



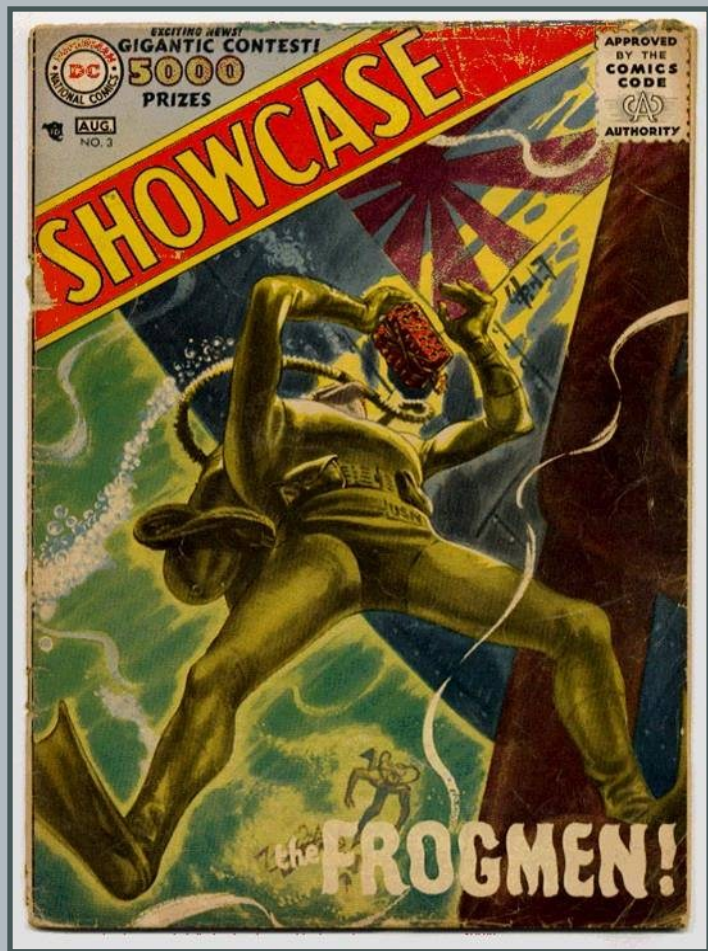
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# QUARTERDECK LOG

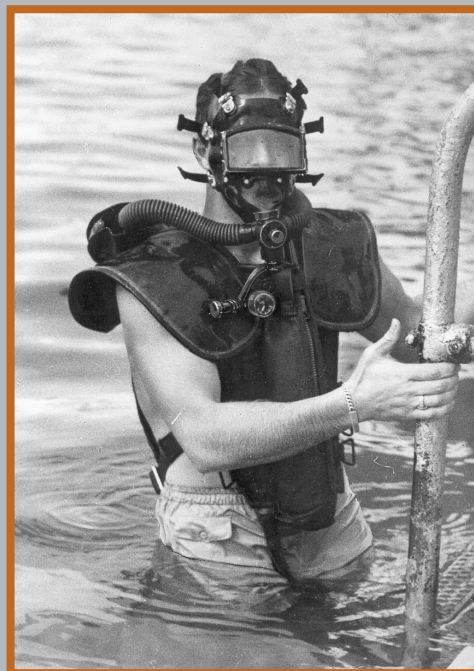
Membership publication of the Coast Guard Combat and Expeditionary Veterans Association. Publishes quarterly—Spring, Summer, Fall and Winter. Not sold on a subscription basis. The Coast Guard Combat and Expeditionary Veterans Association is a Non-Profit Association of Active Duty, Retired, Reserve and Honorably Discharged Former Members of the United States Coast Guard who served in, or provided direct support to, combat situations recognized by an appropriate military award while serving as a member of the United States Coast Guard.

Volume 41, Number 1

1st Quarter 2026



## COAST GUARD FROGMEN OF WWII SERVING WITH THE OSS MARITIME UNIT—THE PRECURSOR OF THE UDT/SEALS



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Revising the Coast Guard Districts

# FROM THE NATIONAL PRESIDENT

## COAST GUARD COMBAT & EXPEDITIONARY VETERANS ASSOCIATION

### ELECTED OFFICERS

National President—Bruce Bruni, LM  
[bbruni@cgceva.org](mailto:bbruni@cgceva.org)  
National Vice President—Tim Mowbray, LM  
[tmowbray@cgceva.org](mailto:tmowbray@cgceva.org)  
National Secretary—Mark Planitz  
[mplanitz@cgceva.org](mailto:mplanitz@cgceva.org)  
National Treasurer—Gary Sherman, LM  
[info@cgceva.org](mailto:info@cgceva.org)

### BOARD OF TRUSTEES

Chairman—PNP Terry O’Connell, LM  
2nd Term— Michael Johnson, LM, Larry Jones, LM,  
1st term Dave Hennessey, PNP Joe Prince, LM

### ADMINISTRATIVE OFFICE\*

**CGCVA National Secretary**  
Coast Guard Combat Veterans Association  
P.O. Box 720  
West Paducah, KY 42086-0720

**CGCVA National Treasurer**  
Phone: 410-690-8000  
Email: [info@cgceva.org](mailto:info@cgceva.org)  
Website: [www.cgceva.org](http://www.cgceva.org)

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

### THE QUARTERDECK LOG

Editor/Publisher — Bruce Bruni, LM,  
[bbruni@cgceva.org](mailto:bbruni@cgceva.org)

### AUXILIARY COMMITEE

Coordinators—Barbara Weeks, Linda Kay,  
and Javaughn Miller

### APPOINTED OFFICERS

ByLaws—Gary Sherman, LM, PNP Michael Placencia, LM

Reunion Planners—PNP Michael Placencia, LM  
Michael Johnson, LM, Bruce Bruni, LM, Mike Seward, LM

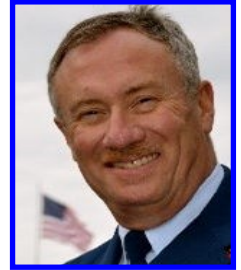
Membership—PNP Michael Placencia, LM  
Ship’s Store Manager—Russell Allyson, LM  
Historian—PNP/Founder Paul C. Scotti, LM  
Service Officers—Thomas Huckelberry, LM  
and Larry Jones, LM  
MAA— Russ Weeks

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

## HAPPY NEW YEAR 2026



I wish everyone a prosperous and healthy 2026. The 2025 reunion was successful, with many compliments about the beach location. In keeping with the idea of hosting a reunion in a destination location, and after looking at several locations west of the Mississippi River, the 2027 reunion committee has selected the Holiday Inn Riverwalk in San Antonio, TX. I think you will agree that the venue is a great location.

## STATUS OF THE ASSOCIATION

At the 2025 business meeting, a discussion took place about amending the association’s name to include the term “expeditionary,” in hopes of encouraging eligible veterans to join. After soliciting the membership with emailed and USPS mailed surveys, the name was provisionally changed to the Coast Guard Combat & Expeditionary Veterans Association, *without changing the criteria for membership*, and received overwhelming approval by the membership. A vote will be taken at the 2027 business meeting for finalizing the change.

In addition to the association’s amended name, a new logo was necessary. Several revisions were made, but none had the appeal that we were looking for. Without solicitation, member Robert O’Gorman submitted an eye catching design which immediately caught the attention of everyone who saw it. The design was submitted to the Board of Trustees and officers who approved it for use. The new design is on the cover of this issue.

The association’s logo has evolved over the past 40 years (Page 27 details the history of the logo). Many members have already seen the new logo on the Coast Guard Combat Veterans Association Facebook page and have posted many positive comments made about its attractive appearance. Many have inquired about purchasing stickers and patches with the logo. Stickers may now be purchased through the Ship’s Store, and patches will soon be available. The Ship’s Store will continue to sell products with the old logo until supplies are exhausted. Products with the new logo will be added to the inventory over the next several months.

Last summer, the association received an opportunity to act as

## FROM THE NATIONAL PRESIDENT

a passthrough for funding a U.S. Coast Guard initiative which may have benefitted the association financially. However, after conferring with a couple of members who are attorneys, we felt it was in our best interest to decline the offer. During the process of making that determination, it became apparent that in addition to our expired unincorporated nonprofit status, the bylaws required updating, a process that has occurred 21 times since originally passed in 1988. Even with the amendments made, there were several bylaws that were out of date and no longer applicable. It was time to update the document, removing out-of-date articles and entries no longer needed. The Bylaws Committee of Gary Sherman and Mike Placencia took action, redrafting the document to meet current needs. The final product will be presented to the membership via the CGCEVA webpage more than 30 days prior to the next business meeting, as required, affording all members the opportunity to review changes prior to voting for approval at the reunion.

The association is in the process of renewing its nonprofit organization status as an incorporated nonprofit, which we hope to have completed over the next couple of months. In 1989, the association had been registered in the State of Ohio as a corporation for nonprofit by founding member Baker Herbert, but that status expired in 1998 and was not renewed. Why are we pursuing a incorporation nonprofit status you might ask? One reason is to limit the personal liability of its officers, as well as the association from lawsuits. It also makes the association eligible for many public and private grants and donations.

Many businesses donate items to nonprofits toward the end of the third and fourth quarters of the calendar year for use as tax deductions. We can look toward some of these companies, such as Bass Pro, Cabela's, and others, for donated items for the silent auction, which is one of our major sources for generating income. We will make the announcement once the incorporated nonprofit designation is completed, but we ask you to think about sources for

donation opportunities. (We are not looking for money). If necessary, we will provide the document to show we are an official incorporated nonprofit when a donating organization or business requests it.

At the last business meeting, the CGCVA Auxiliary members opted to suspend operations for several reasons, with the option for reinstatement, if there is enough interest. Some former members of the auxiliary said that they are willing to support the association by being active during the reunion's silent auction and setting up the hospitality room. Beginning with the second quarter edition of the Quarterdeck Log, a silent auction form will be provided to describe and submit items to be donated for the auction. When completed, the form should be mailed to the specified address. All donated auction items must be shipped prior to the upcoming reunion. We hope that you will continue to provide support for this fund raising activity.

The office of Treasurer and Secretary are now separate with Gary Sherman still conducting the financial business of the CGCEVA and Mark Planitz YNCM (ret), assuming the duties of Secretary. This lessens the workload that Gary previously had in juggling the responsibilities of both positions. See the Secretary's page on page 4 for the address for general correspondence and membership applications. Gary will still receive dues payments and payments for reunion registrations. Russ Allyson will continue to receive payments for items purchased through the Ship's Store.

The recent lack of funding for DHS has left Coasties without a paycheck. Coast Guard Mutual Assistance (CGMA) helps those in financial need with interest free loans. The CGCEVA has donated \$1000 to CGMA to assist with their efforts.

I have enjoyed serving the association over the past year as the National President and look forward to seeing growth of the association over the next year. I hope to see you all in 2027 in San Antonio.  
~ Bruce Bruni, National President

## FROM THE NATIONAL SECRETARY

Greetings, fellow members!

