beaches, but the bodies of sailors from the sunken ships washed up too**

The war cut back on one favorite summer pastime for Outer Banks young people. “That summer we had to almost give up swimming in the ocean — it was just full of oil, you'd get it all over you,” Mrs. Ormond Fuller recalled of the oil spilled by torpedoed tankers. Gibb Gray remembered the oil, too.

“We'd step in it before we knew it, and we'd be five or six inches deep. We'd have to scrub our feet and legs with rags soaked in kerosene. It's hard to get off, that oil.” It is estimated that 150 million gallons of oil spilled into the sea and on the beaches along the Outer Banks during 1942.

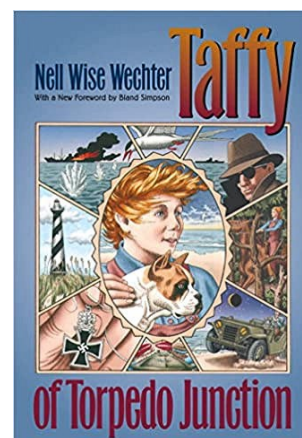
Some local residents thought Germans might try to sneak ashore. Others suspected strangers of being spies for the enemy.

“We were frightened to death. We locked our doors at night for the first time ever,” said Ocracoke's Blanche Styron. Calvin O'Neal remembered strangers with unusual accents who stayed at an Ocracoke hotel during the war: “The rumor was they were spies, and the hotel owner's daughter and I decided to be counterspies, and we tried our best to follow them around, but we never caught them doing anything suspicious.”

At Buxton, Maude White was the village postmistress and a secret coast watcher for the U.S. Navy. She was responsible for observing unusual activities and reporting them to the local Coast Guard. In 1942 one couple with German accents attracted attention by drawing maps and taking notes about the island. White became suspicious, and so did her daughter, who would follow the pair from a distance — riding her beach pony.

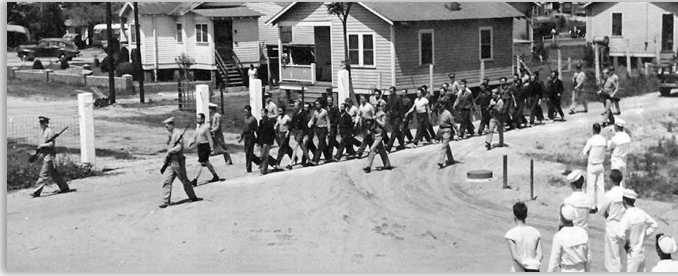
After being reported by White, the strangers were apprehended when they crossed Oregon Inlet on the ferry. Records fail to indicate whether or not the strangers really were spies, but White's daughter became the inspiration for the heroine in author Nell Wise Wechter's book *Taffy of Torpedo Junction*.

Slowly but surely, increased patrols by the U.S. Navy and the U.S. Coast



## COVER STORY

Guard, and planes of the Army Air Corps, began to prevent the U-boat attacks. Blimps from a station at Elizabeth City searched for U-boats from high above, while private yachts and sailboats with two-way radios were sent out into the ocean to patrol and harass German warships. The military set up



**German U-boat sailors from U-352 that had been sunk by *USCGC Icarus* (WPG-110) on May 9, 1942, marching through Charleston, SC, on their way to a POW internment camp (Photo from *National Museum of U.S. Navy*)**

top-secret submarine listening and tracking facilities at places like Ocracoke to detect passing U-boats.

Many people who lived along the coast during World War II remember having to turn off their house lights at night and having to put black tape over their car headlights, so that lights on shore would not help the Germans find their way in the darkness. Even so, the government did not order a general blackout until August 1942. By then, most of the attacks had ended.

On April 14, 1942, the first German U-boat fought by the American navy in U.S. waters was sunk sixteen miles southeast of Nags Head. Within the next couple of months, three more U-boats were sunk along the North Carolina coast: one by a U.S. Army Air Corps bomber, one by a U.S. Coast Guard patrol ship, and one by a U.S. Navy destroyer. North Carolina's total of four sunken U-boats represents the most of any state.

By that July, the commander of Germany's U-boats became discouraged. He redirected his



**Wreck of *U-352* sunk off North Carolina, south of Cape Hatteras. Sunk by *USCGC Icarus* (WPG-110) on May 9, 1942**

remaining warships to the northern Atlantic Ocean and Mediterranean Sea. Nevertheless, Germany considered its attacks against the United States a success, even if they failed to win the war. Gerhard Weinberg, a professor of history at the University of North Carolina at Chapel Hill, has since called the war zone off the U.S. coast in 1942 "the greatest single defeat ever suffered by American naval power."

As the years have passed, most of the physical evidence of World War II U-boat encounters off North Carolina's coast has vanished. Submerged off the state's beaches are the remains of at least 60 ships and countless unexploded torpedoes, depth charges, and contact mines. Even today, small patches of blackened sand offer reminders of the massive oil spills of 1942. On Ocracoke Island and at Cape Hatteras, cemeteries contain the graves of six British sailors who perished in North Carolina's waters.

In spite of those stats, most Americans don't know about the time when war came so close.

***Kevin P. Duffus is an author and documentary filmmaker specializing in North Carolina maritime history. He has lectured for the North Carolina Humanities Council on topics that included World War II along the state's coast.***

## Did a Nazi Submarine Attack a Chemical Plant in North Carolina?

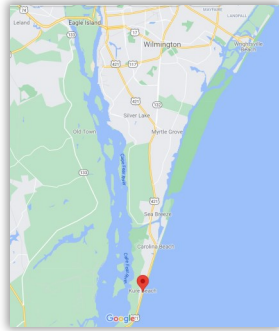
Multiple eyewitnesses say that one night in 1943 their calm, quiet beach briefly became a war zone.

