



the QUARTERDECK LOG

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

Volume 39, Number 3 3rd Quarter 2024

SECURING THE RETURN OF AN AMERICAN ARMY AND PORT SECURITY UNIT 302B PREDEPLOYMENT TRAINING



In This Issue:

From The President	Page	2
From the Vice President	Page	3
From the Secretary/Treasurer	Pages	4,7
New Members/Booster Club/ Crossing the Bar	Pages	5-6
Auxiliary News	Pages	7-8
Cover Story	Pages	9-12
Featured Articles	Pages	13-16 & 20-24
Reunion 2025	Pages	17-19
News and Notices	Pages	25
Trivia	Pages	25-26
Sea Story	Page	27
Veterans Administration Benefits	Pages	28-29
Ships Store	Page	30
CGCVA Membership Form	Inside back-cover	

FEATURED ARTICLES

**WALKING THE DECKS OF HISTORY IN
MY FATHER'S SHOES**
The WWII Experience of James Henry

USCGC *INGHAM*'S (WHEC-35) DEMISE
The charmed life of USCGC *Ingham*

2025 CGCVA REUNION INFORMATION
Registration Forms found on
pages 17 and 18

NEW CGCVA WEBPAGE LOOK
Back Cover

FROM THE NATIONAL PRESIDENT

COAST GUARD COMBAT VETERANS ASSOCIATION

ELECTED OFFICERS

National President—Joseph Prince,
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National Secretary/Treasurer—Gary Sherman, LM
info@cgcva.org

BOARD OF TRUSTEES

Chairman—PNP Terry O'Connell, LM
1st Term—Michael Johnson, LM, Larry Jones, LM,
2nd Term—Mark Pearson, LM, Timothy Mowbray (to finish out
Joe Prince's remaining two years)

ADMINISTRATIVE OFFICE*

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

THE QUARTERDECK LOG

Editor/Publisher — Bruce Bruni, LM,
publisher@cgcva.org

AUXILIARY OFFICERS

National President—Barbara Week
National Vice President—Linda Kay
National Secretary / Treasurer—Javaughn Miller

APPOINTED OFFICERS

ByLaws—Gary Sherman, LM
Reunion Planners—PNP Michael Placencia, LM
Michael Johnson, LM, Bruce Bruni, LM, Ed Semler
Membership—PNP Michael Placencia, LM
Ship's Store Manager—Russell Allyson
Historian—PNP/Founder Paul C. Scotti, LM
Service Officers—Thomas Huckelberry, LM
Richard Hogan Jr., LM, and Larry Jones, LM
MAA—Russ Weeks
Chaplain—Vince Patton, LM
Parliamentarian—PNP Michael Placencia, LM
Nominating Committee—Bill Femia, LM
Cape May Liaison—Thomas Dougherty, LM

COAST GUARD HISTORY CONTRIBUTOR

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

Greetings everyone! The summer is almost over, and the Association has our Reunion just around the corner in Daytona Beach, Florida. If you are planning on attending, make your reservations soon, as rooms and dates of availability are filling up. This is also a good recruiting event. If you know someone that is not a member but qualifies for the Association, invite them! The non-members can enjoy the event but can't participate in the official CGCVA business meeting. They will have to pay the required registration fee for the reunion and for the cost of their meals.



NVP Bruce Bruni, his wife Jeannie, and I attended the 100th anniversary of the Grand Haven Coast Guard. There were approximately 300,000 people in attendance, including a couple of my old shipmates who are CGCVA members. I was stationed with Mark Planitz on the CGC *Sherman* during our 2001 Persian Gulf deployment. Mike Corfman and I were stationed at Port Security Unit 309 during our 2008 Kuwait Deployment. It's always nice seeing old shipmates.

I would like to recognize the passing of Life Member Charlotte Bart. Charlotte enlisted as a Spar in 1944. The interesting part of Charlotte's enlistment was that she was married to a Coastie during WW2. Her enlistment was not permitted until 1944 because of their marriage. Fair Winds and Following Seas Charlotte.

The Association is experiencing the cost of inflation. The cost to produce the magazine has increased, along with the costs to support and run the day-to-day functions. We will be increasing the membership dues starting January 1, 2025. Gary will go over the specifics along with the implementation of electronic payment options.

We have Coast Guard cutter commissionings for which we will be looking for interested members to attend and represent the Association. Information will be provided as the commissioning dates near. I hope everyone had a great Summer!

V/R, Joe Prince

FROM THE NATIONAL VICE PRESIDENT

Great news, members! After months of reevaluating our CGCVA website, we have finally formatted a very attractive and user friendly home page. Gary Sherman, our National Secretary and Treasurer deserves the credit for spearheading this effort. He will explain more about it in his comments on page 4. Bravo Zulu Gary, for a job well done. And thank you very much from all of us.



I am again encouraging every member to consider attending the 2025 reunion. I know that I have been talking about this for several months, but it is an opportunity for members to become more interested in the operations of the CGCVA, something always needed to make any organization viable.

As of October 14th, there are 180 days remaining until the 2025 CGCVA reunion kicks off at the beautiful **Shores Resort and Spa** in Daytona Beach Shores on April 14, 2025. There has been much interest generated for this reunion, not just by regular attendees, but also from members who have never attended a previous reunion. Many have indicated that they intend to bring their spouses, too. And why not? The **Shores Resort and Spa** is located on a beautiful beach that offers an opportunity to relax and enjoy the warmth of the sun, especially for those who have endured a long, harsh winter. See the Resort's website at www.shoresresort.com for more information about the venue. Resort reservations are already being made at the hotel by calling **866-934-7467** and using code **2504CoastG**. Members have also submitted their Reunion Registration forms that are found on pages 17 and 18. Cut off date for room reservations and reunion registration is March 24, 2025. The Oceanfront Rooms are not included in our room block but a limited number are available at \$195/night. It is quite possible that the Oceanfront Rooms will be sold out to other guests if you delay in making your reservation. Better to reserve early than to lose out on reserving an Oceanfront Room.

Some have encountered difficulty making their reservations. If you do encounter a problem with the reservation desk, ask to speak with April Floyd. She will assist in making your reservation. (See the 1st and 2nd quarter 2024 Quarterdeck Logs for more information about area attractions found in Daytona).

National President Joe Prince and I, along with my wife Jeannie, attended the Coast Guard Festival activities in Grand Haven, MI, this past August. It was the 100th anniversary of the Festival and it was a great one, with an estimated 300,000 attending the week-long event. With perfect weather, people lined the streets twenty or more feet deep along the mile-long parade route to view some excellent marching bands. There was first rate music each night, with a spectacular fireworks and drone show to culminate the final night of the Festival. I have to commend Grand Haven's Public Safety in their handling of the crowds and traffic in and out of the city. Even with the huge number of vehicles, their efforts at keeping the traffic moving, especially on the last evening, allowed people to leave the city relatively soon after the last fireworks faded in the night sky.

Joe and I handed out 100 copies of the QDL at the various venues to which we were invited. I scanned the uniform ribbon bars of the Coasties that I encountered, looking for campaign ribbons. When I spotted one, I gave the person a copy of the QDL while telling them of our organization. I had at least 15 individuals interested in joining, most of whom never heard of the CGCVA. We all need to do a better job at informing the Coast Guard community of our existence. Each of us is a recruiter for the CGCVA.
~ Bruce

FROM THE NATIONAL SECRETARY / TREASURER

A NEW LOOK!!

The CGCVA website www.coastguardcombatvets.org was launched many years ago and has changed many times. It has become more informative and more functional, with the ability to take dues payments and donations. The original intention was to make the site something we can all be very proud of, but somehow, in order to convey everything that's going on with the Association and its members, the HOME page had gotten a little crowded and complex, often making it difficult for readers to find what they are looking for, and sometimes not finding what they need.



With the approval of the National President, we have undertaken the process of finding a professional website designer to help us take our website to a new level. The homepage is shown on the back cover of this edition of the QDL. The "Tabs" at the top help the user find what they are looking for, and we have added new breathtaking and historic photos of the Coast Guard in a full screen format. The landing screen will focus on the CGCVA's history and that of the U.S. Coast Guard, with photos of the many missions that relate to our Association's purpose of informing the public of the Coast Guard's participation in the Nation's wars since 1790.

We also have a separate page for **membership eligibility**. Visitors can determine eligibility by easily finding a list of required medals/ribbons for membership. It includes a membership application and a current copy of the latest CGCVA Bylaws.

A separate **Payments** page has been created which allows members to pay biennial membership dues under a separate button. A donation button has been added as well as a Reunion registration button. We have added the ability for members to pay their regular membership dues annually with an automatic deduction option.

The **NEWS** tab will allow members to find out about the next reunion, or the next FRC commissioning ceremony, and other member information, including upcoming ship/unit reunions and a bulletin board.

The **Quarterdeck Log Archives, Links, and Ship's Store** pages will see very little change, but their backgrounds will be enhanced.

The bottom line is this....take a look at the new Website. When you are talking to a shipmate who is not a member, referring them to this site will demonstrate the spirit and fellowship of the Coast Guard Combat Veterans! We hope that the new website will pique their interest in joining the CGCVA.