I have been working at standard bell for the last few months maintaining our membership database and assisting with the recent association name change ballot initiative. During this initiative, all available means were attempted, unsuccessfully, to contact the following life members:



Kenneth Dossett, IN; Donald Hartmayer, VA; Harold Willis, Jr., TX; William Myers, AZ; Gerald Upholt, CA; William Reim, PA; Robert Jones, NY; Otis Dunlap, MO; and David Carpenter, WV.

If you know the whereabouts of any of these members, please let them know to send us their contact information so we can keep them on the active member rolls.

**The Landsdale PO Box is closed.** Please remember to send all correspondence to our new mailing address below. All mail sent to the Landsdale PO Box will be forwarded to the new West Paducah address, resulting in correspondence delays.

The current and official mailing address for correspondence, including initial membership applications is:

**Coast Guard Combat & Expeditionary Veterans Association (CGCEVA)  
POP Box 720  
West Paducah, KY 42086-0720**

Note: You can simply write CGCEVA in the first line instead of the full association name. Also, please label all mail as “West Paducah” so it goes to the right post office.

Please send all **dues payments and payments for reunion registrations** to:

**CGCEVA National Treasurer  
P O Box 222  
West Point, PA 19486-9998**

**Email addresses.** Our **general email address** has changed to [info@cgceva.org](mailto:info@cgceva.org), effective 31 December 2025. Any email sent to the old [cgceva.org](http://cgceva.org) address will automatically forward to the new address during the transition. Likewise, all officer email addresses will end with the new [cgceva.org](http://cgceva.org) domain at that time.

**Website.** There are currently no plans to update our internet homepage address <https://www.coastguardcombatvets.org/>, but the website will be rebranded with our new name and logo. Also, visitors will be able to access our site by entering either [cgceva.org](http://cgceva.org), [cgceva.org](http://cgceva.org), or the full address in their address bar.

**Correspondence.** All future correspondence will contain our new name and logo.

### CORRECTIONS TO 4TH QUARTER

Please note a correction to the previous back cover map describing the various Coast Guard Districts. It has been updated on pages 20 & 21 of this issue with the current names, crests, and Areas of Responsibility.

Under Crossed the Bar, the entry for PNP “Swede” Johnson listed one of his ships as CGC Wachusette. The proper ship spelling should be *CGC Wachusett*.

I apologize for the errors. ~ Editor Bruce Bruni

## FROM THE NATIONAL TREASURER

For those of you who might not be familiar with the purpose of changing the association's name to Coast Guard Combat & Expeditionary Veterans Association, this change was made to further the continuation of the CGCEVA long after the WWII and Vietnam veteran members have crossed the bar. I ask each of you to reach out to your shipmates who have not joined and ask them to reconsider membership, especially if they didn't feel that the word "Combat" was an appropriate term that applied to their deployment. We believe that this is a common reason for those eligible but reluctant to join the association!



When I became National Secretary in 2009 and National Secretary/Treasurer in 2011, we had over 2,000 members. We are down to only 775 members, including Regular, Life, Associate, and Friends of the association. The decrease in membership was greatly affected by the loss of 95% of our WWII members crossing the bar, reducing our numbers from over 1,000+ to the current level of 49 members receiving the Quarterdeck Log. Unfortunately, many of our Vietnam veterans are suffering serious medical issues and are disproportionately crossing the bar at a higher frequency, due to the toxic environment that they encountered in Southeast Asia.

It is the desire of the founders, officers, and trustees to see the association continue to move into the future by using the new comprehensive association name to encourage new memberships from our shipmates that served in Vietnam through the Global War on Terror.

We were all in harm's way at one time or another and having the CGCEVA continue will help inform the public of the U. S. Coast Guard's service and will honor those who have fallen since our founding in 1790!

### SHIP'S STORE NEWS:

Along with the association's name change come new Ship's Store items that include the new name and the new logo, which will be available over the next few months. You will be able to check their availability on the Ship's Store tab on the CGCEVA.org website. New lapel pins and challenge coins are in the shape of the new logo and can now be viewed. The new CGCEVA logo shaped decal is die cut and will arrive shortly and be ready for ordering when posted on the Ship's Store page.

Also, we have brought back free shipping for those items that fit in a No. 10 envelope, like decals, patches, etc. The new CGCEVA patch is bold at 4" high and about 3.5" wide. However, we have had to raise the shipping charge on larger items like hats, shirts, etc., to \$9.99. We track the shipping costs and adjust the shipping charges based on current USPS rates.

In designing the new ball cap, and because of the small size of the logo's detail, we opted to use only the words "Coast Guard Combat & Expeditionary Veterans" across the cap's crown, with enough space between the lines to affix the new CGCEVA lapel pin or a Direct to Film patch, which allows for greater detail. We believe that this will look better than a stitched but unreadable new logo.

All in all, the new Ship's Store items will look great, and we hope you like them!!!

~ Gary Sherman,  
CGCEVA National Treasurer

## BOOSTER CLUB

### THE QDL BOOSTER CLUB

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

### CURRENT QDL BOOSTER DONATIONS

**Thomas Dougherty; Joseph Lukinich; David Powell; Kenneth J. Morris; Christopher Murphy; Paul Balmer; Charles Crockett; Robert E. Ziehm; William Eyberg**

## CROSSED THE BAR

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

**Fred Golove, LM; Eric G. Kildow; J. Michael Price**

## NEW MEMBERS

NEW MEMBER	SHIP/UNIT IN COMBAT ZONE	CONFLICT	SPONSOR
Eddie D. Watts	<i>USS Abarenda</i> LST 205	WWII	Vince Patton
Harold B. DeRoss	COMNAV 4V	RVN	JR Stafford
Matthew D. James	<i>CGC Adak</i>	GWOT	Mark McKinney
Bradley S. Blatchley	NCW Squadron 21	GWOTE	
Kurt Shoemanker	PSU 302	AEFM	

### J. MICHAEL PRICE, PAC, USCGR (RET) OBITUARY

John Michael "Mike" Price, 87, of Lafayette, NY, passed away in Florida on May 7, 2025. He was born on August 3, 1937. A Syracuse native, he graduated from Valley High School and attended Syracuse University and the Academy of Broadcasting Arts in New York City. After a short broadcast career at WSOQ radio, he became a staff announcer at Channel 9 in Syracuse when the station first signed on. During his 46 years at news Channel 9, Mike took on various roles including "Baron Daemon," "Cousin Orkie," weatherman, sportscaster, "Open Line" host and "Good News Reporter." He even recorded a 45 single, the "Transylvania Twist," which is the top selling local single in Central NY. Mike received the Syracuse Press Club's highest honors and, upon retirement, Channel 9 renamed one of their studios, "The Mike Price Studio" in his honor.

Mike spent 30 years serving in the Coast Guard on active and reserve duty. In September 1990, Chief Price deployed with PSU-301 to the port of Al Jubail, Saudi Arabia, for the initial phase of the war, Operation Desert Shield, and then later Operation Desert Storm. His duties were to document Coast Guard PSU-301's daily activities as well as that of PSU-303, located in the port of Al Damman, Saudi Arabia. His award winning documentary of the Coast Guard operations, "Into the Gulf," can be viewed at: <https://footagefarm.com/reel-details/gulf-war/desert-storm/into-the-gulf- -desert-storm- -compilation>.



## Guardian Spies: The SECRET Story of U.S. Coast Guard Intelligence in World War II

By LCDR Michael Bennett, USCG (ret)

“Enough cannot be said in the praise of these [Coast Guard] men and the remainder of the group which joined on 13 January [1945], for the spirit in which they took up their new assignment and the cooperation and loyalty that they gave us. Their lot was not an easy one, but their previous training proved invaluable. They were engaged in the infiltration of agents where the existence of the enemy was known and in working their way many miles into enemy lines through mangrove swamps under enemy outposts, and dodging enemy M.L.’s. We can be thankful that no men were lost through enemy action.”

*Lieutenant John Babb (USNR), Chief of the OSS Maritime Unit in the India, Burma Theater 1945*

### ***Frogmen, Secret Operations, and the Office of Strategic Services***

In the early days of World War II a SECRET relationship between General Donovan of the Office of Strategic Services (OSS), precursor to the CIA, and Admiral William Waesche, the first three star and four star Commandant of the United States Coast Guard, evolved where both men embarked on a journey that allowed for domestic intelligence support and coordination using Coast Guard men

and resources. The Coast Guard/OSS partnership used communications intercept stations for clandestine communications intelligence operations; leveraged USCG Captain of the Port Authority to secure various commercial vessels for OSS use and training support, at the famed “Area D” on the Potomac, that led to the creation of the first clandestine swimmer groups that are part of the foundation for modern day US Navy SEAL operations. Under this SECRET partnership Admiral Waesche transferred 84 USCG men to the elite OSS Maritime Unit (MU) - the first truly joint service team in the U.S. trained to conduct clandestine maritime operations in Italy and the China, Burma, India (CBI) Theater of Operations. These MU teams pioneered much of the equipment, training, tactics, and procedures used by today's maritime Special Forces. The 226 men of the OSS Maritime Unit, most coming from the United States Coast Guard, are widely considered among the first FROGMEN in the United States. Many of these Coast Guard men are Bronze Star recipients and conducted highly classified covert operations in CBI while attached to the OSS. Many of these USCG frogmen were LA County lifeguards before the war. OSS Schools and Training on the West Coast was headed by a Coast Guard Officer on Catalina Island southwest of LA.



### ***Domestic Intelligence Operations – Ports, Saboteurs, & Axis Agents***

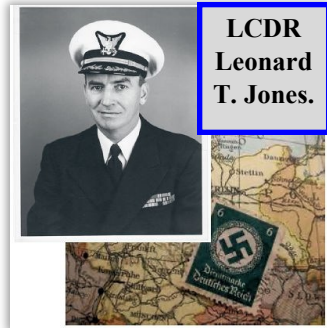
With a vast responsibility to protect the major ports throughout the United States providing the critical link to supplying our war effort overseas, the Coast Guard had a small force of just 161 Intelligence Specialists that worked domestically to collect intelligence, liaise with other Intelligence agencies and the FBI, and prevent sabotage in ports across the continental United States. This small domestic force was responsible for uncovering several plots against US shipping interests and Axis threats to the

# COVER STORY

homeland along the eastern seaboard of the United States.

## *Cracking the Code - CG Unit 387 "Head of Clandestine"*

Coast Guard Unit 387 evolved out of Coast Guard code breaking efforts during the Rum War with Elizabeth Friedman, wife of the famed William Friedman (father of the modern-day NSA), leading its development. During the war while working as part of the Office of Naval Communication known as OP-20-G, this small group of twenty-three Coast Guard men and women (SPARs), commanded by Lieutenant Commander Leonard T. Jones, independently solved the cipher of the



**LCDR  
Leonard  
T. Jones.**

German High Command's intelligence service, the *Abwehr*, primarily from transmissions in Latin America, North Africa, and the Far East. Additionally, under the leadership of LCDR Jones, CG Unit 387 was responsible for the first

instance of Enigma rewiring in the United States (January 1940), and the solution of both the Green (October 1942) and Red Enigma (December 1943). These solutions were completed independently of the British. Under the leadership of LCDR Jones and Elizabeth Friedman, CG Unit 387 intercepted over 10,000 encrypted clandestine messages from 65 different German Clandestine Circuits of which 8500 were resolved. A recipient of the Royal Order of the British Empire for his code breaking exploits in World War II - Captain Leonard Jones became the first active-duty Coast Guard member inducted into the NSA Hall of Honor in December 2016 for his pioneering work in cryptology over the course of his career.

