



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.

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U.S. COAST GUARD IN WORLD WAR II



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COME CELEBRATE THE 40TH
CGCVA ANNIVERSARY AND
14TH REUNION APRIL 14-18, 2025,
AT THE SHORES RESORT AND SPA
IN SUNNY DAYTONA BEACH,
FLORIDA!

See pages 16, 17 for
more information

FROM THE NATIONAL PRESIDENT

COAST GUARD COMBAT VETERANS ASSOCIATION

ELECTED OFFICERS

National President—Joseph Prince, LM

National Vice President—Bruce Bruni, LM

National Secretary/Treasurer—Gary Sherman, LM

BOARD OF TRUSTEES

Chairman—PNP Terry O'Connell, LM

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

ADMINISTRATIVE OFFICE*

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

THE QUARTERDECK LOG

Editor/Publisher — Bruce Bruni, LM, bfb203@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, Ed Semler,

Membership—PNP Michael Placencia, LM

Ship's Store Manager—Russell Allyson

Historian—PNP/Founder Paul C. Scotti, LM

Service Officers—Thomas Huckelberry, LM

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

MAA—Russ Weeks

Chaplain—Vince Patton, LM

Parliamentarian—PNP Michael Placencia, LM

Nominating Committee—Bill Femia, LM

Cape May Liaison—Thomas Dougherty, LM

COAST GUARD HISTORY CONTRIBUTOR

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

Semper Paratus everyone.

We all know that means "Always Ready." The Association also needs to ready, or prepare for the future. While we are not looking to replace members in positions of responsibility, we would like for other members to consider what their future might be with the organization. A new position that could be created is the National Event manager or Regional manager. This member would coordinate events taking place throughout the United States. While it sounds like a lot of responsibility, it would not be a full or even part-time job. Gary Sherman currently does this job along with juggling his many other responsibilities as Secretary/Treasurer. If anyone would be interested in knowing more about this opportunity, please contact Gary for further information.



We are also looking for members who live in different regions to be willing to assist in coordinating representation for the CGCVA at one or more events. A good example is Manager Tom Dougherty. He coordinates the graduations at Cape May, NJ. We currently have events at the CG Academy, where selected First Year Cadets and Direct Commission Cadets are presented with challenge coins; the annual ceremony at the Douglas Munro gravesite in Cle Elum, WA; the challenge coin presentation at the CG Chiefs Academy; and representing the CGCVA at various Cutter Commissioning Ceremonies, to name a few.

Reunion help is also needed for setup assistance, the welcome of attendees, and with the completion of other tasks to assure the event's success. If you would like to assist in any of these areas, it would be appreciated. Every little bit helps.

Nominations for officers of the CGCVA is always encouraged. Positions like the Board of Trustees is a good way to ease into the Association and requires only a minimal amount of invested time. If there are any questions about other jobs, please feel free to contact me. Some of these positions can look good on a resume!

How many people follow NASCAR like I do? Rusty Wallace and Denny Hamlin!!!! The Daytona 500 is the Super Bowl of NASCAR in a great surfside town to visit! I will leave it there as Bruce will provide an update on the 2025 Reunion. I hope everyone is doing well and until the next QDL, take care!!!
~ Joe Prince

FROM THE NATIONAL VICE-PRESIDENT

SHIPMATES!! PACK YOUR SWIM TRUNKS, BERMUDA SHORTS AND HAWAIIAN SHIRTS!! WE ARE CELEBRATING THE 40TH CGCVA REUNION ON DAYTONA BEACH!!



After searching for that ideal location for the 2025 CGCVA reunion, we have taken a leap of faith in hoping that, if the reunion site was enticing enough, you would make the commitment to attend. The reunion committee, comprised of Mike Johnson, Ed Semler, Mike Placencia and me, have worked diligently to find that idyllic place. National Secretary and Treasurer, Gary Sherman, sent out a request for proposal to the Reunion and Convention Bureaus of several cities that we thought would be worth our consideration. After receiving the proposals, Mike Johnson and I made site surveys of many hotels in five cities to determine if they had the appropriate sized spaces to host our event, were not in need of upgrade, or would require additional transportation costs for those arriving by air. After a rewarding site visit and steadfast negotiations by Gary Sherman, we have selected The Shores Resort and Spa, located right on beautiful Daytona Beach! See their website at: www.shoresresort.com.

The *Shores Resort and Spa* has recently completed a \$40 million renovation and is situated on “one of the most beautiful stretches of beach in Florida.” In our search for an attractive reunion site, we discovered that hotel room and banquet prices have skyrocketed everywhere. The rate for this resort is in line with other offers we received and only \$10 more than what the North Charleston Marriott quoted for rooms in 2025, the same place we held the 2019 reunion. Considering the reunion date is **April 14-18, 2025** and on the beach, the room pricing is very reasonable. The Sunset View and Coastal View rooms are priced at \$165.00 per night and the Oceanfront Rooms, \$195.00 per night, (plus tax). These are higher rates than we have paid in the past, but we think the location is worth the increase.

The hotel offers many resort activities such as bicycle rentals, beachside yoga, nightly seaside firepit with complimentary Shores s’mores kit, tennis, pickleball and bocce courses, a spa and wellness center, and beach Jeep trips. Nearby locations offer additional attractions like golf on several courses, arts and culture exhibits, the Angel and Phelps chocolate factory (my wife has already targeted that one) and many shops in which to find that perfect vacation gift.

We have also reorganized the week’s activities to maximize free time for the attendees to experience everything that Daytona has to offer. As usual, Monday is check-in day with the opening ceremony at 1600hrs. There will be a reception following the ceremony to catch up with old friends and to make new acquaintances. Tuesday begins with a breakfast business meeting at 0900hrs, breaking from the past tradition of a business luncheon. Attendees will have about 53 hours of free time from noon on Tuesday until the award banquet on Thursday evening, starting with the cocktail hour at 1700hrs and dinner at 1800hrs. In addition to conducting the business of the organization, we truly want this to be a vacation that you will fondly remember and tell others about.

The reunion committee and Gary Sherman have worked very hard to bring this unique reunion site to a realization. Consider combining a ship or unit reunion with the CGCVA reunion. Just let us know if that is what you intend to do so we can set aside a designated table or tables during the banquet for your group. We encourage and hope that you will consider attending. I think you’ll be impressed with our efforts.

~ Bruce Bruni

FROM THE NATIONAL SECRETARY / TREASURER

FINDING THE RIGHT HOTEL

Working with the Reunion Committee, helping to review issues related to the cost of holding our next reunion, it's become very clear to us that the costs of both the rooms and the catering are at an all-time high. In 2019, we were at the Marriott in Charleston, SC, for \$135 a night. We went back to that same hotel and they were at \$189 a night. Apparently, repeat business isn't as sought after as previously thought.

One of the stumbling blocks has been our tradition of bringing in our own alcohol to the Hospitality room. This practice is not acceptable at most venues, and the venues that might offer us that ability are either next to a major airport with no "view," no other businesses within walking distance, or are literally "beat" to death. The Reunion Committee wants to avoid us "having to bring our wallpaper repair kit" to some of the hotels we've seen.

Clearly the tradition of bringing our own alcohol is more difficult as the hotels blame state liquor laws as the obstacle to their granting us permission.

CHECK OUT OUR WEBSITE, IF YOU CAN!

If you want to check out our website, or want a shipmate to see it, please refer to **GOOGLE** or **BING**. Our website will show up easily on these two web browsers, but if you search for our website on **YAHOO**, **DUCK DUCK GO**, **AOL**, **ASK JEEVES** OR **ECOSIA**, you won't find it. That is a result of how our webpage was initially designed. On some of these browsers you'll see a reference to our Facebook page but not the actual CGCVA website. The Facebook page doesn't hold much information on the CGCVA and we've had many visitors ask to "Join" the Facebook page, thinking that is all that is needed for CGCVA membership. However, the good news is that we are working with a webpage designer to revise the CGCVA webpage so it will be more user friendly and will

enable our webpage to be available to ALL search engines.

It is important that we promote the association to perspective members so just say "Google the CGCVA!"

NEW LAPEL PINS ARE HERE!

We have recently stocked our new Lapel Pin, which has the revised logo that matches our Challenge Coin, Logo Patches, and every other image in our brand. This new Lapel Pin has a pin and clasp on the back instead of two prongs, making it less intrusive, especially on baseball caps.



We don't anticipate any major changes to the new logo's colors in the future, so you can stock up on these new designs, which will last many years. Thank you!

Semper Paratus!