NATIONAL COAST GUARD MUSEUM (NCGM) PAVER PROGRAM

A group email went out to all members asking if there are ships or units that want to support the NCGM by participating in a new group paver program to build a permanent display on the grounds of the museum.

The minimum group purchase is 11 pavers, and I'm happy to announce that we have collected funds from CGCVA members and have exceeded the minimum. We have 13 pavers bought and paid for, and one or two more coming in the pipeline. So, when you finally get to visit the museum, please check out the CGCVA Group Array. You, through the Association, have paid for three center pavers displaying the CGCVA's stated purpose to make the public aware of the USCG's participation in this nation's conflicts.

It's not too late. If you or you and your shipmates want to supply a paver, complete the NCGM Paver

FROM THE NATIONAL SECRETARY / TREASURER

worksheet, attach a payment for \$1,790 per paver, and MARK YOUR SUBMISSION TO BE ADDED TO THE CGCVA ARRAY.

A special thank you goes to: Terry O'Connell, George Watson, Guillermo Velazquez, Steve Day, Daniel Zedan, Bruce Rhoads of the CGC *Campbell* Vietnam Crew, CGC *Sherman* Vietnam Crew, CGC *Castle Rock* Veterans Assn, and the CGC *Castle Rock* Vietnam Crew for making this happen!

~ Gary Sherman, National Secretary/Treasurer.

BOOSTER CLUB

THE QDL BOOSTER CLUB

The QDL Booster Club provides a tax-exempt opportunity to donate funds to offset the cost of printing and mailing the Quarterdeck Log. Donations should be sent to the Administrative Office with the memo section of the check marked "QDL Booster Club." Contributor's names will be published with dollar amounts remaining confidential. We greatly appreciate the following members who have made contributions to the Booster Club since the last edition of the QDL was published.

CURRENT QDL BOOSTER DONATIONS

Michael A. Johnson, Daniel Bothe, Michael Niles, Hugh J. Sharpe, Ronald Gillette

IN MEMORY OF DONATIONS

Gary Sherman, IMO Harry T. Imoto, USCG (ret): Robert Breen, IMO USS *Serpens* Crew

NEW MEMBERS

NEW MEMBER	SHIP/UNIT IN COMBAT ZONE	CONFLICT	SPONSOR
Thomas N. Darling	USS <i>Independence</i>	DST	
Daniel A. Dill	PSU-310A	DST	Bruce Bruni
Joshua Grable	PSU-313	GWOT	
Todd C. Moe	NSA Crypto Svc Grp	GWOT	Rocky Totino
Larry P. Bardo, Jr.	PSU-301A	DST	Bruce Bruni
Blaine Mock	CGC <i>Sherman</i>	RVN	William Remillard
Mark C. Weidmann		Op Southern Watch	Bruce Bruni
Kenneth R. Waldo	PSU-307	GWOT	Michael Placencia
Hans T. Husman	CGC <i>Morgenthau</i>	AFEM	

CROSSED THE BAR

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

Daniel Irwin, RVN, LM; Harry T. Imoto, RVN; Joseph N. Repici, Jr. RVN;
Charlotte Bart, SPAR, WWII; James Henry, WWII.

CROSSING THE BAR

The CGCVA membership roster lists 192 World War II members, most with Life Memberships. Unfortunately, many have crossed the bar and no one notified the CGCVA of their passing. Consequently, we have been sending copies of the QDL to their listed residences and have been doing so for many years. The following WWII members have crossed the bar. If we have missed anyone, please let Gary Sherman know.

Kenneth J. Archer, LM	Armand J. Dugas, LM	Steve E. Pajonk, LM
Joseph H. Banghardt, LM	Robert W. Fitzgerald, LM	Pasquale "Pat" Panzarino, LM
Malcolm R. Barber, LM	Adriano V. Galassi, LM	Edmund J. Peshin, LM
Charlotte Bart, LM	Dillard H. Gates, LM	Dominck M. Pizzulu, LM
Jack W. Beatty, LM	Vincent R. Greco, LM	Gaetano J. Plumeri, LM
George Berliner, LM	Raymond N. Grejczik, LM	Theodore L. Rankin, LM
Larry H. Beach, LM	Jack R. Hamlin, LM	Jack W. Read, LM
Bernard Bank, LM	Clarke R. Harwood, LM	Leroy Reinburg, Jr., LM
Casper M. Blue, Jr., LM	James A. Henry, LM	Charles E. Roland, LM
E. Peter Boyages, LM	Thomas D. Holland, LM	John C. Rosemergy, LM
Clayton F. Boyce, LM	Alfred J. Hosker, LM	Gregory G. Sariosis, LM
Homer C. Brush, LM	Harry S. Huggins, LM	Herman "Hank" Schmidt, LM
Frank Busch, LM	Henry HNK Kaplan, LM	Frank A. Scorzelli, LM
Thomas E. Cantwell, LM	Robert D. Killeen, LM	Elio Semprucci, LM
Walter R. Case, LM	Thomas C. La Parle, LM	Harry A. Smalling, LM
Hugh J.B. Cassidy, LM	Adam F. Maliski, LM	Jasper A. Snell, LM
William P. Cassidy, LM	John F. Manning, LM	Alex L. Soltsz, LM
William P. Chambers, LM	Frederick D. Mientka, LM	Patrick A. Spero, LM
Daniel W. Clifford, LM	Walter J. Muehlegger, LM	George M. Sweezy, LM
Edwin W. Coleman, LM	William F. Muller, LM	Salvatore A. Trioli, LM
Bert L. Compton, Jr., LM	Richard A. Lylett, LM	Arthur J. Ungerleider, LM
Jack F. Cullari, Sr., LM	John B. Norall, LM	Joseph J. Vernier, LM
Peter De Ponte, LM	Richard R. Novotny, LM	Paul E. Wheeler, LM
Francis X. Donaldson, LM	Timothy J. O'Leary, LM	Daniel A. Wick, Sr., LM
Albert N. Duffield, LM	Joseph C. Oxley, LM	Clarence C. Wicker, LM

FROM THE NATIONAL SECRETARY / TREASURER

CGCVA REGULAR MEMBERSHIP DUES ANNOUNCEMENT

Periodically, CGCVA management reviews the cost of printing and mailing the Quarterdeck Log and the cost of other operations, including awards, membership recruiting, insurance, and other costs of maintaining and also growing this Association. As it turns out, it has been 13 years since our last Regular Membership Dues increase (2011), which went from \$35 biennially to \$40.

The cost to publish and mail the Quarterdeck log in 2017 was \$9.37 per member, per year. In 2023 that cost was \$13.67. From 2020 to 2024 the QDL cost has risen 28% and now we are looking at a 7.35% increase in postage expense.

Additionally, since we have been offering our members the convenience of paying on line via credit/debit cards, we have needed to recover the bank fees going forward.

We have managed to reduce some costs, such as insurance, which has been cut 45%, but most everything else is going up.

It is not management's intent to recover these increased costs solely on the back of our Regular members. In 2014 the Trustees approved what was called the Life Member Challenge, which raised over \$50,000 for our investment holdings, which has grown another \$45,000, but we can't rely on the investment market to pay all of our increases.

It is our recommendation that the biennial dues be increased to \$47.50. Additionally, we have begun offering our members the convenience of paying their dues by automatic deduction on an annual basis for \$23.75, which can be done on our website.

This should help to sustain us, and we hope that our Life Members would continue, although not exclusively to donate to the Quarterdeck Log Booster program, which is a tremendous help to keeping the ship on course, which also helps us pay the 4% processing fee for credit/debit card payments.

We very much appreciate everything that each of our members have done to grow this Association!

Semper Paratus! ~ G. Sherman

AUXILIARY NEWS

AUXILIARY NEWS

*National Auxiliary
President*

WELCOME TO FALL

Sending my best to all for the end of Summer and beginning of Fall.

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

Your auxiliary board continues to work on ideas, especially for activities such as a speaker at our breakfast meeting. We are encouraging all Auxiliary

members to share and submit any ideas and suggestions prior to the meeting.

The silent auction remains the single largest fund-raising event supporting the CGCVA. With that being said, we will be encouraging all members to solicit various businesses/venues to donate items that would draw attention to, and encourage bidding. In the past, most of the items have been military themed, and we are now encouraging all items that are interesting and will maximize bidding. We understand most businesses are willing to make donations provided they are tax deductible. In this case, we will be providing informational documentation in the next QDL.

(Cont'd Page 8)



AUXILIARY NEWS

Currently, we have several members who have volunteered to accept mailed items to be sent to their homes. Those names will be shared upon request. Please contact me for those names & addresses as time grows near.

To continue to make the Auxiliary a viable organization, we are always looking for those wishing to participate by volunteering their time,

sharing suggestions, and ideas, or running for a board position.

Included please find an Auxiliary member application and a Silent Auction registration form.

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

Thank you! ~ Barbara

COAST GUARD COMBAT VETERANS ASSOCIATION AUXILIARY MEMBER APPLICATION

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

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

Dues: **\$20.00 for a two-year membership.** Make check or money order payable to CGCVA.

