

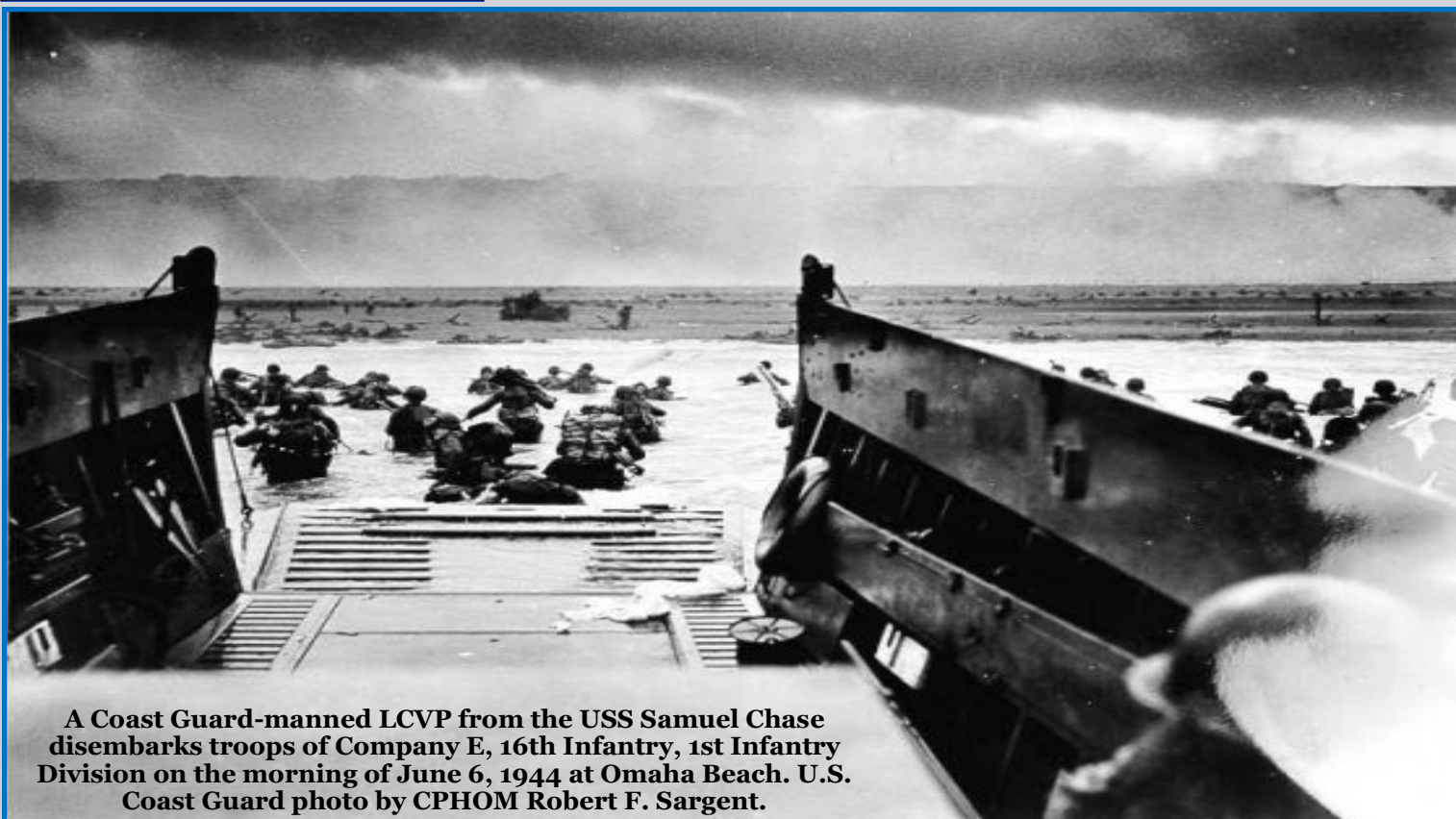


# the QUARTERDECK LOG

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 34, Number 2

Summer 2019



A Coast Guard-manned LCVP from the USS Samuel Chase disembarks troops of Company E, 16th Infantry, 1st Infantry Division on the morning of June 6, 1944 at Omaha Beach. U.S. Coast Guard photo by CPHOM Robert F. Sargent.

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National D-Day Memorial in Bedford, Virginia

## FROM THE NATIONAL PRESIDENT

### COAST GUARD COMBAT VETERANS ASSOCIATION

#### ELECTED OFFICERS

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

#### BOARD OF TRUSTEES

Chairman—PNP Michael Placencia, LM  
1st Term—Bruce Bruni, LM, Floyd Hampton, LM  
2nd Term—William Figone, LM, Gil Benoit, LM

#### ADMINISTRATIVE OFFICE\*

National Secretary / Treasurer  
P.O. Box 777

Harve de Grace, MD 21078  
Phone: 410-690-8000

Email: [cgcva@comcast.net](mailto:cgcva@comcast.net)

Website: [www.coastguardcombatvets.org](http://www.coastguardcombatvets.org)

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

#### THE QUARTERDECK LOG

Executive Publisher—PNP Ed Swift, LM  
Editors—Bruce Bruni, LM, Gary Sherman, LM  
PNP Michael Placencia, LM

#### AUXILIARY OFFICERS

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

#### APPOINTED OFFICERS

ByLaws—Thomas Hart, LM  
Convention Planners—PNP Michael Placencia, LM  
Gary Sherman, LM and Bruce Bruni, LM  
Membership—PNP Michael Placencia, LM  
Historian—PNP/Founder Paul C. Scotti, LM  
Service Officers—Thomas Huckelberry, LM,  
Richard Hogan Jr., LM, and Floyd Hampton, LM  
MAA—Russ Weeks  
Chaplain—Vince Patton, LM  
Parliamentarian—Michael Placencia, LM  
Nominating Committee—Bill Figone, LM  
Cape May Liaison—Thomas Dougherty  
MEAP—Edward Bachand, LM, and  
PNP Ed Swift, LM

#### COAST GUARD HISTORY CONTRIBUTOR

Dr. William Theisen, Ph.D, CG Historian

Shipmates,

The wave from the wake of a successful 2019 Charleston Reunion is now astern and dissipating, but the new heading for the 2021 reunion is being plotted. Our reunion planners are

busy laying out the course

that goes in many uncharted directions that were endorsed by the membership. Recommendations and suggestions from the floor of our business meeting have been investigated and considered. The planners know the process and then will determine the host city. As a past planner, I know that the evaluation process is no easy task and when the final selection is made, and the contract it is signed, is always a relief. One thing we know at this time is that we won't be going to Kalispell, MT, in the spring of 2021. LOL.

Please take the time to read and digest the article submitted by Sec/Treas Gary Sherman concerning the RMC (Regular Member Challenge). It is similar to the LMC (Life Member Challenge) but different in other ways. Remember, it is your Association and any positive response will be appreciated.

We continue to support the Fast Response Cutter commissioning. The next group of FRC's have been named which includes eleven combat veterans that were awarded Silver Star, Navy Marine Corps Medal, and Bronze Star. The next two cutters named after combat veterans will be homeported in Galveston, TX. These would be the Daniel Tarr (Jan.) and the Harold Miller (late spring). If invited, we will attend.

Five months ago, the officers and trustees approved a unique challenge coin that will, in the future, replace the watches that are awarded at the Coast Guard Academy (CGA) and Cape May for physical fitness. The reasoning behind this is that in time the watches will fail and require



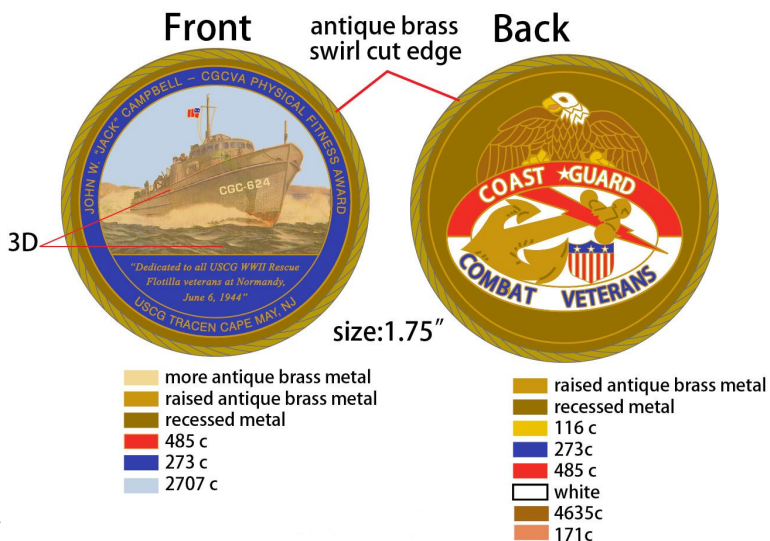
## FROM THE NATIONAL PRESIDENT

repair. This is not be cost effective or feasible. The specially designed coin still honors Jack Campbell and the WWII Normandy Rescue Flotilla. It is now in production and will be awarded to only those that earned it. Thanks to the efforts of Ed Swift and Gary Sherman, this coin will be a constant reminder to all those that possess it. Bravo Zulu guys.

LM Taylor Lapham will be attending a brick laying ceremony at Angel Fire, New Mexico to honor SM1 Douglas Munro CMOH. This will be at 1300 on Aug 31, 2019. I know this is short notice, but if you are interested in attending, contact the Administrative Office at 410-690-8000. Taylor would like your company and representation.

