

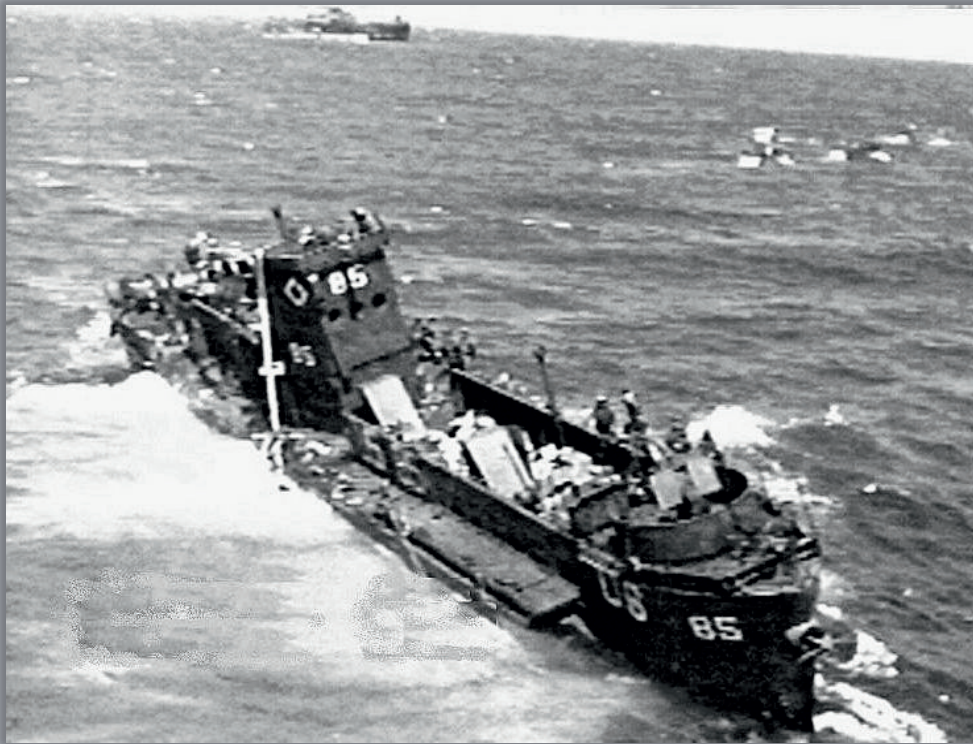


# the QUARTERDECK LOG

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 39, Number 2

2nd Quarter 2024



***LCL (L) 85 - The Four-Leaf Clover, The story of heroism and survival at D-Day.***

**80 years ago, June 6, 1944, the “Great Crusade” to free Europe of Nazi tyranny begins.**

***LCL(L) 85’s mission and destruction during the D-Day invasion is our cover story.***

**Well researched and written, the story of *LCL (L) 85* and its crew tells of the sacrifices made by the U.S. Coast Guard’s greatest generation.**

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**Announcing the 2025 Coast Guard  
Combat Veterans Association Reunion  
At The Shores Resort & Spa  
in Daytona Beach Shores, Florida  
April 14-18, 2025**



**See pages 16 to 21 for Reunion information, Registration and T-Shirt order forms.**

# FROM THE NATIONAL PRESIDENT

## COAST GUARD COMBAT VETERANS ASSOCIATION

### ELECTED OFFICERS

National President—Joseph Prince, LM

National Vice President—Bruce Bruni, LM

National Secretary/Treasurer—Gary Sherman, LM

### BOARD OF TRUSTEES

Chairman—PNP Terry O'Connell, LM

1st Term—Michael Johnson, LM, Larry Jones, LM

2nd Term—Mark Pearson, LM, Timothy Mowbray (to finish out  
Joe Prince's remaining two years)

### ADMINISTRATIVE OFFICE\*

CGCVA National Secretary / Treasurer

P.O. Box 969  
Lansdale, PA 19446

Phone: 410-690-8000

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

### THE QUARTERDECK LOG

Editor/Publisher — Bruce Bruni, LM, [bfb203@gmail.com](mailto:bfb203@gmail.com)

### AUXILIARY OFFICERS

National President—Barbara Weeks

National Vice President—Linda Kay

National Secretary / Treasurer—Javaughn Miller

### APPOINTED OFFICERS

ByLaws—Gary Sherman, LM

Reunion Planners—PNP Michael Placencia, LM  
Michael Johnson, LM, Bruce Bruni, LM, Ed Semler

Membership—PNP Michael Placencia, LM

Ship's Store Manager—Russell Allyson

Historian—PNP/Founder Paul C. Scotti, LM

Service Officers—Thomas Huckelberry, LM

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

MAA—Russ Weeks

Chaplain—Vince Patton, LM

Parliamentarian—PNP Michael Placencia, LM

Nominating Committee—Bill Femia, LM

Cape May Liaison—Thomas Dougherty, LM

### COAST GUARD HISTORY CONTRIBUTOR

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

The summer is here! This is usually the time for retirements, Changes of Command, and other ceremonies. The Coast Guard festival is also upon us, starting in late July through early August. This is probably the biggest annual Coast Guard celebration, and it's held in "Coast Guard City USA," Grand Haven, Michigan. Thousands of people converge on this location each year to celebrate and meet up with old shipmates! VP Bruce Bruni and I will be there from July 31st through August 4th. If you are in the area, or plan on attending the event, we would like to meet up with you. Hope to see you there!!



We also look ahead with great anticipation to the 2025 CGCVA reunion in Daytona, Florida. Daytona, as most know, is located on the coast with plenty of beach and warm weather to enjoy. This edition of the QDL has more specific information regarding the reunion and T-shirts we will be selling to offset some reunion expenses. The shirts are colorful, come in a men's cut, as well as one for women. See page 18 for information about purchasing a T-shirt.

We have approximately 190 members that are near, or over 100 years old! These members are WWII veterans from the "Greatest Generation." I had mentioned before that we are auditing our membership to verify if those with extended expired memberships still wish to remain as members. We also need to determine if some might have crossed the bar and notification was not received of their passing. I will be contacting by phone those with extended expired memberships to verify membership status. It is also important to keep the CGCVA updated on any change in street address and/or email address so we can correspond with you.

Recruitment in the second quarter of 2024 has been very productive with the addition of 22 new members. Hopefully, we can keep recruitment going in the right direction. Whether new members are joining in response to the great location for the 2025 reunion or not, it certainly is satisfying to see more joining the CGCVA. Remember, every member is a recruiter for the association.

I hope everyone is off to a good start for the summer. Take Care!!! ~ Joe

## FROM THE NATIONAL VICE-PRESIDENT

As announced in the last issue of the QDL, the 2025 reunion will be held at the Shores Resort and Spa in Daytona Beach Shores, April 14-18, 2025. You will find the registration form for the reunion on page 18 of this issue. Much interest is being shown by members, some of which are new members, for attending this reunion. Make your hotel reservations early to ensure that you get a room of your choice.



The CGCVA is offering long sleeve beach T-shirts for sale to offset the costs of the reunion. The price of everything is going up, so in addition to the profits from the Silent Auction, profits from the T-shirts will hopefully bring additional funds for the CGCVA's various financial commitments. Please consider buying one for yourself. (Please note that the logo for the shirt is different but will not replace the official logo of the CGCVA.) See page 18 for the various colors and styles and ordering.

Here is something for all to consider upon reaching the age of 73 years in taking the Required Minimum Distribution (RMD) out of your various Individual Retirement Accounts (IRA). Have you thought about contributing the RMD, or a portion thereof, to a charitable organization (501c3) which will count toward the RMD? Most people tithe to their church or other charitable organizations out of their paycheck, but you may also make those contributions using your IRA and not use the money you take home from your employer, or your retirement. If you have the opportunity to use the RMD instead of the other sources that I mentioned, you will free up your "operational" funds that are used for your daily expenses.

**IMPORTANT:** To do this, you must authorize your investment broker to transfer the funds DIRECTLY to the 501c3 entity without it passing through your hands. If you take possession of that money and write a check to the charitable organization rather than making the donation through a direct contribution, you will be taxed on that money as income. But this **MUST** be coordinated through the financial entity that is making the contribution **BEFORE** it may be counted as part of your RMD. You may not retroactively count it toward the RMD if you make the contribution without first coordinating it with your financial entity. **THEY MUST BE AWARE OF YOUR INTENTIONS AT THE TIME OF THE CHARITABLE GIFT.** Also, contact the recipient of the charitable contribution when the donation is made to verify your identity as the donor and to obtain proof from the recipient organization that your gift is tax exempt. Not all brokerage firms include that information when the contribution is made.

You can schedule the charitable contributions to the various 501c3s on a regular basis, such as, once a week, monthly, annually, or make a one time contribution by providing the name and address of where the donation is directed, and indicating it to the attention of the treasurer or financial officer of the 501c3 recipient. This tax-free contribution will count toward your mandatory annual RMD withdrawals. *CHECK WITH YOUR FINANCIAL ADVISOR FOR MORE INFORMATION ON HOW TO DO THIS.* This is a win-win for you and for your selected 501c3 charitable organization.

For those who are considering a donation to the CGCVA's Booster Club or to the general fund from your investment account, you can have it sent directly from your IRA account to the attention of Gary Sherman, our Treasurer, using the CGCVA address found on the back cover of this magazine.

Please continue your recruitment effort to those eligible for joining the CGCVA. As we get older, our membership numbers are being reduced. There are many younger Coasties that have served in war zones since 1990. They are the future of the CGCVA. We need your help in recruiting them. ~ Bruce Bruni

## FROM THE NATIONAL SECRETARY / TREASURER

### A SPECIAL OFFER!

The 2025 Reunion in Daytona Beach Shores, Florida, will give attendees the opportunity to purchase a new item that is specifically designed for our reunion “at the beach” and our 40<sup>th</sup> anniversary!



The Reunion Committee is offering a new long sleeve beach style T-shirt that will be available for attendees, who can pick the color, size. The shirt has a new Trident logo that was specially made for the reunion. We hope that it will appeal to everyone.

This product is being offered for members spending time on the beach, to keep the sunburn to a minimum, and creating an item that will be the “dress of the day” at The Shores Resort and Spa.

This product will be priced modestly but will help generate reunion income, which is needed because the cost of meals leaves us with minimal margins to raise funds, as we’ve done for most of the previous reunions.

Will this product be added to the Ship’s Store? Maybe, but let’s see how these go for the reunion attendees, to determine if it’s an item that will interest the membership at large.

### HOTEL COSTS:

When the Reunion Committee asked me to help them with contract negotiations for the 2025 reunion, we ran into some serious issues that made us realize that “business as usual” was over.