Mail to: **Gary Sherman, CGCVA National Secretary/Treasurer, P.O. Box 969, Lansdale, PA 19449**

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

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

For additional information, please contact: Javaughn Miller (Auxiliary National Secretary/Treasurer)

Email: jallsmiller0@gmail.com or (619) 328-8576

SILENT AUCTION DONATION FORM

Your Name: _____

Email Address: _____

Description of Donated Item: _____

Value of Item: \$ _____ Minimum Bid: \$ _____

Please email the form to Barbara Weeks at: weeksbarbara1@gmail.com or USPS mail the form to:
Barbara Weeks, 722 Glenvale Drive, Coopersville, MI 49404

Once Barbara receives the form, she will acknowledge receipt of the form and will then provide the mailing address and shipping directions for sending the donated items to David Hennessey, who resides in Florida.

Please ensure that you receive an email confirmation from Barbara confirming that she has received your donation information.

Thank you, ~ Barbara

SECURING THE RETURN OF AN AMERICAN ARMY: The Indeterminate Desert Storm Deployment of Coast Guard Port Security Unit #1/303B

Part 1—Pre-deployment Training

By Captain David L. “Boog” Powell, USCGR (Ret),
Former Commanding Officer of PSU #1/303B

CAMP BLANDING PSU TRAINING

On 15 February 1991, Coast Guard (CG) Port Security Unit (PSU) #1 successfully completed the final Field Training Exercise (FTX) with its U.S. Navy (Navy) counterparts, thereby concluding six weeks of intense and arduous PSU training at Camp Blanding in northern Florida. PSU #1 was the first of three replacement PSUs to complete the uniquely structured force protection and anti-terrorism specialty course. In accordance with CG plans and schedules, PSU #1 was prepared and primed for deployment to the Kuwait Theater of Operations (KTO) the following day for Operation Desert Storm (ODS). All-hands were zealous for the deployment, but with the ODS air campaign well underway, they were also fearful that any delay would forebode its eventual cancellation. That outcome would mean that their personal sacrifices and training achievements were accomplished in vain. **Deployment** was the life-giving blood infusion necessary for this inchoate PSU to attain viability.

However, destiny can be a fickle mistress. As the CG and Navy exercise participants broke camp and restowed all gear at Naval Station Mayport in northern Florida, the author received disheartening official word from CG and Navy sources. PSU #1’s assignment to Camp Blanding was extended until Navy senior commanders first replaced their Mobile Inshore Undersea Warfare Units (MIUWUs) in the KTO. The Navy decision to accomplish that rotation was pending until staff reviews were completed. The MIUWUs were the “eyes” (surface-search radar, lookouts with “big eye” 20-power binoculars, and

sonobuoys) for the port security-harbor defense mission, while the PSUs were the “teeth” (trigger-pullers). Married as such, they made a formidable duo. But deployment orders for PSU #1 were dependent upon the Navy acting first.

Earlier at Camp Blanding, after completing more than three weeks of training, the author met with a visiting Navy Captain on 30 January. He was a senior division chief from the staff of CG Atlantic Area with oversight and management responsibilities for the deployed PSUs. He informed the author that upon completion of its PSU training, PSU #1 would deploy to a major Saudi Arabian port on the Persian Gulf to relieve a CG Ninth District (D9) PSU currently assigned there. PSU-303, based in Milwaukee, Wisconsin, was the first unit of the D9 wave deployed overseas for Operation Desert Shield. It departed on 15 September 1990. It was assigned to help secure and defend the King Abdul Aziz Port of Ad Dammam, Kingdom of Saudi Arabia – the U.S. Army’s principal port of debarkation/embarkation in the KTO. That was the destination of PSU #1. When ordered to do so, PSU #1 was to relieve the original PSU-303 through a complete personnel change-out, and assume their official CG identity. As a deployable unit, PSU #1 was entered into the Department of Defense’s (DOD) Time Phased Force Deployment Data (TPFDD) system which was used to plan and execute large-scale deployments such as Desert Shield/Storm. But without orders, PSU #1 was unable to obtain a mission number for the actual transportation to the KTO. This lack of deployment orders began its potentially spirit-sapping trial.

Camp Blanding is the premier training center for the Florida Army National Guard. It was an ideal site for training three replacement PSUs for wartime duty in the Middle East to relieve three D9 PSUs previously deployed for Desert Shield/Storm. In many ways its environment mirrored that of Southwest Asia – sand, palm trees, venomous snakes, fire ants, scorpions, large intimidating spiders, and much more, including alligators. In

COVER STORY



addition, Camp Blanding had the requisite martial atmosphere which stimulated the arousal of the trainee's psyche for combat training. But the principal attraction for CG PSU training was its Lake Lowry with a live-fire water range. On it, boat crews for the 22 ft. Boston Whaler "Raider," a Transportable Port Security Boat (TPSB), were trained in high-speed (30-35 kts.), intricately choreographed port security tactics. Engagement scenarios against mock hostile intruders threatening the security zone were developed and exercised utilizing the M2 Heavy Barrel .50 caliber machine gun (main battery) and the M60 7.62 mm medium machine gun (secondary battery).



PSU #1 Boat Division Raider tactical training on Lake Lowry at Camp Blanding in north Florida, February 1991.

The formal CG training at Camp Blanding was organized and supervised by the PSU Training Detachment (TRADET), a provisional unit mostly

staffed by CG active-duty personnel from Reserve Training Center Yorktown, along with some activated CG reservists. Its highly regimented and rigorous training curriculum was executed by force elements – Boat Crews, Maritime Security (MARSEC), Engineering, Administration/Medical, and Command/Control. All-hands received mandatory training in Chemical-Biological-Radiological-Nuclear (CBRN) defense, offensive/defensive infantry tactics at the squad level, advanced unit security measures, and physical training/testing (PT). The TRADET curriculum was the prototype for future PSU training. From the author's official critique, the TRADET PSU training "was the finest military training conducted in-house by the Coast Guard since WWII, primarily because of the high quality of enlisted instructors assigned to the PSU TRADET staff."

DEPLOYMENT UNCERTAINTY

On 16 February, which marked a one-month milestone for the furious ODS air campaign against Saddam Hussein's military infrastructure, the "gung ho" 100 enlisted personnel and ten officers of PSU #1 began a 17-day emotional, morale-sapping ordeal. This tribulation was the result of the looming go/no go/maybe decision for their ODS deployment. The complex and convoluted process involved the service chiefs and/or senior staff of the Coast Guard, Navy, Joint Chiefs of Staff (JCS), Navy Central Command (NAVCENT), and Army Central Command (ARCENT). As the days passed for PSU #1 in a garrison status, its deployment was plagued with uncertainty by the frustrating layers of military bureaucracy programmed in the decision-making process.

While the fate of PSU #1's deployment was weighed by higher authority, additional unit training was undertaken to maintain its honed edge and to close a few gaps in TRADET's curriculum as determined by the author and his department/division heads and chief petty officers (CPOs). This included

COVER STORY

advanced urban combat for MARSEC, and instruction and certification for all-hands in tactical vehicle driving. TRADET also capitalized on PSU #1's period of marking time at Camp Blanding with some premium short courses. Additional instruction for all-hands in Operations Security (OPSEC) was conducted by agents from CG Intelligence. An officer and CPO from the TRADET staff provided advanced training for the Boat Division in Combat Swimmer Defense. To ensure sound professional relationships with Host Nation (HN) military forces and a cordial, friendly rapport with the local civilian population, TRADET arranged for Arabic culture training for all-hands on 20 February. Two U.S. Air Force (USAF) captains (O-3) from the USAF Special Operations School at Eglin Air Force Base in northwestern Florida conducted the course. They introduced PSU #1 to the Arabic culture and customs based on Bedouin traditions and Islamic tenets found in the Koran and Hadith. This superb training banked a multitude of dividends for future HN relations if, or when, PSU #1 deployed.

This period of "hurry-up and wait" also allowed for copious amounts of liberty, rest and relaxation (R&R), team sports, and unit cookouts. This helped maintain PSU #1's high morale level and hammer-cocked spirit. The PT regimen was continued to maintain physical fitness for potentially dangerous overseas duty. Some unit personnel were also visited by family and friends during off-duty time as PSU #1 worked, watched, and waited for its deployment orders.

On 23 February, the expected ground campaign to liberate Kuwait commenced. With that news, a cloud of despair hovered over PSU #1 personnel, igniting the fear that the war would end before they were deployed. However, a ray of hope revived the unit later that same day when official hot word was received that PSU #1 personnel were being mobilized for one-year, effective 24 February.

PSU #1 formally graduated on 25 February in a dignified and poignant field-expedient ceremony attended by some unit family members and PSUs #2 and #3. Each graduating member of PSU #1 was presented with a PSU Training Certificate. The author and his Executive Officer (XO) accepted the unit's colors (U.S. and CG flags), presented to them by TRADET's senior leaders. Later that evening, all three TRADET PSUs were addressed at the Camp Blanding Armory by the visiting CG Commandant, Admiral (ADM) J. William Kime. His message was very inspirational and for the anxious personnel of PSU #1, hope hung on his words.

