



the QUARTERDECK LOG

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

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CAMP SPEARHEAD AT THE INDUSTRIAL/PETROCHEMICAL PORT OF SHUAIBA, KUWAIT, HOME TO COAST GUARD PORT SECURITY UNITS THAT DEPLOYED IN SUPPORT OF OPERATION IRAQI FREEDOM FROM 2003-2005



DESERT STORM, OIF AND OEF VETS SUFFER A HIGHER LEVEL OF HEALTH ISSUES. HAVE YOU REGISTERED WITH THE BURN PIT REGISTRY?



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FROM THE NATIONAL PRESIDENT

COAST GUARD COMBAT VETERANS ASSOCIATION

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National Vice President—Terry O’Connell, LM
National Secretary/Treasurer—Gary Sherman, LM

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

THE QUARTERDECK LOG

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National Vice President—Beverly Johnson
National Secretary / Treasurer—Mimi Placencia

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Cape May Liaison—Thomas Dougherty
MEAP—Edward Bachand, LM, and
PNP Ed Swift, LM
Small Stores—Rich Hogan, Jr.

COAST GUARD HISTORY CONTRIBUTOR

Dr. William Theisen, Ph.D, CG Historian

Shipmates,

Have you noticed that since the coronavirus was constantly in the news and spotlighting it’s effects (and rightfully so), that there was almost a complete lack of coverage of the observance of the National Vietnam War Veterans Day? This is a day that was intended for all Americans to come together to remember and honor the service and sacrifice of Vietnam Veterans and their families. Thankfully, our Commandant, Admiral Karl Schultz, delivered a YouTube message that fully addressed the Coast Guard’s involvement during this war, which can be found at <https://www.facebook.com/CommandantUSCG/videos/197990108313522/> He also did the same in 2019. Thank you Admiral for your remembrance and respect. Your message means a lot to us old salts that took part in this war.



So let’s not let this event go unnoticed and take time to remember the names of our shipmates who gave their lives in support of military Operations in Southeast Asia.

LTJG David Brostrom	EN2 Jerry Phillips
ENC Morris Beeson	LT Jack Ritticher
FN Heriberto Hernandez	EN1 Michael Painter
LTJG Michael Kirkpatrick	ENC Leonard Outlaw

I will always remember the road trip from south Texas to Washington, D.C. with Past President/Trustee Frenchy Benoit to attend the 25th Anniversary of The Wall on Veterans Day Nov 12, 2007, along with 70 plus Coast Guard Vietnam Veterans. If you were there, it was a special time of comradeship and remembrance.

Hopefully, one day we will have a special day for those that have and are serving in combat areas in Southwest Asia.

Semper Paratus ~ Steve

FROM THE NATIONAL VICE-PRESIDENT

Steve Petersen's comments inspired some memories of my Vietnam tours in two 82'ers, I reported aboard to relieve the XO in *CGC POINT ORIENT* during the last week of March 1969. I was greeted by a somber crew that was mourning the untimely death of ENC Morris Beeson. We can thank LTJG Jim Ellis for his inspirational leadership while allowing the crew the time to grieve without losing sight of the Cutter's assigned mission.



During July of '69, The Division 12 Commodore, LCDR Thomas Volkle summoned me to his office. I was informed that I was to report to the *CGC POINT ARDEN* to relieve the CO, LTJG Les Meekins. I was to first relieve XO LTJG Michael Kirkpatrick for one patrol and then relieve Meekins as he was due to rotate Stateside. Sadly, I met *POINT ARDEN* at the dock as she returned from the patrol during which Kirkpatrick and EN1 Michael Painter succumbed due to a double loaded 81mm mortar explosion. I was particularly affected by the loss of these two sailors. Mike Kirkpatrick and I were OCS classmates, attended COIN-SERE training at Coronado, CA, and spent many evenings playing cribbage when our respective Cutters were in port together. Mike Painter was one of the very few who took his R&R in Hawaii rather than one of the "exotic" destinations. He met his newborn son, Brian, there who went on to be a USCG HMC; he was truly a family man. I was honored to relieve Les Meekins the day following his arrival in port so that he could grieve the loss of his two shipmates without worrying about his day to day shipboard duties.

YOUR CGCVA AUXILIARY — What they do for the organization

By the CGCVA Officers and Trustees

Our wonderful CGCVA Auxiliary deserves your high praise and thanks for their outstanding work, especially at the Biennial reunion / conventions. Their hard work has been just outstanding and most of you who can't attend the reunions don't get to see how our great CGCVA Auxiliary has taken over the Silent Auction and helped us make thousands of dollars.

They are not just those nice ladies who bring us cheese and chips for our Opening Ceremony. They really go all out to make each event even better than we ever expected. If it were up to us, we would forget the little plates and napkins that we never remember, until they are needed. But our Auxiliary brings it all. Food, napkins, plates, flowers for the tables and silent auction forms and other items needed to pull off a great CGCVA Reunion.

The Silent Auction would take hours to organize, tabulate and collect payments if not for our great Auxiliary members who really step up and make the event profitable and more importantly, fun!~

If you are a spouse or family member of a CGCVA member, please consider joining the CGCVA Auxiliary. It only costs \$15 for a two-year membership and all you have to do is fill out the Application below and send it to the CGCVA Auxiliary Treasurer, Mimi Placencia. And even if you can't attend a reunion, your membership dues will help keep the CGCVA Auxiliary running.

We just can't say enough about the Auxiliary's continuous efforts to support our Association! The next time you attend a CGCVA reunion please let our Auxiliary know that they are greatly appreciate!

Thank you Coast Guard Combat Veterans Auxiliary! Bravo/Zulu!

FROM THE NATIONAL SECRETARY / TREASURER

Everyone is rightfully acknowledging our medical professionals, first responders (EMTs, fire companies and our police) for their great works, at risk of their personal safety to help all of us survive the COVID-19 crisis. Those of us in the high-risk category greatly appreciate their risk and hard work.

Their spirit reminds me of our Founding Fathers who pledged “their lives, their fortunes and their sacred honor”! They are risking their lives in that very same spirit and we cannot adequately express our sincere gratitude.

Thank you Doctors, Nurses, all Medical Staffs, Police, Fire and EMTs and all those who are on the front lines battling this pandemic. Thank you!



COST OF PUBLISHING THE QUARTERDECK HAS GONE UP, A LITTLE!

No, we haven't seen an increase in printing cost, from the printer, who we've been using for 30 years. And we don't have our publisher, Bruce Bruni, on salary, and he, just like Ed Swift, before him, deserves the gratitude of each member for the terrific job he does to give us the best magazine of any veterans association in the country.

So the cost of printing and publishing has remained constant, but what's going up is the cost of postage, which is the cost of doing business. Not much we can do about that. However, what is going up is the cost of getting our magazine returned to us because many of our members did not let us know that they changed their address, or members have changed their mailing status and the USPS doesn't forward magazines to our member's current location.

Each time a Quarterdeck Log magazine is undeliverable as addressed, or unable to forward or the member is “Temporarily Away” costs the association \$.62. This last issue of the return postage cost us over \$30 in undeliverable magazines. Yes, that's over 48 returned mail pieces! Please help us keep costs down by making a mental note to let us know about your change of address.

Email us at cgcva@comcast.net or call me at **410-690-8000**. We know members are busy, especially when they are moving, but please try to remember. And if you are temporarily away, try to see if the USPS will hold your magazines so they don't have to send us a notification that you are temporarily away. This will help to keep you from missing your copy of the magazine and will help save the association some money.

I know that \$30 is not that much, and it's not the 48 returned mail pieces that have to be processed, but if a member doesn't get their issue, and asks for a copy, that's an extra \$2 per copy to mail it out. Please help keep the cost down so we can keep the magazine coming! **THANK YOU!**

I MOVED TO PENNSYLVANIA LAST FALL SO PLEASE DO NOT USE THE OLD P O BOX 777!

If you sent me something in the past 3-4 months, using the old P O Box 777, Havre de Grace, MD, it might get forwarded, or it might not. I would bank on it not coming and you'll need to replace it. **PLEASE NOTE THAT THE NEW MAILING ADDRESS IS: CGCVA, P O BOX 969, LANSDALE, PA 19446**

Thank you!

Semper Paratus,

Gary Sherman, NS/T

ACTIVE DUTY OR RESERVIST

When I went through Cape May in 1969 and became an active duty member of the United States Coast Guard we begrudged the reserves in our recruit company. We knew that, unlike us, they'd be going home after six months, and then only be required to attend the monthly drill weekends. And to add fuel to the fire, those reservists would taunt us about how they were going to be back in their sweetheart's arms, while we were heading out to sea. Their only worry was being able to tuck their long hair into their Donald Duck cap during their weekend reserve duty, and long hair was a big deal in 1969. Yes, we were jealous and the attitudes of both the active and reserve forces set the stage for resentment.

At the time, those of us who were active duty hadn't realized the honor there was in serving, saving lives and possibly being deployed to a combat theatre. However, that changed in 1990 when President George H. W. Bush activated and sent all reserve branches of the military and the National Guard into combat. The divide between the active duty and reserve forces, something that should never have existed, was changed forever.

Recently, I heard of a former active duty member of the Vietnam era disparaging a CGCVA member's reserve service! Apparently not everyone has "gotten the word". Perhaps that former active duty member is still lost in the 60's, when reservist envy was more common. However, it is time for those who still have that narrow vision to appreciate how the reserve forces have stepped up and made us all proud of being U.S. Coast Guard Veterans.

