



the QUARTERDECK LOG

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

Volume 40, Number 3

3rd Quarter 2025

COAST GUARD PORT SECURITY UNIT 40 YEAR HISTORY



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Proposal to amend the name of the Coast Guard Combat Veterans Association

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The new webpage address for the
CGCVA is now www.cgcva.org

FROM THE NATIONAL PRESIDENT

COAST GUARD COMBAT VETERANS ASSOCIATION

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THE QUARTERDECK LOG

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and Javaughn Miller

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

MAA— Russ Weeks

Chaplain—Vince Patton, LM

Parliamentarian—PNP Michael Placencia, LM

Nominating Committee—Bill Femia, LM

Cape May Liaison—Thomas Dougherty, LM

COAST GUARD HISTORY CONTRIBUTOR

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

Fellow members of the CGCVA, I want to especially welcome the expeditionary forces of the Association. Although you served in hostile fire zones but were not awarded a Combat Action Ribbon (CAR), you have met the qualifications for CGCVA membership with the awarding of your respective campaign or expeditionary medal. Some membership qualified individuals have declined the invitation to join our Association over concerns about the name “Combat Veterans” because they did not serve in actual combat and did not consider themselves as “trigger pullers.” Like me, most of our members have not served in actual combat and did not receive the CAR but were “expeditionary,” professionally performing our duties in war zones, and therefore eligible for membership. To attract those who have reservations about joining, the CGCVA is taking steps to address their concerns.



When the CGCVA was first founded in 1985, it was called the Coast Guard Southeast Asian Veterans (S.E.A.Vets), which limited membership to only Coasties who served in Southeast Asia during the Vietnam War. Leadership realized they needed to change the name of the organization to ensure its viability and longevity. The name was changed to Coast Guard Combat Veterans Association at the 1986 reunion held at the Comstock Hotel in Reno, NV. The membership criterion was established of having an appropriate campaign or expeditionary medal, allowing Coasties from all military conflicts to join. They did not require the CAR for membership.

After the name was changed, membership levels topped at more than 2,000 members. With the passing of time, that number has decreased by more than half, with current membership at 800 in good standing. Over the past two years, we lost 61 members who crossed the bar, along with 40 individuals who did not renew their membership. To keep the CGCVA a viable organization, a change in the Association’s name is necessary to encourage reluctant but qualified individuals to join.

A proposal was made at the 2025 business meeting to amend the current name to include the term “expeditionary.” It is important to note that **THERE WILL BE NO CHANGE MADE TO THE MEMBERSHIP CRITERIA** with this proposal. The proposed amendment will change the name to the “Coast Guard Combat & Expeditionary Veterans Association.”

FROM THE NATIONAL PRESIDENT

What is the definition of “Expeditionary?” As defined by MilitaryDictionary.org, it is “*an armed force organized to accomplish a specific objective in a foreign country.*” Expeditionary forces are often self-sustained and operate in unison with the other Armed Forces and allied forces. The Port Security Units (PSU) are expeditionary in nature, as are the Patrol Forces Southwest Asia (PATFORSWA) that are currently operating in the Persian Gulf. These units conduct port security, anti-terrorism, and counter smuggling operations like that of units involved in Operation Market Time and port security operations during the Vietnam War.

After much discussion, and with the assurance that the membership criteria would not be affected, a straw poll was taken, resulting in overwhelming approval. However, to amend the CGCVA’s name, certain protocols for approving the proposal are required. Because the proposal was made at the reunion, it did not meet the mandatory advance notification for changing the Bylaws. Therefore, the official vote will be conducted at the next business meeting in 027, and we urge you to be present for the vote. Considering the ongoing attrition of members, can we wait another two years before acting on the proposal, and still maintain solvency of the Association?

Article I.1 sets forth the official name of the “Coast Guard Combat Veterans Association.” The protocol for approving a Bylaw change is set forth in Article XI.1. In following the Bylaws protocols for change, the proposal was forwarded to the Board of Trustees. After they had reviewed the proposal, it was forwarded to the Bylaws Chairman, Gary Sherman, for presentation and vote at the next biennial business meeting. An advance notice for any proposal must be published in the newsletter (QDL) that is released immediately prior to the scheduled Reunion/Convention, giving the membership at least 60 days advance notice.

The Board of Trustees and officers of the CGCVA have determined that we must take provisional action

to amend the name now, and then present the amendment to the membership at the 2027 business meeting for final approval. We believe that the proposal will pass without significant opposition but you will be receiving a survey to solicit your opinion about the name change. The decision to amend the name will take immediately, on a provisional basis, until the official vote takes place at the next business meeting in 2027.

Now, it’s up to you to seek out those who had misgivings over the name and inform them of the direction we are taking to accommodate their concerns and encourage their enrollment. We need your help in bringing in new members to grow the Association. We can’t do it without your efforts.

For those currently deployed into hostile fire zones, such as PATFORSWA crews, the CGCVA welcomes you into our ranks. Just complete the application found inside the back cover of this magazine, or go to the CGCVA website www.cgcva.org and complete the membership application found there.

This is a change that we all can get behind for the betterment of the Association.

Semper Paratus,

~ Bruce



Above is an artist’s rendition of what the front of a new challenge coin will look like. The reverse side will remain the same as the current challenge coin.

NATIONAL VICE PRESIDENT

Greetings to all Coast Guard members and veterans who have served in the many roles of combat or in an expeditionary role! As you are learning, our organization is striving to maintain and grow a strong positive membership to best serve all our members who meet the membership criteria. To do this, the organization needs to adapt and change with the times while maintaining established standards. One important change is to modify the name of the association to include the word “expeditionary” to broaden the field of eligible potential members’ enrollment without compromising the criteria for membership. We must consider this option to keep the organization viable.



Our Organization President, Bruce Bruni, has outlined the rationale and process that would need to be followed to make an organizational name change within the organization’s bylaws. If we as members are in favor of expanding our membership by the change of the name as has been outlined, we need to follow a two-step process. First, approve the provisional action to change name now, pending a final approval at the next business meeting of the Association in 2027. This will encourage membership of those that have been reluctant to join over the term “combat veteran.” The provisional action will be scheduled to take effect in January of 2026. President Bruce has provided membership numbers in his address above.

We hope you will support this change and the provisional action to be taken to help maintain and grow the Coast Guard Combat Veterans Association.

Semper Paratus - TSM

CROSSING THE BAR

By Alfred Lord Tennyson

Sunset and evening star
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea,

But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew out the boundless deep
Turns again home.

Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark;

*For tho' from our bourne of Time and Place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crossed the bar.*



Born in 1809, Alfred Lord Tennyson is one of the most well-loved Victorian poets.

FROM THE NATIONAL SECRETARY

Hello Membership!

During the last quarter, Gary and I completed work to streamline the Association's email and web hosting services. As a result, our business emails now share a standard "cgcva.org" thread.

Please note the following email address changes:

National President Bruce Bruni:

bbruni@cgcva.org

National Vice President Tom Mowbray:

tmowbray@cgcva.org

National Secretary Mark Planitz

mplanitz@cgcva.org

National Treasurer Gary Sherman:

gsherman@cgcva.org

Ship's Store Manager Russ Allyson:

rallyson@cgcva.org

General Inquiries:

info@cgcva.org

Reunion Inquiries:

cgcvareunion@cgcva.org



Also, please remember to send future correspondence to our new mailing address:

COAST GUARD COMBAT VETERANS ASSOCIATION

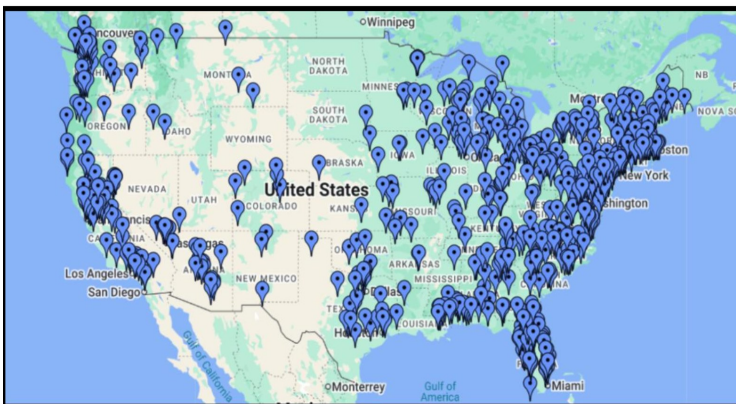
PO BOX 720

WEST PADUCAH, KY 42086-0720

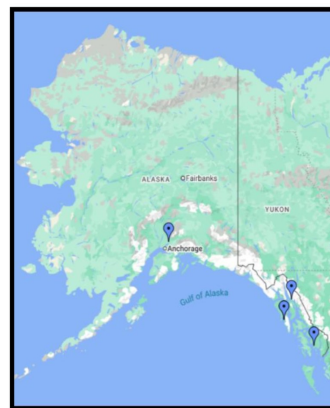
My next endeavor is to explore ways to increase the visibility of our website. Forging ahead, it is now possible to bring up our website by entering www.cgcva.org or simply cgcva.org in your browser's address bar. The full CGCVA web address www.coastguardcombatvets.org also works as it has in the past.

Until the next time, here are the pinned locations of our 900+ active members. Come on North Dakota! You can do better!

~Mark



Members in the Continental U.S.



Members Outside the Continental U.S.

FROM THE NATIONAL TREASURER

As stated in the last issue of the Quarterdeck Log, I have split the duties of Treasurer and Secretary with Mark Planitz, making my life less hectic, but I still keep plenty busy with the responsibilities of ensuring our Association is financially solvent. That also means that we need to recruit new members to keep our organization relevant. One option to do that was to amend the name of the Association to include the term “Expeditionary.” It is important for the membership to understand the reasoning behind this effort, which the National President described in his post, and to keep everyone informed of the progress we are making in accomplishing this effort.