We discovered that our ability to bring in our own alcohol diminished with the condition of the hotel. The nicer the hotel, the much less likely that we will be able to continue the tradition of having Wayne Miller and others man the bar. Bruce Bruni and Mike Johnson ventured out to check out numerous hotels and found hotels that conceded bringing in alcohol, were places that we wouldn’t want to stay, especially for a week.

When we were proposed a \$165.00 a night room rate, we were hesitant and shocked at such a drastic rate increase over previous venues, including Charleston, SC, at \$135 or Norfolk, VA, at \$129. The Reunion Committee picked The Shores Resort and Spa, because it’s on the beach, and the nicest venue we’ve experienced in the last 15 years or so. We’ll have to pay for each drink but as our membership ages, there’s less alcohol consumption to justify staying in a tired, less expensive hotel, solely for the opportunity to bring in our own alcohol.

I recently made inquiries for my CGC Castle Rock group’s planned reunion and saw hotels that we’ve used previously that were \$165 or more, including a Holiday Inn in downtown Portland that was \$339 night.

In reality, we’ll be on the beach, and we have been hearing very positive feedback from many members that make us feel strongly that this 2025 reunion will be very successful!

### RENEWALS AND LATE PAYS:

If you miss your dues renewal date, don’t panic! We’ve got you covered for a few weeks past your membership renewal date. Paying by check saves us a 5% processing fee, so just mail in your check and the Quarterdeck Log will continue showing up in your mailbox.

Keep in mind that if you do pay late, your membership will be extended for 2 years from your renewal date, not the date your payment is received.

Also, remember that if you have given us your email address, you will get a Late Pay Notice via email at the beginning of each month as an additional reminder, in addition to being able to see your membership renewal date on your Quarterdeck Log’s address label.

Semper Paratus!

Gary Sherman

National Secretary/Treasurer

## BOOSTER CLUB

### THE QDL BOOSTER CLUB

The QDL Booster Club provides a tax-exempt opportunity to donate funds to offset the cost of printing and mailing the Quarterdeck Log. Donations should be sent to the Administrative Office with the memo section of the check marked "QDL Booster Club." Contributor's 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

Frederick J. Dailey, Jill Lachman, Phillip Smith, William Femia

### IN MEMORY OF DONATIONS

William Figone IMO "Maggie"; William Michaels IMO *USCGC Sherman* Vietnam Crew;  
James Hull IMO Terry Lee; Eric Bruckenthal IMO DC3 Nathan Bruckenthal; Charles Bevel IMO Joyce Bevel;  
David "Boog" Powell IMO GM1 Joseph "Joe" Glenn, ELD4

## NEW MEMBERS

NEW MEMBER	SHIP/UNIT IN COMBAT ZONE	CONFLICT	SPONSOR
Brian W. Murphy	PSU-312	GWOT	
Carl M. Buck (Associate Member)	1st Cav Airmobile	RVN	Gary Sherman
Andrew J. Tiongson	USS Normandy-CG/USN Joint	DST	MCPO Placencia
Eddie E. Spann	PSU-308	GWOT	Bruce Bruni, NVP
Gregory A. Schneider	PSU-309	GWOT	
Jason S. Scott	USCGC Bear	AFEM	
Eric T. Gibson	USCG MIPF-TAG, KSA	GWOT	MCPO Placencia
Garrett H. Dailey	USCGC Maui	GWOT	Internet
William E. Glenn	Grp Baltimore LEDET	DST	
Michael L. Lewis	PSU-308	GWOT	Bruce Bruni, NVP
Preston L. Schanbeck	PSU-311	GWOT	
Ricky Hawkins	US CENTCOM	DST	
Brian P. Kelly	USCGC Sherman	RVN	Will Remillard
John R. Marconi	USCGC Winona	RVN	
Patrick V. Kauffold	USCGC Owasco	RVN	
Charles M. Jackman	USCGC Bibb	RVN	Michael Johnson
Kenneth O. Norris	PSU-308	GWOT	Bruce Bruni, NVP
Ronald J. Schmitt, Jr.	PSU-308	GWOT	Bruce Bruni, NVP
John A. MacDonald	EDL-3	RVN	
Brian J. O'Dowd	PSU-311	GWOT	CAPT Paul Smith
Walter T. Oswalt	USCGC Sherman	RVN	Will Remillard
Kendall J. Lewis	USCGC Wachusett	RVN	

## CROSSED THE BAR

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

William "Bill" R. Wells, II, RVN; Larry A. Raymond, DST; Jerome H. Fischer, WWII;  
David W. Jernigan, RVN; William T. DeMarco, RVN; Tim A. Brown, RVN; Frank J. Drega, WWII;  
Norman E. Lemoine, RVN; Wallace M. Nopson, WWII; Kenneth G. Stefanisin, GWOT

## VA BENEFITS

### VA CLAIMS MUST BE SUBMITTED WITHIN ONE-YEAR OF THE ITF TO BE ELIGIBLE FOR MOST BACKDATED BENEFITS

If you started an **intent to file** (ITF) for disability compensation with the VA, you have only 365 days from the time when you first submitted your ITF. You must submit your completed claim within 365 days to preserve the earliest possible effective date for your benefits.

If the VA grants benefits under the PACT ACT and you submitted your ITF on or before August 14, 2023, you may be eligible for retroactive benefits dating back to August 10, 2022, the date the PACT ACT was signed into law.

If the VA grants your benefits, they will likely provide benefits back to at least the date when you began the ITF. The retroactive benefits could be in the thousands of dollars. Don't delay, do it today.

### File for disability compensation with VA Form 21-526EZ

If you are intending to submit a disability claim to the VA, use VA Form 21-526EZ (Application for Disability Compensation and Related Compensation Benefits). For information see the VA website at [www.va.gov/disability/file-disability-claim-form-21-526ez/introduction](http://www.va.gov/disability/file-disability-claim-form-21-526ez/introduction).

By clicking the button on the VA website to start the disability application, you'll declare your intent to file. This will reserve a potential effective date for when you could start getting benefits. You have 1 year from the day you submit your intent to file to complete your application.

Follow the steps below to file a claim for a new or secondary condition or for increased disability compensation.

#### Prepare

When you file a disability claim, you'll have a chance to provide evidence to support your claim. Evidence could include:

- ◇ VA medical records and hospital records and/or private medical records and hospital reports that

relate to your claimed condition or that show your rated disability has gotten worse.

- ◇ Supporting statements from family, friends, coworkers, clergy, or law enforcement personnel with knowledge about how and when your disability happened or how it got worse.
- ◇ In some cases, you may need to turn in one or more additional forms to support your disability claim. For example, you'll need to fill out another form if you're claiming a dependent or applying for aid and attendance benefits.

#### What if I need help with my application?

If you need help filing a disability claim, you may contact a VA regional office and ask to speak to a counselor. To find the nearest regional office, please call [800-827-1000](tel:800-827-1000).

A Veterans Service Officer (VSO), or another accredited representative can help you file your claim.

#### Apply

Complete the disability compensation benefits form and submit it. You will receive a confirmation message to print out for your records. See the link above for more info on the process.

## AUXILIARY NEWS



### AUXILIARY NEWS *National Auxiliary President*

Happy Summertime! Hoping everyone is well and enjoying the long-awaited summer weather!

We are looking forward to the 2025 reunion at the beautiful Shores Resort and Spa. This venue offers a beautiful setting and location for many reunion/vacation opportunities.

Your auxiliary board continues to work on ideas for activities, and is looking to secure a speaker for our breakfast meeting. We are encouraging all Auxiliary members to share and submit any ideas and suggestions prior to the meeting.

As you may or may not know, the silent auction remains the single largest fund-raising event supporting the CGCVA. With that being said, we will be encouraging all members to solicit various businesses/venues to donate items that would draw attention to and encourage bidding.

In the past, most of the items have been military themed, but we are now encouraging all items that

are interesting and will maximize bidding. We understand most businesses are willing to make donations, providing they are tax deductible. In this case, we will be providing informational documentation in the next QDL .

Currently, we have several members who have volunteered to accept auction items mailed to their homes. Those names will be shared upon request. Please contact me for the names and addresses as time grows closer, but not later than January.

To continue to make the Auxiliary a productive organization, we are always looking for those wishing to volunteer their time, creative ideas, and suggestions, including board participation or position.

As always, if you have any questions, comments, or concerns, feel free to contact me at: [weeksbarbara1@gmail.com](mailto:weeksbarbara1@gmail.com).

Have a wonderful summer!

Barbara

### COAST GUARD COMBAT VETERANS ASSOCIATION AUXILIARY MEMBER APPLICATION

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

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

Dues: \$15.00 for a two-year membership. Make check or money order payable to CGCVA.  
Mail to: Gary Sherman, CGCVA National Secretary/Treasurer, P.O. Box 969, Lansdale, PA 19449

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

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

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

### ***LCI(L) 85: THE FOUR-LEAF CLOVER***

By John France, Historian, USS Landing Craft Infantry National Association

On June 6, 1944, *U.S.S. LCI(L) 85* sailed through rough waters towards the Normandy Coast of France. *LCI 85* was part of a vast armada of more than 5,000 ships and landing craft underway to deliver an army to liberate France from Adolph Hitler's occupation forces. From France, the allies would push into the heart of Germany and end the most devastating war in human history. The seasoned officers and crew of *LCI 85* were combat veterans of the invasions of North Africa, Sicily, and Salerno, Italy. They were part of the fabled LCI Flotilla 4, consisting of 24 LCIs manned entirely by U.S. Coast Guard crews. Upon their transfer to England, the "Coasties" of Flotilla 4 joined twelve U.S. Navy LCIs to form Flotilla 10 for the Normandy invasion. On board *LCI 85*, was a crew of four officers and 30 enlisted men, including two additional Pharmacist Mates (medics) who were temporarily assigned to *LCI 85*. Allied planners of "Operation Neptune," the code name for the seaborne invasion of Normandy expected high casualties.

On the conning tower of *LCI 85* was painted the crew's good luck charm, a Four-Leaf Clover. It had served them well, keeping them safe through previous invasions. One particular incident of *LCI 85* luck occurred during the night of September 7, 1943, in the bay of Palermo, Sicily. There, a German aircraft dropped a torpedo which passed amidship directly underneath *LCI 85*, narrowly missing her due to her shallow draft. The torpedo continued on and struck a Landing Ship Tank (LST), which



**Lieutenant (j.g.)  
Coit Hendley, Jr.**

exploded and burned.