We need our reservists and we need them fully trained and ready to serve. And they have served, some with five or six deployments to the Middle East, Haiti, Afghanistan, and Africa, assigned to Port Security Units (PSU), RAID Teams (Redeployment Assistance and Inspection

Detachment) and have participated with active duty members with the Law Enforcement Detachment Teams (LEDET) and as well as serving with the Navy's CORIVRON (Coastal Riverine Squadrons). The only difference between a reservist and active duty Coast Guardsman is that most reservists stay in the Coast Guard for 20 or more years, often after completing their initial four years of active duty, while many active duty personnel leave the service after their first enlistment.

I was one of those "short timers!" Our reservists today are professionals, dedicated and patriotic, wanting to serve their country, not someone looking to avoid a military draft or deployment to a war zone as was often the case back in 1969! Times and attitudes have changed.

Ten to fifteen percent of all of those currently deployed to Iraq and Afghanistan, in all branches of the military, are "reservists." The Coast Guard Reserve has about 6,100 Selected Reserve (SELRES) personnel, which are those in an active drill status. When deployed into harm's way, there is no distinction because deployed is deployed, whether there is a R after USCG or not!

Most of all, the reservist is twice the citizen, serving the nation while they also serve their local community and because of it, they deserve our admiration! Take time to thank that reservist and give them all the respect they deserve! The Coast Guard could not meet its worldwide and nationwide commitments without them. We honor the service of all fellow Coast Guardsmen to this great nation, regardless of their duty status.

Gary Sherman, LM,
USCGC Castle Rock (WHEC 383)



BOOSTER CLUB AND MEMBERSHIP CRITERIA

QUARTERDECK LOG (QDL) BOOSTER CLUB

The printing and postage for the QDL is by far the largest expense item we have and it was determined that if every member contributed \$10 or more to the QDL Booster Club each year, it would pay for all the expenses that go into printing and mailing the magazine. Donations can be sent to the Administrative Office (marked in the “memo” section of your check as “QDL Booster Club”) and all those contributing will have their names listed in the subsequent magazine. Contribution amounts will not be published but all contributions are greatly appreciated. We have been told many times that we have the best association magazine out there and we’d like to keep it that way.

Since publication of our last magazine, the following individuals have made donations and become members of the QDL Booster club:

Thanks to all who have become QDL Booster club members so far!

All contributions are appreciated!

And remember, these contributions are tax deductible as we are a 501(c)19.

NEW TO THE QDL BOOSTER CLUB

Brance McClune, Paul McCurry, Thomas Frischmann, Charles Meyer, John JJ O’Neil, Gary Hawthorne, Michael A. Johnson, Nicholas Rossi, Herbert Cohen, James Quinn, Timothy S. Mowbray, RADM William Kelly, John Macfeat, Thomas L. Patterson, Thomas Thompson, Charles Bevel IMO his wife, Joyce Bevel, Thomas Gobble IMO CDR Marcel Bujarski Eric Bruckenthal, (Gold Star Father) IMO of his son, DC3 Nathan Bruckenthal who was KIA in Iraq, Stephen Hines IMO his wife, Donna M Hines, Gene Costill IMO Robert Costill, USS J.T. Dickman

QUARTERDECK LOG BOOSTERS

To all Life Members:

Please don’t abandon the QDL Boosters. This money is still needed and there is still availability for all members to make contributions of any amount, at any time. We don’t want to see QDL Booster donations cease

We welcome your thoughts and suggestions regarding both the RMC and the QDL Boosters. Our goal is to sustain the Association, financially and be able to pass it on to the next generation of Coast Guardsmen who served in combat theatres anywhere in the world.

If you have any questions, please call the Administrative Office at 410-690-8000

Thank you!

~ **The Officers and Trustees of the Coast Guard Combat Veterans Association**

WELCOME ABOARD NEW MEMBERS

NEW MEMBER	SHIP/UNIT IN COMBAT ZONE	CONFLICT	SPONSOR
Clifford W. Foskett	PSU308	GWOTE/OIF	Bruce Bruni
David C. Watters	CGC Andoscoggin	RVN	
Matthew L. Shearn	PSU309	GWOTE/OIF	
Larry A. Raymond	PSU301	Desert Storm	Paul Ladut
Christine Mangan Matheis	PSU301, 309	GWOTE/OIF	Bruce Bruni
Zachary R. Lill	OP Inherent Resolve	GWOTE/OIF	
Michael D. Garcia	CGC Chase	RVN	Christopher F. Wood
Alan D. Paul	NSA	OEF	

CROSSED THE BAR

It is with sadness that we take not of the following members who have crossed the bar.

James "Jack" Drew, (WWII) Emmet S. Knapton, JE, LM, (ROK)
Francis G. Kay, LM, (WWII), Zable Leslie, LM, (WWII)



James Allen "Jack" Drew "The Fox", a CGCVA life member, passed way in Pensacola, FL on Sunday, February 2, 2020 at the age of 95. Jack was born in Tampa, FL to Marion Emma Allen and James Dewey Drew. He was educated in Tampa and graduated from Jesuit High School. With the help of his brother, he joined the US Coast Guard in 1942 at the age of 17 during WWII. He was very proud of his military service which

gave him the opportunity to serve his country. His leadership abilities were immediately recognized, and he was offered a promotion and assignment to the Recruiting Command as an instructor. Jack declined the offer saying, "I joined to fight Germans, not training recruits." Returning after the war he married Faith Amelia "Faye" Moore in 1947 and made his home in Tampa for many years. He was formally recognized by former Commandant of the Coast Guard, Admiral Thad Allen, at the Alabama Veterans Recognition Ceremony in Mobile. He regularly assisted in the awarding of the Coast Guard Core Values Medals, Sons of the American Revolution JROTC Medals in Escambia and Santa Rosa High Schools.



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AUXILIARY NEWS

Auxiliary Members and Friends:

Wayne and I hope this edition of the Quarterdeck Log finds you and your family healthy and happy. Wayne and I have been moving it seems like since June of 2019 in preparation for our retirement this past August in San Diego. We moved to Austin, TX still in our RV!

It's hard to believe we're just one year out of the Reunion. and I'm even happier that it is going to be in my favorite city - New Orleans. Now that we are one year out from the reunion, I will be sending a quarterly reminder for membership dues and of course donation for our silent auction.

Our veterans have put it on the line time and again, from our Coast Guard Combat Veterans to our many men and women in all five military services. Our country now faces a threat from a different kind of enemy that many of us sometimes feel powerless to combat. Of course, I'm talking about the coronavirus. However, we can do our part by following the guidance of our leaders and officials to limit the spread and exposure of the virus. Lord willing this crisis will be brought under control and run its course so we can all get back to normal again. My prayers are with each one of you, and I'm hopeful that you come out of this pandemic safe and sound.

To our members, I understand that some of our Officers that have been in positions for many, many years and would like to step down to enjoy the fellowship of the reunion as many of us have. So I'm asking that if anyone is interested in any of the officer positions or being part of the nominating committee to please give me a call at **619-328-8575** or email me at my new email address jallsmiller0@gmail.com (the "0" is a zero).

COAST GUARD COMBAT VETERANS ASSOCIATION AUXILIARY AND ASSOCIATE MEMBER APPLICATION

Membership Type: Auxiliary: _____ Associate: _____ New: _____ Renewal: _____ Returning: _____

Date of Application: _____ 20 _____ Two-year membership: From May 20 _____ to May 20 _____

Name: _____

Email: _____ Home Phone: _____ Cell: _____

Address: _____ City: _____

State: _____ Zip: _____

Dues: \$15.00 for two-year membership. Make check or money order payable to: CGCVA Auxiliary Association

Mail to: Mimi Placencia, National Secretary / Treasurer, 9804 Iroquois Lane, Bakersfield, CA 93312

Auxiliary Membership Qualifications: Family members of a Coast Guard Combat Veterans Association member in good standing.

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

For additional information, please contact: Mimi Placencia (Auxiliary Secretary / Treasurer) at mimiplacencia@hotmail.com or at (661) 444-0186.

COVER STORY

ENVIRONMENTAL HAZARDS OF CAMP SPEARHEAD

During the early days of Operation Iraqi Freedom (OIF), Port Security Units (PSU) deployed to the Port of Shuaiba, Kuwait and the Seaport of Debarkation/Embarkation (SPOD/E) for the offloading of military hardware for supporting OIF combat operations. The port is located on the Persian Gulf, south of Kuwait City and is located within an industrial complex with eleven surrounding industries. They include Ash Shuaiba Fertilizer Plant, Kuwait Concrete Company, Al Ahmadi Natural Gas Processing and Liquid Petroleum Gas Storage, Ash Shuaiba Petrochemical Plant Equate, Ash Shuaiba Hydrochloric Plant Al-Ahliya, Ash Shuaiba Chlorine Plant Al-Ahliya, Ash Shuaiba Caustic Soda Plant Al-Ahliya, Ash Shuaiba Methanol Plant, Ash Shuaiba Petroleum Refinery, Al Ahmadi Petroleum Refinery and Mina Abd Petroleum Refinery. Located in the middle of these surrounding potentially toxic facilities was

Camp Spearhead, the Life Support Area (LSA) where Coast Guard PSU, Navy, Army and Marine personnel that supported port operations lived.

Camp Spearhead was managed by Kellogg, Brown and Root (KBR) and remained open from early 2003 through summer 2005 when Coast Guard and Navy forces were moved to the Kuwait Naval Base (KNB), located approximately 18 miles to the south, but traveled to the SPOD/E to perform round-the-clock landside and waterside force protection for the ships. PSUs remained in Kuwait until 2010.