Gary Sherman, National Secretary/Treasurer



BOOSTER CLUB

THE QDL BOOSTER CLUB

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

CURRENT QDL BOOSTER DONATIONS

**Thomas Dougherty, Gerald Nauert, David L. Powell, Michael Niles, James E. Wilson,
Paul D. Balmer, Jonathan Vaughn, James D. Wood**

IN MEMORY OF DONATIONS

**Richard Gobble, IMO VADM Thomas Sargent and Marcel "Ski" Bujarski,
Charles Bevel, IMO Joyce Bevel,
Geoffrey Ciereck, IMO John Gaida**

CROSSED THE BAR

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

**Charles H. Thorn, WWII, George T. McClintock, RVN, John R. Wallace, RVN,
Ronald A. Perry, RVN, Paul A. Little, RVN, Norman Lemoine, CGC Bibb, RVN**

NEW MEMBERS

NEW MEMBER	SHIP/UNIT IN COMBAT ZONE	CONFLICT	SPONSOR
Charles R. Crockett	CGC Pt Glover	RVN	
Harry K. Lovett	Squadron One	RVN	John Buck
John Q. Lawton	PSU 312 (AFEM)	GWOT	MCPO Mike Placencia
Travis B. Moncrief	PATFORSWA	GWOT	MCPO Mike Placencia
Abel Lara, Jr.	PSU 311 (AFEM)	OEF/OIF	MCPO Mike Placencia
William A. Dearn	PSU 302	DST	
Robert Fong	PSU 303	DST	ADM Steve Day

AUXILIARY NEWS



AUXILIARY NEWS *National Auxiliary President*

Sending best regards and warm wishes for 2024.

The CGCVA Auxiliary board is happy to join in sharing the wonderful news of the 2025 Reunion. It will be held at the Shores Resort and Spa in Daytona Beach, FL, from 4/14-4/18, 2025. The beach front resort is beautiful and will offer many popular attractions for attendees of the reunion.

We are fortunate to have the most resolute and supportive members as exhibited by the successful reunion in 2023. With that being said, we are asking for all members of the CGCVA and Auxiliary for suggestions and donations for the silent auction. The goal in 2025 is to surpass the 2023 total of \$3,995.00.

CGCVA officers and Auxiliary board members

have discussed additional fundraising efforts involving soliciting major retailers, hospitality establishments, vacation and golf resorts, etc. More details will follow in future QDLs.

We are also asking for any suggestions for speakers and/or activities for the Auxiliary breakfast, which will replace the luncheon.

Lastly, approval has been given to increase the 2-year auxiliary membership from \$15 to \$20, effective with new and renewal memberships.

Your auxiliary board, Barbara Weeks, Linda Kay, and Javaughn Miller, welcome all suggestions, comments, questions, and concerns.

Thank you for your continued support and confidence.

~ Barbara

weeksbarbara1@gmail.com

COAST GUARD COMBAT VETERANS ASSOCIATION AUXILIARY MEMBER APPLICATION

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

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

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

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

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

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

For additional information, please contact: Javaughn Miller (Auxiliary National Secretary/Treasurer)
Email: jallsmiller0@gmail.com or (619) 328-8576

“Semper Paratus” — “Always Ready”: United States Coast Guard Operations in World War II

By William H. Thiesen, Atlantic Area Historian
United States Coast Guard

I know of no instance wherein they did not acquit themselves in the highest traditions of their Service, or prove themselves worthy of their Service motto, “Semper Paratus” — “Always Ready.”

Fleet Admiral Chester Nimitz, United States Navy

In the quote above from the introduction to Malcolm Willoughby’s *The U.S. Coast Guard in World War II*, Admiral Chester Nimitz applauded the Service for performing the myriad wartime duties assigned to it. Typically overlooked in histories of World War II, the United States Coast Guard proved its worth by performing its traditional missions of humanitarian response, maritime interdiction, and marine safety enforcement, and by adopting numerous missions necessary for an Allied victory in World War II.

The Coast Guard underwent changes in the early 1900’s that prepared it for the demands the Service would face in World War II. In January 1915, President Woodrow Wilson signed the “Act to Create the Coast Guard,” which combined the U.S. Life-Saving Service and the U.S. Revenue Cutter Service into one agency, and designated the newly formed “Coast Guard” a military service. In World War I, the Service transferred from the Treasury Department to the Navy and not only guarded the coasts, but escorted convoys and ensured port security—all missions the Coast Guard would perform in World War II. Prohibition saw the Service become the lead agency fighting the “Rum War,” increasing the Coast Guard’s size and technological sophistication. In this war against smugglers, the Service operated thirty-one of the Navy’s four-stack destroyers and several new classes of cutters designed for offshore interdiction.

Prohibition also saw the establishment of Coast Guard aviation and the Coast Guard Intelligence Office, which became a leading Federal intelligence branch and helped break enemy codes in World War II. The year 1932 saw completion of the modern Coast Guard Academy, which produced many of the Service’s combat leaders in the war. In 1936, the Service deep-selected Commander Russell Waesche and appointed him rear admiral to serve as commandant of the Coast Guard. An organizational genius, Waesche’s intellect and bureaucratic experience would serve him well in leading the Coast Guard through the many challenges it faced before and during the war.

In the summer of 1939, President Franklin Roosevelt effected a consolidation of the U.S. Lighthouse Service into the Coast Guard. By presidential directive, the Lighthouse Service ceased to exist on July 7th while its 5,200 personnel moved from the Commerce Department to the Coast Guard and Treasury Department. This merger with the Service resulted in the transfer of ships, depots, district offices, and 30,000 aids to navigation. These aids to navigation included innumerable buoys, day markers, radio beacons, lightships, and lighthouses that populated America’s seacoasts, lakeshores, and river systems. This merger also resulted in the new Service mission of manning and maintaining aids to navigation in peacetime and war.

Coast Guard units served with distinction in missions supporting the war effort even before formal U.S. entry into World War II. On September 3rd, 1939, after the Nazi invasion of Poland, France and Great Britain declared war on Germany. On September 5th, President Roosevelt declared U.S. neutrality and ordered units of the U.S. Navy and Coast Guard to carry out “Neutrality Patrols.” These patrols were designed to observe and report belligerent warship movements in a cruising area that extended far into ocean waters adjacent to U.S. shores. Built in the late 1930s, the Service’s high

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seas Treasury-class cutters (sometimes referred to as the “Secretary” or 327-foot class) became a mainstay of these neutrality patrols.

In January 1940, President Roosevelt directed the Coast Guard to establish the “Atlantic Weather Observation Service.” Equipped with U.S. Weather Bureau observers, the Service’s ocean-going cutters carried out weather observations crucial to Allied forces in the European Theater. Twice daily, the weathermen measured atmospheric conditions using balloons and recorded water temperatures. Remaining on station for a month at a time, these cutters also served as aids to navigation for military and commercial vessels and trans-Atlantic air traffic, while the cutters’ radar and radio equipment were manned around the clock. The weather ships also provided medical services to passing merchant ships and served as search and rescue platforms. This assignment could prove deadly as demonstrated by the cutter *Muskeget*, a Coast Guard weather ship lost with all hands to a U-boat attack in 1942.

As the nation crept closer to war, the Coast Guard received even more responsibilities. In June 1940, President Roosevelt invoked the “Espionage Act” of 1917 and tasked the Coast Guard with port security duties, including guarding piers and patrolling waterside approaches to shipyards and strategic waterfront facilities. This assignment governed the anchorage and movement of all ships in U.S. waters and provided protection to American ships, harbors, and waters. In October 1940, Congress passed the “Dangerous Cargo Act,” which assigned the Coast Guard oversight of ships carrying high explosives and dangerous cargoes. In the spring of 1941, the Coast Guard seized scores of merchant ships of the Axis Powers in its role as the Nation’s port security enforcer.

Overall, the Coast Guard’s port security program proved well organized and effective despite the tremendous responsibility it faced before and during World War II. For example, in 1943, a fire ignited in

the hold of the *El Estero*, a cargo ship loading bombs and ammunition at the docks in Bayonne, New Jersey. Coast Guard fireboats and a detachment of Coast Guard Reservists responded immediately to the conflagration. These first responders later scuttled the ship and prevented a detonation that would have leveled parts of New York’s waterfront and killed thousands of local residents. Throughout the coming conflict, U.S. logistical centers controlled by the Coast Guard would remain secure from similar mishaps and sabotage attempts.

In the spring of 1940, Nazi Germany occupied Denmark and a year later the U.S. incorporated the Danish territory of Greenland into a hemispheric defense system. President Roosevelt designated the Coast Guard as the lead military service responsible for Greenland operations, including convoy duty, search and rescue, and defense against German infiltration. On September 12th, 1941, the cutter *Northland* spotted a fishing trawler flying Norwegian colors near MacKenzie Bay on Greenland’s eastern coast. *Northland*’s commanding officer, Carl Christian Von Paulsen, sent an armed party to board the ship, named the *Buskoe*. That night, a shore party from *Northland* located a German weather station and captured its party, in addition to the capture of *Buskoe* and her crew. Von Paulsen’s *Northland* was the first American unit to contact the enemy in World War II, and *Northland*’s crew made the first U.S. naval capture of the war. The Greenland Patrol would remain under Coast Guard oversight for the rest of the war.

By 1941, war clouds had formed off both the East and West coasts of the U.S., requiring further organizational change in the Coast Guard. The Coast Guard Reserve was established by passage of the “Coast Guard Reserve and Auxiliary Act” in February 1941. This legislation established the Coast Guard Auxiliary under its present name (the Auxiliary had previously been called the “Coast

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Guard Reserve”). The Service used the Naval Reserve as a model for the Coast Guard Reserve, which included fulltime paid reservists, who would serve alongside active-duty regulars for the duration of the war. In addition, a new corps of “Temporary Reservists” would serve in volunteer and paid assignments to support the war effort at home.