On D-Day, the 189 soldiers onboard *LCI 85* were seasick and miserable. They had been in cramped quarters for several days because the invasion, originally scheduled for June 5, had been postponed due to stormy weather. The soldiers on board consisted of troops from the following units: Company C, 37th Engineer Combat Battalion, 5th Engineer Special Brigade – 26 personnel; Company C, 6th Naval Beach Battalion – 40 personnel; 210th Military Police Company – 13 personnel; 294th Signal Company – 10 personnel; Headquarters and Service Company, 37th Engineer Combat Battalion, 5th Engineer Special Brigade – 4 personnel; Company B, 6th Naval Beach Battalion – 7 personnel; and Company A, 1st Medical Battalion – 89 personnel.

The Skipper of *LCI 85*, Lieutenant (j.g.) Coit Hendley, Jr., was familiar with the troops on board. *LCI 85* had landed them during practice runs at Slapton Sands, Devon, England. They included Combat Engineers consisting of both Navy and Army personnel, whose job it was to clear beach obstacles, mark beach exits, and organize the unloading of men and supplies from landing craft. The Executive Officer of *LCI 85*, Lieutenant (j.g.) Arthur Farrar, noted that two of the doctors on board were veterans of the Tunisian Campaign. One had been awarded the Silver Star Medal and the other had been awarded the Purple Heart Medal. Their job on D Day was to set up a first aid station one mile inland from the beach.

The Silver Star Medal recipient was Captain Emerald M. Ralston of Company A, 1st Medical Battalion, 1<sup>st</sup> Infantry Division. He was born in Oberlin, Kansas, on April 25, 1906. He graduated from John's Hopkins School of Medicine. Before the war, he lived and worked in Warren, Pennsylvania. He was 38 years old, much older than most of the men assembled to assault the Normandy beaches.



## COVER STORY

Hendley, 23 years old, was a Southerner with a distinct southern accent. He was born on July 17, 1920, in Columbia, South Carolina. His father was a bank president. Hendley began his studies at the University of South Carolina in 1936 at age 17 and he graduated in 1939. Hendley moved to Washington, D.C., where he began work as a copy boy in 1940 with the Washington Evening Star newspaper. He joined the U.S. Coast Guard February 18, 1942, in order to make a contribution to the war effort. Hendley, like many others who joined the Coast Guard, expected to spend his time during the war patrolling the U.S. coastline. He was wrong.

Hendley was assigned to *LCI 94* of Flotilla 4 in Galveston, Texas, as the Executive Officer. He participated in three invasions with Flotilla 4 and sailed with them to England. There, he was promoted and took command of *LCI 85* on January 13, 1944. He replaced Lieutenant Thomas R. Aldrich as skipper. Hendley's reputation preceded him. During the invasion of Sicily, the troops were hesitant to descend the ramps under enemy fire. Hendley observed this from the bridge. He rushed down, pushed by the soldiers and marched down a ramp as if it was a drill. Either embarrassed or inspired, the soldiers followed him.

Hendley enjoyed life in England while awaiting the invasion of Normandy. Comfort in England included a girlfriend, Wren Sylvia Grashoff. She was a member of the Women's Royal Naval Service.

Farrar was 30 years old. He was born on July 12, 1913, in Graham, Texas, and was raised in Elgin, Oklahoma. After graduating from college, he was a schoolteacher and by 1940, he was the Superintendent of Schools in Elgin. Farrar left his job on July 1, 1942, and seven days later enlisted in the U.S. Coast Guard Reserve in Nashville, Tennessee, as an Apprentice Seaman. After completing a competitive exam, Farrar was transferred October 10, 1942, to the U.S. Coast Guard Academy in New London, Connecticut, for

Reserve Officer's Training. He joined *LCI 85* in Galveston, Texas, February 1942, and four months later, he was sailing off to war.

By the time *LCI 85* sailed to England, Farrar had two souvenir German machine guns stored in his locker from previous invasions. He frequently practiced marksmanship with his government issued, Navy 45 caliber, 1911 semi-automatic pistol. He nearly shot smooth the bore, shooting at unsuspecting sharks and seagulls. This combat veteran was ready for Normandy.

The only other "Okie" on board *LCI 85* was Coxswain Elmer Carmichael. He was 23 years old, born on May 19, 1921, in Tonkawa, Oklahoma. Carmichael moved with his family to Crescent, Oklahoma, in 1927, where his father was City Marshall for many years. Carmichael graduated from Crescent High School, 1940. He was president of the senior class, president of the student council, and graduated as salutatorian. After high school, Carmichael worked at the Crescent Lumber Yard until he joined the U.S. Coast Guard on June 21, 1942. He met Farrar when Farrar joined *LCI 85* in Galveston, Texas. They bonded during a long conversation on deck. From then on, they worked on the same watch together on board the "85."

Another crewman on *LCI 85* was Seaman 1st Class Gene Oxley. With freckles and blue eyes, he stood 5' 8" and weighed 130 pounds. He was 20 years old, born on October 21, 1923, in the small town of Stilesville, Indiana. He was the youngest of six children. When he was four years old, his father



**LTJg Arthur Farrar,  
Executive Officer.**



**Seaman 1st  
Class  
Gene Oxley.**

## COVER STORY

committed suicide in front of the entire family. Gene was very close to his mother who was devastated by her husband's suicide. She was a frequent patient in mental institutions.

Oxley's older sisters – Mildred, Mabel and Dorothy, all helped raise Oxley until they married and moved out of the house. Oxley persevered. He began swimming shortly after he could walk. He went swimming in all the local swimming holes, whether swimming was permitted or not. Later, the family moved to Indianapolis where he joined a Y.M.C.A. He was a lifeguard at a local park. He was a Boy Scout and earned good grades in school. Oxley's family moved back to Stilesville where he graduated from high school in April 1942. He joined the U.S. Coast Guard in Indianapolis on July 17, 1942.

In England, at the end of May 1944, Hendley received a fifteen-pound canvas bag that was sealed and marked "TOP SECRET." With the bag was a dispatch advising him not to open the bag until ordered to do so. He only had to wait a few days to receive the order to break the seal and open it. Inside the bag were orders, the plan of attack, maps, charts, and photographs of their targeted beaches. The troops who boarded *LCI 85* in Weymouth on June 2nd were ordered to remain on board along with the crew of the "85" until it was time to sail. Secrecy was strictly enforced. Nobody could leave *LCI 85* without having specific business to conduct, and without being escorted by an officer. Hendley had more than a week to study the plans.

All Flotilla 10 LCI Commanders met in the hold of the Flotilla Flagship where a detailed map was painted on the wall and deck. The map depicted their target, the beach sectors and landmarks of Omaha Beach as if viewed from ten miles off shore. With briefing and training complete, all that remained was the tense waiting.

General Dwight Eisenhower, the Supreme Commander of the Allied Forces for "Operation

Overlord," the air and sea invasion of Normandy, gave the orders for D-Day to commence on June 6th. Thus began what Eisenhower referred to as the "Great Crusade" to liberate Northern Europe from the Nazis. A special double daylight savings time was established for D-Day. Therefore, it did not get dark until 11:30PM. *LCI 85* and Flotilla 10 set sail from Weymouth at 3PM on June 5th and sailed the majority of the way across the English Channel in daylight with overcast skies.

From midnight on, Farrar observed air activity over France. Cones of flak of various colors lit up the sky. Many expected to be bombed by German aircraft or attacked by torpedo boats during the voyage, but it did not happen. Flotilla 10 split with half of her LCIs headed for Utah Beach and half headed for Omaha Beach. By 3AM, the transport ships and landing craft had arrived at the assembly area, 20 miles from Omaha Beach. By 4AM, *LCI 85* was circling in her assigned position, awaiting orders to head for shore. At 7:30AM, she headed full speed towards the battle.

*LCI 85* was scheduled to land troops on Easy Red sector of Omaha Beach, at 8:30AM during half-tide when many of the beach obstacles were exposed. Omaha Beach was two miles long and Easy Red sector was located in the eastern half. There were few signs of trouble ahead. The beach was shrouded in smoke and Hendley observed some black puffs from explosions along the shoreline. On schedule, a control vessel signaled the "85" to proceed to the beach. With Hendley on the Conn and Ensign Harold C. Mersheimer standing next to him, *LCI 85* plowed through the waves at twelve knots.

Chief Quartermaster Charles O. McWhirter was at the helm in the wheelhouse below Hendley. Ensign Paul M. Petit, the Engineering Officer, stood at the winch on the stern. His job was to let the stern anchor out as they neared the beach so they could winch themselves back off the beach after landing the troops.

## COVER STORY

As *LCI 85* neared the shoreline, signs of a deadly, chaotic battle came into view. Numerous small landing craft careened about, and many had been hit by enemy fire. Hendley directed McWhirter to steer the “85” through a small opening in the beach obstacles. Adorned with her Four-Leaf Clover, *LCI 85* made her final push. Hendley could see a line of prone soldiers along the beach firing at German positions. Four American Sherman tanks were directly ahead. Three were ablaze and the fourth fired at the enemy intermittently but appeared to be disabled.

Due to the strong cross current, *LCI 85* landed farther east than planned on Easy Red, near Fox Green beach sector. The “85” crashed through obstacles and ground to a halt short of the beach. It was stuck on top of an unknown obstacle. Farrar ordered the ramps lowered. Oxley scurried down the ramp with a light tow line around his waist that was connected to a 30-pound anchor and a heavier rope – the “man rope.” His job was to anchor the man rope on the beach so that the soldiers, laden with heavy equipment in the rough surf, could pull themselves to shore. Oxley volunteered for this dangerous task as he had done so before during the invasion of Salerno, Italy. When Oxley jumped off the ramp, he immediately sank over his head in water. Clearly, troops could not be landed there. The soaking wet Oxley was hauled back aboard and Hendley ordered the “85” to be retracted from the beach so that they could attempt another landing elsewhere.

While retracting, *LCI 85* was struck by three artillery rounds from German shore batteries. One round penetrated troop compartment # 3. McWhirter could hear through the voice tube in the wheelhouse the screams of the soldiers below deck. During retraction, something hit the stern winch and disabled it. Petit would not be able to drop the anchor to assist retraction during the next beaching.

*LCI 85* rammed through obstacles a second time and beached approximately 200 yards to the west on

Easy Red beach sector. When the “85” grounded about 70 yards from the beach, it struck a teller mine on an obstacle, which exploded under the bow. The explosion fractured the forward compartment and water poured in. When the ramp crew attempted to lower the ramps, only the port ramp hit the water. The starboard ramp became stuck on top of a beach obstacle.