The Navy Expeditionary Logistics Force Forward Group Alpha conducted an Operational Risk Management in 2004, and interviewed Mr. Wayne Gainous, a Health, Safety and Environmental Coordinator in the “Government Operations” division of KBR. Under government contract, KBR was responsible for monitoring air quality within and outside of Camp Spearhead and the adjacent port using both stationary and portable



Port of Shuaiba, Kuwait with Camp Spearhead indicated by the red marker located in the middle of the petrochemical industrial complex

COVER STORY

monitoring equipment, which KBR had been doing since May of 2003. Mr. Gainous reported that there were four air quality concerns germane to the environmental conditions of the area. They included *chronic/acute exposure to airborne particulate matter, chronic/acute exposure to airborne chemical releases, soil composition and chronic/acute exposure to airborne frangible asbestos.*

Airborne samples were obtained with the stationary equipment located at the KBR operations trailer at the camp. The monitoring took in samples every five-seconds, twenty-four hours a day.

Department of Defense exposure guidelines had defined its acceptable level for prolonged or chronic exposure as any concentration not exceeding 70ppm (parts per million). According to Mr. Gainous's report, *the Camp Spearhead concentration levels averaged 600ppm. Manifestation of exposure can include cold and flu-like respiratory symptoms, which will subside within thirty days of exposure,* according to the report. Mr. Gainous further states that *"servicemembers deployed to theater for less than 18 months should experience no long-term effects from these levels of chronic exposure."* However, this report was conducted in 2004 and now, sixteen years later, some PSU and Navy personnel who did reside at Camp Spearhead are experiencing varying diseases that have been linked to toxic exposures, similar, if not identical, to those found in Vietnam veterans and their exposure to Agent Orange including prostate cancer, chronic lymphocytic leukemia, acute myeloid leukemia, lymphoma, asthma, sleep apnea, respiratory and coronary artery disease. While many of these diseases have been ruled as presumptive disabilities for Vietnam veterans and Agent Orange, they have not yet been considered as such for Gulf War veterans. However, the VA has also stated that a veteran may be covered for a service connected

illness with the statement, *"any diagnosed or undiagnosed illness that warrants a presumption of service connection, as determined by the Secretary of Veterans Affairs."*

With Camp Spearhead's location adjacent to the six petrochemical facilities and refineries, there was a strong concern of exposure to chemicals in the form of gases. The three major concerns were Sulfur (SO₂), Ammonia (HN₃), and Chlorine (Cl).

During a December 2003 evening, it was reported that an ammonia leak occurred, requiring a partial evacuation of Camp Spearhead. Coast Guard personnel reported that the plume was thick enough to partially block the lighting of the port and camp. There were no fatalities, and although many felt the effects of the chemical, only eight soldiers required medical treatment.

As a result of this accident, Coast Guard and Navy personnel requested 3M FR-64 cannisters for use with the M-40 gas mask, but the cannisters were never issued to PSU 308 or Navy personnel.

KBR reported that Camp Spearhead was not built upon a hazardous waste site, as some have claimed. Monitoring determined that only trace amounts (1.0ppm) of lead and silica were found. However, in sufficient concentrations, silica can cause lung abrasions. The lead found in the soils around the camp posed only a negligible hazard and only to those civilians who were constantly stirring



**Coast Guard Row, Camp Spearhead
Port of Shuaiba, Kuwait**

the soil during construction activities. As time progresses, there will be veterans who lived and/or served at Camp Spearhead and the Port of Shuaiba that will become ill as a result of their exposure to the poor environment. As with the Agent Orange claims and litigation, it will be many years before any connection will be made between the environment of Camp Spearhead and the Port of Shuaiba and the illnesses, some yet to be diagnosed, found in those who have served there.

WHAT IS THE BURN PITS REGISTRY?

The Burn Pit Registry was initially established in 2013 to track the health of those who were exposed to the air pollution particles that were the result of burning medical and other waste in combat areas, some of which contained chemicals, paint, medical and human waste, metal cans, unexploded ordnance, petroleum products, plastics, rubber, wood, and garbage. It soon became evident that there were fears about short and long term health risks associated with the burn pits as more and more veterans became ill.

As a method to track their health, the Burn Pit Registry was created. However, it was soon expanded to include all veterans, not just those involved in burn pit operations, who have served in the Middle East, Africa and Afghanistan which covered Operation Enduring Freedom, Operation Iraqi Freedom, Operation New Dawn, Operations Desert Shield and Desert Storm, as well as those who served in Djibouti, Africa, on or after September 11, 2001, or in the Southwest Asia theater of operations on or after August 2, 1990. As of 2020, of the 2.5 million servicemembers who served in the designated areas, only 194,000 have enrolled in the registry.

The Burn Pit Registry can be found at: <https://www.publichealth.va.gov/exposures/burnpits/registry.asp> It takes about 40 minutes to complete and it can be downloaded for discussion with your

healthcare provider. There is no cost to participate in the registry. Participation is not required for other VA disability compensation. Enrollment in the VA health program is not required. Family members are not eligible to participate in the registry.

Once you complete the registry, it is recommended that the veteran should schedule an evaluation with a VA provider by contacting a local Environmental Health Coordinator which can be found at: <https://www.publichealth.va.gov/exposures/coordinators.asp>

The VetsHQ link also provides information about short and long term effects as well as a rapid assessment questionnaire. <https://www.vetshq.com/burn-pit-diseases-conditions/>

From the VA: *“An overall goal of scientific research on groups such as veterans is generalizability — the measure of how well the research findings and conclusions from a sample population can be extended to the larger population. It is always dependent on studying an ideal number of participants and the “correct” number of individuals representing relevant groups from the larger population such as race, gender or age.*

In setting the eligibility criteria for the Airborne Hazards and Open Burn Pit Registry, VA researchers used generalizability as an important consideration.

Simply put, they want as many veterans and active-duty service members who had deployed to specific locations to join the registry. Participants could have been exposed to burn pits or not. They could be experiencing symptoms or not. Or, they could receive care from VA or not.”

It took nearly 40 years for the VA to associate many of the ailments suffered by Vietnam vets to Agent Orange. The registry will do that for the current veterans who served in the targeted areas.

*~ B.F. Bruni, CAPT, USCGR, LM,
Former CO, PSU308 - OIF, and
PSU301—Desert Shield/Storm Vet*

FEATURED ARTICLES

WHAT WAS THE COAST GUARD DOING IN IRAQ

~ By VADM James Hull, Commander Cari Thomas and Lieutenant Commander Joe DiRenzo
Published in Proceedings, August 2003

In spite of increasing responsibilities in homeland security, Coast Guard forces remain committed to and equipped to support expeditionary operations.

On 29 January 2003, General Richard Myers, Chairman of the Joint Chiefs, was asked, “The Coast Guard announced today [it is] sending eight cutters, 600 people, to the Persian Gulf, which I understand is the first time they have been dispatched to a combat zone since the Vietnam War. What’s the thinking behind that, and what’s their mission going to be?” General Myers answered, “For the Coast Guard, primarily for port and harbor and waterway security. That’s what they do best.” (*QDL Editor’s note: PSUs had previously deployed in support of Desert Shield/Storm 1990/91 and Uphold Democracy to Haiti in 1994*)

Immediately, questions followed about why the lead federal agency for maritime homeland security should remain a military expeditionary force, as part of a power projection strategy overseas. After all, the Coast Guard suffers from its own readiness issues and is embarked on a multiyear, multimillion-dollar strategy to address deficiencies and modernize much of its fleet. Why, in the face of our current homeland security threats, should the nation’s primary maritime security force deploy overseas?

Because we are good at it. Even with the Coast Guard’s recent move to the Department of Homeland Security, our authorities allow us to work at home, on the high seas, or in a foreign theater. We can speak the Joint Operational Planning and Execution System and Incident Command System. We still work with the

Department of Defense, maritime industry officials of many countries, and a variety of law enforcement agencies, navies and coast guards. General Myers revalidated one of the service’s primary missions and reinforced our long commitment to national defense and expeditionary operations. Coast Guard contributions to a wide range of missions in support of in-theater combatant commanders align precisely with President George W. Bush’s National Security Strategy, which includes defending, preserving, and extending the peace.

Defending the Peace: Military Power

Defending the peace includes defeating global terrorism, preventing future attacks, and transforming our national security institutions to meet new challenges and opportunities. A 1995 memorandum of agreement between the Secretaries of Defense and Transportation identifies Coast Guard core capabilities applicable to the national defense role and provides the operational framework for interoperability. The components of the agreement include port security and defense, maritime interception operations, coast sea control operations, peacetime military engagement, and military environment response operations. The agreement, still valid today, states that the Coast Guard is “a branch of the Armed Forces at all times... required to maintain a state of readiness to function as a specialized service in the Navy in times of war.”

The Coast Guard is the recognized leader in port security, at home and overseas. Overseas missions are performed primarily by port security units (PSUs), self contained units staffed mostly by reserve members that operated in conjunction with harbor defense commands, mobile inshore undersea warfare units (MIUW), and in-shore boat units (IBU), as part of the Naval Coastal Warfare plan. PSUs have contributed significantly to operations in Umm Qasr and Bahrain, providing command and control for port and shoreside security and escort

FEATURED ARTICLES

operations. In addition, the Coast Guard patrol boat *Wrangell* (WPB-1322) was assigned to protect British minesweepers clearing the entrance to Umm Qasr. In the 40-mile swath of water, comprised of a 200-yard channel, the *Wrangell's* 110-foot size was ideal. Trained at the Coast Guard's Special Missions Training Center at Marine Corps Base Camp Lejeune, North Carolina, the PSUs fit well within the combatant commander's requirement for a proficient, expeditionary, self-contained port security contingent.

In recent years, the Navy has been involved overseas in the visit, board, search, and seizure missions, particularly in the Persian Gulf since the end of Desert Storm. This effort was recently expanded to support detection and interception of al Qaeda and Taliban leaders attempting to flee Afghanistan and Pakistan. Coast Guard personnel provide the Navy with boarding expertise taken from extensive experience in combating drug and alien smugglers.