### **Pacific Code Breakers: Guardians in the Pacific**

Lieutenant Commander Henry Anthony was a staple in Commander Joe Rochefort's Combat Intelligence Unit, where he led a staff of Coast

Guard and Navy men who worked day and night cracking "MARU" codes (Japanese merchant shipping codes) that were instrumental in tracking the movements of the Japanese Fleet in the Battle of Midway and throughout the course of the war. Assigned as Commanding Officer of CG Unit 387 at the end of World War II, Commander Henry Anthony was responsible for the demobilization of almost 26 years of Coast Guard Code Breaking capability that began during Prohibition because of the Coast Guard's haste to go back to Treasury and assume its traditional duties. Giving up this groundbreaking cryptologic capability, it wasn't until 2007 that the Coast Guard re-entered the Cryptologic Security Service (CSS) at the National Security Agency.



Hawaii, 1944. Lt. R. Galt, Commanding Officer, Navy. Civ. Command. (Courtesy of Philip Jacobs)

### *Introduction*

It could be argued that from its humble beginnings as the Revenue Marine created by Alexander Hamilton in 1790 to "combat illicit shipping in and out of U.S. ports and along U.S. coasts," that the Coast Guard's unique authorities, missions, and organizational culture of adaptability have placed it at the center of some of the greatest intelligence contributions and military successes in our nation's history. Through analysis of over 10,000 declassified and archived documents in the United States and England, first person interviews and oral histories with Coast Guard members of the greatest generation, and a survey of existing literature - Coast Guard Intelligence Officers show up in some unlikely places; sometimes by design, sometimes by accident, but often by the very nature of Coast Guard operations and missions.

In World War II, Admiral Waesche, the longest serving Commandant of the United States Coast Guard and the first Coast Guard officer to achieve three and four stars, oversaw the transformation of

the small peacetime Coast Guard fleet into a force of 214,000 men and women manning 30 destroyer escorts, 75 frigates, 750 cutters, 290 Navy vessels, and 255 Army vessels, among scores of smaller craft. Not mentioned in any public history of WWII was the unique role Coast Guard Intelligence played in both protecting the homeland and contributing to the national security of the United States. *Guardian Spies: The SECRET story of U.S. Coast Guard intelligence in World War II* brings to light – for the first time - this amazing untold story of Coast Guard Intelligence in World War II.

### *The US Guard and OSS Maritime Operations During World War II*

As the Intelligence Community continues its transformation and the Coast Guard intelligence program experiences enormous growth, members of both communities would be well-served by reflecting on the contributions Coast Guard intelligence has made in the past. From its beginning as the Revenue Marine in 1790, the Coast Guard's unique authorities, industry access, and organizational culture of adaptability have allowed it to make great contributions to intelligence and to important military successes in our nation's history.

Examples include scouting and information gathering by revenue cutters during the War of 1812; Rum War cryptanalysis and code breaking in the 1920s; HF/DF decryption work under the Office of Naval Intelligence before and during World War II, including the work of Field Radio Unit Pacific; contributions to ULTRA; and the Maritime Unit of the Office of Strategic Services. The Coast Guard's contribution to the latter effort was barely noted in the official history of OSS written after the war's end.<sup>1</sup> This article is intended to illuminate this little-known aspect of intelligence history.

<sup>1</sup>Kermit Roosevelt, *War Report of the OSS* (Washington, DC: Government Printing Office, 1949). Originally classified Top Secret, the book was partially declassified in 1976 and reprinted commercially. One declassified version was published by Walker and Co. of New York with an introduction by the historian of WW II intelligence, Anthony Cave Brown.

Since its inception, the Coast Guard has been involved in the collection and maintenance of information that might today be equated to intelligence. In performing duties involving the security of the homeland, the Coast Guard has charted local coastlines and collected information on the movement of ships and other vessels, ship manifests, cargoes, and crews, most of which was passed to customs collectors in ports and to Treasury Department headquarters. More than 122 customs inspectors and surveyors and 10 revenue cutters in ports up and down the coast of the young United States supplied Treasury Secretary Alexander Hamilton “an unending stream of intelligence.”<sup>2</sup> In effect, Hamilton possessed an overt human information and intelligence collection system that spanned the entire length of the eastern seaboard and into the Caribbean.

<sup>2</sup>Ron Chernow, *Alexander Hamilton* (New York: Penguin Press, 2004), 341.



**USRC General Greene.**

This type of collection took on an almost modern appearance when, during the War of 1812, the officer commanding the defenses of Wilmington during the British blockade of Delaware Bay issued instructions — “collection guidance today” — to the revenue cutter *General Green* to obtain information on the size and disposition of the blockading squadron, the involvement of local pilots, landings on the bay's shores, the status of provisioning and water, and so on. The order also instructed the cutter to get information about British behavior from local watermen and to examine local boats for British contraband and collaborators.

This combination of information gathering,

scouting, and reporting would form the foundation not only for how information was collected and organized in ports across the United States, but also dictated the conduct of law enforcement intelligence collection until Prohibition and the war against the rum runners in the early 1920's, when the use of HF/DF spotting and location technology introduced an early form of COMINT to the Coast Guard and U.S. intelligence. These practices ideally placed the Coast Guard in a position to respond to executive orders President Franklin Roosevelt issued in 1941, before and after the attack on Pearl Harbor, to bring the Coast Guard into a wartime footing under US Navy command.

### *Guardian Spies of WWII*

The Coast Guard would have myriad duties under the Navy that would eventually involve it with Colonel Donovan as Coordinator of Information and later as the head of the Office of Strategic Services (OSS). The history of the OSS has been well documented. What remains little known, however, is the relationship between the OSS and the Coast Guard, including the formerly classified history of the use of Coast Guard signals intelligence; Coast Guard men attached to OSS West Coast Schools and Training; Domestic Coordination at Area D on the Potomac River using the Coast Guard's Captain of the Port authority for "protection zones;" and the secret "Philadelphia Plan," designed to use OSS personnel to train the newly formed Coast Guard Auxiliary for antisabotage operations at East Coast ports.

In these maritime activities, Coast Guard men recruited for their swimming, diving, boat handling, and signaling skills were at the heart of the OSS Maritime Unit (MU) and Operational Swimmer Group (OSG) operations. After they were organized and trained. These men were deployed with the OSS MU to Europe and the China, Burma, India (CBI) Theater of Operations and to the Navy's Underwater Demolition Team (UDT) 10 in the Pacific.

By August 1944, OSS had 226 men

assigned to its Maritime Unit.<sup>3</sup> Of these, according to declassified personnel rosters, almost 75 were from the Coast Guard. Another 40 were attached to the West Coast training schools.<sup>4</sup> This small contingent was part of the largest expansion of the Coast Guard in its history, one that transformed the small peacetime Coast Guard fleet into a force of 160,000 men, manning 30 destroyer escorts, 75 frigates, 750 cutters, 290 Navy vessels, and 255 Army vessels, among scores of smaller craft.

<sup>3</sup> LT Dennis Roberts, USN, "Maritime Unit History," 1944. The history was compiled for Roosevelt's OSS history project. The declassified report is in the possession of Mr. Tom Hawkins of the Naval Special Warfare Foundation. Provided to the author via email on 22 January 2007.

<sup>4</sup> Office of Strategic Services (OSS), West Coast Training Center (WCTC), Roster of Station Compliment, Avalon, CA, 2 April 1945 and OSS WCTC Memorandum titled "Present Status of Boat Division Personnel," dated 13 February 1945. LCDR Howard Shelby (USCGR) listed as Command of Boats and Crews with an additional 35 Coast Guard men assigned under his command. National Archives College Park, M., Record Group 226-134-8 accessed by author on 21 July 2007. OSS Detachment 404 Headquarters South East Asia Command, "Personnel Roster" dated 1 March 1945. National Archives College Park, MD: Record Group 226-165A-5-9 Roster listed Coast Guard officers and enlisted men attached to 404.

### *The Creation of Area D and a New Maritime Section*

It took nearly 17 months for the OSS Maritime Unit to move from conception in early 1942 to its first operational assignment in Europe in late 1943. During this time a British naval officer, CDR B.G.A. Woolley, was brought in to organize and train its operatives. According to a history of the Maritime Unit prepared late in the war by its chief:

*"Commander Woolley was assigned by General Donovan to assist in a study of British methods of training operatives and raiding forces. Thus far in the war,*



OSS  
Maritime Unit  
flash.

## COVER STORY

*the British had been conspicuously successful in zones for maritime training, obtain documentation, infiltrating agents by sea and executing acts of and provide security. These pioneering arrangements and the training practices CDR Woolley imported and the training practices CDR Woolley imported became the foundation for clandestine maritime training in the United States. The training center also went on to pioneer new equipment and methods in the maritime environment that were exported to several theaters between 1943 and 1945.*

A location on the Potomac River, designated Area D, had been acquired for Woolley's activities — even before a unit was officially established. The site was located in an area of about 1,200 acres just south of Quantico, Virginia, with roughly two miles of water frontage on the south bank of the river.

Because his maritime section was not officially a stand-alone branch of the OSS, CDR Woolley had to “beg, borrow and steal” necessary resources for his start-up operations. He did not get control of the grounds from the OSS component that had controlled it until March 1943, along with supplies and equipment.

Cabin cruisers had to be acquired for training. Their acquisition was no small matter because the Coast Guard and the Navy had already acquired many cabin cruisers suitable for service at the beginning of the war, and a shortage existed. OSS had to conduct an extensive search to identify vessels 70-90 feet in length for its purposes. OSS files show that this process took about 10 months.

Navy and Coast Guard officers eventually identified two suitable cabin cruisers, the *Maribel* and the *Marsyl*, which were licensed by Coast Guard Captain of the Port (COTP) authority, and slots at local marinas and yacht clubs in the DC area were obtained. In addition, the boats received special COTP protection for maritime training missions, which often were conducted at night and inevitably looked suspicious.

As intensive training was about to begin in the summer of 1943, CDR Woolley worked with Washington area Coast Guard Captain of the Port, H.G. Hemmingway to establish special protection

The arrangements lasted until late 1943, when new training sites were located and camps organized. In November 1943, a Special Maritime Unit was formed, consisting of approximately 40 officers and men who were recruited and commenced training at Camp Pendleton, California. By this time, Donovan had approved the use of Coast Guard men for OSS operations, moving the OSS—Coast Guard relationship from one of cooperations to participation.

The warm water off southern California had a great deal to do with the decision to relocate phases of MU training from the East to West Coast. In February 1944, another camp was established on Catalina Island. Two months later, in May, a training base was set up in Nassau, British Bahamas, after tests proved that these warm waters and exceptional weather conditions made it ideal for swimming exercises. Severe pollution in the Potomac was also a factor in relocating swimming activity.