Once again, Oxley dashed down the ramp and into the water with the man rope. This time it was only waist deep at the end of the ramp. He swam with the line through withering machinegun fire. Each time he attempted to duck under water to avoid the bullets, his life belt popped him back up. The strong cross current pushed Oxley east as he swam. When he reached land, he found that he was far off course from the bow of *LCI 85*. He ran exposed on the beach back to a point directly inland from the bow. He began pulling out the slack of the man rope only to discover that the anchor had been shot away.

Hendley observed soldiers who had been prone on the beach, stop their firing to assist Oxley pull the rope taut while another soldier fired a bazooka at the Germans. Because there was no 30 – pound anchor attached to the man rope, Oxley turned his 130 – pound body into an anchor. He wrapped the man rope around his waist and dug his heels into the beach. Although, the Germans continued to shoot at him, he stood there alone holding the rope taut and awaited the troops to descend the ramp of *LCI 85*. He was amazed that the hail of German bullets did not strike him.

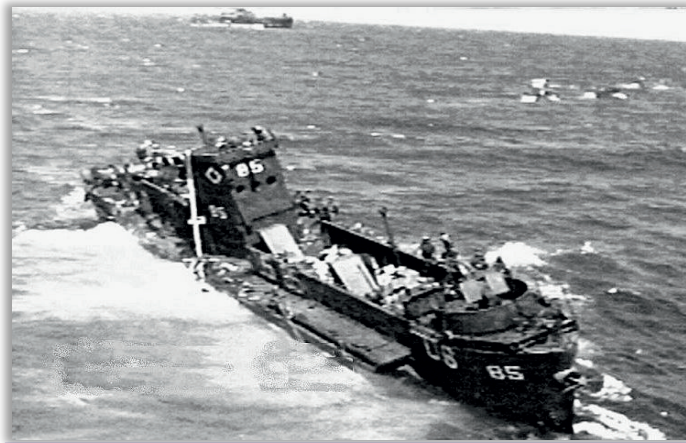
Even though Oxley encountered deeper water closer to shore, Hendley decided to disembark the troops. Soldiers began descending from the ramp. Heavy German machinegun fire swept the water and the hull near the ramp filled with troops struggling to get ashore.

After Oxley saw a group of four men descend the ramp, he observed the ramp twist off from what he

## COVER STORY

believed to be a hit from German artillery. Soldiers toppled off the ramp. Farrar who stood mere feet from the ramp, observed the ramp get twisted off by the strong cross current. It dropped five feet, held only by the cables from the forward winch. In total, Oxley observed 36 soldiers disembark from *LCI 85* via the ramp or by lowering themselves over the side. They struggled through the surf holding on to the rope. Oxley, steadfastly holding the other end of the rope, watched in horror as German machine gunners raked straight down the line of soldiers. Oxley saw only six soldiers make it to the beach.

During this time, the Germans pummeled *LCI 85* with many artillery rounds from various cannons including their dreaded 88 Millimeter. Originally designed as an anti-aircraft flak gun, the Germans used it effectively in a number of roles. It was their best artillery piece, and the “88” overlooking *LCI 85* wreaked havoc on her.



*LCI-85* after being pounded by artillery fire.

The Germans concentrated their artillery fire on the forward section of the “85” where the massed troops awaited to go down the ramps. Oxley, who believed that Hendley was the best skipper afloat, stated that the Germans “shot away everything around him on the exposed bridge but he stayed right up there without even taking cover once.”

Hendley who had just waved at two of his friends standing below him at the base of the conning tower,

watched both officers killed instantly by one artillery round that also wounded several others on the crowded deck. Killed in that blast were officers of the 6th Naval Beach Battalion, Beachmaster Jack Hagerty and Beachmaster G.E. Wade. Onboard *LCI 85*, three other members of the 6th Naval Beach Battalion were killed – Assistant Beachmaster, Lieutenant (j.g.) Leonard Lewis, Boatswain’s Mate George Abbott, and Pharmacist’s Mate John O’Donnell.

As soon as the artillery rounds began slamming into the “85,” Captain Ralston of the 1st Medical Battalion jumped into action. Two troop holds below deck were set afire. Ralston rushed down into one of them. There, he calmed the men and organized them to fight the fire. Although suffering from a painful burn to his face, and struggling against extreme heat and heavy smoke, he performed life-saving medical treatment on the wounded. He continued his heroics by pulling a critically wounded out of the other burning troop hold. In the meantime, shells burst through the wheel house and blew the clothes off of McWhirter. Miraculously, he only suffered a narrow scratch down his back.

Farrar also had a very close call. While working the ramp, he was grazed in the left thigh, which took off a chunk of his left buttocks, creating a large flesh wound. He looked down and saw a hole the size of his head in the hull of the “85” from the artillery round that nearly killed him. In pain, he removed his gun belt with his trusty .45 caliber semi-automatic pistol and went back to work.

Other than the scratch on McWhirter’s back, there were no small wounds on *LCI 85*. There were chunks of flesh, heads and limbs covering the deck. Ralston and other medical personnel administered plasma to the wounded and patched them up the best they could.

Of the four wounded crewmen of *LCI 85*, the most serious was Radioman 3rd Class Gordon R. Arneberg. An artillery round ripped

## COVER STORY

through the radio room and tore off one of his legs. He was dragged out of the room and onto the deck and there he received medical treatment. His severed leg was one of the obstacles for Hendley and others to negotiate around until someone kicked it overboard. Soldiers remaining on board could not move forward through the bodies and the blood-slick deck. With her ramps out of order, landing troops from *LCI 85* came to an end.

Hendley gave the order to retract as fast as possible. Oxley saw *LCI 85* retracting from the beach and he held on to the man rope as he ran towards her. However, the German steel raining down on him forced him to drop the rope and run back to seek cover. Oxley was left behind on the beach.

As *LCI 85* retracted, the wounded Farrar climbed down onto the ramp to rescue the wounded soldiers clinging to it. He pulled one man onto the ramp and held on to him. Another soldier clung to the ramp without assistance. Farrar tried to pull a third soldier up, but the terrified man had a death grip on a lower stanchion of the ramp. Farrar could not break the soldier's grip. Farrar realized that he could not save the man and let him go. Farrar and the other men on the ramp had a rough ride during the fast retraction away from the German guns. They got dunked several times into the waves as they clung to the dangling ramp.

When *LCI 85* stopped, Farrar crawled back onto the deck and Boatswain's Mate Rudolf D. Hesselgren helped him drag the two remaining soldiers aboard. They discovered that one of them had succumbed to his wounds. Boats came alongside *LCI 85* to rescue the wounded and transfer the remaining able-bodied soldiers to shore. Ralston transferred the wounded to one boat that came alongside to the rescue. The crew of that boat implored Ralston to come aboard. He refused. Instead, he ordered the remainder of his unscathed team members to board a Landing Craft Medium

(LCM). They were transported to shore under heavy fire. Ralston was wounded while underway. He refused medical treatment and tended to the wounded on shore. Several times, under heavy fire, he rushed from the beach into the surf to rescue wounded soldiers and drag them to relative safety.

After navigating *LCI 85* away from the German guns, Hendley descended from the conning tower with Pharmacist Mate Simon Mauro to count the casualties and assess the damage. *LCI 85* had been hit by 25 German artillery shells. They counted fifteen dead and 30 wounded on deck. Hendley decided to get the wounded to a medical ship.

Three fires burned below in the forward



*LCI 85* alongside the Coast Guard manned *USS Samuel Chase (APA-26)* to offload dead and wounded.

compartments as *LCI 85* limped seaward towards help. The crew of the "85" put out the fires and feverishly worked pumps to remove the water from the battered holds below. Pumping out the water was an important delaying action to keep *LCI 85* afloat, but in the end, it would be a losing battle.

Ten miles offshore, *LCI 85* came alongside the *USS Samuel Chase*, a transport ship, manned by "Coasties." U.S. Coast Guard combat photographers on board, documented the event with still photos and a movie of the crippled "85." Hendley transferred the wounded, including Farrar, to the "*Samuel Chase*."

## COVER STORY

Carmichael overheard a conversation between Hendley and an officer on the “*Samuel Chase*.” Hendley demanded that the officer take the dead off *LCI 85*. The officer refused and told Hendley to take the dead back to shore. Hendley replied that the “85” could not make it back to shore. He argued that if the officer did not remove the dead from *LCI 85*, nobody would ever know what happened to them. The officer finally gave in and the dead were transferred. Carmichael was very moved by Hendley’s effort to secure and respect the men killed on board his ship.



Elmer Carmichael manning the lines and Pat McGuire grasping the rail as *LCI 85* comes along side *USS Samuel Chase* (APA-24).

Some Navy and Army doctors who were transported to the beach by *LCI 85*, remained onboard to treat the wounded until they could be transferred to the *USS Samuel Chase*. With that task completed by 1:30PM, they boarded a small boat in silence and were transported back to the hell of Omaha Beach where they knew they were needed.

Meanwhile on shore, Seaman 1st Class Oxley dug a shallow foxhole with his bare hands and feet on a very narrow strip of beach clogged with soldiers. They could not advance any farther without being cut down by enemy fire. Oxley was unarmed,

barefoot, and had lost his helmet. The tide began to come in and Oxley dug several more foxholes as he tried to stay ahead of the surging water. The soldiers around him did the same. Eventually, the water forced them over a three-foot-high sandbar where they were completely exposed to German snipers. They dug in the best they could, but the Germans found their mark over and over. Oxley conversed with a medic with his head down in a foxhole next to him. At one point, Oxley asked the medic what type of aircraft was flying overhead. When he received no reply, Oxley lifted the medic’s helmet and saw that he was shot dead.

Tanks were unloaded from landing craft. Soldiers hugging their shallow foxholes saw the tanks as better protection from the German gunners. They got up, ran and huddled behind the tanks. Oxley was fortunate he did not join them. One by one the tanks were destroyed by German artillery and the troops hiding behind them were slaughtered.

Oxley saw two soldiers with “tommy guns” get up and rush up the slope to attack the Germans. Both were shot and tumbled back down the hill. Medics who picked up wounded on the beach and placed them on litters were killed while carrying them to landing craft. The horror was relentless.

Oxley got tired of waiting to get killed on the beach. He saw a Landing Craft Tank (LCT) 100 yards behind him near the water’s edge. Oxley jumped out of his hole and ran towards it. That got the attention of a German machine gunner who fired bursts at him. He “ran, stumbled and crawled” until he reached the LCT. Once again, no German bullet pierced his body. However, the gunners did manage to shoot off the seat of his britches. The exhausted Oxley climbed aboard the LCT believing that it was his ticket back to England. However, a 20mm gunner on the LCT could not resist shooting at a nearby German pillbox. Unfortunately, the Germans in the pillbox returned fire and within minutes, the LCT was sinking. Once again, Oxley jumped off a sinking

## COVER STORY

vessel into cold waters.