Law Enforcement Detachment (LEDET) 205, embarked in the *USS Chinook* (PC-9), located and secured a large Iraqi military equipment and weapons cache hidden in the caves in southern Iraq. It is likely that members of the Republican Guard had prepositioned this equipment for future urban combat. Also in support of Operation Iraqi Freedom, the high endurance cutter *Boutwell's* (WHEC0719) boarding teams work with HMS *Chatham* and the Danish frigate *Olsen Fischer* to intercept and board suspected smugglers close to the Iraq-Iran border.

The cutter *Dallas* (WHEC-716), positioned off the west coast of Syria, intercepted fugitives from Saddam Hussein's regime who were attempting to flee by sea. She also provided force protection to Navy battle groups in the eastern Mediterranean. In a 13 April 2003 article in the *Philadelphia Inquirer*, Rear Admiral John Stufflebeen said, "Whether they [Hussein regime] stay or whether they decide to go,

we're going to work this part of the water hard to make sure that if they go, we catch them." He referred to the *Dallas* as "the lead dog," sniffing around any ships moving through the eastern Mediterranean.

Military missions for the Coast Guard are an important part of the national strategy and an instrumental part of those forces that defend the peace. The National Fleet concept, signed in 1998 and revalidated in 2001, speaks directly to Coast Guard - Navy integration. It is a cornerstone document that reaffirms the service's expeditionary capability and the immediate need for a modernized fleet to replace ships such as the *Dallas*, commissioned in 1967.

Preserving the Peace; Diplomatic Power

The Coast Guard has capabilities to preserve the peace. We work with our hemispheric neighbors in counterdrug operations and with international partners to provide safe vessel standards across the globe. With our eyes squarely on the homeland security ball, the Coast Guard also sends expeditionary forces to help preserve the peace overseas.

At the request of the regional combatant commanders, eight Coast Guard 110-foot patrol boats are deployed in support of Operation Iraqi Freedom. Operating in various locations within the Central and European Command areas of responsibility, these vessels provide a layered harbor defense as well as serving as quick response maritime interceptors. Coast Guard patrol boats also escorted the British vessel *Sir Galahad* with the first shipment of humanitarian aid to Iraq. On 11 April 2003, the *Wrangell*, *Adak* (WPB-1333), *Aquidneck* (WPB-1309), and *Firebolt* (PC-10) - with a Coast Guard law enforcement detachment embarked—escorted the M/V *Manar*, with more than 700 tons of vital humanitarian supplies, into port.

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During Operation Desert Storm, the Iraqi-generated oil spill in the Persian Gulf was an ecological disaster, but quick Coast Guard response saved precious natural resources and contained the damage to the environment. The service's capability in this area is unmatched. Through its extensive international interests, the Coast Guard has instant access to the largest worldwide database of oil spill response capabilities, which can be brought to bear as circumstance dictate.

The *Walnut* (WLB-205), a seagoing buoy tender with oil spill containment system capability, was sent to support Iraqi Freedom operations. In conjunction with the Coast Guard National Strike Force teams and the Vessel of Opportunity Skimming System, the Coast Guard provides a formidable pollution response and an element of national security.

Worldwide, the Coast Guard receives more requests for engagement operations from combatant commanders than it could ever support. Like many navies of the world, we perform border security missions, fisheries and law enforcement duties, and there is a natural humanitarian link. Central Command, European Command, and Pacific Command all use a variety of Coast Guard platforms for worldwide engagement missions. Through these and other engagement opportunities, the Coast Guard builds on common interests to promote global security, all in the name of preserving peace.

Extending the Peace: Economic Power

Ensuring the unfettered flow of commerce, both import and export, is critical to most national economies. In Iraq, preserving oil resources for that nation's economic future was an important objective in extending the peace. Just 13 miles off the Iraqi coast, 39 Coast Guard reservists secured the Mina-al-Bakr offshore oil terminals in the opening phase of Operation Iraqi Freedom. More than a million barrels of oil a day flowed through

this terminal before the war. The Coast Guard's action will help ensure continuation of the flow, a major source of income that will aid in the reconstruction of Iraq.

Placing an aid-to-navigation in the approaches and harbors is important for the safe navigation of the ships that import and export goods. In a post-conflict environment, the aids-to-navigation program is an essential military mission, which currently only the Coast Guard is able to perform. The *Walnut* demonstrated this expeditionary capability in support of Iraqi Freedom, maintaining the 41-mile navigable channel heading from Iraq's primary southern port, Umm Qasr, to the sea. Because of years of neglect, the buoys along this route were in a terrible state of repair or had been removed. The *Walnut* provided a well-marked channel for humanitarian aid arrivals, vital to coalition objectives. In all cases, establishing a well-maintained seaway provided greater safety and security for mariners transiting to these ports.

As Expeditionary Force Multiplier

The Coast Guard adds measurable value to the larger National Security Strategy goals, and its capabilities are an extraordinary force multiplier. From Operation Iraqi Freedom lessons learned, to historical data from ongoing maritime interdiction operations, to recent responses to large environmental defense operations, the Coast Guard's unique skill sets must be continually capitalized on and maintained.

We carefully assessed our expected demands when contemplating deploying 11 cutters and four port security units to the Gulf, and the Department of Homeland Security steadfastly supported the combatant commanders' request for Coast Guard expeditionary forces. The Coast Guard's participation had, and will continue to have, a significant impact on our nation's future. ~

REUNION—NEW ORLEANS 2021

THE WORLD WAR II MUSEUM

A major highlight of the 2021 reunion will be the Tuesday trip to the National World War II Museum, located in downtown New Orleans's Warehouse District. Founded in 2000 as the D-Day Museum, it is located on six acres with five pavilions that features immersive exhibits, multimedia experiences, and an expansive collection of artifacts and first-person oral histories, taking visitors inside the story of *the war that changed the world*.



The Arsenal of Democracy exhibit depicts the war on the home front. As the war rages, the American industry poured out weapons and war material in staggering amounts

Four buildings house exhibits arranged around a central theme of WWII, with interactive features, oral presentations and personal vignettes so that the visitor gains a perspective of the time period from those who have experienced it.

The exhibits include the Arsenal of Democracy, the Herman and George Brown salute to the home front.

The Road to Tokyo exhibit retraces the Pacific Campaign from Pearl Harbor to Tokyo by way of the various island hopping campaigns as well as India, China, Burma, Indochina and Alaska. It examines the challenges that faced Allied Forces that included logistical support, cultural differences and the staggering distances that made up the area of operations.



The Road to Tokyo exhibit includes the island hopping campaign, including the display of the invasion of Guadalcanal, where SN1 Douglas Munro earned his Medal of Honor.

The Road to Berlin exhibit provides a close look at America's campaign against Nazi Germany and fascist Italy. The exhibit recreates actual battle settings that include villages with crumbling walls and bomb torn roof tops, icy pathways and a chilling realistic soundscape.



The Battle of the Bulge display, one of many in the Road to Berlin exhibit.

As the reunion dates get closer, we will arrange for a group veterans' rate with the museum. The reunion committee is also arranging for day-long transportation for Tuesday to run from 9:30 am through 9:00 pm, transporting guests from the hotel to the Warehouse District and the French Quarter.

We hope you intend to join us for the reunion and take advantage of visiting the Nation's World War II museum. It will be well worth your time.

REUNION—NEW ORLEANS 2021

2021 REUNION REGISTRATION NOW AVAILABLE ONLINE

The CGCVA is working with Armed Forces Reunion, Inc. (AFRI) for the administrative duties of the 2021 reunion. AFRI was instrumental in identifying the hotel location that offers reasonable pricing as well as meeting our needs. In addition, they oversee the managing of the event registrations which has made our efforts in providing another great reunion so much easier for our organization's leadership and reunion committee.

CGCVA members now have two options for submitting their registration and payment for attending the reunion. One is to fill out the form on the following page and mail it to AFRI along with their check or money order to the address found on the form.

The second method is to register at the AFRI website at: <https://www.afr-reg.com/CGCVA2021/> where you can fill out their form, listing the choice of meals and make payment using a credit card. **There is a 3.5% service fee if paying online through the AFRI website link** A receipt will be emailed to your email account. On this site, you can also see the list of names of those who have already made their event reservation so you can know who is attending.

Hotel reservations are made online or via phone. For Copeland Tower Suites: (\$169/night) call: Hotel Direct: 504-888-9500 or 800-277-7575. Online: <https://www.choicehotels.com/reservations/groups/WJ62H5>.

For Comfort Inn: (\$109/night) call: Hotel Direct: 504-526-4595 or 800-277-7575. Online: <https://www.choicehotels.com/reservations/groups/OJ35V5>

Group Code: Coast Guard Combat Veterans Association Reunion

. Both hotels are located in the same building.

A credit card is required to ensure your reservation. If calling, make sure you tell them it is for the CGCVA reunion and dates of stay.

You can also extend your stay up to two days before and two days following at the same room rate. **Please make your hotel reservations early to ensure you are receiving the guaranteed reduced rate.**

WHY THE TRICOLORS?

In researching the origin of the tricolors associated with New Orleans and the Mardi Gras, namely purple, green and yellow, it became evident that there was no specific origin but they were first used in the original Mardi Gras parade of the Rex organization in 1872.

In the week before the parade, the city's officials and local media were carrying the decrees of the newly appointed "King of the Carnival", declaring that the city and the many balconies be decorated with swaths of the tricolors consisting of purple, green and gold. It is not clearly known why the Rex organization chose these specific colors and over the years there have been numerous claims for their origin, some as insignificant as for their aesthetic appeal. However, according to Rex, the color purple represents Justice, green represents Faith and gold represents Power.

