



# the QUARTERDECK LOG

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

Volume 37, Number 2

2rd Quarter 2022



## OPERATION TIGHT REIGN—THE COAST GUARD'S CONTRIBUTION TO THE VIETNAM AIR WAR

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### FEATURED ARTICLES

OPERATION MARKET TIME  
REMEMBERING USCGC POINT WELCOME  
AND THE TRAGIC MISTAKE AT SEA

**CGCVA REUNION 2023 IN  
RENO, NV COMING MAY 8-12, 2023**

**RENO 2023 REUNION REGISTRATION FORM  
AND INFORMATION PAGES 16 AND 17**

# FROM THE NATIONAL PRESIDENT

## COAST GUARD COMBAT VETERANS ASSOCIATION

### ELECTED OFFICERS

National President—Terry O'Connell, LM

National Vice President—Bruce Bruni, LM

National Secretary/Treasurer—Gary Sherman, LM

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Chairman—PNP Steve Petersen, LM

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

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

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\*Use the Administrative Office for contact with the

CGCVA on all matters

### THE QUARTERDECK LOG

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### AUXILIARY OFFICERS

National President—Barbara Weeks

National Vice President—Linda Kay

National Secretary / Treasurer—Javaughn Miller

### APPOINTED OFFICERS

ByLaws—Gary Sherman, LM

Reunion Planners—PNP Michael Placencia, LM

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

Membership—PNP Michael Placencia, LM

Historian—PNP/Founder Paul C. Scotti, LM

Service Officers—Thomas Huckelberry, LM,

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

MAA— Russ Weeks

Chaplain—Vince Patton, LM

Parliamentarian—PNP Michael Placencia, LM

Nominating Committee—Bill Femia, LM

Cape May Liaison—Thomas Dougherty, LM

MEAP—Edward Bachand, LM, and

Ship's Store Manager—Russell Allyson

### COAST GUARD HISTORY CONTRIBUTOR

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

QDL President's remarks 2<sup>nd</sup> qtr 2022

It is often said that any successful Coast Guardsman may attribute his success, in very large part, to the love and support of his family. That has never been more evident to me than that shown at the Commandant's Change of Command and Retirement Ceremony. NVP Bruce Bruni, LM and I were honored to attend the Ceremony at USCG Headquarters where, at 1146 hours on 1 June 2022, Admiral Linda L. Fagan became the 27<sup>th</sup> Commandant of the U. S. Coast Guard and relieved Admiral Karl L. Schultz, who retired after 39 years of dedicated service to the nation. The presiding official was DHS Secretary, Alejandro Mayorkas.



Summarizing, Admiral Shultz's amazing career, DHS Secretary Mayorkas repeatedly referenced the Admiral's wife and each of their five children. He later gave each of them Departmental Certificates of Appreciation for their sacrifices and support which allowed the Admiral to devote his considerable time and effort to advance through nine officer pay grades. Similar accolades for Admiral Shultz by President Joseph Biden, Admiral Fagan and Vice Commandant Admiral Poulin also noted how the Shultz family played an integral role during the Admiral's rise through the ranks. I believe that each of us Coasties, whether 4 years and out or a career person, can attribute our successes in life to one or more of our family members. They always stood behind us as we embellished the Coast Guard's motto, Semper Paratus. They accepted that home was where the Coast Guard sends us. They understood that we were not just first responders; we were rapid responders. They understood that our mission often took precedence over holiday events and family outings.

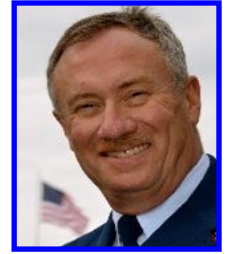
Our congratulations and thanks to Admiral Shultz and our best wishes to Admiral Fagan, as she assumes her duties as the 27th Commandant of the Coast Guard, the first female Coast Guard four star admiral, as well as the first female Service Chief of any U. S. military service.

~ Terry



## FROM THE NATIONAL VICE-PRESIDENT

It has been a busy couple of weeks with the Commandant's change of command and the presentation of the Captain Quinten R. Walsh plaque to the Coast Guard Academy. Terry and I traveled to both venues, and we both experienced flight delays and cancellations, which was not enjoyable. But we managed to arrive at both locations in sufficient enough time to be present when and where we were supposed to be.



The Commandant's change of command was attended by hundreds of people, including the CG Academy classes of 1983, of which Admiral Karl Schultz was a member and Admiral Linda Fagan's 1985 CG Academy class. President Biden provided his commentary as well stating, "There's no one more qualified to lead the proud women and men of the Coast Guard and she will also be the first woman to serve as Commandant of the Coast Guard, the first woman to lead any branch in the United States Armed Forces. And it's about time." Admiral Fagan has a long history of successful career assignments, and we welcome her as the 27<sup>th</sup> Commandant of the United States Coast Guard.

The following week found Terry and I at the CG Academy. Neither one of us received our commission through the Academy, but at Yorktown. We looked like lost souls trying to find our way around the beautiful and scenic campus located on New London's Thames River. Terry almost didn't make it because his flight had been cancelled and he had the plaque that was to be presented. He finally made it into Connecticut late the night before with the heavy and large plaque.

As you know, the CGCVA has recognized a female and male cadet who have excelled in physical fitness at the end of their swab summer. Previously, a CGCVA commemorative wristwatch has been given, but now a large specially minted challenge coin is given, most likely the first challenge coin that either of these cadets will receive during their careers. A replica of the coin is displayed on the plaque below the replica of the Navy Cross, the award that Captain Walsh received for his heroic exploits in capturing 750 Germans at the Port of Cherbourg, France, shortly after D-Day. (Pictures below) But the capture of Cherbourg was only one success in Captain Walsh's distinguished Coast Guard career, too many to detail in this issue. We are also planning to recognize a physically fit OCS candidate at some point in the future. If anyone knows of a Coast Guard officer who was a graduate of OCS and awarded a medal for valor, whether Silver Star or Bronze Star or higher, please let us know. We intend to make an award in that person's name for a similar presentation to the OCS classes.



**Presentation of the Capt Quentin Walsh Physical Fitness Award plaque to RADM Wm Kelly, Commandant of Cadets at the Coast Guard Academy. Present L to R are Terry O'Connell, RADM Kelly, JOK Walsh, son of Captain Walsh and Bruce Bruni  
(Photo by PA3 Matt Abban, USCG)**

## FROM THE NATIONAL VICE-PRESIDENT

In late June, I traveled back to my home town of Buffalo for a ceremony at Sector Buffalo that honored Buffalo native and Coast Guard officer LT. Thomas James “Jimmy” Eugene Crotty. LT Crotty, a graduate of the Coast Guard Academy’s class of 1934, served aboard several ships before receiving orders to the U.S. Navy’s Mine Warfare School in Norfolk, VA. He became an expert in mine warfare and subsequently received orders to a Navy mine recovery unit near Manilla in the summer of 1941. He was still in the Philippines when the Japanese attacked in December of that year and was serving as the Executive Officer of *USS Quail* recovering mines and defending against attacking Japanese planes. LT Crotty was observed commanding a group of Marine and Army personnel firing 75mm beach guns at invading Japanese troops. Crotty was later captured on May 6, 1942 when Corregidor fell. As a POW, LT Crotty was known for his compassion, love of sports and optimism. Unfortunately, like others who suffered under the Japanese cruelty, he succumbed to the diphtheria epidemic that killed 40 prisoners per day, dying in late summer. LT Crotty’s presence in the Philippines authorized the Coast Guard to display the Asiatic-Pacific Campaign battle streamer for the Philippine Islands, 1941-1942.

In 2015, LT Crotty was posthumously awarded the Bronze Star. In 2010, the Foundation for Coast Guard History placed a bronze plaque at the Buffalo Naval and Military Park honoring LT Crotty’s memory.



We have finalized the contract with the Nugget Casino Resort Hotel, the site of next May’s CGCVA reunion. Mike Placencia has made several trips to the hotel to hammer out the pricing and other details that make our reunions successful. See page 16 for a synopsis of the reunion schedule. I know that we are all looking at the economy and trying to determine if a trip to the reunion is affordable but with a little planning, which the Coast Guard has always been good at, we can put the financial resources away for attending. I truly hope everyone can come out for a great time socializing with old friends and making new ones.

In regards to making new friends at the reunion, in 2017 I met WWII Coast Guard veteran Herb Cohen who was not a CGCVA member at the time, but had showed up at the reunion in San Diego. Herb is a hoot and about ten of us sat around on the veranda while Herb held court, smoking cigars, drinking a few beers or whatever, and hearing about Herb’s WWII experience aboard *USS Callahan* during the Pacific campaign, the same ship that actor and CG veteran Cesar Romero served on. We all made a new friend that night and Herb is now a life member of the CGCVA. I look forward to seeing Herb next May and all of you, too. It should prove to be another great and successful reunion~ Bruce



**Plaque honoring LT T. James Crotty at the Buffalo Naval and Military Park**

## FROM THE NATIONAL SECRETARY / TREASURER

### CGCVA SHIP'S STORE NEWS:



Our new Ship's Store manager, Russ Allyson and I have been working on a number of issues regarding the Ship's Store and the Ship's Store Page, on the website. We are preparing to replenish the inventory and get an accurate handle on shipping costs.

Most items will include "Free Shipping" but three items, the CGCVA Garrison Caps, CGCVA Baseball Caps and CGCVA Polo Shirts will have shipping charges associated with their fulfillment when purchased through the CGCVA Ship's Store. The shipping charge will be indicated when you process your payment.

However, the good news is that if you purchase a garrison cap, baseball cap or polo shirt along with one or more "Other items," your shipping cost is reduced.

The purpose of the ship's store is to provide CGCVA items so we can take pride in our association with the CGCVA, and these changes reflect some changes recently implemented by the U. S. Postal Service.