### ***From Coordination to Frogmen Becoming Operational***

Coast Guard involvement in operations had been formally broached in a 3 September 1943 confidential letter from chief of OSS Special Operations CAPT Carl O. Hoffman (USA) to CAPT Ward Davis (USN), chief of OSS Naval Command. Captain Hoffman stated:

*“I have proposed to the General [Donovan] the use of Coast Guardsmen for OSS work.... The reason for the proposal is that most Coast Guardsmen are well training in communications and, incidentally, training in the use of sidearms.*

## COVER STORY

*If wherever possible we can draw our men from the Coast Guard we have gained in time as more than half their training is complete.... Many of the Coast Guardsmen are likewise training in Small Boat Handling which will prove useful in an emergency.”*

<sup>7</sup> CAPT Ward Davis (USN) letter to CAPT Carl O. Hoffman (USA), 3 September 1943. National Archives, College Park, MD. Record Group 226-Entry No.146A- Box 14. *War Report of the OSS* stated that “OSS Naval Com was responsible for the recruitment, processing and management of Navy, Marine Corps, and Coast Guard Personnel. Officers were administratively detailed to OSS as an activity of the office of Chief of Naval Operations; enlisted men were nominally assigned to the Potomac River Naval Command. In May 1943, when OSS Naval Command was established, the orders of all officers and enlisted men were amended to specify assignment to it.... The Naval Liaison Officer in the OSS Nav Com was the official contact between the branches of OSS and various naval intelligence units.

The letter was critical in moving the organizational relationship between the Coast Guard and OSS from one of coordination to full use of Coast Guard men in all aspects of MU training, education, mission support, and operations, including those involving the Operational Swimmer Groups.

When OSS asked the Coast Guard to provide personnel for its operational swimmer program, it got a mixed response. The assistant commandant of the Coast Guard, RADM L.T. Chalker, wrote to the executive officer of the OSS, LTC, O.C. Doering, that the Coast Guard could not provide the number of officers requested:

*“For some time, the Coast Guard has been faced with an acute officer situation which has been brought about by manning a considerable number of Naval craft in addition to taking care of our own expanding needs. For this reason the Commandant is loath to make any commitments involving officer personnel.”*

Enlisted men could be detailed however. The Coast Guard:

*“will make available the enlisted men asked for..... It is regrettable that circumstances*

*makes it inadvisable to supply the officer personnel as the Coast Guard always tried to cooperate with the [Office of Strategic] Services whenever it has been able to do so.”*

In the end, a few officers were assigned to OSS duty. But these men had leadership roles; LCDR Howard Shelby and CWO Wilfred Keil command boats and crews at West Coast Schools and Training at Camp Pendleton; LT John Booth became the commander of OSG II in the CBI Theater; CWO Thomas Medicott also in OSG II; CWO Robert Butt led a landing unit and OSG III in the South East Asia Command (SEAC); and ENS Arthur Garrett led OSG I and UDT 10 in the Pacific.

The men recruited for OSS MU operations were trained and worked in joint teams that combined Coast Guard, Navy, Army, and Marine Corps counterparts. The graphic on the next page, taken from the declassified Maritime Unit Manual of June 1945, highlights the recruitment and training of men from all military services, including the Coast Guard.

In his *Maritime Unit History*, Lieutenant Roberts noticeably overlooks (as did Roosevelt) the Coast Guard contributions, writing, “On August 31, 1944, the date which marks the close of this history, the Maritime Unit had a total of 226. These included: officers and enlisted men, Army 60, Navy 143, and Marines 19. In addition there were 4 civilians.”<sup>b</sup>

<sup>b</sup>Roberts.

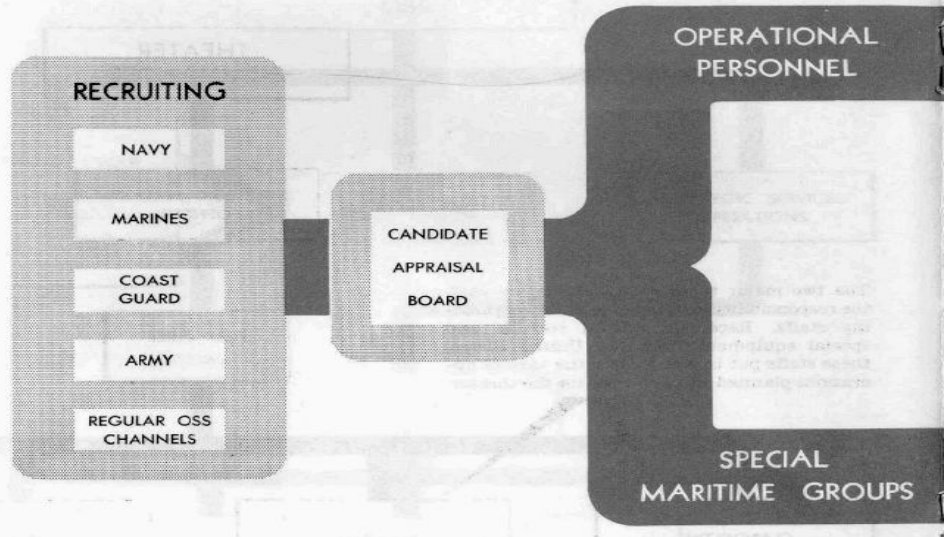
Declassified records, however, clearly highlight the role of Coast Guard men, who, as of August 1944, constituted almost a third of the Maritime Unit and almost half of the 143 Navy men Lieutenant Roberts counted as “Navy” personnel, most likely because of

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To train men for its specialized operations, MU conducts its own training program under the general supervision of Schools & Training Branch. Men selected as operatives must be highly qualified in swimming and small boat handling. After intensive instruction at basic and advanced schools the men are sent to field bases overseas where training is continuously carried on between missions to keep them in first-class physical condition and familiar with the latest developments in equipment and technique.

**OPERATIONAL PERSONNEL** infiltrate and exfiltrate Special Maritime Groups, and personnel and supplies for other OSS branches, to and from coastal areas of enemy-occupied territory. They also instruct agents and native operators in the use and handling of small boats and in beach reconnaissance.

**SPECIAL MARITIME GROUPS** carry out maritime sabotage and offshore hydrographic reconnaissance.



Executive Order 8895, which attached the man of the Red Group Coast Guard to Navy for the duration of the war.

## *The Final Test: Operation Cincinnati*

Operation Cincinnati was a full-scale exercise conducted by LT John Booth's OSG II, just after it completed its team training in Nassau. The objective of the exercise was to penetrate U.S. Navy harbor defenses in Guantanamo Bay, Cuba, and just before OSG II deployed to CBI. The exercise served both to test Navy defenses and to evaluate the effectiveness of the new group's ability to conduct reconnaissance, infiltration, and sabotage operations from the sea before it had to deploy to Asia in the fall of 1944.

As the leader for an attacking "Red Group," Lieutenant Booth was in command of the operation, including the assault group and the mothership.



According to the operation order for the exercise, each

**LT John Booth,  
USCG,  
Commanding  
Officer  
OSG II.**

*"shall be equipped with a wrist watch, waterproof compass, sheath knife, fins, sneakers, and face plates. Each group shall carry waterproof flashlights. Each anchorage detail.... Shall carry M-3's in waterproof covers. Anchorage detail of Red shall carry sidearms. Waterproofing of all demolition shall be inspected by LT French (USA)."*<sup>a</sup>

The exercise was the first of its kind in an actual maritime environment and took place almost 40 years before the Navy commissioned a U.S. Navy officer from SEAL Team Six to set up Red Cell teams in 1984, to ascertain the Navy's vulnerability to terrorist attacks.

<sup>a</sup> Operation Cincinnati OORDER.

Roosevelt gave Operation Cincinnati a good evaluation in his War Report:

*"In these tests, the lengthy training showed commendable results, because the swimmers were able to circumvent the net defenses in each instance. An additional point of value was proof that the Navy sound detection gear did not reveal the presence of underwater swimmers."*<sup>b</sup>

<sup>b</sup> Roosevelt War Report, 227.

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Operation Cincinnati also provided proof of concept for equipment to be used in forthcoming undersea warfare operations. One key piece of equipment was an underwater breathing apparatus invented by Dr. Christian Lambertsen. ° Although other self-contained diving equipment was under development, the Lambertsen Rebreathing Unit (LARU) was the first unassisted diving capability employed operationally by the United States. It allowed MU swimmers to stay under water at a depth to 50 feet for as long as 90 minutes, allowing time to swim around almost a mile.

*° Lambertsen was more than an inventor. He was also the mentor and trainer for OSS Maritime Unit personnel. In the year 2000, Dr. Lambertsen was designated as the Father of US Combat Swimming by the Navy's UDT/SEAL community. His life's work has included significant contributions to the US Coast Guard Air/Sea Rescue Program, Navy SEALs, the US Army, and NASA. He is the creator of most of the technology used for Combat Swimming Operations in the United States today.*

Other significant contributions included development of the two-man kayak, two-man surfboard, and use of the British Submersible unit, referred to as the "Sleeping Beauty," which enabled swimmers silently to move agents past enemy defenses in either infiltration or exfiltration operations.

## Field Operations Europe



**Dr. Christian Lambertsen.**

In January 1944, the first Maritime Unit members began to deploy to Europe and CBI. In the Mediterranean, highly successful clandestine ferrying operations were carried out in the Aegean Sea, as agents and supplies were landed and downed fliers and refugees evacuated. In Italy the MU supported the operations of

Italian amphibious group, the San Marco Battalion. And trained in maritime sabotage and sneak attack operations; in the United

**OSS Maritime Unit submersible operating off the Arakan coast of Burma.**



Kingdom, MU coordinated the use of PT boats and submarines chasers. L-Unit I and II were part of the original MU Operations Swimmer training that began earlier in the war and deployed to the UK and European Theater of Operations during January-June of 1944.

## China, Burma, India

In January 1944, after training in Coronado, the Bahamas, and Guantanamo Bay, OSG II deployed to Burma, Ceylon, and Kandy as part of Detachment 101 and Detachment 404 of the OSS (January 1944—April 1945). The "Arakan Field Unit" was a combination of OSS Operational Group and MU men, in which the latter were to provide coastal intelligence to the British-led XV Indian Corps for an advance south along the Burmese coast, and to provide maritime services to all branches in theater.

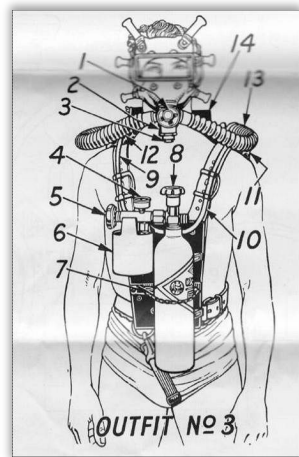
OSG III trained in the Bahamas and deployed to Ceylon, the Southeast Asia Command and Detachment 101 (October 1944—January 1945). By 1944 and early 1945 many of the Coast Guard men attached to the MU were deployed to OSS missions and sub-missions in both theaters of war.