By John Hanc

*Contributing Writer for*

*The Smithsonian, August 2, 2017*

It's a sizzling July day at Kure Beach. Kids in bathing suits walk barefoot along Fort Fisher Boulevard; moms and dads lug lawn chairs to the sand. Motels with names like "The Hang Ten Grill" and "The Salty Hammock" bespeak a chilled-out lifestyle in this summer community, located 15 miles south of Wilmington, North Carolina.



But just down Atlantic Avenue, a narrow four-block-long road from Kure (pronounced "Cure-ee") Beach Fishing Pier, an old seaside cottage bears

witness to a time when things weren't all sunshine and Cheerwine along the Carolina coast. It was here on a July night in 1943 that a German U-Boat supposedly surfaced and fired shots at a factory complex located a half-mile off shore. If the incident actually occurred—and many believe it didn't—it would have been the only time the East Coast of the United States was attacked during the Second World War.

"It's a tradition among the old timers on Kure Beach that this happened," says John Gregory III, who, along with his sister, now owns a shorefront cottage built by his grandparents in the late 1930s. "It wasn't just because my grandparents saw it, but lots of other people at the time, too."

The now infamous story that Gregory's grandmother told him was this: On the night of July 24, John E. Gregory Sr. and his wife, Lorena, both of whom

would have been in their mid-50s at the time, were sitting on the porch in their rocking chairs (one of the chairs is still on the porch. It's John's favorite place to sit and admire the view). Everything was swathed in a darkness accentuated by the blackout curtains that houses had hung to make the coastline less visible. (Civil authorities had imposed blackouts to hide the profiles of merchant marine ships from lurking U-Boats).

The waters off the Carolinas had been swarming with U-Boats since the United States entered the war in December, 1941. The enemy fleet had collectively inflicted enormous damage to merchant shipping along the East Coast and elsewhere in the first six months of the war. By the summer of 1942, however, a combination of improved Allied intelligence, stronger coastal defenses, including anti-submarine technologies and air reconnaissance, and the all-important implementation of the convoy system, had weakened the U-Boat force.



**This is the U-85, the first U-boat sunk by the U.S. in WWII. It was sunk with the loss of all hands off Nagshead, NC, on April 14, 1942 in action with the USS Roper (Photo NC Maritime Museum)**

But those advances against the Germans weren't readily apparent to the Gregorys or any other civilians along the coast. Military patrols along the beach were still a common sight and a nighttime curfew was in effect. Suddenly, as the couple gazed out on the water, a spotlight just off shore bathed their porch in blinding light. It moved to the left,

## COVER STORY



**U.S. Coast Guard mounted beach patrol  
(U.S. Coast Guard Photo)**

then to the right, scanning the beach. Then they heard what Lorena would describe as “artillery fire,” before poof! The light went dark.

“The whole thing happened in a minute or two,” says John Gregory, recounting the story his grandmother told him. “They just sat there petrified. There was nothing they could do. There was no phone in the house back then, so they couldn’t call anybody.”

The next morning, a number of neighbors said they’d also seen the light, or heard the firing. John Sr. sought out a military officer at the nearest command post to tell them what they’d witnessed. “The response was, ‘Nothing happened. You didn’t see anything,’” says John Jr. “But my grandparents and their neighbors knew what they saw...it was a German submarine.”

When Wilbur Jones, a local historian with a special interest in World War II-era Wilmington, came to see John Jr. about the matter in 2015, Gregory was happy to share the tale with him. Jones, a retired U.S. Navy captain, grew up in Wilmington and was a child during the war. Now 83, he is the author of two memoirs about life in the city during the war years, including *A Sentimental Journey: Memoirs of a*

*Wartime Boomtown* (2002).

A boomtown it was: During the Second World War, Wilmington was one of the great “Arsenals of Democracy.” The North Carolina Shipbuilding Company employed about 21,000 people during the war years. In their massive Wilmington shipyards, they produced the so-called Liberty Ships, cargo vessels that hauled all kinds of freight (and later, troops) and became a symbol of American industrial might. According to Jones, by mid-1943, construction time at NCSC for a single, 441-foot long, 10,800-ton Liberty Ship—from keel-laying to delivery—was about 30 days. A wartime commission headed by then-Senator Harry Truman had found the Wilmington operation one of the most efficient in the entire country.



**Wilmington's North Carolina Shipbuilding  
Company in 1943  
(Caswell County photograph collection)**

There were other important military installations in and around the city, including the Ethyl-Dow plant, which extracted bromine, a component of aviation fuel, from seawater. The facility—a partnership between Dow Chemical and the Ethyl corporation—employed 1,500 people.

“That plant was one of just a couple in the U.S. that was producing the compound for aviation gasoline,” Jones said. “It was an important part of the defense industry in Wilmington at that time.” And he adds, it would have been a high value target to the enemy,



## COVER STORY



**Ethyl-Dow Plant  
Bromine  
Extraction at  
Kure Beach, NC  
(Photo from NC  
DNCR)**

and it's where many locals, the Gregorys included, thought the artillery fire was directed.

In the mid-1990s, when Jones began researching his memoir, he interviewed another man who had worked at the plant and claimed to have heard the whistling of the shells that night (which, the man pointed out, not only missed the factory but exploded harmlessly over the nearby Cape Fear River).

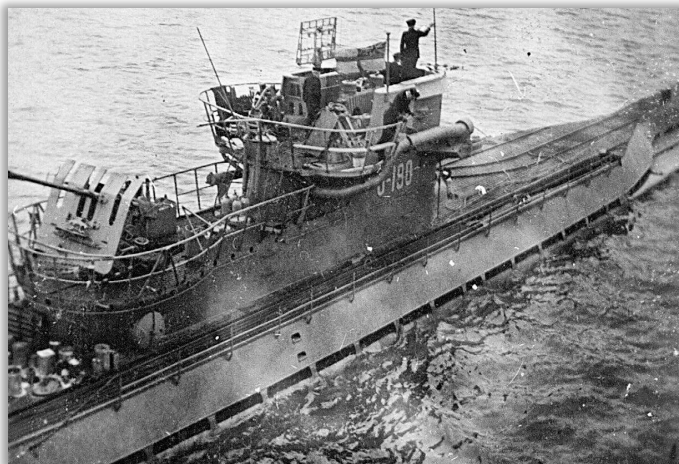
“We think [the shells] are still there, along the bank,” says Jones. He also read accounts and interviewed witnesses who said that the lights of the NCSC shipyard were turned off that night from roughly midnight to 5:30 a.m.—a drastic move at an around-the-clock operation, and probably the only time the plant shut down during the entire war.