SURVEYMONKEY

With the prospect of amending our Association’s name, we need to reach out to every member to inform them of the possible name change and get their opinion. This is going to take place in two ways. There are 632 members that have provided email addresses and more than 250 or so with no reported email address.

For those who have email, you will be getting an email from a company called SurveyMonkey. This is a national company with a good reputation, and this short survey will make sure your voice is heard by allowing you an opportunity to provide feedback for this initiative. It will take only a few moments to complete the short survey, and we respectfully request that you take the time to do so. The survey will be sent out in the 4th Quarter of 2025. The purpose of this survey is to allow everyone’s voice to be heard, and not just those who will attend the 2027 biennial reunion.

For those who have not provided the Association with an email address, you will receive a paper survey by mail, with a stamped return envelope to the CGCVA. However, if you have a current email address but have not informed Secretary Mark Planitz or me, we ask that you do so to save the Association time and money in sending out the paper survey by mail. The CGCVA office email address is info@cgcva.org.

LIFE MEMBERSHIP

Occasionally, we get inquiries regarding Life Membership. This was discussed at the Daytona Beach reunion in April, 2025. Life membership is considered by many non-profit veterans groups to be a “bad business decision.” Even if we had 2 or 3 times the number of current members, it is still extremely difficult to determine an appropriate Life dues amount that would benefit the Association. And the more members switching to Life, the more the Association has to rely on our Investment account, which fluctuates year by year. When the market is down, Regular Dues is our only source of cash flow and that’s not enough to print our magazine quarterly.

The reason many members converted to Life was to ensure that their membership didn’t lapse. But now with the AutoPay payment plan found on the CGCVA webpage, your annual dues are automatically deducted from your credit card or other financial source each year. As long as your banking information remains unchanged, your membership will not lapse.

If you have any questions about this, please call 410-690-8000.

Thank you and best wishes to all!

Gary Sherman

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." Contributors' 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

Daniel F. Bothe, Michael R. Niles, Henry A. Wallace, Jr.

IN MEMORY OF DONATIONS

**Terry O'Connell IMO Rene O'Connell, Bill and Rose Ross IMO Taylor Lapham,
David L. Powell IMO CDR Peter D. Corson, Senior Coast Guard Officer, Vietnam, 1971-1972**

CROSSED THE BAR

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

Irwin L. Abelson (WWII)	Anthony G. D'Angelo (WWII)	William E. King (WWII)	William H. Sheron (WWII)
James P. Avila (WWII)	Charles G. Derderian (WWII)	Dallas J. Kobriger (WWII)	Elmer H. Shroyer (WWII)
Ernest E. Barnhill (WWII)	Robert F. Dunlop (WWII)	David P. Kropp (WWII)	Jack Shuler (WWII)
Lawrence H. Beach (WWII)	Howard O. Elvrom (WWII)	Robert W. Le Comte (WWII)	Albert F. Somma (WWII)
Raymond F. Bearsley (WWII)	Thomas G. Giles (WWII)	Ray Lindahl (RVN)	George V. Spencer (WWII)
Wallace A. Bentley (WWII)	Marion M. Gilliland (WWII)	Clayton W. Locke (RVN)	Walter J. Swaitek (WWII)
Cecil C. Blair (WWII)	Constantine Gimourginas (WWII)	Joseph P. Martin (WWII)	Harold W. Swiekatowski (RVN)
John L. Bouknight (WWII)	Floyd E. Glenn (WWII)	William H. McCabe (WWII)	David N. Tedford (WWII)
William D. Boyce (WWII)	Lennith L. Groves (WWII)	Richard W. Minor (RVN)	Thomas M. Tuckhorn (WWII)
William D. Boyd (WWII)	E. W. Gschwender (WWII)	Joseph J. Mirakian (WWII)	Charles F. Ulrich (WWII)
James W. Brockwell, Jr. (WWII)	Harold E. Hall (WWII)	George R. Pruneau (WWII)	Robert J. Urban (WWII)
James C. Bunch (RVN)	Robert C. Hamill (WWII)	Arthur E. Radin (Desert Storm)	Salvatore Villani (WWII)
Harold C. Burgert (WWII)	Donald K. Kahler (WWII)	David Ramsay (WWII)	Thomas F. Weber (WWII)
J. Armand Burgun (WWII)	Edward L. Ketch (WWII)	John E. Regin (WWII)	George C. Werth (WWII)
Lloyd J. Christman (RVN)	Wallace J. Kilner (WWII)	Raymond K. Runyon (WWII)	Robert R. Williams (WWII)
Francis J. Cook (WWII)	Richard B. Kinder (WWII)	William J. Ryder (WWII)	
		Darrell J. Sekin (WWII)	

NEW MEMBERS

NEW MEMBER	SHIP/UNIT IN COMBAT ZONE	CONFLICT	SPONSOR
George T. Critch	USCGC <i>Winnebago</i>	RVN	CG National Museum
Robert P. Branc	PATFORSWA	OIF	Mike Seward, RADM
James R. Smith	USCGC <i>Point Arden</i>	RVN	
Marck C. Stockholm	USCGC <i>Sherman</i>	AEFM	Joe Prince
Kennth J. Morris	USCGC <i>Point Orient</i>	RVN	GM1 Raymond Alger

The U.S. Coast Guard Port Security Unit History

From Media Defense Website

Editor's Note: For the past nearly 40 years that the Port Security Units (PSU) have operated, they have been mostly comprised of Coast Guard Reservists who are expeditionary forces, thereby serving in combat zones and qualifying for CGCVA membership. Although some PSUs have taken incoming indirect fire, none have been authorized the Coast Guard or Navy Combat Action Ribbon as of this time. This is the reason for the recent proposal to amend the organization's name to read Coast Guard Combat & Expeditionary Veterans. The vote to approve the proposal will take place at the 2027 reunion.

EARLY ROOTS

The roots of the Coast Guard's deployable port security missions are traced back to World War I and World War II and the traditional CONUS port safety and security duties of the Captain of the Port (COTP). During World War II, some overseas COTP-type operations were carried out by the Coast Guard in both the Pacific and European Theaters. Experiences in Vietnam demonstrated that a need for Coast Guard port security capabilities in overseas ports continued to exist.

During the early 1980's, DoD planners formally identified the need for port security forces in OCONUS seaports of debarkation. Dialogue began between the Army, Navy, and Coast Guard, and the concept of the deployable Port Security Unit (PSU) was born. In January 1985, the Commandant approved three notional PSUs to respond to the requirements of DoD operations plans. The three units would be located in the Ninth Coast Guard District at Buffalo, NY; Cleveland, OH; and Milwaukee, WI.

MISSION DEFINED

PSUs are organized, equipped, and trained to

operate in joint security areas, specifically in accessible (ice-free) harbors and port areas worldwide, in support of regional Combatant Commanders' requirements, and in company with DoD for national defense regional contingencies. PSUs provide 24-hour operations under all environmental conditions within the limits of equipment and personnel. PSUs normally protect vessels in transit, at the pier/port complex, or along the waterfront facility. Harbor defense and port security operations are frequently characterized by confined and traffic congested water and air space.

NOTIONAL MISSION ASSESSMENT

In the years between the approval of the three notional PSUs and their first deployment in 1990, the PSUs suffered from inconsistent budgetary, programmatic, and training support. Personnel assigned to the units augmented small boat stations, groups, and marine safety offices during monthly drills. The PSUs borrowed boats from local units for training and exercises. Their only opportunities to train as a unit came during their two-weeks of annual training. Even then, the PSUs assembled as a unit just two of three years since unit members were still required to perform non-PSU duties.

In 1986, 311 Ninth District Coast Guardsmen, both active duty and reserve, attended Marine Corps combat skills training at Quantico, VA. In 1987, \$5 million of the Navy and Coast Guard budget was made available for the purchase of PSU equipment, which included 22' Boston Whaler Transportable Port Security Boats (TPSBs). In the late 1980s, various PSU force elements took part in several CONUS and OCONUS exercises, including deployments to Central America and the Middle East.

OPERATION DESERT SHIELD/DESERT STORM

During the late summer and fall of 1990, the PSUs made their first operational deployment in support of OPERATION DESERT SHIELD/DESERT STORM. PSU-301 operated in Al Jubayl, Saudi

COVER STORY

Arabia, PSU-302 in Manama, Bahrain, and PSU-303 in Ad Dammam, Saudi Arabia. In preparation for a lengthy Middle East deployment, the PSU Training Detachment (TRADET) was established at Camp Blanding, FL., to train replacement units. These units were trained by the PSU TRADET during the winter of 1990-91. Two PSUs were deployed to Saudi Arabia in relief of PSU-301 and PSU-303. Shortly before 301 and 303 were rotated, PSU-302 redeployed to the U.S., when it was determined that port security forces were no longer needed in Bahrain.

The buildup of personnel and equipment required to support the largest expeditionary force since World War II was tremendous. Providing secure seaports of debarkation was critical to the success of U.S. And allied forces. The units performed their port security mission admirably, despite logistical and administrative obstacles attendant to the initial deployment of new units.

TRADITIONS AND MISSIONS OF THE 1990s

After returning from the Middle East, the PSUs resumed their notional status. They only trained or exercised as a unit during their two-weeks of annual training. Initiatives at both the Headquarters and District level in 1993 and 1994 led to the recommendation that PSUs become dedicated drilling units. It was also recommended that two of the PSUs move to the Fifth and Eleventh Coast Guard Districts. Simultaneously, formal, skills-based PSU training was being developed for the first time. Before these initiatives could be completed, PSUs were deployed again. This time to support OPERATION UPHOLD DEMOCRACY in Haiti.

In September 1994, DoD requested PSU support for operations in Haiti. PSU-301 and PSU-302 were provided pre-deployment training at Camp Perry, Ohio. Later that month they were deployed to Cap Haitien and Port-au-Prince, Haiti, respectively. This time the units went into action with one third active duty personnel, taking the PSU mission into the active duty community. Deploying as components of the

U.S. Navy Harbor Defense Command, the PSUs provided waterside security for military sea-lift and humanitarian relief vessels. After successfully completing their mission in the challenging condition of a third world nation, the units were brought home in late October and November, 1994. PSUs were further used for the security of waterside venues in Coastal Georgia during the 1996 Atlanta Olympics.