One example of the many operations



**Sleeping Beauty.**

conducted in CBI was an operation called "Cleveland" on 25 January 1945. Although many of the missions conducted by OSGs were dangerous and often far behind enemy lines, Operation Cleveland was nevertheless unique in that its objectives were to obtain intelligence of a target



**Lambertsen Rebreather Unit.**



**China, Burma, India (CBI) Theater flash.**

## COVER STORY

area; to capture a native for the purposes of interrogation; and to ascertain generally, enemy strength in the area. <sup>a</sup> Several men of the OSG II, including LT Booth and Chief James Eubank of the Coast Guard were involved. An enemy agent was, in fact, captured, exfiltrated, and interrogated by OSS personnel. In addition, a survey of the coastline, terrain, and status of enemy forces was accomplished for the Command CBI. <sup>b</sup>

<sup>a</sup> *Operational Summary for Operation Cleveland, National Archives Record Group 226. File labeled SEAC Operations.*

<sup>b</sup> *Interview of LT John Booth by author, April 2006, confirmed in interview with Maj. Christian Lambertsen, October 2006.*

Of the 22 missions listed in the Maritime Unit Diary, Coast Guard men participated in all but two. The chief of the Maritime Unit in the China, Burma, India Theater said in his July 1945 report to OSS HQ in Washington, DC, that:

*“Enough cannot be said in the praise of these [Coast Guard] men and the remainder of the group which formed on 13 January [1945], for the spirit in which they took up their new assignment and the cooperation and loyalty that they gave us. Their lot was not an easy one, but their previous training proved invaluable. They were engaged in the infiltration of agents where the existence of the enemy was known and in working their way many miles into enemy lines through mangrove swamps under enemy outposts, and dodging enemy M.L.’s. We can be thankful that no men were lost through enemy action.”* <sup>c</sup>

<sup>c</sup> *National Archives, OSS Files., Record Group 226, Entry No. 549, Box 92, File 13., “Burma War Diary.” Drafted by LT Jon Babb, Chief Maritime Unit, India, Burma, Theater, July 1945. The “Burma War Diary” provides a summary of activities of the MU in Burma, listing names, missions and responsibilities of the men conducting covert and sabotage operations in that theater up until the MU received orders to disband on 15 June 1944.*

### **Conclusion; A Past Finally Recognized**

The Coast Guard men attached to the OSS during World War II are all part of the long blue line of Coast Guard history. But even more, they helped lay

the foundation for future Coast Guard operations and for defense organizations yet to come. The training, tactics, and procedures pioneered by the OSS MU and OSGs, of which Coast Guard men were such a big part, would help build the foundation for future covert diving operations, US Navy SEALs concepts, and Special Operations Command combat swimming operations. Indeed, in a ceremony at the Special Forces Command in 1998, the Coast Guard frogmen and the men of the OSS Maritime Unit were inducted as honorary members of the Special Forces, more than 50 years after their service in war.



**OSS MU off the coast of Burma.**

### **Looking Ahead**

In the summer of 2007 the Coast Guard reestablished, for the first time since WWII, the intelligence specialty for enlisted personnel and brought to the Coast Guard people who specialize in all source, HUMINT, communications, signals, and counterintelligence missions. The Coast Guard’s new cryptologic program is the service cryptologic element for the Department of Homeland Security, and under revision to Executive Order 12333 introduced by President Bush in July 2008, intelligence and counterintelligence elements of the Coast Guard were authorized to:

- Collect (including through clandestine means), analyze, produce, and disassemble foreign intelligence and counterintelligence, including defense and defense-related information and intelligence to support national and departmental missions.
- Conduct counterintelligence activities.

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- Monitor the development, procurement, and management of tactical intelligence systems and equipment.
- Conduct related research, development, and test and evaluation activities.
- Conduct foreign intelligence liaison relationships and intelligence exchange programs with foreign intelligence services, security services, or international organizations.

Readers can find more detail, including a bibliography on the Coast Guard and its historical role at [www.uscg.mil/history](http://www.uscg.mil/history) and [www.guardianspies.com](http://www.guardianspies.com).

### About the author Michael E. Bennett

Lieutenant Commander Michael Bennett is currently Director and Assistant Professor of Strategic Intelligence Studies at the United States Coast Guard Academy in New London, CT, where he teaches courses in Strategic Intelligence, National Security Policy, Terrorism, and Analysis. He enlisted in the Coast Guard in 1991 and received a Direct Commission in 1998. He is a 1998 graduate of Webster University in St. Louis, MO, where he earned a Bachelor of Arts Degree in Political Science and Environmental Science, and a 2003 graduate of the Joint Military Intelligence College where he was awarded the Master of Science in Strategic Intelligence (MSSI). His previous assignment was at the Maritime Intelligence Fusion Center Pacific (MIFCPAC) in Alameda, CA, where he was Senior Intelligence Analyst and Senior Intelligence Watch Officer, overseeing the day-to-day tactical and operational intelligence support to Coast Guard operational commanders, DHS, DOD, and international partners in the Pacific Theatre spanning over seventy-three million square miles. His professional interests are Strategic Intelligence Studies & Theory; Human Intelligence; Signals Intelligence; Covert, Counter-Intelligence and Clandestine Operations; Transnational and Asymmetric threat including the nexus between terrorism, illegal immigration and narco-trafficking; and the evolving role of Homeland Security Intelligence (HSINT).

He is a member of the International Association for Intelligence Education (IAFIE) and the Association for Intelligence Officers (AFIO).

Until the reintroduction of the intelligence specialty, intelligence duties were often performed by officers and enlisted personnel from other specialties in the service, a policy that left the Coast Guard at a disadvantage in building long-term expertise to perform national security duties.

Ironically, the reinvigoration of intelligence responsibilities in the Coast Guard since 9/11 has almost brought the Coast Guard back to its intelligence related work of WWII. In the summer of 2008, the Commandant of the Coast Guard announced a partnership with the Naval Special Warfare in which Coast Guard men were trained as US Navy Seals.

The original guardian spies would be pleased.



Operational Swimmer Group II, a truly joint force, shown in Cuba in 1944. Unit commander, LT John Booth, is standing at the far left. Of the 32 men posing in this image, 16 were members of the Coast Guard. Of the remainder, seven were from the Army, five from the Navy, and four from the Marine Corps. The dog's service of origin is unknown. *Photo Source: RMI/C John Harrigan (USCGR).*

## FEATURED ARTICLES

### WHY DID THE COAST GUARD MAN LCI(L)s?

Beginning in 1943, under an agreement made between the Coast Guard Commandant and the Chief of Naval Operations, the Coast Guard agreed to supply officers and crew for a number of Navy Landing Craft Infantry, Large, or LCI(L)s.

Since 1941, Coast Guard crews served successfully on board Navy attack transports (APs & APAs), and with personnel to spare, it was an obvious choice to let the Coast Guard continue to assist manning various ships of the ever-increasing Navy fleet. Their experience in operating in all types of surf conditions as well as on the high seas made the Coast Guard crews a valuable addition to the Allied invasion fleets. They readily took to the various types of landing craft utilized by the Navy, including the Landing Craft Infantry, Large, or LCI(L)s, beginning in 1943.



*USS LCI(L) 664 in port.*

Even though these vessels had Coast Guard crews, all LCI(L)s remained commissioned U.S. Navy vessels. The Coast Guard manned 28 of these landing ships which, despite their name, were anything but "large." Coast Guard-manned LCI(L)s participated in almost all of the major amphibious invasions undertaken by the U.S. during the war. Twenty-four were grouped into a single flotilla under the command of a Coast Guard officer, Commander Miles Imlay, USCG. First known as Flotilla 4 for the

invasion of Sicily and Salerno, its designation was changed to Flotilla 10 for Operation Overlord, the invasion of Normandy. The flotilla was reinforced with 12 Navy-manned LCIs, making the flotilla's total number of landing craft 36, which were divided evenly between the invasions at Omaha and Utah beaches. It was at Omaha Beach that the flotilla suffered grievous losses, including four LCI(L)s completely destroyed by enemy fire, with a number of others damaged. The surviving vessels performed yeoman duties in the English Channel for the next several months before sailing back across the Atlantic, now under the command of Commander Aden C. Unger, USCG.

Once back in the U.S., the flotilla's four lost LCIs were replaced with LCI(L)s 520, 562, 581, and 583. Many of the veteran crews were replaced with new recruits and officers, who underwent amphibious training in the Chesapeake. The flotilla, now designated as Flotilla 35, then sailed to San Diego in preparation for service in the Pacific Theatre. Once in San Diego, they served as training ships while awaiting assignment to the Western Pacific, where many participated in campaigns in the Philippines and Okinawa, among others.



**Members of the crew of LCI 83 pose with a famous member of Flotilla 10, former world-champion boxer, Jack Dempsey, who, during WWII served as a Commander in the U.S. Coast Guard. This photo was taken at the base harbor, Dartmouth, England, just prior to the D-Day Landings. (Photo provided by Leroy Bowen, Colonia, NJ, who served as a radioman aboard LCI 83)**

## FEATURED ARTICLES

The LCI(L)s carried out a myriad of duties while in the Pacific. They conducted minesweeping, ferried passengers and mail, made smoke to screen U.S. Navy capital warships during invasion bombardments, fought off kamikaze attacks, trained B-29 crews in ditching techniques, laid buoys and carried out other aids to navigation work, escorted submarines, conducted air-sea rescue patrol duty, operated as harbor entrance control vessels, and acted as salvage vessels. Many participated in the mine-clearing operation in the East China Sea known as "Operation Klondike" after the Japanese surrender. A kamikaze hit and damaged *LCI(L)-90* which was participating in the invasion of Okinawa. She was repaired and returned to service.

After the war, LCI(L)s remained in Japanese



The number two 20mm gun crew of *LCI(L) 85* at anti-aircraft practice (Note the "Charlie Noble" smoke exhaust stack disassembled to give a free field of fire)

waters, visiting various ports. They returned to the United States in late 1945 and early 1946, and all were all decommissioned in March 1946.

### *LST 325*

#### Where History Meets Mystery

By Terry Severin

During WWII my dad, Jim Henry, served in the Coast Guard on *USS LST 782* in the Pacific Theater. It was one of three flagships on which he would serve. Jim was a 20mm gunner and coxswain of a Higgins boat, providing transportation for Marines and supplies to the shores of Iwo Jima and Okinawa.



Jim Henry.

As is well known, there was a great loss of life during such battles. It left my dad and surely countless others questioning many aspects of life, its purpose, and whether the all-powerful bullet or megatons of bombs could snuff out life for all eternity. Or do such deadly mechanisms only have enough power to propel an individual from this life into the afterlife? Toward the end of his 97 years, my dad had shared many recollections of battle, hardship, and casualties—some permanent, others fatal—which often led to conversations about whether or not the afterlife exists.

If indeed it does exist, does the afterlife then ultimately negate the power of the almighty sword? Many of these rich discussions led to even more existential questions with no definitive answers.