After consulting other records and historians, including a 1946 report in the *Raleigh News and Observer* quoting eyewitness accounts from a chemist at the plant that night and the commander of the local Coast Guard Auxiliary, he reached his conclusion: “I think it's very possible that a lone sub was operating here for intelligence,” Jones says. “They realized they had an opportunity to do something, so they did.” He hastens to add, “I'm not going to swear on a stack of Bibles, but all common sense and circumstantial evidence points to this.”

Jones gave considerable space in his book to the views of those who believe the attack never took place, foremost among them another retired Navy officer and Wilmington resident named David Carnell, now deceased. In a letter to Jones, Carnell—who had done his own research—dismissed the

attack as “mythology.”

Jerry Mason, a retired U.S. Navy pilot whose website is widely recognized as a definitive source of information on the German submarines, agrees. “It's highly unlikely,” he says. He bases his naysaying on his work with both the National Archives and WWII scholars in Germany, as well as his extensive set of U-Boat logs. Mason says that according to these records, by July 1943, there was only one submarine operating off the coast of the Carolinas—U-190—and its commander, Max Wintermeyer, was known for being cautious; a sensible posture for a U-Boat skipper at this point in the war.



**U-190 in 1945 after capture by the Canadian Navy**

Additionally, Mason says, the U-190 logs suggest the ship was far from Kure Beach that night and mention nothing about shelling the coast on that night in July, 1943. “Doing so on his own initiative would have been highly unusual,” he says, “because shore bombardment was a special task normally approved at the highest level of command.” Indeed, he points out, using deck guns to fire upon land was used rarely after a failed attack upon an oil refinery in Dutch-held Aruba that resulted in missed targets and the gun exploding in the face of its operators.

Other experts—while stopping short of saying they believe the attack took place—argue that an

## COVER STORY

attack by a lone wolf sub on a random, but symbolic, target is not something that should be completely ruled out. (It should also be noted that, Mason's records show two other U-Boats entered North Carolina waters that same week).

"Is it possible that a U-Boat commander would sneak up as close as he could, take a couple of pot shots and hope he gets lucky?" asks Joseph Schwarzer, director of the North Carolina Maritime Museum System. "Yes, it's possible."

A maritime archaeologist, Schwarzer has done extensive research on the U-Boat war along the Outer Banks, about 300 miles up the coast from Wilmington. There, enemy activity was most intense. "The German U-Boat commanders were pretty brazen in a lot of cases," he says.

Richard MacMichael a historian with the Museum of the Atlantic in Halifax, Nova Scotia, concurs. "U-Boats sank ships just outside Halifax and New York Harbors," he said. "So it's not outside the realm of possibility that a submarine might be looking at targeting places along the East Coast, even later in the war." And the fact that the story of the Kure Beach incident didn't emerge until after the war isn't all that surprising, he says. "If that submarine did pop up to say 'Hi' off Wilmington in July, 1943, well I'm not surprised if someone said 'We don't want this released,'" says McMichael.

### GERMAN U-BOAT LOSSES 1939-1945

The German Navy commissioned 1,167 submarines from 1935-45, 14 of which were never launched. Combat losses were significant, claiming 30,000 of the 40,000 sailors of the Kriegsmarine. Nine U-boats were lost in 1939, 1940 saw the loss of 24, 41 were sunk in 1941 and 87 in 1942. The largest number of lost subs occurred during 1943 (244) and 1944 (249). Germany lost an additional 120 U-boats in the first five months of 1945. However, not all U-boats were sunk in combat with the Allies. Some involved mines (35)

"You can imagine the panic. It would have been something they would have wanted hushed up."

If what the Gregorys—and apparently many others—saw off the coast of Kure Beach wasn't an enemy submarine, what else could it have been? And why did the NCSC go dark that same night?

Carnell believed it was a false sonar reading that caused the shutdown. But unless some hitherto-unknown documents turn up or fragments of German ordnance are someday fished out of the Cape Fear River, the argument may never be settled to everyone's satisfaction. Regardless, John Gregory—who maintains that what his grandparents saw was an enemy vessel—believes the history here should be well-known to Kure Beach visitors. He has put up a historic sign about the incident in front of his cottage to educate the public about the alleged U-Boat sighting, as well as the realities of wartime life in this now-idyllic seaside retreat.

"Hundreds of people walk by here, all summer long," he said. "And they have no idea that this was once a war zone."

### John Hanc | [READ MORE](#)

*New York-based John Hanc is a long time Smithsonian contributor. He also writes regularly for the New York Times, Newsday and Brain & Life magazine.*

and to accidents/friendly fire (25). 115 were captured and there were another 238 that were scuttled during Operation Regenbogen, ordered by Admiral Donitz in April 1945 to preserve honor.

The Coast Guard was credited with the sinking of six German U-boats during the war. On May 9, 1942, *CGC Icarus* sank *U-352*; June 13, 1942, *CGC Thetis* sank *U-157*; December 16, 1942, *CGC Ingham* sank *U-626*; February 21, 1943, *CGC Spencer* sank *U-225*; February 22, 1943, *CGC Campbell* sank *U-606* and *CGC Spencer* sank her second submarine, *U-175*, on April 17, 1943.