Big Blocks and Small Lines, ~ Steve

WM-13061901



**The new CGCVA Physical Fitness Award for CGA and RECTRACEN replacing the CGCVA watches**

### 2021 REUNION PLANNING

At this past 2019 reunion, the CGCVA leadership asked those in attendance for recommendations for locating the next CGCVA reunion to be held in 2021. We received a list of locations for consideration by the Reunion Planning Committee, all of which had potential for selection.

The CGCVA has a list of criteria that must be met by the host city and facility before we will consider selection. The requirements include a location of interest to a majority of members, ideally, a place that can be considered a destination location, such as Charleston was, that would encourage reunion participation.

The hotel must be able to accommodate all activities of the CGCVA including a large room for the Thursday dinner, Wednesday's business and auxiliary luncheons and a sufficiently sized hospitality room and permits the CGCVA to bring in its own alcoholic beverages.

We also consider the surrounding area of the hotel's location. Is it within walking distance or an

easy commute to restaurants, malls, etc.? Does the hotel offer free or reduced pricing for parking and breakfast and most importantly, is the room price reasonable?

Is there a Coast Guard presence in the area, such as a USCG Station, Sector, District Office and hopefully, a Port Security Unit where there are personnel who are, or will be eligible for CGCVA membership? The PSUs and PATFORSWA veterans are currently the future of the CGCVA.

The CGCVA is now working with Armed Forces Reunion, Inc. for identifying the location for the 2021 reunion. This organization has many years experience in offering prime locations at reasonable prices. They organize tours, provide transportation to those sites and manage the reservations and a host of other functions that have historically been accomplished by CGCVA leadership.

We are currently reviewing three sites and hopefully will have an announcement for the 2021 reunion location in the next QDL (Fall) issue.  
~ CGCVA Reunion Committee

## FROM THE NATIONAL VICE-PRESIDENT

Rene' and I are still basking in the glow of a very enjoyable and successful Charleston reunion and are so thankful, on behalf of the Association, for Chieu Hoi's contribution to our reunion's financial success.

As I write this, Steve and Kay Petersen, Rene' and I are making our travel plans to attend the Grand Haven Coast Guard Festival where we have been invited to be guests of the Festival Committee. We're looking forward to a Retiree Dinner, a dinner banquet with the current MCPOCG, Vanderhaden and each of the former MCPOCG's that have been invited to be honored guests.

We also look forward to performances by Neil Diamond, Tom Jones and the Rolling Stones tribute artists. Most of all, we look forward to the camaraderie we're sure to enjoy with Coast Guard retirees, veterans, and active duty personnel.

Terry



## FROM THE NATIONAL SECRETARY / TREASURER

### PRIVACY

First, let's talk about your privacy. Now don't "blank out on me" when you see the word "Privacy"! I know this is a dull topic, but I wanted to make sure to share the Association's policy on privacy, so you'll know how your information is used and you have some control on the issue.

Under no circumstances do we release any of your information that we keep in the CGCVA computer to a commercial or other non-Coast Guard source, for any reason.

We do get inquiries from members and some non-members, who served in the U S Coast Guard, who are looking for a shipmate. Or we are directly contacted by the U. S. Coast Guard or veteran's groups looking for veterans who participated in past events. As the By Laws state, the primary purpose of the Association is to promote fraternity among members, so we try our best to connect members with former shipmates.

In most cases, we'll only release your email address, so they can email you and try to connect.

We just don't have the time and resources to contact you and ask your permission to release your email address, wait for a response and then contact the inquirer. Most members are more than glad to hear from that former shipmate or other Coast Guard related source.



If you do not want any of your information released to anyone, including any former U. S. Coast Guardsman who make an inquiry, please email me at [cgcva@comcast.net](mailto:cgcva@comcast.net), and I'll make a note on your record page to not release your information. We will do our best to honor your wishes and respect your privacy. This is official notice to every member that if you do not wish to connect with shipmates or have any of your contact information released, "speak now or forever hold your peace"!

Semper Paratus!

Gary Sherman

National Secretary/Treasurer

**LIFE MEMBER CHALLENGE  
REPORT**

We wanted to let the Life Members know that the Life Member Challenge (LMC), which, as you'll recall, was started to help remedy our financial situation, has resulted in tremendous generosity by the Life Members who stepped up and almost doubled the amount we had in our savings account.

Each of those LMC donation dollars have been deposited into the Associations investment account to help keep the association going and pay the printer. This incredible generosity by our Life members has made up for the lack of investment earnings, since our founding in 1985, and helped offset our Life dues, which were set too low for many years!

If you contributed to the LMC, please pat yourself on the back for the great job that all of you have done. The entire membership is grateful for your selfless generosity. B/Z !

**HEY, BUT WHAT ABOUT THE  
REGULAR MEMBERS?**

Each of you Regular Members have been the "life blood" of the Association. Your dues that you've been paying has kept us afloat and your additional contributions to the Quarterdeck Log Boosters (along with the contributions to the Boosters, by Life Members) has kept the association in the "black"! Your Regular Member dues and everyone's QDL Booster donations were deposited into the operating checking account and that's what has been paying the printer, giving awards at ceremonies possible and paying other expenses of the Association.

We continue to need the QDL Booster income and we encourage Regular Members to continue as Regular Members. We cannot sustain the Association on investment income alone so your

continued dues are so important to the Association.

If you've been late on paying your dues and were thinking about switching to Life membership, so you won't have to pay dues anymore, please remembers that if your dues are past due, you will get an email from us on the first of every month, which goes out to all past due members, to remind them to make their \$40 dues payment. This system works great so please consider remaining as a Regular Member.

**REGULAR MEMBER CHALLENGE**

We've had the Life Member Challenge and it's been tremendously successful.. So why wouldn't we let the Regular Members join in the "fun"? Well, we are! We are announcing the Regular Member Challenge (RMC).

Now we don't expect our Regular Members to contribute anything close to what was donated by our Life Members, since there are many more Life Members than regular members. So, in this situation, the Challenge is different, and is as follows:

If you are a Regular Member and want to make a donation that will be deposited into our Association's investment account, please send whatever you can afford to the Association and mark your check "RMC" and we'll consider that a restricted donation and deposit it, intact, into the investment account. Please consider making a one-time donation or you can even make payments, at your option.

We just don't want to deprive the Regular Members of the opportunity to join with the Life Members and help us build an endowment that will support the Association, help us publish the Quarterdeck Log magazine and make donations to important Coast Guard related causes and events that need our support.

## **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**

Gaby Keen, Gary Haythorn, Ribert G. Breen, Alfred Riedinger III, Thomas Tuckhorn, A. J. Hunter, Herbert Cohen, CAPT Jonathan Vaughn, USCG (ret), Charles Bevel in memory of Joyce Bevel Christopher Wood—in memory of the Coast Guardsmen that gave their lives at Normandy, 06 June 1944

### **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**

## 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:

**August 4-10, 2019: Louisville, KY**

**September 8-14, 2019: San Diego, CA**

**September 22-28, 2019: San Antonio, TX**

**October 21-25, 2019: Washington, DC**

**November 10-16, 2019: Naples/Ft Meyer, FL**

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](mailto:marc.r.henderson.civ@mail.mil) or (703) 697-4879.

## AUXILIARY NEWS

Hello esteemed CGCVA members, Auxiliary, family friends and supporters! I hope you and your family are enjoying the summer and beating the heat.

Thank you for your trust and confidence in electing me for a second term as Auxiliary President. I feel like I've learned so much these past two years that I can only do better this go-round. The help from all the ladies, especially Past President Betty and our Auxiliary Officers, was amazing. I look forward to working with Mimi, Bev and Association Officers again these coming two years for an even better Reunion.

I do have a correction to report regarding the auction funds raised in Charleston and I'm happy to say it's a favorable correction from the original posting of \$2,373.00. Gary Sherman later reported the final total as **\$3,328.00!** All of this was due to your wonderful donations and participation, and for that we thank you.

Just a little bit of personal news - as of August 31, 2019, my husband Wayne will be retiring from his career with DHS and we will be taking our motor home on the road, bouncing from one AMVETS/VFW post to the next, spreading the word about our wonderful Coast Guard and our CGCVA. Until the next article, have a wonderful and safe summer!

If you didn't renew your membership last reunion or want to renew early you can use the Membership Application below and mail in your money to our Auxiliary National Secretary/Treasurer Mimi Placencia at 9804 Iroquois Lane, Bakersfield, CA 93312.

Javaughn Miller  
Auxiliary President



**Auxiliary National  
President Javaughn Miller**

### 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](mailto:mimiplacencia@hotmail.com) or at (661) 444-0186.



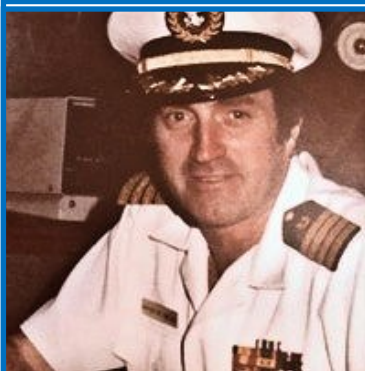
## WELCOME ABOARD NEW MEMBERS

NEW MEMBER	SHIP/UNIT IN COMBAT ZONE	CONFLICT	SPONSOR
Ryan J. Fahlenkamp		OEF	PATFROSWA
Wilkie O. King	SQDN One	RVN	
Benjamin C. Davne	CGC Baranoff	GWOT	PATFORSWA
Paul L. Harris	CGC PT Glover	RVN	
Guillermo Velaquez	IRAQ	GWOT	Robert Illamas
Leonard M. Shaw	Sattahip Loran Station	RVN	
Robert S. Jenks	PSU 305	GWOT	Walter Haven
Jeffrey D. Fellows		GWOT	PATFORSWA
Philip E. Lamb	CGC PT Welcome	RVN	
Peter M. Everds	PSU 302	DST	
Luke D. Reyes	CGC Monomoy	GWOT	Steve Petersen

## CROSSED THE BAR

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

Stanley Beras, WWII veteran, Cecil E. Bingham, LM, WWII veteran, Ted A. Morris, WWII veterans,  
William J. Miller, LM, RVN veteran



**MCPO William "Bill"  
Miller, USCG (ret)**

### BMCM WILLIAM "BILL" MILLER

CGCVA Life Member William Joseph Miller Sr., 81 yrs. old, born October 20, 1937, in Chicago, Illinois, passed away April 19, 2019, in Walla Walla, Washington.