Twelve mentally exhausting days had elapsed for PSU #1 since completing its required training. During this frustrating time, PSU #1 was subjected to at least six episodes of conflicting and confusing deployment information, mimicking a roller coaster ride. Its rapid descents with sharp banks to the valley of gloom through sluggish ascents to the mountain top of glory tested the mettle of every soul in PSU #1. However, this ruinous cycle ended on 27 February with a bold and courageous decision by ADM Kime, Commandant of the CG. He decided to replace the KTO deployed D9 PSUs with Camp Blanding PSUs without waiting for the Navy MIUWU rotation. Perhaps ADM Kime was moved by the spirit he saw, heard, and felt two days earlier at Camp Blanding. That evening, President George H.W. Bush told our nation in a television broadcast that Kuwait had been liberated from Saddam Hussein's tyranny and he was ordering a temporary ceasefire for 28 February, effective at midnight. Despite this, PSU #1 had been given operational life and eagerly awaited its mission number for an overseas flight to begin its "Lawrence of Arabia" journey.

On the first day of the temporary ceasefire, additional support for PSU #1's mission was received by TRADET. NAVCENT had validated the continued need for PSUs at the two northern

COVER STORY



This official graduation photograph of PSU #1 was taken on 25 February 1991 by the PSU TRADET staff immediately after the graduation ceremony held on the Camp Blanding parade ground. The PSU #1 unit flagpole/mast, seen in the background, was voluntarily fabricated from local timber and erected on 19 February 1991 by PS1 William Dikun, BM3 Martin Maher, BM3 Charles Coghlan, and SNBM Walter Wedemeyer from PSU #1's Boat Division.

ports in Saudi Arabia – Al Jubail, the principal Marine Corps port of debarkation/embarkation and Ad Dammam, the principal Army port of debarkation/embarkation.

After two days of correcting snafus regarding PSU #1's line number in the TPFDD, this locked-and-loaded band of Coasties from thirty-nine states

received their infusion of life. On 3 March, the Air Force's (AF) Military Airlift Command (MAC) issued PSU #1 a mission/flight number of AJRN21906063 for an afternoon departure on 4 March from Naval Air Station (NAS) Jacksonville (JAX), Florida.

End of Part One



The Desert Shield and Desert Storm Memorial is a new national monument to be built at the National Mall in Washington, D.C. The groundbreaking ceremony occurred on July 14, 2022. Our goal is to dedicate the completed Memorial in 2025.

Construction of the Memorial is led by the National Desert Storm Memorial Association, a 501(c)3 organization in Washington, D.C. The Association is led by a Board of Directors comprised of veterans who served during Operation Desert Storm.

FEATURED ARTICLES

Walking the Decks of History in My Father's Shoes

(The World War II experience of James Henry)

By Terri Severin

This past September, *LST* (Landing Ship Tank)-325 docked in Dubuque, Iowa. On its previous visit, my father, James Henry, toured the ship. Although *LST-325* served under the Navy, Dad had sailed on the Coast Guard



Coast Guardsman James Henry.

manned *LST-782*, one of three WWII flagships on which he served in both the Coast Guard (from November 1943 to February 1946) and the Navy (July 1949 through March 1953). Dad attended basic training at Manhattan Beach, New York. His first deployment at sea was on *USCG USS Tampa*.

Among many perils, the ship chased German subs and escorted convoys in the North Atlantic. In Greenland, they became stuck in ice for several days and needed to be freed by an icebreaker.

After Dad had been aboard the *Tampa* for six months, a bulletin arrived seeking volunteers to serve in the Asiatic-Pacific theater on LSTs. Being young and naïve, Dad sought out this transfer. The Captain even tried to dissuade him from

**USS LST-325 is located at the LST Memorial at 610 NW Riverside Drive
Evansville, IN 47708
Open Tuesday—Sunday
10:00am -4:00pm**

making this move. But given the lure of the warm Pacific and the possibility of seeing neighborhood buddies, Dad held fast to his decision.

Onboard *LST-782*, Dad was a 20-mm gunner, and a coxswain, or captain, of a Higgins Boat, transporting troops to Iwo Jima and Okinawa. His third flagship, the *USS Albany (CA-123)*, a heavy cruiser in the European theater, was under Navy command. Having served in both the Coast Guard and the Navy, Dad always considered the Coast Guard the premier branch of service.

LST-325 was a familiar site for Dad; his knowledge of the ship and its workings had not waned over the past many decades. Dad had recalled every hatch and galley and shared first-hand stories with the crew and visitors.

I felt called to volunteer on the ship, as if I were doing so on behalf of my father, who had recently passed. Instead of Dad being there to reminisce, I was encouraged to share two of my published articles about his wartime experiences. I had volunteered not expecting a journey into the past, with a unique look at what my Dad's service likely entailed, coupled with a current glimpse of humanity at its finest.

ADMISSIONS

Adults (18+): \$15
Youth (6–17): \$7.50 per person
Children (5 and under): FREE
(NOTE: Small children will need to be carried due to no accommodation for strollers)

OPERATING HOURS

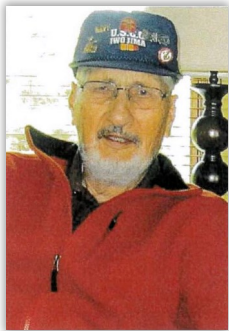
Closed Jan. 1 (New Year's Day)
Closed Apr. 17 (Easter Sunday)
Closed Nov. 25 (Thanksgiving Day)
Closed Dec. 24–25 (Christmas Eve & Day)
Closed Dec. 31 (New Year's Eve)

Navigation: About Us, General Information, Events Calendar, Board of Directors, Shop Our Gift Shop Here, Become a Member!, Volunteer, Donate, Crew Members Only, Cruise, How To Help

FEATURED ARTICLES

Prior to the ship opening to the public, I spotted a Higgins Boat in the water. The Assistant Chief Engineer was performing maintenance on the craft. I shared with him that Dad had served as a coxswain, and to my astonishment, he invited me aboard to stand at the helm. I felt like I had stepped into Dad's very own shoes. I began to imagine the responsibility on his shoulders to fulfill each mission, and of the burden that he carried for the remainder of his life. In theory, all his missions were successful but the grim reality was that many of the troops did not make it do to countless circumstances beyond Dad's control. It wasn't until Dad's 97th year of life that his emotions began to erupt while revisiting these times. I felt honored to be the one to whom Dad opened up.

Even though reality on his Higgins Boat far surpassed the inconceivable, Dad's fondness for open water never diminished. The military aspect deeply ingrained in Dad served him well in his 25-year-career as lieutenant of a police force and head of the Lake Michigan Police Water Patrol. Thinking of this, I smiled at a childhood recollection Dad's bellowing wakeup call in the morning: "Reveille!"



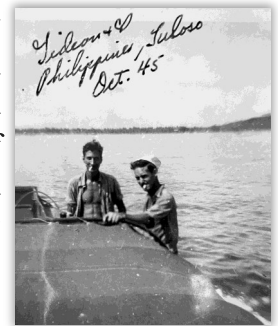
**Coast Guard
Veteran
James Henry.**

My dad always had a fondness for all animals, but especially dogs. On *LST-782*, a dachshund named Sparky, who had adopted Dad, lived on the ship. When circumstances allowed, Dad would take Sparky to shore with him or even for a swim in the Pacific.

Dad's love of dogs continued throughout his years in the police department. One of his early assignments was to euthanize stray dogs not

claimed by their owners (a practice long since prohibited). Dad knew he could never follow through. He also knew his job would be in jeopardy by not obeying orders. When Dad got to where the dogs were being kept, he released every last one. He then radioed in that when he arrived, somehow all the dogs were loose. They had charged him, knocked him down, and ran away. That story was accepted, but 25 years later at Dad's retirement party, the Captain asked, "What *really* happened with those dogs?"

Dad's greatest joy was training German Shepherds in Schutzhund work. It consisted of tracking, obedience, and protection. Dad and Blitz our own German Shepherd, often attended competitions and trials, where Blitz won many titles, including first place in the country for Schutzhund training. Blitz at times assisted dad in his police work.



**James Henry with
his friend, Gideon,
off the Philippine
Islands.**

The scope of Dad's diverse activities in the department included a notable assignment for which was he commended. Dad was in charge of maintaining law and order for the entire North Shore of Chicago when Martin Luther King, Jr., visited to deliver a speech. Dad met and liked the Reverend King. Akin to King's pursuit of fairness, Dad, when the opportunity presented itself, would guide and educate rather than incarcerate. He upheld this philosophy throughout his career, and even applied it to his work with juvenile delinquents under his leadership.

On my second day volunteering on *LST-325*, the Captain asked if I'd like to fire a 40-mm gun (with blanks of course). I embraced this

FEATURED ARTICLES

extraordinary opportunity and despite wearing a protective headset to muffle the sound, I jumped considerably each time I triggered the gun!



Higgins Boat—LCVP.

Before starting my next volunteer shift, I was asked to arrive early and was told a surprise was in store for me. That morning, I was invited to join the crew aboard the

Higgins Boat. We launched and powered out onto the Mississippi River. I was invited to again stand at the helm and this time take control of the wheel, affording me a great honor and a remote inkling of what Dad may have felt piloting his vessel.