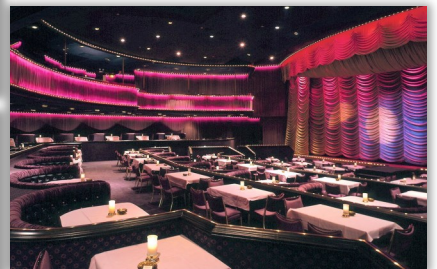
## 2023 REUNION—RENO, NEVADA



### REUNION TIME 2023!!!

The CGCVA reunion committee, comprised of Mike Placencia, Mike Johnson, Joe Prince, and Bruce Bruni, is pleased to announce that after much searching and negotiating, the 2023 reunion will take place at the **Nugget Casino Resort in Sparks (Reno), NV, May 08-12, 2023**. Additional information and the CGCVA's reunion registration form will be provided in future Quarterdeck Logs as well as on the CGCVA website at [www.coastguardcombatvets.org](http://www.coastguardcombatvets.org).

The price for a hotel room reservation is set at **\$69.00 plus tax** per night and may be made through the hotel's number **which will be announced in the next issue along** with the reservation code. But for now, **MARK YOUR CALENDARS** and save the date. We truly hope that you will join us and we look forward to seeing you there.



Games of chance, floor show entertainment, great food and a relaxing pool and gym are all available at the Nugget.



## FEATURED ARTICLES

### POPEYE THE SAILOR Was he Coast Guard or Navy?

Who is Popeye the Sailor? For many of us that grew up in the 1940s, '50s and '60s, we either read Popeye cartoons in the weekly newspaper or watched him perform his superhuman acts in the movies or on TV. But where did he come from and how did his character develop over the years?



**Elzie C. Segar**

Popeye was the creation of cartoonist Elzie Crisler Segar (1894-1938) for his Thimble Theatre comic strip, where the character first appeared on January 17, 1929. The comic strip wasn't called Popeye until

the 1970s, and it became one of the longest running comic strips in syndication today.

Segar based his character on sailor Frank "Rocky" Fiegel, born in Poland on January 27, 1868. Fiegel later emigrated to America with his family in 1887 where he joined the U.S. Navy. According to MaritimeCyprus.com, Segar met Fiegel while Fiegel was working as a bouncer and



**Popeye the Sailor and Frank "Rocky" Fiegel**

cleanup man in a tavern in Chester, Illinois. Fiegel was referred to as "Popeye" because he had a deformed eye. He demonstrated such exceptional strength in many of his bar fights that he became a legend in the local community, smoked a pipe, and spoke out of one side of his mouth. He was the

perfect person on which to base Segar's comic strip character.

A Jewish American-born cartoonist from Illinois, Segar included some Jewish content in the creation of his comic strip and Yiddishkeit in the character of Popeye the Sailor. According to author Benjamin Ivry in his piece "The Secret History of Popeye the Sailor Man," there is even a Popeye the Sailor Man Mezuzah sold online to protect Jewish homes from evil. Of course, we all know of Popeye's power that came from spinach, which is the main ingredient of traditional Sephardic Jewish cooking such as in the Turkish spinach pie, and spinach and ricotta latkes. But spinach wasn't mentioned much in the early days of the comic strip.

In the 1930s Polish born Majer "Max" Fleischer and his animators made subliminal Jewish jokes more explicit. There is even a scene where Popeye punches a charging steer, turning the bovine into various cuts of meat, including one that is labeled **כֶּשֶׁר** indicating it as "kosher" in Yiddish.



Originally a crude, bellicose brute, Popeye's character grew more sympathetic, especially when he fought against foes like the villain Bluto, but few know that Popeye the Sailor was originally a civilian merchant mariner before becoming Popeye the Coast Guardsman. Blake Stillwell, author for "We are the Mighty" website, claims that Popeye

## FEATURED ARTICLES

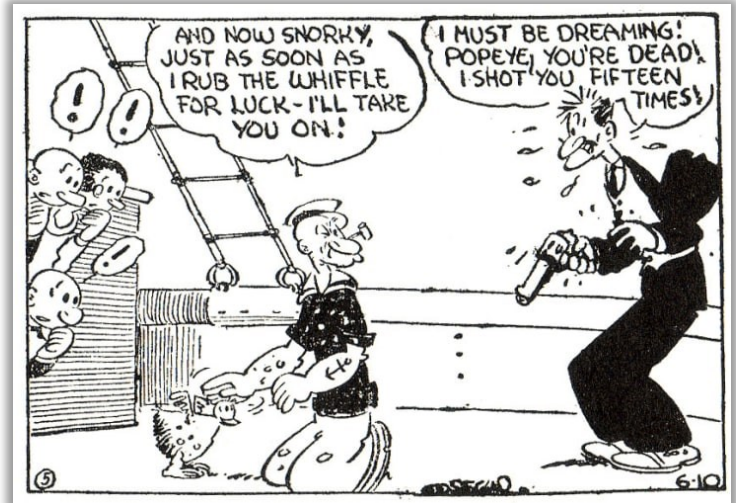
was firmly in the Coast Guard, as evidenced by the cartoon, “Popeye the Sailor Meets Ali Baba’s Forty Thieves” where Popeye is on guard duty at a Coast Guard station. Popeye and the Coast Guard joined the Navy in 1941. The character’s uniform was changed to the Navy’s dress white crackerjack uniform which he retained until 1978, when newer cartoons restored his original merchant seaman uniform but with the Navy dixie cup sailor hat.



**Popeye Meets Ali Baba and the Forty Thieves as a Coast Guardsman in 1937**

In his early days, Popeye acquired his super strength and immunity to bullets by rubbing the head of Bernice the Whiffle Hen. According to Wikipedia, when Popeye first appeared in 1929 as a minor character, he was hired by Castor Oyl, the unsavory brother of Olive Oyl, and Harold Hamgravy, her boyfriend, to crew a ship for a voyage to Dice Island, the location of a casino owned by crooked Fadewell. Castor and Ham had intended to win big at the casino by stroking the feathers of Bernice the Whiffle Hen. On the return trip home, Snorky, a stooge of Fadewell, shot Popeye fifteen times, but he survived by stroking Bernice’s head. As a minor character, Popeye left the comic strip but later returned due to the demand of the reading public. He became so popular that he

was given a larger role that resulted in more newspapers picking up the comic strip.



