the QUARTERDECK LOG

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Volume 41, Number 3 3rd Quarter 2026

The North-East Greenland Sledge Patrol

The Coast Guard's Defense of Greenland in WWII



Sirius Dog Sled Patrol formerly known as the North-East Greenland Sledge Patrol

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2027 REUNION IN SAN ANTONIO

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REUNION FUNDRAISING RAFFLE

See President's page and page 18 for prizes and ticket purchase information

FROM THE NATIONAL PRESIDENT

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

THE QUARTERDECK LOG

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Michael Johnson, LM, Mike Seward, LM,
Bruce Bruni, LM

Membership—PNP Michael Placencia, LM
Ship's Store Manager—Russell Allyson, LM
Historian—PNP/Founder Paul C. Scotti, LM
Service Officers—Thomas Huckelberry, LM
and Larry Jones, LM
MAA– Russ Weeks
Chaplain—Vince Patton, LM
Parliamentarian—PNP Michael Placencia, LM
Nominating Committee—Bill Femia, LM
Cape May Liaison—Thomas Dougherty, LM

COAST GUARD HISTORY CONTRIBUTOR

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



Members, over the past several months, the CGCEVA has made some significant changes to how business is conducted, as well as addressing the significant loss of members who have crossed the bar, a total of 120 over the two years preceding the last reunion. At the beginning of 2026, with fewer than 800 members, it was imperative that action must be taken to preserve the association for future generations and we did so by amending the association's name. We have since received positive feedback from Coast Guard personnel who are qualified for membership but had not yet joined. As of the end of August we have gained 40 new members, and I believe amending the name has had a significant impact on the increase to our membership.

A newly formatted website was developed that allows for the payment of dues with a credit card, and the opportunity for automatic renewal upon the member's approval. The automatic renewal option will help keep our membership records up-to-date.

As you may be aware, the CGCEVA is now an incorporated non-profit in the Commonwealth of Pennsylvania, under the 501c19 status for veterans organizations. A prerequisite for incorporating the association required changes to be made to the bylaws. A copy of the updated bylaws has been placed on the association's website for your review. In addition, an announcement of the proposed changes is found on page 3 of this QDL, as required by the current bylaws. The vote to accept or reject the bylaw changes will be conducted at the 2027 business meeting.

At reunions in the past, silent auctions have been held to help offset the operational costs of the association. The fundraiser for the 2027 reunion is a gun raffle, which is open to all members in good standing whether or not they attend the reunion.

The CGCEVA has purchased three Henry rifles for a raffle with donated funds from members, specifically given for this effort. Tickets are $25/each, or five tickets for $100, and may be purchased by credit card online through the CGCEVA website, or you may purchase tickets through the mail, using the form found on page 18. Send the form along with a check payable to the CGCEVA. **The deadline for submitting the form and payment is March 15, 2027.**

The three rifles are the Military Service Tribute Rifle, 2nd edition in a .22 S/L/LR caliber, the Big Boy Brass Rifle in .44 Magnum/.44 Spl caliber, and the Lever Action X Model in .45-70

caliber. The description of the rifles may be found on the Henry website **www.HenryUSA.com**. Any gun enthusiast knows that Henry rifles are made of superior quality materials and craftmanship and are "made in America, or not made at all."

We hope to have additional prizes of interest for additional raffles for those attending the reunion.

The 2025 reunion was held at the Daytona Beach Shores Resort, which proved to be very successful. Based upon the positive response received by those in attendance, the Reunion Committee worked diligently to locate a "destination-location" venue and negotiate an acceptable room rate, which is difficult to secure for a quality hotel in a high demand location. We found that location in San Antonio at the Holiday Inn Riverwalk, a hotel with great reviews.

We hope that you will join us and encourage some of your shipmates to attend as well, making your unit gathering a reunion within the CGCEVA reunion. We can arrange for a separate table(s) at the banquet for those of your group.

See pages 13 through 17 for information about activities of interest within the San Antonio area, as well as the registration forms. Be sure to check out page 18 for entering the raffle to win one of three Henry rifles.

We look forward to seeing you in San Antonio!

~ Bruce

Countdown to the National Coast Guard Museum: Opening August 4, 2027

On Coast Guard Day, August 4, 2027, the National Coast Guard Museum will open in New London, Connecticut, the historic home of the U.S. Coast Guard. Years of vision, planning, partnership, and support have created a permanent home worthy of its legacy.

On the Thames River, the National Coast Guard Museum will share more than two centuries of Coast Guard service—honoring the past, showcasing today's missions, and inspiring future generations.

More than a collection of artifacts, the museum will use immersive exhibits, interactive experiences, historic objects, aircraft, stories, and technology to explore Coast Guard missions—from saving lives and protecting waterways to defending the nation, safeguarding the environment, and enforcing maritime law.

Immersive galleries will place visitors in the action, inviting them to experience serving aboard a cutter, responding to rescues, protecting the environment, and conducting missions worldwide.

A STEM Deck and Simulation Center will connect Coast Guard missions with science, technology, engineering, and mathematics through hands-on student learning. ~

AIRLINE DISCOUNT TO REUNION

The Military Reunion Network as arranged for an airfare discount with Southwest airlines for members traveling to San Antonion, aboard their carrier anytime between April 9 through April 19, 2027.

Copy and enter the following link into your web browser to bring up the reservation form. Change the departure airport code for your departure airport and the dates for travel. **The airport code for San Antonio is SAT.**

https://www.swabiz.com/air/booking/index.html?companyId=99140171

Should the link redirect you to another page that requires a corporate ID code, use 99140171. It has mistakenly redirected at times.

NOTE: Check with other air carriers for better pricing. Southwest may not be the least expensive for your trip.

FROM THE NATIONAL TREASURER

CAN'T FIND THE CGCEVA WEBSITE?

If you are searching for the CGCEVA website and are unable to find it, more than likely you're not using the right search engine. Try Google.com. Google receives between 90 to 91% of all search engine inquiries. With Google.com, you can easily find our webpage by searching **CGCEVA.org**, **CGCVA.org,** or **coastguardcombatvets.org**. If you are still having difficulty, please email me at: **gsherman@cgceva.org.**

The second most popular search engine is Microsoft Edge, which receives about 4.5% of all inquiries. You will not find our webpage on Microsoft Edge, Yahoo.com, or the less popular search engines when using the abbreviated initials. However, you can still go directly to our website using: **www.coastguardcombatvets.org.**

SEND PAYMENTS TO THE NATIONAL TREASURER

When submitting a dues renewal payment via a check, please send it to **National Treasurer, P.O. Box 222, West Point, PA 19486**. Once your payment is received, I will notify our National Secretary, Mark Planitz, to update the master record system that he maintains. Sending your dues payments directly to me will ensure that they get posted more quickly.

Occasionally, you might receive a late payment notice email. However, by using the automatic renewal option found on the website for dues payments, it will eliminate your need to remember to submit a timely membership renewal payment.

New applications with the initial dues payment will still be forwarded to the National Secretary, Mark Planitz, **CGCEVA, P.O. Box 720, West Paducah, KY 42086.** Make sure to use **WEST** Paducah when addressing the envelope.

In addition to membership renewal dues payments, also send any Quarterdeck Log Booster Club donations or other donations to me at **P.O. Box 222, West Point, PA 19486.** It will save time sending them directly to me rather than to the National Secretary.



NEW SHIP'S STORE ITEM

Many years ago, I was shopping at the Mystic Army-Navy Store in Connecticut and saw a lapel or hat pin that read, "VIETNAM VETERAN," with the U.S. Vietnam Service Ribbon on the second line and "COAST GUARD" on the third line below it. Not U.S. Coast Guard, just "Coast Guard." The device had only one mounting pin and clasp, which allowed the pin to spin around and not stay level when worn. This was the first pin that I had ever seen that associated the USCG with the Vietnam War.

Earlier this year, the association decided to order new pins with two mounting pins on the back to prevent them from rotating. In addition to including the words "U.S. Coast Guard," the new Conflict pins will also feature a painted campaign or expeditionary ribbon, along with wording that identifies what the ribbon represents, such as Vietnam Veteran, Desert Shield/Storm, Armed Forces Expeditionary, Iraq Campaign, or the GWOTE.

The pins are selling fast after sending out an "all-hands" notice to the members. A sincere thank you to those who immediately made their purchase of the new Conflict pins.

Don't forget that shipping charges apply to a single order, regardless of how many separate items are included in that order. Consider ordering multiple pins for your hat, vests, and jackets. Send some to your shipmates, too.



FROM THE NATIONAL SECRETARY / TREASURER

I am also happy to announce that the new CGCEVA 1/4 zip sweatshirts have arrived just in time for fall and winter wear.

From the Store Manager, Russ Allyson and myself, thank you for shopping at the Ship's Store that financially supports the CGCEVA.

~ Gary Sherman, National Treasurer

FROM THE NATIONAL SECRETARY



Greetings!

I hope everyone had a great summer! My wife and I put a lot of miles on our travel trailer this year to destinations in North Carolina, Missouri, Tennessee, and The Land Between The Lakes, located just 30 minutes from our Paducah (TN) home. It sure is a blessing to live in our beautiful country! I am truly thankful for all the military friendly businesses that gave us a special discount, in particular the Army Corps of Engineers campgrounds (1/2 off camping), the Silver Dollar City (Branson), and Dollywood (Pigeon Forge). We also saved a lot of money by boondocking overnight at Cracker Barrel restaurant parking lots during our travels. But I digress!

I only have a couple of business topics to discuss this quarter. First, please be sure to write **"West Paducah"** (not Paducah) when sending general correspondence to the office.

Second, any Lifetime Member who makes any donation (QDL, Booster Club, In Memory of…) will receive a complimentary CGCEVA ID card, if not previously issued.

I wish all of you the best.

Semper Paratus and I hope to see you at the reunion.

Mark Planitz

BYLAW CHANGES AND UPDATES

In accordance with the Bylaws, the information contained herein is serving as advanced notice of changes made to the bylaws. A revised and updated copy of the bylaws may be found on the association's website. **www.coastguardcombatvets.org** under the membership tab.