William retired after 23 years in the Coast Guard as a master chief. Then he worked another 10 years for the U.S. Government in Lima, Peru. He was a member of the VFW, Masons, Shriners and earned several awards in his lifetime.

William was a: "Good Guy – Patriot – Hard Ass – Country – Coastie – "I did it my way" – Stubborn German – Hard Headed (Like Hard Candy, Hard on the outside and soft/chewy on the inside) – Loyal Defender – Gentle Soul."

# The Coast Guard at D-Day



Left: Sketch of a GI found on the reverse of a combat art drawing by H.B. Vestal, US Coast Guard Heritage Asset

Right: Loading men and materiel in advance of the invasion somewhere in England.



At least 97 cutters and Coast Guard-manned Navy vessels participated in Operation Neptune, the amphibious support of D-day, on 6 June 1944. That included 60 cutters, three APAs, 11 LSTs, & 24 LCIs.



(5-1 m)	14,600	yds
(5-1 m)	25,000	yds
(5-7 m)	32,370	yds
(5-4 m)	40,000	yds
(10-0 m)	40,000	yds

BREVIACTIONS

RD POSN	+ RADAR	WATER
VIZEN	RD RADAR	WATER
R	CALENARE	TOWER
R	TOWER	



Nautical chart used at the invasion of Normandy on 6 June 1944. The chart was taken by survivors from the LST-94 which was destroyed during the landing. US Coast Guard Heritage Asset

## Landing Craft

LCI(L)	Landing Craft, Infantry, Large	LCH	Landing Craft Headquarters
LST	Landing Ship, Tank	LSI(L)	Landing Ship, Infantry, Large
LCVP	Landing Craft Vehicle Personnel	LCM	Landing Craft, Mechanized
LCA	Landing Craft, Assault		

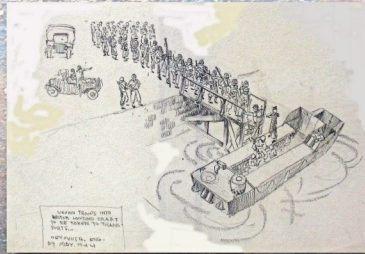


# The U.S. Coast Guard at D-day



Several U.S. Coast Guard officers were in command of major units at D-day. CAPT Miles Imlay, USCG, commanded Flotilla 10 which consisted of 24 LCIs manned entirely by Coast Guard officers and crew with six U.S. Navy-manned LCIs also assigned; half to Utah and half to Omaha. Also included were the *USS Bayfield* (APA-33) which served as the Flagship, Assault Force "U." CAPT Lyndon Spencer, USCG, Commanding and the *USS Joseph T. Dickman* (APA-13), CAPT Raymond Mauerman, USCG, Commanding.

Above: *Into the Jaws of Death*, One of the most iconic images from D-day.  
 Below, left: CAPT Miles Imlay (on right) Below, center: Drawing by H.B. Vestal, US Coast Guard Heritage Asset 1996.323. Below right: LCI-85 after being struck by a shell



Loading the LCI from the *Joseph T. Dickman* by combat artist William Goadsby Lawrence. US Coast Guard Heritage Asset 1996.068



# The U.S. Coast Guard at D-Day: Rescue Flotilla One the „Matchbox Fleet“



Prior to D-Day, President Roosevelt suggested that Operation Neptune needed a rescue flotilla. The Coast Guard had sixty 83-foot patrol boats, nicknamed the “matchbox fleet,” on anti-submarine duty. Although they were constructed of wood and had gasoline engines, hence the nickname, they were available and had trained crews. Renamed Rescue Flotilla One, they rescued nearly 500 Allied personnel on 6 June 1944. During the “first hours” of the D-Day assault, they rescued 194 off Omaha Beach, 157 off Utah and 133 off Gold, Juno & Sword. In total during the flotilla’s Normandy service they rescued 1,438.

Above: The Matchbox fleet. Below Left: rescuing downed pilots. Below center: Alongside the *Joseph T. Dickman*. Below right: The tally board. All images in the Coast Guard Heritage Asset Collection



Searching for survivors.



# The U.S. Coast Guard at D-Day: Quentin Walsh

Tenacious by nature, Quentin Robert Walsh established himself as a leader while attending the Coast Guard Academy in New London, Connecticut. In September 1942 Walsh received orders to the staff of Commander U.S. Naval Forces in Europe. There he learned of Phase Neptune, the amphibious operation associated with Operation Overlord, the Allied invasion of Europe and the largest amphibious operation in world history.

Walsh received orders to form Navy Task Unit 127.2.8 out of fifty Navy Sea Bees. The Sea Bees, men from the Navy's Construction Battalion units, came equipped with combat training in addition to their expertise in construction. Walsh's mission was to secure the harbor and prepare the port to receive shipments of troops and supplies as soon possible. The unit entered Cherbourg on Monday, 26 June under heavy fire. By Tuesday, 27 June, Walsh's men had reached Cherbourg's harbor where they quickly moved to occupy strategic parts of the port and take control the harbor. During the assault, the men in his unit experienced a twenty-five percent casualty rate. By the end of the day, they had advanced to the city's old naval arsenal, where Walsh accepted the surrender of 400 German troops.

After capturing Cherbourg's port facilities, Walsh learned that the Germans held American paratroopers in the city's old citadel at Fort du Homet. Walsh and one of his officers put themselves in harm's way to save the lives of the Americans. The two officers entered the fort under a flag of truce and met with the commanding officer of the German garrison. By greatly exaggerating the numeric strength of his small force of Sea Bees, Walsh convinced the commanding officer to surrender the stronghold. With the surrender of Fort du Homet, Walsh and his men disarmed another 350 German troops and liberated over fifty American prisoners. For his achievements and selfless devotion to duty, Walsh received the Navy Cross, the Navy's highest recognition for heroism beside the Medal of Honor.

Left: Quentin R. Walsh  
Below: German prisoners in Cherbourg  
Photographs part of the US Coast Guard  
Heritage Asset Collection



# The U.S. Coast Guard at D-Day: Aftermath



Seaman 1/c Joseph "Jack" DeNunzio, age 21, was killed when a shell struck the LCI-94. He is buried at Normandy.

More Coast Guard vessels were lost or damaged at D-day than at any time in the service's history. Destroyed in action were LCI(L)-85, 91, 92 & 94. The latter three were lost on Omaha Beach while the 85 sank offshore. Their burning wrecks served as navigation markers.

Fifteen Coast Guardsmen died in the invasion on D-Day. Most were crewmen were from the LCIs and landing craft that participated in the Omaha Beach assault. Six of those are buried in the Normandy American Cemetery and Memorial in France.

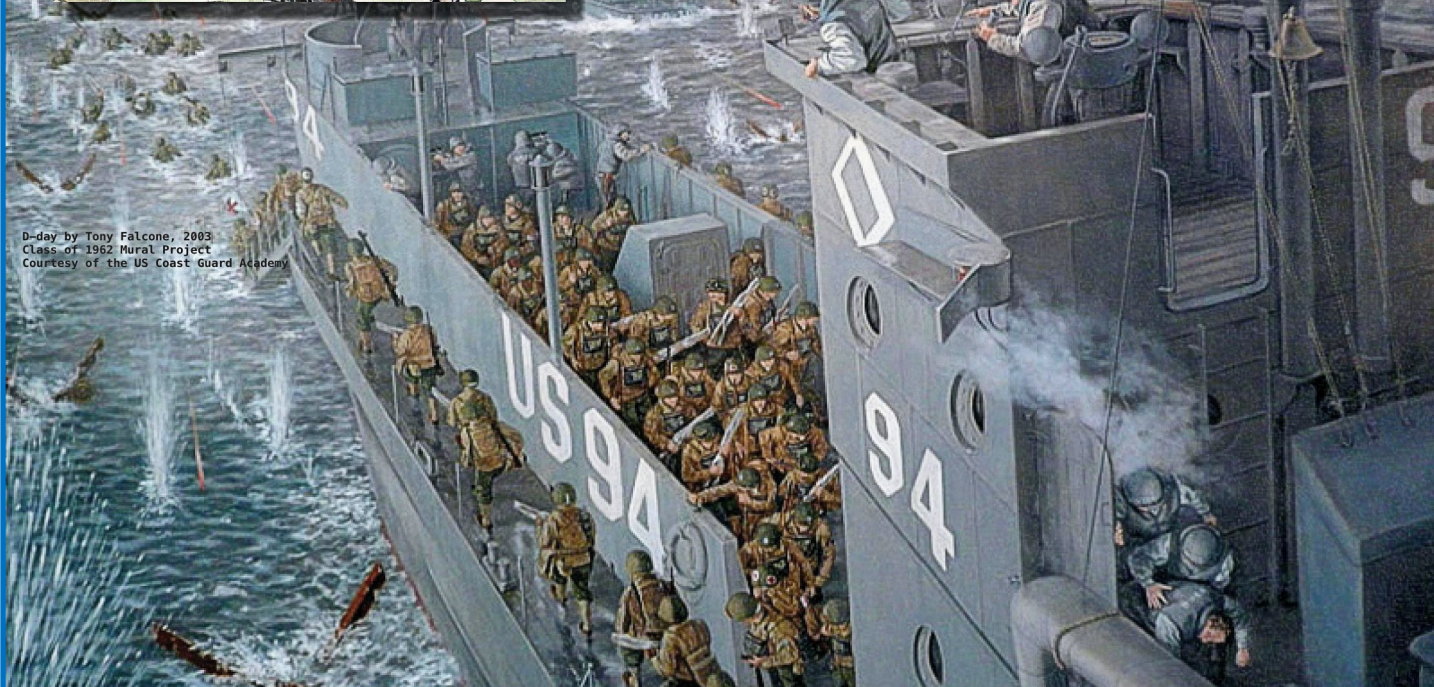
Coast Guardsmen were awarded one Navy Cross, 11 Silver Stars & one British Distinguished Service Cross.