Just like WalMart's slogan "Save money, live better!" we are implementing a "Buy more, save money!" To ship a ball cap costs around \$5.00 minimum. If you want a couple patches, stickers etc., they ride for free, so we encourage you to purchase multiple items.

Additionally, we are going to upgrade the Polo Shirt to a non-wrinkle, snag proof shirt, which is more expensive but a much better shirt. We've had numerous members, including our National President, National Vice President, Ship's Store manager and others suggest we upgrade to a better polo. Our previous shirt was a 100% cotton shirt, which shrinks when washed and fades in color, compared to a more modern fabric. We'll let you know when these shirts and other inventory come in.

Also, Chieu Hoi Shirts are in the works.

If you have a suggestion for an item that will appeal to many of the Association members, please send those suggestions to Russ Allyson [rallyson@comcast.net](mailto:rallyson@comcast.net).

Also, the new items will include a revised and upgraded CGCVA logo.

~ Gary Sherman  
National Secretary/Treasurer



The newly revised  
CGCVA logo

## 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

Timothy Mowbray; Jonathan Vaughn; James Wood; Michael A. Johnson; William Femia; Raymond Alger; Frederick J. Dailey; Thomas Patterson; James Warwick; Ronald Hirth and CARMAX—Cyber Grant

### IN MEMORY OF DONATIONS

**Richard Poole:** IMO CAPT Stephen D. Poole, USCG; **Richard Pelley:** IMO CDR Duane Gatto, USCG;  
**BMCM Mark D. McKenney:** IMO *USCGC Point Welcome* (82329) and Squadron 1, Division 12 Shipmates—LTJG Ross Bell; BMC Richard "Pat" Patterson; ENC William "Billy" Wolf; CS2 Donald "Little Boy" Austin; Vietnam KIA LTJG David Bostrom

## CROSSED THE BAR

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

Dennis B Duprey, LM—RVN; Gordon E. Huggins, LM—RVN; Nicholas Rossi, LM—WWII; Charles A. McGowan, LM—RVN; Alvin J. Beck, LM—WWII; Dewey L. Landrun, LM—RVN and John N. Damron, LM—RVN

## NEW MEMBERS

NEW MEMBER	SHIP/UNIT IN COMBAT ZONE	CONFLICT	SPONSOR
David A. Andaya	<i>USCGC Castle Rock</i>	RVN	Russ Allyson
Eddie Ramirez	PSU-307	GWOT	
Joseph R. Castillo	Multi-National Forces	AEF	Vince Patton/ A. Chapeau
Michael L. Young	PATFORSWA/OIR	GWOT	
Jeffrey P. Shaw	<i>USCGC Mau</i>	GWOT	
	PATFORSWA		
Alfred W. Chandler	PSU303-B	DST	
Lloyd E. Hensley	<i>USCGC Bibb</i>	RVN	Michael A. Johnson
Walter Miller	<i>USS Andrew Turnbull</i>	WWII	USCG/Merchant Marine
Donald F. Potter, Jr.	Op Uphold Democracy	AFEM	
Paul J. Smith	PSU-301, 311 Det Echo	GWOT	NVP Bruce Bruni



## AUXILIARY NEWS



### AUXILIARY NEWS

*By National CGCVA  
Auxiliary President*

I hope this newsletter finds everyone in good health and spirits.

We are gearing up for our CGCVA Reunion/Convention in May of 2023 in Reno, Nevada. The planning committee has taken great strides in providing us with a remarkable venue and offerings which will make this a memorable event.

Regarding the Silent Auction, we again are asking for your help in making this a successful fund raising event by donating unique and creative items for everyone to bid on. Please complete the silent auction form below and forward it to me at: [weeksbarbaral@gmail.com](mailto:weeksbarbaral@gmail.com). We will be providing

an address in the next QDL issue for shipping the auction items if you are unable to transport them yourself.

To all Auxiliary members, please remember to contact Javaughn Miller, CGCVA Auxiliary National Secretary/Treasurer at: [jallsmiller0@gmail.com](mailto:jallsmiller0@gmail.com) if you need to bring your dues up to date.

Also, we are in need of a nominations committee chairperson whose responsibility will be to enlist future candidates for positions within the CGCVA Auxiliary.

Please feel free to contact me at: [weeksbarbaral@gmail.com](mailto:weeksbarbaral@gmail.com) with your interests, ideas and suggestions.

Wishing everyone a safe, healthy and happy summer! ~ Barbara

### Silent Auction Item Registration Form

Description of Item: \_\_\_\_\_

Name : \_\_\_\_\_ Email Address: \_\_\_\_\_

Value: \_\_\_\_\_ Minimum Bid: \_\_\_\_\_

Please email this form to me, Barbara Weeks at: [weeksbarbaral@gmail.com](mailto:weeksbarbaral@gmail.com) or snail mail to: **722 Glenvale Drive, Coopersville, MI 49404**. Please ensure you receive an email confirmation from me confirming I received your donation information. We will provide an address for shipping the auction item(s) in the Third Quarter QDL and on the CGCVA webpage if you are unable to transport them yourself.

With respect, admiration and appreciation for all that each of you do and have done,  
Barbara

### LORAN AND THE KEY ROLE OF THE COAST GUARD IN THE BOMBING OF TARGETS DURING THE VIETNAM WAR

The Coast Guard manned four LORAN-C sites in Southeast Asia during the Vietnam War, two in Thailand and two in South Vietnam. These LORAN-C stations proved critical assets in the accurate bombing of targets by U.S. and South Vietnamese aircraft. This effort was under Operation Tight Reign. But what is LORAN, an acronym for Long Range to Navigation, when was it first developed and how does it work? For that we must go back to the early days of World War II.

The British had developed a radio navigation system to guide their bomber aircraft to targets on the European continent. Although not as effective as the yet to be developed LORAN system, it offered a promising opportunity for ensuring target destruction. In the United States, the development of LORAN, later referred to as LORAN-A, began as a private endeavor when representatives from the Radiation Laboratory at the Massachusetts Institute of Technology (MIT) and America Telephone and Telegraph (ATT), visited Britain in 1940 to see how their radio frequency guidance system worked. With support from the National Defense Research Committee and the Navy and War Departments, this group set about designing their own radio guidance systems. It was dubbed LORAN so that it would not raise the interest of the enemy.

LORAN operates using radio ground waves that travel along the earth's surface at a known constant speed. Using two stations located some distance apart, the radio pulses are transmitted at a constant interval between the first and second stations, which produces a line of position (LOP) for use in navigational purposes. Ships and aircraft equipped with LORAN receiving units and charts indicating LOPs can obtain positional fixes as accurate as celestial navigation but in a fraction of the time by

simply tracing lines from the two transmitters to the point of intersection.

In 1942, the Coast Guard became involved in the LORAN project with the establishment experimental stations at Fenwick Island, Delaware, and at Montauk Point on Long Island. Initial testing revealed that there were too many other uses of the frequency chosen for testing LORAN. Once they changed frequencies, the success of the experiments proved satisfactory, resulting in an increased investment in LORAN over radar.

Soon, other stations were established along the East coast of the U.S. and Canada, and later in the Pacific. These all-weather stations enabled aircraft and ships to navigate in all sorts of weather, day or night, with great accuracy. By 1946, the Coast Guard was operating 49 LORAN stations in the Northwest Atlantic, along the East and West coasts and at various Pacific islands.

Many of these LORAN stations were of wartime construction that consisted of a Quonset hut and other structures that contained the electronics, radio equipment and power station. It was Spartan living for the twenty or so technicians that manned these stations. As an incentive, technicians were offered a two-year electrical engineering course at the Radio Corporation of America Institute for both officer and enlisted.

Following World War II, LORAN charts became available to airlines, shipping companies, and fisherman, assuring the continuance of the LORAN systems. In 1946, eleven nations of the International Civil Aviation Organization (ICAO) agreed that all transoceanic aircraft would use LORAN for navigating across the oceans.

In the early 1950s, the Navy and Air Force wanted extensive LORAN coverage in the Western Pacific. The Coast Guard set up large trailers at various locations that provided LORAN coverage from the Philippines to Korea.



## COVER STORY

The war in the Pacific demonstrated the need for a navigational system with greater accuracy and range offered by LORAN-A. Additionally, with the launching of Sputnik by the Russians in 1957, many saw the launch as a threat to national security. The use of missile borne weapons systems by an enemy required the response of a more sophisticated navigation system was required with great range and increased pinpoint accuracy.

There were three systems tested, the Navy's Omega, LORAN-C, and Britain's Decca. Omega operated on a very low frequency with a range of 5,000 miles and an accuracy of one to two miles. LORAN-C had a 1,200-mile range and a 0.1-to-0.5-mile accuracy. Decca proved to be the most accurate of the three but was eliminated when it was determined that the system was limited to only 100-150 miles at night. More accurate than Omega, LORAN-C was chosen as the navigation to be used and the Coast Guard received authorization to construct transmitting stations necessary to meet the country's military needs. Although LORAN-A was far less expensive for users, the capabilities of LORAN-C greatly outdistanced those of LORAN-A, and was designated for military use, thereby receiving the funding necessary for development.

Providing pinpoint accuracy or as near to pinpoint as possible, LORAN-C's capability to bomb a target within 19 feet of dead center was used during the Vietnam War causing maximum destruction without having to carpet bomb an entire area. However, the system was not that familiar to the other Armed Services and would require the training of military personnel before it could be used by those Services. This is where the Coast Guard's experience with LORAN-C brought their expertise into the aerial bombing campaign of the Vietnam War with **Operation Tight Reign**. The operation called for the establishment of LORAN-C stations in Southeast Asia, a master station in Sattahip, Thailand, and slave stations, one at Udorn and

Lampang, Thailand, and the others at Con Son and Tan My, Vietnam, and all were operated with a total of just 16 officers and 115 enlisted personnel.

The LORAN-C stations established under Operation Tight Reign are often lost when the history of the Vietnam War is discussed. We cannot overlook their significant contribution to the Vietnam War.