Fast forward to mid-September 2025, when I was given the privilege to serve aboard *LST 325* while docked in Muscatine, Iowa. It was my way to pay tribute to my dad's service, and that of all those proud to have manned the Coast Guard fleet. Each day began with Quarters on the upper deck of this mighty ship, where it seemed as if the 20mm and 40mm guns once used to defend our country stood at attention in honor of the Greatest Generation, with whom they had once served.

The morning preparations were followed by a stream of visitors of all ages throughout each day. Among them were school-age children, educators, families, service men and women, law enforcement, and local officials. I was assigned to the gift shop, where I had the opportunity to meet many of the approximately 12,000 visitors. I was also given the opportunity to hand out two of my previously published articles on my dad's wartime service aboard *LST 782*.

## FEATURED ARTICLES

Among the several memorable guests I encountered in the gift shop was one gentleman who, while waiting for me to ring up various souvenirs for his family, picked up my articles. When the gentleman glanced at the picture of my dad, he instantly declared that he had just seen him on the upper deck. I began to explain that my dad had passed a couple years earlier, when this visitor cut me off, becoming quite animated. He excitedly held onto the article with both hands and stared intently at the picture of my dad. In a boisterous manner, he declared even more avidly, "This is the man I saw! It was this man!" I stopped myself from attempting to correct him, realizing there was nothing I could say to convince him differently. Quietly I said, "Maybe you did see him." At that moment, I recalled having heard stories that *LST 325* housed a resident ghost. So, who was I to say that this gentleman hadn't really seen my dad?



Museum ship *LST-325* at the Riverside Park, Muscatine, Iowa.

What happened next riveted my attention even more strikingly than this person who was absolutely certain he had seen my dad. Despite the hundreds of souvenirs and the countless combinations that were rung up each day on the registers, the next several sales I rang up came to the exact amount of \$12.84. I was not so much startled the first or second time, but by the third sale of \$12.84 I was a bit shaken. My parents' home address, where they lived for many decades and where my mom just passed earlier this year, was 1284.

Days later, another unique set of circumstances

played out at the register. A couple leaned in to privately talk with me. The woman said she had heard that someone once closely associated with *LST 325* during the war had passed, and since then unusual events subsequently occurred at times onboard. I nodded, indicating I had heard the same thing. She shared that she was a paranormal and had sensed a male presence on the ship. She said she attempted to chat with him but he did not reciprocate. On the heels of the previous visitor claiming he had seen my dad, all I could do was smile and reply, "I'm sure that was my father! He would never let small talk interfere with a task at hand."

This woman further shared that she had also sensed a female presence on the ship. Interestingly, both my parents toured *LST 325* in 2018 while docked in Dubuque, and my mom again in 2023. Although my parents were always together in life throughout their 67-year marriage, I had no way to confirm they were the two to whom the paranormal referred. I can confirm, however, that after this conversation, when I returned to the register, once again I had several sales in a row that totaled \$12.84!

Throughout my time in Muscatine, I thoroughly enjoyed hearing many visitors reminisce about their loved ones who had served on an LST and were looking for ways to memorialize their experiences.

The visitor who touched me the most was an older gentleman who, prior to exiting from the ship, approached me to share some of his personal stories about life aboard an LST. He expressed gratitude for the opportunity to have been on *LST 325*, as if he had been visiting with a long-lost friend. I attentively listened to his recollections while he became noticeably moved. As we continued toward the exit ramp, I held his arm because of a previous misstep. Just as we were about to part ways, he whispered with heartfelt emotion, "You take good care of her now." On behalf of the entire crew, I replied, "We will."

From this opportunity to serve on *LST 325*, I've been afforded new friendships and new experiences,

## FEATURED ARTICLES

which included Captain Kubota giving me the opportunity to fire a 40mm gun. I was also reminded to remain open to all the little coincidences and inexplicable circumstances that come our way. For who knows, these may actually be unexpected blessings hidden in plain sight!

Through all of these encounters, I believe I was given an answer to one of the questions my dad and I had pondered—whether there truly is an afterlife: a resounding, Yes!

Dad's service to God and country remained unwavering, regardless of his quest to solve the

enigma of the universe. I believe that his questions have now all been answered. As for me, gaining the full understanding of existence that my dad now possesses, well, I can wait!

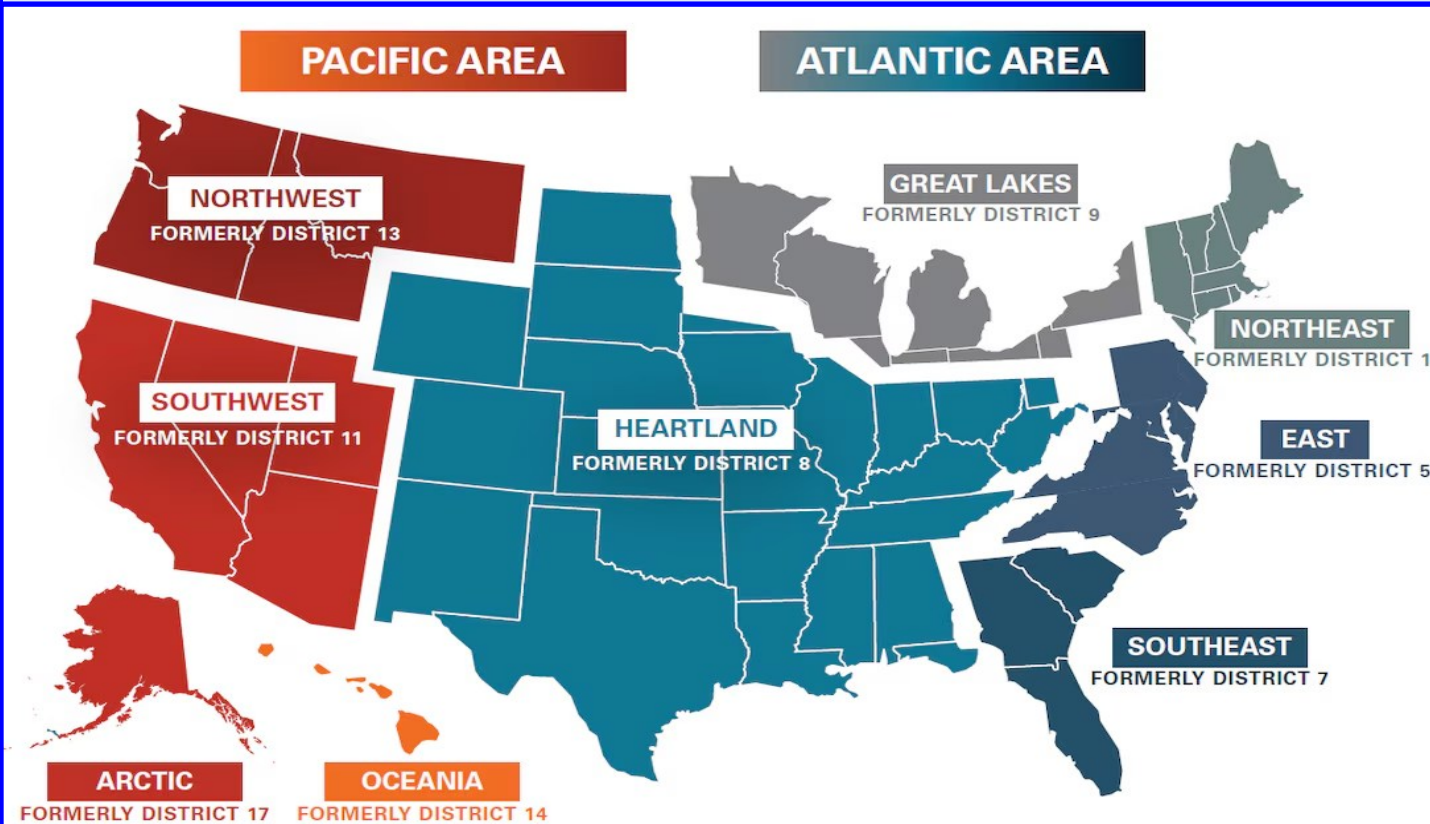
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*Editors Note: This is the second article Terri has submitted for the Quarterdeck Log regarding her father's Coast Guard service during WWII. Her contribution it is sincerely appreciated.*

### REVISED USCG DISTRICT MAP

On the back cover of the last edition of the Quarterdeck Log, there was a map of the various Coast Guard Districts that was in error. The map below is the latest version of the map that identifies the various districts that have been renamed in accordance with the Force Design 2028 Initiative.

There are currently nine districts, but over the years three districts have been eliminated, the 2nd District which was located in the central part of the country, the 15th and 16th, which have since been decommissioned. The 15th district previously encompassed the waters around the Panama Canal Zone, as well as the canal itself. The 16th district was formerly the Philippines.



## FEATURED ARTICLES

On July 3, 2025, the U.S. Coast Guard announced the renaming of its operational districts from numerical to geographic designations, a key initiative under Force Design 2028 (FD2028). This change will not impact operations or change existing geographical district boundaries.

This strategic change, directed by Secretary of Homeland Security Kristi Noem on May 21, 2025, will help the District names more accurately reflect the regions they serve and represent. The new geographic names, approved by the Department of Homeland Security, are indicated in the box below.

"This renaming is more than just a change in labels; it's a critical step in our journey to become a more agile, capable, and responsive fighting force," said Commandant Kevin E. Lunday. "Under Force Design 2028, we are driving fundamental changes to speed decision-making, improve strategic alignment, and ultimately best serve the American people for decades to come. This initiative underscores our commitment to ensuring that change is lasting and has an enduring impact on the Service and the Nation."

Renaming operational districts revises a numbered system established during World War II, when the

Coast Guard operated as part of the Navy, to ensure alignment between the services. In the 80 years since the Coast Guard separated from the Navy, the Service has maintained the numbered districts. However, the Navy stopped using numbered districts over 25 years ago.

Updating operational districts to regional names will more clearly align districts with their areas of responsibility, facilitate collaboration with interagency partners, and ensure the American public and maritime stakeholders can easily find and understand the districts in which they live, recreate, and operate.

This change is a direct action within FD2028's Organization campaign, which is focused on adapting the Coast Guard's structure to remain effective and responsive.

To memorialize the updated names for operational districts, the Coast Guard is undertaking the process of formally changing district names in the Code of Federal Regulations. Through this process, the Coast Guard will continue to communicate with stakeholders and provide updated resources and information, as appropriate.

### ATLANTIC AREA



**Northeast District - Boston, MA**  
The Northeast District oversees Coast Guard activities in Northern New Jersey, New York, Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont, and Maine.



**Heartland District - New Orleans, LA**  
The Heartland District oversees Coast Guard activities in 26 states, including Texas, Louisiana, Mississippi, Alabama, and the Florida panhandle.



**Northwest District - Seattle, WA**  
The Northwest District is responsible for Coast Guard activities in Washington, Oregon, Idaho, and Montana.



**East District - Portsmouth, VA**  
The East District covers Coast Guard activities from South Carolina to New Jersey



**Great Lakes District - Cleveland, OH**  
The Great Lakes District covers Coast Guard operations across all five Great Lakes, the Saint Lawrence Seaway, and surrounding states, including 6,700 miles of shoreline and 1,500 miles of the international border with Canada.