The Higgins Boat, with a top speed of 12 knots, was constructed of wood, allowing it to be easily penetrated by gunfire. I hadn't known prior to this excursion that some of my father's trips meant navigating a distance of two to three miles before reaching shore. Because of rough seas, many troops became seasick before reaching their destination. To me, the steering seemed less than precise, which would have added to the demands of controlling the boat in heavy seas, and hazardous or deadly conditions. Being in the boat, I realized what easy targets all the men had been, as there was no covering to protect them. En route to the beachheads, Kamikaze fighters and enemy fire roared through the air, the coxswain being the main target because he was providing transit to the enemy shoreline. Dad talked about being under such heavy attack he could feel bullets whizzing past his head.

Dad had spoken to me in guarded terms of the "rough terrain" he had to maneuver around

to prevent getting anything caught in the rudder, to which could easily put the boat out of commission. I now learned this consisted of debris or bodies from other ships or Higgins Boats which had been destroyed, some still ablaze. I learned that every individual on board was given a life jacket. Some chose to wear the band around their waist instead of under their arms, where it would be most effective. Many troops, under heavy bombardment prior to reaching the beach, exited the boat over the sides instead of waiting for the ramp to be lowered. As a result of improperly wearing life jackets while also carrying a backpack weighing up to 80 pounds, men were pulled underwater, meeting an unimaginable demise.



On my final day of volunteering, I was given a behind-the-scenes tour of this incredible ship, which was manufactured with the grim expectation to complete only a one-way mission. Heroically, the LST served well beyond that!

To identify one's location on the ship, I was shown a grid system displayed on each deck. It consisted of a series of three numbers. The first number signified the deck (1 through 7). Each deck was then sectioned into small areas from bow to stern, called frames, referenced by the second number. The last number indicated

FEATURED ARTICLES

where a person would be located from port to starboard, with "0" being at the center of the ship. Most stairways had been installed as a courtesy for visitors. Steel ladder rungs attached to the infrastructure remained in use to move from deck to deck. It was an adventure to climb these, with little room for error.

The sick or wounded brought to the infirmary were usually seen by a designated shipmate who read through a medical textbook and administered treatment accordingly. Doctors were typically aboard provisioned hospital ships only.

The engine room, amazingly, housed two massive locomotive engines. Also among the highlights was the electronics room, filled wall-to-wall with equipment dating to the mid-1940s, some of which was advanced and expensive for its time. Seeing it up close gave me a greater understanding of Dad's duties on board the *USS Albany*. There, Dad was an electronics technician and at times climbed to the top of the mast for necessary repairs, without any safety gear. Finally, I learned the difference between port and starboard! Dad would be proud!

During this awe-inspiring week, I enthusiastically became an official crew member. What stood out for me was the courage of the Greatest Generation. Most of these young men were able to conceal fear they may have felt, but sometimes panic crept in, getting the best of them. Dad spoke of the night before his initial mission to the shores of Iwo Jima. While talking with the marines he would be transporting, one began to cry, saying he didn't think he was going to make it. All Dad could say was, "Stop crying or you'll get us all crying." That conversation took place after Last Rites. Tragically, this marine did not survive past the next day.

I heard that a veteran is one who writes a

blank check made payable to the citizens of the United States for an amount up to and including their life. I never once forgot that the reason I



James Henry with friend Eady at Leyte, Philippines.

volunteered was to honor Dad and those in the Armed Forces who have given their all for our hard-won freedom.

The reverence shown by the crew of *LST-325* for the Greatest Generation was evident everywhere. Regardless of rank, I observed community, camaraderie, and dedication amongst all of the crew members. It was as if I were witnessing a microcosm of all for which my Dad and others sacrificed and fought. Thank you to all who keep alive the memories of our veterans.

May the communal approach sustaining *LST-325* one day expand into a macrocosm embraced by our entire nation.



Author is Terri Severin

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Webpage: www.InTheWakeOfTheStorm.com

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

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

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

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

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

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

PLEASE PRINT LEGIBLY

NAME (FOR NAMETAGS) _____ NEED WHEELCHAIR? _____

SPOUSE/GUEST NAME _____ NEED WHEELCHAIR? _____

STREET ADDRESS _____

CITY, STATE, ZIP _____ PHONE (____) _____

EMAIL _____ VESSEL/UNIT _____ ARRIVAL/DEPARTURE DATE ____/____/____

EMERGENCY CONTACT _____ PHONE (____) _____

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

ALL CHECKS MADE OUT TO CGCVA

40TH ANNIVERSARY REUNION—DAYTONA BEACH SHORES

REUNION LONG SLEEVE T-SHIRTS

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

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

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

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

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

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



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

on the Registration Form found on page 17.



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

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



Number of shirts ordered @ \$25 each _____

Number of shirts ordered @ \$20 each _____

Total Amount: \$ _____

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

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

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

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

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

**THE 40TH CGCVA ANNIVERSARY
REUNION IN DAYTONA BEACH
SHORES**

At the time this edition of the QDL is distributed, there will be less than six months remaining until the 2025 CGCVA reunion at the beautiful Shores Resort and Spa in sunny Daytona Beach Shores, FL. And there will be less than five months remaining to submit your reunion registration forms, found on page 17 and 18. The CGCVA has blocked hotel rooms, which need to be **reserved not later than March 24, 2025**. The resort will increase the number of rooms if necessary, but we are also competing for rooms with the general public once the rooms in our initial block of rooms are reserved. Making a reservation early will ensure that you have a room.

There has been considerable interest generated for attending the reunion because of the location and hotel venue. This resort is a popular vacation spot. It is quite possible that this reunion will have the largest attendance in recent memory, especially by first time attendees. The Oceanfront rooms are limited in number, If your choice is an Oceanfront room, which are more expensive at \$195/night, it is strongly recommended that make your resort reservation early. If you choose to extend your stay, rooms may also be reserved at the negotiated nightly rate from April 13th, with checkout on Monday, April 21st, 2025.

Make your reservation through the reservation number **866-934-7467** using the **Group Code 2504CoastG**. If you have difficulty making your reservation, ask to speak with April Floyd.

The Reunion Committee negotiated several expenses for staying at the resort, including a reduced self-parking rate at \$10/night, but the valet parking remains at \$30/night. Self-parking is located across the street from the resort with a foot bridge connecting it to the resort. The resort fee was also

reduced to \$10/night, which includes use of the pool and beach.

We cannot overemphasize the importance of registering early rather than at the last minute. Although the resort is willing to add additional rooms to our block of rooms, it is only if they are available in their inventory.

CGCVA BUSINESS MEETING

At past reunions, the CGCVA business meeting was always held on the third day concurrent with a luncheon. In 2025, the planning committee agreed to host the business meeting as a breakfast on Tuesday morning. The Auxiliary will do the same. This will allow nearly 40 hours of free time to take advantage of visiting the local Daytona area and enjoying the sunny beach before the Thursday evening Awards Banquet.

ELECTIONS

At every business meeting we solicit nominations for two members for the Board of Trustees, for President, and Vice President. These are two-year positions for which the office holder may be reelected to serve a consecutive two-year term.

President Joe Prince has served one two-year term and is eligible to be reelected for a second two-year term. Vice President Bruce Bruni will be tour complete, having served two consecutive terms in office. He is eligible for election to President or as a member of the Board of Trustees. We hope that you will consider running for office in the CGCVA, whether it is as President, Vice President, or Trustee. Let others know of your intent to run for office, so that you will be nominated at the business meeting.

There are also various committees that do not require nomination or election, only your interest in serving the organization. We encourage everyone to be willing to serve the interests of the CGCVA.

#

FEATURED ARTICLES

INGHAM'S DEMISE IN 1982

By Lynn Conley, current USCGC *Ingham* Association Historian and Dick Booth former USCGC *Ingham* Association Historian 2004-2019

As the former Historian, Dick Booth wrote, "We wonder sometimes if someone up there is looking after USCGC *Ingham* (WHEC-35). She seems to have been "born under a lucky star." You just have to search out our ship's history to determine if she missed the events of 1982.



USCGC *Ingham* WHEC-35 in WWII camouflage.

Dick Booth did write about *Ingham's* Charmed Life. In the second week of January 1943, *Ingham* sailed from Iceland to escort convoy ONSJ-160 to rendezvous with convoy ON-160. During that terrible storm, the worst in 50 years, U-boat *U632*, commanded by Korvettekapitan Karpf fired two torpedoes at a "3000 tonner," but missed. As *Ingham* was the only ship nearby fitting the description, it was undoubtedly the sub's target.

In late 1944, *Ingham* took part in the New Guineas campaign. She sailed from Hollandia and anchored in the center of the harbor. However, it was decided to move the ship to a more protected spot in the harbor behind a curving strip of land. Early the next morning, a tremendous explosion occurred in the center of the harbor. Was a mine detonated remotely or had an enemy sub taken a bearing on *Ingham's* initial position, submerged, then fired a torpedo without surfacing?

The next event placing *Ingham* in dire jeopardy was the 1945 retaking of Corregidor in the

Philippines. The island fortress in Manila's harbor had been conquered and occupied by Japanese forces. Corregidor had several big guns emplaced almost at the water line and protected by heavy steel doors. Although *Ingham* stood a mile off the island, it was an easy shot for one of the guns. The first shot crossed over *Ingham* and fell into the sea. The second shot fell short. *Ingham* found herself in terrible peril, as the correct range could now be calculated. The doors opened, and the big gun came out to fire again at our ship. Suddenly, one of our torpedo bombers swooped low and laid a bomb right into the gun emplacement, destroying it.