### Coast Guardsmen Killed in action Normandy, 6 June 1944

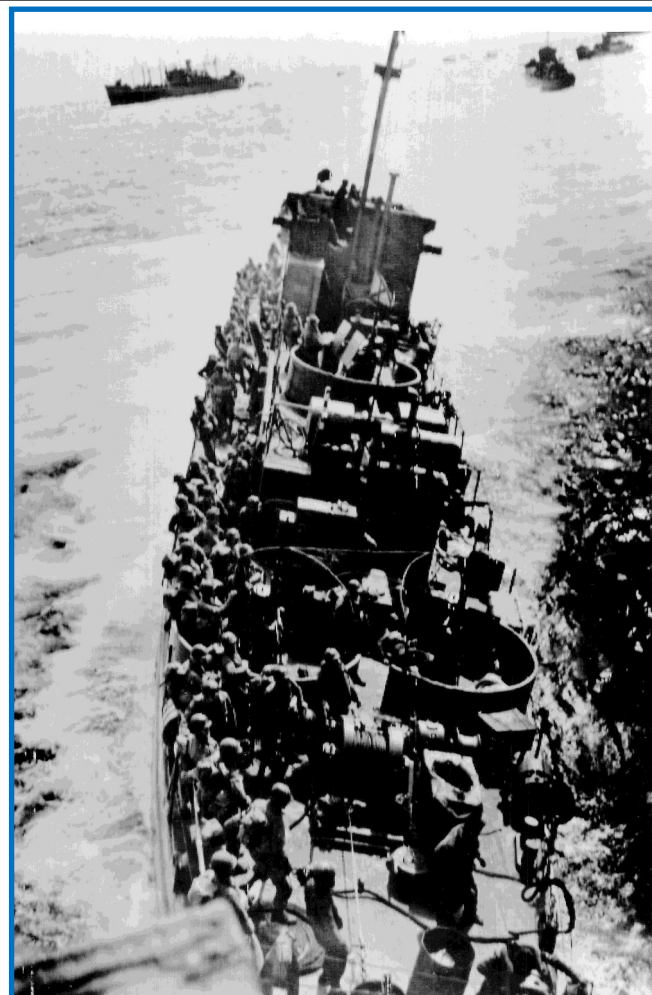
Alexander, Stoy Kay	USS LST-16
Atterberry, James E.	USS LCI(L)-91
Buncik, August B.	USS LCI(L)-94
Burton, Fletcher, Jr.	USS LCI(L)-94
DeNunzio, Jack	USS LCI(L)-94
Frere, Richard I.	USS LCI(L)-88
Fritz, Leslie	USS LCI(L)-91
Glowacki, Stanley A.	USS Joseph T. Dickman
Johnson, Ernest	USS LCI(L)-91
Moran, Warren J.	USS LCI(L)-88
Rowe, Jack E.	USS Joseph T. Dickman
Siebert, Harry L., Jr.	USS Samuel Chase
Simone, Rocco	USS LCI(L)-88
Wilczak, Stanley	USS LCI(L)-91
Wolfe, Bernard L.	USS LCI(L)-91 (KIA-BNR)



D-day  
H.W. Vestal, 1944  
Coast Guard Combat Art  
Heritage Asset Collection  
1992.322



D-day by Tony Falcone, 2003  
Class of 1962 Mural Project  
Courtesy of the US Coast Guard Academy



**Above: The USCG “Matchbox Fleet” patrolling the waters off the Normandy beaches searching for surface and underwater threats as well as conducting rescue operations. Coast Guard crews saved the lives of nearly 500 men floundering off the three invasion beaches.**

**Below: Coast Guard manned landing LCVP craft taking Army personnel to the Normandy beaches.**



**Photo above: With a heavy list the Coast Guard LCI craft pulls alongside a transport to evacuate her troops and wounded just before she capsized and sunk during the first invasion day.  
(USCG Photo)**

**COVER STORY**



**Top left: Coast Guard patrolling off D-Day Beaches  
Top right: Troops landing on D-Day beaches  
Left middle: Coast Guard landing craft viewed from above by passing a transport ship  
Bottom left: Troops ashore at Omaha Beach  
Bottom right: Coast Guard patrol boat aside landing craft**





NAVY NAMES FUTURE SHIP AFTER COAST GUARD HERO

Cherbourg, France (NNS) -- Secretary of the U.S. Navy Richard V. Spencer named a future Arleigh Burke-class guided-missile destroyer, DDG 132, in honor of U.S. Coast Guard Captain Quentin Walsh, who was awarded the Navy Cross for his service during World War II.



Captain Quentin Walsh, USCG

“Captain Walsh was a hero whose efforts during World War II continue to inspire, and his leadership in securing the French port of Cherbourg had a profound effect on the success of the amphibious operations associated with Operation Overlord,” Spencer said.



SECNAV Richard V. Spencer  
Photo: PO1 Jetta Disco

“For over two centuries, the Navy and Marine Corps team and the Coast Guard have sailed side by side, in peacetime and war, fair weather or foul. I am honored the future USS Quentin Walsh will carry Captain Walsh’s legacy of strength and service throughout the world, and I am proud that, for decades to come, this ship will remind friends and adversaries alike of the proud history of our services and the skill and professionalism of all those who stand the watch today.”

Spencer made the announcement alongside Admiral Karl Schultz, the Commandant of the U.S. Coast Guard, in a ceremony aboard the U.S. Coast Guard Cutter Eagle in Cherbourg, France.

"We are grateful to the U.S. Navy and Secretary Spencer for honoring one of our Coast Guard heroes, Captain Quentin Walsh," Schultz said. "Naming a future Navy destroyer after Captain Walsh, the first Arleigh Burke-class ship to be named after a Coast Guard legend, highlights not only his courageous actions but the bravery of all U.S. service members involved in the D-Day Invasion of Normandy.



U.S. Coast Guard Commandant Admiral Karl Schultz  
Photo: PO1 Jetta Disco

"The U.S. Navy and Coast Guard legacies are interwoven as reflected in the heroic actions of Captain Walsh and the Navy Sailors under his command during the liberation of Cherbourg," the commandant continued. "We will

remain always ready to stand with our brothers and sisters in the U.S. Navy and Marine Corps."

During World War II, while serving on the staff of the Commander, U.S. Naval Forces, Europe, the then Commander. Walsh was given command of a 53-man special task force assigned to capture the vital port of Cherbourg. Despite heavy casualties, his small force



Navy Cross

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seized the port facilities and took control of the harbor the day after they entered the city.



After he discovered that the remaining German garrison at Fort du Homet held 52 U.S. Army paratroopers as prisoners, Walsh, under a flag of truce, exaggerated the strength of the forces under his command and persuaded the commanding officer of the remnants of the German garrison to surrender. These actions earned him the Navy Cross

and, all told, he accepted the surrender of over 700 German soldiers. Walsh died May 18, 2000. Arleigh Burke-class destroyers conduct a variety of operations, from peacetime presence and crisis response to sea control and power projection. The future USS Quentin Walsh (DDG 132) will be capable of fighting air, surface and subsurface battles simultaneously and will contain a combination of offensive and defensive weapon systems to support maritime warfare, including integrated air and missile defense and vertical launch capabilities.

USS Quentin Walsh will be constructed at Bath Iron Works, a division of General Dynamics in Bath, Maine. The ship will be 509 feet long, have a beam of 59 feet and be capable of operating in excess of 30 knots.

*Article by Coast Guard HQ Media Relations*

## ATTENDING THE 75TH D-DAY ANNIVERSARY

*By Rich Hogan, Jr. SK1 USCG (ret)*

*OIF Veteran 2007*

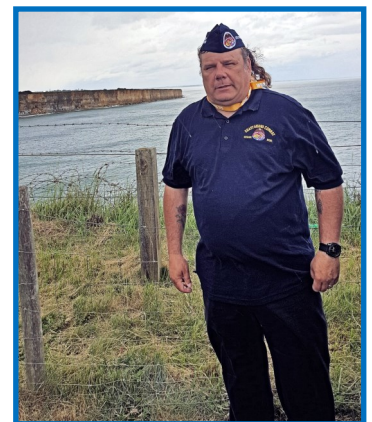
I experienced the opportunity of a lifetime to participate in the 75<sup>th</sup> Anniversary of D-Day in Normandy!! It came about by being in the right place at the right time and boy, am I thankful for that.

The story starts with Pee Wee T-Ball, where my son's team, the "Little Monsters", grew up together, continuing to play baseball into their teens. In 2016, one of the parents, Renee, announced that her son's high school band was one of thirteen bands selected from around the world to perform at the 75<sup>th</sup> Anniversary of D-Day. 2019 was still three years off at this point, the fund-raising efforts commenced in earnest to support the Oakville

Tigers High School Band. One fund-raising event was arranged by me through my VFW post that proved to be successful.