SEPTEMBER 11, 2001, AND THE GLOBAL WAR ON TERROR

The largest Reserve recall since World War II occurred in the wake of the 9/11 terrorist attacks on the United States. By the end of September 2001, over half of the reserve workforce was on active duty. On September 14, 2001, PSU-305 was immediately mobilized to New York and established and enforced security perimeters at Activities (Sector) New York, Station New York and the Coast Guard mooring and ANT Team in Bayonne, NJ. PSU-305 worked closely with other Federal, state, and local law enforcement to provide security for critical Coast Guard facilities for 45 days.

PSU-305 returned to Ft. Eustis only to be immediately redeployed in support of Joint Task Force 160 at the newly established detention center at Naval Station Guantanamo Bay, Cuba, known initially as Camp X-Ray. PSU-305 responsibilities included providing a visible deterrent in the Naval Defensive Sea Area (NDSA) surrounding the Naval Station, and providing shore side security personnel to man entry control points to Camp X-Ray and the Fleet Hospital where combative enemy detainees were receiving medical treatment. Working closely with our joint service partners in JTF-160, PSU-305 played an integral role in establishing a robust, layered defense around the Naval Station and the detainee areas until more permanent security measures could be implemented.

In subsequent years, JTF-1560 was replaced by Joint Task Force Guantanamo (JTF-GTMO) and the Maritime Safety and Security Teams (MSSTs)

COVER STORY

periodically replaced the Port Security Units in Guantanamo Bay when the PSUs were called upon to support security operations for U.S. Central Command (CENTCOM).

SUPPORT TO THE WARFIGHTER

In 2002, as part of OPERATION IRAQI FREEDOM (OIF), PSUs deployed to CENTCOM as part of USN TF-51 to secure critical infrastructure in the AOR. During OIF, the Coast Guard performed many vital functions, including in-shore patrol, maritime interdiction, and port security. The PSUs performed their port security duties efficiently despite the fact that their units served in three separate port facilities and two oil terminals.

During the initial stages of support, PSU-313 was assigned to a Task Force that secured offshore oil platforms and ensured the security of these facilities for Coalition partners. PSU-309 had spent the month of March in Italy waiting for the start of naval operations in support of Iraq's northern front. Personnel lined up logistics and command and control functions and prepared for operations in other parts of the Mediterranean. PSU-309 provided force protection for the PATFORMED WPBs and U.S. Navy supply ships docked at Augusta Bay, Sicily, and most unit members received four to five hours of training per day. Early in April, the command staff received word that PSU-309 would be released and speculation grew that the unit would be sent back home.

In total, three PSUs served in the North Arabian Gulf during OIF. One transferred to the Gulf after its original mission failed to materialize. The other two PSUs initially provided security on the two Iraqi GOPLATS in the northern Arabian Gulf after Navy SEALs and Marines secured these two vital facilities. The GOPLATS were vital to the post-war Iraq economy and seen as a possible source of oil release into the Arabian Gulf as well as a possible base of operations for small boats.

Under the follow-on OPERATION

ENDURING FREEDOM mission, the PSUs served with distinction, providing maritime security for the military and commercial ports of Kuwait until 2012, when they were released from the CENTCOM mission. These were the main ports of entry and embarkation for Allied forces during OIF. Once Allied forces occupied southern Iraq, another PSU was sent to Umm Qasr, Iraq, to provide security in that port.

Most recently, the PSUs have been supporting operations at Naval Station Guantanamo Bay, Cuba, providing waterside and shoreside security.

SUPPORT TO THE HOMELAND

On the early morning of August 29, 2005, Hurricane Katrina slammed into the Gulf Coast with sustained winds of 145mph, causing extensive damage to the coastlines and inland areas of Alabama, Mississippi, and Louisiana. Coast Guard Station Gulfport was demolished in the storm and the Mississippi coastline was left vulnerable in the absence of a Coast Guard presence capable of responding. PSU-308, located at the Trent Lott National Guard Training Center in Gulfport, six miles inland from the Station, gathered approximately 25 PSU reservists that were not living in the impact area, to provide SAR response assistance and other local support. Although not officially mobilized, the volunteers from PSU 308 boat crews worked with the Harrison County Incident Command Center and with local law enforcement assisting with waterside patrols to prevent looting of damaged coastal structures in areas that were hard to access by road, as well as ensuring that stranded fishermen in the Back Bay area of Gulfport and Biloxi had food, water, and medical assistance.

Within days, PSU-309 was mobilized for Hurricane Katrina operations and within 96 hours of notice, the unit moved 50 tons of gear and 107 unit members 1,000 miles from Port Clinton, Ohio, southward to Gulfport. They set up a self-sustaining tent city on an open patch of ground, the size of a football field, at the Navy Seabee Base in Gulfport,

COVER STORY

before relieving PSU-308. PSU-309 reported to the Harrison County Incident Command Post and with the assistance of an embedded SAR advisor, PSU-309 assumed full SAR responsibilities for Station Gulfport. This allowed Station crews to focus on the safety of their families and restoration of their homes in the aftermath of the storm.

Like PSU-308, PSU-309 continued to ensure that the stranded fishermen were supplied with water and food. PSU-309 personnel also assisted local homeowners with debris removal and handed out drinking water. The unit spent three weeks performing these critical security and assistance missions in support of the overall response effort to Hurricane Katrina, before returning to Port Clinton to demobilize.

EFFECTS OF MODERNIZATION IN BOTH THE COAST GUARD AND NAVY

The U.S. Navy reorganized its Expeditionary Warfare capabilities into a new organization to better align with Combatant Commanders' needs. In 2006, the Navy Expeditionary Command was created to meet these emerging needs. The PSUs were, and continued to be, a critical component of the Coastal Riverine Force (CRF). As a forward deployed entity, the Coastal Riverine Force operates in harbors, rivers, and bays across the littorals and ashore.

The primary mission of the CRF is to conduct maritime security across all phases of military operations by defending high value assets (HVA), critical maritime infrastructure, ports, and harbors both inland and on coastal waterways against enemies, and conduct offensive combat operations.

The Deployable Operations Group often referred to as the DOG, was established in 2007 to organize, equip, and train the Deployable Specialized Forces to include the eight PSUs, ten MSSTs, two Tactical Law Enforcement Teams, the Maritime Security Response Team, and the National Strike Force. Combining these units under one command enabled effective and

efficient management of forces whose missions were mobile or expeditionary in nature, and whose capabilities could be combined to create a multi-dimensional force package to serve operational commanders. Program management of the PSUs shifted from the two Area Commanders to the Commander, Deployable Operations Group.

PSUs CIRCA 2011

In February 2011, the Commandant directed the Deputy Commandant for Operations to charter a Flag-led, DSF Stem-to-Stern review of the working group. The charter was founded on the Commandant's DSF Vision Statement which stated, "the Coast Guard's rapidly deployable specialized forces will provide an array of mission specific capabilities that leverage the Coast Guard's unique authorities to support emergent needs of operational commanders. They will also support operational commanders in planned mission sets, such as Ports, Waterways, and Coastal Security. The shipmates providing this capability shall be properly trained, equipped, and supported to respond proficiently and professionally to the complex and challenging maritime threats they may face."

Through the efforts of over ninety subject matter experts, and in a very short period of time, the Stem-to-Stern Work Group recommended the disestablishment of the DOG and transfer of its responsibilities into the broader Coast Guard organizational structure. This included transferring responsibility for doctrine and training to the Coast Guard Force Readiness Command, and logistical support for the PSUs to the Director of Operational Logistics. In April 2013, operational control of all PSUs shifted to Commander, Pacific Area. ~

**Port Security Unit
Qualification
Badges.**

**Top: Enlisted
Bottom: Officer**



FEATURED ARTICLE

Captain John Olson: A Founding Father of Port Security Units, Mentor, and Shipmate

By RADM Steven Day, USCGR (ret)

I had the privilege and honor to give the eulogy at Captain John Olson's funeral and be the escort to his daughter Laurie Marsh on Jan 31, 2025, in Madison, WI.

I first met Captain John Olson in 1977 when I was a Damage Controlman First Class at Station Two Rivers, WI. He was the incoming Commanding Officer of Reserve Unit Green Bay. John commissioned me as an ensign, on September 19, 1979. Later that day, after my first Officer meeting, I realized how fortunate I was to be learning from the best about what it would take to be an officer and a commanding officer. My time as a junior officer under the mentorship of Captain John Olson was the foundation for my future as an officer and for commanding officer (CO) assignments.

The U.S. Coast Guard Reserve has long been a cornerstone of maritime defense and security, with many outstanding men and women shaping its legacy. Captain John Olson stands as a key figure in the establishment and success of Port Security Units (PSUs) within the Coast Guard Reserve. With a career marked by distinguished service, leadership, and mentorship, Captain John Olson's contributions to the Coast Guard Reserve and the greater security of U.S. ports are nothing short of legendary.

Port Security Units were founded in 1980 as specialized Coast Guard Reserve units, created to safeguard critical U.S. ports and later, ports outside of the continental United States. They perform Anti-Terrorism Force Protection (ATFP) missions, which include harbor and port defense, expeditionary security, protection of High Value Assets (HVAs) and Sea Lines of Communications (SLOCs), and coastal surveillance. These units continue to play an essential role in the United States' broader defense strategy. John Olson was among the founding figures

of these specialized units, contributing significantly to their early development. In 1983 his foresight and dedication were instrumental in shaping the role of PSUs' beginnings in the Ninth Coast Guard District with the establishment of PSU 303 Milwaukee, PSU 302 Cleveland and PSU 301 Buffalo. Captain John Olson as the CO of PSU 303 Milwaukee deployed in April 1984 with PSU 302 Cleveland on their first field training exercise, FTX Ocean Venture 84, at Key West, Florida.

