



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 35, Number 4

WINTER 2020



**ON 21 NOVEMBER 1970, USCGC SHERMAN (WHEC-720) BECAME THE
LAST U.S. WARSHIP TO HAVE SUNK AN ENEMY SHIP IN BATTLE**

In This Issue:

From The President	Pages	2-3
From the Vice President	Page	4
From the Secretary/Treasurer	Page	4-6
Membership/Cross the Bar	Page	7-8
Auxiliary News	Page	9
Awards and Recognition	Page	10
Cover Story	Pages	11-15
Reunion Announcement	Pages	16-17
Featured Articles	Pages	22-28
Ships Store	Page	29-30
CGCVA Membership Form	Inside back-cover	

REUNION REMINDER

**The 2021 CGCVA REUNION WILL BE
HELD JUNE 9-13 AT THE
HOLIDAY INN VIRGINIA BEACH—
NORFOLK HOTEL AND
CONFERENCE CENTER**

**MAKE SURE YOU REGISTER AND MAKE
YOUR HOTEL RESERVATIONS SOON**

SEE PAGES 16 & 17 FOR DETAILS

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

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

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CGCVA National Secretary / Treasurer

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*Use the Administrative Office for contact with the

CGCVA on all matters

THE QUARTERDECK LOG

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Publisher Emeritus—PNP Ed Swift, LM

AUXILIARY OFFICERS

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

APPOINTED OFFICERS

ByLaws—Gary Sherman, LM
Reunion Planners—PNP Michael Placencia, LM
Michael Johnson, 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 Larry Jones, 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
Small Stores—Rich Hogan, Jr.

COAST GUARD HISTORY CONTRIBUTOR

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

To the members of the CGCVA, instead of my usual President’s article, I am substituting it with this report of the activities that occurred over the past year..



2020 CGCVA Year in Review (Thank God).

- Attended the commissioning of the Fast Response Cutter *Daniel Tarr*, Silver Star recipient, in Galveston, TX.
- Planned invited attendance of the New Orleans Chief Petty Officer reception/dinner, cancelled enroute due to COVID-19.
- CGCVA 2021 convention/reunion cancelled in New Orleans due to hurricane damage and COVID restrictions. The planning committee worked very hard on this event. Now they have selected Virginia Beach as the new location with the dates June 9-13.
- A new office computer was purchased due to slow, ineffective responses. Our Sec/Treas indicated that it was 10 years old and getting tired. We also purchased an additional screen that allowed for dual imaging technology.
- Our Editor/Trustee and Sec/Treasurer collaborated on producing six conflict patches for our small stores. It was decided early on that we would only fund four patches because there would not be enough demand for Iraq/Afghanistan. Well, when those that served in those theaters got wind of what was happening, they banded together and funded those two patches. So, now we have six patches to choose from. Thanks guys.
- A sizeable donation was made to the National Coast Guard Museum. Our donation was matched by an anonymous donor. This donation required the approval of the Board of Trustees, which was 100% in favor.
- Our investment account, monitored by its committee, has produced outstanding results. The funds collected for the

FROM THE NATIONAL PRESIDENT

Life Member Challenge have allowed us to venture into new areas that we never thought possible. In addition, the Regular Member Challenge has produced some very nice donations.

- Due to COVID, the Coast Guard Festival at Grand Haven, MI, was cancelled but is returning this year (2021) bolstered by the Chief Petty Officer Association convention which will be held in the local area.
- Two active duty members were awarded our 2019 Person of the Year Award. AST2 Tyler Gantt, Port Angeles, WA, was awarded the Distinguished Flying Cross and AST3 Brendan Kiley, Traverse City, MI, was awarded the Coast Guard Medal for their rescue actions. Plaques from the CGCVA were presented by their local command due to COVID restrictions.
- We continue to provide funding for the electric power that illuminates the SM1 Douglas Munro gravesite. In addition, we purchase the wreath for the yearly September ceremony given in his honor.
- Small stores continue to provide quality items for sale with this year's purchase of head gear and polo shirts. Additional items are replaced as necessary.
- Attended the commissioning of the Fast Response Cutter *Harold Miller*, Silver Star recipient, in Galveston, TX. This event was COVID restricted and we were especially

grateful that we were invited to be part of the ceremony.

- The Association funded the pedestal base for the Lt. Jack Rittichier bronze bust that will hopefully be displayed at the National Coast Guard Museum when completed.
- Two different donations were made in the name of our Association. The Coast Guard Mutual Assistance and Coast Guard Foundation were instrumental in providing funds for hurricane and COVID relief. These two worthwhile organizations were in dire need of financial assistance.
- The Quarterdeck Log continues to keep our members informed by producing quality information and historical accounts. We are lucky to have an editor that is so committed. Along with the Quarterdeck Log, our website and Facebook also provide needed information.
- Our membership committee continues to mail out packets of the Quarterdeck Log magazine and membership applications to Patrol Forces Southwest Asia in Bahrain. This is an important tool for recruiting new members.
- The reunion/convention planning committee have now worked out the details of our 2021 event. Their hard work should not go unnoticed. Tell them so! See complete details in this edition.