After spending what seemed like an eternity on the beach again, Oxley espied his next ride to freedom. "Coastie" *LCI 93* was coming in to unload troops 150 yards from him on Easy Red sector. He ran along the beach chased by small arms fire. He boarded *LCI 93*, only to find out that it too was only a temporary reprieve. After landing the troops and collecting some wounded, the "93" sailed back out to the troop transport *USS Samuel Chase* to pick up another load of soldiers. To Oxley's dismay, *LCI 93* sailed back to the beach. On the way back to shore, Oxley told one of the crewmen on *LCI 93*, "I think I am a Jinx!"

As *LCI 93* landed her second load of troops, sixteen crewmen fled from the nearby *LCI 487*, having been disabled by a mine on the beach. They ran to *LCI 93* to seek refuge. That attracted the attention of German gunners who shot the "93" to pieces. With the tide going out, exposing a sandbar behind it, *LCI 93* could not be retracted off the beach. She was trapped. With *LCI 93* getting pounded, Gene Oxley decided to take his chances on the beach again. For the third time in a matter of hours, Oxley jumped off a sinking vessel into cold waters.

Ten miles offshore, *LCI 85* pulled away from the *USS Samuel Chase*. The Salvage Tug (*AT 89*) came alongside and attempted to pump water out of the "85." They could not pump fast enough. *LCI 85* began to sink at the bow. The crew of the "85" scrambled onto the tug. *LCI 85* rolled over with the bottom of her stern sticking out of the water. At 2:30PM, sailors from the tug, deployed an explosive charge on the stern. After sailing 165,000 nautical miles during her life, and earning four battle stars, *LCI 85*, with her "Four-Leaf Clover" sank in 14 fathoms of water. Her luck had run out.

The crew of *LCI 85* huddled together on the deck of the tug. Their Skipper, Hendley, sat alone, away from the crew. He broke down crying, believing that

he was responsible for the deaths and wounding of the many men on the "85" that day. His guilt was unfounded, but his pain was real. Those feelings of guilt would haunt him for years.

On the tug, the crew of *LCI 85* was issued a Red Cross package containing a towel, sweater, pants, socks, shoes, toothbrush, and razor. The clothes they were issued were intended for Merchant Mariners and were certainly not U.S. Coast Guard regulation. Fireman 1st Class S. Eugene Swiech of Chicago, Illinois, was issued a yellow wool sweater and black trousers with pinstripes. His shipmate, Carmichael was similarly attired.

Back at Omaha Beach, the intrepid Oxley huddled in a foxhole, surrounded by dead soldiers for three hours. He was finally rescued by a boat sent from the destroyer *USS Doyle*. He spent the next day on the "Doyle" and was then transferred to another "Coastie" LCI. Oxley assisted in pumping water out of the holed LCI for the next two days until it could join a convoy back to England.

Oxley's shipmates from *LCI 85* were transported by the tug to a Landing Ship Tank (LST) in the assembly area that served as a hospital and temporary refuge for crews from vessels that were sunk. Three days later, the crew of *LCI 85* was in Plymouth, England, at a survivors' camp. There, they were reunited with Gene Oxley in a raucous, joyous celebration. Oxley, whom his shipmates had given up for dead, was given the nickname the "Lucky Ox."

Hendley wandered around Plymouth that night in search of a pub. He could not find one that was open, so he purchased a bottle of scotch from a man who peddled black market liquor.

*Continued on Page 22*



Elmer Carmichael at survivors camp 1944.

**2025 CGCVA Reunion at the Shores Resort & Spa,  
Daytona Beach Shores, Florida, April 14-18, 2025.**



**Come join us in 2025 at the upscale [Shores Resort & Spa](#) in beautiful Daytona Beach Shores for the 40th anniversary CGCVA reunion. The Reunion Committee diligently sought out that special location that will double as a vacation while offering the ideal venue to conduct the business of the CGCVA. We found it in Daytona Beach Shores for the best reunion site in our 40 year history.**

**Visit the Shores Resort & Spa website at:**

**[www.shoresresort.com](http://www.shoresresort.com)**



The 2025 CGCVA Reunion is scheduled for April 14-18, 2025, at the upscale Shores Resort and Spa located at 2637 South Atlantic Avenue in beautiful Daytona Beach Shores, Florida. The reunion **registration fee is \$50 per member**, and we are only charging **\$35 for registering a spouse or guest!** A long sleeve beach T-shirt for men and women with a special trident logo will also be available for \$25, or without logo for \$20. (See the reverse side of this form.) Choose your color and size using the T-shirt order form but include the total amount for the number of shirts ordered below. **Make checks for the total amount payable to CGCVA and include both sides of this registration form when mailing it to the Treasurer. If paying by credit/debit card go to [www.coastguardcombatvets.org](http://www.coastguardcombatvets.org) and look for the "DONATE" PayPal button in the right column. You still must mail the registration form to Gary Sherman at the address found below.** Hotel reservations are made by calling 866-934-7467 with Group Code 2504CoastG or by using the link provided on the CGCVA website. **Reservations must be made by March 24, 2025.** Request the type of room, whether Coastal View, Sunset View or Oceanview, the bed type (i.e. King, Queen), your check in date and check out date. The same group room rate can be extended for up to three days post reunion. Book early for best room options. **The Tuesday Business Meeting will be an all-inclusive breakfast meal for \$27.50.**

**THE COST OF ALL TUESDAY BUSINESS AND AUXILIARY BREAKFAST MEALS \$27.50 PER PLATE**

The Breakfast Entrée includes scrambled eggs, breakfast meat, hashbrown potatoes, breakfast breads basket and coffee, tea. **Multiply each meal ordered by \$27.50**  
CGCVA Business Breakfast for CGCVA members only.  
Auxiliary Breakfast meeting open to all.

**THURSDAY EVENING (4/17/2025) AWARDS BANQUET DINNER – OPEN TO EVERYONE**

Choose from the entrées listed below. **Pricing is all-inclusive and set at \$60.00 per person.** Your choice of entrée includes Chef's Choice of Salad, Vegetables, and Dessert, and non-alcoholic beverages. **Multiply the number of dinners meals ordered by \$60.00.**  
Vegetarian option offered on site.

<b>Tuesday (4/15/25) Auxiliary Breakfast Meeting (Open to All)</b>		<b>Tuesday (4/15/25) Business Breakfast (CGCVA Members Only)</b>		Member Registration @ \$50	\$
# of plates @ \$27.50 _____	Total Amount \$ _____	# of plates @ \$27.50 _____	Total Amount \$ _____	Total Spouse/Friend Registration @ \$35	\$
8 oz Short Rib of Beef	# of plates @ \$60 _____	Total Amount \$ _____	<b>Mail registration form, T-shirt order form, and payment check payment to: CGCVA P.O. Box 969 Lansdale, PA 19446</b>	Total Breakfast Amount	\$
Chicken Florentine	# of plates @ \$60 _____	Total Amount \$ _____		Total Dinner Amount	\$
8 oz Pork Loin	# of plates @ \$60 _____	Total Amount \$ _____		Total Amount of Long-Sleeved T-Shirt from order form on Reverse Side	\$
				<b>Total Amount Due CGCVA (No added fee if paying by check)</b>	<b>\$</b>
<b>Hotel Room Reservation &amp; CGCVA Registration cutoff date is March 24, 2025</b>				If paying by credit/debit card, multiply the total amount above in red by 1.05% for final payment	\$

PLEASE PRINT LEGIBLY

NAME (FOR NAMETAGS) \_\_\_\_\_ 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 THE HOTEL? Y \_\_\_ N \_\_\_ ARE YOU FLYING? \_\_\_\_\_ DRIVING? \_\_\_\_\_ R/V? \_\_\_\_\_

**ALL CHECKS MADE OUT TO CGCVA**

# 40TH ANNIVERSARY REUNION—DAYTONA BEACH SHORES

## REUNION LONG SLEEVE T-SHIRTS

The CGCVA is offering long sleeve beach style male (M) and female (F) T-shirts in various colors. The shirts are made by Badger with sport paneled shoulders for maximum movement. Made of 100% polyester, moisture management, antimicrobial performance fabric. It has a double-needle hem with a self-fabric collar and cuffs. The women's shirts have a jewel style neckline.

The shirts are offered in several sizes. Measure chest size with arms relaxed at sides, measure around the body at the fullest part of the bust/chest, keeping the tape parallel to the floor.

**Men's sizes: S:34-36; M:38-40; L:42-44;  
XL:46-48; 2XL:50-52**

**Women's sizes: XS: 30-32; S: 32-34; M: 34-36;  
L: 36-38; XL: 38-40; 2XL: 42-44**

The specially designed logo for the reunion is located on the front left breast area. **Shirts with logo are \$25.00, shirts without logo are \$20.00.** We do not intend to keep extra shirts for the Ship's Store, but will only have the number of shirts ordered through the registration form. Order as many as you

want. Include an extra page with your order if you want more than four shirts.



Select the color and indicate size, whether male or female, and with or without the logo. Add up the cost for the number of shirts ordered and indicate the amount below as well as in the appropriate block

on the Registration Form found on page 17.



**Men's shirt colors:**  
 Burnt Orange  
 Electric Blue  
 Lime  
 Gold  
 Sand  
 (M)

**Women's shirt colors:**  
 Electric Blue  
 Lime  
 Royal Blue  
 Hot Coral  
 Hot Pink  
 (F)



**Number of shirts ordered @ \$25 each \_\_\_\_\_**

**Number of shirts ordered @ \$20 each \_\_\_\_\_**

**Total Amount: \$ \_\_\_\_\_**

**Make sure to enter total amount on the CGCVA Reunion Registration Form**

Shirt Color: \_\_\_\_\_ M/F: \_\_\_\_\_ Size: \_\_\_\_\_ W/Logo (\$25) \_\_\_\_\_ W/O Logo (\$20) \_\_\_\_\_

Shirt Color: \_\_\_\_\_ M/F: \_\_\_\_\_ Size: \_\_\_\_\_ W/Logo (\$25) \_\_\_\_\_ W/O Logo (\$20) \_\_\_\_\_

Shirt Color: \_\_\_\_\_ M/F: \_\_\_\_\_ Size: \_\_\_\_\_ W/Logo (\$25) \_\_\_\_\_ W/O Logo (\$20) \_\_\_\_\_

Shirt Color: \_\_\_\_\_ M/F: \_\_\_\_\_ Size: \_\_\_\_\_ W/Logo (\$25) \_\_\_\_\_ W/O Logo (\$20) \_\_\_\_\_

# 40TH ANNIVERSARY REUNION—DAYTONA BEACH SHORES

## ROOMS FOR YOUR CHOICE



**Sunset View & Accessible Rooms—\$165 420 sq ft**  
Offering a King bed, or 2 Queen beds,  
or King bed with balcony.



**Oceanfront Room—\$195 420 sq ft**  
Offering a King bed with balcony, 2 Queen beds  
with balcony, or 2 Queen beds w/o balcony.