Thin and flapper influenced Olive Oyl was initially Harold Hamgravy’s girlfriend before she left him to become Popeye’s girl. She was easily influenced and fickle, gravitating toward the aggressive and brutish Bluto requiring Popeye to rescue her from his clutches in several episodes. Apparently saying “no” didn’t apply in those days.

Many people have often wondered where the baby Swee’Pea came from. Was Olive Oyl his mother or Popeye his father? No, that wasn’t the case. In 1933, Popeye received Swee’Pea through the mail, parents unknown, and Swee’Pea became a regular in the comic strip and cartoons.



Other characters associated with Popeye were J. Wellington Wimpy, the hamburger moocher who never seemed to make good on the promise that he would “Pay you Tuesday for a hamburger today”; Bluto and his twin brother Brutus; the Sea Hag, who was a terrible pirate and the last witch on Earth; Eugene the magical Jeep, a yellow, dog-like animal from Africa with magical powers; and Alice the Goon, a monstrous creature who was the Sea Hag’s henchwoman, and in one cartoon was heard saying

## FEATURED ARTICLES

“I love Popeye” over and over. She was also Swee’Pea’s babysitter.

Bearded George W. Geezil was another character created by Segar, making his first appearance in 1932 as an unnamed patron of the Rough House Café with a dislike for Wimpy. He was a local cobbler and pawnbroker and the most Jewish inhabitant of the comic strip. With his heavy accent, he would ask questions like, “Did you



**Geezil**

asking me?” in the vernacular many Russian and Polish Jewish immigrants might use. In 2018, longtime Popeye artist Hy Eisman told a reporter for the Jewish Standard, a news- paper of Teaneck, NJ, that he omitted Geezil as an unlikeable mockery of the eastern European immigrant. It is evident that Mr. Eisman considered Mr. Geezil’s character as an insult to the eastern European Jewish immigrant.



**Hy Eisman**

Growing up in Patterson, NJ, Eisman, the son of Polish Jewish immigrants, spoke Yiddish. It was “the language they spoke to each other when they didn’t want their children to understand.” Like many immigrants, Eisman didn’t learn English until he started school. His mother also learned English but his father never did.

Popeye’s backstory was later developed over the years. Popeye was the son of Poopdeck Pappy and an unnamed woman, and was born during a typhoon in Santa Monica. Shortly after his birth, Poopdeck Pappy left home and his mother’s fate was unknown. Popeye was now an “orphink” and raised in an orphanage. At a young age, Popeye smoked a pipe, differing from Segar’s comic strip where Popeye smoked a cigar

(pronounced SEE-gar). Spinach usage was rare with Popeye relying on Bernice’s magical powers rather than the vegetable. But in 1932, Popeye began to favor spinach.

In the 1940s, Popeye gained four nephews named Pipeye, Peepeye, Poopeye and Pupeye but their exact relationship to Popeye remains unclear and their parents were never identified but they all looked suspiciously like Popeye.



Popeye went to war in 1941 as a Navy sailor in the white uniform. The World War II-era cartoons focused on Popeye’s battles against the forces of Nazi Germany and the Empire of Japan. Many of these cartoons have recently been banned from television as being politically incorrect.



**Popeye battles underwater with the crew of a Nazi submarine in the 1943 cartoon, “Spinach Fer Britain”**

Popeye’s theme song, “I’m Popeye the Sailor Man” was composed by Romanian Jewish songwriter, Sammy Lerner (1903-1989). Lerner immigrated to America at the age of seven and

## FEATURED ARTICLES

settled in Detroit with his parents. After graduating from Wayne University, he moved to New York City where he wrote songs for Vaudeville performers, such as Sophie Tucker, and contributed lyrics for Ziegfeld Follies. He later began writing songs for animated cartoons such as these lyrics for Popeye the Sailor:

*I'm Popeye the sailor man. I'm Popeye the sailor man.*

*I'm strong to the finich, cause I eats me spinach  
I'm Popeye the sailor man.*

*I'm one tough gazookus, which hates all palookas.*

*Wot ain't on the up and square.*

*I biffs 'em and buffs 'em and always out roughs 'em*

*But none of 'em gets nowhere.*

*If anyone dares to risk my "fisk", it's "boff" an' it's "wham" un'erstan'?*

*So keep "good be-hav-or", that's your one life saver*

*With Popeye the sailor man.*

*I'm Popeye the sailor man, I'm Popeye the sailor man.*

*I'm strong to the finich, cause I eats me spinach.*

*I'm Popeye the sailor man.*

Over the years, many parodies of this song have been developed for comic effect, few of which have been written down.

In researching Popeye, there are many sources containing differeng accounts, but all of them interesting and entertaining. There were many other characters that were not mentioned in this article but pictured in the drawing below. I primarily used information found in the following sources for this article:

- "Popeye the Sailor," from Popeye the Sailorpedia
- "Popeye, the Wandering One-eyed Sailor," by Fred M. Grandinetti, Boomer Magazine May 7, 2021
- "Popeye the Sailor Man was originally Popeye the Coast Guardsman," by Blake Stillwell, We are the Mighty.com webpage, January 17, 2019
- "The Secret Jewish History of Popeye the Sailor Man," by Benjamin Ivry of Forward, May 31, 2019
- "Popeye," Wikipedia.com

I hope that you have found this article entertaining, and that you agree with me that Popeye was one of us long before he joined the Navy.  
~ Bruce Bruni, LM, NVP.



### THE COAST GUARD'S WARTIME DEVELOPMENT OF THE HELICOPTER

Air-sea rescue has always been a challenge for those who perform it. Although offshore air crashes were common during WWII, resulting from an increase in military and naval aviation, the Coast Guard was not forward leaning in the development of air-sea rescue capability. It wasn't until late 1943 that the first dedicated squadron of nine Consolidated Catalina amphibians, under the command of Lieutenant Commander Chester R. Bender (later the 14th Commandant of the Coast Guard), became Air-Sea Rescue Squadron 1. In WWII, the helicopter was still in its infant stages and saw limited use by the Coast Guard and other services.