The Coast Guard underwent more changes as the U.S. was drawn into the war. For example, the 1941 Lend-Lease Act permitted President Roosevelt to transfer ten Coast Guard cutters of the 250-foot “Lake-class” to the Royal Navy in the spring of 1941. On November 1st, 1941, President Roosevelt signed an executive order transferring the Service’s duties from the Treasury Department to the control of the Navy. After the start of the war, in February 1942, the president transferred the Bureau of Marine Inspection and Navigation to the Coast Guard. Already responsible for merchant-marine personnel and ship safety, this added mission gave the Coast Guard oversight of merchant vessel safety from the drawing board to the scrap yard. Marine safety developed into such an important Service mission during the war that it remained permanently within the Coast Guard after the conflict.

Official Coast Guard combat operations began in December 1941 at Pearl Harbor, where cutters put up anti-aircraft barrages against Japanese aircraft and performed harbor and anti-submarine patrols alongside U.S. Navy assets. The Service suffered its first combat casualties when enemy forces attacked two Coast Guard-manned vessels serving on opposite sides of the globe. Off of Iceland, *U-132* attacked the Secretary-class cutter *Alexander Hamilton*, which suffered twenty-six killed and fifty-six wounded. She capsized and had to be sunk by friendly fire on January 30th, 1942. *Hamilton* was the first American warship lost to enemy action after the U.S. entered the war. That same day, the Coast Guard-manned transport USS *Wakefield* was refueling in besieged Singapore when a Japanese

bomb from a high-level air raid penetrated the ship, killing four Coast Guardsmen. Despite the casualties, *Wakefield* survived the bombing and successfully delivered her cargo of civilian refugees to India.

The use of beach patrols dated back to the old Life-Saving Service, a Coast Guard predecessor agency. In late 1941, the basic structure of wartime beach patrols was set into motion with the Navy maintaining offshore patrols and the Coast Guard working along the nation’s coasts. Coast Guard lifesaving stations and lighthouses became bases for a force of nearly 25,000 Coast Guardsmen patrolling thousands of miles of shoreline on foot or horseback, in vehicles, and with and without dogs. In 1942, U-boats supporting the Nazi’s Operation “Pastorious” landed two sabotage teams on the East Coast, one in Florida and the other in New York. Each team of four men was to strike key U.S. factories and railroads. On a foggy evening in June, beach patrolman John Cullen witnessed the first German team shortly after it landed on Long Island. Within weeks, the Federal Bureau of Investigation apprehended all the enemy agents in New York and Florida. All but two of the saboteurs were hanged, ending this failed Nazi sabotage attempt.

In May 1942, the Chief of Naval Operations requested the Coast Guard Reserve to organize a coastal patrol. Often referred to as the “Hooligan Navy” or “Corsair Fleet,” the Coastal Picket Patrol’s duty was to supplement coastal naval forces employed in anti-submarine and rescue duties. Made up of privately owned yachts equipped with machine guns, four depth charges and a radio, the yachts were supposed to attack enemy submarines whenever possible. Yacht owners usually remained in command of their boats with a temporary enlisted rank of chief boatswain’s mate. At first, Corsair Fleet crews were made up of college boys, Boy Scouts, beachcombers, ex-bootleggers, and rumrunners. Almost anyone who could reef a sail

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and steer a course, and many who could not, could qualify as crewmembers. Later in the war, however, Corsair Fleet crews comprised better trained and more experienced seamen. During the war, the Coast Guard played an important role off home shores and on the high seas.

Using over half of its wartime personnel, the Service manned 802 Coast Guard, 351 Navy, and 288 Army vessels to support land, sea, and air forces in all combat theaters. Coast Guard troop ships, attack transports, cargo vessels, fuel ships, and auxiliary vessels provided for Allied amphibious operations, fighting fleets and land forces throughout the world. These ships ensured the logistical support of ships and troops that were the lifeblood of offensives against Axis forces. Late in the war, the Coast Guard-manned transport USS *Serpens* suffered a detonation* of her cargo of depth charges, killing all but two of her 200-man crew. It was the largest single loss of life in Coast Guard history. (**The detonation was ruled accidental by the Navy but with no evidence to support that theory*)

Naval historians generally overlook the Coast Guard's participation in the Battle of the Atlantic. The Coast Guard's fleet of medium and high endurance cutters, and numerous Coast Guard-manned destroyer escorts and patrol frigates, served a vital role as convoy escorts. The Service even manned USS *Big Horn*, a heavily armed tanker "Q-ship" designed to lure U-boats, un-mask her hidden guns and attack the unsuspecting enemy submarines. All of these warships helped protect Allied convoys ensuring the timely and safe arrival of personnel, food, and military cargoes to Europe. Besides escort duty in the North Atlantic, Coast Guard vessels escorted convoys across the central Atlantic, in the Mediterranean and Caribbean, and along America's shores. In May 1942, Lieutenant Maurice Jester commanded the escort cutter *Icarus* in sinking *U-352* off the North Carolina coast. He later received the Navy Cross Medal as captain of

the first U.S. warship to sink a U-boat and capture her crew. Over the course of the war, Coast Guard-manned warships sank eleven U-boats.

Involved in the Pacific War from the start, the Coast Guard's first major offensive took place at Guadalcanal in August 1942. There, Coast Guard-manned ships and boats ensured the steady flow of fresh troops, supplies, and equipment to marines on the front lines. And, when the marines needed small boats for reconnaissance and combat missions, Coast Guard crews were always ready to man them. Signalman Douglas Munro was posthumously awarded the Medal of Honor for rescuing those in harm's way, a mission common to the Coast Guard. He is the only Coast Guardsman to receive the medal. In this case, Munro's flotilla of landing craft evacuated a marine battalion ambushed by the Japanese at Point Cruz, Guadalcanal, saving 600 Marines. The Coast Guard also participated in all of the Allied amphibious landings in North Africa and Italy, beginning with the November 1942 Operation "Torch" landings in French-held North Africa. The Service's extensive record of transporting and landing troops made Coast Guardsmen the U.S. military's experts in operating, maintaining, and salvaging landing craft.

During the war, the Coast Guard's combat missions required the taking of enemy combatants' lives, however, its search and rescue mission required the Service to save the lives of all victims of the naval war. Coast Guard lifeboats brought in scores of survivors from tankers and cargo vessels torpedoed along the East Coast, and the Service's amphibian aircraft guided surface ships to survivors along the coasts or landed on the open ocean to perform water rescues. In December 1942, Lieutenant John Pritchard piloted a Grumman J2F "Duck" amphibian aircraft from cutter *Northland* to rescue the downed aircrew of a B-17 bomber on the Greenland icecap. He died when his Duck crashed in whiteout conditions trying to evacuate the last

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survivors from the downed aircraft.

Like the Service's aircraft and lifesaving boats, the Coast Guard's ocean-going cutters performed the rescue missions in the Atlantic Ocean from Greenland to the Mediterranean. Lieutenant Robert Prause served on board cutter *Escanaba* and developed a specialized rescue system that included tethered rescue swimmers with rubber exposure suits. When the Army transport *Dorchester* was torpedoed in Greenland waters in February 1943, *Escanaba* and cutter *Comanche* steamed to the rescue and saved a remarkable 300 passengers and crew. Prause died five months later, when the *Escanaba* exploded and sank with the loss of nearly all hands. Overall, Coast Guard cutters and aircraft rescued nearly 1,000 Allied and Axis survivors along the North Atlantic convoy routes, 1,600 along the American coast, and 200 in the Mediterranean, thereby continuing one of the Coast Guard's most important missions.

Like previous conflicts, World War II altered the Service's ethnic make-up and advanced the role of minorities. The first 150 African Americans volunteered for the Coast Guard in March 1942 and received training at the Service's desegregated facility at Manhattan Beach, New York. In May, all Coast Guard rates were opened to minorities, however, at first, black personnel were assigned to food service jobs on board cutters. Other African Americans received shore duty, such as the Tiana Beach Station, an all-African American lifesaving station on Long Island established in December 1942.

In late 1943, with the support of Commandant Waesche, the Coast Guard-manned USS *Sea Cloud* became the nation's first deliberate test of shipboard desegregation. *Sea Cloud's* desegregated crewmembers messed at the same galley tables and bunked in the same berthing spaces, and the cutter's senior leadership included African American non-commissioned officers and commissioned

officers, such as Lieutenant Clarence Samuels. *Sea Cloud* pre-dated the more famous Navy desegregated warships of 1944, such as USS *Mason*. African American cuttermen had commanded Coast Guard vessels well before the war and officers like Samuels did so again later in the conflict.

Late in November 1942, Congress approved legislation creating the Coast Guard Women's Reserve. This female reserve corps adopted the term SPAR, an acronym for the Coast Guard motto, *Semper Paratus* – "Always Ready." The establishment of the SPARs showed legislative recognition of American women's duty and right to serve as members of the armed services. More than 10,000 women volunteered to serve as SPARs between 1942 and 1946. This number included the Service's first active-duty minority women, such as Olivia Hooker, the first African American woman to don a Coast Guard uniform.