The revision of the bylaws was necessary to meet the requirements for incorporating the association as a 501c19 non-profit. The bylaws also required updating in the layout format for easier reference and reading. Several outdated items were removed as well.

A vote will be taken to accept or reject the changes at the April 2027 reunion business meeting.



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

Ronald Gillette, Daniel Bothe, David "Boog" Powell, Alan Wentzell, William Femia, Jr.

CROSSED THE BAR

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

Phillip J. Kies, LM

NEW MEMBERS

NEW MEMBER	SHIP/UNIT IN COMBAT ZONE	CONFLICT	SPONSOR
Michael G. Cavett	Marlo, Bahrain	COMMID East Force	AFEM
Marty S. Bartlett	LEDET 7H	Kuwait	
Michael H. Baxter	CGC Wrangell	Iraq	
Robert S. Keogh	PATFORSWA	Iraq	
Gregory M. Zieminski	RAID Team 8	Iraq	Jonathan Lakose
Christopher M. Fiorenza	CGC Bear	Kosovo	
Kort T. Huettinger	CGC Sherman	AFEM	Ed Semler
Nathaniel R. Stormont	PATFORSWA	AFEM	
Christopher J. Madrid, Sr.	PATFORSWA	GWOTEM	

MEMBERSHIP BREAKDOWN

Associate Members 5	Inactive Members 0	Total Members 837
Friends of Association 10	Life Members 344	
Honorary Members 51	Members 427	

The North-East Greenland Sledge Patrol

A unique and lasting legacy of the U.S. Coast Guard's defense of Greenland during WWII

By Captain Bob Desh, USCG (Retired) -
Foundation for Coast Guard History

With the signing of a protection agreement between Greenland and the United States in April 1941, the U.S. Armed Forces became responsible for the defense of the world's largest island. A Danish possession strategically located between North America and Europe, Greenland was the ideal place to gather meteorological data essential to forecasting weather in North America and Europe. It was also home to rich deposits of cryolite, at the time, a substance essential to aluminum production. The Coast Guard's pioneering exploration of the Labrador Sea in support of its International Ice Patrol missions made it the ideal service to lead the effort. Well before official entry into the war, Coast Guard forces were operating in and around Greenland. In June 1941, the Northeast Greenland Patrol organized under the command of CDR. Edward "Iceberg" Smith, USCG. One of his greatest concerns was the enemy establishing weather stations along Greenland's vast, rugged, unpopulated northeast coast. In addition to ice capable ships patrolling from the sea, a small group of brave Danish, Norwegian, and Greenlandic (Inuit) hunters were organized to patrol a stark 700-mile stretch of Greenland's coast by dogsled in search of German interlopers. Operating hundreds of miles above the Arctic Circle, the North-East Greenland Sledge Patrol was one of the most unique military units of the war.

Defending North America

When Germany invaded Denmark in April 1940, Copenhagen's response was to form a government that collaborated with the German occupiers in the hope of keeping the country out of open fighting. While most domestic policy remained intact, Denmark no longer had control of its foreign policy, making many normal dealings impossible. This included support and supply of its colony, Greenland, now separated from Denmark by a wide expanse of ocean controlled by Britain. At the time, the massive, largely uninhabited island was governed by the Greenland Administration in Copenhagen, with two local governors, (Danish: *landsfogeder*) in Greenland running the colony's day-to-day affairs. The King of Denmark ordered all Danes to submit to the German occupation. However, the Greenland Constitution of 1925 directed that the country be administered in the best interest of Greenlanders. The Constitution states: "The Administrators, as the representatives of the Danish Government in Greenland, are to be considered the responsible authority in the country and can, in exceptional instances, take such measures as the interest of the population may demand." With the Danish trade monopoly now severed, Greenland was essentially cut off from the world. New alliances and inventive solutions were absolutely essential.



U.S. consul James K. Penfield (right) and vice consul George L. West, Jr. (left) arriving in Greenland aboard CGC *Comanche*. (*Acme News Pictures Inc. 1940*)

Greenland was too remote to garner much immediate attention from the European powers. However, the United States was vitally interested. In addition to Greenland's strategic location, it is geographically and geologically part of North America. As such, Greenland was covered by the Monroe Doctrine of 1823, which declared the entire Western Hemisphere to be in the sphere of American

interest. According to the doctrine, colonial powers holding sovereignty over territories in the Western Hemisphere could continue to do so, but no new colonies or transfer of sovereignty was acceptable. This position was further strengthened by the Havana Conference of July 1940, in which the U.S. and the majority of Central and South American countries agreed to collectively govern territories of nations that were taken over by the Axis powers. Germany gaining control of Greenland by way of occupying Denmark would be a clear violation of the Monroe Doctrine, wholly unacceptable to the United States. From a practical standpoint, negotiating a working relationship between Greenland and the U.S. was the most logical and beneficial solution for all involved. With the view that Danish sovereignty had been compromised, the U.S. position was that all dealings concerning Greenland should be done directly with the governors. At this point however, the U.S. was still a neutral country, not formally involved in the war. Using Coast Guard vessels and personnel in Greenland waters was viewed to be less provocative than using other branches of the military. With the approval of the Greenlandic Councils, plans were made to establish a U.S. consulate in Greenland. On 20 May 1940, the U.S. Coast Guard Cutter *Comanche* delivered United States consul James K. Penfield and vice consul George L. West, Jr. to the capital city of Godthab (now Nuuk) on Greenland's west coast.



Left: Ambassador Henrik Kauffmann at U.S. State Dept. (*Acme News Picture, Inc 1940*)
Right: Governor Eske Brun arriving in U.S. on USCGC *Campbell*. (*Wide World Photos 1940*)

Two Governors and an Ambassador

When Denmark fell to Germany in 1940, Eske Brun was the governor of North Greenland and Aksel Svane of South Greenland. Henril Kauffmann, the other key player, was the Danish ambassador in Washington. All three were focused on an alliance with the U.S. However, each had personal thoughts and agendas, with Svane being the most supportive of the neutrality policies of the Danish government. Both Brun and Svane traveled to Washington independently to negotiate a working relationship with the U.S. A brief power struggle ensued between the three. Kauffmann and Brun would come out the winners. Kauffmann had been actively speaking with President Roosevelt and Secretary of State Cordell Hull on the fate of Greenland. He became the chief negotiator and signer of the eventual protection agreement (known as the Hull-Kauffmann Agreement" or "Greenland Treaty") with the U.S. Unlike Svane, who was still loyal to Copenhagen, both Kauffmann and Brun were adamant that the U.S. should not accept the government in Copenhagen as the legitimate ruler of Greenland while Denmark was under Nazi occupation. Both the U.S., and Kauffmann himself, believed that he was the proper authority on the issue and empowered to speak for Greenland. Like Kauffmann, Brun had determined that it was necessary to side with the U.S. and support its efforts to help the Allies. Brun returned to the island and assumed governorship over all of Greenland. Kauffmann became the island's spokesman and authority in Washington. Svane was relegated to minimal influence, staying in Washington as a subordinate to Kauffmann. Brun being the boots on the ground in Greenland would prove essential to the creation and success of the North-East Sledge Patrol.

Birth of the Sledge Patrol

"One of the achievements of Command Smith's trip in 1941 was the establishment of a dog-team patrol

whose duty it was to observe and report any person not an authorized resident of Northeast Greenland. The Sledge patrol was made up of faithful Danes and [native Inuit Greenlanders], whose knowledge of the terrain and its inhabitants was unsurpassed. In that large expanse of snow and ice, where men can scarcely be recognized at a little distance, only the natives covering the territory on sleds and well acquainted with the regular inhabitants could detect a stranger…" ~ The Coast Guard at War—Greenland Patrol.

When reading various articles and publications on the history of the Coast Guard's involvement in Greenland during WWII, one inevitably finds a few sentences, or a paragraph or two, highlighting the creation and service of the Sledge Patrol. This quote, from a series of after-action reports authored by Coast Guard Headquarters shortly after the war, is typical. The birth of the North-East Greenland Sledge Patrol and exploits of the men who served in the unit, are far more complex than the limited treatment often allotted to the topic. This is their story.

Eske Brun and Iceberg Smith

Every now and then in history, leaders with the ideal skills, experience, and temperament are in the right place at the right time, and for the North-East Greenland Sledge Patrol, those men were Governor Eske Brun and U.S. Coast Guard CDR Edward "Iceberg" Smith. Whether it was Smith's idea enthusiastically supported and encouraged by Brun, or Brun's idea enthusiastically encouraged and supported by Smith, is a matter of historical speculation, perspective and conjecture. No matter the originator of the concept, both Smith and Brun were essential to actually bring the Sledge Patrol to fruition.

Smith's motivation was simple and straightforward. He understood that because of the extraordinarily harsh weather and ice conditions along the northeast coast, coupled with long winters of nearly continual darkness, neither his vessels, nor the Army's aircraft and mechanized vehicles could ensure



Left: CDR Edward "Iceberg" Smith, USCG. (*CG Photo*)
Right: Greenland Governor Eske Brun. (*Associated Press*)

that the Germans would not be successful in establishing crucial weather and communication stations. Smith was well aware that several peacetime expeditions to the North Pole had proven the extreme difficulty of spotting objects from aircraft in the vast whiteness of the Arctic. His years of oceanographic research in and around Greenland had provided him with an acute familiarity with the extraordinary capabilities of an Arctic hunter and the innate talents of his team of sled dogs. Smith also understood how much the Revenue Cutter Service (forerunner of the Coast Guard) had depended on the expertise of those who lived in the Arctic, for the service's long history of success with the Bering Sea patrol. He knew the Sledge Patrol was the only answer.