**Coastal View Rooms—\$165 420 sq ft**  
Offering a King bed, or 2 Queen beds,  
or King bed with balcony,

All rooms are Non-smoking and air conditioned. Some with a balcony are available. All have private bathroom with hairdryer, iron & ironing board, safe in room, DVD in room, refrigerator, cable TV, internet access, and newspaper.

Additional charge for in-room movies. There are no connecting rooms available.

There is an outdoor pool, patio with Tiki bar, and beachfront access.

Hotel reservations may be made by calling **866-934-7467** and identifying yourself as part of the CGCVA reunion. **Group Code: 2504CoastG.**

Reservations must be made **NOT LATER THAN March 24, 2025**. Request the type of room you want, whether a Coastal View, Sunset View, or Oceanfront room. Request the bed type (i.e. King, Queen), your check in date and check out date. The same group room rate is offered for up to three days post reunion.

The hotel has provided a weblink to make reservations on line, which is too lengthy for posting here, but it has been posted on the CGCVA webpage.

Self-parking is offered at \$10/night and is located in a fence-enclosed lot across the street from the resort. Valet parking is offered at \$25/night.

## 40TH ANNIVERSARY REUNION—DAYTONA BEACH SHORES

### CGCVA 40TH ANNIVERSARY REUNION AT THE SHORES RESORT AND SPA IN DAYTONA BEACH SHORES, FLORIDA, APRIL 14-19, 2025

As announced in the 1st quarter issue of the Quarterdeck Log, the 2025 reunion will be held April 14-19 at the beautiful Shores Resort and Spa located at Daytona Beach Shores. The reunion will be a celebration of the 40th anniversary of the CGCVA that was founded in 1985. Over the years many of the original and founding members have crossed the bar and many new members have joined our ranks, especially following Operation Desert Storm, Operation Upholding Democracy, Operation Enduring Freedom and Iraqi Freedom. Many were Reservists mobilized for deployment with Port Security Units, in addition to those assigned to various cutters, LEDETs and PATFORSWA units, operating in the Persian Gulf and other hostile fire zones. There are also several other lesser known deployments that have earned the American Expeditionary Medal, Korea Defense Medal, Kosovo Campaign Medal, and the Inherent Resolve Campaign Medal. We must continue our membership recruiting and retention efforts as members continue to cross the bar.

There are 114 CGCVA members residing in Florida, the largest number for any one state. If many of the Floridians attend the event, combining with other members from across the country, it will be the largest reunion in our history. And what better place to hold the reunion than the Shores Resort and Spa where members can bring spouses, significant others, or a friend to share the relaxing venue of the sunny Florida coast, especially after a long, cold winter. See their website at: [www.shoresresort.com](http://www.shoresresort.com) for photos and a list of amenities offered.

In addition to activities at the Shores Resort, Daytona Beach offers other attractions within a reasonable distance, such as the Daytona Beach

Bandshell, Ponce Inlet Lighthouse and Museum, Daytona Beach International Speedway, Daytona Beach Pier and Boardwalk, Museum of Arts and Science, Marine Science Center, Jackie Robinson Stadium, the LGPA golf course, the Ocean Center, and several shopping areas such as the Tanger Outlets and a Bass Pro store.

The CGCVA also offers the opportunity to allow various Coast Guard units that have deployed into hostile fire zones to host a reunion of their own while at the CGCVA reunion. Separate table(s) will be provided for these groups at the Thursday night banquet for their members who may or may not be CGCVA members. We hope to recruit those attending a ship or PSU sub reunion who are eligible for membership. Groups will use the same process to make room reservations with the resort (See page 19), and submit their registration forms (See page 17) to the CGCVA. If a combined reunion is planned for your group/unit, be sure to notify Gary Sherman of your intent via email at [CGCVA@comcast.net](mailto:CGCVA@comcast.net) so that we can reserve their table(s) at the banquet.

There are several types of rooms from which to choose offered at \$165/night or \$195/night. See The Shores Resort and Spa website for determining the room of your choice. Your room and bed choice will be on a first come, first served basis, so reserve early to ensure your desired selection.

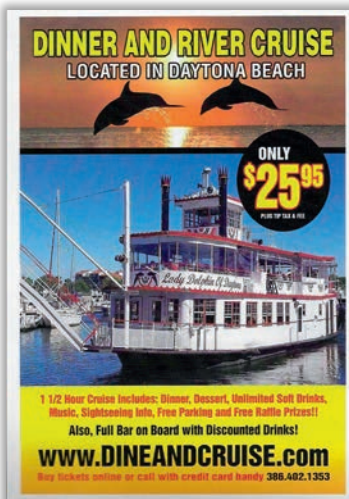
All Sunset View and Coastal rooms are 420 sq ft, but the Sunset View rooms overlook the Florida Intercoastal Waterway, while the Coastal rooms have a view of the shoreline. The Oceanfront rooms, also at 420 sq ft, have a view of the ocean.

Don't miss out on this reunion, one that we believe will be the best in our organization's history. We expect rooms to go quickly, so make your reservation with the resort early to ensure the selection of the room of your choice.

# 40TH ANNIVERSARY REUNION—DAYTONA BEACH SHORES

## DAYTONA BEACH ACTIVITIES FOR REUNION ATTENDEES TO CONSIDER

Daytona Beach offers a dinner and river cruise aboard the Lady Dolphin of Daytona. The cruise includes dinner, dessert, unlimited soft drinks, music, free parking, and free raffled prizes. A full bar is provided with discounted drinks.



The cruise lasts for an hour and a half for just \$38.89 that includes an 18% tip, 6.5% tax and \$5.00 port fee.

The cruise can accommodate groups of ten or more. See their website for more information.



The Angell and Phelps Chocolate Shop and Factory is a favorite for tourists and locals, known for their high quality chocolate. The factory allows visitors to watch the chocolate-making process, and provides free samples to enjoy.

A great seafood eatery is the Our Deck Down Under with casual indoor and outdoor deck seating.

Located under the Dunlawton Bridge, a short drive from the Shores Resort in Port Orange, they offer consistently



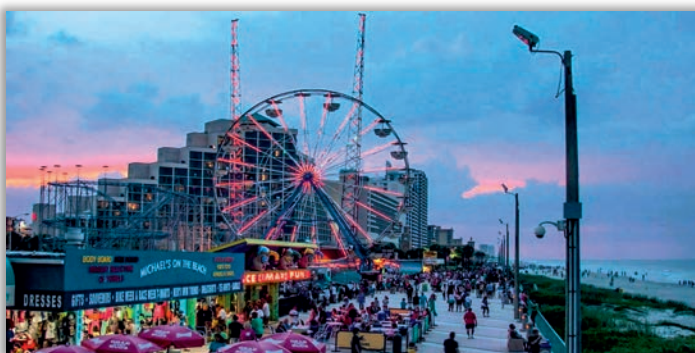
tasty, generous portions of seafood, ribs, burgers, and house-made specialties.

Tours of the famous Daytona Racetrack are offered daily and run continuously from 9:30am with the last tour bus departing at 3:00pm. See



the racetrack's website for more information on the types of tours offered and associated pricing at [www.daytonainternationalspeedway.com/tours](http://www.daytonainternationalspeedway.com/tours).

The iconic Daytona Beach Boardwalk is a mix of hotels, restaurants, shops, arcades and entertainment



venues. The Daytona Beach Oceanfront Bandshell offers a variety of performances throughout the year.

Daytona Beach has several shopping outlets and malls, including a Tanger outlet mall.

The Daytona Speedway Gateway District covers all the activities of interest, including restaurants, breweries, shops, museums, ziplines, arcades, and many other activities of interest, making your visit a rewarding and fun one. See the Speedway Gateway District webpage for more info at: [www.daytonabeach.com/things-to-do/shopping/outlets-and-malls/](http://www.daytonabeach.com/things-to-do/shopping/outlets-and-malls/)

## COVER STORY

Hendley then took a train to visit his English girlfriend who lived with her mother. It was a shocking reunion for the women. They believed Hendley had been killed in action. His girlfriend, Sylvia, worked at a British Navy communications center where she received a false report that all hands were lost when *LCI 85* sunk. It got worse. Days later, Hendley's father was in a movie theater in South Carolina where he saw a newsreel of the film taken by a U. S. Coast Guard photographer on the *USS Samuel Chase*. The film showed *LCI 85* transferring wounded to the "Samuel Chase" and then listing and floundering in the water. The narrator of the newsreel announced that the crew had gone down with the ship. For a week, Hendley's father believed that his son was dead and tried in vain to get information from the Coast Guard. Fortunately, Hendley had worked for the Washington Evening Star before the war. He sent them his eyewitness account of D-Day. When they received the story, Herb Corn, the managing editor, contacted Hendley's father by phone and assured him that his son was alive and uninjured.

Back at the survivors' camp, Carmichael grew restless. He needed a respite from the painful memories of the carnage on D-Day. He recruited a co-conspirator to leave the camp and visit a couple of fair English maidens who he knew in a nearby village. They slipped out of the survivor camp and soon they were socializing with the girls. Their fun was short lived. Few things go unnoticed in a small village, especially oddly dressed strangers. Carmichael was startled when the house was surrounded by police and armed men of the Home Guard who demanded that Carmichael and his cohort in crime exit the house. They had been reported as German saboteurs and they were being arrested. Carmichael informed the armed men that he and his companion were none other than proud members of the U.S. Coast Guard and survivors from the sunken *LCI 85*. He pled with his captors to return them to the survivors' camp where his officers

and shipmates would vouch for them. Reluctantly, his captors did so and Carmichael was reunited with the rest of the crew of *LCI 85*.

Oxley was interviewed at the survivors' camp by a U.S. Coast Guard Combat Correspondent, Everett Garner. The interview was released for publication on June 25 and was titled "Indianapolis Coast Guardsman Has Three Ships Shot Out from Under Him In One Morning: And Loses Only Seat Of Pants." The Coast Guard saw the public relations value of Oxley, and on June 26, Oxley received orders to report to the Coast Guard Public Relations Office in London.