### OPERATION TIGHT REIGN

By Vice Admiral Tom Sargent

LORAN-C Vietnam

A model of Cooperation, Dedication and Teamwork

It was March 1965 and I was Chief, Civil Engineering Division, Coast Guard Headquarters, anticipating being transferred within the year. I had been wearing two hats – Chief, Civil Engineering Division and Civil Engineering Liaison for LORAN-C. RADM John Oren, Chief, Office of Engineering, called a meeting in his office, closed the door and emphatically stated that this meeting was top secret. It seems that, at a meeting in the Pentagon, the Air Force had asked the Coast Guard whether LORAN-C could be used over land and, if so, what accuracy could be attained. The electronic engineers had investigated and had informed the Air Force that a short based LORAN-C system could be installed in Southeast Asia for use in bombing and search and rescue operations. As usual, the engineers had done such a great job in describing the capabilities of the system that the Air Force enthusiastically requested the system to be installed. The only problems were funding, availability of personnel to do the job, and the timetable for on-air operations. The Air Force had no funds and the operational on-air time was August 1966! When I asked who the lucky officer would be to lead such a project, RADM Oren just said, "Guess who – you!!!"

## COVER STORY

Back in my office, I called a strategy meeting with Captain James Moreau (my deputy) and with my counterpart in Electronics Engineering Division, and we set up a preliminary site survey group consisting of CDR William Fearn (Ops) and CDR Carl S. Mathews, electronics, to be on call with passports and shots completed. We also selected CDR Harold Brock, civil engineer, and CDR Maynard Fontaine, electronics engineer, to be the designers and on-site developers of the stations. Due to the importance and short time frame, both of these engineers spent all of their spare time (including weekends) on the project. To assure success, pick the best people!

At an April meeting at the Pentagon, I requested the status of funding and I was told that the Air Force had no funds. It was then that I suggested that the Navy be approached on transferring funds (already being appropriated for a European LORAN chain which was now not required) to the Tight Reign Project. The Air Force jumped at the prospect and started the necessary paperwork.

However, the wheels of fund management turn very slowly and summer passed with no action. We again asked the Air Force at another meeting about the funding and we were told that they were close to agreement and the LORAN installation was essential ... but the on-air time could not be changed. I took a deep breath and stated that the Coast Guard had available some unused LORAN administrative funds for a preliminary site survey to obtain sites, if the Coast Guard Commandant concurred. Our Comptroller agreed as long as it was being used for a LORAN project. Therefore, I gathered our preliminary survey group (which was

augmented by an Air Force liaison officer by the name of LCOL Harper) and we departed the USA the week after Thanksgiving. We stopped in Honolulu to brief RADM Theodore Fabik and a



selected few officers on the project and then proceeded to Bangkok, Thailand, since two of the stations would be in that country.

Commander, Military Assistance Command, Thailand, (COMUSMACTHAI) did a masterful job of arranging for our arrival – we had transportation and hotel accommodations. Having arrived on Sunday, we cased the city of Bangkok, lined up possible transportation systems, and checked the availability of other means of transportation. On Monday we went to the offices of COMUSMACTHAI and met with BrigGen Richard Stillwell, we outlined our project and requested assistance which was quickly given. I split the group with Fern and Mathews to find sites in Thailand. Colonel Harper and I went to Saigon, called on the resident Naval Civil Engineer and the Army Engineers, and got a flight to Con Son Island where we found a site near the airstrip. We called on the island commander who stated that he could provide interpreters and laborers at a minimum wage. We accepted his offer. I released

## COVER STORY



Colonel Harper in Saigon and traveled to Bangkok. Upon arrival, I had a message that the funds for construction were just about cleared – I replied that we were leaving for the USA on 13 December and that they should start

assembling personnel for possible departure in early January. Thus the stage was set for the execution of the project and it was evident, from what had transpired up to this time, that the Coast Guard would have to be innovative, inventive and have maximum cooperation to get this project done on time!

Just a word about people—as Commander, Tight Reign, I required a good finance officer. The first to apply was CWO Baker Herbert, who came to my office in Headquarters for an interview. From the outset, he was impressive and when I stated that people were known to be hurt in Vietnam and that he was a father and husband, he stated, “If you go, I go.” I told him to get an appointment as a contracting officer and certifying officer, to get \$25,000 in five thousand dollar checks, and report back. Within two hours he was back in my office with a briefcase handcuffed to his wrist, saying, “When do we depart?” Commanders Harold Brock and Ned Fontaine were the spark plugs and were always fired up and ready. They did design work on their own time, they were determined and inspired all those associated with the project to do the same.

The organization was set up as follows:

Commander, Tight Reign Project—Captain Thomas R. Sargent, III; Commander, Coast Guard Construction Detachment—CDR Harold R. Brock; Executive Officer (Electronics) - LCDR Maynard J. Fontaine; Contracting Officer (Office Manager)

CHSPCK Baker W. Herbert.

On Site Civil Engineers:

LCDR Arthur E. Gerken; LCDR Daniel E. Olson; LCDR Raymond E. Womack; LCDR Gilbert L. Aumon; LT Everett L. Cromwell; LT William M. Devereau; LT(jg) Algie Pulley

Enlisted Personnel:

Irving Goldstein; George Purdy; D. G. Fentzloff; M. R. Niles; R. T. Truex; F. P. Jones

I departed USA on 11 January with Baker Herbert and all the civil engineers for Bangkok. Upon arrival, we reported to COMUSMACTHAI to obtain office space but we were told that none would be available for one year. I looked at Baker Herbert with his briefcase full of American checks and said –“Baker, get us a couple of offices with, for starters, two desks, three chairs and a telephone.” The real estate officer, LCOL Whitten actually laughed and said, “Impossible!!!” Baker departed and three hours later called on the telephone stating – “I’m using our telephone at our offices at the Bangkok Bank Building – fifth floor – the desks and chairs will be in tomorrow.” From then on, we had the Army’s total support.

Later, we opened a checking account at the bank (paid our lease from that account) and awaited the arrival of Harold Brock, Ned Fontaine and our enlisted personnel. In the interim, we established liaison with the Embassy (equipped with a Navy C-47 and a Navy pilot who was a gung-ho type and ready to fly anywhere). All the Armed Forces were very supportive. I discovered that BrigGen Stillwell graduated from West Point the same year I graduated from the Coast Guard Academy. In addition, he had an airplane which he generously let me use from time to time.

We obtained land in Sattahip and Lampang (Thailand) and everyone worked seven days per week on surveys and site development. At one



## COVER STORY

time, Baker Herbert made a trip to Lampang on 27 February but had not returned by 1600 hours. Lt(jg) Algie Pulley and I went to JUSMAG and discovered that the plane was overdue. They finally landed at 2000 hours, having been lost and landing at an unauthorized field for fuel, which Baker purchased with a Coast Guard credit card. They finally found their way back to Bangkok.

On 13 March, I left Thailand to push the transportation of construction and electronics material from the USA. We leased a ship (S.S. *MAYO LYKES*) for the transportation of our



**S.S. Mayo Lykes**

material just to be sure that there would be no delays on the way to SE Asia. I requested of the Master that he use Amvers to report his position each day so we could coordinate his

arrival with our lease of the railroad from Bangkok to Sattahip and Lampang. I also discovered that our checking account was illegal and could only be authorized by the Secretary of the Treasury – we obtained that authority. CDR Brock could see a great transportation problem occurring. In-country suitable aircraft were not available at an “on call” basis.

As material started to arrive and site developments progressed, transportation of civilian workers became a problem and of great concern. Any delays could jeopardize the completion date and the Air Force was still insistent that the on-air date remain firm. As always, the best people to call are other Coast Guard personnel. Consequently, we asked for Coast Guard assistance from our ever-reliable aviation organization. Through the magnificent performance of LCDR

Ronald D. Stenzel, an outstanding crew, and the “Flying Rock,” known as a C-123B, the stations were on the air on time!! Without the assistance of this intrepid group, the “on-air” time would not have been possible. Their performance was crucial to the success of the project!!!!



**Crew: L to R Back—AD2 D. D. Martin, AO1 R.A. Murphy, AT3 O. O’Neil, LCDR Ron Stenzel, LT Don Aites Front—AM1 R. L. Powers, Mr. Chom, AE2 R. Ryan, AD1 R. M. Adams**

In July 1965, I was transferred to 11th Coast Guard

District in Long Beach, CA. I was happy to leave Headquarters but I was disappointed in not being able to finish the Tight Reign job. However, prior to leaving Washington, I was required to give Jim Mareau my itinerary. At my niece’s home in Alabama, Jim called me with the news that, upon my arrival in Long Beach, I was to immediately depart for Bangkok. I departed Long Beach about 3 August and, after arrival in Bangkok, discovered that a few transfer difficulties had occurred between the Construction Detachment and Commander, SE Asia Section, which was about to be formed. Those difficulties were resolved and I departed on about 30 August after visiting all the stations. Prior to my departure, RADM George Synon, Commander, 14th Coast Guard District, visited and I briefed him on all facets of the project.

All stations went on-air on time!!

This dissertation is a part of the outstanding review of the C-123 support given to the Tight Reign Project by CDR Ronald D. Stenzel. All those involved in this project should justly be proud — it

## COVER STORY

demonstrated what can be done by dedicated, enthusiastic, cooperative people. The LORAN-C system saved many lives and facilitated navigation over wild and dangerous country.

*Note: VADM Sargent was a member of the CGCVA but passed away May 29, 2010. He is buried in Arlington National Cemetery.*

### CON SON LORAN

A story about Tight Reign and the Coast Guard during the Vietnam War

By Chuck Zanti (Former ET2, USCG)

I first heard the term “Tight Reign” on a sunny afternoon in Florida. I was stationed at the Coast Guard Radio Station in Miami as an Electronic Technician Third Class. I had just gotten orders to report to the LORAN C school in Groton (CT) and attached to my orders were the words “Tight Reign.” After graduating from LORAN C and after going through weapons and survival school in California (SERE), our group agreed with the rumors that we were off to Vietnam.