Eske Brun, perhaps even better than Smith, understood completely what the hunters and their dogs could accomplish. In the extraordinary conditions of the Arctic, men who had lived and survived there could be more successful at this specific mission than the powerful U.S. military. He also understood that this was the opportunity for Greenland to play a meaningful role in its own defense. Brun was undoubtedly grateful that Iceberg Smith understood the magnitude of the problem he faced in patrolling the northeast coast and that he, Governor of Greenland, could help offer a potential solution. It it must have been a matter of great personal pride for Brun to prove that, in this instance, Greenland could

truly help the Allied war effort.

While both Smith and Brun played crucial roles in the standup of the Sledge Patrol, history will continue to rightfully recognize Smith as the man most responsible. As founder and champion of the concept within the U.S. military, and senior officer with control of the needed resources and logistical support, Iceberg Smith was indeed the "founding father" of the North-East Greenland Sledge Patrol.

Everybody to Scoresby Sound

The first step in the process was an order from Smith to have all inhabitants of the northern half of Greenland's east coast go south to the settlement of Scoresby Sound. With the coast completely uninhabited, anyone found there could be assumed an enemy and treated as such. Brun agreed. As it turned out, there were only 27 people (26 men and 1 woman) along the 700 miles of coast above Scoresby Sound. In addition to twelve hunters, one of whom brought his wife, there were four weather stations, three Danish and one Norwegian, each staffed with three or four men.



Village of Scoresby Sound, Northeast Greenland.
(*W.R. West photo 1945*)

The Norwegian hunters offered a bit of a unique challenge, Their treaty rights to hunt meant that only the Norwegian Government in exile in London possessed the authority to order them to vacate. Eventually, all necessary diplomatic permissions were acquired, and the evacuation order reached everyone via radio communications to the weather stations. Most moved to designated locations along the coast for transport south by the Coast Guard; others made the trek on their own. All personnel, some unwillingly, drifted south to the Scoresby Sound as ordered by summer's end, 1941.

The evacuation of all personnel also ensured positive control of the gathering and broadcasting of weather information. All the meteorological equipment from the weather stations, some of which had been established by renowned Arctic explorers, Dr. Lauge Kock and Count Eigil Knuth, was moved to the station at Eskimoness. Meteorological observations from northeast Greenland are crucial to accurate North Atlantic and European weather forecasting, something that was essential to both sides in the war. By extraordinary oversight, in the summer of 1940 and well after the invasion of Denmark, the weather stations were still broadcasting unencrypted weather observations in plain international code for anyone to record and use. The personnel at these remote arctic stations continued to broadcast in the clear simply because nobody told them to stop. The transmitting of unencrypted observations was eventually halted. Future Sledge Patrol commander, Ib Poulsen, was one of those responsible for ending the open transmission of weather information.



Danish research, weather and hunting stations,
Ella Island, Northeast Greenland, BE-4.
(*Danish Arctic Institute photo)*

Both Smith and Brun knew that this serious gap in the German weather maps would be a powerful motivator for incursions into the remote arctic wilds of northeast Greenland. This proved to be correct in the cutter *Northland's* capture of the Norwegian fishing trawler *Buskoe,* in its attempt to establish a German weather and communication station.

A Joint Operation

The construct of the North-East Greenland Sledge Patrol was fairly straightforward. The primary mission was Arctic reconnaissance, utilizing dog sleds and experienced men with the expertise and fortitude necessary to succeed, despite the unique challenges of terrain and climate. They would also gather and report ever-critical meteorological observations. Personnel to accomplish the mission would be identified and recruited by the Greenland Government. The Coast Guard and Army would provide logistical support needed by the Sledge Patrol. If an enemy incursion were discovered, the Coast Guard and Army would provide the military forces to capture, eliminate or destroy the threat.



U.S. Coast Guard Cutter *Northland* (WPG-49), Greenland, WWII. (*Coast Guard photo*)

The Hull-Kauffmann Agreement authorized the U.S. to establish military bases on the island. Utilizing the U.S. military code name for Greenland, "Bluie," bases were identified by number sequence and coastal location, east or west. Three research and hunting stations on Greenland's northeast coast were specifically designated for support of the Sledge Patrol Mission.

Despite Iceberg Smith's enthusiasm for the concept, there were many in the War Department who were resistant. Smith's persuasive arguments eventually won over the skeptics. Essential U.S. support guaranteed, the plan for the North-East Greenland Sledge Patrol moved forward rapidly.

Fifteen Good Men

A request went out to those gathered at Scoresby Sound for volunteers interested in joining the Sledge Patrol. Perhaps surprisingly, there was no shortage of eager candidates. Even those who didn't really appreciate or understand the potential threat were happy for the opportunity to go on doing what they had done before the war interfered: live the Arctic life that they enjoyed, and be relatively well paid for it. Of the volunteers, fifteen were chosen to be the "plank owners" of the North-East Greenland Sledge Patrol. Over the course of the war, the total complement of the Patrol stayed relatively constant, with personnel flowing in and out of the unit. A total of 27 men would serve with the North-East Greenland Sledge Patrol between 1941 and 1945.

The original crew consisted of 10 Danes, 1 Norwegian, and 4 native Greenlanders. The Danes with the greatest experience made up the command cadre of the unit. The Sledge Patrol was originally designated as a "police" unit, with a chief in charge of operations at Scoresby Sound (Bluie East 3), Ella Island (Bluie East 4), and Eskimoness (Bluie East 5). As the realities of war and the potential for direct contact with the enemy became readily apparent, Governor Brun bestowed official military ranks and status, making the Sledge Patrol the first and only "Greenland Army." Although continuing to serve in their own civilian clothing, military personnel status of the men of the Sledge Patrol was reinforced by the wearing of a unique red, white, and blue armband.

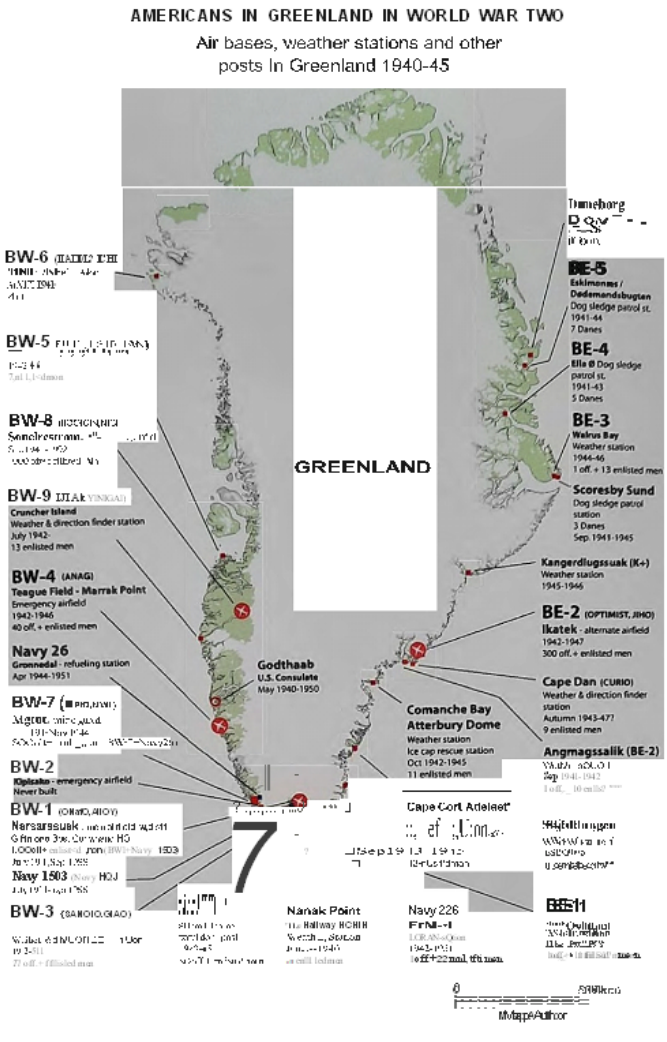
COVER STORY

The original members of the Sledge Patrol

- **Ib Poulsen (Dane)**
- **Niels Ove Jensen (Dane)**
- **Aage de Lemos (Dane)**
- **Jens Marius Jensen (Dane)**
- **Kurt Olsen (Dane)**
- **Peter Nielsen (Dane)**
- **Eli Knudsen (Dane)**
- **Mads Christensen (Dane)**
- **Neils Hansen (Dane)**
- **Carlos Ziebell (Dane)**
- **Hans K. Siewers (Norwegian)**
- **Christian Arke (Greenlander)**
- **Lars Napotoq (Greenlander)**
- **Eval Simonsen (Greenlander)**
- **Aparte Hoegh (Greenlander)**

Members added 1942 to 1945

- **Oddvar Akre (Norwegian)**
- **Bjarne Akre (Norwegian)**
- **Henry Rudi (Norwegian)**
- **Mikael Kunak (Greenlander)**
- **William Arke (Greenlander)**
- **Oscar Berthel Nordum (Dane)**
- **Berndt Jensen (Dane)**
- **Carl Henrik Schultz (Dane)**
- **Hans Bronlund (Greenlander)**
- **Alfred Hansen (Dane)**
- **Alibak Cortsen (Greenlander)**
- **Malekalet Arke (Greenlander)**



Ib Poulsen was selected to be the overall commander of the Sledge Patrol, first as Chief of Police and later as Greenland Army Captain. He and Niels Jensen split time in command of the forward operations at BE-5, both serving for the duration of the war. Poulsen was the son of a bookseller in a provincial Danish town. A temporary summer job in Greenland with renowned explorer and geologist, Dr. Lauge Koch, would infect Poulsen with Arctic fever. Northeast Greenland would become his passion. He spent several years as a hunter and radio operator at one of the four weather stations, this one operated by another of the great men of Danish Arctic exploration, Count Eigil Knuth.

When the Germans invaded Denmark, Poulsen was home on leave. Fortunately, the men at Knuth's radio station were due for relief, providing him with a potential avenue for return to Greenland. Knuth applied to the Germans for permission to send Poulsen and two others to bolster the staff at the weather station. The Germans were eager for the ongoing weather broadcasts, so despite Greenland's efforts to side with the Allies, they gave permission for ship transport from Norway. Before Poulsen sailed, Knuth gave him instructions to

Left: U.S. Bluie Bases in Greenland (Ole Guldager image from "America in Greenland in World War II.")