On June 24, Hendley submitted his after-action report for *LCI 85* on D-Day. He then traveled to Weymouth and located his friend Lieutenant (j.g) Henry K. "Bunny" Rigg, the Skipper of *LCI 88*. One of Rigg's officers was wounded on D-Day, so Hendley replaced him for several weeks. *LCI 88* shuttled more troops to Omaha Beach and performed other duties. Afterwards, Hendley joined the headquarters staff of LCI Flotilla 10 at Greenway House for several months.

Farrar was shipped via hospital ship to the U.S. Navy Hospital, Portsmouth, Virginia, where he was admitted on July 29, 1944. There, he received a whole skin graft on his left gluteal region for his wound sustained on D-Day. He was granted convalescent leave and he returned to Elgin, Oklahoma. On September 9, 1944, he married Ferne Castle in nearby Lawton, Oklahoma. Farrar was awarded the Purple Heart Medal, and he was awarded the Bronze Star Medal for his heroism at the ramps of *LCI 85* on D-Day. On June 29, 1945, he was assigned to Coast Guard Operations Base, Galveston, Texas, as Communications Officer, and Port Security Officer. On September 1, 1945, he was transferred to Houston, Texas, as the Port Security Officer. On October 3, 1945, Farrar was promoted to Lieutenant in the U.S. Coast Guard Reserves.

Farrar earned his Doctorate of Education from the

## COVER STORY

University of Oklahoma in 1957. He retired from his position of Superintendent of Elgin Schools in 1967. He finished his career in education as the Head of the Business Department at Cameron University in Lawton, Oklahoma.

Farrar was an excellent athlete who was never hindered by his wound received on D-Day. He and his wife Ferne raised three sons and a daughter, to whom he spoke very little about the war. Fifteen years after D-Day, his fellow "Okie" shipmate from *LCI 85*, Carmichael, looked him up at his office at the school district. After a long conversation, they kept in touch and attended reunions for the crew of the "85." In 1988 Farrar suffered a stroke that weakened him. He wrote his last letter October 26, 1989, and mailed it to Carmichael. He advised Carmichael that he would not attend the reunion that year but reminded Carmichael that they were to play a round of golf soon. Carmichael received the letter on October 30<sup>th</sup>. He was stunned the following day when he read in the newspaper that Farrar had died October 29. Lieutenant Arthur Farrar was buried in Old Elgin Cemetery, Elgin, Oklahoma.

Following survivors' camp in Plymouth, England, Carmichael was shipped back to the United States where he was stationed in Port Arthur, Texas. There, he was put in charge of a 38' picket-boat with duties to put commercial pilots aboard ships entering the inter-coastal canal at Sabine Pass. He married his sweetheart, Bette Lee Steen on March 27, 1945, and they set up house in Port Arthur. His older brother Dortis, a Navy Seabee, married Bette's younger sister, Edna Jean.

Carmichael mustered out of the Coast Guard as a Boatswain's Mate 2nd Class September 29, 1945. He returned to Crescent, Oklahoma, and found employment as a bookkeeper at the Farmers & Merchants Bank. He worked his way up the ladder to Bank President. He was employed there for 28 years. Carmichael and his wife Bette adopted their

two daughters with whom he spoke little of the war.

In 1973, Carmichael took a job with the First National Bank in Okeene, Oklahoma, where he again worked his way up to the position of Bank President. He retired in 1985. He was a civic leader, serving as a board member and president of several organizations. He served on the Crescent City Council and was Mayor for four years. He also found time to be a member of the Crescent Volunteer Fire Department for 20 years and served as their Chief for 2 years.

Always the patriot, Carmichael was a lifelong member of the American Legion and always promoted the U.S. Coast Guard and *LCI 85*. Carmichael conducted a campaign to have Flotilla 10 honored. After years of persistence and with help from Congressman Phil Graham, Carmichael succeeded. Fifty-seven years after D-Day, Flotilla 10, Group 29 was awarded the Coast Guard Unit Commendation for their gallantry on June 6, 1944. They received the award from Admiral Riker, U.S. Coast Guard, at a Flotilla 10 reunion in Albuquerque, New Mexico.

Carmichael was a fixture at other LCI reunions, including those of the USS Landing Craft Infantry National Association. He wrote articles about *LCI 85* for Oklahoma newspapers. He wrote the article: "The Life and Death of *LCI (L) 85*," for the book: "USS LCI, Landing Craft Infantry, Volume I" published by the USS LCI National Association in 1993. He also submitted articles for the "Elsie Item" newsletter.

Carmichael later donated to The National D-Day Museum in New Orleans (now, The National World War II Museum), the helmet he wore in the iconic photograph of him kneeling on the deck of *LCI 85* on D-Day, surrounded by bodies of soldiers killed by German gunners. After the grand opening of that museum June 6, 2000, Carmichael received a letter from a man who wanted to remain anonymous. The man was a soldier who was wounded on *LCI*

## COVER STORY

85 on D-Day. He wanted to thank Carmichael and his shipmates for saving his life.

In his later years, Carmichael suffered from esophageal cancer and weakened arteries. His condition deteriorated after his beloved wife Bette died on February 21, 2011. Boatswain's Mate 2nd Class Elmer Carmichael died September 26, 2011, and was buried in Crescent, Oklahoma.

Captain Emerald Ralston of the 1st Medical Battalion, who acted heroically, saving the wounded on *LCI 85*, was awarded the Distinguished Service Cross on August 8, 1944, for his actions on D-Day. On February 2, 1945, Ralston was awarded an Oak Leaf Cluster to his Silver Star Medal for gallantry in action on July 28, 1944, in Normandy, France. He survived the war and lived until age 83. He died May 22, 1989, and was buried in the National Cemetery of Arizona in Phoenix, Arizona.

Oxley became a reluctant hero and celebrity after D-Day. He was promoted to Coxswain and was awarded the Silver Star Medal. While assigned to the Coast Guard Public Affairs in London, the "Lucky Ox" story was featured in newspaper articles and a live interview, short wave CBS Radio broadcast from London to New York. He was interviewed by broadcast journalist Bill Shadel. He was sent to Glasgow, Scotland, for a short time before being shipped back to the United States.

The Coast Guard sent Oxley on tour throughout the Midwest at ammunition and armament factories where he told his story, raised morale and money for the war effort. He was photographed with other celebrities, Congressmen and Senators and was featured in many newspaper articles. Oxley was also featured in a chapter of the book "Sea, Surf & Hell" published in 1945. Jack Warner of Warner Brothers Studios suggested to Oxley that he write a book about himself, and Warner Brothers Studios would produce a movie based on the book. The humble Oxley declined. He just wanted to return to a normal

life.

Oxley mustered out of the U.S. Coast Guard as a Boatswain's Mate 2nd Class in September 1945. At first, he worked for his brother-in-law in the landscaping business. On August 17, 1956, he married Dorothy Mae Carr in Indiana. They adopted a son and daughter. Oxley did share his wartime experiences with them. They started a new life in Milford, Ohio, near Cincinnati. There, Oxley started his own landscaping business, which flourished. He purchased 99 acres of land which he used as a nursery for that business. He spent the rest of his life in Milford. He was haunted by his experience on D-Day. He became an alcoholic and later became addicted to prescription drugs. He was a chain smoker and developed emphysema. Eventually his lungs and his heart failed. The "Lucky Ox," hero and celebrity died May 16, 1992, and was buried in Milford, Ohio.

The U.S. Coast Guard did not share Hendley's belief that he was responsible for the deaths and wounded on *LCI 85* on D-Day. On the contrary, they recognized his heroics in his attempt to save *LCI 85* and the personnel onboard. Hendley was awarded the Silver Star Medal and the French Croix de Guerre. Later, he was shipped back to the United States and was promoted to Lieutenant. He was assigned to Charleston, South Carolina, Baltimore, Maryland and finally, Washington, D.C. He mustered out of the Coast Guard on December 14, 1945.

Hendley went back to work for the Washington Evening Star Newspaper as a reporter. He eventually lost his southern accent. He worked his way up to Assistant City Editor. While working there, he met his future wife, Barbara Louis Davidson, who was also employed at the "Star." Hendley and Barbara married on July 18, 1948, and raised two sons and two daughters. He spoke little to them about the war. In 1965, Hendley joined the Gannett Group and was the Executive Editor of the Elizabeth Daily



## COVER STORY

Journal. A young copy boy at the Washington Evening Star, Carl Bernstein, followed Hendley to the Elizabeth Daily Journal. Hendley mentored Bernstein and gave him his first job as a reporter. In 1966, Bernstein left the Elizabeth Daily Journal for the Washington Post as a reporter.

Hendley later became a newspaper trouble shooter, working from paper to paper. He was the Executive Editor of the Camden-Courier Post from 1968 through 1972. On October 10, 1972, Hendley's wife Barbara died of a brain aneurysm. Carl Bernstein, then the Washington Post reporter of Watergate fame, took a break from the investigation to attend her funeral.

Later, Hendley became the Executive Editor of The Herald News-Passaic, New Jersey, from 1972 until his retirement in 1980. He came out of retirement in 1982 to help start up a new newspaper, The Washington Times as the first Managing Editor for that paper.

Hendley had contact only once with a shipmate from *LCI 85* since he shipped back to the United States from England. However, in 1984, Fireman 1st Class Eugene Swiech of *LCI 85*, contacted Hendley after seeing him on television. He requested a

reunion with Hendley on June 6, 1984. Hendley's contact with Swiech brought back many buried memories. Before meeting Swiech on June 6, Hendley wrote an article for the Washington Times that was published on June 6. It was re-printed by the U.S. Coast Guard. It was a detailed story of his war history including the sinking of *LCI 85* on D-Day.

Hendley continued working at the Washington Times until his death, at which time he served as an Associate Editor. Lieutenant (j.g.) Coit Hendley Jr. died at home in Washington, D.C. on May 16, 1985, of heart failure. He was buried next to his wife Barbara in Annapolis, Maryland. Many journalists attended the funeral service. Hendley's sons and Carl Bernstein were pallbearers.

Sadly, there are no *LCI 85* crewmen alive today. May they and their "Four-Leaf Clover" find fair winds and following seas.