One day while in the southern Philippines, we received a message that a German sub wanted to surrender to us. Using Morse Code transmitted slowly, we called the sub for two hours with no answer. Shortly after midnight, as we came off watch, a seaman paused amidships to gaze at the sea. Suddenly, he was startled to see the track of a torpedo heading for the ship, passing under it. A few moments later, the lookout on the fantail shouted, "Torpedo just passed astern!" We never learned who fired the torpedoes, but we did hear that a U-boat had surrendered in Australia. We wondered if he had gotten in one last shot for the "Fatherland."

Perhaps the direst threat to *Ingham's* safety occurred late in 1945 as we were in the South China Sea on a warm, bright Sunday afternoon. Everyone was relaxing after liberty in China's most interesting city. On the bridge were the helmsman, the lookout, the OOD, LT Dean Colbert, and Navy Admiral Elliot Buckmaster who commanded the task group. Suddenly, the lookout cried, "Mine dead ahead!" There, heading directly toward *Ingham* was a rusty, horned contact mine that evidently had broken loose from its tether. Quickly, LT Dean Colbert ordered, "Hard left zig-rudder." Then practically in the same breath, "Hard right rudder." This zig-zag maneuver took our ship around the mine and it floated by, only a few feet from the starboard side.

FEATURED ARTICLES

Bill Proctor, RdM2c during WWII, spoke about an incident that had frightening potential. Passing by the open hatch to the ammunition storage area, he noticed smoke coming from the powder bags, possibly ignited from spontaneous combustion, static electricity, or a random spark, He quickly alerted Mickey Manning, GM1c, and they threw the smoking bags over the side, averting a possible disaster.

However, in January 1982, it was going to be the end for the USCGC *Ingham*. In order to comply with the 1982 appropriation spending levels enacted by Congress, the Coast Guard, overseen by the Department of Transportation, needed to make numerous cuts. The Coast Guard plan to cope with the budget restraints would require the closing of 15 search and rescue stations in 11 states, and cut operations at 16 others. The Coast Guard planned to decommission 10 cutters and move the Coast Guard band from the Coast Guard Academy in New London, CT, to Washington, DC. The staff at the Coast Guard Academy would be reduced and they would close 28 Boating Safety Detachments. Included in the cutbacks was the elimination of search and rescue stations at Swansboro, NC, Dahlgren, VA, the Parramore Beach Station in Wachapreague, VA, and the decommissioning of the cutter *Ingham*, just to name a few. The cutters *Bibb* and *Campbell* were also scheduled for decommissioning. *Campbell* was decommissioned on April 1, 1982, and *Bibb* on September 30, 1985.

Ingham's lucky star was shining down again on February 27, 1982, when the Reagan Administration reserved itself under advice from Congress. Plans were cancelled to close 15 Coast Guard search and rescue stations in 11 states, to reduce operations at 16 other stations, and to decommission 10 cutters.

Ingham's charmed life prevailed in 1982! It even continued after her decommissioning in 1988. In September of 1988, Congress passed a bill making

the USCGC *Ingham* a museum, becoming part of Patriot's Point Naval and Maritime Museum in Charleston, SC. *Ingham* was again saved in 2009 when Bill Verge, now the Executive Curator of the USCGC *Ingham* Museum, acquired the *Ingham* from Patriot's Point, rescuing her from becoming a reef and continuing her mission as a museum in Key West, FL.



USCGC *Ingham*, the most decorated Coast Guard cutter, is now a museum ship located at the Truman Waterfront on the Western edge of Key West, FL.

Editors Note: USCGC *Ingham* participated in 27 Atlantic convoys. On December 15, 1942, *Ingham* sank *U-626* during one of the convoy escorts. After 1944, the ship served as an amphibious flagship and participated in three Pacific campaigns. It was the last warship of the US Fleet that had a U-boat kill and is the only Coast Guard cutter to have received two Presidential Unit Citations.



FEATURED ARTICLES

SPARS

By Robert Dell

During WWII, the Army had its WACS (or earlier WAACS); the Navy, their WAVES; the Marines, Women Marines. These were female auxiliary groups to ease the manpower crisis in the regular organizations. The U.S. Coast Guard had the SPARS for the same reasons. There was a big problem in the beginning trying to figure out what to call the Coast Guard Women's Reserve. They came up with SPARS which stands for Semper Paratus, the Coast Guard motto, meaning Always Ready.



Captain Dorothy Stratton was the former Dean of Women at Purdue University and became the head of the SPARS during WWII.

Unlike the men, who were assigned specialties when they enlisted, enlisted SPARS were initially given the rating of seaman 2/c. All SPAR recruits had to be at least 59 inches tall and weigh at least 95 pounds and they had to distinguish whispered words at a distance of 15 feet. Women joining the enlisted ranks had to be 20 to 36 years of age and hold a high school diploma. Those wishing to enter the officer corps had to be 20 to 50 years old and have at least two years of college experience. In addition, a SPAR who became pregnant during her tour had to "submit her resignation promptly" and no SPAR could issue orders to a male service member. ~ Source: The Long Blue Line.

The SPARS, organized in November 1942, supplemented the regular Coast Guard and took over jobs, relieving men for overseas duty. Over 60% of Coastguardsmen served at sea during WWII. The SPARS, which would eventually number 10,000 women from 1942 to 1946, were enlisted as reservists in the Coast Guard. This was pretty much like the males who, during WWII, were also enlisted as reservists. They were expected to serve for the duration plus six months. The original SPARS came over from the Navy WAVES but soon females were recruited from the civilian population.



At first, training was done at a couple of Midwest colleges. It was then moved to Miami, FL; then Brooklyn, NY; and finally to Manhattan Beach, NY, which was a regular Coast Guard training facility during WWII. Normally, training lasted for about six weeks. After the initial boot camp, many were sent to schools for training in clerical skills as yeoman, storekeeper, and general office work.



Packing parachutes was another skill SPARS performed.



Uniforms were similar to that of the WAVES, except on the officer whites the insignia was blue indicating reserve status, instead of gold. Mostly the SPARS served in the continental U.S. but they also served in Alaska and Hawaii. They were not allowed to serve overseas or aboard ship, though some were rated as Coxswains and operated small boats.

FEATURED ARTICLES



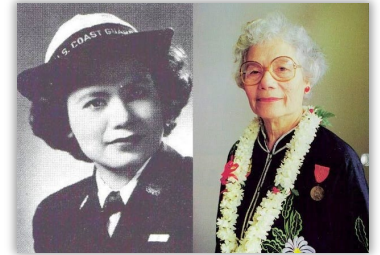
**The only all-female manned station in Chatham, MA.
Unknown as to who the male is in the photo.**

There was one all-female facility in Chatham, MA, which at the time, was top secret because it was an early LORAN station (long range aid to navigation). SPARS, though few in number, served in many categories from

truck drivers and mechanics, to manning and servicing complicated electronic gear.



**Aileen Cooke and
Olivia Hooker.**



Florence Finch.

The SPARS essentially disbanded by June, 1946. Some officers and enlisted SPARS were recalled during the Korean War, and some 200 women volunteered to return to the women's reserve during the 1950's. In the 1970's, women were allowed to enlist in the regular Coast Guard, and today women serve on just about every unit the Coast Guard has on land and sea.

SPIRIT OF THE CHIEF AWARD

The CGCVA is sponsoring the Florence Finch Spirit of the Chief Award to be awarded to one graduate of each class of the Chief's Academy that best embodies the values of the ideal Chief Petty Officer, as nominated by their peers. Such values include being motivated and enthusiastic for achievement. They are resilient, able to make the right decision under great stress. They are helpful, willing to go the extra distance to be of service to others facing difficult tasks and always optimistic, displaying the will to achieve hard goals with a positive attitude that exhibits strong focus and determination. The individual is humble, knowing that they don't have all the answers, but they are not submissive or weak or insecure. They treat others as equals and are willing to learn by listening attentively and actively, and are not prideful when seeking the counsel of others. Above all, they



The Florence Finch Spirit of the Chief Award. VADM Sally Brice-O'Hara provided the funding to mint the coin for the award.

display integrity in their accountability by accepting responsibility for their own actions. The Chief is dependable, able to be counted on when the going gets tough.

Coast Guard WWII veteran and SPAR, Florence Finch was chosen as the award's namesake because of her heroic actions during WWII that were in

FEATURED ARTICLES

keeping with the ideals desired in a Chief.

A Filipino-American, Finch was living in the Philippines when the Japanese invaded in 1941. Hiding her American heritage, she went to work for the Japanese while providing information to the Filipino guerrillas for sabotage attacks. She also smuggled medicine and food to American POWs, saving many because of her heroic actions.

In late 1944, Finch was captured by the Japanese,

tortured and sentenced to hard labor before being freed by American forces in 1945. She enlisted in the Coast Guard on July 13, 1945, and was later awarded the Asiatic-Pacific Campaign Medal. In 1947, Finch was awarded the Medal of Freedom for her selfless acts in supporting American POWs.

Finch passed away in 2016 in Ithaca, NY, at the age of 101 years and was posthumously awarded the Purple Heart Medal and the POW Medal in 2024.