June of 1966: Upon arrival in SE Asia, we were treated to a week in Bangkok, the headquarters for the LORAN project. There were three stations, the master at Sattahip, a slave station in Udorn, both in Thailand, and another slave station at Con Son, in Vietnam. Even though the guys stationed in Thailand were considered to be so lucky, now I am really glad that I was chosen for Con Son. Some experiences are priceless. During the year I was overseas, I had three great visits to Bangkok. I am sure that anybody reading this who was around during the war and spent some R&R in Bangkok will have the same fond memories. We all left for Con Son uncertain of what was ahead but grateful to the Coast Guard for giving us a full week of fun.

While my first flight to Con Son was on the Coast Guard C123, I didn't personally meet the crew. I

now know since reading about them, I admire all they had done. Con Son is part of the Con Dau Archipelago southeast of Saigon and about 200 miles offshore. It is an hour's flight from Tan Son Nhut Airport and Air Vietnam flies there daily. It is now surrounded by fences and guarded. The easy access to the beach is forever gone.

After landing, we immediately headed for the beach at the runway's edge. The beach would be the main gathering place of service personnel during my year there. It was about a half-mile wide, really tropical and beautiful. A few yards offshore, the half-sunk hull of a Viet Cong arms runner shot full of holes was the only reminder of the war. On weekends during the year, many flights from the mainland would arrive with GI's to spend a day at the beach. It was an unknown “China Beach.”

There were about 20 of us in all at the station. An ET Warrant Officer was in charge, a really great guy, (Sorry, I forgot his name), a couple of Chiefs and First Class Petty Officers. All were great guys. We were introduced to the camp soon and began our long building project.



Gary Zanti at Con Son's new airport



## COVER STORY

The major construction contract was given to the largest construction entity ever, the RMK-BRJ (Raymond International, Morrison-Knudsen, Brown & Root, and J. A. Jones Construction), calling itself “The Vietnam Builders” and receiving highly lucrative “no bid” contracts. *(This construction contract amounting to \$1.9 billion, equivalent to \$14 billion in 2017 dollars, completed a construction program deemed to be the largest in history up to that time).* This consortium of private corporations was to turn southern Vietnam into a modern, integrated military installation that would enable the United States to properly defend its client. The Vietnam Builders entered into a contract with the federal government, via the U. S. Navy, as the exclusive contractor for the huge military buildup that was to come; there would be no open bidding or otherwise competitive process.

They had a tent city set up in this flat area which was to be the LORAN station. All the workers were Filipinos and were treated hard and paid so little. I am sure that the Coast Guard paid RMK plenty though. We lived in tents with them for months. Food was good with plenty of time off for the beach. I remember we had old fashioned wooden boxes with a light bulb inside to keep our clothes from rotting in the heat and humidity. Clothing was at a premium but we kept our uniforms safe. The shower was a gasoline motorized water pump and fire hose set up in a pond by the runway. Of course water buffalo shared that pond and sometimes brown stuff came down with the water. I saw the pond on my return visit there but the motor and hoses are gone now.

One day the LST with all our LORAN equipment and supplies showed up on the beach. It took a long time to unload and stow. The guys who thought up what we would need were pretty good for the most part, but a few things still stand out in my mind.

We were issued old WWII M1 rifles. Even the Viet Cong had better stuff than us. We were trained

with the M16 and all those in Vietnam were issued them except for us. Guess it was a budget thing. We had a lot of 40 oz bottles of good liquor available which we could buy cheap. We would trade the booze with Army helicopter pilots in return for captured VC rifles so we eventually armed ourselves with our own weapons. I brought my M2 carbine back with me stuffed in my seabag.



Chuck Zanti at museum at Con Son

We were sent diving gear such as masks, fins and snorkels which allowed us to be amazed at the gigantic reefs just a few feet offshore of our beach. I learned to dive there and still do here in Florida. We really wanted a small boat and motor but the bosses in Bangkok said no. We built surfboards out of plywood and managed anyway.

By now we had to work setting up all the equipment. We had a goal to be online and we worked hard to meet the deadline. Afterward, we were awarded the Unit Commendation Ribbon for our efforts. Soon we had real buildings with air conditioning, running water and beds. Living conditions improved daily during that period.

One day, we were introduced to LCDR Judd who was to be the commanding officer of the base. Now everybody in the Coast Guard knows that a LORAN station doesn't need a LCDR to manage it. Our guess



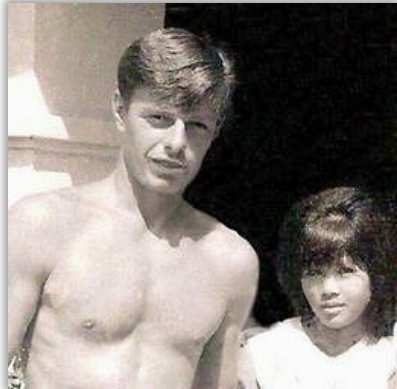
# COVER STORY

was that the ARVN (Army Republic Vietnam) had a major in charge and they wanted equal rank. If anybody knows a different reason, I would like to know. He was very military, came from a fine military family, and I think he had the best intentions, but there was tension at times between Judd and the crew. I think that it stemmed from Judd not being there when we built the station and sharing in the work. I wish I could meet him again, but one day he just disappeared. Rumors were that he was in a Bangkok hospital but someday I'd like to find out what the reason was for his mysterious departure.

Con Son was a prison island. Now it is a national wildlife park and war museum. All the time we were on Con Son we never were told, nor did we know, what was going on in the prison. We mingled with the Vietnamese army but I understood little of the Vietnamese language. The location for the prison was off limits and we didn't really think much about it. Little did we know about the infamous "tiger cages" and the horrible things done to the people who were imprisoned there. When I recently went back and saw all these things, I was shocked and embarrassed for my ignorance. There were

to pay the Commandant and they did our laundry, cleaned the base and did all the labor work. I got along great with them. I remember once a week I would take a movie projector and film to the city and play with the kids there. They didn't understand English but they loved the movies. I really got along well with the Vietnamese.

I met a young Vietnamese girl whose father worked for the army and we became good friends. One day, she too was gone.



**Chuck Zanti and his friend**  
*(Photo by author)*

Today, the prisons are all still there. They are all just like they were back then. New roads, schools, hospitals and new construction is going on all over, but the prison remains to remind all of us what happened. A new 5 star hotel is also under construction. I know that in the near future that Con Son will be a great tourist attraction.

~ Chuck



**Con Son Prison tiger cages** *(Photo by author)*

prisoners all over, some were free from being locked up, but all had a badge which described their "crime" and situation. They lived off the land and, at the time, I thought they didn't have a bad time. We had



**Former house of Vietnamese Army Major Vie.**  
**Today it is a museum at Con Son** *(Photo by author)*

## REUNION 2023



### REUNION 2023 AT THE NUGGET CASINO RESORT IN SPARKS (RENO), NEVADA, MAY 8TH TO 12TH, 2023

As was previously announced in the last Quarterdeck Log, the CGCVA will host the 2023

reunion at the Nugget Casino Resort in Sparks, Nevada, which is next to Reno. It has been 10 years since the last reunion was held in this city and 2023 promises to be another successful one with reasonable hotel room costs at \$79/night.

#### 2023 Reno Convention/Reunion May 7-12, 2023

#### Nugget Sparks Hotel and Casino

Located 3 miles east of Reno

Rate: \$79 (includes resort fee) plus tax.

Rate good for 3 days prior and 3 days after the convention.

Four in-house eateries, with 11 more within 2 blocks plus movie theater.

Complementary parking and airport pickup. Indoor pool.

#### Hotel Reservations

Call **1-800-648-1177**. Must Use Group Code: **GUSCG23**.

#### Group Bus Trip - Virginia City (Wednesday, May 10, 2023)

Cost: \$35 per person.

Must have a minimum of 40 passengers for it to be a go. If you sign up for this trip and it is cancelled, your money refunded.

#### Convention Schedule

Sunday, May 7<sup>th</sup>: Officers/Trustees/Convention Planning Committee.

Monday, May 8<sup>th</sup>: Registration/Hospitality/Opening Ceremony.

Tuesday, May 9<sup>th</sup>: Business and Auxiliary Friendship Luncheons.

Wednesday, May 10<sup>th</sup>: Virginia City Trip.

Thursday, May 11<sup>th</sup>: Awards Banquet.

Friday, May 12<sup>th</sup>: Check-out.

In The Mix: Silent Auction; Chieu Hoi Auction; and Fifty-Fifty Drawing.

CGCVA Reunion Registration: First 80 registrants will receive a CGCVA commemorative pint beer glass.