*Editors note: This article was first published on the Navy and Coast Guard Veterans of World War II and Korea website for the USS Landing Craft Infantry National Association, dated June 2019 (No. 105). Research Notes and Sources can be found at their website: [usslci.org/lcil-85-the-four-leaf-clover/](http://usslci.org/lcil-85-the-four-leaf-clover/)*



**June 6th, 2024, was the 80th Anniversary of D-Day. Never forget the sacrifices of Americans to free Europe from Nazi tyranny.**

**Pictured is a panoramic view of the Omaha beachhead after it was secured, sometime around mid-June 1944, at low tide. The Coast Guard-manned *LST-262* is the third beached LST from the right, one of 10 Coast Guard-manned LSTs, of the 99 Coast Guard vessels that participated in the invasion of Normandy, France, in June, 1944. The Coast Guard suffered 18 KIA and 38 WIA that day.**

**(Photo from article by Scott T. Price, Chief Historian, U.S. Coast Guard)**

## FEATURED ARTICLES

### Reserve Units Demonstrate Joint Readiness in Large-Scale Exercise in Puerto Rico

Ryan A. Kowalske, LCDR,  
Executive Officer, Port Security Unit 309

In a demonstration of unparalleled joint readiness and cooperation, reserve units from various branches of the military recently concluded a large-scale joint exercise aimed at achieving qualifications, certifications, and training in a joint environment. EXERCISE POSEIDON'S DOMAIN, which brought together members from Port Security Unit (PSU) 305, PSU 307, PSU 309, Maritime Expeditionary Security Squadron (MSRON) 1 and 10, and U.S. Marine Corps Detachment 1, Landing Support Company, Combat Logistics Regiment 45 (The Red Patchers), showcased the capabilities and commitment of reserve forces in safeguarding maritime interests.



For two decades, the Coast Guard PSUs have been synonymous with their recurrent, predefined deployments to Guantanamo Bay, Cuba. Other emergent missions have showcased the adaptability of the units, integrating mobilized adaptive force packages for various contingency response efforts and crucial security events, including hurricane responses, presidential inaugurations, and exercises in Korea. Yet, despite their versatility, these deployments have not fully tested the operational and expeditionary capacities that define the PSUs.

PSUs are inherently expeditionary, designed to deploy within 96 hours and sustain themselves

autonomously for up to 30 days. However, the nature of their recent mission has not fully tapped into this core capability. While the routine deployments have undoubtedly served vital purposes, they have not provided the comprehensive training environment necessary to hone the PSU's expeditionary readiness to its fullest potential.

It's imperative to recognize the importance of conducting more joint, expeditionary training exercises that push the boundaries of the PSU's capabilities. Such exercises would not only validate the PSU's ability to rapidly deploy and operate independently but also foster greater interoperability with other military branches and agencies. "Guantanamo Bay was an established mission with an existing infrastructure in a permissive environment with a predictable rotation cycle," said CDR Erin Bennett, the Port Security Program Manager at CG-721. "We need to keep sharpening our actual skills for the expeditionary mission. Those are perishable skills that atrophy over time."

By emphasizing the need for more robust and realistic training scenarios, we can better prepare our PSU personnel for the challenges they may face in the future. This proactive approach will not only enhance the effectiveness of PSU operations but also bolster the overall readiness of our nation's maritime security forces.



Port Security Unit TPSB (Transportable Port Security Boat) on patrol during JTF Poseidon's Domain. (Photo by PA3 Jamie Emery, USCG D7)

## FEATURED ARTICLES

The exercise focused on enhancing interoperability among the participating units and ensuring that they could seamlessly integrate and operate together in challenging environments. CDR Todd Remusat, Commanding Officer of PSU 309, highlighted the importance of such exercises in preparing reserve units for their roles in maritime security. "In today's dynamic security environment, it is essential for our reserve forces to be ready to respond to any contingency," he stated. "Exercises like these allow us to refine our tactics and procedures and ensure that we are prepared to meet any challenge."



**Security Teams train in tactical movements.**  
(Photo by PA3 Jamie Emery, USCG D7)



**Filling sandbags, a favorite pastime for everyone who has ever deployed.**  
(Photo by PA3 Jamie Emery, USCG D7)

The exercise was conducted in alignment with the Tri-Service Maritime Strategy, "Advantage at Sea," which emphasizes the importance of joint operations and integration across all branches of the military. According to the strategy, enhancing interoperability and readiness through joint exercises is critical to maintaining a competitive edge in the maritime domain. CDR Faith Gamboa, Commanding Officer of PSU 307, underscored the significance of this approach. "Advantage at Sea underscores the need for our maritime forces to work together seamlessly to deter aggression, maintain freedom of navigation, and uphold the rules-based international order," she stated.

Logistically, the exercise was a remarkable feat, with over 300 tons of equipment being moved via line haul and barge from three CONUS locations to support the training objectives. This logistical accomplishment highlights the extensive planning and coordination involved in executing large-scale joint exercises and underscores the commitment of all involved parties in achieving their training goals.



**The ability to provide medical assistance to others is always a priority for any training exercise.**  
(Photo by PA3 Jamie Emery, USCG D7)

In addition to training and qualification exercises, a full Joint Task Force was established to exercise joint command and control. Numerous tactical operations centers and forward operating bases

## FEATURED ARTICLES

were set up to facilitate coordination and communication among the participating units.



**Member of Port Security Unit 307 on security watch.  
(Photo by PA3 Jamie Emery, USCG D7)**

CDR John Elkins, Commanding Officer of PSU 305, commended the dedication and

professionalism of all participants. "The success of this exercise is a testament to the hard work and commitment of our reserve forces," he remarked. "By training together in a joint environment, we are better prepared to meet the challenges of today's dynamic security landscape."

In an era marked by evolving threats and geopolitical uncertainties, and as tensions persist in various regions around the world, exercises like these play a crucial role in ensuring that reserve forces are ready to respond to any contingency. Through collaboration and cooperation, units from PSU 305, PSU 307, PSU 309, MSRON 1 and 10, and The Red Patchers are strengthening their capabilities and reinforcing their commitment to defending our nation's interests at sea and ensuring that our expeditionary forces are adequately prepared for a wide range of scenarios, which is paramount to national security.



**Participants in the 1924 JTF Poseidon's Domain training exercise in Puerto Rico. Units involved were Port Security Units (PSU) 305, 307, and 309, Maritime Expeditionary Security Squadron (MSRON) 1 and 10, U.S. Marine Detachment 1, Landing Support Company, and the Combat Logistics Regiment 45 (The Red Patchers).  
(Photo by PA3 Jamie Emery, USCG D7)**

## FEATURED ARTICLES

### MY TOUR IN VIETNAM

By Mike Ballard

This is my short, short story, and I am sticking by it. As a lowly Reserve Ensign, barely out of OCS by about eight months, I was ordered to Vietnam. After about one month of West Coast training at Coast Guard Base, Alameda, CA, I was off to Vietnam, arriving at Saigon for a few days stay, and reported to Division 12 where I was assigned to the USCGC *Point Lomas* (WPB-82321) for my entire tour. The new CO was LTJG Jim Loy. As an Ensign XO, I had a very fruitful and learning tour.



LTJG Jim Loy  
Commanding  
Officer of *USCGC  
Point Lomas*.

On many occasions, the CO and I assisted the crew by turning to whatever task was needed on the *Lomas* (including chipping the deck and painting, when it was required).



Crewmen of the USCGC *Point Lomas* (WPB 82321) fire at a cave—a suspected Việt Cộng hideout—along the beach near Đà Nẵng, March 1, 1966. (U.S. Coast Guard)

On numerous occasions, the CO cooked a meal for our crew and other boat crews after a night of libation. I had a very close relationship with the US Navy Ensign in charge of the supply barge where we always had many credit rations stacked up in reserve (I will not discuss the credit rations any further). The *Lomas* had an OPEN galley-eat when you want, but clean up after you eat. Many of the other boats in our Division had pad locks on the reefer.

Our tour covered many miles of coastal patrol to include Cam Rahn Bay and Vung Tau assignments. At Cam Rahn Bay, the CO took me sailing in a USAF boat while we docked at a USAF base.

Vung Tau was where I had a wetting down occasion (to JG) in the very clean Saigon River, which flushed the outdoor public toilets twice a day.

After almost one year, I departed the *Lomas* from Division 12 in Danang, to RCC, New Orleans, where I enjoyed the assignment of 24 on and 48 off.

During my tour, we sailed a total of 39,270 miles at an average of 7.3 knots, inspected 2,607 vessels and boarded 2,368 vessels. The *Lomas* was underway for a total of 5,332.5 hours during my tour.

Mike Ballard

#### Editors Note:

The *Point Lomas* earned a Navy Unit Commendation, a Navy Meritorious Unit Commendation, Vietnam Service medal with two silver and two bronze service stars. The USCGC *Point Lomas* was turned over to the South Vietnamese Navy on May 23, 1970, and recommissioned HQ-718.



Newly promoted  
LTJG Mike  
Ballard after his  
wetting down.



A hairless Mike  
Ballard.

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### 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))	
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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.

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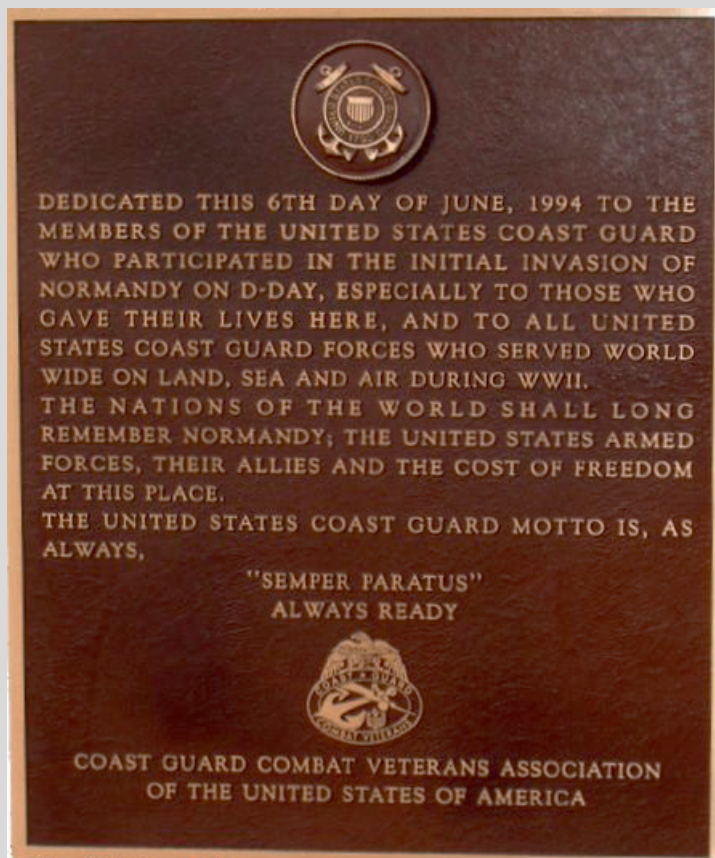
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The plaque is located on the retaining wall left of the bunker, north of the museum in Normandy. It is a bronze plaque with gold lettering commemorating the Coast Guard's involvement in the D-Day invasion of Normandy, on June 6th, 1944.

It was placed there on June 6th, 1994, the 50th anniversary of D-Day.