See ya there,

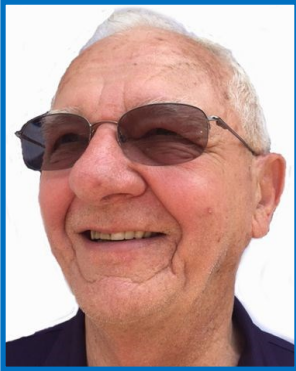
Steve

CORRECTIONS IN LAST QDL

The FRC cutter referred to by CGCVA President Petersen was inaccurately identified. It is the *CGC Robert Goldman*, not Douglas Goldman.

The photo on page 7 of the Andrus brothers should identify David as the person on the right and Scott as the one on the left.

FROM THE NATIONAL VICE-PRESIDENT



I have been blessed to have had two careers spanning a combination of 58 years of continuous employment. Each of my careers involved numerous decisions, some of which were life altering and materially affected the comforts that I enjoy today.

It is so true that the decisions that we make in our early years pave a path through our formative years that lead to our life while retired. I had never relied on the VA for medical care; however, during mid-January, I called a nearby Veterans Administration Clinic on a Friday afternoon and obtained a Saturday appointment for the COVID-19 vaccine shot. Meanwhile, millions of my fellow Floridians were on the phone for hours hoping to

get an appointment elsewhere for one of the few thousand vaccine shots that were assigned within 2-3 minutes. One of my most fortunate decisions was a last minute one. While a *CGC McCulloch* Yeoman was finishing typing my discharge papers, I informed him that I changed my mind and shortly thereafter the XO swore me in for my first reenlistment. My family and I have since been receiving life-long medical and dental care due to that decision. Twenty eight days after my first COVID shot, I received the second vaccine shot. The vaccine shot experience that 1300 aging vets and I received at the Cape Coral, FL, VA clinic belies all of the negative press that has plagued the Administration in recent years. Amiable and professionally efficient nurses, staff and volunteers were the norm at this facility. We wish nothing less for our fellow Coasties.

FROM THE NATIONAL SECRETARY / TREASURER

REUNION/CONVENTION DURING COVID 19 UPDATE:

The “National Nightmare” (COVID) isn’t over, but it is getting better. New cases are down, inoculations are up. I have friends in DC and shipmates on Long Island, NY, and others who have gotten both shots. Some members are getting ready to travel to see grandkids they haven’t seen in over a year.

We’re not out of the woods, but let’s be optimistic that our June Reunion is going to happen. I don’t know about you, but being in a public setting seems like a dream, and being able to listen to Sea Stories (and other lies) from our shipmates seems like the best way to recover from this world pandemic.

If you haven’t been to a CGCVA reunion, please

consider coming to the Norfolk reunion (assuming we continue seeing conditions improve). The reunions are great events, not only being able to see shipmates but meeting other Coast Guardsmen who sailed the same waters and experienced the same hardships and lousy chow (no offense to our CS brethren) and they can relate their experiences, which will have a very familiar ring. If you’ve never been to a CGCVA reunion, and you’re concerned that you won’t “know anyone”, plan to be pleasantly surprised!

You’ll leave the convention, the morning after the banquet, with new friends and a better understanding of what the CGCVA brings to its members. Hope to see you there!



FROM THE NATIONAL SECRETARY / TREASURER

OUR CGCVA WEBSITE:

(www.coastguardcombatvets.org)

A few of our members have been on our website and some have seen a button that says “Register” and clicked on it. This button is only for our Webmaster’s use to access the program that runs the site. If you are currently a member, (Regular, Life or Associate) this “Sign-in or Register” button does not work, and should be ignored. I just moved it to the bottom of the screen so hopefully, it won’t mislead anyone in the future.

The CGCVA website is for informational purposes only. It allows us to post announcements, preview upcoming events and offer ways to contact the officers or webmaster. It also allows us to receive membership dues, donations and sell Small Stores items. It is not interactive.

If you are interested in chatting with members, please go onto Facebook, to the Coast Guard Combat Veterans Facebook page. You will have to register on this Facebook page to “chat” with fellow

members but registration is only for this Facebook page and is optional. The CGCVA Facebook page does not tie into the Association’s website.

PAYABLE TO CGCVA!