During the remainder of the 1980s, the PSUs participated in field training exercises FTX Operation Brightstar held in Egypt and Jordan, and attended the necessary Combat Skills training course held at Camp Upshur, located aboard Marine Corps Base Quantico. The training concentrated on weapons training, chemical, biological and radiological nuclear training, perimeter defense, and small unit tactics. The culmination of this multi-faceted PSU training brought the PSUs front and center to be recalled for Desert Shield/Desert Storm. In September of 1990, PSU 303 Milwaukee was deployed to Damman, Saudi Arabia, and PSU 301 Buffalo was deployed to Al Jubayl, Saudi Arabia. November 1990 saw PSU 302 Cleveland deployed to Manama, Bahrain.

John was deployed in late October 1990 to Manama, Bahrain, to ensure that the operations, logistics, and tactics were meeting the requirements of the Harbor Defense Command of Commodore Denny Vaughn, U.S. Navy. All three PSUs exceeded operational requirements and laid the foundation for the eight PSUs that exist today. The original PSUs 301, 302, and 303 were notional units and



**Captain John Olson,
USCGR (ret)
Born May 31, 1935
Died January 24, 2025.**

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were merged to form today's PSU 309 located at Camp Perry, Ohio. PSU 309 and PSU 311 were the first two PSUs commissioned in 1995. Today there are a total of eight operational PSUs.

John was recalled again in 1994 for Operation Uphold Democracy in Haiti. His assignment was very similar to one that he held in Desert Shield/Desert Storm, in that, he was responsible for operations, logistics, and administration of the deployed Coast Guard Reserve assets, consisting of PSU 301 and PSU 302.

Understanding the increasing vulnerability of U.S. ports and waterways in the face of evolving global threats and terrorism, John was a key advocate for the creation of these units, recognizing the need for highly trained, agile, and quickly deployable forces to protect the nation's maritime interests. Under John's leadership, PSUs were established to be not only a defensive force but also response units capable of mobilizing quickly in the event of a maritime crisis. His vision helped lay the groundwork for the tactical, operational, and logistical frameworks that would define PSU operations for years to come.

Beyond his role as a visionary leader in the creation of PSUs, John was also a dedicated mentor to the many Coast Guard reservists under his charge. He fostered a culture of excellence, integrity, and selflessness that resonated throughout his career. His approach to leadership was rooted in a deep understanding of the unique challenges faced by reservists, who often balanced civilian careers with their responsibilities to national defense.

John was known for his ability to teach, guide, and challenge those around him. He instilled a sense of pride and duty in his shipmates and was always willing to provide advice or lend an ear. His mentorship was not limited to technical training or operational tactics; He understood that the strength of a unit came from not just from tactical competence. John was equally focused on cultivating

personal and professional growth in his peers and subordinates. Having been a coach and teacher in his civilian career, he valued the importance of team building. His commitment to mentorship and development ensured that those who served with him were not only well-prepared for the challenges they faced on missions but also were empowered to take on leadership roles in the future. Many of the reservists who served under John speak of him with deep admiration, recognizing his impact on their careers both within and outside of the Coast Guard.

As a shipmate to many reservists throughout his long and illustrious career, John's presence was deeply felt by many of his shipmates. Whether in the heat of operations or during quiet moments of reflection, his camaraderie and unwavering commitment to the mission were a beacon of leadership. Shipmates would often share stories of John's calm demeanor under pressure, his ability to inspire others, and his genuine care for the well-being of his team. John's leadership was grounded in respect for the individuals under his charge, for the mission, and for the core values of the Coast Guard.

His shipmates knew that they could always count on him for clear guidance, support, and a steady hand during the most difficult assignments. The relationships he built over his career continue to reverberate through the ranks of the Coast Guard Reserve, as many former shipmates have gone on to be leaders themselves, including me, carrying forward the lessons we learned from John.

John's lasting legacy in the Coast Guard Reserve, particularly in the establishment of port security units, is enduring. His vision and leadership laid the foundation for a new era of maritime security that continues to protect the nation's ports and waterways. As a mentor and shipmate, he inspired and shaped the careers of countless reservists who now carry on the legacy of service and commitment that he so exemplified. Today, John's influence can be seen in the continued success of PSUs and the

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dedicated personnel who carry out critical missions. His example serves as a reminder that true leadership is not only about achieving results but also about empowering others to reach their full potential. For those who had the privilege of serving with him, John remains a shining example of what it means to lead with integrity, humility, and unwavering commitment to the mission without forgetting the people that served under his command. In the ebb and flow of every tide, every deployment,

and every successful mission, the legacy of Captain John Olson, Coast Guard Reserve, lives on through the enduring strength of the port security units and the countless men and women he led, trained, and mentored along the way.

Those who have served under and with Captain Olson have experienced one of the great leaders of the U.S. Coast Guard Reserve and will miss his friendship and mentorship.

Fair winds, brother.

Who were the Vietnamese interpreters that assisted American forces during the Vietnam War

U.S. Marine Corps

Vietnamese interpreters were individuals who facilitated communication between Vietnamese and foreign military forces, particularly during the Vietnam War. They played crucial roles in operations by translating languages and cultural nuances, often serving with American and other allied forces.

Overview of Vietnamese Interpreters

Vietnamese interpreters played crucial roles during the Vietnam War, serving as vital links between American forces and the local population. Their contributions were significant in various military and civilian contexts.

Roles and Responsibilities

Military Interpreters

- **Combat Support:** Interpreters assisted U.S. military units in understanding local languages and cultures.
- **Training:** Many interpreters were trained soldiers, recognized as "NCO Interpreters," who underwent specific training to facilitate communication during operations.
- **Cultural Mediation:** They helped bridge cultural

gaps, ensuring effective communication between American troops and Vietnamese civilians.

Civilian Interpreters

- **Translation Services:** Interpreters provided translation for various sectors, including legal, medical, and governmental.
- **Cultural Representation:** They conveyed Vietnamese perspectives and experiences, often sharing insights that shaped U.S. understanding of the conflict.

Notable Figures

- **Diem Nguyen:** An interpreter who served with the U.S. military and later shared his experiences of the war and its aftermath.
- **Sonny Wong:** A Vietnamese soldier who worked as an interpreter for the 12th Marine Regiment, reflecting on his service decades later.

Legacy

Vietnamese interpreters continue to be recognized for their contributions, both during the war and in the ongoing dialogue about its impact on Vietnam and its people. Their experiences highlight the complexities of war and the importance of communication in conflict resolution.

See www.capitallinguists.com for more info

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A FIFTY YEAR “MANHUNT”

By Captain Kenneth J. Morris, USCG (ret)

Fifty years ago, on April 30, 1975, Saigon fell, bringing a crushing end to the nightmare that was the Vietnam War. But for Vietnamese liaison officer and interpreter Dinh Duy A, who served with me aboard the U.S. Coast Guard cutter *Point Orient*, the nightmare was just beginning.

I was home relaxing with my wife Carol and two young daughters in our little lakefront home in southeastern Wisconsin, looking out at all the new spring growth in our yard and trees, when I heard the voice of John Chancellor on the NBC Evening News on April 30, 1975.

Chancellor was describing the chaotic events happening that day halfway around the world in Vietnam. Shocking videos showed a panicked population trying to find any means of fleeing their homeland with their families, leaving their dwellings and possessions behind.

Huey helicopters plucked people from the roof of the American Embassy in Saigon, now known as Ho Chi Minh City. Vast numbers of people dangerously overloaded ships and boats in Danang and other

coastal cities. Throngs of fearful crowds surged through the streets.

Offshore, helicopters and small fixed-wing aircraft landed on U.S. ships, unloading human cargo, then were shoved over the side by American sailors to make room for more incoming aircraft.

Chaos. The Saigon government and its military had collapsed.

Thinking of my friend and colleague Dinh Duy A and his family, I said, “Oh my God! I hope they got out!”

The remarkable “Ah”

In the mid-1960’s I was a young single Coast Guard officer assigned as a deck watch officer on a large cutter homeported in Cape May, New Jersey.

Cape May was a lively place in the warm months (when we were always at sea), but it was comatose in the winter (when we were usually in port). I liked being at sea and visiting foreign ports very much, but the stultifying winter months in Cape May finally got to me to such an extent that volunteering to serve in our new military adventure in Southeast Asia actually looked appealing to me. So, I submitted my “dream sheet” and, no surprise, I found myself reporting aboard the *Point Orient* in Danang harbor on October 3, 1966, as her new executive officer (second in command).



Refugees and Vietnamese officials attempting to leave Saigon on April 29, 1975, as Communist forces were closing in on the city. (Photo by Hubert Van Es)



“Mike” Dinh while boarding sampans in the South China Sea in 1967. (USCG photo by GM2 Ray Alger)

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Her skipper, a Maine native named Nick Allen, and I hit it off right away, and I was immediately impressed with her 12-man crew, an affable, well-trained bunch from all over the U.S.

The 82-foot cutter was heavily armed with five 50-caliber machine guns, an 81mm mortar, and numerous small arms, including M-16s, shotguns, and .45-caliber pistols.

The cutter's mission, along with all the other "Operation Market Time" ships and boats, was to intercept and seize or destroy arms, ammunition, explosives, and hostile personnel being smuggled by sea from North Vietnam to the insurgent forces in the South, i.e., the Viet Cong.

The cutter had two Gunner's Mates, both second class petty officers then. One was Ray Alger from Middleburgh, New York, and the other was Dinh Duy A (pronounced DIN ZWEE AH), of the South Vietnamese Navy, a native of Phan Rang, a coastal city some 385 miles south of Danang.

Ah was also our lead boarding officer and interpreter as we stopped and searched an endless stream of junks and sampans plying the coastal waters south of the 17th parallel, also known as the DMZ. He was the only crew member who spoke Vietnamese; thus, he was invaluable to us for that reason alone.