Other sources claim different word associations to the colors which vary considerably. One reference book, "Signs and Symbols of Christian Art" assert that the tricolors of purple, green and gold represent Triumph, Power and Pure Light while Francis Grosse's Rules of Military Antiquities contend that the colors represent Fortitude, Good Hope and Honor.

We intend to decorate our reunion event in the tricolors of New Orleans with a little Mardi Gras atmosphere and hope that you too will get into the spirit of the event as well.

REUNION – CGCVA REGISTRATION FORM

The 2021 CVCVA reunion will be held at the Copeland Tower Suites & Comfort Inn complex, both located at 2601 Severn Ave, Metairie, LA, offering attendees two price options for rooms. List below are all reunion registration and meal costs. Please enter how many people will be participating in each event and total the amount. If paying by check or money order, send the amount payable to ARMED FORCES REUNION, INC. Your cancelled check will serve as your confirmation. There is a 3.5% service fee if paying online through the AFRI website link at www.afri-reg/com/CGCVA2021. **ALL EVENT REGISTRATIONS MUST BE RECEIVED ON OR BEFORE MARCH 19, 2021.** Hotel reservations are made online or via phone. For Copeland Tower Suites: Hotel Direct: 504-888-9500 or 800-277-7575. Online: <https://www.choicehotels.com/reservations/groups/WJ62H5>. For Comfort Inn: Hotel Direct: 504-526-4595 or 800-277-7575. Online: <https://www.choicehotels.com/reservations/groups/OJ35V5>. Group Code: Coast Guard Combat Veterans Association Reunion

Mail registration to:
 Armed Forces Reunion, Inc.
 322 Madison Mews
 Norfolk, VA 23510
 ATT: CGCVA

OFFICE USE ONLY

Check# _____ Date Received _____

Inputted _____ Nametag Completed _____

CUT-OFF DATE IS MARCH 19, 2021	PRICE PER PERSON	INDICATE NUMBER OF SELECTED MEALS	TOTAL AMOUNT
<u>MEALS</u>			
Wednesday Business Luncheon (CGCVA Members Only) <i>Choose entrée' listed below & indicate number at right</i>			
Chicken Piccate w/ Lemon-Butter & Capers	\$30		\$
Roasted Pork Loin with Gravy	\$30		\$
Wednesday Auxiliary & Friendship Luncheon (Open to all) <i>Choose entrée' listed below & indicate number at right</i>			
Chicken Piccata with Lemon-Butter and Capers	\$30		\$
Roasted Pork Loin with Gravy	\$30		\$
Thursday Banquet and Awards Dinner <i>Choose entrée' listed below & indicate number at right</i>			
10 oz Ribeye Steak	\$55		\$
Redfish Monica topped with Crawfish Creme	\$55		\$
Chicken Parmesan	\$55		\$
MANDATORY REGISTRATION FEE Includes Hospitality Room and Administrative Expenses	\$40		\$
Total Amount Payable to ARMED FORCES REUNION, INC. DO NOT STAPLE OR TAPE YOUR PAYMENT TO THIS FORM			\$

PLEASE PRINT

NAME (FOR NAMETAGS) _____ WHEELCHAIR USE Y _____ N _____

SPOUSE NAME _____ WHEELCHAIR USE Y _____ N _____

GUEST NAME _____ WHEELCHAIR USE Y _____ N _____

STREET ADDRESS _____

CITY, STATE, ZIP _____ PHONE (____) _____

DISABILITY / DIETARY / RESTRICTIONS _____

EMERGENCY CONTACT _____ PHONE (____) _____

ARRIVAL DATE _____ DEPARTURE DATE _____

ARE YOU STAYING AT THE HOTEL? Y ___ N ___ ARE YOU FLYING? _____ DRIVING? _____ R/V? _____

For refunds and cancellations, please refer to our policies outlined at the bottom of the reunion program.

CANCELLATIONS WILL ONLY BE TAKEN MONDAY THRU FRIDAY 9:00AM-5:00PM EASTERN TIME (excluding holidays)

Call (757) 635-6401 to cancel reunion activities and obtain your cancellation code

FEATURED ARTICLES

Lieutenant Warren Gill—Oregon's forgotten Navy Cross hero

C. Douglas Kroll, Ph.D.
United States Coast Guard Auxiliary

Lieutenant (junior grade) Gill, while directing the lowering of small boats from U.S.S. LST 357, which was under enemy fire, was seriously wounded. Despite his wounds he continued with utmost intrepidity to efficiently carry on his duty as commander of the assault flotillas, giving last-minute instructions to the officers and crews. He then collapsed and his injuries were found to be so severe that many months of hospitalization will be required for recovery.



LT Warren Gill
(U.S. Coast Guard photo)

Navy Cross Medal citation, Lt. (j.g.) Warren C. Gill, LST-357

The Navy Cross Medal citation above describes the actions of Lieutenant (junior grade) Warren Gill, recipient not only of the Navy Cross, but also the Legion of Merit Medal and Purple Heart Medal. During the war, this hero was the only Coast

Guardsman to receive all three medals and the only Coast Guard Reservist to receive the Navy Cross, however, little of his story has been revealed to the public.

Born in 1912, Warren Calavan Gill grew up in Lebanon, Oregon, in farm country not far from the State's capital of Salem. Gill longed to go to sea and, during his junior year in high school, he signed on with a ship in Seattle. He returned home to graduate from high school and then attended the University of Oregon. There, he competed on the football and swimming teams and completed a law

degree. He passed the Oregon bar exam and moved to New York City where he worked in an admiralty law firm. On December 7, 1941, he attended a concert in New York where his future wife, Vadne Scott, was performing. They later met and married the next month. A few days after their wedding, Gill enlisted receiving an ensign's commission in the Coast Guard Reserve. By August 1942, he had become an Assistant Beach Officer attached to the Coast Guard-manned troop transport *Samuel P. Chase*.



Newspaper photograph of LTJG Warren Gill wearing his Legion of Merit Medal together with his wife Vadne
(Coast Guard Magazine photo)

In November, Gill helped direct amphibious landings at Morocco. After the capture of North Africa, Allied planners focused their attention on capturing Italy. The campaign began in July 1943 with an amphibious landing on the island of Sicily. In that operation, Ensign Gill was placed in command of a flotilla of small craft that landed elements of General George Patton's Seventh Army near Gela, Sicily. During the landing, not a single man was lost in Gill's flotilla of landing craft. For his leadership, Gill received the Legion of Merit Medal and promotion to Lieutenant (junior grade).

Gill next saw combat in mid-September 1943 when he took part in the invasion of Italy's western coast. This time, he served on board the 328-foot LST 357. It was one of 76 Navy LSTs (Landing Ship-Tank) manned by the Coast Guard in World War II. The landing at Salerno, Italy, would be far different from the one at Sicily where the biggest challenge had been a storm that struck during the

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operation. Gill and Allied troops expected to meet only light resistance since Italian dictator Benito Mussolini had been deposed and placed under arrest, and the new Italian leadership had signed an armistice with the Allies the day before the landings.



LST-357 loading vehicles in an English port in preparation for the invasion of France in May or June of 1944 (*National Archives*)

Unknown to Allied forces, the Germans had rushed large numbers of battle-hardened troops to Italy to prevent its fall. The Germans installed sound monitoring devices miles offshore and had their artillery ranged for amphibious vessels. As the invasion ships approached in the pre-dawn darkness, German artillery opened up. Gill's landing craft was waiting to lead the first wave to the beaches when the first salvo hit his boat. An 88mm shell sent shrapnel tearing through Gill and his assistant. His deputy's body absorbed much of the shell fragments while Gill received the rest of the shrapnel in his back and chest. Several more crewmembers and 25 soldiers were wounded by the same shell hit. Although severely wounded and fighting for breath, Gill remained at his post and oversaw the landing of his craft on the beach.

After the deadly explosion, the Medical Officer

aboard the LST gave Gill an immediate blood transfusion. Gill refused to take morphine, however, until he received word that the boats had beached successfully and the Germans were falling back. A boat then took him away for medical treatment. Gill spent the next three months in a British hospital in the North African desert before transferring to an American hospital in Algiers. During hospitalization in Algiers, he was awarded the Navy Cross Medal by Vice Admiral Henry Hewitt, Navy commander of amphibious forces in North Africa and Southern Europe. The Navy Cross is the U.S. Navy's second highest decoration for valor in combat. During the war, he was one of only six Coast Guardsmen to receive the Navy Cross and he received the Purple Heart Medal for the wounds sustained at Salerno.



LT Warren Gill receiving the Navy Cross Medal during his recovery from near-fatal shrapnel wounds (*The Gill Family*)

Later sent home to the U.S. for treatment, he ended up at the Navy Hospital at Long Beach, California, for another 20 months. During his hospitalization, Gill participated in the nation's War Bond campaign in Southern California. He was the

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guest of honor at a rally held at the University of Southern California to salute Trojans purchase of war bonds. The student newspaper *Daily Trojan* announced, “Lt. Warren C. Gill, known as the Coast Guard’s most decorated man, will appear today.” He spent the next several months undergoing repeated surgeries to remove pieces of shrapnel from the right side of his torso, however, doctors failed to locate all the shrapnel in Gill’s upper body.

On August 20, 1945, Warren Gill was discharged to his hometown of Lebanon, Oregon, pending his medical retirement. On April 1, 1946, he was medically retired from the Coast Guard due to physical disability. Since the Secretary of the Navy had commended him for performance of duty in combat, Gill received the rank of lieutenant commander on the retired list.