Left: Sledge Patrol Commander, Ib Poulsen.
Right: Sledge Patrol Station at Eskimoness, BE-5.
(*Danish Arctic Institution photos*)

shut down the encrypted weather observations, but Poulsen did not need to be told. From his days as a station radio operator, he knew well the value of those broadcasts. He also understood the gap in weather information would be a powerful motivation for German intrusion into northeast Greenland.

It is hard to imagine that anyone ever had a more expansive and isolated command than that of Captain Ib Poulsen, North East Greenland Sledge Patrol. His civilian boss, Governor Brun, was on the other side of the massive Greenland icecap. His patrol area stretched from just south of Scoresby Sound to whatever point north along the coast might be potentially navigable for a German vessel, roughly 78 degrees north latitude. If anyone had the patience to measure the length of the jagged coastline, it would be an area of responsibility of approximately ten-thousand linear miles of some of the most inhospitable territory on earth. The Coast Guard cutter *Northland*, and the other ships and personnel of the Greenland Patrol, were his closest and most important military allies and support network. To ensure good communications, *Northland* carried two Danish-speaking interpreters, one of whom was a Coast Guardsman of Danish heritage. However, come winter, they too would depart to avoid being trapped by the inevitable rapid-forming coastal icefield. Poulsen and his crew would then be on their own from that point on.

End of Part One.
See 4th quarter edition of the QDL for
Part Two - Operations Begin

41st CGCEVA Reunion in San Antonio, TX April 12-16, 2027.

It is reunion time again and we have reserved a great location at the Holiday Inn Riverwalk for hosting our biennial gathering. The room price is $140 per night for a location right on the Riverwalk and a short walking distance from the historic Alamo. Members also have the option to extend their stay for three days prior to the start of the reunion and up to three days post reunion for the same nightly rate.

The hotel is rated at 4.4 stars out of 5.0 on Trip Advisor and is located less than nine miles from the San Antonio Airport (SAT), 11 minutes via taxi. 2026 taxi prices range between $30-$40. The #7 line city bus takes about 22 minutes and costs only $2.00.

The Holiday Inn Riverwalk is known for its unmatched hospitality and vibrant contemporary ambiance. The hotel is located in the heart of the of the city on the Riverwalk and is within steps of the city's top attractions, entertainment, and historic landmarks, including the Alamo, Historic Market Square, Alamodome, and the Majestic Theater.



Come join us for a memorable experience in reconnecting with old shipmates and meeting new friends.

Bring your spouse, friends, and family members and enjoy what San Antonio has to offer visitors to their great city.

OLD TOWN TROLLEY AND SAN ANTONIO RIVER CRUISES

There are many things to see and experience in San Antonio, and many are just a short walk or boat ride away along San Antonio's captivating Riverwalk.



Take advantage of the sunny spring weather by stopping by one of the many patio restaurants found along the Riverwalk and enjoy delicious food and a refreshing drink for lunch or dinner.



Step aboard a Paesano's Riverwalk Dining Cruise for a chef-prepared meal while cruising the San Antonio River.

A short walking distance from the hotel is the historic Market Square, where you will find shops and restaurants located in vibrant surroundings along the three-block plaza. It is the largest Mexican market in the country with more than 100 locally-owned shops and stalls selling authentic Talavera pottery, exotic curios, and handcrafted works of art. Experience the gourmet Mexican cuisine at Mi Terra and La Margarita, or enjoy the on-stage show.



What would a trip to San Antonio be without a visit to the historic Alamo? The iconic limestone façade is just the beginning. Inside the church, original walls, artifacts, and interpretive exhibits tell the story of the mission era and the 1836 battle that helped change the face of Texas and America.



At the Ralston Family Collections Center, don't miss the donation by British rocker, Phil Collins. It consists of his personal collection of Alamo artifacts, including weapons, documents, and personal items from the Texas Revolution era.

OLD TOWN TROLLEY TOURS

Passengers can ride the trolley all day, with unlimited hop-on and hop-off opportunities at each of the 13 scheduled stops near the Alamo. Operating between 9:00 and 4:00 pm; Fully narrated 90-minute tour by local experts; 100+ points of interest; Real-time Trolley Tracking map; Best views with stadium seating; Ticket good for two consecutive days; Free Wi-Fi; All-weather American owned and operated vehicles, the tallest vehicles allowed by law; 100% satisfaction guarantee.



Go Rio San Antonio River Cruise Tours

The River Cruise Tour operates daily from 10:00 am – 10:00 pm, departing every 15-20 minutes from three locations located along the Riverwalk. A step-on guide will provide live narration of San Antonio's history and culture while providing views of La Villita, Selena's Bridge, the Old Mill Crossing, and more during the 35-minute boat tour through the downtown Riverwalk. With advanced ticket sales, the passenger does not stand in long lines but goes straight to the boarding queues. Attraction tickets do not have to be used the same day they are purchased. Pricing for either the river cruise or trolley tours is not yet available for 2027 but will be published when available.

Airfare discount available for travel to reunion!

Southwest Airlines is offering discounted airfares when traveling to San Antonio through the Military Reunion Network. Use this link when making your Southwest reservations. Change the departure airport code and travel dates. San Antonio airport code is SAT. Discount is good anytime between April 9 to 19, 2027. (See page 3 for more information.)

https://www.swabiz.com/air/booking/index.html?companyId=99140171

THINGS TO DO IN SAN ANTONIO

Enjoy a night of mind-bending magic, mystery, spellbinding illusions, and laugh out-loud comedy.

The Magic Saloon is located in the heart of San Antonio at the Historic Reuter Building, 217 Alamo Plaza, directly across the street from the Alamo (Entrance is on the side of the building on Crockett Street. Fourth floor).

It offers a unique blend of rustic saloon ambiance and live magic, featuring a rotating lineup of world-class magicians, interactive pre-show experiences like "Billy's Magical Parlor," and a themed bar serving non-alcoholic "magical mocktails."

See their website for more information at **https://www.magicsaloon.com**.

At the Amazing Mirror Maze Escape, nothing is as it seems. Step inside and find yourself surrounded by endless reflections, tricky turns, and captivating illusions. Take on the challenge of the 4D Mirror Maze, sharpen your problem-solving skills in immersive escape rooms, and race through laser beams in a test of speed and agility.

Located near the Alamo, see their website for more information at: **https://www.amazingmazes.com.**

Why San Antonio Works Great for a One-Day Itinerary?

San Antonio is defined by its status as one of only two UNESCO Cities of Gastronomy in the United States, and is home to the state's only UNESCO World Heritage site, the San Antonio Missions. For travelers who want a 1-day itinerary for San Antonio, the city is unique because of its primary historical and cultural anchors. The Alamo, the 15-mile Riverwalk, and the 18th-century Spanish Governor's Palace are clustered within a walkable three-quarter-mile radius in the downtown core.

This high density of 300-year-old history and modern infrastructure allows a single visitor to transition from colonial landmarks to the 750-foot Tower of the Americas or the Historic Market Square without the need for a rental car. By utilizing the multi-stop Old Town Trolley Tours® system, you can effectively compress a multi-day cultural experience into a single-day window, navigating between major districts like the Pearl and King William, while maintaining a manageable pace.

For more information see the website at:

https//www.amazingmazes.com/san-antonio/san-antonio-1-day-itinerary/

Downtown San Antonio is very walkable, especially around The Alamo, Riverwalk, and nearby attractions. Many visitors park once and spend most of the day on foot, which keeps things simple and saves time. Comfortable shoes make a noticeable difference.

Guided transportation can help fill in the gaps. Old Town Trolley Tours offer narrated routes through downtown and surrounding areas, led by friendly and knowledgeable guides who share context about the city's history, layout, and landmarks as you ride. Mixing walking with trolley stops makes it easier to see more during a 1-day itinerary for San Antonio without feeling overwhelmed or locked into a rigid plan.

2027 REUNION SHIRT ORDER FORM

We again are offering long-sleeved summer weight commemorative T-shirts for sale. Additionally, there is also a ¼ zippered pullover for sale. Both shirts come in a variety of colors and will have the new CGCEVA logo, shown below, displayed on the left breast area.

The long-sleeved unisex T-shirts are made by Badger. There's no softer shirt on the planet. 100% soft polyester, moisture management/antimicrobial performance fabric, UPF 50+ sun protection from UVA and UVB rays. Badger Sport paneled shoulder for maximum movement. Superior interlock fabric for comfort, Double-needle hem.

The ¼ zippered pullover is also made by Badger and is made of 100% Polyester moisture management/antimicrobial performance fabric, with contrast textured shoulders and sleeves. It has a self-fabric collar with 8" locking zipper and has the Badger sport shoulder for maximum movement with a double-needle hem.

Both shirts are offered in sizes XS to 3XL.

For sizes, measure around the body at the fullest part of the bust/chest, keeping the tape parallel to the floor. Sizes are S:34-36, M:38-40, L:42-44, XL:46-48, 2XL:50-52.

Cost of each shirt is $28.00. (Please add $3.00 for the 2XL-3XL shirts).

¼ Zippered Pullover



Black/Orange | Blue/Gold | Graphite/Lime | Navy/Safety Yellow

Long Sleeved T-Shirts



Columbia Blue | Gold | Satety Yellow | Royal | Graphite

Name: _____

Number of shirts ordered @ $28.00/each: _____

Add $3.00 for 2XL or 3XL shirts: _____

Total Amount $_____

Make sure to enter the total amount on the Registration Form found on the reverse side of this page.