## REGISTER EARLY

## REGISTRATION AND HOTEL RESERVATION CUTOFF DATE IS MARCH 15, 2023



## RENO 2023 REUNION MAY 8 – 12, 2023 – CGCVA REGISTRATION FORM

The 2023 CGCVA Reunion is scheduled for **May 8-12** at the Nugget Casino Resort located at 1100 Nugget Ave, Sparks, (Reno) NV. Listed below are the registration, meal, and bus tour costs. **Reunion Registration fee is \$40 per person.** **Mail all registration forms to the address below.** Make checks payable to CGCVA and include with registration form. If paying by credit/debit card, mail the registration form and go to [www.coastguardcombatvets.org](http://www.coastguardcombatvets.org) and look for "DONATE" PayPal button in the right column to process your online payment. **Be sure to include the 5% credit/debit card fee.** Hotel reservations made by calling **800-648-1177**, using the **Group Code GUSCG23** for the **\$79/night rate**. **Reservations and reunion registration must be made not later than March 15, 2023**, for the special rate. **The first 80 registrants will receive a CGCVA commemorative pint beer glass.**

**THE COST OF ALL TUESDAY BUSINESS AND AUXILIARY LUNCHEON MEALS ARE \$35.00 PER PLATE**

Entrée includes San Marzano Tomato Bisque with mini grilled cheese and Lemon Meringue Tart, Coffee, and Tea

Multiply the number of luncheon entrées by \$35.00 = Total \$ Amount

Tuesday (5/9/23) Business Luncheon (CGCVA Members Only)			Tuesday (5/9/23) Auxiliary Luncheon (Open to All)		
Cobb Salad	# of plates _____	Total Amount \$ _____	Cobb Salad	# of plates _____	Total Amount \$ _____
Fajita Beef Salad	# of plates _____	Total Amount \$ _____	Fajita Beef Salad	# of plates _____	Total Amount \$ _____

**THURSDAY EVENING (5/11/23) AWARDS BANQUET DINNER – OPEN TO EVERYONE**

Choose entrée below with the associated price & indicate number of meals desired at right & total the amount at right

Entrée includes Caesar salad, white chocolate cheesecake dessert, coffee, and tea

Pan Seared Salmon (\$61.00)	# of plates _____	Total Amount \$ _____	Oven Roasted Chicken (\$57.00)	# of plates _____	Total Amount \$ _____
Pork Tenderloin (\$54.00)	# of plates _____	Total Amount \$ _____	Roasted Vegetable Wellington (\$53.00)	# of plates _____	Total Amount \$ _____

**Wednesday Bus Tour to Virginia City \$35.00 per person**  
(Money will be reimbursed if trip is canceled due to lack of participation)

Bus Tour (\$35 Per Person)	# of people _____	Total Amount \$ _____
Reunion Registration (\$40 Per Person)	# of Registrants _____	Total Amount \$ _____

Total Registration Fee Amounts	\$ _____
Total Luncheon Meal Amounts	\$ _____
Total Dinner Meal Amounts	\$ _____
Total Bus Tour Amounts	\$ _____
<b>Total Amount Due to CGCVA (No added fee if paying by check)</b>	<b>\$ _____</b>
If paying by credit/debit card, multiply the total amount in red above by 1.05 for final amount	\$ _____

Mail registration and check payment to: CGCVA  
P.O. Box 969  
Lansdale, PA 19446

**Hotel Reservation & CGCVA Registration cutoff date is March 15, 2023**

PLEASE PRINT LEGIBLY

NAME (FOR NAMETAGS) \_\_\_\_\_ NEED WHEELCHAIR? \_\_\_\_\_

SPOUSE/GUEST NAME \_\_\_\_\_ NEED WHEELCHAIR? \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_

CITY, STATE, ZIP \_\_\_\_\_ PHONE (\_\_\_\_) \_\_\_\_\_

EMAIL \_\_\_\_\_ VESSEL/UNIT \_\_\_\_\_ ARRIVAL/DEPARTURE DATE \_\_\_\_/\_\_\_\_/\_\_\_\_

EMERGENCY CONTACT \_\_\_\_\_ PHONE (\_\_\_\_) \_\_\_\_\_

ARE YOU STAYING AT HOTEL? Y\_\_\_\_ N\_\_\_\_ ARE YOU FLYING? \_\_\_\_\_ DRIVING? \_\_\_\_\_ R/V? \_\_\_\_\_

**ALL CHECKS MADE OUT TO CGCVA**



## FEATURED ARTICLES

### SERVING PROUDLY AND WITH DISTINCTION: THE U.S. COAST GUARD IN THE VIETNAM WAR

By Robert E. Leggett, PH.D



The history of the U.S. Coast Guard began in the early days of the Republic when Alexander Hamilton lobbied Congress to authorize a “system of cutters” to enforce the new nation’s tariffs-its major source of revenue. Between 1790 and 1798, the revenue cutters were the country’s only naval force as the Continental Navy had been disbanded following the Revolutionary War.

The modern U.S. Coast Guard was formed on January 28, 1915, to ensure the nation’s maritime safety, security, and stewardship. It is a unique branch of the military, responsible for an array of maritime duties, ranging from ensuring safe and lawful commerce to performing rescue missions in severe conditions. During wartime, the Coast Guard is under the operational orders of the Department of the Navy.



The Coast Guard has played a vital role in combat operations in every American foreign conflict since World War I, although that role remains largely unknown to most Americans. Coast Guard personnel have served proudly and with distinction in each of those conflicts.

The Coast Guard played an active role in the Vietnam War from 1965-75. An incident involving a trawler trying to bring ammunition and war material into South Vietnam at Vung Ro Bay in the South China Sea in February 1965 was the catalyst that led to its involvement. The U.S. Army had long contended that most of the supplies reaching the Viet Cong came by sea. Then, in February 1965, an Army helicopter noticed a “small island” slowly moving across Vung Ro Bay. It turned out to be a camouflaged steel-hulled trawler.



Air Force jets were called in, and sank it.

Secondary explosions, as well as tons of ammunition uncovered by the South Vietnamese Army on the beach, confirmed that the trawler indeed was transporting war material for the Viet Cong. That incident led the Navy to recognize a critical need for close-in patrols to interdict the movement of ammunition and other war material along the South Vietnam coast. On April 29, 1965, President Lyndon Johnson authorized Coast Guard units to operate with the U.S. Navy in South Vietnam.

The Coast Guard assumed a wide range of responsibilities in Vietnam: Explosive Loading Detachments as part of Port Security operations; aids to navigation using buoy tenders and loran stations; logistics support involving HC-130 transports; shipping and Merchant Marine advisory support; and other advisory

## FEATURED ARTICLES

activities. The Coast Guard also participated in the war's first large-scale U.S. Navy interdiction campaign: Operation Market Time. The operation's mission was to stop the infiltration by sea of war material for the Viet Cong.

### OPERATION MARKET TIME

Operation Market Time was the longest and most sustained U.S. naval operation in the Vietnam War. It began as a surveillance-only role, but quickly expanded into a multilayered blockade including a task force (TF-115) of 5,000 personnel and 126 Navy and Coast Guard vessels. The operation depended heavily on small surface units, Navy swift boats and Coast Guard 82-foot cutters, as well as a network of land, sea and air radars linked to surface



units by a command and control system.

USCG Squadron One consisted of 47 officers, 198 enlisted men, and 25 cutters. Its operating zone included nine large patrol areas, 80-120 miles long and up to 40 miles offshore. The patrol areas were divided into eight sub-patrol areas with a cutter and two swift boats typically assigned to each. An array of ships were stationed on the outer edge, more than 20 miles offshore. Aircraft patrolled the entire Market Time area 24 hours a day, seven days a week.

North Vietnam used large trawlers to try to bring war material and personnel into South Vietnam. In addition, the Viet Cong employed sampans in the Mekong Delta. The 25 Coast Guard cutters assigned to Operation Market Time performed heroically in confronting many attempts by the trawlers to clandestinely infiltrate South Vietnam; sinking or capturing trawlers and sampans; confiscating large amounts of weapons and other war material; and capturing and killing enemy combatants.



*USCGC Owasco* refuels during Operation Market Time

On May 6, 1966, the *USCGC Point Grey* (WPB 82324) was on patrol on the western side of the Ca Mau Peninsula, the southernmost tip of South Vietnam. Its commanding officer, LTJG Charles B. Mosher, a graduate of the U.S. Coast Guard Academy, was trying to sleep after learning that his four-day Market Time patrol had been extended.

At around 10:00 p.m. the watch stander in the pilothouse spotted fires on the beach. A short while later the fires were extinguished, and the *Point Grey* picked up a radar target that was close by. The cutter maneuvered toward the contact and shined its signal light on it. The contact, a 110-foot-long unmarked coastal freighter riding low in the water without lights, did not respond but slowed down and started to change course.

"We thought she was lost," Mosher later said.

It soon became apparent that the trawler was headed for one of the rivers in the area. Mosher held fire until daylight because, he said, "We thought she was Chinese." As dawn approached, Mosher decided to board the trawler as it lay 400 yards from the shore. When the *Point Grey* approached, intense fire erupted from three locations on the beach. It returned fire with its .50-caliber machine guns and 81mm mortar.

The *Point Grey* soon was forced to withdraw due to tide and sea conditions. At around 1:25 p.m. the next day, following the strafing of the shoreline by three Air Force F-100 Super Sabres, the *Point Grey* maneuvered to within 200 yards of the trawler. The Viet Cong opened up with small arms and automatic weapons fire from the mangroves, wounding three

## FEATURED ARTICLES

men on the *Point Grey*. One of them was Martin J. Kelleher, a Gunner's Mate First Class, who was hit but continued to return fire with his .50-caliber machine gun. The *Point Grey's* Vietnamese liaison officer was wounded as well.

Mosher pulled the throttles full astern to better position his boat to return fire, but its propellers struck mud. Black smoke surged from the aft exhausts as he struggled to regain control. "When I got her back to where she was floating, I twisted the ship around to get the port guns firing," Mosher said. He had to withdraw for a short time to evacuate the wounded and assess the damage to his boat.

"Our bridge was pretty well shot up," he said. "We had hits in the superstructure and a few through the hull."

Throughout the afternoon, surface and air units pounded the beach to thwart any Viet Cong attempts to unload the trawler. By 5:00 p.m. the vessel had drifted to within 50 yards of the shore and a decision was made to destroy it. The *USS Brister* (DER-327), which had arrived on scene, fired some 40 rounds at the trawler with its 3-inch .50-caliber, and the *Point Grey* lobbed 81mm mortar rounds causing several secondary explosions. The trawler burned until about 10:30 that night.

Follow-on salvage operations recovered six weapons and about 15 tons of ammunition, including 120mm mortar rounds manufactured in the People's Republic of China, as well as propaganda material. It was the first evidence that this type of ammunition was being used in the Mekong Delta. A Viet Cong doctor captured on the Ca Mau Peninsula said the 100-foot trawler had sailed from Haiphong.