Back home, Gill practiced law and served as an elected official for the State of Oregon. He served in the Oregon House of Representatives, representing State District Thirteen from 1949 to 1951, and then served in the Oregon State Senate from State District Two, from 1952 to 1957, and served as Republican leader of the State Senate in his final term. In 1958, he ran for the gubernatorial nomination of the Republican Party but was narrowly defeated by an up-and-coming Secretary of State named Mark Hatfield, who served nearly 10 years as governor and then 30 years as U.S. senator.

Warren Gill retired from politics to devote his later years to serving his hometown of Lebanon. He became the Lebanon City Attorney in 1961 and held that office until his death. During these years, his personal interests returned to the water. He founded Lebanon Boat Works, built boats and joined the Lebanon Outboard Racing Association. He became an avid racer himself, building three hydroplanes--*Vadne I*, *Vadne II* and *Vadne III*. He also received an appointment to the Oregon State Marine Board, and served more years on that board than any other

individual. In 1975, he joined the Coast Guard Auxiliary, Albany Flotilla (No. 67), and served a year as flotilla commander. In the Auxiliary, he was an active instructor of navigation and boating safety classes.



In 1981, Gill was chosen as the Linn County (Oregon) “Veteran of the Year.” When he learned of the recognition, he called it “my greatest honor” because his fellow veterans had selected him. Warren Gill died in October 1987, at the age of 75, while making a series of take-offs and landings in an ultralight “autogyro” aircraft he had built at home. His valor in combat during World II and his service to his state and community truly made him a great Coast Guard combat hero and honorable citizen of the State of Oregon.

NEED A REPLACEMENT DD-214

Do you need to replace a lost or missing DD-214 that documents your military service? There are two weblinks that that you can use to obtain that necessary and important document. The first weblink is:

<https://www.va.gov/records/get-military-service-records/>

The second weblink is:

<https://www.archives.gov/veterans/military-service-records>

FEATURED ARTICLES

THE MEMOIRS OF FRANK C. OSBORN, U.S. COAST GUARD, FEBRUARY 1945-1946

Written by : Henry P. Lipian, LT., U.S.C.G.R. (ret)

Preamble: My sister works in a jewelry store in Westlake, Ohio. Recently she told me an elderly customer, Frank C. Osborn, came into the store and during the conversation she learned that the customer had been in the Coast Guard during WWII. My sister told this gentleman that her brother had also served in the Coast Guard and they had a good conversation. A few days later, the gentlemen returned with a red binder in which he had written his memoirs of his service in the Coast Guard, particularly on the *U.S.S Wakefield (AP-21)*. Mr. Osborne told my sister that he wanted a Coastguardsman to have this record of his service and he felt it important that someone who would appreciate his service and the history of the Coast Guard take possession of these memoirs and photographs.

Mr. Osborn to the best of my research still lives in Westlake and is 93 years of age. I have done my best to condense his memoirs down to a manageable text along with the photographs of his Coast Guard service.

THE CHRONOLOGY OF THE COAST GUARD DUTY OF FRANK C. OSBORN, #702-814, FEBRUARY 1945 - 1946

WWII had been brewing for over four years when Frank C. Osborn was nearing graduation from the Western Military Academy in Alton Illinois. He knew when he graduated that he wanted to do his part by serving in the military for whatever remained of WWII. He knew that when he turned 18 he would be drafted but did not want to serve in the infantry. Just as the battle of the bulge was ending, he chose to enlist in the Coast Guard at the age of 18 and he enlisted in February 1945. His Boot Camp training was at Manhattan Beach New York right next to the Merchant Marine Academy on

Sheepshead Bay and lasted 90 days.

After graduation from Boot Camp he was assigned to the *U.S.S. Wakefield (AP-21)*, a Coast Guard manned attack transport. Before the war the *Wakefield* had been a cruise liner known as the *Manhattan* and she was commissioned in June 1941 for military service. *U.S.S. Wakefield* was a large ship with a Coast Guard crew of 934, a displacement of 33,560 tons, a 705-foot length and an 86-foot beam. The ship was capable of 21.5 knots and beside her Coast Guard crew could carry a troop load of 8,500 men. She was heavily armed with 3 five-inch dual purpose guns, 4-quad 40mm anti-aircraft guns and 32-20mm Oerlikon anti-aircraft guns. Earlier in the war the *Wakefield* had been transporting troops and supplies to England, most of the time unescorted. Due to her high speed and heavy armament, she was believed to be able to outrun and outgun any surfaced U-Boat. During her unescorted transits across the Atlantic, she was known as the "lone wolf" transport. Before Frank Osborn arrived on *Wakefield*, the ship had gone through a devastating fire on September 3, 1942, had been decommissioned, rebuilt and then recommissioned in February of 1944.

When Frank Osborn laid eyes on the *Wakefield* for



U.S.S. WAKEFIELD (AP-21)

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the first time in Boston, Massachusetts, he was surprised to see how large she was. He had expected a smaller ship more in line with the typical Coast Guard cutter, but the *Wakefield* was one the largest ships ever manned by the Coast Guard. He was assigned to the deck division of the ship and as a newly minted seaman apprentice, his first workday included manually loading cargo on the ship, including the most valuable cargo on any cutter, 100 lb. sacks of coffee that were loaded by hand.

Shortly after arriving on the *Wakefield*, the ship set sail for LeHarve France. One of his first watch assignments was to stand lookout duty high in the mainmast of the ship. *U.S.S. Wakefield* did not have surface or air search radar, so the role of the lookout was extremely important. On his way to the lookout station, he had to walk up three different flights of ladders to get to the crow's nest. He enjoyed the view from his perch as long as the sea conditions weren't too bad. When the seas were a little rough and the ship rolled, when he looked down all he could see was water, first on one side and then as she rolled the other way, water on the other side.

When the *Wakefield* arrived in LeHarve, the city was devastated from the allied bombings in 1944. The harbor was cluttered with sunken ships including the 709-foot French liner *IL de France* crippled at her pier as well as abandoned German gun positions. After a short stop in LeHarve, the *Wakefield* sailed to Cherbourg France to pick up more troops and German prisoners. For the next few months, the *Wakefield* sailed back and forth from Boston to LeHarve transporting troops and supplies to France. Near the end of the European war, the ship was to be repainted, so the crew set forth preparing the hull for painting by priming the hull. Unfortunately, the deck force was using different colored primers and when the ship arrived in Boston, her hull was a patchwork of different

colored primers. According to Frank Osborn the laughter that greeted the ship at the Boston Navy Yard was not pleasing to the *Wakefield's* Captain, so the very next day the ship was completely painted back to haze gray. Overall, during her Atlantic career, the *Wakefield* had made 22 trips to the European theatre of operations.

The ship was placed in dry dock in Boston as she was being refitted to service in the Mediterranean and Pacific. After leaving dry dock she was moved to a pier next to a captured German destroyer. The German destroyer had a mixed crew of captured Germans who manned the engineering department and the rest of the crew was made up of American prize crew sailors. This German destroyer was capable of 40 knots and could also do double duty as a minelayer. Frank tried to go aboard with some other shipmates, but Marine guards would not allow them to board.

Before being transferred to duty in the Pacific, the *Wakefield* served in the Mediterranean, including the ports of Marseilles France, Naples Italy, Capri Mondragon, Oran and Taranto. While in the Mediterranean, her primary mission was transporting troops and equipment to Italy. On one return voyage from the Mediterranean back to Boston, some of the passengers were Army nurses (known as WACs). According to Frank, while he was on lookout duty, there were times where his attention was drawn to nurses sunning themselves on the deck. At the level at which Frank was looking out would not have been successful in identifying any surface or air targets. But Frank diligently looked left, right, up and especially down to the deck!

On his last trip out of the Mediterranean area his 6 months of duty in the European theatre was about to change. After Frank was promoted to Seaman First Class, the ship stopped in Norfolk to pick up a load of Marines and headed for the Panama Canal en route to Pearl Harbor and duty in the Pacific.

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When *Wakefield* entered Pearl Harbor, much of the damage from the Japanese attack was still evident, especially at Battleship Row, where the wrecked *U.S.S. Arizona* and the *U.S.S. Oklahoma* still lay in their watery graves. Frank had also received a new



FRANK OLSEN

duty onboard the *Wakefield*, that of coxswain for the Captain's gig. After some rainy liberty in Honolulu, Frank and the *Wakefield* sailed for the East China Sea where they were escorted by a Coast Guard manned destroyer escort, the *U.S.S. Savage*, a 306-foot *Edsall* class destroyer escort. As both ships neared Okinawa, the seas increased to 15 – 20 foot and the small destroyer escort was having the worst of it. As Frank watched the *Savage* pitch, heave and roll, he was glad he was not serving on a 'tin can'.

During the time the *Wakefield* was in the Pacific theatre, she continued to transport troops to and from various ports and islands, including Tsingtao City and Taku China. Eventually the *Wakefield* headed to San Diego with a load of Marines. Arriving in San Diego, they had to anchor offshore and Frank was running the 50-foot liberty launch taking Marines and Coasties to and from San Diego.

One night in a dense fog an LCVP crashed into the break wall near the *Wakefield*, injuring the three

men on board. The crew of another LCVP rescued the men from a break wall and took the survivors to the *Wakefield* for medical care. Even liberty can be dangerous at times!

After the war in the Pacific had ended, the *Wakefield* continued to bring troops back to the United States from the Pacific theatre. These trips bringing troops home from the Pacific were known as 'Magic Carpet' missions. Two round trips from San Diego to Guam from February and April of 1946 rounded the wartime service for the *Wakefield*. On her last trip back from Guam, the ship arrived in New York City and Frank saw the Statue of Liberty on June 1, 1946, as she tied up in Bayonne Navy Yard to await decommissioning.

U.S.S. Wakefield was decommissioned on June 16, 1946. The *U.S.S. Wakefield* earned one battle star for her service in WWII. She was laid up in the Hudson River at Jones Point, New York, was struck from the Navy Register in 1959 and eventually sold for scrap in 1965.