Coast Guard Expands Nation-Wide JROTC Program

USCG HQ, Washington, DC

WASHINGTON — The Coast Guard is establishing four new Junior Reserve Officers' Training Corps units for the 2023-2024 school year, bringing the national total from six to ten.

The new units will be located at:

- Saraland High School in Saraland, AL.
- Aspira Business and Finance High School in Chicago, IL.
- Clinton High School in Clinton, MS.
- Mission Bay High School in San Diego, CA.

The addition of the four JROTC units is the largest expansion in the program's history, and the first time the Coast Guard will establish more than two of these units in a single year.

The Coast Guard established the JROTC program in 1989 at the MAST Academy in Miami. The program currently includes approximately 500 cadets across six high schools in the states of Delaware, North Carolina, South Carolina, and Florida.

“Adding these JROTC units in four additional states demonstrates the nation-wide impact of our JROTC program,” said Rear Admiral Megan Dean, director of governmental and public affairs. “Our JROTC program provides a framework for personal and citizenship development, and the character

formation we are seeing in these cadets is good for our schools, communities, the Coast Guard, and our nation as a whole.”

To participate in JROTC, students must be in grades 9-12, with some exceptions for eighth graders. They must be citizens, nationals of the United States, or those lawfully admitted to the United States for permanent residence. Cadets must also maintain physical fitness, academic, and personal conduct standards.

“The Coast Guard JROTC develops cadets using the COAST model, an acronym for our 5-fold pillars of Citizenship, Operations, Advancement, Service, and Teamwork,” said Cmdr. Clay Cromer, Coast Guard JROTC program manager. “These pillars guide our program mission of ‘Developing Service-Minded Citizens of Character’ and help our cadets achieve success both in the classroom and in their daily lives.”

The *National Defense Authorization Act 2023* provided specific direction for the program's future – the Coast Guard must establish and maintain at all times a JROTC unit in every Coast Guard District by December 31, 2025. The six JROTC units are currently located in only two of the Coast Guard's nine Districts, with this year's expansion adding three, for a total of five Districts with active JROTC units.

For more information about the JROTC program visit <https://www.uscg.mil/community/JROTC>.

NEWS AND NOTICES

HONORING COAST GUARD FESTIVAL FORMER EXECUTIVE DIRECTOR CDR MICHAEL J. SMITH

For 17 years, CDR Michael J. Smith, USCG (ret), served as Executive Director of the Grand Haven Coast Guard Festival Committee. Through his unwavering commitment and leadership, he regenerated the Festival into the premier celebration of the Coast Guard's birthday, the largest in the nation. 350,000 tourists visit Grand Haven each year, a small city with fewer than 11,000 residents, to celebrate the Coast Guard's birthday, and 2024 was no exception. Grand Haven is officially recognized as the first "Coast Guard City" with 21 other cities now bearing that title as well. Each has their own Coast Guard Day celebrations, but none is as large as the week-long festival in Grand Haven.

Mike was quite a successful showman, possessing a winning personality and a good sense of humor. He was known for wearing colorful and patriotic sports jackets, and most



CDR Mike
Smith.

importantly, for his support of the local community and members of the Coast Guard. Sadly, CDR Mike Smith passed away in 2023, but his legacy will live on. As a tribute to his leadership of the Festival Committee, the Coast Guard has named the Sector Field Office Grand Haven Building, the CDR Michael J. Smith Building, a fitting honor for his contributions to the festival and the local Grand Haven community.

Below is a photo of Mike Smith's family with the nameboard that will adorn the SFO Grand Haven Building, in honor of CDR Smith.



CDR Smith's family displaying nameboard and portrait.

TRIVIA

Crossing the Line

By Robert Dell

It seems like from the very beginning, mariners have been a very superstitious lot. I remember them saying you never want to see an albatross land in the rigging while you were at sea as it would bring bad luck. These albatrosses, frigate birds, goonie birds, whatever you want to call them, were around our ship all the time but I never saw one land aboard. In my day they also said that it would bring bad luck to have a woman aboard. I'm not so sure about that

one, if the female worked it right it could be really good luck for her. They also said you should not whistle aboard ship, again, bad luck would come.

The maritime superstition or custom that I became intimately involved with was the crossing of the line. There are four lines on the globe that call for serious ceremonies aboard ship. These are the Arctic Circle, the Antarctic Circle, the Equator, and the International dateline. When I did a weather patrol in the North Atlantic, I came very close to crossing the Arctic Circle but did not actually cross it, so I didn't get to be a Blue Nose. However, I did

TRIVIA

make eight crossings of the International Date Line and became a Golden Dragon on my first crossing.

A lot of preparations were made for the crossing ceremony starting with a formal summons to appear before the convening court. I remember I was charged with being AWOL from the North Atlantic. A court consisting of King and Queen Neptune and two siblings were chosen from the crew along with a police force and various minions to serve the court. Queen Neptune was usually the fattest and ugliest bos'ns mate we had aboard. The uninitiated Pollywogs were not allowed to use any utensils to eat with on the day of the ceremonies. This was just the beginning of a very sloppy and uncomfortable day.



Royal cops getting a victim into the canvas tube.

All Pollywogs were brought in front of the Royal Court and given various sentences, none of which were pleasant. The royal cops were always busy hitting the miscreants with their slapsticks to move them along. The ceremonies were very physical and we initiates tried to get through it as fast as possible. The ship's garbage had been saved for a couple of days. One of the messier punishments was to crawl through a twenty foot long canvas tube filled with this garbage, while being beaten by the cop's slapsticks. Before I was put through this garbage tube, my hair was partially cut off into a type of tonsure and a blue dye was poured over my head.



The Royal Court in session.

After the garbage bath we were put into a big canvas pool erected on the fantail, and hosed down with fire hoses to get the bulk of the dirt off. All of the ceremonies that I witnessed were pretty much the same.

All of this went on while we were underway on our way to Ocean Station Victor to relieve another cutter. At the time of the ceremonies only essential watches were being stood as the crossing of the line was an all hands evolution. Immediately after these ceremonies, which took about four hours, we all went back to our watch standing duties.

By the time we got to Japan, about thirty days later, I still had my bad day haircut and my whole head had a bluish color to it because of the dye. This did not stop me from taking my liberty and I had no trouble getting dates with the local pulchritude. I guess it was my boyish good looks and pleasing personality that did the trick.



SEA STORY

USCGC *CASTLE ROCK* takes Jamaica without a shot (well, maybe a few shots).

By Gary Sherman, Former SK2,
USCGC *Castle Rock* (WHEC-383)

October 1970, Ocho Rios, Jamaica

The USCGC *Castle Rock* left Guantanamo Naval Base, for some R & R, after the first two weeks of “Refresher” training, before our Vietnam deployment. The ship’s company widened the gangway, heading to various spots on the island. While there, we were asked to leave the Jamaican Playboy Club Resort because a few “squids” (U S Navy) decided to act like a Rock Band and tore a couple rooms up, so the “No Rodents or Sailors” sign was posted.

At the end of our Jamaica R & R weekend, we were mustered on the fantail, and “all were present and accounted for,” although the condition of some of the crew was certainly questionable.

After the division reports confirmed we were

ready to sail, Capt. Tom McKenna gave the exec the order to dismiss the crew, and he started walking across the fantail to the Port air castle. As the captain passed the Operations Division, he saw one of his Quartermasters, William (Willie) Pearsall, standing behind RD3 Eric Nordquist, with his arms around Eric, most likely for physical and emotional support.

As he passed by, the Captain yelled out “Willie, are you OK?”

Willie replied saying, “I’m fine Capt’n, I’m just holding Nordquist up!”

At that moment, the entire crew burst out laughing, and so did the Captain. This was the last laugh recorded on the Rock until the refresher training was completed two weeks later.

Life gives us some great “lines” and that was one of the best for this crew, heading through the Panama Canal then across the Pacific on a 29-year-old Navy seaplane tender, heading to Squadron Three, Republic of Vietnam.

“Miss you Willie!”

NATIONAL COAST GUARD MUSEUM COMMEMORATIVE PAVER PROGRAM!

There are many Coast Guard heroes, and they all deserve a permanent place of recognition. With the commemorative paver program, you can honor a patriot, thank a loved one, or carve your own space into the museum’s living archive—the Revenue Cutter *Argus* Promenade.

The dark gray, 3-inch-thick, textured granite pavers are custom-engraved and will last for generations. Pavers are available in two sizes, 4” x 8” and 8” x 8” and are 100% tax-deductible. The funds raised go directly toward the museum’s construction and supports its mission to educate, honor, and preserve the Nation’s rich maritime history of the United States Coast Guard.

The *Argus* Promenade will be located along the waterfront facade of the museum. It will start at the Plaza entrance of the museum and will run adjacent to New London’s City Pier Plaza, which is also the future homeport of the USCGC *EAGLE*—guaranteeing your commemorative paver will be appreciated by hundreds of thousands of visitors every year. Paver spaces are limited; be sure to secure your lasting memorial today while concurrently supporting the Coast Guard Museum.

The *Argus* Promenade is named after one of the original 10 Revenue Marine cutters commissioned on behest of the 1st United States Congress in the early 1790s. Cutter *Argus* was built in New London where it remained in service for 13 years, a longevity far surpassing the other original cutters.

For more information about purchasing a paver see: <https://cgmuseumpavers.com/about>.