In discussing the band's trip to Normandy, I recommended to Renee that a group of veterans should form a color guard with the five service flags to accompany the band and subsequently received approval from the band's director. Now I was pumped, excited about this opportunity that I will remember for my lifetime.

As 2019 approached, it became evident that some of the color guard members would not be able to participate, so we were now down to only four



**Rich Hogan, Jr. at  
Pointe Du Hoc**

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people and had to consider Plan B. That alternative required mounting all five service flags and POW/MIA flag on a horizontal bar, which was carried by two of us in the parade, along with the American flag. The Semper Paratus spirit came through, as it has for so many in the Coast Guard in many unexpected situations.

The night before our departure my wife, Kimberly, decided that the lawn had to be mowed before we left. Not a great idea!!!! As she was dismounting the riding lawn mower, she got her foot caught and fell, breaking her left arm that required surgery. Not to be deterred, she appealed her case with the emergency room doctor to let her go on the trip and, after much pleading, the doctor gave her permission.

Passports, luggage, spending money, color guard items, uniforms, etc., were all checked, and we are ready to go. As I leave home, I received that feeling again that feeling of you looking around. You're not going to see this part of America for a few weeks. This feeling was almost like the feeling I had when I left my family and departed for training and my mission with USCG RAID Team VI only that time the thought was this could be the last time.

A weather delay in Minneapolis caused us to arrive in Paris on June 6<sup>th</sup>, a day late. Despite paying the outrageous excess baggage fees, the brand-new flag poles were broken, but with some jury-rigged repairs, we were back in business in short order.

The nearly three-hour bus ride from Paris to Normandy was very scenic as we traveled similar routes that Allied Forces traveled in the summer of 1944. Of course, it was under different conditions, but it was still exciting.

On June 7<sup>th</sup>, we were up early and boarded buses for ceremonies at Omaha Beach, Utah Beach, Point du Hoc and Arromanches. At Omaha Beach, the

VFW National Commander, B. L. Lawrence came over to greet us and to present me with his challenge coin. I also met the past and current European VFW National Commanders as well, all present to present homage to American and Allied warriors of so long ago.

The Normandy American Cemetery is located at Omaha Beach, with more than nine-thousand graves of Americans who sacrificed their lives in delivering France and Europe from Hitler's Nazi tyranny. The graves are well maintained with a meticulous ground keeping effort. The sight hits you, looking at all the grave markers aligned in perfect rows, most with the Christian Cross and others with the Star of David, now all brothers in their final resting place.

As I strode through the cemetery, I spotted a Coast Guard uniform among the many types that were present. I walked over to introduce myself and say hello to a fellow Coastie, which turned out to be one of the aides to the Commandant, Admiral Karl Schultz. I was introduced to Admiral Schultz, his wife, and staff and had a pleasant twenty-minute conversation. Admiral Schultz inquired about my Coast Guard service, where I had served, my rate and then presented me with his challenge coin. I was thrilled, but the best was still to come.



**German gun emplacement with  
Ranger memorial on top.**

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The D-Day ceremony was simple, with three D-Day veterans speaking and recounting their stories of that historic day. There were representatives from the Allied nations present, along with currently serving military personnel.

After Omaha Beach, we boarded the buses and our next stop was Point De-Hoc, the location where Army Rangers scaled the high cliffs to take out the German large gun emplacements. I could just imagine the U.S. Navy accurately firing on top of the German defensive positions. From the top I was able to look over the English Channel and walk into some of the German fortifications. The bomb craters from that D-Day morning were awesome and still deep enough where we were still able to walk

and still deep enough where we were still able to walkwalk in and out of them. From my view it would have been hard for a field mouse to survive such an onslaught of naval bombardment.

The beach below brought home the scale of the landing at this point. American dead at Omaha Beach was a staggering 2,000 to 5,000 killed, wounded and missing crossing that more than 500 yards of beach at low tide and yet those men were able to wrestle the bluffs above the beach from the entrenched Germans. Many of the fortifications are still there today.



**Normandy American Cemetery**  
*(Photo by Leslie Polgar)*

After a 90-minute ride, we arrived in the small French coastal town of Arromanches-les-Bains, a historic town of about 515 residents. This is where Winston Churchill established the famous Mulberry Harbor which was an artificial port critically needed to supply the Allies as they advanced towards Germany. There you could still see remnants of the artificial harbor as well as some of the Higgins Boats that didn't make it to shore.

Early on June 8<sup>th</sup>, we arrived at Ste-Mere-Eglise where we were to participate in the parade commemorating the liberation of that town 75 years ago by the Americans paratroopers of the 101st and 82nd Airborne Divisions. There were hundreds of



**Historic Arromanches-les-Bains with remnants of landing craft still in the surf.**

people from everywhere on the globe walking around, meeting new friends and shopping at the many food vendors and souvenir shops. I can only describe it as a controlled chaos. The flags, band music, cheers, and laughter were captivating.

At 1430 hrs, we staged for the parade that was to start at 1500 hrs. The parade was fantastic, with formations of precision marching military personnel, and bands, vintage military vehicles, etc. Our four-man color guard was just in front of the Oakville Tigers High School Marching Band and

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positioned right behind the NYPD/NYFD Drum and Fife Corp. Their precision was second to none. Man, could they march and were unaffected by the pandemonium that was present in the narrow streets.

There were few spectators at the start of the parade route, but those who were there thanked us for our efforts and blew kisses and waved American flags. As we turned the corner onto the main street of the town, we saw that the sidewalks were deep with French citizens. At some points along the narrow streets of the parade route, the press of the crowds viewing the parade necessitated us to walk



**Left -Paratrooper memorial atop the church at Ste-Mere-Eglise (Photo by Rich Hogan, Jr.)**

**Right -USCGC EAGLE moored at Spithead (Photo by Ralph Edwards)**

in a single file. I was overcome with emotion as we were bombarded with love and appreciation. I just wish that every combat veteran could experience the genuine thanks that the French People showed to the Americans at this last official D-Day ceremony. It is something that I will cherish for the rest of my life.

Because the 75th D-Day ceremonies are considered historically significant, I saved two of the Coast Guard flags used in the ceremonies. I am donating both to the CGCVA. One will go to the Coast Guard Museum and the other for raffling off at the 2021 reunion. I look forward to seeing you all then. ~ **Semper Paratus ~ Rich Hogan**



**U.S. Coast Guard Cutter *EAGLE* moored at Spithead. Photo: Ralph Edwards USNI News**



**The large military parade at Saint-Mère-Église in front of a huge crowd on Sunday, June 9, as part of the commemorations of the 75th anniversary of D-Day.**

**Photo: OUEST-FRANCE**

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### RIDE OF PRIDE TRUCKS

Since 2002, Freightliner Truck Manufacturing Plant (TMP) of Cleveland, NC, has honored veterans through the building and detailing trucks that would drive a specific route. This program is called the Ride of Pride” in which a Freightliner truck is detailed with a new military theme each year as selected by the Ride of Pride committee.

For the past 17 years, Freightliner TMP has partnered with the local chapter of Rolling Thunder, a veterans group with 90 chapters throughout the United States and overseas. Initially, Rolling Thunder supported Vietnam Veterans, but has since included all veterans. Each year they lead motorcycle riders from across America in the “Ride to the Wall” drawing more than a half a million riders.

This year, Freightliner’s Cleveland (NC) TMP produced four trucks for the Ride of Pride, which are shown herein. These trucks will lead the contingent of trucks from North Carolina to Washington, DC, for the Ride to the Wall.

Cargo Transporters, Inc., of Claremont, NC, an asset based transportation operation, has received one of the Ride of Pride trucks, the fifth such truck the company has been honored with. This year’s Ride of Pride truck has been detailed and wrapped by Hyperformance Graphics of Conover, NC and is dedicated to the Medal of Honor and Purple Heart recipients. The Ride of Pride seal, a Blue Star to honor family members serving in the Armed Forces during any war, and a Gold Star to represent a family member who paid the ultimate sacrifice during military operations.

The 2019 Cargo Transporters Ride of Pride tractor will be driven by Coast Guard veteran, Derrick Whittle, who has been an enthusiastic ambassador for the Ride of Pride program and donating a significant amount of personal time to sharing the group’s message.

The trucks of the Ride of Pride have participated in many events since 2002, including the annual Ride for Freedom and Wreaths Across America.

*Shelley Dellinger, of Cargo Transporters and Darrell Plonk and Steve Jenkins of the Cleveland Truck Plant contributed to this article.*



**Coast Guard veteran, Derrick Whittle, and his Ride of Pride Purple Heart truck.**



**Medal of Honor truck**

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### U.S. NATIONAL SECURITY ADVISOR IS KEYNOTE SPEAKER AT CGA GRADUATION

In addressing the 240 members of the graduating class of 2019, National Security Advisor, John Bolton, pronounced the threats against the United States as more complex, stating that the “demand for the “unique expertise and unmatched breath of Coast Guard has never been greater.”

Bolton highlighted the Coast Guard’s dedicated worldwide missions in describing the Coast Guard enforcement of the trade sanctions against North Korea, conducting counter-piracy operations off the coast of Africa and combatting transnational criminal organizations in the western hemisphere. He also detailed the Coast Guard’s responsibilities for protecting the nation’s maritime transportations system, 95,000 miles of shoreline, 25,000 miles of navigable channels, 1,000 miles of harbor channels, maintaining 5,000 aids to navigation and approximately 20,000 bridges. Bolton added that the “safety and security of this system are essential



to American trade and prosperity.”