During the war, the Coast Guard led in the development of certain maritime-related technologies. LORAN is the military acronym for long-range navigation, which used radio waves to help planes and ships determine their exact location in any weather conditions. Under former U.S. Lighthouse Service engineer, Captain Lawrence Harding, in a cooperative effort between civilian scientists, the Navy, and Coast Guard, this transmitter-based system was developed. In March 1942, the Joint Chiefs of Staff ordered the Service to design, construct, and operate a chain of these LORAN transmitting stations. Harding oversaw the construction of forty-nine LORAN stations stretching from Greenland to the Pacific, to assist military aircraft and ships conducting combat operations. Though built to support the war effort, the system was adapted for civilian use and the Coast Guard continued to man LORAN stations until the satellite-based Global Positioning System (or GPS) made them obsolete.

In June 1942, U-boat attacks had reached

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their wartime high and U.S. strategists decided the development of the helicopter might help combat the underwater menace. Due in large part to the insistence of Commandant Waesche, the Chief of Naval Operations placed responsibility for rotary-wing aircraft development with the Coast Guard. By early 1943, Coast Guard captain Frank Erickson joined aircraft designer Igor Sikorsky at New York's Floyd Bennett Airfield to develop the helicopter as a naval and maritime aviation asset. In January 1944, the destroyer USS *Turner* suffered an internal explosion while anchored in New York Harbor and, with victim's lives at stake, Erickson lashed cases of plasma to an early model helicopter. He delivered the plasma in fifteen minutes where an automobile would have taken hours, demonstrating the usefulness of the aircraft. The helicopter would prove invaluable to the Service, and rotary-wing aircraft have since become a staple of military and civilian aviation throughout the world.

Termed Operation "Overlord," the June 6th, 1944, D-Day operation was the largest amphibious landing in military history. Coast Guard officers, including Lieutenant Commander Quentin Walsh, helped plan Operation "Neptune," the naval side of the invasion. Coast Guard personnel manned assault transports, cargo ships, 83-foot rescue cutters, LSTs, LCIs, and smaller landing craft off the beaches of Normandy. In fact, Coast Guard photographers shot the first and most famous photographs of the invasion. The Service's 83-foot cutters rescued 1,468 men from the surf and sinking ships offshore. Walsh went on to receive the Navy Cross Medal for assisting in the capture and operation of the Norman port of Cherbourg. During his Cherbourg mission, Walsh's command captured over 700 enemy troops, freed fifty American paratroopers taken prisoner by the Germans, and opened the damaged port for Allied shipping. The Coast Guard played a vital role in all other European amphibious operations, including the August 1944 Operation "Anvil" landings in southern France.

By early May 1945, the Nazi war machine had collapsed and, on May 8th, Admiral Karl Dönitz broadcast the order for all German military units, including U-boats, to surrender to Allied forces. Five U-boats surrendered to the Americans and the U.S. Navy selected six patrol vessels as its "surrender group." Three of these warships were the 165-foot cutters *Dione*, *Nemesis*, and *Argo*. The Navy selected *Argo's* skipper, Lieutenant Eliot Winslow, to lead the unit. As it had overseen the capture of arctic trawler *Buskoe*, the first enemy vessel captured by U.S. forces, the Coast Guard also brought in the last enemy vessels in the Battle of the Atlantic.

In the Pacific and Far East, Coast Guard personnel served in a variety of roles, from dog and horse instructors for Nationalist Chinese forces, to Office of Strategic Services intelligence operatives along the coast of Burma, to beachmasters overseeing landings on far-flung enemy held islands. However, most Coast Guardsmen manned transports, LSTs, and landing craft in support of amphibious operations. These landings included the Aleutian Islands, Tarawa, Saipan, Guam, Peleliu, Iwo Jima, and the Philippines. Coast Guard assets continued to operate through the end of the Pacific War, supporting the final amphibious operations against Okinawa. Before Japanese forces ceased fire in August 1945, Coast Guard strategists were heavily involved with the planning of Operation "Olympic," the invasion of the Japanese home islands.

The war officially ended September 2nd, 1945, when Japanese officials signed the articles of surrender on board the USS *Missouri* in Tokyo Bay. Before this historic event, Coast Guard Headquarters had devised a detailed demobilization plan. Coast Guard transports had shipped hundreds of thousands of soldiers, sailors, marines, and airmen to the war zone. In the late summer and fall of 1945, Coast Guard-manned transport ships began

COVER STORY

participating in Operation “Magic Carpet” to return them back home. Also in September 1945, separation centers in various Coast Guard districts began processing out as many as 14,000 Coast Guard men and women per month.

On January 1st, 1946, the Service reverted from Navy control to its place within the Treasury Department. On that same day, Admiral Waesche retired as Coast Guard commandant after a forty-year career. Serving nearly ten years as head of the Coast Guard (the longest tenure of any commandant) and the Service’s first flag officer appointed vice admiral and four-star admiral, Waesche had overseen scores of Coast Guard organizational and mission changes. These included a merger with the U.S. Lighthouse Service; rapid influx of assets and personnel; formation of the Coast Guard Reserve and Coast Guard Auxiliary; racial desegregation of the Service; the development and implementation of new technologies, such as LORAN and the helicopter; addition of the former Bureau of Marine Safety and Navigation (which became permanent in

1946); and the return of hundreds of thousands of troops to the U.S. Two weeks after Waesche retired, Navy Secretary James Forrestal decorated him with the Distinguished Service Medal and, in March, President Harry Truman nominated him and nine other flag officers to permanently retain their wartime rank. Waesche died later that year and was laid to rest at Arlington National Cemetery.

As with all wars, World War II had a transformative effect on America’s military services. To support the cause, the Coast Guard expanded to a record high of over 170,000 men and women serving in uniform at one time, with nearly 250,000 personnel serving over the course of the war. The Coast Guard supported both its combat missions and its traditional service missions, including: aids to navigation; search and rescue; marine safety; convoy escort duty; troop transport and amphibious operations; port security; and beach patrol. By doing so, the United States Coast Guard proved itself *Semper Paratus* or “Always Ready” to perform any maritime missions required by the war effort.

US Coast Guard seizes Iranian missile components bound for Houthi militants, CENTCOM says

By ALISON BATH

STARS AND STRIPES February 15, 2024

U.S. maritime forces in the Middle East recently seized advanced weaponry stashed aboard a ship from Iran headed to Houthi-controlled areas of Yemen, military officials said. A team from the U.S. Coast Guard cutter *Clarence Sutphin Jr.* discovered more than 200 packages of medium-range ballistic missile components, explosives, and communication and network equipment after boarding the vessel in the Arabian Sea on Jan. 28, U.S. Central Command said Thursday. They also found underwater and surface drone components, anti-tank guided missile launcher assemblies and other military equipment, according to a statement. “This is yet another

example of Iran’s malign activity in the region,” Gen. Michael Erik Kurilla, commander of CENTCOM, said in the statement. He added that Iran’s continued supply of advanced conventional weapons to the Houthis violates international law. The statement did not identify the boarded vessel nor did it say if people aboard the ship were detained.

Naval forces in the U.S. 5th Fleet area of responsibility routinely conduct operations to intercept weapons being sent to the Iranian-backed Houthis. Similar interdictions in late 2022 resulted in the seizures of more than 170 tons of potentially explosive chemicals and 50 tons of ammunition rounds, fuses and rocket propellants from fishing vessels transiting the same area. The Defense Intelligence Agency confirmed Houthi use of Iranian missiles and aerial drones in the group’s attacks across the Middle East, in a report released this month.

Military Reunions Are Evolving. Reunion or Vacation? We Need Both to Survive the Future.

**by Mike Johnson, National Trustee,
Reunion Committee Member**

I have been heavily involved in the Coast Guard reunion process for over 23 years. As a 14 year President of the USCGC Bibb Shipmates Association and current three term running CGCVA Reunion Committee member, I have arranged eight reunions with up to 60 rooms reserved, and have assisted our own Bruce Bruni as we have searched for a worthy site for our 2025 “East Side USA” Reunion.

Bruce and I, accompanied by our wives Jeannie and Sherry (at no cost to the CGCVA for any of us), began the search for a city, then a location within or around that city. We started with the most positive of attitudes. After visiting Charleston, Jacksonville, Saint Augustine and Daytona Beach, Bruce and I found we were facing corporate business models that are different from any we had seen in prior years. Prices are up significantly for everything we traditionally provide and offer at our reunions. Rooms, food, meeting space, the hospitality room, have all gone up in price. There are new rules, too. Am I informing you of anything you don't already know?

Bruce and I, with some good, productive input from our wives, asked ourselves, “What can we do differently to overcome the obstacles of high pricing and the new rules?” In the cities named above, only sites outside the cities (and not even all of those), would allow the CGCVA to bring in our own alcohol. In the past, we have overlooked nicer hotels that offer much more in services, nearby entertainment, restaurants and dining, sports and other activities to instead offer you an inexpensive room, and free booze in the hospitality

room. Think about it. Ask yourself. “Do I want just a reunion or a reunion and a vacation?” What about your wife, partner or significant other? “Here we are, another reunion, sitting around a table, watching our men tell the same old stories.” Offering a destination vacation will provide more options for our hardworking Ladies Auxiliary, and may encourage more spouses, members, first time attendees, prospective members, and guests to attend.