USCGC Point Orient (82319).

Ray and Ah kept a lively interchange of jokes and funny mock insults going constantly which helped keep spirits high for all of us. Those two were our most popular crew members and had a way of making the best of some difficult conditions at sea.



GM2 Ray Alger, (USCG) at a ship's party aboard Point Orient in Danang Harbor 1967. (Photo by Ken Morris)

During the northeast monsoon season, essentially from October to April, sea conditions were frequently very rough. When the sea state got high enough, the Navy's 50-foot Swift Boats headed to port while the 82-foot Coast Guard cutters, which were considerably more seaworthy, stayed out on patrol.

Seaworthy does not mean that they were comfortable, however. Far from it. The 82-footers were very lively hulls in even moderate seas, and having to constantly grip railings and stanchions and fighting to keep your balance for days on end takes a toll on even the youngest and fittest of crew members.

Rough sea conditions were compounded by the inability to prepare decent meals while in constant violent motion. This led to our eventually getting nutritionally deficient from a diet centered on saltines and peanut butter. Not fun.

One special memory for me from that time was how Ah kept not only his own spirits high but how he lifted us all up through the worst of it. He also had an excellent command of English and a lively, outgoing

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personality. He was a truly remarkable shipmate for us all.

The Vietnamese Navy Base in Danang was homeport to seven U. S. Coast Guard cutters and about a dozen U.S. Navy Swift Boats. Ah and his family lived in a very modest dwelling on that base. His lovely wife Huong gave birth to their third child in February 1967, a boy this time after having given birth to two girls in 1963 and 1964, respectively. They were a beautiful family.



**"Mike" and Huong Dinh & family on board CGC Point Orient in November 1966.
(USCG photo by GM2 Ray Alger)**

On Thanksgiving Day in 1966, the crew of the Point Orient welcomed the young family of 24-year-old Ah to a traditional turkey feast on board. In a spirit of gratitude one day while we were in port, Ah and Huong made the mistake of inviting me to their home for dinner. Huong prepared delicious food for us, and I, clueless clod that I was at age 24, proceeded to consume about a month's worth of their grocery supply thinking that I was complimenting the chef by asking for more, repeatedly. What a klutz! I wasn't invited back.

I left Vietnam on October 6, 1967, and, through repeated military transfers for both me and Ah, we fell out of touch.

My Coast Guard career continued along a typical

surface operations path, but with a new wrinkle: I became an icebreaker sailor and spent much of the rest of my career in polar operations, eventually culminating in command of the Wind-class polar icebreaker *Northwind* from 1986 to 1989, homeported in Wilmington, North Carolina.

I retired from the Coast Guard in 1990 and, over the years, made many attempts to track down my friend Ah through several veterans' organizations, both American and Vietnamese, with no luck. No one that I contacted had any information on him and his family.

One time in 2018, through a Google search using his name of "Dinh Duy A," I came up with a "Michael Duy Dinh" with a street address in Chicago, but with no phone or other contact information.

I wrote a query letter to that person, but about a week later I received it back in my mailbox with a "MOVED – LEFT NO FORWARDING ADDRESS" label on it. (I later learned that the Michael who had moved was actually Ah's son who had relocated to Texas).

At that point, I just gave up. I still believed that, because of his language skills and his engaging personality he would have gotten himself and his family out of Vietnam before the collapse, but I remained mystified by their apparent disappearance. I even wondered if he had perhaps fled to a country other than the U.S.

On April 4, 2024, I was lazily scrolling through my smart phone at home in North Carolina when, on a whim, I entered "Michael Duy Dinh" into the Google search box. I got a result for a person by that name in Texas, in a suburb of Dallas. This time a phone number popped up with it, but oddly enough the number had a Chicago area code. I took a chance and called the number, getting a voice mailbox. I left a recorded query about serving on a Coast Guard cutter in Vietnam in the 1960s and gave my contact information. I expected no reply but after about two

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hours my cellphone rang. It was Ah! We spoke with each other for the first time in 57 years. And I learned that in 1975 they had NOT gotten out of Vietnam.

Ah, known today as Mike, had gone to the Vietnamese Navy officer training school after I had departed for home in 1967 and, at the time of the Saigon collapse, was a lieutenant (junior grade) stationed ashore in Nha Be, South Vietnam, adjacent to Saigon. He was chief of staff to the Navy base commander.

When the communists took over, they directed Ah to proceed to his home of record with his wife and children and to report to the new government authorities in charge in Phan Rang.

Mike's father was a physician who owned a large home there and he took Mike and his whole family in to live with him and his wife while Mike went to face the inevitable retribution for being on the "wrong side" during the war.

Mike and Huong by 1975 now had seven children, four boys and three girls, so this entailed no small sacrifice on the part of his parents. But the price Mike had to pay was much worse. Mike was ordered into a communist prison camp at Tuy Hoa (camp A30) where he performed hard labor on very meager rations for six years.

Tuy Hoa is also on the South China Sea coast, north about three and a half hours by road from Phan Rang. Mike was allowed family visits only once every two months and then for no more than one hour. He was fortunate in that his wife Huong and his parents had the resources to make those visits faithfully and to bring him food which turned out to be critical for his survival.

About a dozen of his fellow prisoners died from malnutrition during Mike's prison term because they had no one bringing them extra rations. Interestingly Mike had a younger brother who served as an enlisted soldier in the South Vietnamese Army. The communists left him alone. It was apparently Mike's

status as a commissioned officer that landed him behind bars.

At the conclusion of his prison sentence, Mike was allowed to return to Phan Rang but was kept on probation and house arrest, and he wasn't allowed to obtain gainful employment for another 10 years.

In 1991 Mike and his family were given the opportunity, through a U.S. State Department program, to leave Vietnam and to relocate to the United States. Mike and Huong decided that the potential for a better future for their large family was so much brighter in America that they didn't hesitate to seize the opportunity.

They eventually relocated to Chicago where Ah adopted the name Mike and found employment with an electric company while their younger children enrolled in local schools. The older children, in their mid- to late twenties by then, found gainful employment and/or higher education opportunities.

Their oldest daughter, Ha, was married before 1991 and could not accompany Mike and Huong in 1991 because she was no longer their dependent. She did however rejoin the family in Chicago in 2014 when travel restrictions were far more relaxed with normal diplomatic relations having been re-established between the two countries.



Dinh Duy A "Mike" and author Captain Ken Morris, USCG (ret) meeting in Chicago on June 11, 2024, the first meeting in 57 years.

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In June 2024, Carol and I flew out to Chicago so I could reunite with Mike and learn more about the 57 years that had passed since we had last seen each other in wartime Danang.

After Mike and I had spent an afternoon together and had lunch in a local Vietnamese (naturally) restaurant, he invited Carol and me to join his family for dinner the following evening at the home of his youngest daughter Phuong and her husband Tuoc on Chicago's north side.



Ray & Mary Alger with Mike & Huong Dinh & in Chicago in July 2024. (Dinh family photo)

We caught an Uber to their address and were welcomed by his wife Huong, three of their daughters, two of their sons, with some spouses and one granddaughter, to a truly sumptuous Vietnamese feast.

We were treated like royalty and had a delightful evening with an obviously happy, warm, and loving family. They even honored Carol's June 12th birthday

with a cake and small gifts. It was so wonderful to see them all thriving like that in spite of the terrible hardships they had endured and survived.

The evening concluded with Mike's eldest son Peter, who is an electronics engineer, and his lovely wife Christine, who is a pharmaceutical executive, driving us back to our Airbnb. They, too, are just delightful people who have achieved an enviable lifestyle in the Chicago suburbs.



Mike & Huong Dinh with Ken Morris at the Chicago home of their daughter Phuong and her husband Tuoc Ba on June 12, 2024. (photo by Peter Dinh)

Dinh Duy A (Mike) and Huong are truly two of the most courageous people I have ever known. We pray that God continues to bless their loving family.

Mike (age 82) and I (age 81) both suspected that some divine influence likely played a role in our reunion after so many decades. We determined to stay in close touch for the remainder of our earthly years, and hopefully, beyond.

America is a better place because we welcome extraordinary people like the Dinh family to this land of opportunity. They are so grateful to have been able to start new lives here. And, it is worth noting, Carol and I are both grandchildren of 20th century immigrants from Ireland. We are very grateful people,

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Afterword

When I succeeded in reconnecting with Mike Dinh, I immediately sought to locate Ray Alger, who I knew was living somewhere in the Tampa Bay area. I found him in Dunedin, Florida, and when I called him and told him the news he was totally floored. Unfortunately, Ray and his wife Mary were unable to travel to Chicago in June 2024 when Carol and I went to visit Mike, but they did get to Chicago later that summer and had the same beautiful experience with the wonderful Dinh family.

I had frequent phone conversations with Mike over the remaining months of 2024 and he seemed to be doing quite well despite his struggles with COPD and other more minor issues. However, in February 2025, he started experiencing a sudden decline in his health. It started with a bout of COVID which began a cascade of medical complications.

Early in the morning of March 1, 2025, Mike drew his last earthly breath. He was age 83 and thankfully at home surrounded by his devoted family. His son Peter, the electronics engineer who was born in Danang while Ray and I were serving there, called me and gave me the sad news. Due to some pressing personal obligations in North Carolina, I was unable to attend Mike's funeral, but I asked my grandson Drew Jarboe, who happens to live in Chicago, to attend and represent our family. He did so and was greeted very warmly by the Dinhs. When I had visited Mike eight months earlier, I had given him a cap marked "Vietnam Veteran" and "Coast Guard." Apparently, he treasured it and wore it almost daily. Drew told me that that cap was in Mike's casket at the funeral home visitation. I found that to be quite moving. Fair winds and following seas to a truly great shipmate. I hope to experience another great reunion with Mike someday in a realm beyond our earthly seas. ~

The Coast Guard's Role in the "Last Battle of the Vietnam War."