Frank and the rest of the crew were discharged within a couple of days after arriving in Bayonne. Like most of the men who served in WWII, after their service they were anxious to get back with their normal lives. Yet the memories of friends, service and adventure would live with these men for the rest of their lives. Frank arrived at the Coast Guard Separation Center in Flatbush and was mustered out of active Coast Guard service but continued to serve in the inactive Coast Guard Reserve from 1949 to 1953. Frank moved to the Cleveland area and learned that his former commanding officer from *Wakefield* had been promoted to rear admiral and was the District Commander of the Ninth Coast Guard District.

As Frank is in the winter of his life, his photographs and written memories of his service are a glimpse into the history of those who were a part of the greatest generation, serving in the greatest branch of the U.S. military, the U.S. Coast Guard.

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Frank C. Osborn is a member of a rapidly diminishing group of men alive, those who served in WWII, and even smaller number are those who served in combat or combat support roles during that war. I was honored for him to have trusted me with his memories, which was too long to include in the totality of this story. ~ Henry P. Lipian

FIRES ABOARD U.S.S WAKEFIELD

On December 5, 1932, prior to the advent of WWII, *U.S.S. Wakefield* had been launched as the *S.S. Manhattan*. After being commissioned by the U.S. Navy on June 15, 1941, and manned by Coast Guard crews, it became the largest vessel in the Coast Guard fleet. During its wartime service, *Wakefield* suffered two major fires, the first occurring on the evening of September 3, 1941.

While on a return voyage from Greencock, Scotland, *U.S.S. Wakefield* was located 1,000 miles east of Halifax, Nova Scotia, and loaded with 800 passengers, a fire of an unknown origin broke out on C Deck. The alarm sounded at 1830 hours, but by 1840 hours, the fire had spread throughout the ship. The order of "Abandon Ship" was sounded while a fire fighting crew was boarded and the vessel towed to Halifax. The fire continued to burn for nine days. The charred remains of the ship was eventually towed to Boston where she underwent major repairs and was fitted as a troop transport and

recommissioned as the new *U.S.S. Wakefield (AP-21)*.

Many years after WWII, investigators and others had the opinion that the *Wakefield* was set ablaze by a saboteur, possibly someone of the ship's medical staff, in order to smuggle narcotics off the ship. The narcotics in question were stored in a safe in the ship's medical operating room.

At the sound of the fire alarm, a Pharmacist Mate, who had been in the theater, went to Sick Bay and grabbed the first First Aid pouch that he found in a line of others and went to his fire fighting station.

Later, the Pharmacist Mate was taken aboard the destroyer *U.S.S. Mayo (DD-422)*. When he went to treat a survivor of *Wakefield's* fire, he was shocked to discover that the First Aid pouch was full of narcotics, nothing else. He went to the commanding officer of the *Mayo* to turn over the kit to him, but instead the captain said that he wanted nothing to do with it. The Pharmacist Mate then went to the captain of the *Wakefield* where he received a similar answer. It wasn't until they reached the port of New York that he was able to surrender the pouch and its contents to the Naval Medical Center located there.

In hindsight, the Pharmacist Mate probably would have been better off dumping the entire pouch and contents into the ocean, but with



U.S.S. WAKEFIELD (AP-21) AT THE BOSTON NAVAL DRYDOCK ~ USN Photo

FEATURED ARTICLES

narcotics being in short supply, he did his duty to ensure that they would be used appropriately.

The second fire occurred on January 30, 1942, while dockside at Keppel Harbor, Singapore.

At 0940 hours on that date, the air raid alarm sounded as a lone Japanese raider was observed flying high above the port. Three British fighters flew to intercept the enemy and remained aloft until 1050 hours. Ten minutes later, two formations of 27 enemy planes approach the harbor from out of the sun at approximately 2,000 feet, dropping bombs at the harbor entrance and continuing along the dock area. Two near-misses occurred in the vicinity of Wakefield, one about fifty yards off the port quarter and another about forty feet off the port beam, both

exploding underwater without damaging the ship. However, the Wakefield's luck had run out and at 1105 hours, she was hit on the port side forward of the Number 2 hatch.

The bomb penetrated B deck and exploded in the sick bay on C deck, blowing a hole in the deck and demolishing three bulkheads and damaged others with five killed and none others wounded by flash and shock. The explosion started several fires, all of which were brought under control by 1125 hours.

Once passengers were embarked at 1330 hours, Wakefield got underway for Bombay, India, where she underwent temporary repairs. Final repairs were made at the Philadelphia Navy Yard. ~

AFTER THE WAR: MARITIME INTERCEPTION FORCE OPERATIONS IN THE RED SEA

By Captain David L. Teska, USCGR (Ret.)

It was a hot and humid evening, something I wasn't quite prepared for as I stepped off the British Airways flight from London at Bahrain International Airport. It was about 1800 on 17 April 1992 and I was beginning 91 days of temporary duty as a Coast Guard officer assigned to the Coast Guard detachment attached to Commander, Naval Forces Central Command (COMUSNAVCENT, the naval component of U.S. Central Command, USCENTCOM). Two Coast Guard officers, LCDR Bentley and LT Gregg, met me at the airport and after a quick beer at the nearby U.S. Navy Admin Support Unit in Manama, Bahrain's capitol, we drove to where we both worked and lived during the deployment – USS *La Salle* (AGF-3), a converted “gator” the Navy has refitted as a flag ship for COMUSNAVCENT. Instead of Marines, *La Salle* had a large staff element expanded due to the Persian Gulf War, aka Operation Desert Storm.

I was a newly minted Ensign at Group Seattle in

August 1990 when war broke out in a region of the world familiar with conflict. Saddam Hussein's invasion of Kuwait was short lived after a fierce allied air campaign and a blitzkrieg-like ground campaign led by the United States. The terms of the cease fire, put in force by the victorious powers and sanctioned by the United Nations, limited Iraq's imports to food and medical supplies. The air campaign had devastated Iraqi ports along the Persian Gulf, so all shipping went up the Gulf of Aqaba and then by truck across Jordan to Iraq. Our job on *La Salle* was to oversee boarding operations conducted at sea by U.S. and allied naval ships in which crews would search the shipping and check for any violations to the UN sanctions. Boardings at sea are a common task for the Coast Guard so our Law Enforcement Detachments (LEDET) both conducted the boardings and trained Navy crews; law enforcement boardings are quite different from wartime boardings.

I joined the Coast Guard out of the Army National Guard where I'd spent over six years in a variety of units, from civil affairs to aviation to field artillery. The mid-to-late 1980s were a relatively

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quiet time to serve in the reserves and my experience was no exception. Ironic that, within a few months of commissioning and arrival at Group Seattle, the U.S. would find itself gearing up for the largest military operation it had conducted since Vietnam.

Soon after Iraq's invasion, the U.S. launched Operation Desert Shield, the U.S. name for the coalition operation formed to defend Saudi Arabia from Iraqi forces and send Saddam Hussein a stern message that things would not end well for him and his army if they didn't quickly move back to the Iraqi side of the Iraq-Kuwait border. The Coast Guard began deploying port security forces to theater and training follow-on crews at Camp Blanding, a Florida Army National Guard training facility. I remember thinking my recent Army time could prove beneficial so I made my way to the reserve office at the 13th Coast Guard District in downtown Seattle. Thanks, I was told, but the Coast Guard was determined to show that its reserve forces could mobilize, train, and deploy when called upon and didn't require active duty support to get the mission accomplished. Dejected, I had to console myself with watching the war over CNN.

The war had been over for over a year by the time I arrived. Operation Desert Shield became Desert Storm in January 1991. The ground war that followed was brief and ended on February 28, 1991. Casualties for the allies were relatively light – of the nearly 957,000 coalition forces deployed in theater, less than 300 were killed in combat. Iraq suffered significantly higher numbers – approximately 50,000 deaths and 75,000 wounded. It was as lopsided a victory as anyone could imagine.

Sometime in early 1992, a message came from LANTAREA looking for junior officer (JO) volunteers to serve a 90-day temporary duty assignment with the Coast Guard element assigned to COMUSNAVCENT as a Maritime Interception Force (MIF) Watch Officer. Contrary to what many

people thought, Operation Desert Storm was still in effect then. In fact, it would remain an active military operation until November 30, 1995. Those of us who deployed during that time, beginning with Operation Desert Shield on August 2, 1990, through November 30, 1995, qualified for the Southwest Asia Service Medal. Depending on when you were in theater, you were also eligible for the Kuwait Liberation Medal (Saudi Arabia) and Kuwait Liberation Medal (Kuwait), two of just a handful of foreign awards authorized for wear by the U.S. military.



USS LaSalle (LPD3/AGF3) in its Persian Gulf white colors.

Our mission as part of the MIF operations was clear – to provide oversight and reach back assistance to USCG and USN boarding teams during the day as they conducted at-sea boardings of merchant ships entering the Gulf of Aqaba. So long as a boarding team was on a boarding, a Coast Guard watch officer was on duty in the COMUSNAVCENT Flag Plot space on *La Salle*. There were specific Rules of Engagement (ROE) in place for the conduct of the boardings per the specifics of the UN Security Council Resolution and Standard Operating Procedures (SOPs) put in place long before I arrived. Occasionally, the LEDET would radio us with a question or observation such as when a ship's manifest looked like it had been modified or a crew member was acting suspicious. Generally, the LEDETS would search about ten-percent of a ship's cargo containers

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but there were occasions when based on circumstance, the LEDET OIC would recommend a one-hundred percent search of the ship containers. This required approval which I think we would obtain from the Coast Guard MIF Captain assigned to us. That didn't happen too often.