Check Shirt Type

Pullover ☐ T-Shirt ☐ Color: _____ Size: ____

Pullover ☐ T-Shirt ☐ Color: _____ Size: ____

Pullover ☐ T-Shirt ☐ Color: _____ Size: ____

Pullover ☐ T-Shirt ☐ Color: _____ Size: ____

Pullover ☐ T-Shirt ☐ Color: _____ Size: ____

SAN ANTONIO
COAST GUARD
COMBAT & EXPEDITIONARY
VETERANS ASSOCIATION
2021

REUNION REGISTRATION FORM

The 2027 CGCEVA biennial reunion is scheduled for **April 12-16, 2027**, at the Holiday Inn Riverwalk, 217 N. St. Mary's Street, San Antonio, TX, 78205. The reunion registration fee is **$60** for a member, **$45** for a spouse or friend. The hotel rate is **$140.00/night plus tax**. Unlimited in/out self-parking is **$24**/night. Valet parling **is $47/day**. RV parking is available at **$65**/day with arrangements made through the hotel. Refunds available up to 48 hours prior to the scheduled arrival date. **Deadline for making reservations at group rate is March 17, 2027**. For your convenience, hotel reservations can be made using the QR Code below, which will direct you to the hotel's website where the group details will automatically populate the hotel reservation form. You can also use the hotel's 24-hour reservation line at **210-224-2500** and select **option 2.** When calling, make sure to use the **group block reservation code CGC**. Group rate is good for 3 days before and 3 days after reunion dates. You must also register for the reunion using this form. If ordering a shirt found on the next page, submit both completed forms with a check payable to **CGCEVA** to the address found in the blue box below. If using a credit/debit card, go to CGCEVA.org webpage and use the "DONATE," PayPal button found in the lower right column. You still must mail the forms to the Treasurer.

The Tuesday morning Business Meeting will commence at 10:00 A.M. and WILL NOT host a meal.

The Windows Restaurant offers an American buffet breakfast for an all-inclusive rate of $20/per person.

THURSDAY EVENING (4/15/2027) AWARDS BANQUET DINNER – OPEN TO EVERYONE

Choose from the entrées listed below. ***All plated dinner entrees include a Riverwalk tossed salad, chef's selected starch, vegetables, dessert, and warm rolls with sweet butter rosettes. Served with iced tea on table. Water and freshly brewed royal cup regular and decaffeinated coffee service available.*** Vegetarian option offered on site. Multiply the number of dinner meals ordered by the cost of the individual meal. Enter total price for meals in the column below on the right.

Chicken Piccata - Lightly breaded boneless breast of chicken topped with a lemon caper butter sauce.

Seared Salmon - Atlantic salmon filet lightly seasoned, seared, and topped with a lemon dill Beurre Blanc.

Fire Grilled Sirloin Fillet - Top sirloin seasoned in olive oil, sea salt, and freshly cracked black pepper, char-grilled.

Fire Grilled Sirloin Fillet	# of plates @ $66 _____	Total Amount $_____
Chicken Piccata	# of plates @ $60 _____	Total Amount $_____
Seared Salmon	# of plates @ $60 _____	Total Amount $_____

HOSPITALITY ROOM
Our hospitality room will offer adult beverages and soft drinks at no charge, but we ask everyone to contribute to the Chieu Hoi fund to offset the costs to the Association.

Member Registration @ $60	$
Total Spouse/Friend Registrations @ $45	$
Total Dinner Amount	$
Total Amount of Long-Sleeved T-Shirts from order form on Reverse Side	$
Total Amount Due CGCEVA (No added fee if paying by check)	$
If paying by credit/debit card, multiply the total amount above in red by 1.05% for final payment	$

Hotel Room Reservation & CGCEVA Registration cutoff date is March 17, 2027

Mail registration form, T-shirt order form, and payment check to:

CGCEVA NATIONAL TREASURER
P O BOX 222
WEST POINT, PA 19486-9998

PLEASE PRINT LEGIBLY

NAME (FOR NAMETAGS) _____

SPOUSE/GUEST NAME _____

STREET ADDRESS _____

CITY, STATE, ZIP _____ **PHONE (_____)** _____

EMAIL _____ **VESSEL/UNIT** _____

EMERGENCY CONTACT _____ **PHONE (_____)** _____

ARE YOU STAYING AT THE HOTEL? Y____ N____

ALL CHECKS MADE OUT TO CGCEVA

HENRY RIFLE RAFFLE FOR THE CGCEVA

The CGCEVA will hold a raffle at the 2027 reunion for three Henry Repeating Arms Rifles. The raffle is open only to CGCEVA members in good standing. The drawing will take place at the 2027 CGCEVA reunion banquet in San Antonio.
ONLY 500 TICKETS WILL BE SOLD – WINNERS DO NOT HAVE TO BE PRESENT TO WIN!

Tickets can be purchased at $25/ticket or 5 tickets for $100, using a credit card via the CGCEVA.ORG website (the 3% fee is waived) or with a check made out for the appropriate amount, payable to the CGCEVA.
Send payment with this form to the National Treasurer, using the following address:
Gary Sherman, CGCEVA National Treasurer, P.O. Box 222, West Point, Pennsylvania, 19486.

DEADLINE FOR PURCHASING TICKETS IS MARCH 15, 2027!

The three rifles are:



A

The Henry Military Service Tribute Rifle 2nd Edition
.22 S/L/LR caliber
Retail value $1,429.00



B

The Henry Big Boy Brass Rifle
.44 Magnum .44 Spl caliber
Retail value $1,158.00



C

The Henry Lever Action X Model
.45-70 caliber
Retail value $1,124.00

Three winning tickets will be drawn with the first-place winner receiving his/her primary choice of rifle, as indicated in the boxes below when purchasing their ticket(s). The second-place winner will receive his/her preferred rifle of the two remaining. The third-place winner will receive the remaining rifle.
All rifles are exceptionally well made, as only Henry can make them.

It is important that you indicate your first, second, and third choices on this form when purchasing your ticket(s).

Additional tickets will be available for those attending the reunion.

Winners will arrange with the CGCEVA to have the rifle shipped to his/her local gun dealer, with shipping costs paid by the CGCEVA. The winner will pay any taxes and handling fees required by his/her gun dealer, as well as undergo the background check if required by the winner's state prior to receiving the rifle.

Name: _____ Phone: _____

Address: _____ City: _____

State: _____ Zip: _____ Email: _____

Indicate the rifle of choice in order of preference by placing the corresponding letter of the rifle in the boxes below and the amount enclosed in the box below:

1st ☐ 2nd ☐ 3rd ☐

Raffle Amount Enclosed

$ _____



COAST GUARD OPERATIONS IN DESERT SHIELD AND DESERT STORM 36 YEARS AGO!

By William H. Thiesen, Ph.D. — Wednesday, August 6, 2025

Units and personnel of the United States Coast Guard, and its predecessor services, have served with distinction in every major American conflict from the founding of the United States to the Persian Gulf War of 1990-1991, and through operations Desert Shield and Desert Storm.

The Persian Gulf War began on Tuesday, August 2, 1990, when Iraqi land forces, under President Saddam Hussein, invaded Iraq's southern neighbor, Kuwait. Within days, President George H.W. Bush ordered U.S. forces to prepare for military operations in the Middle East. On Monday, August 6, the Department of Defense initiated Operation Desert Shield to defend Saudi Arabia from attack by the Iraqis.

During Desert Shield, the Coast Guard mobilized personnel and units to ensure the safe conduct of military shipping to the Persian Gulf, and enforcement of United Nations sanctions in the theater of operations. On Friday, August 10, Coast Guard Marine Safety Offices (MSOs) activated personnel to inspect the nearly 80 Ready Reserve Fleet (RRF) vessels preparing for sea duty. MSOs throughout the nation also instituted a flexible merchant marine manning and licensing program to expedite the movement of RRF vessels. In addition, Coast Guard MSOs became responsible for Port Security Detachments at ports within their respective areas of responsibility. This effort involved overseeing security for port facilities and supervising the loading of explosives and hazardous materials onboard Military Sealift Command vessels bound for the Persian Gulf.

At the request of the Joint Chiefs of Staff, the Coast Guard also committed 10 four-person law enforcement detachment boarding teams (LEDETs) to serve with U.S. maritime interception forces. On August 16, U.S. forces initiated maritime interdiction operations consistent with United Nations sanctions. Within two weeks of instituting these maritime interdiction operations, a Coast Guard LEDET boarded its first Iraqi-flagged vessel. In addition, the commandant of the Coast Guard designated a seven-man liaison staff to serve as Operational Command for Coast Guard forces deployed to the Persian Gulf, such as the LEDETs.



Members of U.S. Coast Guard Port Security Unit 302 patrol the harbor aboard a Navy harbor patrol boat during Operation Desert Shield. (Photo: *Coast Guard Collection*)

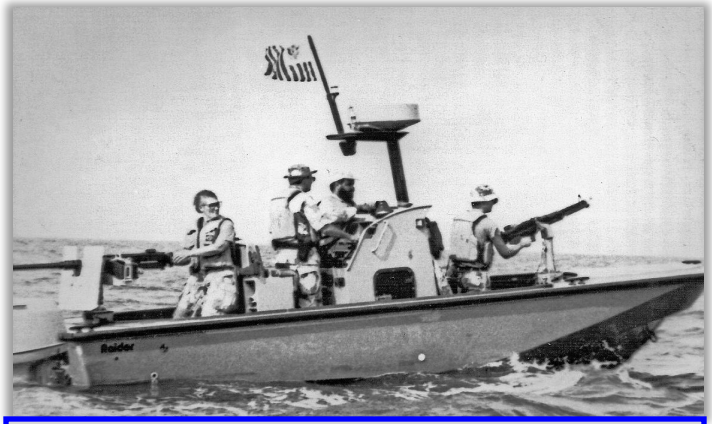


U.S. Coast Guard Raider boats from PSU-302 pass in front of the Military Sealift Command hospital ship USNS *MERCY* (T-AH-19) during Operation Desert Shield. (*Photo: Lietmotiv*)

The Persian Gulf War set many precedents for the Coast Guard's combat missions. On August 22, Bush authorized the call-up of Reservists in support of military operations. Of the 950 Coast Guard Reservists called to active duty, over 500 of them were members of the Coast Guard's newly formed Port Security Units (PSUs). On September 14, PSU 303 (Milwaukee, Wisconsin) became the first PSU deployed overseas when it was assigned to Al Damman, Saudi Arabia. On September 22, PSU 301 (Buffalo, New York) deployed to Al Jubayl, Saudi Arabia, and on November 14, PSU 302 (Port Clinton, Ohio) deployed to Bahrain. These Port Security Units featured the first Coast Guard women to serve in combat roles, including female machine gunners assigned to "Raider" tactical PSU boats.