**Oceania District - Honolulu, HI**  
The Oceania District is responsible for the Hawaiian Islands, Guam, American Samoa, and activities in Saipan, Singapore, and Japan.



**Southeast District - Miami, FL**  
The Southeast District manages Coast Guard operations across 1.7 million square miles, including Puerto Rico, Florida, Georgia, South Carolina, and 34 foreign nations and territories.



**PACIFIC AREA**  
**Southwest District - Alameda, CA**  
The Southwest District Headquarters is responsible for Coast Guard activities in California, Nevada, Utah, and Arizona.



**Arctic District - Juneau, AK**  
The Arctic District is responsible for the Alaskan maritime region encompassing more than 3,853,500 square miles and over 47,300 miles of shoreline throughout Alaska and the Arctic.

## HISTORY OF THE ASSOCIATION'S LOGO

### History of the Association's Logo

The Coast Guard Combat Veterans Association was founded in 1985 as the Coast Guard Southeast Asia Veterans Association. Recognizing that this name limited membership to Coast Guardsmen who served in Southeast Asia during the Vietnam War, the membership proposed a change. Over the next three years, the Association developed its first set of bylaws, which were approved at the July 1988 reunion in Reno, Nevada. At that time, the organization was commissioned as the Coast Guard Combat Veterans Association (CGCOMVETS).

In 1989, the Association's original logo was hand-drawn by World War II D-Day veteran John G. Carnila of Bedford, PA. A year later an improved hand-drawn version debuted in the January 1990 issue of



the CGCOMVETS newsletter and remained in use for several years. The logo was first colorized in the Spring 2000 edition of the Quarterdeck Log.



Although the design continued to evolve, further refinements were made in 2018 to enhance the eagle's appearance. This updated version was introduced in the Winter edition of the magazine and later adopted for ballcaps, polo shirts, and window decals.

In 2024, the logo was further refined with gold-colored wings placed against a dark blue background,

appearing on the cover of the Quarterdeck Log through the Winter 2025 edition.



In 2025, following the association's reunion, the name was amended to the Coast Guard Combat & Expeditionary Veterans Association. Subsequently, several new logo concepts were developed, but none achieved the desired impact. Member R. W. "Bob" O'Gorman addressed this need by submitting a redesigned logo that incorporated all essential elements while significantly enhancing visual appeal.



The new logo retains key features of previous versions to preserve continuity and tradition, while introducing several notable enhancements. The anchor, lightning bolt, and shield are now set against an American flag background, adding a strong patriotic element. The former oval containing the Association's name has been replaced by a shield, symbolizing the Coast Guard, and two banners now display the Association's updated name with clarity and distinction. The redesigned logo was presented to the Board of Trustees and officers and received unanimous approval to replace the previous design.

Window decals, lapel pins, challenge coins, polo shirts with the new logo and ballcaps will soon be available through the Ship's Store.

## HISTORY OF THE ASSOCIATION'S LOGO

### DEVELOPING THE CGCEVA LOGO

by R.W. (Bob) O'Gorman

I am a Gulf War veteran (Desert Shield/Desert Storm) who served with Port Security Unit 301 and have been a member of the CGCEVA since 2014. After the association sought member input on including the word “expeditionary” in its name, I developed an updated logo concept and submitted it to the National President and National Treasurer. They shared it with the officers and Board of Trustees, whose response was overwhelmingly positive. I am honored that the association selected this design to represent the CGCEVA.

I joined the Coast Guard in 1985 at the age of 20. Several formative experiences influenced my decision to serve. From an early age, I was personally affected by the Vietnam War. My stepfather, a Vietnam Veteran, suffered severe physical and psychological wounds, including the loss of an eye. Additionally, a childhood friend's father, a Green Beret, was listed as missing in action for 42 years after being shot down in Laos in 1968. These experiences fostered a deep respect for Vietnam-era service members and a life-long commitment to honoring their sacrifice.

Another defining moment was the sinking of the *SS Edmund Fitzgerald* and the loss of 29 lives. Combined with my interest in the water, SCUBA, and lifesaving, this tragedy ultimately led me to the Coast Guard. I have never regretted that decision, and I believe many of you share a similar pride in your service.

As a life member of the VFW, I recognize that divisions can exist among veterans of different eras—often described as the “new guard” and the “old guard.” However, time continues to move forward, and as an organization, we have a responsibility to support and encourage those who will stand the watch long after we are gone. The legacy of the CGCEVA calls to us, and we must answer—not for ourselves alone, but for those who will follow.

The updated logo reflects both tradition and continuity. It honors John Camila, a D-Day veteran who created the original design, as well as the veterans of Squadron One and Squadron Three, whose actions in coastal interdiction operations during the Vietnam War are firmly recorded in Coast Guard history. It also represents newer members and future “sea pups” who will carry their own experiences, challenges, and need for belonging.

### Symbolism of the Logo

**The Shield**—The Coast Guard shield unites all members, regardless of era or assignment. It represents the shared bond, honor, and commitment we accepted upon joining the United States Coast Guard.

**The Bald Eagle**—The bald eagle, a longstanding element of the original design, symbolized our nation and the freedom we swore to defend.

**The American Flag**—The flag represents the United States and the sacrifices made by those who did not return home, as well as the families who bore that burden. It also acknowledges the lasting, visible, and invisible scars carried by combat and expeditionary veterans who served in combat and combat support roles.

**The Anchor**—Traditionally, the anchor symbolizes stability, resilience, and the enduring bond among mariners. Preserved from the original design, it reflects hope, strength, and faith. It is my hope that this anchor continues to serve as a unifying symbol for combat and expeditionary veterans—honoring different paths of service while reinforcing a shared sense of belonging and pride.

**The Lightning Bolt**—The lightning bolt represents *Semper Paratus*—rapid response, decisive action, and combat readiness. It reflects the speed, precision, and effectiveness with which the Coast Guard combat and expeditionary units respond to emerging threats.

I appreciate all the positive responses I've received.

## NEWS AND NOTICES

### HONORING A WWII COASTIE ON HIS 102<sup>nd</sup> BIRTHDAY



Coast Guard members from St Louis, Topeka, and Kansas City presenting the flag to Eddie.  
(Picture by Victor Watts)

On Sunday, December 7<sup>th</sup>, in Kansas City, MO, Coast Guard members from St. Louis, Topeka, and Kansas City came together to honor Eddie Watts for his 102<sup>nd</sup> birthday. Eddie served in the Coast Guard from 1943 to 1946 as a Stewards Mate. During his service, he served aboard the landing ship, tank *LST-206* and the floating storage tanker *USS ABARENDA* (IX-131).



OSCS Michael Acosta with Eddie Watts.  
(Picture by Tom Hines)

On these ships, he served in the 3<sup>rd</sup>, 5<sup>th</sup>, and 7<sup>th</sup> Fleets in the Pacific Theatre and participated in operations in New Guinea and the Philippines. He was awarded the Philippine Liberation Medal, Asiatic-Pacific Campaign Medal with three bronze stars, and the World War II Victory Medal.



Recognizing the opportunity to help celebrate his birthday, Dennis Branson, USCG ret., notified units in the St. Louis area about Eddie and helped to coordinate the event. Members from Sector Upper Mississippi River, BASE St. Louis, Coast Guard Pay and Personnel Center Topeka, Coast Guard Recruiting Command Kansas City, USCGC *CHEYENNE*, USCGC *GASCONADE*, Coast Guard Auxiliary Division 31, and a retired Coast Guard Chief from Leavenworth, KS, came together to honor this Coast Guard hero by presenting him with a flag that was flown from the Coast Guard Cutters *CHEYENNE* and *GASCONADE* in his honor. It was a fitting tribute to Eddie's service that these Coast Guard men and women came to together on the 84<sup>th</sup> anniversary of the attack on Pearl Harbor to honor and celebrate one of their own who fought in that war.

Happy 102<sup>nd</sup> birthday, Eddie, from the Coast Guard Combat & Expeditionary Veterans Association.

Welcome aboard!

# VETERAN BENEFITS

## COMBAT-RELATED SPECIAL COMPENSATION

### A Benefit Too Many Retirees Overlook

by CDR Benjamin D. Mazyck

[Benjamin.D.Mazyck@uscg.mil](mailto:Benjamin.D.Mazyck@uscg.mil)

Many Coast Guard retirees may be missing out on a significant, tax-free monthly benefit known as Combat-Related Special Compensation (CRSC). Designed to restore part of a retiree's military pension that was waived to receive Department of Veterans Affairs (VA) disability compensation, CRSC puts additional money back into retirees' pockets. But not every disability qualifies, only those tied to combat or operationally hazardous duties are eligible.

For years, a narrow statutory definition left many Coast Guard retirees on the outside looking in. Before 2015, CRSC was usually limited to wounds from combat or mishaps that directly mimicked combat. For Coast Guard missions, which are often hazardous but don't fit neatly into a "combat" label, eligibility was difficult to prove.

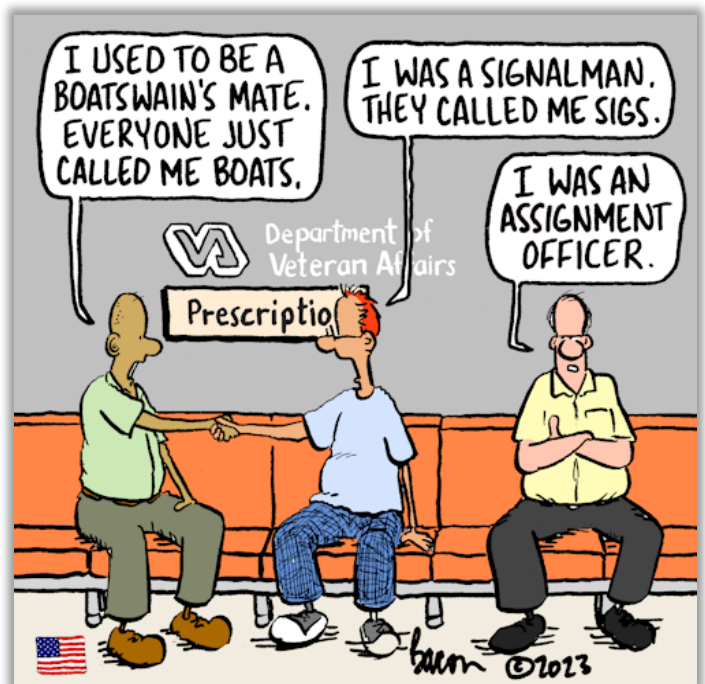
Congress addressed this in the Coast Guard Authorization Act of 2015, which expanded CRSC to include Coast Guard missions, such as aviation duty, diving, rescue swimmer operations, and hazardous small boat duty in heavy seas. For the first time, Coast Guard retirees could apply on the same footing as their Department of War counterparts.