Sharing his own connection to the Coast Guard,

Bolton spoke about his father, Jack Bolton, who enlisted into the Coast Guard following the 1941



**CGA graduates William Nelson (L) and Robert Daniels (R) exchange a fist bump as they prepare for graduation. The 2019 class is the largest since 1976 and features the largest Asian-American graduates in the CGA’s history.**

*Photo by Sean Elliot of the Day.*

Japanese attack on Pearl Harbor. He was among the approximately 5,000 Coast Guardsmen that deployed to Normandy for D-Day operations and “helped save our civilization from tyranny and totalitarianism.”

Bolton told the graduating cadets that each were worthy of the “noble legacy,” referring to those brave Coast Guardsmen who brought their small boats to the shores of the Normandy beaches under withering and accurate heavy enemy fire. He also reminded them that the golden eagle on the bow of USCGC EAGLE represents “freedom, equality and justice.”

John Bolton concluded his speech by saying, “you arrived as individuals, but graduate as a team.”

Bravo Zulu and congratulations to the graduating class of 2019.

## HISTORIC 52' MLB ON DISPLAY IN SEATTLE

SEATTLE -- The U.S. Coast Guard 52-foot Motor Lifeboat (MLB) Victory and a Canadian 62-foot Bay Class vessel were at the Bell Harbor Marina, pier slips 12 and 14 in Seattle on June 9, 2019 and were open for public viewing and tours.

“Built in 1956, the Victory is the oldest boat in the Coast Guard’s inventory,” said Lieutenant Commander Scott McGrew, “At 63 years old, she’s eligible for social security, but can’t retire yet. McGrew pointed out that these specialized lifeboats are just as essential to the Coast Guard’s response framework today as

they were last century.

The 52-foot Motor Lifeboat is a heavy-weather vessel was built for operations on the large deep-water bars of the Pacific Northwest. Designed for towing up to 750 displacement tons, operating in



**The Victory is one of four 52-foot MLB's that the Coast Guard operates in the Pacific Northwest and is the only one assigned to Station Yaquina Bay. *USCG photo by Petty Officer 3rd Class Trevor Lilburn.***



**A crewmember aboard the 52-foot Motor Life-Boat Victory launches a training dummy into the water during a man overboard exercise in Yaquina Bay, Ore., April 9, 2019.**

*USCG photo by Petty Officer 3rd Class Trevor Lilburn.*

35-foot seas, hurricane force winds and up to 150 miles offshore, the vessels facilitate commerce and provide direct assistance to the large fishing fleet homeported in Washington and Oregon.

There are only four in the Coast Guard, all of which operate in the Pacific Northwest and are the only Coast Guard vessels under 65-feet that have names.

The Victory was featured on the television series Coast Guard Cape Disappointment/Pacific Northwest. That series focused on Coast Guard rescuers operating in extreme surf conditions on the river bars of Washington and Oregon, an area commonly referred to as “the graveyard of the Pacific.”



### TO HELL AND BACK

by Frank DeVita, with Columbia staff

(From Knights of Columbus Columbia Magazine,  
June 2019)

ON THE 75TH ANNIVERSARY OF THE INVASION OF NORMANDY, A D-DAY VETERAN DESCRIBES THE LANDING AT OMAHA BEACH.

On June 6, 1944, more than 150,000 U.S., Canadian and British troops invaded Normandy to liberate France from the occupying Nazi forces. Some 130,000 arrived by boat, ferried to the beaches in light landing craft under heavy fire. The Normandy landings — code-named Operation Neptune and commonly known as D-Day — became the largest seaborne invasion in history.

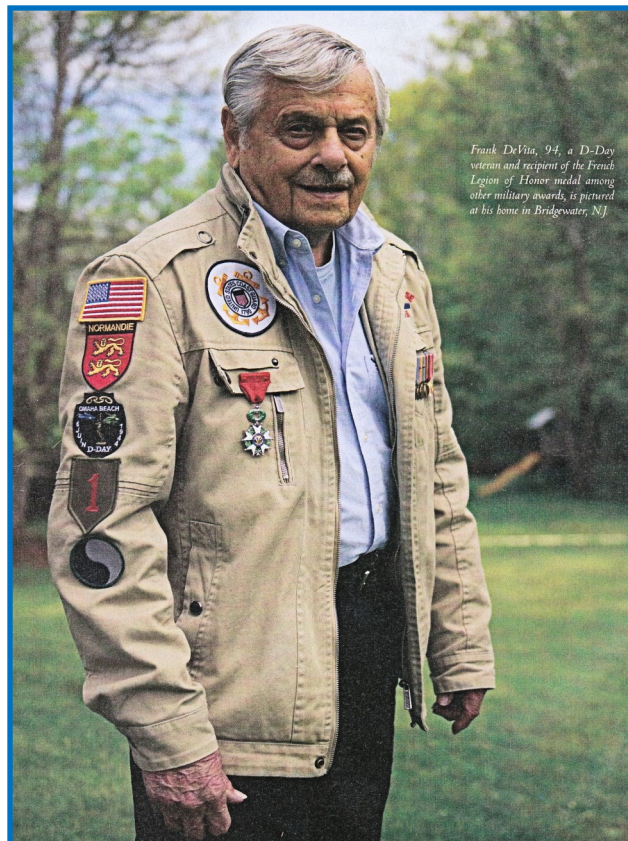
Most of the men made the trip once; Frank DeVita of the U.S. Coast Guard survived the first wave and returned to Omaha Beach 14 times. Seventy-five years later, DeVita, a member of Our Lady of the Hills Council 5959 in Martinsville, N.J., tells the harrowing story of that day.

*Brooklyn native Frank DeVita was 19 when he participated in the D-Day invasion. For the next 70 years, he did not speak about his wartime experience, even to his wife and children. Then, in 2014, on the occasion of receiving the French Legion of Honor medal — the highest award given by the French government — he opened up in an NBC interview with Tom Brokaw conducted on Omaha Beach.*

*DeVita returns to Normandy this month with family and friends to mark the 75th anniversary of one of the most pivotal events in modern history.*

#### THE FIRST WAVE

When the war broke out in 1941, I immediately tried to enlist. I was only 16 years old at the time,



*Frank DeVita, 94, a D-Day veteran and recipient of the French Legion of Honor medal among other military awards, is pictured at his home in Bridgewater, N.J.*

**Frank DeVita, 94 yrs, a D-Day veteran and recipient of the French Legion of Honor medal among other military awards, is pictured at his home in Bridgewater, N.J.**  
*Photo by Jeffrey Bruno*

and my mom said I had to wait and finish high school. At 18, I joined the Coast Guard and was assigned to the USS Samuel Chase, an attack transport.

After we did the invasions of North Africa, Sicily and Salerno, we practiced two or three months for Normandy, raising and lowering the boats, day and night. The invasion was supposed to be June 5, but there was a big storm in the Channel and Eisenhower called it off till June 6.

At four o'clock in the morning, we started loading our boats. We had 21 Higgins boats — LCVPs (Landing Craft Vehicle Personnel) Each one carried between 30 and 32 men.

## FEATURED ARTICLES

We were 11 miles from the beach because the German 88 (mm) guns had a range of 10 miles. We started on toward the beach. It was very dangerous because of the mines and obstacles in the water called Belgian Gates. Along the beach were MG42 machine guns, each capable of firing 1200 rounds per minute — 35 of these buggers were firing at us.

We were all scared. It was terrible. The best word is pandemonium.

My job was to drop or raise the ramp on the front of the boat; it was made of two or three inches of reinforced steel. Machine gun bullets were bouncing off the ramp like firecrackers, so we were safe for the time being.

Then the coxswain said, “DeVita, drop the ramp.” I didn’t hear him because of the roar of the guns and the two big diesel engines in the back of the boat.

Then he yelled louder, “DeVita, drop the ramp!” For a few seconds I froze, because I knew when I dropped that ramp, the machine gun bullets will come into the boat.

And then for the third time he yelled, “G\*\*\* d\*\*\* it, DeVita! Drop the f\*\*\* ramp!” I dropped the ramp and the bullets that were hitting the ramp came into the boat. About 15 or 16 GIs died immediately; many were wounded, some very seriously. Everybody thinks when you go to die, you pray to God. But when you’re about to die, the only word that comes out of your mouth is, “Mama! Mama!” That’s what they were saying.

I’m in the back of the boat, where the handle was to lower and raise the ramp, so I actually had some protection. The troops who died in front of me were absorbing the bullets that probably would have hit me.

Near me were two stragglers, two young boys. One took a round in the belly, but somehow he survived that day. He was very lucky. The second

kid had red hair and was maybe a foot away from me. The machine gun took his helmet and part of his head off. He was not so lucky.

He was screaming, “Help me! Help me!” But I couldn’t help him. He fell at my feet, and I didn’t know what to do. I had no morphine. The only thing I had in my possession was the Lord’s Prayer. I started praying over him, and when he heard the words, it seemed to calm him. Then I reached down and squeezed his hand because I wanted him to know he wasn’t alone. And then he squeezed my hand a little bit, and he died. He was just a little boy. Just a little boy.



**DeVita, who served as a gunner’s mate third class aboard the USS Samuel Chase during World War II and crewed a Higgins boat on 15 D-Day landings, is pictured in uniform in 1943.**  
*Photo Courtesy of Frank Devita*

### WHY AM I STILL ALIVE?'

Now, the coxswain started screaming, “Lift up the ramp. Let’s get the hell out of here!” So, I pulled the handle and the ramp didn’t come up. I pulled it again. Nothing. So now we’re in serious trouble. We were going to be target practice for the 88s.

## FEATURED ARTICLES

I didn't know what to do. The ramp was in the front, and I'm in the back. I can't see it from where I am because of the dead and wounded in front of me. I had to crawl over them to get to the ramp.