This is just a reminder that when you’re mailing in a check to the new address (P O Box 969, Lansdale, PA 19446), please make the check payable to CGCVA only. If it’s for dues, Small Stores or Boosters, please indicate that on the memo line so it can be applied appropriately! It drives the bank crazy when we get a check payable to “Boosters”.

**PLEASE DON’T USE THE OLD P O BOX 777
IN HAVRE DE GRACE!!!!!!**

**Please note the new address is: CGCVA, P O
Box 969, Lansdale, PA 19446**

Thank you!

Gary Sherman, National Secretary/Treasurer

BOOSTER CLUB

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**

BOOSTER CLUB

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.

David Peverly
Christopher Obermeyer
Richard M. McCulley
John Parsons
Josh Dixon
Melvin Sellers
Herb Cohen (age 95)
James Devitt
Elizabeth Gillis

Ron Gillette
Thomas Shutters
Nicholas Rossi
John O’Neill
Zachary Kinchloe
George Obusek
Gerald Nauert, LM
Robert Ziehm
Alvin Cooley

SPECIAL DONATIONS ~ WITH SINCERE APPRECIATION

The following members made special donations to help the CGCVA purchase the CG Veteran patches for those eligible to wear the Iraqi Campaign Medal and the Afghanistan Campaign Medal. The patches can be seen on page 29 of the QDL. A special thanks to:

Sean Plankey, John Parsons, Josh Dixon, Dale Harrison, Thomas Osborn, Jr., William Glenzer, Chris Obermeyer Jr., and Richard McCulley

QDL BOOSTER CLUB DONATIONS MADE IN MEMORY OF AND IN HONOR OF

Steve Petersen IMO Dave Andrus (Long time reunion bartender)

James Lasher IMO LTJG Bruce Winstanley, USCGC Owasco

Charles Bevel IMO Joyce Bevel

Dennis Bula in honor of CGC Sherman 720

Donald Lincoln IMO Jack Rittichier

MEMBERSHIP CRITERIA



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 * Iraq 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.

WELCOME ABOARD NEW MEMBERS

NEW MEMBER	SHIP/UNIT IN COMBAT ZONE	CONFLICT	SPONSOR
Jonathan M. Phillips	PSU 309	GWOT	Bruce Bruni
John P. Mason	USNS Comfort	DST	
Harold Toledo, Jr.	CGC Boutwell	GWOT	
David A. Howell	PSU 301	DST	
Daniel J. Zedan	PSU 302	DST	Bruce Bruni
Mark J. Kopera	PSU 301	DST	Bruce Bruni
William T. Berry	PSU 307, 309	AEF	

CROSSED THE BAR

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

William Hover, (Past President CGCVA) RVN Dick G. Taylor ROK Warren Chase RVN
 Gerald G. Warren R. W. Madura WWII / RVN John "Jack: J. Barker RVN
 Edward F. Kasun RVN James R. Pryor RVN

CROSSING THE BAR

REMEMBERING PAST NATIONAL PRESIDENT WILLIAM “BILL” HOOVER

It is with sadness that we inform the membership of the passing of the CGCVA’s first president, William “Bill” Frederick Hoover, who died in Las Vegas on February 17, 2021, at the age of 73.

Bill was the son and grandson of Coast Guardsmen, so it was natural that he also enlist into the Coast Guard and it came as no surprise when he did so in 1966. As a Gunners Mate he first served aboard *USCGC Castle Rock* before his assignment to Squadron One, Division Twelve, in Danang 1968



**Bill Hoover in Vietnam
Photo by Bill Beckwith**

-69 where he served aboard *Point Orient*, *Point Gammon* and *Point Dume*.

Bill was medically discharged from the Coast Guard and became a police officer with the New York Port Authority, serving more than twenty years before retiring. He and his wife later moved to Las Vegas, living there until his death.

In 1985, Bill’s deep love for the Coast Guard was instrumental in his efforts to coordinate with other Vietnam Coast Guard veterans in establishing the American Southeast Asia Veterans Association, which was an interim name. He was elected to head up the group with the interim title of National Chairman/Executive Secretary. Serving under Bill was Paul Scotti as Public Affairs Director and Historian. A committee was then selected to write the by-laws.

In July 1986, a follow up gathering was held at the Comstock Hotel in Reno, NV. At the time, there were 225 dues paying members, of which 92 attended this first reunion. The members discussed the need to change the organization’s name to be more inclusive for Coasties who had served in previous theaters of combat as well as future ones. It was decided that the name, Coast Guard Combat Veterans Association, would be adopted for the organization to include all Coast Guard combat veterans. Bill Hoover was elected President and Paul Scotti was elected Secretary-Treasurer.