On January 16, 1991, the White House announced the commencement of Operation Desert Storm, an offensive military operation against the Iraqi forces occupying Kuwait. This operation altered Coast Guard activities at home and abroad. It increased the level and tempo of the MSO's activities by stepping up land-based security patrols around key U.S. military and commercial waterfront facilities and enforcing waterside security zones to defend against terrorist attacks. Overseas, the Coast Guard's LEDET personnel helped clear Iraqi oil platforms, securing 11 such platforms and aiding in the capture of 23 Iraqi prisoners.

With the added threat of environmental warfare carried out by Saddam Hussein's regime, the Coast Guard assumed yet another unprecedented mission—that of environmental protection in a combat zone. On February 13, two Coast Guard HU-25A Falcon jets, equipped with oil detection equipment, flew from Air Station Cape Cod to Saudi Arabia. They were joined by two Coast Guard HC-130 Hercules cargo aircraft, which transported spare aviation parts and support packages. The Falcons were deployed for 84 days, providing a daily-updated surface



Petty officer Sandy Mitten mans the stern .50 caliber machine gun. She was one of six women in PSU 303, and one of three women assigned machine gun positions on board a Raider patrol boat. *(Photo: Coast Guard)*



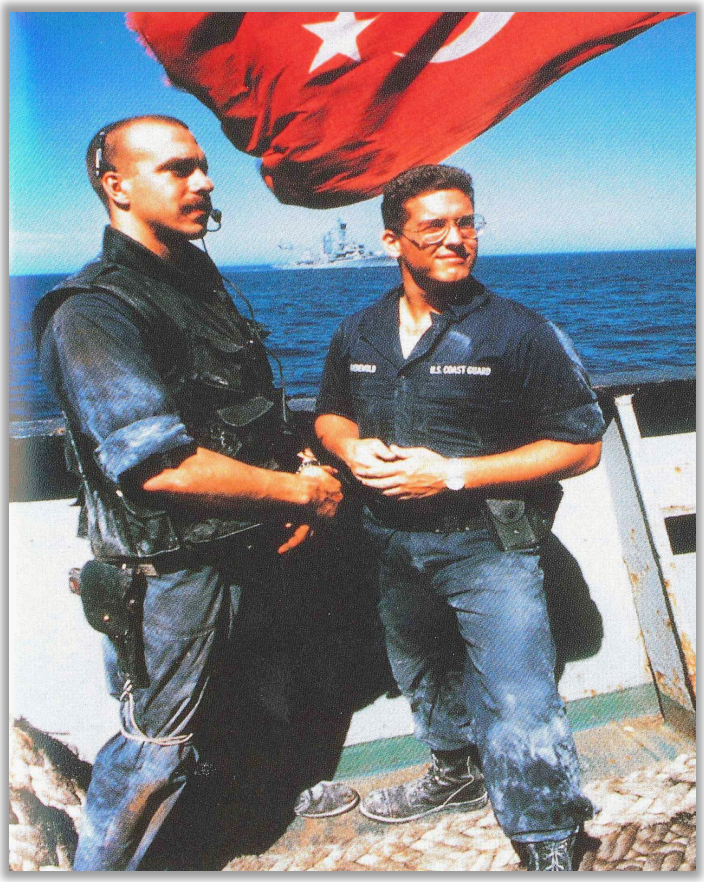
Coast Guard Falcon jet monitoring oil rigs sabotaged during the 1990-91 Persian Gulf War. (*Photo: Coast Guard)*

analysis of the location, condition, and drift projections of spilled oil to the Coast Guard-led U.S. Interagency Assessment Team.

On February 28, coalition offensive operations ceased, and, on April 11, the United Nations declared a formal ceasefire, ending the Gulf War. On April 21, when Coalition naval forces entered Kuwait's Mina Ash Shuwaikh Harbor, they selected a Coast Guard "Raider" Port Security boat from PSU 301 to lead the way. This event symbolized how numerically small Coast Guard forces played a vital role in Desert Storm military operations.

In the Persian Gulf War, the Coast Guard provided essential support for naval and land-based military operations that the U.S. Navy could not. The MSOs ensured a nearly 100 percent ready rate of RRF vessels, and LEDET personnel either led or supported 60 percent of the 600 merchant ship boardings. Nearly 1,000 Coast Guard Reservists were called to active duty for Desert Shield and Desert Storm, and two-thirds of them served in the first successful overseas deployment of Coast Guard PSUs. Aviation units deployed in theater mapped over 40,000 square miles of the Persian Gulf, while their aircraft maintained a readiness rate of nearly 100 percent.

In the Persian Gulf War, Coast Guard personnel proudly served their country both at home and abroad and proved once again the importance of Coast Guard missions in overseas conflicts. These Coast Guard activities focused on, but were not limited to, marine safety, vessel boarding, port security, and environmental protection operations. In all these combat and expeditionary assignments, men and women of the Coast Guard fulfilled their wartime missions as members of the Long Blue Line.



Coast Guardsmen from a law enforcement detachment boarding team on board a Turkish freighter. (*Photo: Coast Guard*)



Some of the 400 Coast Guard men and women who participated in the postwar victory celebration in Washington, D.C. (*Photo: Coast Guard*)

National Coast Guard Museum insider tip: The National Coast Guard Museum will tell the story of the service's involvement in the First Gulf War, from security operations to oil spill response, in the *Modern Combat* (Deck 3) and *Containing Catastrophe* (Deck 4) exhibits, respectively.

More Than 100,000 Surplus M14 Rifles Are Approved for Sale to the Public

M14 rifles to be available to eligible U.S. citizens after being converted to semiautomatic

By Matt Reisdorf, Military.com, August 15, 2026

More than 100,000 surplus M14 rifles, once used by the U.S. military, are expected to go on sale to the public beginning early next year through the Civilian Marksmanship Program (CMP).

The organization is a federally chartered nonprofit that plans to sell the guns. CMP CEO and board Chairman Jerry O'Keefe said, "The organization is targeting a price below $2,000 per rifle, though final pricing has not yet been announced." Every buyer is limited to two weapons apiece, and sales are expected in January. The CMP could reconsider this limit as sales go on.

CMP CEO and board Chairman Jerry O'Keefe discussed the details during an interview with Shooting USA host John Scoutten at Camp Perry, Ohio. While the program has authorization for the sale, they had not figured out the particular details, such as price or inventory to sell, before the video announcement.



Rifles Must Be Permanently Modified

The authorization had to follow one strict legal challenge in order for the CMP to sell the weapons. The original build of the M14 was as a selective-fire weapon that had both semiautomatic and fully automatic options available.

Before the sale could be made to the general public, every rifle must be converted into just a semiautomatic one. Once this procedure had been done, then the rifle could be sold to the masses.

O'Keefe said the CMP spent a great deal of time working with the appropriate agencies and federal oversight partners on how the process would be undertaken. Federal officials must be fully assured that the modified weapons cannot be reversed back into their original form.

Another key component of this transformation was to use a technology that would be able to read and document serial numbers as the weapons move through this change. It would document the weapon after conversion and allow the agency to give the government an actual accounting of where each weapon was.

"We've spent an extraordinary amount of time and effort thinking through every step in this process," O'Keefe said.

While most of the surplus will be given to the CMP, some will be retained by the government for its own causes, such as ceremonies and select military operations.

Surprise Public Interest

The CMP initially indicated that the order would begin to be sent out in late 2026 or in the early months of 2027. What surprised them was public interest. The

demand skyrocketed way beyond the organization's expectations.

This reaction convinced them that they needed to add several months to their initial estimate. In order to do this, they needed to build their inventory up to fit the public interest in the weapons. They updated their first sales to now be January 2027.

Eligibility requirements, ordering procedures, and other necessary things to know regarding the sales will be available to the public from the CMP before the first sales start. The CMP has previously managed civilian sales of other surplus military firearms, including M1903 Springfield rifles, M1 Garands, M1 Carbines, and M1911 .45-caliber semiautomatic pistols.

CMP was established in 1903 to promote civilian marksmanship training for the public. Congress privatized the organization in 1996 and allowed it to sell eligible military firearms that the government deemed fit for public use.

Revenue from these sales supports such things as firearm safety programs, marksmanship seminars, scholarships, and more.

The Short Service History Marked by Significance

The M14 was first selected as the standard U.S. rifle for service members in 1957 and was developed from other famous weapons such as the Garand. It was meant to replace the existing famous weapons (such as Thompsons and Brownings), but the rifle's time in the spotlight was very limited. The length, weight, and other factors led to high levels of critique of the weapon, especially in tropical venues like the Vietnam War.

The M16 began to replace the M14 and had much fewer of the problems its predecessor had on the battlefield. The M14 did make certain select appearances in later operational locations, such as Iraq and Afghanistan.

The rifle collected a cult following, especially among collectors and competitive shooters. This demand is one reason for the high public interest now that the weapon is available to the public. Further information will be released through the CMP's official website as the January 2027 launch ramps up.

CMP Website https://thecmp.org

LOCATION OF A CMP STORE

CMP invites you to visit the CMP Stores as an alternative to ordering by mail. Make your trip to Talladega, Alabama, or Port Clinton, Ohio, a special one so you can take all the time you need to personally handle rifles and hand-pick your treasure.

CMP Talladega Marksmanship Park
4387 Turner Mill Road
Talladega, AL 35160 USA
Phone: (256) 474-4408

Store Hours: Wednesday through Sunday
8:00 am to 4:00 pm

CMP North Store – Port Clinton, Ohio
Camp Perry Training Site
Bldg. 3 (CMP Headquarters)
Port Clinton, OH 43452 USA
Phone: (419) 635-2141, ext 615/617
Email: northstore@thecmp.org

Store Hours: Thursday through Saturday

8:30 am to 4:00 pm

CA, CT, NY, NJ, OR, AND WA, please bring your FFL information with you when you visit the store.