The Coast Guard element was a small group – a Captain, Lt. Commander (who was also required to be an attorney), 2-3 JOs, and a non-rate specific PO1. For the JOs, the duty cycle was about as regular as it could be – 24 hours as the Coast Guard duty officer in Flag Plot which ended after the morning briefing to the NAVCENT staff, followed by 24 hours off (mostly spent catching up on sleep), and 24 hours performing collateral duty whereupon the cycle would repeat itself.

During my deployment, I only made it out of Bahrain one time. In mid-June, several of us from the staff took a short trip to meet with the LEDET deployed aboard the USS *Jack Williams* (FFG-24), operating in the Red Sea. Interesting note: The Navy decommissioned *Jack Williams* in 1996 and transferred it to Bahrain that same year, renaming it the *RBNS Sabha*. We flew on a Navy C-12, a military version of the twin-engine Beechcraft Super King Air; it was the same plane my dad, sister, and I had flown to Turkey from Italy in January 1986. We made a brief fuel stop in the Saudi capital of Riyadh for about 40 minutes where U.S. Army Patriot missile batteries were visible scanning the sky for any incoming targets, such as the Iraqi Scud missiles fired into the Kingdom during the war. Once airborne, we could gaze down at the vast expanse of the Saudi desert as we made our way to our destination, the Egyptian Air Force base in Hurghada. On the ground we waited for the van that would take us to the pier for the launch to the ship and were told not to wander off from the Navy supply detachment trailer because the ground around the runway was mined.

One activity we did to occupy our time, especially when in port (*La Salle* got underway quite a bit during my time; I estimate we spent about forty percent of the time underway in the Persian Gulf) was to run, even in heat indexes that were routinely north of 100 °F during the day. We'd both run in the vicinity of the ship and with a group of British expatriates who had formed a running social club, the Hash House Harriers. Hash runs were started in the British colonial period in Malaysia in the 1930s by British Army officers and the tradition has gone worldwide. A group of us from the ship would meet at a designated spot on the island and run five or 10 kilometers. That was the running part. Afterward, we'd convene for beer (the social part). I did several of these hash runs, and they were great fun and a good release from the routine of work and gave me a chance to experience something a little different.



The commander of USNAVCENT during my time had spent much of his career aboard surface ships so was very interested in the mine threat in the Persian Gulf. As mines were rendered safe, they'd end up on the ship's deck. The crew ruefully called it the "Admiral's Petting Zoo." Photo: CAPT Teska

By late June, it was time to begin planning my return to the states. I'd considered putting in for another 90 days stint, but I had obligations at Group

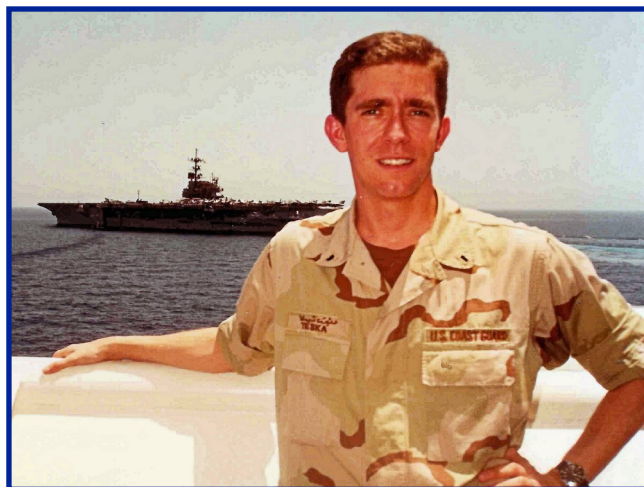
FEATURED ARTICLES

Seattle that I had to attend to. About a week before I was due to fly out *La Salle*, I got underway for a major trip through the Strait of Hormuz, which separates the United Arab Emirates (UAE) from Iran. Before transiting the strait, we stopped for a few days in Abu Dhabi, one of the UAE's seven emirates.

While there, my relief from the states flew in and I took a leased van that came with a Pakistani to an airfield in Fujairah where he arrived on a Navy C-12. The plan was for the two of us to ride back to the ship in Abu Dhabi, but while at the airfield, we learned there was a group of sailors who needed transportation to Dubai to meet their ship and, due to a mix up, no transportation was ready for them so we piled them and their gear in the van.

My final days had a little drama I could have done without. My flight from Manama had been scheduled for July 18 and on that date *La Salle* was moored in Muscat. Knowing this, I planned to fly on a scheduled C-12 flight from an Omani Air Force base near Muscat that would get me back to Bahrain in time to make my flight. I arranged for the contract vehicle that the ship had on retainer to take me to the base, but I didn't really know where it was. The driver said he knew and off we went. We pulled up to an old airfield that looked like it hadn't seen an airplane since World War II and my C-12 was leaving in about an hour. Trying to remain calm, I told the driver I didn't think this was the right one. He was a little chagrined but ever the optimist said he knew where to go and off we went. Fortunately, he was right, and we arrived at a very active air base and, as we approached the gate, I saw the C-12 sitting on the ramp. After an overnight in Bahrain, I was on my way back to the U.S. by way of England where I took a few days leave, spending time in Oxford and meeting old family friends from when my family lived there. This deployment, despite its brevity, was one of the

more interesting and fulfilling I had during my 25 years in the Coast Guard, both active and reserve. To have been part of something larger than myself has stayed with me in the many years since.



USS LA SALLE July 1992: USS *La Salle* got underway in the Persian Gulf quite a bit during my time assigned on it. This time USS *Independence* steamed alongside us and conducted flight operations. ~ CAPT Teska photo



NEWS AND NOTICES



The above campaign and service medals are authorized for CGCVA membership and are shown from top left to bottom right.:

Navy Expeditionary Medal, * China Service Medal * American Campaign Medal (must have at least one 5/16 bronze battle star) * Asiatic-Pacific Campaign Medal * European-African-Middle Eastern Campaign Medal * Korea Service Medal * Armed Forces Expeditionary Medal * Vietnam Service Medal * Southwest Asia Service Medal * Kosovo Campaign Medal * Afghanistan Campaign Medal * Inherent Resolve Campaign Medal * Global War on Terrorism Expeditionary Medal * Korea Defense Service Medal.

Unfortunately, there will be future world conflicts that will add to this list.

DOCUMENTING YOUR VIETNAM WAR HISTORY

The Coast Guard Combat Veterans Association is a Commemorative Partner of the United States of America Vietnam War 50th Commemoration.

The Vietnam War 50th Commemoration partners with the Library of Congress Veteran's History Project to collect, preserve, and make accessible the personal accounts of Vietnam War veterans so that future generations may hear directly from veterans and better understand the realities of war.

The Veteran's History Project team regularly conducts video-recorded oral history interviews with Vietnam veterans; the participants tell the stories in their own words. We include all ranks and services, and reflect the diversity of experiences. Mr. Joe Galloway, former UPI journalist and

co-author of "We Were Soldiers Once, and Young," conducts the interviews. Our organization sends the unedited interview footage to the Library of Congress Veterans History Project, which preserves these accounts and makes them accessible to the American public.

The Veterans' History Project staff would be honored to preserve the experiences of Coastguardsmen that served in Vietnam. They will be in the following locations this summer and fall:

June 11-12, 2020: Boston, MA
June 14-20, 2020: Arlington, VA (Washington, DC)
July (TBD), 2020: Kansas City, MO
October 19-23, 2020: Las Vegas, NV

To schedule an interview, or learn more about the Vietnam War 50th Commemoration's Oral History Program contact Mr. Marc Henderson marc.r.henderson.civ@mail.mil or (703) 697-4879.

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CGCVA BASEBALL CAP: Blue/black, gold lettering with CGCVA logo, Full back, comes in two sizes: SM/MED (6-7/8 to 7-1/4) and L/XL (7-3/8 to 7-5/8) Please specify size. \$25.00

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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



These ballcaps were sold at the 2019 reunion. They are Flexfit 6530 in a Coast Guard blue. Same sizes as the above hat for \$25.00





COAST GUARD COMBAT VETERANS ASSOCIATION

MEMBERSHIP APPLICATION

(PLEASE PRINT LEGIBLY)

PERSONAL INFORMATION



Last Name	First Name	MI	Suffix	DOB
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Many members have dual addresses, relocating to the south during winter months and back to the north in summer. In order to receive the Quarterdeck Log at your current location, it is important that you notify the CGCVA Secretary/Treasurer when you travel between residences at cgcva@comcast.net to ensure delivery. All change of address requests is made to the same email account.

IMPORTANT INFORMATION FOR MEMBERSHIP

Applicants must have been a member of the U.S. Coast Guard at the time of deployment during a qualifying period for CGCVA membership. This application MUST be accompanied by a copy of one or more of the following documents that indicates your participation in or in direct support of combat operations: DD-214 (all pages), DD-215, NAV/CG-523, Letter(s) of awards or other "official" documentation of your participation. Active Duty may submit their Employee Summary Sheet which lists duty stations and awards. If there is no documentation available to validate eligible service for membership, a certified statement from a former shipmate who is a CGCVA member in "Good Standing" will serve as your sponsor and affirm that you served with them with a specific unit, in a theatre of operations that qualifies for CGCVA membership. All CGCVA applications are verified. For all applications, please provide the sponsor's name if necessary or that of someone who is referring you for membership.

Qualifying Service Medal Awarded	Dates in Theatre of Operations and Campaign Name	Ship(s) or Unit(s) at time of deployment and Authorized Period

Dues: \$40.00 for two (2) years membership **Current active duty members, including SELRES on Title X, receive the first two years membership without charge.** Make check or money order payable to:

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Name of CGCVA sponsor or referral

Signature of applicant Date

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