It was in 1938 that Congress authorized \$2 million to conduct research on rotary-wing aircraft with the Army designated as the lead agency. Surprisingly, the Navy had no interest in this new technology. On September 14, 1939, Igor Sikorsky flew his first rotary-winged VS-300 in a tethered



**Igor Sikorsky  
flying his VS-300**

test flight, with the first untethered flight occurring the following May. It was a rudimentary aircraft consisting of nothing more than a frame of heavy tubing, with one seat and no instruments or aircraft skin.

The Army became interested in purchasing a helicopter with some modifications. In April 1941, Sikorsky produced the VS-316. Sikorsky was offered a contract for one experimental model, designated XR-4, which was to be delivered in August 1941. However, further modifications to the tail rotor system delayed the aircraft until December, the same month that the United States entered into WWII. The Army took delivery of the helicopter in January 1942 and requested a quote

from Sikorsky for an additional 13 aircraft, to be designated YR-4A. The Army wasn't the only military service that could see the benefits and capabilities of a rotary winged aircraft. The Coast Guard had many more ideas for its use.

A demonstration of Sikorsky's VS-316/R4 was held in Stratford, CT, on April 20, 1942. In attendance at the demonstration was CDR Watson Burton, CO of CGAS Brooklyn and CDR William Kossler, Chief of Aviation Engineering at CG Headquarters. These officers recognized the unlimited capabilities that a rotary wing aircraft could provide in rescuing survivors of torpedoed and sinking ships, patrolling harbors and coast lines in the detection of saboteurs, and the investigation of other suspicious activity. With great anticipation, they recommended that the Coast Guard purchase three of the aircraft, stating in a report, *"The helicopter in its present stage of development has many of the advantages of the blimp and few of the disadvantages. It hovers and maneuvers with more facility in rough air than the blimp. It can land and take-off in less space. It does not require a large ground-handling crew. It does not need a large hanger. There is sufficient range-about two hours—in this particular model to make its use entirely practical for harbor patrol and other Coast Guard duties."* But not everyone was on board with the idea. While CDR Frank Leamy, Chief of Aviation Operations, agreed with their recommendations, RADM Harvey Johnson, Chief of Engineering, and RADM Lloyd Chalker, Assistant Commandant, did not, declaring the aircraft too costly and positing that the priority should be the defeat of the enemy, not rescue. The Commandant, ADM Russell Waesche, had not voiced his opinion or decision on the helicopter at this point.

The Coast Guard was present at a second demonstration, attended by LCDR Frank Erickson and CDR Burton at CGAS Brooklyn. Erickson saw the helicopter's capabilities for search and rescue



## FEATURED ARTICLES

operations. Aware of the disinterest exhibited by other pilots and CG Headquarters, he focused on a different approach in his report to Headquarters, that being the helicopter's capabilities for anti-submarine operations and convoy protection. That got the attention of VADM Waesche who then observed a flight demonstration for himself. He conferred with ADM Ernest J. King, USN, who issued a directive that placed "the responsibility for the seagoing development of the helicopter [with] the U.S. Coast Guard." That directive also launched the Coast Guard as the lead agency for training helicopter pilots.

The Army ordered the first versions of the Sikorsky helicopter, and after some prodding from the Coast Guard, in November 1943, the Navy acquired four aircraft, consisting of a YR-4 trainer and three XR-6s. The pilots were sent to CGAS Brooklyn for evaluation and helicopter pilot training under CDR Erickson. Erickson was Coast Guard Helicopter Pilot No. 1.

CDR Erickson organized the newly trained aviators to participate in a joint U.S.– British evaluation trial aboard the *SS Daghestan* in November 1943 to determine the feasibility of

helicopter flight operations aboard ships at sea. A further evaluation took place aboard the converted cutter *Governor Cobb*. During the war, Erickson trained a total of 102 helicopter pilots and 225 mechanics from the Army, Army Air Corps, Navy, Coast Guard, the British Army, Royal Air Force and Royal Navy.



**Coast Guard flight operations aboard  
*USCGC Governor Cobb* (U.S. Coast Guard Photo)**

The helicopter proved itself essential in humanitarian operations. Early on the morning of January 3, 1944, the Navy destroyer *USS Turner* (DD-648) experienced a series of devastating internal



**CGAS Brooklyn possibly 1944  
(U.S. Coast Guard Photo)**

explosions as she lay at anchor off Ambrose Light near Lower New York Bay. By 06:50, she took on a 16° starboard list; and explosions, mostly in the ammunition stowage areas, continued to stagger the



*Photo courtesy of www.helis.com*

## FEATURED ARTICLES

stricken destroyer. Then, at about 07:50, a singularly violent explosion caused her to capsize and sink. The tip of her bow remained above water until about 08:27 when she disappeared completely, taking with her 15 officers and 123 men. Survivors were rescued by nearby ships and transported to a hospital in Sandy Hook, NJ. Soon a call for blood plasma went out to nearby hospitals and it was the Coast Guard that responded using its Sikorsky HNS-1 to transport the critically needed medical supplies to Sandy Hook. The weather that day was extremely



**CDR Frank Erickson**  
*(U.S. Coast Guard Photo)*

poor, but it didn't stop CDR Erickson from responding to the call. Taking off from CGAS Brooklyn at Floyd Bennett Field on the eastern side of Brooklyn, CDR Erickson fought gusting headwinds that roared down between the high rise buildings of the city before settling his aircraft down at Battery Park in lower Manhattan. Two cases of blood plasma were lashed to the helicopter's floats, but the weight of the cargo required that he leave his co-pilot behind as he flew to the hospital at Sandy Hook. This is the first recorded use of a helicopter in a lifesaving operation that could not have been accomplished with any other type of aircraft.