The action taken by the *Point Grey* disrupted a significant infiltration attempt by North Vietnam. Mosher's decision to stay in the area despite strong winds and heavy seas resulted in the first successful intercept of a steel-hulled trawler in South Vietnam since the Vung Ro seizure a year earlier. For his

courage under fire, he was awarded the Silver Star. The Chief of Staff of the Republic of Vietnam presented the Cross of Gallantry Unit Citation to the *Point Grey*. LTJG Mosher was inducted into the Wall of Gallantry at the U.S. Coast Guard Academy in 2010.

### THE POINT LEAGUE AND POINT SLOCUM

At about 3:35 p.m. on May 19, 1966, an SP-2H Neptune Market Time surveillance plane detected and photographed a trawler 80 miles east of Con Son Island in the South China Sea. It filed a spot report alerting vessels in the area.

A *USCGC Point League* (WPB 82304) radar contact at 2:45 the next morning turned out to be the same trawler. Steaming at 10 knots, it was detected less than eight miles from the mouth of the Co Chien River. LTJG Stephen T. Ulmer commanded the *Point League*, one of the few cutters of Division 13 that had not seen action. That would soon change.

Ulmer informed the Vung Tau Coastal Surveillance Center that the *Point League* was closing in on a suspicious contact. When he got within visual range, it was moving toward the coast at a speed of about six knots. He illuminated it with the cutter's searchlight. The contact turned out to be a 100-foot steel-hulled vessel with a 40-foot junk alongside.

Ulmer ordered Gunner's Mate 2nd Class Albert J. Wright to fire warn-

ing shots across the bow of the trawler. It stopped momentarily, but then increased speed to 12 knots and headed to the mouth of the Co Chien River. The *Point League* fired two more bursts of .50-caliber machinegun fire across the vessel's bow. The trawler returned fire with .50-caliber incendiary rounds. Several rounds slammed into *Point League's* pilothouse. A piece of shrapnel hit LTJG Neil





## FEATURED ARTICLES

Markle, the executive officer, in the head; one round grazed Wright's ankle.

The trawler continued toward the shore while exchanging gunfire with the *Point League*. It suddenly grounded in shoal water about 100 yards from the beach. The *Point League* fired flares to illuminate the area and made three passes at the trawler from approximately 1,400 yards, firing its .50-caliber machineguns, as well as high-explosive mortar rounds.



*USCGC Point League*

Ulmer maneuvered the *Point League* closer and immediately came under intense fire from the shore. "They were firing from behind every sand dune," he said. "We could see muzzle flashes and splashes in the water." Ulmer had his gunners return fire as they maneuvered to safer waters to replenish their ammunition.

A pair of Air Force F-100 Super Sabre jets pounded the trawler with eight 20mm Pontiac M39 automatic cannons. "It appeared that the vessel was hit several times and an explosion rocked the vessel," Ulmer said. A fire broke out.

The *USCGC Point Slocum* (WPB 82313) arrived on scene at around 5:20 a.m. and made several firing passes on the beach while the *Point League* replenished its ammunition.

"On all passes we received automatic weapons fire, and on the final pass we drew three or four rounds of recoilless rifle or mortar fire," LTJG B. Foster Thomson III, the commanding officer of the *Point Slocum*, wrote in his after action report. One round hit the powder bags of the high-explosive mortar rounds, spraying Chief Boatswain's Mate Bruce D. Davis with burning powder and shrapnel.

Helicopter gunships arrived and provided additional suppression fire on the beach.

At around 7:15 a.m. the *USS Haverfield* (DER-393) joined the fight. The embarked commanding officer of Escort Squadron 5 assumed the role of on-scene commander of a flotilla that now included Coast Guard cutters, the destroyer *USS John A. Boyle* (DD-755), as well as units from the South Vietnamese Navy Coast Group 35 and River Assault Group 23. Surface and air units continued to fire at the Viet Cong on the beach.

At about 10:00 a.m. a damage control party of crewmembers from the cutters, the *USS Haverfield*, and the Vietnamese Navy units approached the burning trawler in two coastal group junks. As ammunition cooked off from the wreck and bullets from occasional small arms fire buzzed around them, the party doused the flames with hoses connected to portable seawater pumps.

The fires were brought under control by early afternoon. Elements of the ARVN 21st Division subsequently landed on the beach to establish a defensive perimeter. The *Point League* and a Vietnamese LCM unsuccessfully tried to tow the trawler away from the beach.



A small fleet of Vietnamese and Navy vessels remained overnight to guard the trawler. "The sea was lit up like Christmas with many ships, and the sky was ablaze with flashing lights," Ulmer said. The next day Harbor Clearance Teams found the trawler listing 20 degrees to port with at least eight holes in the deck and starboard side from 81mm rounds and many smaller holes from machinegun fire. The salvage teams used pumps to remove water from the ship and began off-loading the cargo. *LSSL-226*, a South Vietnamese Navy ship, finally pulled the trawler free and towed it to Saigon.

## FEATURED ARTICLES

More than a hundred tons of cargo from the trawler were recovered. The weapons were mainly Chinese manufactured, although several Soviet and North Korean weapons were found as well. Included in the haul were seven 82mm mortars, 316 automatic rifles, 21 light machineguns, 20 75mm recoilless rifles, 25 40mm rocket launchers, and more than 220,000 7.62 rounds of ammunition (the standard for an AK-47 rifle), along with many other types of ammunition. The large quantity of sophisticated arms on the trawler indicated that they likely were intended for VC units stationed well beyond the local area.

South Vietnamese Head of State, Nguyen Van Thieu personally conferred upon Ulmer the Vietnamese Cross of Gallantry with Palm. Thompson and Ulmer were awarded Silver Stars and inducted into the Wall of Gallantry at the U.S. Coast Guard Academy in 2009 and 2010.

### THE POINT CYPRESS

LTJG Art Katz, commanding officer of the *USCGC Point Cypress* (82326), said upon arriving in Vietnam that he was confident his cutter and its crew were well prepared to carry out their Operations Market Time mission. "We had trained hard, including all combat conditions in total darkness," he said. "Little did I know that the darkness training would pay dividends."

Within a month of arriving in country, the *Point Cypress* was assigned to patrol the Soi Rap River, the western border of the Viet Cong-controlled Rung Sat Secret Zone. On the night of March 24, 1966, the watch observed a suspicious radar contact. Katz waited until the contact was away from the riverbank before training the boat's searchlight on it. Its occupants, some ten Viet Cong fighters, immediately began shooting. The crew returned fire, destroying the sampan. Several Viet Cong were killed and a colonel, who had sustained serious wounds, was captured. The *Point Cypress* took a large number of hits but sustained no serious damage or casualties.

Three months later, an intelligence report indicated that the Viet Cong were using large motorized junks in the myriad of canals of the Mekong Delta to transport men and weapons; Katz got permission to undertake a night patrol to search and destroy the junks. Katz's plan was to enter the river at low tide to see if the *Point Cypress* could safely navigate the river's sandbars and fishing nets, an important consideration given that he was uncertain what the boat might encounter if confronted by the Viet Cong.

The *Point Cypress* got underway at low tide on a moonless June 16, 1966, night. It safely navigated sandbars and other obstacles and proceeded a few miles upriver where it dropped anchor and set up radar surveillance.

A few hours later three large sampans emerged from a canal and crossed the river. Katz set general quarters and weighed anchor, estimating that the river current would carry the cutter close to mid-river where the three large (70-80 feet) motorized junks could be intercepted.

Upon drifting to about midpoint in the river, the *Point Cypress* got underway at top speed and maneuvered into the middle of the junks, where all five of its .50-caliber machineguns could be trained on them. With the three sampans in full view, the *Point Cypress* opened fire. One of the sampans exploded in a huge fireball, with bodies and debris flying everywhere. A second junk was hit by the cutter's .50-caliber machineguns and was sunk. The *Point Cypress* took the third junk under fire, but in the darkness Katz was unable to ascertain with certainty if it had been destroyed.

The *Point Cypress* took many hits but sustained no serious damage and no injuries. It departed the area with more water under the keel than when it had entered the river, having fully accomplished its mission.

Katz was awarded a Bronze Star for his

## FEATURED ARTICLES

leadership and was inducted into the U.S. Coast Guard Academy's Wall of Gallantry in 2010.

### THE POINT GAMMON

In early January 1967, a steel-hulled vessel was detected outside the territorial waters of South Vietnam by a U.S. Navy P3A Orion patrol aircraft 80 miles east of the coastal city of Qui Nhon in Central South Vietnam heading on a southerly course. The *USCGC Point Gammon* (WPB-82328), commanded by LTJG Roger Hassard, was patrolling the area. *PCF 68* and *PCF 71* were nearby, providing close-in support. All the Market Time patrol vessels were monitoring radio traffic about the trawler, which continued offshore on a southwesterly course approximately 20 miles offshore.

Around 9:00 p.m., the trawler changed course, heading north toward the coastline in the vicinity of the mouth of the Song Bo De River, a few miles northeast of the tip of the Ca Mau Peninsula. The Viet Cong often used the shallow canals that weave through the Ca Mau to move war material and personnel at night.

*PCF 71* approached within 50 yards or so of the trawler and illuminated it with a searchlight. It immediately drew small arms and machinegun fire from the trawler that destroyed the searchlight and radar. Responding to Mayday call from *PCF 71*, *Point Gammon* and *PCF 68* proceeded at flank speed toward *PCF 71*'s location.

*PCF 68* encountered a suspect fishing junk that also appeared to be heading toward the Bo De, and raced to intercept it. The *Point Gammon*, meanwhile, approached the enemy vessel that now was close to shore. Making a sharp turn to starboard, *Point Gammon* fired an 81mm flare to illuminate the target. It appeared to be a large cargo vessel about 150 feet in length. *Point Gammon* then fired .50-caliber tracers as warning shots across its bow. The trawler immediately returned fire.