For eligibility in making purchases from the CMP, see their website at:

https://thecmp.org/cmp_sales/eligibility-requirements/

Coast Guard Ends Middle East Mission, Moves Cutter Squadron to Western Pacific

By Dzirhan Mahadzir, USNI News, July 16, 2026

The U.S. Coast Guard is transitioning its Patrol Forces Southwest Asia (PATFORSWA) to the Western Pacific, ending a more than 20-year forward-deployed mission to the Middle East.

The Coast Guard's Expeditionary Cutter Squadron that makes up PATFORSWA, which was previously forward-deployed to Bahrain, will instead operate from Guam and the Pacific Islands, the service announced July 15. The transition from the Middle East to the Western Pacific is in response to national security requirements, reads the Coast Guard news release.

"Coast Guard forces have always adapted to meet urgent national needs," Adm. Kevin Lunday, Commandant of the Coast Guard, said in the news release. "The Expeditionary Cutter Squadron enhances the Coast Guard's ability to deploy our forces in support of Combatant Commanders and national security objectives."

PATFORSWA is made up of six Sentinel-class fast response cutters—USCGC *Charles Moulthrope* (WPC -1141), USCGC *Robert Goldman* (WPC-1142), USCGC *Glen Harris* (WPC-1144), USCGC *Emlen Tunnell* (WPC-1145), USCGC *John Scheuerman* (WPC-1146), and USCGC *Clarence Sutphin, Jr.* (WPOC-1147). The expeditionary cutters will continue to conduct maritime security operations and cooperative maritime activities from the Western Pacific, according to the service.

A major mission of the unit was to protect two Iraqi oil terminals in the western stretch of the Persian Gulf. The announcement from the Coast Guard comes as the Pentagon and the Iraqi government announced the planned withdrawal of U.S. troops from Iraq by September.

All six previously Bahrain-based Coast Guard



US Coast Guard fast response cutter USCGC *Charles Moulthrope* (WPC 1141) transits the Gulf of Bahrain, en route to its new homeport at Naval Support Activity Bahrain, May 25, 2021. US Army photo

cutters were sighted by ship spotters in late March in Singapore.

From the Western Pacific, the ECS forces will integrate with U.S. combatant commands to conduct exercises and maritime cooperative activities that enhance interoperability, strengthen strategic partnerships, and advance shared security objectives throughout the region, according to the release.

"These forces will rapidly support national security objectives across a range of operational theaters while leveraging the Service's unique authorities," reads the release.

PATFORSWA cutters are already engaged with regional allies and partners, *Charles Moulthrope* and *Emlen Tunnell* participated in a Maritime Cooperative Activity with the Armed Forces of the Philippines within the Philippine Exclusive Economic Zone from June 27-28. The two-day exercise included a series of interoperability activities, including a search and rescue exercise, maritime domain awareness activity, and division tactics, according to a U.S. 7th

Fleet news release. The AFP deployed Philippine Coast Guard patrol vessels BRP *Melchora Aquino* (MRRV9702) and BRP *Capones* (MRRV4404) and Philippine Navy frigate BRP *Antonio Luna* (FFG15) to participate alongside the U.S. Coast Guard.



Philippine Coast Guard Teresa Magbanua-class multi-role response vessel BRP *Melchora Aquino* (MMRV 9702) and U.S. Coast Guard Sentinel-class Fast Response Cutter USCGC *Charles Moulthrope* (WPC 1141) sail in formation during part of the Maritime Cooperative Activity (MCA) in the Philippines' Exclusive Economic Zone, June 27, 2026. (Photo: U.S. Coast Guard)

Following the MCA, *Charles Moulthrope* and *Emlen Tunnel* sailed to Sattahip, Thailand, to participate in the 32nd iteration of Cooperations Afloat Readiness and Training (CARAT) Thailand. The exercise began on July 6 and concluded Wednesday (July 15). Along with the two Coast Guard cutters, U.S. participation included a P-8A Poseidon Maritime Patrol Aircraft (MPA) of Patrol Squadron (VP) 26 assigned to Commander, Task Force (CTF) 72 and U.S. Marines from the Fleet Anti-Terrorism Security Team Pacific (FASTPAC).

The Royal Thai Navy deployed a surface force led by frigates HTMS *Taksin* (FFG-422) and HTMS *Saiburi* (FFG-458) while Royal Canadian Navy (RCN) joined the exercise with its Advanced Navy Capabilities Unit.

According to a U.S. Navy release, the at-sea phase in Sattahip and the Gulf of Thailand included complex training scenarios focused on anti-submarine warfare exercises, surface action group coordination, mine



SATTAHIP, Thailand - U.S. Navy Rear Adm. Kyle Gantt, deputy commander, U.S. 7th Fleet, (left) speaks with U.S. Coast Guard Capt. Michael Ross, commodore of Expeditionary Cutter Squadron aboard U.S. Coast Guard Sentinel-class fast response cutter USCGC *Charles Moulthrope* (WPC 1141), during Cooperation Afloat Readiness and Training (CARAT) Thailand 2026, July 7, 2026. This year marks the 32nd iteration of CARAT, a multinational exercise series designed to enhance U.S. and partner navies' abilities to operate together in response to shared maritime security challenges in the region. (U.S. Navy photo by Mass Communication Specialist 2nd Class Nicholas Rodriguez)

counter measures, and search and rescue training.

"These exercises advanced U.S. Navy, U.S Coast Guard, Canadian, and Thai forces' abilities to refine their tactics, techniques, and procedures in a dynamic maritime environment," reads the release.

Meanwhile, cutters *Robert Goldman* and *John Scheuerman* arrived Tuesday in Puerto Princesa, Palawan, Philippines, for a port visit, according to a Pentagon imagery release. The location of *Glen Harris* and *Clarence Sutphin, Jr.* was not known at the time of this article.

There are five planned Sentinel-class fast response cutters already based in Guam—ISCGC *Myrtle Hazard* (WPC-1139), USCGC *Oliver Henry* (WPC-1140), and USCGC *Frederick Hatch* (WPC-1143). They will be joined by the recently commissioned USCGC *Vincent Danz* (WPC-1162) and the fifth

cutter, *Jeffrey Palazzo* (WPC-1163), expected to be commissioned later this year. The Guam-based cutters are focused on the security of the U.S. islands there, along with supporting maritime security of South Pacific countries of which many lack adequate maritime enforcement assets.

The presence of PATFORSWA cutter forces in the Western Pacific will enable the U.S. Coast Guard to carry out more engagements in the Indo-Pacific. Previously, one to two National Security Cutters deployed to the region annually and operated under the U.S. 7th Fleet.



Service members from the U.S. Navy, U.S. Coast Guard, Royal Canadian Navy, and Royal Thai Navy pose for a group photo during the closing ceremony of exercise Cooperation Afloat Readiness and Training (CARAT) Thailand 2026. This year marks the 32nd iteration of CARAT, a multinational exercise series designed to enhance U.S. and partner navies' abilities to operate together in response to shared maritime security challenges in the region. (U.S. Navy photo by Mass Communication Specialist 2nd Class Nicholas Rodriguez)

VETERAN BENEFITS

DD214: What You Need to Know

By Tiffini Theisen, Military.com

From healthcare to home loans, education to employment, nearly every veteran benefit starts with one document: Your DD214.

What Is a DD214 Form?

Your military discharge papers are officially known as DD Form 214, or just DD214. All veterans receive this Certificate of Release or Discharge from Active Duty once they are out of the military.

In a nutshell, the DD214 is proof of your military service. All branches use this same form. There may be no more important document, as it serves as the key to unlocking benefits of all kinds.

What Is a Reserve DD214-1?

In recent years, the military's reserve components have also begun issuing departing reservists a new standard service record: Form DD214-1, the Certificate of Uniformed Service, Reserve Component Addendum. This form summarizes their periods of active and inactive service, as well as the "points" they've earned toward retirement.

Unlike active-duty members — who may receive only a single DD214 covering one continuous service commitment — reservists can accumulate many DD214s over a career, one for each activation and release, whether for full-time National Guard duty, a mobilization, or another contingency operation.

VETERAN BENEFITS

Why Your DD214 is So Important

Treat your DD214 like gold, as this piece of paper is vital to many aspects of your life in the civilian world.

The DD214 -- DD stands for Defense Department -- provides veterans with an accurate and complete summary of their active military service. It usually lists dates of service, any commendations or medals received, the reason for separation, and the type of discharge.

You are entitled to your military records free of charge, unless, for whatever reason, you simply prefer to pay someone to help you obtain them. Be aware of advertisements that claim you have to pay to get your DD214, or that they can get it more quickly (they can't).

Information the DD Form 214 May Include

- Active-duty information, including entry date
- Place of entry into active duty
- Home address at time of entry
- Mailing address after separation
- Last duty assignment and rank obtained before getting out
- Military occupational specialty (MOS)
- Military education
- Decorations, medals, badges, citations and campaign awards
- Service length
- Any foreign service
- Separation information (type, character of service, authority/reason for separation, eligibility codes)

Why Is a DD214 Important?

This separation document contains information normally needed to verify military service for benefits, retirement, employment, and membership in veteran organizations.

This form also gives civil and government agencies the information needed to apply any federal and state laws relevant to members who separate from the military.

The DD214 generally is needed for the following:

- Home loans
- Civilian employment
- Veteran organizations membership
- Social Security
- Burial/flag
- Education
- Homeless veteran services
- Medical services
- Deals and discounts for veterans (sometimes)

The Department of Veterans Affairs (VA) uses the form to determine eligibility for specific benefits.

The Department of Labor uses DD214 to determine eligibility for unemployment compensation. Additionally, the form will be used to determine reemployment rights. Inaccurate information on the DD Form 214 could result in a delay or denial of benefits.