During the first demonstration for the Coast Guard on April 20, 1942, a helicopter hovered 25 feet off the ground while a man scrambled up a rope ladder that had been dangling from it. In 1944, a hoist system was proposed and demonstrated to rescue victims unable to climb the ladder.

Another noteworthy rescue mission involving the use of a Coast Guard helicopter occurred on May 2, 1945. A Canadian aircraft had crashed in a remote

and inaccessible area of Labrador. There were rescue attempts using two fixed wing aircraft equipped with skis. One crashed on landing and the other was able to take only two men out, leaving nine behind. Upon returning to the crash site, the remaining rescue plane was unable to take off due to the thawing snow. The situation was becoming desperate. The Canadians realized that a rotary wing aircraft was needed to accomplish the rescue mission and made a request for helicopter assistance to the Coast Guard.

According to Robert Erwin Johnson's book,



**Coast Guard hoist demonstration from the HNS-1 in 1944**  
*(U.S. Coast Guard Photo)*



**U.S. Coast Guardsmen take a break during the first Arctic helicopter rescue in the history of aviation. Lieut. August Kleisch (center), Coast Guard pilot of the Sikorsky helicopter 'The Labrador Special,' chats with Lieutenant Lawrence G. Pollard, Assistant Operations Officer of the Air Transport Command at Goose Bay. On the right, facing the camera, is AMM1c Gus Jablonski of Brooklyn, Crew Chief on the Labrador Special**  
*(U.S. Coast Guard Photo)*

## FEATURED ARTICLES

Guardians of the Sea, the HOS-1 was incapable of flying the distance from CGAS Brooklyn to Labrador. The distance required the helicopter to be dismantled and loaded onto a C-54 transport plane for the trip. Once on the ground in Goose Bay, the helicopter was reassembled for its flight to the crash site. LT August Kleisch, Coast Guard Helicopter pilot No. 5, flew the small aircraft 150 miles to the nearest rescue station and then an additional 35 miles to the disaster scene, returning with the first crash victim before dark.

The helicopter's engine froze overnight causing a delay while a defroster was brought in from Goose Bay. During the next two days, LT Kleisch flew all the survivors to safety. This would not be the last time Coast Guard aircrews responded to air crashes inside Canada.

Rescue missions and the lack of dramatic success against enemy submarines resulted in a slow development of the service's helicopter program. Early helicopters were difficult to fly and some fixed wing pilots complained that flying the helicopter required "three hands." But the helicopters in the hands of skillful pilots proved that the helicopter was stable and versatile for accomplishing a variety of missions, including deployment on icebreakers for reconnoitering leads through the ice. CDR Erickson and his pilots made it impossible for the Coast Guard to ignore the helicopter's capabilities but also paved the way for its use by the Navy and Marine Corps.

Over the years, the helicopter has proven its usefulness time and again, not only for the Coast Guard but for the other services as well. But it was the Coast Guard that has led the way in demonstrating how effective rotary winged aircraft can be in performing any mission requiring the helicopter's unique capabilities. Today the Coast Guard has 201 aircraft, of which there are 102 MH-65D helicopters and 44 MH-60T helicopters

that can carry out a wide range of diversified missions. Coast Guard pilots that have proven time and again that the helicopter, in the hands of a highly trained and skillfully proficient airman, is key to the success of the Coast Guard. We all thank those who went before us to ensure the Coast Guard's reputation as the nation's premier maritime force.

Captain Erickson was designated Coast Guard Aviator #32 in 1935, and became Coast Guard Helicopter Pilot #1. Captain Erickson flew on the first-ever helicopter life-saving mission and is internationally recognized for his pioneering of helicopter rescues, hydraulic hoist systems, and flight stabilization equipment. Erickson Hall, where the Coast Guard's aircraft flight simulators are located in the Aviation Training Center, Mobile, AL, is named in his honor.

Captain Erickson was inducted into the Navy Hall of Honor. He passed away in December 1978 at the age of 71.

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Barrett Thomas Beard. *Wonderful Flying Machines: A History of U.S. Coast Guard Helicopters*. Annapolis: Naval Institute Press, 1996.

Frank Erickson. "Fishers of Men: The Development of Seagoing Helicopters." Unpublished manuscript, Coast Guard Historian's Office.

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Gordon Swanborough & Peter M. Bowers. *United States Navy Aircraft Since 1911*. Annapolis: Naval Institute Press, 1990-third edition, p. 525.

Arthur Percy, *U.S. Coast Guard Aircraft Since 1916*. Annapolis: Naval Institute Press, 1991, pp. 276-282.

## NEWS AND NOTICES

### FIVE ADDITIONAL STATES EXEMPT MILITARY RETIREMENT FROM STATE INCOME TAX

*From Military.com | By Jim Absher*

More than 100,000 military retirees living in five states will soon be seeing more money in their pockets, thanks to new laws that were passed in 2021, making their military retirement tax free.

While residents in two of those states will have to wait until the new year to stop paying taxes on their military retirement, retirees living in Arizona, North Carolina and Utah will see the changes take effect immediately. Indiana and Nebraska will see the changes become effective with the 2022 tax year.

The new additions bring the number of states that do not tax military retirement income to 26, while nine others offer partial exemptions and six states, plus the District of Columbia, fully tax military retirement. Nine states do not impose an income tax on their citizens.

In the past year, Arizona, North Carolina and Utah made military retirement and Survivor Benefit Plan (SBP) payments tax free, retroactive to Jan. 1, 2021. That means retirees in those states may see a large refund when they file their state taxes this year. Previously in Arizona, up to \$3,500 of military retirement pay was tax free, while Utah also limited the amount that could be deducted and North

Carolina waived income taxes only on certain retirees.

Gov. Doug Ducey's Arizona Fiscal Year 2021 Executive Budget fully exempts Arizona income tax on all retirement pay, North Carolina also passed legislation and Utah's Senate Bill 11 became law in March 2021, making all military retirement tax free.