The trawler continued moving along the coast on

a northerly track at a surprisingly high speed, around 12—15 knots. The trawler now was about 2,000 yards off of *Point Gammon*'s port bow. The cutter slowly closed in on the trawler, firing its .50-caliber machineguns and 81mm mortar. It scored a direct hit near the trawler's bridge with an 81mm white phosphorous round, igniting a fire.

After about 20-30 minutes of concentrated fire on the trawler from *Point Gammon* and *PCF 6*, the trawler suddenly and violently exploded. It disappeared from *Point Gammon*'s radar and the fire suddenly went out, indicating that the trawler had sunk. A Snoop C-47 flare ship directly over the trawler reported severe concussion from an explosion.

The trawler "was gone," Hassard said. It was apparently far enough offshore to have sunk beneath the surface of the water. No oil slick or debris was found at daylight, but the enemy trawler almost certainly came to rest on the bottom of the ocean near the mouth of the Bo De.

Hassard had operated as the on-scene commander and had coordinated with the swift boat and other units and made subsequent command decisions that successfully intercepted and destroyed the trawler. For his heroism and leadership in confronting and destroying the enemy trawler, Hassard was awarded a Bronze Star. He was inducted into the Wall of Gallantry at the U.S. Coast Guard Academy in 2010.

More incidents involving Coast Guard units occurred over the next several years. In all of them the crews of the cutters performed professionally and with courage and distinction. Many of the officers who commanded the boats were graduates of the U.S. Coast Guard Academy. Many of those who served early in the conflict were from the class of 1963. Thirteen of them received Bronze Stars with V devices; three received Silver Stars.

### LOOKING BACK

Of the 8,000 Coast Guardsman who served in



## FEATURED ARTICLES

Vietnam, three officers and four enlisted men were killed in action and 59 wounded.

An especially egregious tragedy occurred on August 11, 1966. The *Point Welcome*, commanded by LTJG David C. Brostrom, was operating in a Market Time patrol area about a mile offshore and slightly south of the 17th parallel. This also was a Seventh Air Force operational area code-named “Tally-Ho”, a special interdiction zone that extended from the DMZ 30 miles north into North Vietnam. For much of the year there had been little or no coordination between the Air Force and Market Time units in the area.

In the early morning hours of that day, an Air Force B-57 code-named “Yellow Bird-181” mistakenly opened fire. During the attack, Brostrom stepped out on the vessel’s platform off of the bridge and tried to signal the attacking aircraft with an Aldis lamp. He was immediately hit by a 20mm round, which killed him instantly.

Multiple attacks on the *Point Welcome* followed, including F-4 Phantoms, dropping 250-pound bombs on it that fortunately missed their target. A ceasefire finally was ordered by the Air Force’s tactical command around 4:00 that morning.

In addition to Brostrom, Engineman Second Class Jerry Phillips died in the attacks and LJG Ross Bell, the *Point Welcome*’s executive officer, was severely wounded. Three other crewmembers, Gunner’s Mate Third Class Mark D. McKenney, Culinary Specialist Second Class Donald L. Austin, and Fireman Apprentice Davidson, as well as Life Magazine photojournalist Tim Page were wounded and had to be evacuated to a Marine Corps field hospital. Other crewmembers suffered shrapnel wounds but were able to return to duty after being treated.

Despite the fact that not one man on board the *Point Welcome* escaped injury, its crewmembers carried out their duties. Their actions saved the *Point Welcome* from destruction under the most difficult

and dangerous circumstances.

The cutters’ crews, in keeping with the long-held tradition of the Coast Guard, also strived to win the hearts and minds of the South Vietnamese people. While boarding a fishing junk, for example, the *USCG Point Partridge* (WPB-82305), commanded by LTJG John Greason, found a young girl with a badly abscessed foot. They took her and her father onboard, cleaned and dressed the wound, and applied antibiotics.

During the next patrol in that area they came across the same fishing junk. Its crew again took the father and little girl onboard and cleaned and dressed the wound, which was healing nicely. The crew gave her a doll as big as she was. She smiled from ear to ear and she and her father broke down in tears of happiness, as did most of the crew.

### WAS OPERATION MARKET TIME A SUCCESS?

Operation Market Time had an unquestionable impact on North Vietnam’s ability to infiltrate materials into South Vietnam. In 1966 alone, Market Time units detected 807,946 watercraft, visually inspected 223,482 of them, and boarded 181,482. They also engaged in 482 firefights, killed 161 Viet Cong, and captured 177, while experiencing 21 friendly deaths and 97 other casualties.

A BDM Corporation study concluded that at the very least the operation forced the VC to drastically alter its logistical operations. It found that at the beginning of 1966 almost 75 percent of enemy resupply came from the sea along the South Vietnamese coast. By early 1967, that number had been reduced to just 10 percent.

*Bob Leggett is a member of the U.S. Coast Guard Academy Class of 1963.*

## FEATURED ARTICLES

### REMEMBERING THE POINT WELCOME (WPB-82329) - A TRAGIC MISTAKE AT SEA

By BMCM Mark D. “Mac” McKenney, USCG (ret)

*Editor’s note: BMCM McKenny is a former (GM2) crewmember of Point Welcome and survived the friendly fire incident. The following is his story.*

August 11, 1966, found the *Point Welcome* drifting peacefully southward and adjacent to the Vietnam DMZ. It was a calm starlit night at 3:15 a.m. as our XO (executive officer) LTJG Ross Bell and I observed an intense fireworks display along the



**USCGC Point Welcome (WPB-82329)**

coastline from the bridge of the *Point Welcome* while we were on watch. We were talking about home as we both had connections to Cape Cod, MA. We added, “I wonder what those guys on the coast are going through?” Little did we know what horror and devastation would be ruthlessly bestowed upon us in the following hour.



**LTJG David C. Brostrom**

It wasn’t until shortly after the *Point Welcome* was illuminated, that to me was the most frightening part of the whole incident, because I instinctively knew what was coming next. As the general quarters alarm blared into the morning darkness we came under unmerciful attacks by numerous aircraft multiple times. To make matters worse, we later came under fire from the beach, both from the South Vietnamese Army who thought we were the NVA and the Viet Cong who knew exactly who we were. It became an organized horror show.

Our survival depended on how we handled a sailor’s worst nightmare, fighting a fire at sea, which escalated into an abandon ship situation, while under

intense bombing and strafing by multiple aircraft, and they were OURS!

We immediately sent a distress call reporting that we were under attack and requesting assistance. Before we received a response, we experienced a second strafing run, showering the wheelhouse and destroying our radios. The interior of the wheelhouse was destroyed making it impossible to tell the difference between the radar console and radios. The coxswain chair was riddled and ripped from the 20mm high explosive shrapnel.

The one saving grace that God had bestowed on us was our “secret weapon” in the form of BMC Richard “Pat” Patterson. When our CO was killed and our XO severely wounded, Chief Patterson ran to the front of the vessel and took command. He immediately turned on all the running lights and increased speed southward. But that did not stop the Air Force planes from continuing their strafing runs.



**BMC Richard “Pat” Patterson**

Chief Patterson became an operational genius. With no steerage he operated and maneuvered the *Point Welcome* with the throttles of the engines. He masterfully engaged in high-speed maneuvers, alternately gunning the engines and then slamming the cutter into reverse to avoid the deadly rain from the jets.

During this time, the XO, LTJG Bell, was stuffed under the chart table in very bad condition. I’ll never know how either of them survived.

Chief Patterson ordered the crewmembers who were less wounded to render aid to those suffering from more serious wounds. It was evident from his wounds that the CO, LTJG David Brostrom, was dead as well as Engineman Second Class Jerry Phillips.



**EN2 Jerry Phillips**

## FEATURED ARTICLES

One day I was reading Paul Scotti's book, "Coast Guard Action in Vietnam," and it dawned on me how well we all performed under intense pressure. It became clear that we reacted to our training, discipline and the bonding of our crew. It was like I had entered into a trance-like zone as we automatically responded to every situation like



The shot up wheelhouse of the USCGC Point Comfort

we had done all these things many times before.

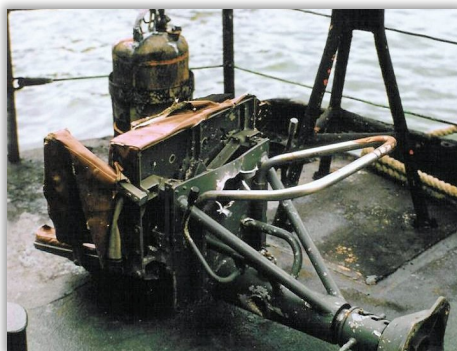
Eventually, Chief Patterson had to make a decision to abandon ship. As we were preparing to enter the lifeboat, Chief

Engineman Wolf managed to make radio contact with a U.S. Marine unit advising them that we were under attack by friendly aircraft. As a result, the aircraft were called off their strafing and bombing runs, but the nightmare was not over just yet.

As we entered the lifeboats, the ARVN opened up with machinegun fire from the beach, as did the VC snipers. It was about this time that *USCGC Point Caution* arrived on scene and instructed the Vietnamese to stop their firing. *Point Caution* and a Vietnamese Junk Force vessel rescued us.

The next day, Chief Patterson returned to the *Point Welcome* and with four others took the vessel to Danang Harbor.

Since then, several ironic occurrences have happened. When Ross and I were flown to a field hospital in Phu Bai, I told Ross that "we should



The coxswain's chair all shot up

be on Cape Cod playing golf."

LTJG Ross fought his way through multiple medical evaluations, made Captain and served on a 180', two 210's and two 378's. I changed my rate to Boatswain's Mate, made Master Chief and served on two 82's as OINC.

Chief Patterson was awarded a Bronze Star with Combat "V" for his actions that fateful night. The entire crew of the *Point Welcome* firmly believe that he deserved no less than the Medal of Honor. It was his skills and professionalism that kept the *Point Welcome* from being totally destroyed and saving the nine of us from certain death.



LTJG Ross Bell



Wyle E. Coyote wounded on the side of the wheelhouse

Fast forward twenty years later, I was assigned to the *Point Swift* in Clearwater, FL. We were called to assume SAR standby in Key West. Guess who was the CO of the 210 in Key West?