By Ptero C. Douglas Kroll, Ph.D., P-3160

The last names on the Vietnam Veterans Memorial in Washington, D.C., are those of the forty-one servicemen killed on 15 May 1975 in Cambodia, nearly two weeks after the fall of Saigon and more than two years after the U.S. military withdrawal from Vietnam.



SS Mayaguez.

On 12 May 1975, the American cargo ship SS *Mayaguez* was seized by the Khmer Rouge while steaming off the coast of Thailand in international waters and its thirty-nine crew members were taken captive. The U.S. government acted quickly to prevent another event like the seizure of the USS *Pueblo* by North

Korea in 1968.

The captured crewmembers were believed to be on Koh Tang Island, so the plan was to execute a combat assault on the island to rescue the crewmembers using USAF helicopters to land Marines, then at Utapao.



The USS *Harold E. Holt* (FF-1074) would close with the *Mayaguez* and board and secure her. USN tactical air would provide close air support for the Marines and B-52 strikes would be directed against supporting mainland Cambodian targets of the port of Kompong and Ream Airfield.

"The Last Battle of the Vietnam War" would begin at 5:55 AM on 15 May and last fourteen hours, resulting in the deaths of forty-one American servicemen. Unknown to almost everyone, the

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U.S. Coast Guard would participate in this “last battle.”



CGNR 1339 (the Coast Guard’s oldest C-130, first delivered in 1958) from Air Station Barbers Point was deployed to NAS Guam on 4 May 1975 to provide SAR for military and civilian ships and boats coming out of Vietnam after the fall of Saigon. RADM (then CDR) Ron Polent [aviator no. 879] Operations Officer at Barbers Point, was senior officer in charge of the mission. The HC-130B deployed with two crews so that they could be split into two 24-hour watch sections. The Coast Guard crews stayed at the Continental Hotel which had a holding area for refugees next door with hurricane fences between the hotel’s guests and the refugees.



CAPT Ron Polent, USCG, attaining the rank of RADM before retiring in 2003.

The evening of 14 May, the Coast Guard aircraft commander on duty, LCDR Richard “Dick” G. Evans, [Aviator No.1110] and LT M. Darnel Hendrickson [Aviator 1210] (as co-pilot) were told to meet with the Commanding Officer of the Naval Air Station in operations for a classified briefing. The CO advised them that we would be providing SAR for a

military operation the following morning. They would provide “Duckbutt” services....which amounts to flying to a designated spot and orbiting until called upon for SAR. Their primary mission would be to provide SAR coverage for the B-52s, should they be sent to attack Cambodian targets.

Since the B-52s would be taking off at sunrise, CGNR 1339 with LCDR Evans as aircraft commander, and LT Henderson as first pilot in the left seat, took off from NAS Guam an hour before sunrise. While CGNR 1339 orbited in preparation for the arrival of the B-52 bombers, it also provided SAR coverage for the A-7 Corsairs of VA-94 flying from the USS *Coral Sea* (CV-43) to provide close air support for the Marines fighting on Koh Tang Island. With the cancelation of the B-52 bombing mission, CGNR 1339 returned to NAS Guam after about a three-hour flight. It would continue its deployment to Guam until 14 May when it returned to CGCAS Barbers Point.

As CWO (then AT1) Alan Zack, the radio operator/navigator on CGNR 1339 said about a full day later, “Our contribution was not that heroic, but we were there.”

In May 1978, the pilots and crew of Coast Guard HC-130B (CGNR 1339) were authorized and issued the Armed Forces Expeditionary Medal in recognition of their service for Mayaguez Operation on 15 May 1975.

Author C. Doug Kroll, was a Coast Guard officer from June 1967 through June 1976. He entered the USNR in October 1976, retiring in November 1996 as a Commander in the Navy’s Chaplain Corps. He also possessed a Ph.D. and taught history at the College of the Desert in Palm Desert, California.

CDR Kroll passed away in August 2021.

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BRIEF HISTORY OF U.S. COAST GUARD SQUADRON ONE IN VIETNAM

By Jerry Sampont ET2 Vietnam, LCDR USCGR (Ret)
(Reproduced from the Vietnam Project at Texas Tech University)

Few people today realize or remember that the Coast Guard was in South Vietnam or the large impact they had on the war. In 1965, the war was rapidly escalating and the U.S. Military realized they had a serious problem. General Westmoreland estimated that 70% of the enemy's supplies were coming into South Vietnam by sea and rivers (*U.S. Navy Proceedings June 1984*). The Navy only had deep-water ships, which could not be used to stop the flow of supplies coming into South Vietnam from North Vietnam and China via large enemy trawlers. The Navy turned to the Coast Guard for help. The Coast Guard had just the right type of cutters, the experienced crews to run them, and the Coast Guard's *can do* attitude to get the job done.

NOTE: Coast Guard vessels are called CUTTERS not ships. A tradition carried on from the days of the Revenue Cutter Service which was formed in 1790 and in 1915 became the Coast Guard. The Revenue Cutter Service call their vessels CUTTERS.

In 1965 Coast Guard Squadron One was formed. It consisted of twenty six 82 foot cutters which were divided into three Divisions, 11, 12, and 13. Squadron One operated in South Vietnam from July 29, 1965 until August 15, 1970, at which time the last cutter was turned over to the South Vietnamese Government. Divisions 11 and 12 arrived in South Vietnam on July 29, 1965. Division 11 consisted of eight cutters and was stationed in the southern part of South Vietnam (An Thoi). Division 12 consisted of nine cutters and was stationed in the northern part of South Vietnam (Da Nang). Division 13 consisted of nine cutters which arrived in South Vietnam on February 22, 1966 and was stationed in the central part of South Vietnam (Cat-Lo).

By the end of 1966, the twenty-six 82 foot cutters

of Squadron One, their eleven-man crews, and the support staff who kept the cutters and crews running, had reduced the estimated 70% of enemy's supplies arriving by sea to less than 10% (U.S. Navy Proceedings June 1984, C.G. Reservist November 1996). This forced the enemy to transport most of their supplies over the more difficult and rugged Ho Chi Minh Trail. Fewer than 400 men made up USCG Squadron One in 1965 and 1966, yet in less than eighteen months, they had cut off 60% of the enemy's total supplies that were arriving by sea. A remarkable job, when you think about it.

During their five years in South Vietnam the men of Squadron One:

- Patrolled 4,215,116 miles
- Detected 839,299 vessels
- Boarded 236,396 vessels
- Inspected 283,527 vessels
- Detained 10,286 personnel
- Engaged in 4,461 naval gunfire support missions
- Damaged or destroyed 1,811 vessels
- Killed or wounded 1,232 enemy
- Damaged or destroyed 4,727 structures



Seven Coast Guardsmen of Squadron One were killed and 59 wounded in South Vietnam.

Editors note: Jerry Sampon crossed the bar in 2024, but his legacy will live on.

As stated in Jerry's article, 26 of Squadron One's cutters were turned over to the South Vietnamese government and renamed for use by the South Vietnamese Navy. The cutters were renamed as follows:

Point Garnet, 82310 - Le Phuoc Dui, HQ 700

Point League, 82304 - Le Van Nga, HQ 702

Point Clear, 82315 - Huynh Van Cu, HQ 703

Point Gammon, 82328 - Nguyen Dao, HQ 704

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Point Comfort, 82317 - *Dao Thuc*, HQ 704
Point Ellis, 82330 - *Le Ngoc Thanh*, HQ 705
Point Slocum, 82313 - *Nguyen Ngoc Thach*, HQ 706
Point Hudson, 82322 - *Dang Van Hoanh*, HQ 707
Point White, 82308 - *Le Dinh Hung*, HQ 708
Point Dume, 82325 - *Thuong Tien*, HQ 709
Point Arden, 82309 - *Pham Ngoc Chau*, HQ 710
Point Glover, 82307 - *Dao Van Dang*, HQ 711
Point Jefferson, 82306 - *Le Dgoc An*, HQ 712
Point Kennedy, 82320 - *Huynh Van Ngan*, HQ 713
Point Young, 82303 - *Tran Lo*, HQ 714
Point Patridge, 82305 - *Bui Viet Thanh*, HQ 715
Point Caution, 82301 - *Nguyen An*, HQ 716
Point Welcome, 82329 - *Nguyen Han*, HQ 717
Point Banks, 82327 - *Ngo Van Quyen*, HQ 718
Point Lomas, 82321 - *Van Dien*, HQ 719
Point Grace, 82323 - *Ho Dang La*, HQ 720
Point Mast, 82316 - *Dam Thoai*, HQ 721
Point Grey, 82324 - *Huynh Bo*, HQ 722
Point Orient, 82319 - *Nguyen Kim Hung*, HQ 723
Point Cypress, 82326 - *Ho Duy*, HQ 724
Point Marone, 82331 - *Troung Ba*, HQ 25

When the North Vietnamese took over South Vietnam, some of the cutters were captured and subsequently incorporated into the Vietnam People's Navy. Several escaped capture and were scuttled, while others transported South Vietnamese military and civilians to the Philippines. The latter vessels were pressed into the Philippine Navy for service into the 1980's when they were sold for scrap or on the private market.

A total of 79 Point class cutters were built by the Coast Guard Yard (1960-63, 1970) and by J. M.

Martinac Shipbuilding Corp, (1966-67). The Point class cutters continued their service with the Coast Guard until they were phased out in the late 1990s with the introduction of the Marine Protector class coastal patrol boat. The last Point class cutter was decommission in 2003, with many sold to other nations for a second life patrolling their waterways.



USCGC Point Marone
leaving Subic Bay Naval
Base for South Vietnam
along with other cutters of
Division 11, 24 July 1965.

The Presidential Unit Citation (Navy) was awarded for extraordinary heroism and outstanding performance to units that participated in Operation Sealords for the period 18 October to 5 December 1968 and included Squadron One cutters, *Point Cypress*, *Point White*, *Point Grace*, *Point Young*, *Point Comfort*, *Point Mast*, *Point Marone*, *Point Caution* and *Point Patridge*.