Indiana Gov. Eric Holcomb signed a state law in 2019 that gradually increased the exemption for military retirement income. That state will stop collecting taxes on military retirement and SBP payments in 2022; previously military retirees could deduct a percentage of their military retirement from their income when filing their taxes, with up to 75% of their retirement being deductible in 2021.

Approved last May, Nebraska's legislative bill 387 increased the amount of military retirement pay that can be deducted from gross income when filing state income taxes to 100% in 2022, meaning all military retirement becomes tax free. Previously, Nebraska excluded only a portion of military retirement from income taxes. However, survivors receiving SBP payments will still have to pay taxes on their payments.

For information on your state regarding tax exemption of military pay and/or military retirement pay see:

[www.military.com/money/personal-finance/state-tax-information.html](http://www.military.com/money/personal-finance/state-tax-information.html)

### STATES THAT DO NOT TAX MILITARY RETIREMENT INCOME IN 2022

1. Alaska	7. Texas	14. Hawaii	21. Michigan	28. North Carolina
2. Florida	8. Washington	15. Illinois	22. Minnesota	29. North Dakota
3. Nevada	9. Wyoming	16. Iowa	23. Mississippi	30. Ohio
4. New Hampshire	10. Alabama	17. Kansas	24. Missouri	31. Pennsylvania
5. South Dakota	11. Arizona	18. Louisiana	25. Nebraska	32. Utah
6. Tennessee	12. Arkansas	19. Maine	26. New Jersey	33. West Virginia
	13. Connecticut	20. Massachusetts	27. New York	34. Wisconsin

## VETERAN BENEFITS

### GI BILL ELIGIBILITY WOULD EXPAND UNDER HOUSE-PASSED MEASURE

*By Jay Wood, Vice Commander,  
North Carolina Veterans Council*

As “Ameri-CANs” we strive to seek appropriate improvements, and never stay satisfied with the so-called “status quo”. In efforts to better recognize the service & sacrifices of our National Guard and Reservists, Congress has taken the first step to improve access to GI Bill benefits. I urge y’all to pass this important information along, and contact your Senators’ offices in support of this legislation.

*From MilitaryTimes.com article by Leo Shane III:* National Guard Reserve troops would see all federal missions and some training days count toward their GI Bill benefits legislation advanced by the House on January 12, 2022.

The move will still need to be approved by the Senate before it can become law. But the 287-133 vote represents a significant step forward for advocates who have lamented the complex and confusing rules surrounding missions for Guardsmen and Reservists, especially in light of their increased deployments in recent years.

“It’s time the Guard and Reserve benefits reflect the key work they are doing and the need for equity across the total force,” said House Veterans Affairs Committee Chairman Mark Takano, D-Calif., in a floor speech shortly before the vote.

“It’s time for every day in uniform to count ... Guard and Reserve need this more than ever as they are constantly transitioning between military, civilian employment, and family life, facing continuous disruptions.”

The legislation, introduced by Rep. Mike Levin, D-CA, could affect more than 40,000 Guard and Reserve troops annually and has been under consideration for almost two years, dating

back to when thousands of part-time troops were mobilized for federal pandemic response efforts.

At the time, advocates questioned whether all of the missions would count toward troops’ eligibility for Veterans Affairs education benefits, given a lack of clarity over how the work was classified.

Under the Post-9/11 GI Bill, troops and certain family members can receive 36 months of in-state college tuition, a monthly living stipend and other payouts if they serve at least three full years on active duty.

Only a handful of Guard troops and Reservists qualify for that, given their usual lack of time mobilized to active duty. But any service member who serves at least 90 days on qualified military duty is eligible for 50 percent of the full benefit, which still totals thousands of dollars in tuition payments.

But qualified federal orders require a federal emergency declaration by the president, something that doesn’t always happen before troops start their mobilization. As a result, some individuals could work weeks or months without accruing GI Bill eligibility, even while they assume they are.

The new legislation would standardize those rules, making all federal deployments count toward GI Bill eligibility. State missions, such as local disaster response, would still not count toward the federal benefits.

Last summer, the National Guard reached record-high levels of personnel activation, with more than 120,000 service members performing federal missions worldwide. Lawmakers supporting the new legislation argued that those individuals already received a host of other veterans benefits, but could be denied education aid due to quirks in the federal statute.

In the end, 68 Republicans sided with all of the House Democrats in advancing the measure. Senate leaders have not announced any timeline for when the measure might be considered in their chamber.

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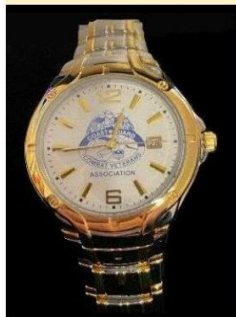
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# COAST GUARD COMBAT VETERANS ASSOCIATION

## MEMBERSHIP APPLICATION

(PLEASE PRINT LEGIBLY)

### PERSONAL INFORMATION



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

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

### IMPORTANT INFORMATION FOR MEMBERSHIP

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

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

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CGCVA Secretary-Treasurer  
P.O. Box 969, Lansdale, PA 19446  
Make check or money order payable to:  
CGCVA

Print name of CGCVA sponsor or referral	Signature of applicant	Date
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Indicate in check box if applying for: Regular membership  Associate membership  Other

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*USCGC Hamilton (WMSL-753) transited Bosphorus towards the Black Sea on April 27, 2021. Photo by Yörük Işık*

*USCGC Hamilton* was on a patrol in 6th Fleet and transited the Atlantic with USCGC *Charles Moulthrop* (WPC-1141) and USCGC *Robert Goldman* (WPC-1142). The two Sentinel-class fast response cutters were in the Mediterranean and continued on to their new homeport of Manama, Bahrain. The Coast Guard has maintained six cutters in the Persian Gulf, in part to support the security of Iraqi oil terminals. According to a statement released by the 6th Fleet “The last U.S. Coast Guard Cutter to visit the Black Sea, USCGC *Dallas* (WHEC-716) sailed to the Black Sea twice, in 2008 and 1995.”