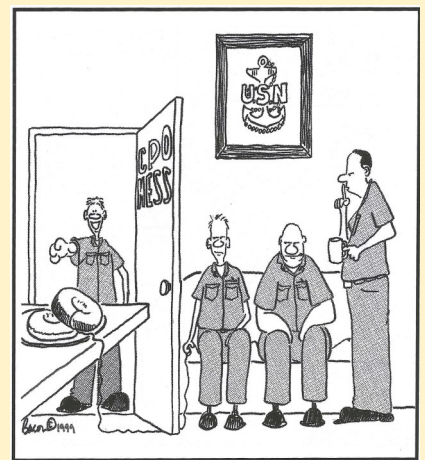
We decided that we should propose something different to the leadership. We need to stimulate the future of the CGCVA, those who are not yet members. CGCVA Ladies Auxiliary President, Barbara Weeks, is now included in more reunion communication and planning. We need to appeal to future members right now. They are the Port Security Unit veterans who qualify, and the men and women still deployed in the Middle East.

Location, location, location! We are making a few adjustments to offer you lovely scenery, a beach, the Atlantic Ocean, good food, and relaxing things to see and do.

The committee is working with the hotel on accommodating their rule changes regarding the alcohol in a designated suite during limited hours.

This reunion will be different and better for your wives, partners, dates, or a friend. Please come and see. How can you not? This place is beautiful, man! I promise you, there will be no regrets.

~ Mike



Trolling for Mess Cooks

IT'S REUNION TIME AGAIN

It is hard to believe that the planning for the CGCVA's 40th anniversary and the 2025 reunion has been ongoing since last October. We just finished a 2023 reunion and are already making plans for the next one. It has been a challenge approaching the reunion from a different angle after conducting multiple site visits and discussing our requirements with several hotels in each of the various cities that Mike Johnson and Bruce Bruni visited. After finding that "one place" that was really different from what had been offered in accommodation, location, things to do, and can be described as a "Vacation Location," we set the negotiations for pricing of meals and accommodations into motion. Much credit goes to Gary Sherman for holding fast on pricing by working with the hotel to bring meal prices into an acceptable range, even with the higher costs associated with inflation.

The 2025 CGCVA reunion will be held **April 14-18, 2025**, at the **Shores Resort and Spa**, a chic, upscale resort located on Daytona's beautiful beach. Imagine the morning sunrise as you prepare to start the day enjoying the warmth of the sun, sand, and waves, recharging your "batteries" after a long, cold winter. While enjoying excellent hospitality, take advantage of the Azure Oceanfront American Kitchen, and the Barefoot Tiki Hut bar located on the pool deck to enjoy local brews and frozen drinks. The CGCVA registration form will be in the 3rd quarter edition of the Quarterdeck Log, but for now we are providing some information for what could be the best reunion in our 40 year history. The hotel's spa is also offering a 20% discount of their Indulge Spa services, with reservations that are made in advance to include any massage treatment. While every other hotel in the area is charging \$25 or more per day for parking, the Shores Resort has reduced their price to \$10/night (plus 6.5% tax) for their self parking lot, which is located directly across the street from the

hotel. Valet parking is still available at the regular rate of \$30/night plus tax. The hotel's resort fee was reduced from the usual \$30 per night to \$10/night.

The Shores Resort and Spa has reserved a bank of rooms for us, with a deadline of March 24, 2025, for making your reservation, after which time the rooms will be returned to the hotel's general inventory. Reservation requests received fewer than 30 days prior to April 14 will be accepted on a space available basis at which ever is higher, the contracted or the then current rate. Additionally, any type of room requested will be on a first come basis. So it is in your best interest to make your reservations early.

Reservations may be made using the following number, 866-934-7467. Identify yourself as being part of the Coast Guard Combat Veterans Association, provide your name, requested type of room, request bed type (king, queen double, or suite), intended check in date and check out dates.

The room rates will be honored for up to three days after the scheduled group departure, based upon availability. Again, if you intend to stay longer, make your reservations early.

Guest accommodations will be available at 4:00pm on arrival day and reserved until 11:00am on departure day. Requests for late departure, can be made at the front desk. A deposit equal to the room rate and tax will be required for the first night and is refundable if the hotel receives a cancellation notice from the guest at least 72 hours in advance. A valid credit card will be required upon check-in.

The reunion registration form will be published in the next edition of the QDL. Until then, make your plans to attend the 2025 reunion and encourage others to do the same. This is the best location that we have had for the biennial reunions in the past 40 years. Don't miss it.

REUNION 2025—DAYTONA BEACH SHORES—APRIL 14-18, 2025

The 2025 CGCVA reunion to be held April 14-18, 2025, at the **Shores Resort and Spa**, located at 2637 South Atlantic Ave, Daytona Beach Shores, FL, a really nicely decorated place.



Poolside patio



Firepit for an evening gathering and



King Oceanview w/ balcony



Check out the Shores Resort and Spa website at: www.shoresresort.com

Hotel pool at morning sunrise

Indulge Spa



Breakfast on the patio

Oceanview Lounge



Barefoot Tiki Hut poolside bar



Azure Oceanfront American Kitchen



FEATURED ARTICLES

WHIDBEY VETERAN OFFERS LIFETIME OF SERVICE

Reprinted from the Whidbey News-Times
By Luisa Loi, November 11, 2023

Frost is one of over 11,000 veterans in Island Country that will be honored on Veterans Day



Bill Frost sets foot in Iraq during Desert Storm on February 28, 1991 (photo provided)

Ernest William Frost II, also known as Bill, has vivid memories of the thick clouds of sand that would surround his helicopter as he tried to land safely in the Arabian Desert. It was already hard during the day, but even worse at night, despite the night vision goggles. Though he could rely on his extensive flying experience, landing in such conditions was a nerve-wracking endeavor that only his faith could make tolerable.

“It was some of the most challenging flying I had ever done,” he said.

At the time, Frost was flying EH-60 Blackhawk helicopters in Saudi Arabia and Iraq during the Desert Shield and Storm operations in 1990 and 1991.

Being on the ground didn’t provide opportunities to relax, either. In Iraq, his battalion had to be prepared to leave at a moment’s notice, which meant no tents. Instead, to elude Saddam

Hussein, they had to sleep under poncho liners tied to the side of the aircraft. Frost was always aware of the possibility that he wouldn’t be able to see his wife and two daughters again, but thankfully nothing happened.

If there is one thing that he has learned during his time serving the country, is to trust the Lord. A devout Christian, Frost is grateful to God for keeping him sane during his time in Vietnam and the Middle East.

“The Lord directs my path and where I go, so I trust Him to guide and direct me,” he said.

Despite the challenges he’s encountered in his path, 77-year-old Frost can now enjoy a tranquil life in Dugalia Bay on North Whidbey, spending time with his wife and grandchildren.

Frost’s journey began in 1966, when, in an attempt to avoid being drafted to Vietnam, he signed up for the Coast Guard. After eight weeks of basic training in Alameda, California, he was transferred to Seattle where he set sail to Antarctica aboard the ice breaker, *Burton Island*. The ship would clear the way for supply ships headed toward McMurdo Station, a U.S. base in Antarctica. The operation is known as Deep Freeze, and takes place every year.



U.S. Coast Guard Seaman Apprentice Bill Frost’s Boot Camp graduation photo taken at Alameda, California, in 1966

FEATURED ARTICLES

Frost recalled feeling confused at his companions' snickering as he checked the mail room upon his return from the mission in 1968, but soon realized what was going on. The very thing he had tried to avoid had come to get him: Vietnam.

That same year, after going through survival, escape, resistance, and evasion training, he was sent to Vietnam and put in charge of sailing one of twenty-six 82-foot-long-ships the Coast Guard deployed to the South China Sea. Their job was to stop the Vietcong from smuggling weapons and other equipment into South Vietnam. Frost felt bad for the villagers who lived on the coast, stuck between the Vietcong and the Americans while trying to survive, and he is reminded of that whenever he reads today's news.

At night, he would hear the sounds of a fight and feel grateful for being placed on a ship rather than on land to fight. However, while he was gone on R&R (military slang for "rest and recuperation") in Australia, he was reminded his job entailed risks, too. The mortar on his ship exploded, killing two men, including the Executive Officer with whom he had spent a lot of time together standing guard.



A young Bill Frost in Vietnam aboard USCGC Point Arden in 1968.



USCGC Point Arden conducting Operation Market Time boardings in Vietnam.

Frost spent 17 months in Vietnam, after his tour was extended. When he returned home in 1970, he spent seven months working as a coxswain running a 40-foot search and rescue boat on Elliott Bay in Seattle for the Coast Guard.

During his nine-year break in service, he earned a bachelor's degree in physical education from Whitworth University in Spokane, a Bible Certificate from Multnomah University and a master's degree in law enforcement from the University of Portland.