Ross Bell!! When we arrived he had me piped aboard, had lunch and I guess that you might have figured it out, we played 18 holes of golf.

We both had brilliant careers and would do it all over again. How lucky and blessed was our entire crew to have had Chief Patterson with us.

~ Semper Paratus.



BMCM Patterson rendering honors at 2006 USCGC Point Welcome memorial



## NEWS AND NOTICES

### **PRESIDENT BIDEN SELECTS VADM LINDA FAGAN AS 27TH COMMANDANT**



President Joe Biden nominated Adm. Linda L. Fagan to serve as the 27th Commandant of the U.S. Coast Guard. Upon confirmation, Adm. Fagan will be the first woman to serve as Commandant of the Coast Guard.

Adm. Fagan currently serves as the 32nd Vice Commandant, having assumed the duties on June 18, 2021. The Vice Commandant is the Vice Service Chief and Chief Operating Officer, responsible for executing the Commandant's Strategic Intent, managing internal organizational governance, and serving as the Component Acquisition Executive.

Previously, Adm. Fagan served as Commander of the Coast Guard Pacific Area, overseeing operations from the Rocky Mountains to the waters off the East Coast of Africa. The Pacific Area Commander concurrently serves as Commander, Defense Force West, providing Coast Guard mission support to the Department of Defense and Combatant Commanders. Adm. Fagan is the Coast Guard's first-ever Gold Ancient Trident, as the officer with the longest service record in the Marine Safety field.

Pending confirmation, Adm. Fagan is expected to relieve the current Commandant of the Coast Guard, Adm. Karl L. Schultz, during a change of command ceremony planned for June 1, 2022 in Washington, D.C. Adm. Schultz will retire following the change of command this summer. ~ Coast Guard News (4/5/2022)

### **MASTER CHIEF HEATH B. JONES TO BE THE 14TH MASTER CHIEF PETTY OFFICER OF THE U.S. COAST GUARD**

CMC Jones enlisted in the Coast Guard in May 1995. He has served as Command Master Chief of

Coast Guard Pacific Area, of the Eighth Coast Guard District, and of Coast Guard Sector Hampton Roads. He served as Officer in Charge of Coast Guard Cutter *Sea Horse*, Station Pensacola, Coast Guard Cutter *Bollard* and Station Cape Charles. He assumed the duties as the Deputy Commandant for Mission Support

Command Master Chief in June 2021. CMC Jones is a graduate of the Coast Guard Chief Petty Officer Academy Class 124, the Coast Guard Senior Enlisted Leadership Course Class 48, and is a Keystone 18-1 Fellow. CMC Jones holds Bachelor and Master of Arts Degrees in Organizational Management with a specialty in Human Resource Management.

### **MASTER CHIEF TIMOTHY A. BEARD TO BE THE 8TH MASTER CHIEF OF THE U.S. COAST GUARD RESERVE**



CMC Beard enlisted in the U.S. Army in 1984. In December 1998, he enlisted in the Coast Guard Reserve and was assigned to Port Security Unit 313. He has served as the Command Master Chief of the Thirteenth and Eleventh Coast Guard Districts, Port Security Unit 312, and Coast Guard Sector Columbia River. CMC Beard assumed the duties as Coast Guard Pacific Area Reserve Command Master Chief in August 2018. CMC Beard holds Associate and Bachelor of Science Degrees in Criminal Justice. He recently retired from his civilian occupation as a patrol sergeant with the Clackamas County Sheriff's Office in Oregon.

CMC Beard is a member of the Coast Guard Combat Veterans Association and served in support of Operation Iraqi Freedom.

## VETERAN BENEFITS

### LORAN RADIATION EXPOSURE

U.S. Coast Guard (USCG) Veterans who worked at LORAN (Long Range Navigation) stations **from 1942 to 2010** may have been exposed to X-ray radiation from high voltage vacuum tubes.

About 10,000 USCG members were stationed at LORAN transmitters during the exposure period and most received only minimal occupational exposures.

Very few Veterans are expected to have developed a disease related to this exposure. That would require performing maintenance tasks that involved removal of shielding and direct exposure to radiation for long enough periods to receive a significant dose.

Read the [Defense Threat Reduction Agency's July 2011 report](#) (1.9 MB, PDF) for available exposure data and occupational tasks related to the use of LORAN equipment.

**Potential health risks:** Superficial diseases, such as skin cancer and cataracts, are more likely to be linked to this exposure than deep cancers such as leukemia. Because of the low energy of these X-rays, the radiation would not have penetrated the body deeply. For Veterans with close exposure to

operating equipment (inside cabinets), skin or eye damage would be the most likely effect.

VA recognizes [certain cancers and other diseases](#) as linked to exposure to ionizing radiation during military service. Eligibility for VA compensation depends on a number of factors, such as the radiation dose and when the disease develops.

**Health concerns?** If you are concerned about radiation exposure during military service, talk to your health care provider or local [VA Environmental Health Coordinator](#).

Veterans not enrolled in the VA health care system, [find out if you qualify for VA health care](#).

**Need help determining exposure?** VA can help determine exposure during military service after you [file a claim for compensation benefits](#) for health problems associated with radiation exposure during service.

You can include the occupational exposure assessment developed in the [Defense Threat Reduction Agency's July 2011 report](#) (1.9 MB, PDF) with your claim to assist with dose reconstruction estimates.

### The National Archive Records

#### Administration has posted an ocean of USCG Vietnam era deck logs for the dates 1960-72 on their website

The first 10 search result pages or so are the deck-logs volunteers imaged in the HUB during 2018 that the CG Historian's office coordinated! The rest of the material is from collaborative effort with VA.

Go to: [www.archives.gov/research/military/logbooks/revenue-cutter-and-coast-guard](http://www.archives.gov/research/military/logbooks/revenue-cutter-and-coast-guard)

- Scroll down to: **Logs of USCG Ships and Installations, 1948-1972**  
Entries (A-1) 330A-Z, National Archives

identifier [559642](#).

- Click on the blue National Archives Identifier [559642](#).
- Once on the Logs of USCG Ships and Installations 1948-1972 page, scroll down to the blue box with the words written in white "Search within this series."
- You are now on the Ships and Installations 1948-1972 log page. From there you can search for your ship or installation for the log specified by the entry. Each log has been photocopied for your research and download.

Thanks go to Deputy Coast Guard Historian Mark C. Mollan for providing this information.

# VETERAN BENEFITS

## GULF WAR ILLNESSES LINKED TO SOUTHWEST ASIA SERVICE

From the [www.va.gov](http://www.va.gov) website

If you served in the Southwest Asia theater of military operations, you may suffer from illnesses or other conditions that we assume are related to service in this region. We call these presumptive diseases. Find out if you can get disability compensation or benefits.

### Eligibility requirements related to time of diagnosis

You can get benefits for your illness or condition if both of these descriptions are true for you and you have one of the presumptive diseases listed below:

#### Both of these must be true. Your illness or condition:

- Cause you to be ill for at least 6 months, and
- Resulted in a disability rating of 10% or more

#### And you have one of these presumptive diseases:

- Functional gastrointestinal disorders
- Chronic fatigue syndrome
- Fibromyalgia
- Other undiagnosed illnesses, including but not limited to cardiovascular disease, muscle and joint pain, and headaches

#### If your illness or condition was diagnosed within one year of your date of separation

You can get disability benefits for your illness or condition if you have a disability rating of 10% or more and you have one of these presumptive diseases:

- Brucellosis
- Campylobacter jejuni
- Coxiella burnetii (Q fever)
- Nontyphoid salmonella
- Shigella

- West Nile virus
- Malaria (or sooner in some cases)

#### If your illness or condition was diagnosed at any time after your date of separation

You can get disability benefits for your illness or condition if you have a disability rating of 10% or more and you have one of these presumptive diseases:

- Mycobacterium tuberculosis
- Visceral leishmaniasis

#### What kind of disability benefits can I get?

- Health care
- Compensation (payments)

#### How do I get these benefits?

You will need to file a claim for disability compensation.

- Go to [www.va.gov/disability/how-to-file-claim/](http://www.va.gov/disability/how-to-file-claim/)

#### What if I need help filing my claim?

- Go to [www.va.gov/disability/get-help-filing-claim](http://www.va.gov/disability/get-help-filing-claim)

#### What is included in the Southwest Asia theater of military operations?

- Iraq, Kuwait, Saudi Arabia
- The neutral zone between Iraq and Saudi Arabia
- Bahrain, Qatar, and the United Arab Emirates
- Oman
- The Gulf of Aden and the Gulf of Oman
- The waters of the Persian Gulf, the Arabian Sea, and the Red Sea
- The airspace above these locations

#### For information and other links go to:

[www.va.gov/disability/eligibility/hazardous-materials-exposure/gulf-war-illnesses-southwest-asia](http://www.va.gov/disability/eligibility/hazardous-materials-exposure/gulf-war-illnesses-southwest-asia)



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**BOOK – USCG ACTION IN VIETNAM:** By Paul Scotti, PNP, LM. A great history of the U.S. Coast Guard's participation in the Vietnam War. **\$22.00**

**USCG VIETNAM PATCHES:** RONONE, RONTNREE, Operation Market Time, Gulf of Tonkin Yacht Club - \$6.00 each.

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# COAST GUARD COMBAT VETERANS ASSOCIATION



## MEMBERSHIP APPLICATION

(Please Print Legibly)

### PERSONAL INFORMATION



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

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

### MILITARY SERVICE INFORMATION

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

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

### IMPORTANT INFORMATION FOR MEMBERSHIP

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

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

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Lansdale, PA 19446

**Make checks payable to: CGCVA**

Questions: 410-690-8000

Print Name of CGCVA Sponsor or Referral

Signature of Applicant

Date

Check appropriate box: Regular Membership

Associate Membership

Other



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