The Navy also authorized the Meritorious Unit Commendation to units of the U.S. Navy Coastal Surveillance Force (Task Force 115), which included Squadron One cutters, *Point White*, *Point Arden*, *Point Dume*, *Point Glover*, *Point Jefferson*, *Point Kennedy*, *Point Young*, *Point Partridge*, *Point Caution*, *Point Welcome*, *Point Banks*, *Point Lomas*, *Point Grace*, *Point Mast*, *Point Grey*, *Point Orient*, *Point Cypress* and *Point Marone*.

The Navy Unit Commendation was awarded to the United States Navy Coastal Surveillance Force (Task Force 115), which included the administrative staff of Squadron One and Division 11 for exceptionally meritorious service during period 1 January 1967 to 31 March 1968; Division 12, 1 January to 28 February 1967; and Division 13, 1 January to 10 May 1967.

Bravo Zulu to the crews of Squadron One for a job well done. ~

FEATURED ARTICLES

DEFINITION OF A VETERAN

from the United States LST Association
by Richard V. Ehlert

A veteran—whether active duty, retired, National Guard or Reserve—is someone who, at one point in their life, wrote a check made payable to the “United States of America,” for the amount of “up to and including my life.” That is honor, and there are way too many people in this country who no longer understand it.

These men, some in their teens, moved from their homes to a new home, full of strangers, new rules and a hostile environment for training in the “art” of killing other human beings. Far from home, they formed a bond with their new partners and became a new family, the only family they would know for long periods of time. They suffered much together and shared in each man’s pain and sorrow. Each man’s life depended on the actions of their “family” members. Many were lost in battle and every man shared in the grief of losing a family member.

I now know why these men who have been to war yearn to reunite. Not to tell stories or look at old pictures, although they tend to make us smile or reminisce. We need not laugh or weep. Comrades gather together because they long to be with the men who once acted at their best; men who suffered and sacrificed, who were stripped of their humanity. I did not pick these men. They were delivered by fate and the military. But I know them in a way I know no other men. They stood the watch while I rested. I have never given anyone such trust. They were willing to guard something more precious than my life. They would have carried by reputation, the memory of me. It was part of the bargain that we all made, the reason we were so willing to die for one another. As long as I have my memory, I will think of them all, every day.

I am sure that when I leave this world, my last thoughts will be of my family and my shipmates. Such good men—all have stood the test of time.

I should mention here that these “veterans” traveled to many countries all over the world to take the battle to the enemy so that those at home were spared the terrors of war. But in so doing, these veterans witnessed the living conditions, the hardships of everyday life, and the lack of freedoms experienced by the citizens of those countries.

It was then that they really appreciated our nation’s peace and freedoms granted by our constitution. It was a wonderful feeling to return to our heritage in a country that appreciated us and our deeds.

Then is it any wonder that after wars end, these same men would seek out one another to renew friendships and share their new families and experiences while remembering back to their former lives in the military. We greet other former servicemen because we share their former life experiences and seek a delicate bond with them. Yes, we grow old and suffer separately, and, in passing on to our greater reward, we all feel the pain of losing a great shipmate. After all, we are all family and will always be that way. In time, we will all be missed.



Richard Valentine Ehlert Jr., 95, crossed the bar on April 25, 2020. He was a Secaucus, N.J., native. From 1943 to 1946, he served in the U.S. Navy. He and the crew of LST-495 were active participants in the D-Day landings in Normandy, France. LST-495 would later serve in the Pacific Theatre, where he and his comrades would witness the Japanese surrender in Tokyo Bay. He would be recalled by the U.S. Navy to serve during the Korean War on board an LCN as the engineer.



NEWS AND NOTICES

Exercise Talisman Sabre 2025 Concludes

August 4, 2025, by Fatima Bahtic

Following three weeks of intensive training and high-end warfighting scenarios across Australia, and complex training exercises in Papua New Guinea, more than 40,000 military personnel from 19 participating nations and two observer nations will now return home.

Talisman Sabre is the largest bilateral combined training activity conducted between the Australian Defence Force and the United States Armed Forces.

The final activity of Talisman Sabre 2025 saw personnel from Australia, the United States, and Papua New Guinea's defence forces come together to conduct a joint personnel recovery activity across several training locations between Lae and Wewak in Papua New Guinea.

Exercise Talisman Sabre 25 started on July 15 with the flight deck of *HMAS Adelaide* in Sydney Harbor. US service members from the Army, Navy, Air Force, Marines, Coast Guard, and Space Force participated, integrating their capabilities across all domains with the Australian Defence Force and multinational partners.

Further highlights of Talisman Sabre in Australia include:

- The first live firing of the Australian M142 high mobility artillery rocket system (HIMARS), including the use of the precision strike missile.
- A successful land-to-sea engagement of the United States mid-range capability (MRC) using an SM-6 missile against a maritime target.
- Participation of the United Kingdom-led Carrier Strike Group, representing the first time a non-US aircraft carrier has been involved in Talisman Sabre.
- A long-distance Joint Force Entry Operation that deployed 335 United States Army paratroopers from the 11th Airborne Division from Alaska to charter



Talisman Sabre 25: U.S. Coast Guard Port Security Unit 307 boat crew conduct seaward security for the Royal Canadian Navy *HMCS Ville de Québec*

NORTHERN TERRITORY (July 20, 2025) — U.S. Coast Guard Port Security Unit 307 boat crew conduct seaward security for the Royal Canadian Navy *HMCS Ville de Québec* during Exercise Talisman Sabre 25 in Northern Territory, Australia, July 20, 2025. Talisman Sabre is the largest bilateral military exercise between Australia and the United States, that advances a safe and secure Indo-Pacific by strengthening relationships and interoperability among key allies and partners, while enhancing our collective capabilities to respond to a wide array of potential security concerns. (U.S. Air Force photo by Capt. Katherine Lee)

towers alongside French and German paratroopers.

Large-scale amphibious operations involving forces from Australia, France, Japan, the Republic of Korea, the United Kingdom and the United States.

“Exercise Talisman Sabre reflects a shared commitment to enduring relationships between trusted allies and partners, and a peaceful, stable and sovereign Indo-Pacific,” **David Johnston** AC RAN, Chief of the Defence Force, said.

“Australia and PNG have a long history of standing shoulder-to-shoulder to respond to security challenges in our region and share a mutual understanding that we are stronger, safer and more resilient when we work together.”

“Over the course of this year’s exercise, we achieved remarkable milestones – refining joint

NEWS AND NOTICES

operational capabilities, integrating cutting-edge technologies, and enhancing our ability to conduct complex land, air, amphibious, and maritime operations seamlessly,” Admiral **Samuel J. Paparo**, Commander, U.S. Indo-Pacific Command, noted.

“Papua New Guinea has been proud to host a component of Exercise Talisman Sabre in our 50th year of Independence. It has been an opportunity to demonstrate both the strength of our defence partnership with Australia and the United States, and the skills and capabilities of the Papua New Guinea Defence Force,” Philip Polewara DMS CBE, Chief of the Papua New Guinea Defence Force, stated.

Exercise Talisman Sabre has been conducted biennially since 2005.

Article from Navaltoday.com



U.S. Coast Guard Port Security Unit 307 boat crew members conduct seaward security for the Royal Canadian Navy's *HMCS Ville de Québec* during Exercise Talisman Sabre 25 in the Northern Territory, Australia, July 20, 2025.

Port Security Unit 307 is located in Clearwater, Florida, with staffing levels for 140 Reserve personnel with another six Active Duty personnel to maintain the day-to-day maintenance of the unit. The Port Security Units often participate in OCONUS readiness exercises around the globe. (U.S. Air Force photo by Senior Airman Clare Werner)

Applying for Veterans Burial Allowance and Transportation Benefits

(Use VA Form 21P-530EZ)

Follow these steps to apply for the burial allowance and transportation benefits:

- Check eligibility to make sure that you are eligible before you apply. Go to www.va.gov/burials-memorials/veterans-burial-allowance for info.
- Information required should include SSN or VA file number; Date and place of birth; Date and place of death; Military service history; Date of burial; Final resting place.
- You may also need to provide copies of the Veteran's death certificate, including the cause of death and, if you paid transportation costs for the Veteran's remains, an itemized receipt for transportation costs. It is also recommended to include a copy of the Veteran's DD-214 or other separation documents, including all their periods of service. If you don't have their DD-214 or other separation documents, go to www.va.gov/records/get-military-service-records.
- If claiming a burial allowance for a service connected death, you may submit additional supporting documents such as medical records.
- Applying should take about 30 minutes. For assistance, choose an accredited representative such as a Veterans Service Organization (VSO) to help fill out the application.
- The VA will contact you by mail if they need more information. Once the application is processed, and a determination made, you will be notified by mail of their decision. ~

NEWS AND NOTICES

WHERE DO CGCVA MEMBERS RESIDE?

As of July 1st, the CGCVA has 907 members in good standing, down from the more than plus 2,000 members the organization once had, 1,000 of which were WWII veterans. Of course, many older members, especially of the WWII generation, have crossed the bar and now many of the Vietnam era are aging out as well. We also lose members that fail to renew their membership. At the time of this writing, more than 40 have allowed their membership to lapse

over the past year. Although Gary Sherman is reaching out to them to encourage renewal, their membership fee in total is enough to pay for one issue of the Quarterdeck Log. So, please keep your membership current to help in producing the magazine.

But in which states do our members reside? The following indicates the numbers of members in each state.