In 1977, he landed a job as a deputy sheriff in Clark County, Washington, where he worked for two years, later working in Seattle as a patrolman for three months before he was accepted into flight school.

In 1979, Frost joined the Army as a Warrant Officer and trained to become a helicopter pilot, later teaching pilots to fly UH-1 Huey and UH-60 Blackhawk helicopters at Fort Rucker, Alabama.

For two years, he served as a medevac (medical evacuation) helicopter pilot in Korea, where he met his wife Suzie, whom he married in 1982. Though he wanted to stay in South Korea, he was sent to Germany for three years, and flew with the 8th Infantry Division around the country.

In September 1990, he was assigned to the C Company, 82nd Aviation Brigade, 82nd Division, spending seven months flying helicopters in Saudi Arabia and Iraq, and home in April 1991.

FEATURED ARTICLES



Bill Frost and his Blackhawk crew resting beside their helicopter in Iraq.

Frost concluded 22 years of military service in 1997, retiring as a Chief Warrant Officer. Following his retirement, he and his wife moved to his family property on Whidbey Island. After spending his childhood and adult years



Bill Frost in 2023 taken at the WWII Memorial in Washington, DC.

moving around, he could finally settle down.

After working as a corrections deputy in Coupeville and as a school bus driver, Frost is now fully enjoying his retirement, traveling with his wife and continuing to document his adventures with his camera. Among his collection of photos from his time serving the country, Frost keeps a display of the many medals he was awarded through the years, including the Legion of Merit Medal, the Vietnam Campaign Medal, and two Kuwait Liberation Medals, one from Saudi Arabia and the other from Kuwait.



A photo taken by Bill Frost in Vietnam depicting an F-4 conducting a bombing run on a valley above a village.

Frost is one of more than 11,000 veterans living in Island Country who will be honored on November 11th, Veterans Day.



FEATURED ARTICLES

COAST GUARD HISTORY AS DEEP AS THE SEA

By Dan Shearer (dshearer@gvnews.com)
December 13, 2023

When it comes to understanding the history of the U.S. Coast Guard, it's as much about what isn't written as what is.

Retired Coast Guard Commander Gary M. Thomas laid it out Saturday at American Legion Madera Post 131 for the Desert Coasties, a local group of Coast Guard Veterans.



Gary M. Thomas told the Desert Coasties tracking down Coast Guard history is difficult. (Photo: Dan Shearer Green Valley News).

Thomas, a graduate of the U.S. Coast Guard Academy, is executive director of the Foundation for Coast Guard History.

“We’ve always had terrible relationships with our history because we don’t worry about our history,” Thomas said. “Both the Marines and the Army go to war, they finish the war, they go back and write their histories. The Coast Guard finishes its mission, goes back, refuels, gets back on its mission.”

The Coast Guard didn’t have a dedicated historian staff for years, he said, adding, “We’ve never been good about promoting our own history.”

Thomas talked about the Coast Guard’s history in

World War II then drilled down to supply ships that served in the Pacific Theater.

Sitting in the front row Saturday was Coast Guard veteran Joe Ferrang of Green Valley. Ferrang, 97, served on FS-167, a U.S. Army Freighter Supply Ship in the southwest Pacific and has been instrumental in our better understanding of that piece of Coast Guard history, Thomas said.



Joe Ferrang was 17 when he enlisted in the U.S. Coast Guard and served in World War II.



Joe Ferrang served on FS-167, like this one, a freighter supply ship operating in the southwest Pacific during World War II.

EXPANDED ROLE

When it comes to World War II, the attention tends to go to the Army, Marines, Navy, and Air Corps, but the Coast Guard? Most know they

FEATURED ARTICLES

patrolled the U.S. coasts looking for subs and planes, while they did that important work, they were often in the thick of things, including battle, Thomas said. For example:

- The first German vessel captured was by a Coast Guard crew in September 1941 off Greenland, before the U.S. was technically in the war.
- The Coast Guard was credited with shooting down a Japanese kamikaze bearing down on another ship in the Pacific Theater.
- The first German sub (U-352) captured in the war was taken by the crew of the Coast Guard patrol boat *Icarus* (WPB-110) off the coast of North Carolina in 1942.
- At least six Coast Guard-operated supply vessels were torpedoed or hit by suicide bombers.
- Coast Guard-operated vessels sunk 10 submarines during the war.
- The last German subs to surrender to American forces were escorted by the Coast Guard.
- Coast Guard Signalman First Class Douglas A. Munro received the Medal of Honor after perishing during his heroic rescue of hundreds of Marines in 1942 at Guadalcanal.

That documentation is important, but a lot of history is lost because the Coast Guard didn't always fight as a cohesive unit under the Department of the Navy, Thomas said. It operated 802 Coast Guard and 351 Navy vessels along with a recorded 265 Army vessels in World War II. Nearly 7,000 Coast Guard personnel were involved in the effort at war's end, he said.

Until he met Ferrang and started researching, Thomas said he didn't know the depth and detail of the Coast Guard mission with freighter supply ships, which measure just 150 to 200 feet. Ferrang's experience is crucial to Coast Guard history because it's first hand.

Though they spent much of their time resupplying, the Coast Guard had plenty of harrowing experiences — and losses.

Coast Guard veteran Joe Ferrang received two World War II medals recently. (Photo: Green Valley News)



Today there are five Coast Guard vessels based out of Kuwait largely doing

drug seizures in the northern Arabian Sea, killing a revenue source for problem groups in the region, Thomas said.

(Editor's note: There are six Coast Guard 154-foot Sentinel Class fast response cutters operating out of Bahrain as Patrol Forces Southwest Asia (PATFORSWA) interdicts not just drug shipments, but weapons and other illicit materials.)

MORE MEDALS

Joe Ferrang was awarded several medals during World War II, but it wasn't until a couple of weeks ago that he actually received two of them.

Ferrang served on a supply ship in the Pacific Theater during the war delivering ammunition, food, and other supplies to ports and PT boats. He received the Asiatic Pacific Area Campaign Medal with service star, the American Campaign Medal, the Philippine Liberation Medal with service star, and the World War II Victory Medal. The last two arrived more than 75 years after the war ended.

Ferrang said that he tried to obtain the medals over the years, "but I just gave up." With help from some friends, he now has them in a frame crowded with other honors from the war.

NEWS AND NOTICES

CJTF-HOA Welcomes First Coast Guard Command Senior Enlisted Leader (CSEL)

By Staff Sergeant Doug Lorraine, Combined Joint Task Force - Horn of Africa Camp Lemonnier, Djibouti, November 03, 2023

Service members deployed to Combined Joint Task Force-Horn of Africa (CJTF-HOA) welcomed their new Command Senior Enlisted Leader during a change of responsibility ceremony at Camp Lemonnier, Djibouti, Oct. 27, 2023.



U.S. Coast Guard Master Chief Petty Officer, Michael Koch, Senior Enlisted Leader of Combined Joint Task Force - Horn of Africa, greets CJTF-HOA service members and Embassy members at Camp.
~ Photo: Sergeant Jalen Miller

U.S. Marine Corps Sergeant Major Frank Kammer, outgoing CJTF-HOA CSEL, transferred responsibility to U.S. Coast Guard Command Master Chief Petty Officer Michael S. Koch. Major General Jami Shawley, CJTF-HOA commanding general, presided over the ceremony.

Shawley thanked Kammer for his unwavering service to CJTF-HOA and constant support as her CSEL. As CSEL, Kammer was responsible for ensuring and enhancing CJTF-HOA's readiness by

providing leadership and mentorship to the commanding general and providing her with an enlisted perspective.

“Sergeant Major Kammer has been my strongest ally, my greatest support, and my burden sharer, he has truly been my battle buddy,” said Shawley. “I personally deeply value and appreciate all that you have done this year in command.”



U.S. Marine Corps Command Sergeant Major, Frank Kammer, the outgoing Combined Task Force of Africa senior enlisted leader, gave a speech looking back on his time in Djibouti at Camp Lemonnier, on October 26, 2023. Kammer was replaced by U.S. Coast Guard Master Chief Petty Officer Michael Koch.
~ Photo by Sergeant Jalen Miller

Kammer took a moment to reflect on his work with CJTF-HOA and its importance to the future of the East Africa region.

“We provided unwavering support in times of need for everyone who called upon us, including citizens impacted by Sudan earlier this year,” said Kammer. “We say ‘yes,’ because it matters. Africa matters. Our mission matters.”

After assuming responsibility from Kammer, Koch closed out the ceremony with a few words to the Task Force. As the first ever Sentinel to take up

NEWS AND NOTICES



U.S. Army Major General Jami Shawley, commanding general of Combined Joint Task Force—Horn of Africa, hands over the CJTF-HOA guide-on to U.S. Coast Guard Master Chief Petty Officer Michael Koch during a Change of Responsibility ceremony on October 27, 2023. U.S. Marine Corps Sergeant Major Kammer handed over his responsibility as the senior enlisted leader to Master Chief Michael Koch.

~ Photo: Sergeant Jalen Miller

the role of CJTF-HOA CSEL, Koch was eager to provide a fresh, Coast Guard perspective to the team.