And while I'm crawling, I'm crying. I'm saying to these kids, "Please excuse me. I have no other alternative." When I got closer, I realized that two dead soldiers were on the ramp, holding it down. They never got off the boat.

I tried lifting them up but I couldn't. I weighed 125 pounds. Another guy came to help, and inch by inch, we pulled them into the boat.

Meanwhile, we're getting fired at. The bullets are like locusts, like a swarm of angry bees. You wondered when the next one's gonna take your head off.

Now, the ramp went up and the coxswain started backing out. He did a masterful job avoiding the mines and the Belgian Gates and got us out of there. We had a torturous first wave. It was 90% casualties. It was a bloodbath.

We pulled alongside a hospital ship. They would only take the very badly wounded. Two guys, God bless them, jumped in our boat and started peeling the dead off to get to the live ones underneath. They retrieved seven badly wounded boys, and I said, "Maybe they'll live through the day."

When we got to our ship, I had a big decision to make. Do I go back? And I said to myself, "Why should I send somebody in my place to be killed?" So I went back with the second wave.

Altogether, I made 15 trips to the beach. They weren't all bringing troops to the beach. Probably around the sixth or seventh wave, we started taking the dead and the wounded off the beach and back to the ship. We pulled out 308 dead bodies from the water.

By 10 o'clock at night, the white flags started coming out from the Germans, surrendering.

Then our Higgins boat started going back — it looked like popcorn, all shot up — and all the others went back to the *CHASE*. I was covered with blood and vomit and didn't want to be with anybody.

So I walked to the stern of the ship. It was late. I sat down on the cold deck and I said to myself, "What the hell just happened here? Why am I still alive?"

When my eyes got acclimated, I turned around. Against the bulkhead, piled like logs, were all these dead soldiers on top of one another. I started to cry, and cried myself to sleep.

The next morning, somebody shook me up and said, "Come on. We have to unload the dead." And that's what we did.

Two people saved my life: Jesus and my mom. The reason I say my mom is that when you're killed in action, the government sends a telegram. I was determined to live so my mom wouldn't get that telegram.

We were just kids — 17, 18, 19 years old! There were 2,000 boys that were not going see their Mamas. It was by the grace of God I was alive.

### **'THE BIGGEST SACRIFICE'**

After D-Day, we took part in the invasion in southern France and the tail end of Okinawa. I was in the occupation of Japan for about four months and then my service was over. They gave me a check for \$84 and a train ticket to go home.

When I got back in '47, I had only a high school diploma. My dad was a chief designer for the Navy for 30 years. He said to me, "Why don't you follow my footsteps?" So I became a clothing designer.

I got married in '49. Her name was Dorothy; we went to kindergarten together. We had three children — a girl and two boys. For 70 years, I never talked about the war. My wife died six years

## FEATURED ARTICLES

ago; she never knew. It was too horrible. I still have nightmares about that little redheaded boy.

Then, my friend Fred told me, “You gotta talk about it so people know.” He opened up the lock in my brain. The 70th anniversary, five years ago, was the first time I talked about it, when I told the story to Tom Brokaw.

My wife was after me for a few years to join the Knights of Columbus, but I’m not a joiner. I didn’t join the Veterans of Foreign Wars or anything like that. A friend of mine passed away, and they had a dinner after the funeral. One of the grand knights sitting next to me asked, “Why don’t you join the Knights?” I said, “I’ll join the Knights for the man who just died. I’ll take his place.” That was 10

years ago. Now, I’m a Fourth Degree Knight. And it was the best thing I ever did. I should have done it years ago.

I belong to a great council — 5959. We dedicate all our time to helping others; that’s what the Knights is all about. I give talks at high schools and I always tell the kids, “Join the service; join the Knights; help people!”

This June will be my 11th trip to Normandy. The beach itself doesn’t affect me that much, but there’s a cemetery right above Omaha Beach with 9,400 dead GIs. I go there every year, and I cry and I cry. They made the biggest sacrifice. They gave their lives so that we have freedom today.

### **Tip of the Spear: U.S. Coast Guard’s RAID in Afghanistan**

*By LCDR Kent C. Seig, USCGR*

We often heard of Coast Guard personnel returning from Iraq and Afghanistan as members of a Coast Guard RAID Team. Sounds pretty interesting but just what is a RAID Team and what do they do?

The fact that the U.S. Coast Guard has a significant presence in Afghanistan is not well known, and yet it is quite true. Some of its members serve on what is certainly one of the Coast Guard’s most inland assignments ever: the redeployment assistance and inspection detachment (RAID) that is spread throughout the landlocked nation.

RAID’s activities have gained visibility, and its members have become an increasingly recognizable part of the war effort. The detachment has deployed to several countries in the U.S. Central Command area of operations, and the Coast Guard has maintained a continuous presence in theater since the first RAID forces arrived in September 2003.

RAID falls administratively under the Coast Guard Patrol Forces Southwest Asia, headquartered in Bahrain. Its command element resides at Camp Arifjan, Kuwait, co-located with the headquarters of the Army’s 595th Transportation Brigade, Military Surface Deployment and Distribution Command (SDDC). RAID supports SDDC and is operationally controlled under its purview.

In Afghanistan, the detachment’s 12 members fall under the tactical command of detachments of the 831st Transportation Battalion. These Coast Guardsmen have been stationed at Bagram Airfield, Kandahar Airfield, and Camp Leatherneck but have journeyed to forward bases all over the country.

Until December 2011, RAID was deployed in support of Operations Iraqi Freedom and New Dawn, inspecting nearly 20 percent of all of the Army’s containers, which held 2.2 million pieces of equipment being moved out of Iraq. The end of split combat support operations since early 2012 has greatly eased the accountability mission for this small but widely dispersed unit.

## FEATURED ARTICLES

Forces in Afghanistan use standard containers to move equipment and supplies. Freight containers hold several kinds of products, from food to ammunition, and the Army efficiently supplies its forces by using such containerized cargo. The Coast Guard has long specialized in effective container inspections, which is the reason the Coast Guard received this mission.

RAID has worked closely with Australian, British, and Afghan troops while also servicing its primary customer, the U.S. Army. In late 2011, RAID's portfolio expanded to include supporting Marine Corps elements at Camp Leatherneck, where a third of the containers had failed inspections prior to the Coast Guardsmen's arrival.

RAID inspects containers regardless of whether they are transported through Pakistan or through longer routes in central Asia. On average, RAID inspects nearly 300 containers per month. Because fees for cargo held up in Arabian or Central and South Asian ports can cost \$5,000 per day, RAID saves the Department of Defense (DOD) a

Through recertification and corrective fixes, RAID has also reduced the number of containers leased by the DOD. The reduction in leased containers resulted in fee savings of \$500,000 in the last quarter of calendar year 2011, solely for the Iraq drawdown.

The cost savings in Iraq are being replicated in Afghanistan. With a similar cycle of redeployment underway, the small RAID element stationed in Afghanistan has remained busy. RAID members inspected more than 7,000 containers on the ground in Afghanistan during 2012.

The RAID teams conduct several basic types of inspections. Most of their work revolves around checking for structural seaworthiness. According to international rules, containers must have attached safety plates indicating that they are fit for an ocean voyage. Those that are not structurally safe to take aboard commercial ships are considered

"frustrated."

Not only can this cargo be blocked from moving through the port, but the organizations owning these containers will incur extended leasing fees.



Coast Guardsman inspect a redeploying container in Helmund Province before sending the container back to the United States. (Photo by PO3 Monique LaRouche, USCG)

considerable sum in transportation expenses and fees.



Petty Officer 1st Class Alfred Jurison and Petty Officer 1st Class Eric Sobczak, members of the U.S. Coast Guard Redeployment Assistance and Inspection Detachment, checking numbers on the front and top of a shipping container on Contingency Operating Base Speicher, Iraq, Sept. 13, 2013. The team ensures that containers used by the U.S. Army are properly packed and labeled before shipping. ~ Photo by SPC. Crystal Hudson, USA

## FEATURED ARTICLES

Other inspections include those for proper loading and labeling of hazardous materials, examination and sealing of containers for customs border clearing, reviewing shipping credentials, and on occasion, special procedures for rolling stock. RAID personnel are fully qualified to administer all of these inspections.

Coast Guardsmen go beyond the minimum standards for inspections. They ensure proper packing and documentation, and they also make minor repairs so that containers meet movement standards. RAID members also train Army unit movement officers and hazardous materials certifiers.

RAID's work has been funded out of the approximately \$250 million transferred by the DOD to the Coast Guard from the special Overseas Contingency Operations budget. The RAID team has become a sought after element by ground units primarily because it facilitates a safer and more expeditious return home for troops and their equipment.

Coast Guardsmen from RAID have been to all corners of the current theater of operations. It often proves easier for RAID members to travel to sites than to have the containers brought to a centralized location for inspection. Because their services are needed at so many bases, RAID members are in constant motion.

RAID personnel frequently journey to outlying forward and contingency operating bases around Afghanistan. Air travel is preferable for reasons of personal security, but occasionally RAID members join land convoys moving between posts. As a result, RAID members collectively log an average of 35,000 miles in travel per year. This trekking has not been without dangers; they have been exposed to direct and indirect fire in various locations.

Withstanding the comparatively spartan and arduous conditions of Army and Marine Corps field

life is by all measures a novel experience for RAID members. They live in freight containers, tents, or B-huts and periodically have to run for the bunkers during mortar attacks.

With these conditions in mind, program staff carefully select RAID personnel for this demanding work. They have historically been drawn from the ranks of senior and experienced Coast Guard Reservists and are often law enforcement or emergency response veterans in the civilian sector. More recently, high-performing active-duty Coast Guardsmen have been added to the ranks, giving the team a more effective mix.