The Don Young Coast Guard Authorization Act of 2022 went even further, expanding CRSC to cover disabilities linked to hazardous exposure such as asbestos, benzene, heavy metals, radiation, and other toxic agents. These exposures, common to Coast Guard service, may now qualify as "combat-related" for CRSC purposes. Retirees do not have to prove participation in a monitoring program such as the Coast Guard's Occupational Medical Surveillance and Evaluation Program (OMSEP). Instead, they may need credible documentation showing exposure during service.

Today, CRSC eligibility is broader than ever. A surfman injured in heavy-weather operations, a diver experiencing long-term effects of underwater exposure, or a veteran diagnosed with service-connected cancer tied to chemical exposure may all qualify for tax-free monthly compensation.

Applying takes careful attention to detail. Retirees must submit DD Form 2860 (CRSC Application) along with documentation that ties their condition to Coast Guard duty. This could include medical records, retirement orders, Line of Duty determinations, mishap reports, or even witness statements. Each disability requires its own documentation; if applying for five conditions, retirees must provide five supporting record sets along with the DD-214.

The Coast Guard's Pay and Personnel Center (PPC) in Topeka, Kansas, manages CRSC payments, while the Personnel Service Center's Medical Administration Branch (PSC-PSD-MED) reviews applications to confirm whether the condition is combat-related. Thanks to process improvements, today's applications are processed in three to four months, much faster than the six to eight months in the past.



## COAST GUARD TRIVIA

### A Real Feat of Seamanship

By Bob Dell

Hollywood has pretty much passed over the Coast Guard as a dramatic subject to be presented to the public. In the late thirties, they made a twelve-chapter serial called "SOS Coast Guard" and, in the early fifties, they made a feature called "The Fighting Coast Guard." There were a couple of other movies since then but nothing like the recent movie, "The Finest Hours." This was the story of a true incident that happened in February 1952, and was one of the greatest rescues made by the Coast Guard during its entire history.

In February 1952, in the middle of one of the worst nor'easters in history, two civilian oil tankers found themselves caught off the coast of Cape Cod in the violence of this storm. These were T2 type tankers built during WWII, and they were welded together with what was called "dirty steel." It was found that they had a propensity to break in half when undo stress was applied. At close to the same time, this is exactly what happened to both of these ships while they were traveling independently. The most spectacular rescue was made from the stern of the *SS Pendleton*, where thirty-three men were trapped.

The Coast Guard Lifeboat Station Chatham, MA, was notified, and though all details of the emergency were not known they decided to launch one of their small boats to see if they could be of help. Lifeboat stations do not have any large boats so they sent out their thirty-six foot motor lifeboat (MLB), CG-36500, with a crew of four, the largest they had. The challenge was navigating over the bar at the inlet. Due to the storm conditions, the bar was being pounded by 50 to 70 foot waves. The crew persevered and cleared the bar but lost their compass and windshield in the process. The engine stalled out, but the engineman was able to get it started again. They found the *Pendleton's* stern floating near the shore, but it was without power, and at first sight seemed abandoned. As the MLB moved closer,



**Motor Lifeboat CG-36500 used in the rescue of crewmembers from *SS Pendleton*.**  
(Photo from Orleans Historical Society.)

crewmembers were seen leaning over the railings of the sinking tanker. There seemed no easy way to move the thirty-three crewmembers off the upended stern down to the deck of the MLB in the rough waters. A plan was quickly formed to have each crewman, in turn, jump from the stern, coinciding with the MLB rising up on a swell. The crewman was then pulled aboard the MLB. Out of thirty-three crewmembers, thirty-two were rescued by the Coast Guard. Tragically, the rescuers were unable to pull the ship's cook aboard the MLB.

The thirty-six foot lifeboat was severely overloaded, carrying thirty-six crewmen both below



***SS Pendleton* sinking.**  
(Photo from New England Historical Society.)

## COAST GUARD TRIVIA



CG-36500  
returning to  
Station  
Chatham.

in the engine room and on the deck. They were without a compass in the dark, stormy night. Luckily, the Coast Guard coxswain had a feel for where they were and headed in a general direction of the port. Meanwhile, the people ashore knew that there was big trouble out on the ocean, and they brought their cars to the dock area and pointed the lights out to sea. The motor lifeboat crew saw the glow of lights and headed toward them and to safety. The people could not believe what they saw as the deeply laden thirty-six footer came in covered with men. Imagine hanging on with thirty five others as the boat made its way

through the heavy waves toward shore.

The thirty-six foot motor lifeboat was a mainstay of the Coast Guard from the thirties into the sixties. It was a so called “self-righting” boat, which meant if it turned over it would right itself. I had some experience with these craft when I was crewman at the Indian River, DE, lifeboat station in the fifties. I remember going out the inlet, which was very rough on the turn of the tide and had the ride of my life. The old timer surferman steering the cutter assured me that if it turned over it would come back up, and I would be all right. I never wanted to test this theory. The Chatham Life Boat Station motor lifeboat in this story is still in existence.

In November 1981, the Cape Cod National Seashore deeded the boat to the Orleans Historical Society. Volunteers from the Cape Cod towns of Chatham, Orleans, and Harwich restored the boat and relaunched it in a public ceremony, attended by Bernard Webber and his wife. The *CG-36500* was then added to the National Historic Register in 2005.

## SHIP'S STORE

### The Ship's Store Page Will Return.

Even with the association's name change, we will continue to sell items with the old CGCVA logo until the current stock is depleted. To avoid confusion over which of the older items are sold out or available in limited quantities, it was more effective to direct the member to the Ship's Store tab on the CGCEVA webpage where the levels of available stock is easier to update. Over the next few months, the Ship's Store will start adding new items with the new CGCEVA logo.

As everyone knows, postage rates are constantly increasing. Consequently, it was necessary to raise the

shipping costs to \$9.99 to cover shipping and handling (S&H) for larger items such as shirts, pullovers, ball caps, and books. The small items such as patches, stickers, coins, lapel pins, and other items that will fit into a #10 envelope will be mailed without requiring an additional S&H charge.

We encourage everyone to log onto the association's webpage at [www.cgceva.org](http://www.cgceva.org) and check out the Ship's Store page under the “more” tab to see what is currently available and what will be for sale in the near future.

Russ Allyson, the Ship's Store manager, can be contacted through his email: [rallyson@cgceva.org](mailto:rallyson@cgceva.org).



**REUNION 2027, SAN ANTONIO, TEXAS**

April 12-16, 2027

By the time you receive this issue of the QDL, there will be approximately 12 months left until the 2027 reunion, scheduled for April 12-16, 2027. As previously posted, the reunion will be held at the **Holiday Inn Riverwalk** in historical San Antonio.

The primary purpose of the biennial reunion is to conduct the general business of the association, but in addition, the reunion provides an opportunity for former shipmates to gather together and renew those friendships forged long ago. There are many long standing members of the association that have never attended a reunion, or if they have, it has not been in recent years. If you know of any, urge them to join you in the fun.

We encourage all members to attend and to especially participate in the biennial business meeting on Tuesday morning, April 13th at 10:00 a.m. where the future of the organization is discussed, and elections of officers held. Your input is greatly desired and welcomed.

The nightly rate will be \$165.20, including taxes and fees. Overnight self-parking at the hotel is \$24/day with unlimited opportunity for in and out, with valet parking at \$47/day. Motorcoach parking is offered at \$65/day on a space available basis. Contact the hotel's Sales Manager to make arrangements.

In an effort to reduce costs for you, the business meeting will not include a meal. The hotel has a restaurant serving breakfast, including an American breakfast buffet at an all-inclusive reduced rate of \$20/per person, offering the opportunity for choosing to eat breakfast or not before attending the meeting.

A commemorative quarter-zip pullover in various colors is offered for sale with the new CGC&EVA logo for \$25.00. See page 30 to place your order.

The reunion is an opportunity to meet new friends with similar experiences and to share stories of deployments and laughter that often accompanies those stories. Don't miss out. Start planning to attend. We hope to see you there.

~ The Reunion Committee.

# 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 room rate is all inclusive at \$164.95/night. Room reservations can be made by calling (210) 224-2500 using the Reservation Group Code **CGC**, or by asking for the Coast Guard Combat Expeditionary Veterans Reunion Group reservations. The group rate is available for up to three days before and three days following the reunion. Reservations made after March 17, 2027, are on a space available basis. Refunds are available if cancellations are made no later than 48 hours prior to the start of the guest's scheduled arrival. Self-parking is available with unlimited in and out at \$24/night. Valet parking is available at \$47/day. Motor coach is available at \$65/day by arrangement with the hotel's sales department. Make all checks for the reunion payable to CGCEVA, including any shirts purchased from the reverse side of the registration form when mailing it to the Treasurer. If paying by credit/debit card, go to [www.cgceva.org](http://www.cgceva.org), using the "DONATE" PayPal button in the lower right column. You still must mail the registration form to Gary Sherman at the address indicated on the form below. The 10:00 a.m. business meeting on Tuesday, April 13, will NOT include a meal. An American buffet breakfast is offered in the hotel's Windows Restaurant at an all-inclusive discounted 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.

Seared Sirloin Fillet	# of plates @ \$66 _____	Total Amount \$_____	<b>HOSPITALITY ROOM</b> 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	\$
Chicken Piccata	# of plates @ \$60 _____	Total Amount \$_____		Total Spouse/Friend Registrations @ \$45	\$
Seared Salmon	# of plates @ \$60 _____	Total Amount \$_____		Total Dinner Amount	\$
				Total Amount of Long-Sleeved T-Shirts from order form on Reverse Side	\$
<b>Hotel Room Reservation &amp; CGCEVA Registration cutoff date is March 17, 2027</b>		<b>Mail registration form, T-shirt order form, and payment check to:</b>  <b>CGCEVA NATIONAL TREASURER</b> <b>P O BOX 222</b> <b>WEST POINT, PA 19486-9998</b>		<b>Total Amount Due CGCEVA (No added fee if paying by check)</b>	\$
				If paying by credit/debit card, multiply the total amount above in red by 1.05% for final payment.	

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**

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**



**Long Sleeved T-Shirts**



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	<input type="checkbox"/>	T-Shirt	<input type="checkbox"/>	Color: _____	Size: _____
Pullover	<input type="checkbox"/>	T-Shirt	<input type="checkbox"/>	Color: _____	Size: _____
Pullover	<input type="checkbox"/>	T-Shirt	<input type="checkbox"/>	Color: _____	Size: _____
Pullover	<input type="checkbox"/>	T-Shirt	<input type="checkbox"/>	Color: _____	Size: _____
Pullover	<input type="checkbox"/>	T-Shirt	<input type="checkbox"/>	Color: _____	Size: _____



# 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@cgcvva.org](mailto:mplanitz@cgcvva.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@cgcvva.org](mailto:mplanitz@cgcvva.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 <input type="radio"/>	Associate Membership <input type="radio"/>	Other <input type="radio"/>

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

**Coast Guard Combat & Expeditionary  
Veterans Association**

**P.O. Box 720**

**West Paducah, KY 42086-0720**

NON-PROFIT ORG

U.S. POSTAGE

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PERMIT NO. 1338

**Change Service Requested**



**OFFICE OF STRATEGIC SERVICES MISSIONS AND BASES IN EAST ASIA DURING WORLD WAR II**