“I’ve gotten to get out and meet some of the

great warfighters and I look forward to the next year,” said Koch. “The U.S. Coast Guard has never been here [at CJTF-HOA] like this and I will give it 125% every day that I’m here.”



U.S. Coast Guard Master Chief Petty officer Michael Koch, senior enlisted leader of Combined Joint Task Force—Horn of Africa, gives a speech to CJTF-HOA service members at Camp Lemonnier, Djibouti, on October 27, 2023. CJTF-HOA personnel welcomed Koch to his new role following the ceremony.

~ Photo: Sergeant Jalen Miller

COAST GUARD MUSEUM COMMEMORATIVE PAVER CAMPAIGN

The National Coast Guard Museum that is being built in New London, CT., is offering commemorative pavers in a fund raising effort to offset the construction costs of the museum. You can purchase a commemorative paver that will be displayed on the museum’s Revenue Cutter *Argus* Promenade.

You will be able to honor a shipmate, family member, and loved ones with an inscription on a

beautiful granite paver.

The pavers are available in two sizes: 4”x8” for \$1,000, which can accommodate 48 characters, including spaces, on three lines; a 8”x8” paver for \$1,790, which can accommodate 96 characters, including spaces, on six lines.

The CGCVA will purchase a paver, and will seek the membership’s input at the 2025 reunion to determine the size and message to be displayed.

See the website: <https://cgmuseumpavers.com> for more information.

NEWS AND NOTICES



USS *SERPENS* MEMORIAL SERVICE

Jeff Breen, grandson of Coast Guardsman and crewmember of the *USS Serpens*, places a wreath at the Serpens Memorial at Arlington National Cemetery. Breen's grandfather was one of 200 Coast Guardsmen, along with 25 Army Stevedores and one Public Health Service physician who lost their lives when the ship exploded on January 29, 1945, while moored off Guadalcanal and loading high explosive cargo. Controversy still remains today of whether the explosion was the result of mishandling munitions, as the Navy claims, or was the result of an enemy torpedo, a theory with supporting evidence.

~ Photo by Jeff's father, Robert Breen



Bill Femia, LM, met Captain Tim Sommella, commanding officer of USCGC *Calhoun*, at the Recruit Company graduation of Lima 204 at Cape May. Bill in November 2023. Bill, who lives only a few hours from *Calhoun's* home port of Charleston, SC, was invited by Captain Sommella to visit his ship.

On January 18th, Bill was given a tour of the cutter and spent much of the day talking with the crew and having a great time. Bill received a photo of the *Calhoun*, presented to him by Captain Sommella. In return, Bill presented the Captain with a CGCVA challenge coin.

NEWS AND NOTICES

THE CGCVA CHALLENGE COINS

In 1997, Past National President John Campbell created programs at both the Recruit Training Center, Cape May, and the Coast Guard Academy, to recognize a graduating Recruit and a “Swab Summer” male and female Academy cadet, for placing first among their peers in physical fitness. In 2023, a third challenge coin was added to recognize a graduate of the Direct Commission Program at the Officer Candidate School, with the highest physical readiness score. Each of the coins are beautifully made, depicting an individual or event for which the award is named.

The John W. Campbell coin was named after John Campbell, a veteran of D-Day, and depicts one of the sixty 83 foot cutters of U.S. Coast Guard Rescue Flotilla One, also called the “Matchbox Fleet,” part of the 1944 D-Day invasion. The coin is inscribed with: *“Dedicated to all USCG WWII Rescue Flotilla Veterans at Normandy, June 6, 1944.”* The reverse side depicts the CGCVA logo.



The Quentin R. Walsh coin is named after World War II Coast Guard hero, Commander Quentin Walsh, who was awarded the Navy Cross for his heroic acts in the capture of the Port of Cherbourg, France, in 1944. Walsh was a graduate of the Coast Guard Academy Class of 1933 and was later promoted to Captain, before retiring in 1960.

The Quentin R. Walsh challenge coin depicts Walsh’s likeness on the front along with the Navy Cross and is inscribed with: *“Quentin R. Walsh was awarded the Navy Cross for heroism and*

conspicuous bravery when he led a small recon team and captured 750 German soldiers and liberated 52 captured U.S. Army paratroopers at Cherbourg, France, on 26-27 June 1944.” On the reverse side is the CGCVA logo.



The Lonnie L. Mixon Physical Readiness Award challenge coin is named after Mixon, an OCS Class of 1958 graduate. LCDR Mixon was an exchange pilot with the US Air Force during the Vietnam War and was awarded the Silver Star Medal, Two Distinguished Flying Cross Medals, Eleven Air Medals, and the Vietnamese Gallantry Cross Medal with silver star for his actions in rescuing downed airmen. The coin will be awarded to the Direct Commission Officer Candidate of the Officer Candidate School who has achieved the highest physical readiness standards.

The challenge coin depicts Lonnie Mixon with a Silver Star and three Jolly Green H-3 helicopters in the background and is inscribed with: *“Lonnie L. Mixon was awarded the Silver Star for Gallantry when he attempted to rescue a downed pilot, under intense hostile fire. His HH-3E helicopter sustained crippling battle damage during two rescue attempts on 1 July 1968.”*



NEWS AND NOTICES

From the



Preserve your U.S. Coast Guard service history and legacy for yourself, and your family.



From your friendly archivist and admin, I have a special gift to share with our Coast Guard Channel Community members: *My USCG Service Legacy Blueprint Course of Action Planner*, containing 70 pages of content in a fillable PDF download, and is grounded in archival theory and utilizes my 3-step process that I have perfected and repeatedly used for creating individual service legacy logbooks.

While many of us share the passion for connecting and sharing our collective history as veterans, the reality is that in forums such as these, they will not likely be preserved beyond these digital walls. As an archivist and advocate of our Coast Guard history, I strive to preserve our history for the next generation of Coast Guard men and women. Too often in my business, the family members come to me, hoping to piece together and rebuild a service history of their loved ones with items left behind. Although I keep trying, I can rarely convince veterans directly to curate their service history before it's too late and families are left with mere objects without meaning.

It's time to make it a priority to transform your service history into a lasting legacy. Collections of military life – medals, uniforms, photographs – are deeply meaningful to you, yet their significance might seem lost on others. Many of you may feel your story is just another drop in the ocean of sea stories in changing tides. I've heard it all: "I didn't do anything special," "Nobody cares about my Coast Guard stuff," "I just did my job," or worse... "I threw everything away." But every story is vital and deserves to be preserved and shared, even if only after you are long from this earth. Consider the vast amount of primary source material that lives in our boxes of military clutter. Documents, awards, photos, letters, journals, etc., all contribute to the knowledge and understanding of our collective service history. While numerous nonprofits and agencies focus on collecting veteran's stories, guidance from individuals with archival standards is scarce, and this planner's goal is for you to get started with the process. All that is missing is your desire to make it a priority. FREE to download, it is my passion to help you and your families preserve your stories.

~ MKCS Tina M. Claflin, USCG Ret., MSLIS

You can download the planner <https://halcyonreflections.com/veterans/>. And If you wish to share, please direct others directly to my veteran page on my website. Choosing the US Coast Guard as your service branch delivers the Coast Guard-specific planner directly to your email to save. All other services receive the general Military Services branded planner. Let me know if you have questions, I'm here to help!

NOTE: Make sure to download the planner to your computer and then close the browser version. Open the planner from your saved location to edit and save your content. It must open in Adobe (not your web browser) for you to use and save the fillable content.

Email Tina Claflin, USCG (ret) at:
info@halcyonreflections.com

TRIVIA

The Coast Guard During Prohibition

By Robert Dell

Prohibition, called “the noble experiment,” was in force in the United States from 1919 to 1933. The manufacture and sale of alcoholic beverages to citizens of the U.S. was prohibited during this time span. Many of these citizens did not take kindly to this Constitutional amendment and flouted it in a big way. A large underground market was created to satisfy the plethora of individuals and groups. This was done mostly by smuggling activities off our coasts and over our national borders.

This is where the Coast Guard comes in since they were already responsible for preventing smuggling activity off our coasts. The government did not know how big a job this was going to be and this kept the Coast Guard jumping for about thirteen years. At the beginning of prohibition our sea boundary was only three miles out, but it was quickly realized that the smugglers had no trouble circumventing that distance. The boundary was quickly extended to twelve miles and the rum runners had a harder time getting the booze to shore. This area where the ships plied their trade came to be known as “rum row”. Many fortunes were made bringing illegal beverages in from Canada, Britain, France, and the Caribbean. Some of the busiest areas on the East coast were off Boston, Long Island, and New York City. Our local Delaware Bay was a real hotbed.

The Coast guard found that the smugglers had faster and better equipped ships and they were hard to stop if they decided to run. A few classes of cutters were quickly designed and built to offset these disabilities. One class that was built was the 125 footer called “buck and a quarter” by the Coasties. There was also a 165 foot class built at about the same time. These turned out to be very good interceptors and had more than a few gun fights



Above: 165-foot *USCGC Pandora* (WPB-113), low in the water.