All RAID team members are volunteers. Enhanced pay, priority selection for future assignments, and a rest and relaxation trip to anywhere in the world are among the incentives offered, and to varying degrees these factors do matter to those who join the team. But these Coast Guardsmen are also motivated by the desire to do their part by directly supporting troops in the combat zone. It is in this manner that their specialized Coast Guard marine safety expertise has



*Photo by PO3 Monique LaRouche, USCG*

## FEATURED ARTICLES

To prepare for deployment, the RAID teams undergo extensive training. Members first attend preparatory weapons and force protection training at a contracted facility in Moyock, N.C. Then they report to Fort Dix, N.J., for a month of intensive combat training and theater orientation conducted by experienced Soldiers. There they are also exposed to the Army's very different way of doing things. In the meantime, all personnel acquire Coast Guard inspector qualifications if they do not yet already possess them.

The shipmates arrive in theater first in Kuwait, where personnel conduct inspections at Camps Arifjan, Buehring, and Patriot under the aegis of the 595th Transportation Brigade. After this initial assignment, they rotate forward into what is still a hazardous combat zone.

In Afghanistan, RAID Coast Guardsmen are part of a small element doing a big job, and they do it well. Over the last decade, multiple RAID members have been selected as the Coast Guard's enlisted person of the year following the conclusion of their tours. RAID members also have received Army, Navy, and Marine Corps medals, including the Bronze Star. Furthermore, during their off-duty hours, RAID personnel have volunteered to assist in tending to wounded personnel in base hospital emergency rooms, spent time teaching English to local children, and staffed the United Service Organization's entertainment centers.

Through their status as RAID members, Coast Guardsmen operate in forward areas, notably far removed from any major body of water. These U.S. military personnel continue to successfully represent their branch by serving as its "tip of the spear" in a current combat theater of operations.

*At the time of this article, written in 2013, Lieutenant Commander Kent G. Sieg was a reservist with U.S. Coast Guard Sector Hampton*

*Roads, Va. He traveled on official duty to the U.S. Central Command area of responsibility during 2012. He is a historian by occupation and holds a Ph.D. from the University of Colorado.*

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**Coast Guard Reserve Petty Officer 1st Class Nelson F. Del Valle, RAID Team 13, tags a container after inspection in Helmand province, Afghanistan.**

*((Photo PO3 Monique LaRouche, USCG))*



**Burt was famous for his sense of humor - not so much for his sense of timing.**

## SEA STORIES

As I watch the Memorial Day Concert in Washington, DC., I remember the year 1969 vividly. As I was wrapping up my first tour of Vietnam, and on my way home, the Red Cross somehow found me and informed me that my brother Bob, who was a Marine (Grunt) in I Corps had been wounded in Battle. I found the nearest Marine Corps unit who assisted me in narrowing down which hospital he may be at, however, they were unable to tell me what condition he was in. Fortunately, a Marine Corps officer in Saigon narrowed it down to a couple of hospitals in Japan.

I hitched a ride on an old C-47 (Gooney Bird aircraft) transporting mail and other wounded to hospitals in the Philippines & Japan. The only place for me to sit was in the co-pilot's seat, as this aircraft only had one pilot, a grizzled old Marine Corps sergeant major. He looked like "Popeye" and welcomed me aboard as we taxied for take-off. He was quite a character, as he had only days till retirement.

After several days and a stop at Clarke Air Base in the Philippines and then Okinawa, we were now over Japan and flying near Mt. Fuji with a "Bullet Train" whizzing by and I was determined to get a photo out the window. The next thing I know is that we're flying alongside the train and it's going faster than us! The passengers were waving at us and taking OUR picture!!!

We finally made it to Atsugi Naval Air Station and taxied to the terminal in a wicked rain squall. The sergeant major taxied right under the wing of a C-5A to drop me closer to the terminal...what a great guy!

I finally found my brother Bob at the military hospital at Naval Air Station Atsugi, Japan. When I asked about my brother, the orderly told me he went to breakfast at the "Chow Hall". I was relieved to find that he was only slightly wounded.

When I first entered the chow hall and looked

around, I didn't see my brother. I was starving, so I got into the chow line, and who was in front of me, my brother Bob!!! I tapped that skinny Marine on the shoulder and when he turned around, his eyes went wide with surprise. He couldn't believe that I was standing there. Well, we got to call our parents from the hospital, and they were surprised and happy to learn that we were together and both okay.

Later that day, I bought Bob some warm civilian clothes since this was winter in Japan and snowing. The two of us sneaked out of the hospital and ended up in Yokohama at a Nightclub, named "Red Shoes". I can still see that place in my mind. Everything was red. We walked up to the bar only to find our high school buddy, Freddy Butler, from Cambridge, MA, at the bar with a very beautiful Japanese girl!!! I tapped Freddy on the shoulder and asked, "Freddy what are you doing to that nice girl?" Fred almost died when he sees Bob and I standing there!!! Freddie was a merchant seaman and his ship was in Yokohama loading materials bound for Vietnam!

What a night that was. After "Red Shoes" we stopped at a small nightclub and were talking with the owner, who told us that he had trained to be a "Kamikaze Pilot" when World War II ended. I jokingly said, "Not much training required there, huh? Good thing the war ended!" The owner replied, "What was I thinking of? Let the Emperor fly his own g\*\*d\*\*\* plane!!!

He fixed us up with several beautiful telephone operators that night, and I tell you that they were beauties, believe me. They spoke perfect English and I felt bad that I only spoke English. I wished that I could have spoken another language, especially Japanese. We had a grand time with these ladies. They graciously showed us all over Yokohama that evening and had dinner at a Kobe steakhouse, my first. We truly enjoyed each other's' company, something that I will cherish forever.



## SEA STORIES

Once my brother returned to duty, I started to make my way back to the USA, but ended up at Marine Corps Air Station Iwakuni, Japan. Iwakuni is located on the Yamaguchi Prefecture with wonderful people and the beautiful Akiyoshidai Quasi-National Park. While there, I hooked up with a Marine Corps sergeant who had some leave time he was using up. He and I traveled up north to a ski area. I don't know why because neither of us ever skied before. However, while we were attempting to maneuver the slopes, two gracious young Japanese ladies took pity on us and attempted to teach us how to ski. As you can imagine, it was comical. We all had plenty of laughs and ended up having dinner with our instructors and their family that evening. It was the first time that anyone in their family had ever spoken to an American, but they all spoke perfect English. We had a fantastic time with them...great memories!

The sergeant and I later traveled to Tokyo and we grabbed a military flight to Hawaii. Once there the sergeant was back on duty and I needed to get to

my new assignment. I traveled on a Navy P-3 Orion spy plane to Naval Station Pearl Harbor to meet the CGC Owasco, As I was walking down the dock toward the ship, with my seabag on my shoulder, several Japanese "Zeros" flew by and bombed a ship in the harbor, I am stunned and saying, "Oh no, not again!! and I start looking for cover. I just had left a very peaceful Japan! It then occurred to me no one else was ducking for cover. I then see a Navy seaman casually painting high up in the mast of a destroyer and ask him what the deal is and he yells down, "They're making a movie." It was "Tora, Tora, Tora"... thank God!! It was quite a trip; one I'll never forget!!!

I've had so many great memories, and traveled to so many places, all over the world, in the more than thirty years that I served in the Coast Guard. I am starting to write it all down now and hope that I can remember it all!!!

*"Fair Seas" ~ Jack "JJ" O'Neil, CPO, USCG (ret)*

### USS CAVALIER PA-37

#### World War II

I was aboard USS CAVALIER PA-37 in 1944 during the invasion of Saipan. CAVALIER was one of the assault transports involved in the landing and one of nine Coast Guard manned Navy ships in World War II.

During the invasion after landing the troops on shore, we would then bring ammunition and supplies to shore for those troops. Coasties from USS CAVALIER also had to go ashore and help unload some of the 36' LCVP landing craft.

As we were unloading the supplies, we suddenly discovered that all the transports had left, including the USS CAVALIER. We found ourselves left behind, marooned on the beach along with a number of those landing craft. Needless to say, this

was quite concerning to all of us.

Soon after CAVALIER had left, two or three other ships came into shore and we had to unload them too. Knowing that this could be a long wait for the ship to return, we had the foresight to hold back some of the provisions we had unloaded because we ended up living on those landing craft for nine days. It was a long nine days too, living in those small boats.

We were so glad when CAVALIER returned and we were put back aboard the ship! We were now "back home".

**Herbert Cohen, LM**

**MOMM/3c**

**Now 93 years old.**

## SHIP'S STORE

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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



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For those with a second address, please submit that address to [cgcva@comcast.net](mailto:cgcva@comcast.net). For you to get the Association's magazine, you will need to notify the Association when to change your address and to change it back, when you return to your primary address. All address changes go to: [cgcva@comcast.net](mailto:cgcva@comcast.net)

### 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 back if necessary):

Service Branch and Dates of Service

Grade, Rank, Rate at Time of Discharge or Retirement

Qualifying Service Medal Awarded (See Ribbons Above)	Dates in Theatre of Operations and Campaign Name	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 that indicates your 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 your participation. If necessary, a certified statement from a former shipmate who is a member of the CGCVA in "Good Standing" stating that you had served with him/her with a specific unit during a specific period that qualifies for CGCVA membership.

**Dues: \$40.00 for two (2) years membership**  
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 P.O. Box 777, Havre de Grace, MD 21078

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**CDR Quentin Walsh, USCG, was awarded the Navy Cross for his heroic actions in leading a 53 man special task force in the capture of the Port of Cherbourg in the days following D-Day. Above, German prisoners are marched out under U.S. Army guard after surrendering Cherbourg. *U.S. Navy photo***