• Alabama	16	• Michigan	26	• Texas	35
• Alaska	6	• Minnesota	6	• Utah	0
• Arizona	20	• Mississippi	7	• Vermont	9
• Arkansas	5	• Missouri	8	• Virginia	56
• California	74	• Montana	4	• Washington	52
• Colorado	6	• Nebraska	2	• West Virginia	9
• Connecticut	19	• Nevada	15	• Wisconsin	17
• Delaware	3	• New Hampshire	7	• Wyoming	2
• Florida	110	• New Jersey	32	• Guam	2
• Georgia	14	• New Mexico	2		
• Hawaii	1	• New York	54		
• Idaho	2	• North Carolina	39		
• Illinois	15	• North Dakota	0		
• Indiana	5	• Ohio	33		
• Iowa	4	• Oklahoma	4		
• Kansas	4	• Oregon	11		
• Kentucky	9	• Pennsylvania	42		
• Louisiana	13	• Rhode Island	4		
• Maine	18	• South Carolina	16		
• Maryland	10	• South Dakota	1		
• Massachusetts	44	• Tennessee	9		



NEWS AND NOTICES

The Coast Guard Improvement Act of 2025

On March 27, 2025, Senator Rick Scott (R-FL), along with co-sponsor Senator Shelly Moore Capito (R-WV) introduced the Coast Guard Improvement Act of 2025 to the 119th Congress for the establishment of the Secretary of the Coast Guard. Similarly, Representative Mike Ezell (R-MS-4) introduced House Bill 2546 on April 1, 2025, also with the intent to establish the Secretary of the Coast Guard.

Like the other Armed Services, the Secretary will be a civilian appointed by the President with the advice and consent by the Senate and will be responsible for providing direct political leadership, control, oversight, accountability and advocacy for the Coast Guard. Obviously, the person appointed to the position must be highly qualified by reason of background and experience, including those with appropriate leadership experience.

The Secretary of the Coast Guard will be the head of the Coast Guard, and will report directly to the Secretary of Transportation without intervening authority. The Commandant of the Coast Guard will report directly to the Secretary of the Coast Guard.

When operating with the Navy, the Secretary of the Coast Guard may advise the Secretary of the Navy on matters relating to the Coast Guard.

The Bill still must receive approval by Congress. However, it is one of the key elements of the Coast Guard's Force Design 2028 which directs a transformational change that will revolutionize the Coast Guard. Such changes will better prepare the service to carry out its duties in protecting the homeland by correcting historical deficiencies and institutional disadvantages to align the Service to execute the President's priorities. ~

FORCE DESIGN 2028

What is Force Design 2028? It is a four point plan to reinvent the Coast Guard to transform the Service for the future. According to the Director of the Force Design Implementation Team, Captain Jonathan Carter, USCG, there are four pillars for this effort—people, organization, contracting, acquisition and technology.

People—The Coast Guardsmen that are the heart of the Service with their commitment to the mission. Captain Carter states, “The strength of what we do is in the willingness of our people to put themselves into harm’s way” as was the case during the recent Texas floods. He further clarified that the Service’s readiness and resiliency requires ensuring that every member is trained, equipped, and supported throughout their service.

Modernizing the fleet—Many vessels are 50 years old and even the newer ships have difficulty in acquiring parts needed to keep vessels operating. Force Design 2028 will create Program Executive

Offices (PEOs), similar to those in the Navy, intended to align acquisition and sustainment teams more closely to solve the issues.

Force Design 2028 highlights the need for creating the Secretary of the Coast Guard position that will “align the Coast Guard with the broader federal landscape and improving communication across agencies and industry.”

Force Design 2028 also sets out to grow the Service by 15,000 members, as well as recognizing the need for more recruiters, better training pipelines, and smarter retention strategies.

The Coast Guard must be Semper Paratus, always ready to act when responding to the call for a domestic emergency or foreign contingencies. “Everything we do under Force Design will be tailored toward mission outcomes,” Carter concludes. “And making the jobs of our operators safer and more efficient.”

~ Includes excerpts from Fedgovtoday.com.

VETERAN BENEFITS

Access to non-VA care no longer requires secondary approval

WASHINGTON — The Department of Veterans Affairs announced on August 4th, 2025, that veterans will have the opportunity to seek medical care in 30 specialties outside of the VA for up to a year without seeking reauthorization.

Since 2019, the MISSION Act has enabled VA-enrolled Veterans to access health care from non-VA providers at the department's expense when it is in their best medical interest. These decisions have been made jointly by Veterans and their referring clinicians but were not considered final until they were reviewed by a second VA doctor.

Effective August 4, 2025, VA will implement language in the Senator Elizabeth Dole 21st Century Veterans Healthcare and Benefits Improvement Act that removes this extra review step. The change will give eligible Veterans faster access to community care.

“Under President Trump, VA is providing Veterans with more health care choices than ever before,” said VA Secretary Doug Collins. “Now, we’re making it even easier for Veterans to get their health care when and where it’s most convenient for

them. We are putting Veterans first at the department, and that means placing a premium on customer service and convenience. This important change will help us do just that.”

Background

Since 2019, the MISSION Act has given eligible Veterans the option of seeking community care outside VA when they meet any one of six conditions:

- When it is in the best medical interest of the Veteran.
- The care required is not available at a VA medical facility.
- The Veteran lives in a state or territory that does not have a full-service VA facility.
- VA cannot meet wait time or distance standards.
- The Veteran meets the grandfathered distance and location provisions of the former Veterans Choice Program.

The new, streamlined process for determining best medical interest will be backed by training for Veterans Health Administration employees to ensure compliance with the Elizabeth Dole Act.

The 30 specialties covered by this policy are:

- | | | |
|---|-----------------------------------|--|
| ◇ Cardiology | ◇ Nephrology | ◇ Orthopedic Spine |
| ◇ Dermatology | ◇ Mental Health Outpatient | ◇ Pain Management |
| ◇ Endocrinology | ◇ Neurology | ◇ Podiatry |
| ◇ Neurology and Otology | ◇ Nutrition Intervention Services | ◇ Podiatry DS |
| ◇ Otolaryngology or ENT | ◇ Oncology and Hematology | ◇ Addiction Medicine Outpatient |
| ◇ Gastroenterology | ◇ Neuro-Ophthalmology | ◇ Pulmonary |
| ◇ Urogynecology | ◇ Oculoplastic | ◇ Physical Medicine and Rehabilitation (Physiatry) |
| ◇ Addiction and Psychiatry Outpatient | ◇ Eye Care Examination | ◇ Rheumatology |
| ◇ Family and Couples Psychotherapy Outpatient | ◇ Optometry Routine | ◇ Sleep Medicine |
| | ◇ Orthopedic General | ◇ Urology |

SHIP'S STORE

SHIP'S STORE ORDERING
If you have questions, please email Russ
Allyson at:
rallyson@cgcvva.org

MAIL ORDERS TO:
Russ Allyson
193 Durham Point Road
Durham, NH 03824
PLEASE ADD \$6.75 S&H

ON-LINE ORDERING
Debit/Credit Card payments are made
via the CGCVA website:
www.coastguardcombatvets.org

CGCVA SHIP'S STORE



Operation
Market Time
Patch \$6.50



Coast Guard
Squadron One
Patch \$8.25



Explosive
Loading Det
Vietnam \$8.50



Campaign Ribbon
Patches \$6.00
each

Each
Ribbon is
2"x 4"



5" oval CGCVA car
sticker with racing
stripe \$5.00



Gulf of Tonkin
Yacht Club
Patch \$6.50



Coast Guard
Squadron Three
Patch \$8.25



5" round CGCVA
car sticker \$5.00



CGCVA
Unstructured
adjustable
Velcro strap
ball cap
navy blue
\$27.50

CGCVA Flex
Fit ball cap
sizes
S/M, L/XL
CG blue
\$27.50

CGCVA
adjustable
Velcro strap
ball cap
navy blue
\$27.50

Camo Arid
CGCVA Flex
Fit ball cap
sizes
S/M, L/XL
\$27.50



New CGCVA
Challenge Coin
\$12.00 each



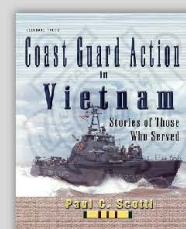
New CGCVA
Lapel Pin
\$7.75 each



High-performance polo
shirt with embroidered
CGCVA logo
S, M, L, XL, - \$44.00
XXL - \$47.00



1/4 Zip, 9oz./yd, 60% cotton/40%
polyester fleece sweatshirt
with embroidered CGCVA logo
Navy Blue or Royal Blue
M, L, XL, XXL
\$58.00



Coast Guard Action in
Vietnam by
Paul Scotti, PNP
\$25.00



Large 4" diameter
CGCVA logo patch
\$7.50

Small 2-1/2"
CGCVA logo patch
\$5.50

INCLUDE **\$6.75** FOR SHIPPING AND HANDLING (S&H) FOR ALL MAIL-IN ORDERS.
S&H IS AUTOMATICALLY ADDED TO ORDERS MADE THROUGH THE CGCVA
WEBPAGE.

COAST GUARD COMBAT VETERANS ASSOCIATION



MEMBERSHIP APPLICATION

(Please Print Legibly)

PERSONAL INFORMATION



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

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

MILITARY SERVICE INFORMATION

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

Service Branch and Dates of Service	Grade, Rank, Rate at Time of Discharge or Retirement
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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. For Active Duty,
and Long Term ADOS, initial membership is 4 years.

Send application and payment to:
Coast Guard Combat Veterans Association
P.O. Box 720
Paducah, KY 42086-0720
Make checks payable to: CGCVA
Questions: 410-690-8000

Print Name of CGCVA Sponsor or Referral if Appropriate

Signature of Applicant		Date
Check appropriate box:	Regular Membership ☐	Associate Membership ☐
		Other ☐

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

Coast Guard Combat Veterans Association

P.O. Box 720

West Paducah, KY 42086-0720

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It has been 20 years since the devastation of Hurricane Katrina. Officials, service members, and residents gathered under the Barksdale Pavilion to remember the storm that changed lives forever and reshaped the history of the Mississippi Gulf Coast. (WLOX/MPB) The U.S. Coast Guard's response in rescuing and evacuating 33,500 people highlighted the capabilities and importance of the Service resulting in huge public support and ultimately increased funding.