VETERAN BENEFITS

By TRICARE Communications

Published Sept. 14, 2023

FALLS CHURCH, Va., For many families, staying healthy is a big priority. If you'll be eligible for TRICARE For Life (TFL) (<https://tricare.mil/tfl>) soon, you might be wondering how this affects your family's health care coverage.

"Your TFL eligibility is based in part on your eligibility for Medicare," said Anne Breslin, TRICARE For Life program manager at the Defense Health Agency. "When you become eligible for Medicare, your family members who aren't yet eligible for Medicare may stay in their current TRICARE plans."

Keep reading to learn how your family's TRICARE coverage works when one family member becomes eligible for Medicare.

Q: Who's eligible for TFL?

A: TFL is for military retirees and their eligible family members who are entitled to TRICARE and have Medicare Part A and Medicare Part B, regardless of age, as outlined in the *TRICARE For Life Handbook*. (https://tricare.mil/publications/handbooks/tricare_for_life). TFL coverage is automatic once:

- You have both Medicare Part A and Part B

You show as TRICARE-eligible in the Defense Enrollment Eligibility Reporting System. (<https://www.tricare/deers>).

Q: I've heard that TFL is an individual entitlement. What does this mean, and how does it affect my family?

A: This means that TFL only covers the person who has Medicare Part A and Part B. Your family members who aren't eligible for Medicare may stay in their current TRICARE health plan as long as they're eligible.

Q: Is becoming eligible for Medicare a TRICARE Qualifying Life Event?

A: If you become eligible for Medicare at age 65, you won't have a Qualifying Life Event, (<https://www.tricare.mil/lifeevents>) but your TRICARE-eligible family members under age 65 will. These family members can make eligible changes to their TRICARE health plan within 90 days of the Medicare-eligible family member's Medicare effective date. Learn more at *Becoming Medicare-Eligible*.

(<https://www.tricare.mil/lifeevents/medicare>).

Q: I didn't sign up for Medicare Part B during my Initial Enrollment Period. How does this affect my family members' TRICARE coverage?

A: It doesn't. Family members who aren't eligible for Medicare may stay in their current health plan as long as they're TRICARE-eligible.

Remember, if you're eligible for Medicare, you must have Medicare Part A and Part B to have TFL coverage. This includes people who live overseas and people with employer-sponsored health plans.

If you have employer-sponsored health coverage, you can delay Medicare Part B and sign up during a Special Enrollment Period. If you choose to rely solely on employer-sponsored coverage, sign up for Medicare Part B the month before you retire or lose employer-sponsored coverage. This ensures your Medicare Part B and TRICARE coverage under TFL starts as soon as your other coverage ends.

If you don't sign up for Medicare Part B during your Initial Enrollment Period and you aren't eligible for a Special Enrollment Period, you can also sign up during the Medicare General Enrollment Period.

To learn more about signing up for Medicare Part B, check the *TRICARE For Life Handbook*.

VETERAN BENEFITS

Q: Will my family's TRICARE annual enrollment fee change when I become eligible for MEDICARE?

A: TFL doesn't have an annual enrollment fee. But if you have family members enrolled in a TRICARE Prime or TRICARE Select plan, your family's enrollment fee may change:

- The fee changes to the single rate if you have only one family member enrolled in TRICARE Prime or TRICARE Select. Your enrollment fee will stay the at the family rate if you have two or more family members enrolled in TRICARE Prime or TRICARE Select.

To learn more about enrollment fees, use the Compare Costs tool: (<https://www.tricare.mil/comparecosts>). You can also call your TRICARE contractor: (<https://www.tricare.mil/partners>).

Q: If my sponsor passes away, does this affect my eligibility for TFL?

A: If a sponsor dies after they retired from active duty, their spouse stays eligible for TRICARE unless they remarry (unless the new spouse is a retired service member). When the surviving spouse has Medicare Part A and Part B, they'll have TFL.

Q: How can I learn more about TFL?

A: There are many resources to help you learn about TFL. Here are a few places to get started:

Check out the *TRICARE For Life Handbook*, *TRICARE and Medicare Turning Age 65 Brochure*, and *TRICARE and Medicare Under Age 65 Brochure*. (https://tricare.mil/publications/handbooks/tricare_for_life).

Watch the latest TFL webinar: (<https://newsroom/tricaremil/multimedia/webinar>.)

Listen to the "TRICARE For Life 101" series of the TRICARE podcast: (<https://newsroom/tricaremil/multimedia/podcast>).

THE GREENLAND PATROL FROM A PERSONAL PERSPECTIVE

A new book called "*My Book to You From the Greenland Patrol*" has been published about the Coast Guard's Greenland Patrol. This amazing true story, from an original World War II artifact, is part war journal, part love letter. It was penned by Howard Faultersack to his new bride, Claire. Howard was a Morse Code and radio operator while aboard the USCGC *Evergreen*. It was handwritten in 1944-45 on a discarded spool of sonar paper from his ship during a nine-month deployment in the upper North Atlantic with the Greenland Patrol, a United States Coast Guard operation during World War II.

Reviews:

Randall Gulley, Administrator of the USCGC *Evergreen* Facebook Group, a 166-member private group of those who have previously sailed on her.

"An excellent book about one of the most overlooked situations in WWII. The author's son has given us a window into life aboard a Coast Guard Cutter during WWII. This book's author is officially Howard Faultersack, because it is his letters to his wife that make up the book. But his son, Mark, has painstakingly put these letters into book form. So, this is part love story, part everyday life on a cutter during wartime, and part history. But it is also something much more that isn't so obvious. It is about a son's love for his father and mother. You don't go through this much information, converting it all into a book, and getting it published, without a great love of family, and history. It's not every day that you get an intimate look into a specific point in history."

The book is available on Amazon Books for \$15.99.

MAIL ORDERS TO

Russell Allyson
193 Durham Point Road
Durham, NH 03824

SMALL STORES ORDERING IF YOU HAVE QUESTIONS

Please email Russ Allyson at:
russallyson@gmail.com

PAYMENT OPTIONS Pay by check, payable to CGCVA
Debit/Credit Card payments are made via the CGCVA website at:
www.coastguardcombatvets.org

CAMPAIGN RIBBON PATCHES: These Coast Guard campaign patches are 2"x4" in size and are perfect for your hat, jacket, motorcycle vest, anywhere you want to wear it for only **\$6.00** each, including shipping.



NEW CGCVA CHALLENGE COINS

New CGCVA logo coins are here and ready to go! These coins are beautiful with a bright GOLD anchor and new eagle design. **\$12.00**

NEW CGCVA BALL CAPS

Traditional navy blue or desert camouflage in sizes S/M, L/XL

or

Traditional navy blue with adjustable back strap

\$24.50 + \$5.00 SHIPPING



CGCVA LAPEL PIN \$7.00



NEW CGCVA PATCHES

Small flash with new and improved logo mounted on a dark CG blue background. Small for garrison cap or jacket sleeve

\$5.50



NEW AND IMPROVED POLO SHIRTS

It is a tough, high-performance polo that defies snags, resists wrinkles, fights odors and wicks moisture. Navy blue in color, the polo shirt has the new CGCVA logo positioned over the left breast area.

Sizes S, M, L, XL - **\$44.00** XXL - **\$47.00**

PLUS \$5.00 FOR SHIPPING



CGCVA GARRISON CAP: Fore'n'aft cap with small CGCVA color logo ready for CGCVA logo attachment. Must specify cap size. **\$25.00 + \$5.00 SHIPPING**

BOOK – USCG ACTION IN VIETNAM: By Paul Scotti, PNP, LM. A great history of the U.S. Coast Guard's participation in the Vietnam War. **\$24.50 + \$5.00 FOR SHIPPING**

CGCVA OVAL STICKER: Vinyl, will stick to your car, boat, motorhome or just about anything. **4" oval \$1.00, 8" oval \$2.00**

DESERT SHIELD – DESERT STORM: Recalled Reservist Patch LIMITED QUANTITIES **\$6.50**

USCG VIETNAM PATCHES: RONONE, RONTNREE, Operation Market Time, Gulf of Tonkin Yacht Club - **\$6.50**

COAST GUARD COMBAT VETERANS ASSOCIATION



MEMBERSHIP APPLICATION

(Please Print Legibly)

PERSONAL INFORMATION



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

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

MILITARY SERVICE INFORMATION

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

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

IMPORTANT INFORMATION FOR MEMBERSHIP

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

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

Send application and payment to:
CGCVA
 P.O. Box 969
 Lansdale, PA 19446
Make checks payable to: CGCVA
 Questions: 410-690-8000

Print Name of CGCVA Sponsor or Referral

Signature of Applicant

Date

Check appropriate box: Regular Membership Associate Membership Other

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

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PARTICIPATING IN EVERY U.S. CONFLICT SINCE 1790
a COAST GUARD VETERANS WEBSITE

Welcome to the CGCVA website! Please explore the Tabs above to learn about the Association, determine eligibility requirements, announcements, make a payment, read our magazine and purchase from our "members only" ship's store.

After months of discussion, the new webpage for Coast Guard Combat Veterans Association that is pictured above has become a reality. Much cleaner and easier to navigate, we hope that you will approve of the effort and the new look.