The surviving spouse of a military veteran also needs to know how to access the DD214 in order for the service member's funeral service to receive patriotic honors. These include the folding and presentation of the United States burial flag; and the sounding of taps, at no cost to the family.

How to Get Your DD214

There are several ways to request a copy of your DD214:

- Via the federal government's eVetRecs website. (https://vetrecs.archives.gov/s/)

Visit the VA website (https://www.va.gov/records/get-militarty-service-records) for instructions on how to access your records via www.milconnect.com.

- By mail: Download the Form SF 180 -- the Request Pertaining to Military Records -- (https://www.archives.gov/veterans/military-service-records/standard-form-180.html) and mail it to the National Personnel Records Center (NPRC) at 1 Archives Dr., St. Louis, Missouri 63138. Detailed instructions on the Form SF 180 can be found at: (https://www.military.com/benefits/records-and-forms/replacing-military-records.html)
- By fax: Fax the completed Form SF 180 to the NPRC at 314-801-9195.
- Visit the National Personnel Records Center in person.
- Contact your state or county veterans agency to search for a VA facility near you.
- Hire an independent researcher.

Your request may take 4-6 weeks or longer.

What Is the Fastest Way to Get a DD214?

To receive a DD214 as quickly as possible, visit the eVetRecs website and, as you go through the dropdown menus, select "Emergency Request" in the dropdown menu under: "Which of these categories best describes why you're requesting the records?" You won't see this option until you begin going through the records request process and get to the "Service and request details" section.

You may also fax a record request using Form SF 180 to the National Personnel Records Center (NPRC) at 314-801-9195. Make sure to specify the emergency in the "Purpose" section of Form SF 180 before faxing it. If you have any questions, you may call 314-801-0800, but note that hold times can be long.

What If My DD214 Needs to Be Corrected?

Correcting a DD214 ensures that veterans' benefits, awards, and service history are accurately documented. If veterans find an error on their DD214, they can request an official correction, which will be issued on a DD215 form.

The DD215 serves as an addendum to the DD214 and should be kept with it as part of the complete service record. Visit the DoD Forms Management Program page for more information on how to obtain a DD215 form.

Why You Should Keep Your DD214 as Private as Possible

The DD214 includes personally identifying information that could put you at risk for identity theft. Someone with nefarious intent could apply for a credit card in your name or otherwise try to impersonate you.

"Identity thieves could use your personal information to obtain fraudulent credit, identification cards, and other items," according to the U.S. Army's Human Resources Command. "To protect yourself, treat your documents as you would a valuable personal possession. Store your documents only in a safe location not accessible to strangers."

Should I File a Copy of My DD214 at the Courthouse?

Over the years, experts have suggested that veterans file a copy of their DD214 at their local county courthouse, in order to make it easily accessible should the need arise.

However, before taking such a step, consider there may be a risk of identity theft if your DD214 would become publicly available, as many court records are.

Many municipalities have taken steps to ensure the privacy of veterans' records, either by preventing the general public from accessing discharge papers, or by blacking out some identifying information. So do your research before filing a copy of your paperwork at the courthouse.

Know All Your Legal Rights and Benefits.

Keep up with legal benefits available through Military.com.

Memories Out of a Sea Bag

By Bob Dell

Most of you out there that had enlisted in the Navy or Coast Guard will remember one of the first days in boot camp as the day that you were issued everything that the government deemed you should have on this green earth. You had shed your civilian attire and stood in line with the rest of your forming company in front of a vast array of naval stores. The first thing you got was a sea bag in which you were told that everything that was given to you was to be stored in this oversized canvas bag. This bag was to be transferred into the center of your universe in which all of your worldly goods were to be kept. After being issued about fifty pounds of various clothing items, you carried the bag awkwardly back to the barracks and you were presented with another surprise.

The surprise was that everything that had been issued to you was to be identified by stenciling your name and new serial number on each item. To this end, a small stencil and a dauber with black and white inks was issued. My identity was Dell, R.E. 304-241 in two lines. A leading petty officer worked us through where each stencil was to be placed, there was no variation on this, each item was to be displayed later during weekly sea bag inspections. Picture this: almost one hundred men of the newly forming Nan 19 boot company with all of their worldly goods out on the floor of the barracks trying to make neat stencils on all items. We were learning that we did not have our gear on the floor but on the deck, we didn't have walls, they were bulkheads, and the stairs weren't stairs, they were ladders. All this was very confusing in the beginning. From this point on, we lived out of our sea bags until graduation from boot camp, fourteen weeks later.

Most issued sea bags were white in color but our group, Company Nan 19, was given ones that were OD in color. At the top the bag, there were four grommets with about a half inch diameter line woven through them, used to close the bag and tie it up on your bunk. It always had to be secured with a square knot (no granny knots allowed) and no loose ends (Irish pennants). When I joined up, they were in transition, as far as clothes were concerned. For my blues, I was given one pair of modern zipper pants and another pair of thirteen button old-style with bell bottoms. We also still wore the old-style blue wool dress flat hat with U.S. Coast Guard emblazoned on the ribbon. I always thought these were sharp looking, but we only wore them in the cold weather months and in the early sixties they were abandoned for a new style of hat.

After we left boot camp, the sea bag was used mostly to carry our worldly goods and was stowed when we went aboard our cutter. Space was always at a premium on these small ships, but we were assigned a small locker to keep our daily needed items. The sea bag with our remaining items was put in the "sea bag locker" and our pea coats and raincoats were stowed in the "pea coat locker." All clothes were folded, usually inside out, and our dress blues were stored under the mattress on our bunk to keep them relatively wrinkle free. The only things that were allowed to be displayed by hanging on our bunks were a ditty bag with our personal items and a towel and wash cloth. Aboard a small ship you live close to the edge.

Early in my enlistment, I'd estimate that my sea bag weighed close to fifty pounds when I transferred between stations. When I came back home after two years out in the Pacific, my sea bag weighed over ninety pounds. This was a reflection on two years of accumulating stuff and not shipping it home beforehand. It took me a week of careful packing to get everything in the bag. I know the weight because, when I boarded a plane heading to the east coast, they weighed my bag and I had to pay extra to get it home. So, when you see a sailor walking down a street, and he has a definite lean to port or starboard, you know he has been carrying that sea bag around too much.

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rallyson@cgceva.org

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www.cgceva.org

CGCEVA SHIP'S STORE



Embroidered CGCEVA patch $8.50



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Small 3" car decal $4.25



New CGCEVA lapel pin with 2 prongs $10.00



CGCEVA Flex Fit ball cap without logo in sizes S/M or L/XL available in camel brown or navy blue $25.00



CGCEVA Flex Fit ball cap with logo in sizes S/M or L/XL available in camel brown or navy blue $35.00



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sizes: M, L, XL, 2XL



High-performance polo shirt with the new embroidered CGCEVA logo
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Operation Market Time Patch $6.50



Gulf of Tonkin Yacht Club Patch $6.50



New adjustable low profile ball cap with CGCEVA logo available in khaki or navy blue - $32.50



Coast Guard Squadron One Patch $8.25

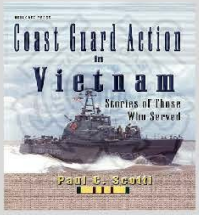


Coast Guard Squadron Three Patch $8.25



Explosive Loading Det Vietnam $8.50

Coast Guard Action in Vietnam by Paul Scotti, PNP
$27.00
Signed by author



Be sure to check out the Ship's Store on the CGCEVA webpage for new items as they become available!

INCLUDE $9.99 FOR SHIPPING AND HANDLING (S&H) FOR ALL MAIL-IN ORDERS. S&H IS AUTOMATICALLY ADDED TO ORDERS MADE THROUGH THE CGCEVA WEBPAGE.

COAST GUARD COMBAT & EXPEDITIONARY 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 **mplanitz@cgcva.org.** 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 **mplanitz@cgcva.org.**

MILITARY SERVICE INFORMATION

Service Branch and Dates of Service	Grade, Rank, Rate at Time of Discharge or Retirement

(Indicate broken service or other service affiliation below: (continue on reverse, if necessary)

Service Branch and Dates of Service	Grade, Rank, Rate at Time of Discharge or Retirement

Qualifying Service Medal Awarded (See Ribbons above)	Dates in Theater of Operations and Name of Campaign / Operation	Ship(s) or Unit(s) Assigned at Time of Deployment

IMPORTANT INFORMATION FOR MEMBERSHIP

This application MUST be accompanied by a copy of one or more of the following documents indicating applicant's participation in, or in direct support of, combat contingency operations: DD-214 (all pages), DD-215, NAV/CG-523, letter(s) of awards or other "official" documentation stating participation **WHILE A MEMBER OF THE U.S. COAST GUARD**. If necessary, a certified statement from a former shipmate who is a member of CGCVA and in "good standing," stating that they served with applicant in a specific unit during a deployment location and timeframe that qualifies for membership.

NOTE: DUES INCREASED ON 01 JANUARY 2025

Dues: $47.50 for two-year membership. Payment can be made by check or credit card through the CGCVA website with an option for automatic renewal. For Active Duty, and Long Term ADOS, initial membership is four-years.

Send application and payment to:

CGCEVA - National Secretary
P O Box 720
West Paducah, KY 42086

Make checks payable to: CGCVA

Questions: 410-690-8000

Print Name of CGCVA Sponsor or Referral if Appropriate | **Signature of Applicant** | **Date**

Check appropriate box: **Regular Membership** ◯ **Associate Membership** ◯ **Other** ◯

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

Coast Guard Combat & Expeditionary Veterans Association

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U.S. Coast Guard deployable specialized forces personnel, including PSU-301, MSRT-West, District Southwest Enforcement, and the U.S. Coast Guard Sentinel-class cutter *Robert Ward* (WPC 1130) crew, concluded participation in the PANAMAX 2026 exercise in-port and offshore of Panama City from Aug. 3-13. The exercise included 18 partner nations to conduct combined security and stability operations to enhance joint operational capabilities.