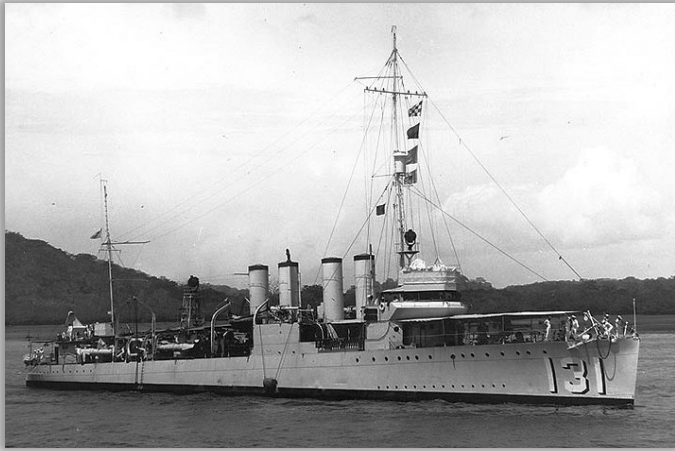
Below: 125-foot *USCGC Agassiz* (WMEC-126).



with rum runners. Each had a three inch gun mounted forward and a few Lewis guns in pintles on the bridge. These ships served well into the 1960's before they were decommissioned. By 1924, it was realized that the Coast Guard needed better floating equipment and an increase in personnel. The navy offered the Coast Guard twenty WWI four stack “flush deck” destroyers, which they readily accepted and put into use. Interestingly, the Coast Guard never called these ships “cutters” but referred to them as “destroyers.”

Another interesting but smaller class built was the thirty-eight foot picket boat. These boats were designed to chase down smaller craft used to transfer liquor from mother ships to shore. The picket boat was fast, with twin inboard engines, and a totally enclosed cabin. It usually had a Lewis machine gun mounted forward. I had personal experience with this type of boat. When I was a crew member at Indian River LBS in 1954, one of our rescue boats was an old picket boat. We went out as far as fifteen miles with this vessel, and it could really move when you wanted it to do so.

TRIVIA



Above: *USS Balboa* (DD-131) one of the “Flush Deck” destroyers loaned to the Coast Guard.

a reputation for bringing in quality goods during prohibition. This was where the term “getting the real McCoy” came from. Also, referring to Coasties as “Hooligans” was from this era. There was a popular cartoon strip called “The Happy Hooligans” at the time about a pretty rough and tumble group. The Coast Guard at this time was also a rough and ready group, so the term transferred to the Coast Guard. We became known as “the Hooligan Navy.”

When prohibition ended in 1933/34 things went pretty well back to normal with all borrowed ships going back to the Navy and confiscated motor boats put up for auction. The Coast Guard also went back to its normal manpower level of about ten thousand personnel.

There was a smuggler named McCoy who gained



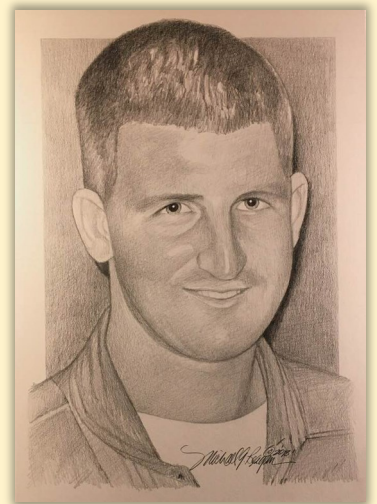
National Secretary/Treasurer Gary Sherman with Gold Star Mother, Lisa Moletzsky.

The CGCVA was asked to represent the U. S. Coast Guard at a Veteran's Day Memorial service for AMT2 Jason "Jake" Moletzsky who was killed on October 29, 2009, when his C130 from Air

Station Sacramento collided with a U. S. Marine training aircraft during a search and rescue mission off the coast of California. The remembrance event was held in AMT2 Moletzsky's hometown, Bridgeport, PA, with the guest speaker for the event being Gold Star Mother, Lisa Moletzsky. Lisa Moletzsky spoke of her son's willingness in joining the U. S. Coast Guard after the attacks of September 11, 2001, and his devotion to duty, and sacrifice. Jake was 26 years old at the time of his death.

National Secretary/Treasurer, Gary Sherman, was present at the event and was honored to represent the CGCVA and to convey our sympathies for the loss of her son.

Portrait of Jake Moletzsky by artist Michael G. Reagan from the Fallen Heroes website.



VETERAN BENEFITS

THE VA IS WITH YOU WHEN YOU TRAVEL OR RELOCATE

By Shane Suzuki
Communications Specialist,
VA Office of Clinical Services
December 11, 2023

If you plan on traveling or relocating this year, with some planning, VA will be with you every mile of the way.

Veterans enrolled in VA health care receive the same standard of care while traveling as they would at home. It's as simple as coordinating with your VA health care team to ensure you have a plan before you leave.

"If you are relocating or even traveling, VA care coordination has never been more seamless," said Mallory Murray, VA Traveling/Relocating Veteran Coordinator. "Reaching out to your VA provider to request a Traveling/Relocating Veteran Consult to update them about your plans is step one. Additionally, the Traveling/Relocating Veteran Coordinators are a huge help when trying to navigate between VA facilities."

NOTIFY YOUR VA CARE TEAM

Temporarily relocated Veterans should notify their VA Patient Aligned Care Team (PACT) or Specialty Care Provider/Team of the travel destination, temporary address, dates of travel and contact phone number. They should also include any specific health care questions.

A Traveling Veteran Coordinator ensures care is coordinated per your provider's request via the Traveling/Relocating Veteran Consult. This Consult helps register you at the new VA and provides a handoff to your new facility. The Traveling Veteran Coordinators at both sites will work to ensure your care needs are ordered locally and that scheduling occurs timely.

Discussing current prescriptions and the plan for getting refills is also essential when talking with your health care team before travel.

All VA medical centers have a Traveling Veteran Coordinator. Notifying your health care team 4-6 weeks before travel is highly recommended to ensure seamless care, particularly if you need medication refills or regular medical appointments.

RESOURCES FOR TRAVELING VETERANS

Use of Secure Messaging within the www.myhealth.va.gov/mhv-portal-web/home portal is an easy and additional way for traveling Veterans to access care from their assigned VA health care team.

In need of emergency medical care while traveling? Go to: www.va.gov/resources/getting-emergency-care-at-non-va-facilities

To find VA medical treatment locations, go to: www.va.gov/find-locations/

Veterans are encouraged to contact the the VA's Foreign Medical Program at: [www.va.gov/communitycare/programs/veterans/fmp/index/asp](http://www.va.gov/communitycare/programs/veterans/fmp/index.asp) when traveling outside of the U.S. and U.S. territories.

Also, don't forget to update your address on file if your mailing address is changing. Updates can be done in minutes online on www.va.gov

While traveling, take advantage of the United States' 400+ National Parks. Disabled Veterans are eligible for a free National Park Service Lifetime Access Pass. See: <https://news.va.gov/110751/free-lifetime-pass-to-national-parks/>

To get more information on seamless care for traveling Veterans, go to: www.va.gov/health-care/about-va-health-benefits/where-you-go-for-care/

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russallyson@gmail.com

PAYMENT OPTIONS Pay by

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

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



NEW CGCVA CHALLENGE COINS

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

NEW CGCVA BALL CAPS

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

OR

Traditional navy blue with adjustable back strap

\$24.50 + \$5.00 SHIPPING



CGCVA LAPEL PIN \$7.00

NEW CGCVA PATCHES

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

\$5.50



NEW AND IMPROVED POLO SHIRTS

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

Sizes S, M, L, XL - **\$44.00** XXL - **\$47.00**
PLUS \$5.00 FOR SHIPPING

CGCVA GARRISON CAP: Fore 'n' aft cap with small CGCVA color logo ready for CGCVA logo attachment. Must specify cap size.
\$25.00 + \$5.00 SHIPPING

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

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

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



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

COAST GUARD COMBAT VETERANS ASSOCIATION



MEMBERSHIP APPLICATION

(Please Print Legibly)

PERSONAL INFORMATION



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

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

MILITARY SERVICE INFORMATION

Service Branch and Dates of Service	Grade, Rank, Rate at Time of Discharge of Retirement
(Indicate broken service or other service affiliation below: (continue on reverse if necessary))	
Service Branch and Dates of Service	Grade, Rank, Rate at Time of Discharge of Retirement

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

IMPORTANT INFORMATION FOR MEMBERSHIP

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

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

Send application and payment to:
CGCVA
 P.O. Box 969
 Lansdale, PA 19446
Make checks payable to: CGCVA
 Questions: 410-690-8000

Print Name of CGCVA Sponsor or Referral

Signature of Applicant

Date

Check appropriate box: Regular Membership

Associate Membership

Other

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

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Operation Market Time continues today in 2024 — The U.S. Coast Guard fast-response cutter USCGC *Clarence Sutphin Jr.* seized advanced conventional weapons and other lethal aid originating in Iran and bound to Houthi-controlled Yemen from a vessel in the Arabian Sea, Jan. 28, 2024. (U.S. Central Command) Source - Stars and Stripes