Bill’s dedication and concern for fellow Coasties, especially those who served in Vietnam, was very well known and that he would do anything for them. His legacy in the Coast Guard Combat Veterans Association will be remembered for many years. Bill will certainly be missed by everyone who knew him and by the organization as well.

Bill is survived by his wife Libby.

AUXILIARY NEWS

Silent Auction Item Registration Form

Description of Item: _____

Name : _____ Email Address: _____

Value of item: _____ Minimum Bid if required: _____

Please email this form to me, Javaughn Miller, at: jallsmiller0@gmail.com (the 0 is a zero) or snail mail to: **109 Bent Oak Cove, Marble Falls, TX 78654**. Please ensure you receive an email confirmation from me confirming I received your donation information. **If you plan on shipping the items, please send them in care of Bruce Bruni, 131 Fern Cliff Lane, Clemmons, NC, 27012**. Please email him at bf203@gmail.com in advance of the shipment to tell him to expect delivery. (*Allow at least three weeks for delivery by USPS which has been very slow*). Bruce will transport the donated items to the reunion site. Make sure that you track shipping and delivery of the items and insure them if necessary.

Hello esteemed CGCVA veterans, Auxiliary, family, friends, and supporters! I hope this letter finds you and your families safe and in good health. Wayne and I are so excited as we look forward to our upcoming reunion in Va. Beach, VA.

I was raised in nearby Roanoke, VA, and stationed with the Navy for eight years in the Norfolk area. From my experience there I found that Virginia Beach and Norfolk have many activities to make a great trip for everyone. As you take in the sights and sounds of this beautiful and historic area, I am certain that you will also enjoy some of the wonderful food and culture that can be found here.

Despite the current situation with the pandemic, the modifications to “normalcy,” and the risks and effects this has had on every one of us, we will be taking the precautions necessary to ensure that everyone will have a great time fellowshipping with old and new friends while traveling around the area.

I am a bit concerned with donations this year due to the pandemic. **We are down significantly in the number of items normally donated for the silent auction.** As you all know, the silent auction is our largest fundraiser. If you plan on donating an item, please fill out the above form and mail it to me or copy it and email it to jallsmiller0@gmail.com. (That is a zero after my name). If you are not intending to bring the donated items with you and want to ship them in advance, please send them to Bruce Bruni whose address is listed on the donation form. Make sure that it is packaged securely, insured and give Bruce notice through his email bf203@gmail.com to expect the shipment. Allow at least three weeks for delivery. I sincerely appreciate your efforts in supporting the CGCVA through the silent auction fundraising effort.

To our Auxiliary members please remember to reach out to Mimi Placencia if you need to bring your dues up to date. We are also in need of a Nominations Committee Chair. This is a very important duty as we may have three potential positions available, which are Auxiliary President, Vice President and Secretary. If you are interested or have questions, please email me or call me as soon as possible. My contact information is: jallsmiller0@gmail.com / 619-328-8576. (That is a zero after my name). I look forward to seeing you all soon. ~ Javaughn

AWARDS AND RECOGNITION

CGCVA 2019 COAST GUARD PERSON OF THE YEAR

In the fall of 2020, CGCVA officers have selected co-recipients for the CGCVA Coast Guard Person of the Year (POTY) for 2019! These two active-duty Coast Guardsmen were awarded the Coast Guard Medal and the Distinguished Flying Cross, respectively, for their heroic actions to save lives, during Hurricane Harvey, and exemplify the U. S. Coast Guard's core values of Honor, Respect and Devotion to Duty:

AST3 BRENDAN T. KILEY

AST3 Kiley's citation for the Coast Guard Medal reads:



“For extraordinary courage, judgement and devotion to duty in the face of hazardous flying conditions, as a rescue swimmer, during helicopter operations to rescue 6 persons during Hurricane Harvey from 24 to 29 August, 2017.”

Both heroic rescue swimmers performed their duties “In keeping with the highest traditions of the United States Coast Guard”. The CGCVA is proud to acknowledge their outstanding service to this great nation.

SEMPER PARATUS



AST2 TYLER D. GANTT

AST2 Gantt's citation for the Distinguished Flying Cross reads:



“For extraordinary courage, judgement, and devotion to duty, as a rescue swimmer, during nighttime and daytime helicopter operations in the rescue of fifty-nine persons during Hurricane Harvey, from 25 August to September 1, 2017!”

AST2 Tyler D. Gantt with his CGCVA Person of the Year Award



COAST GUARD AT WAR

The Cutter Sherman in Vietnam

By Lieutenant Commander Todd Moe, USCG

Reprinted from US Naval Institute's
Naval History Magazine December 2017

The Coast Guard cutter is the last active U.S. warship to have sunk an enemy ship in battle.

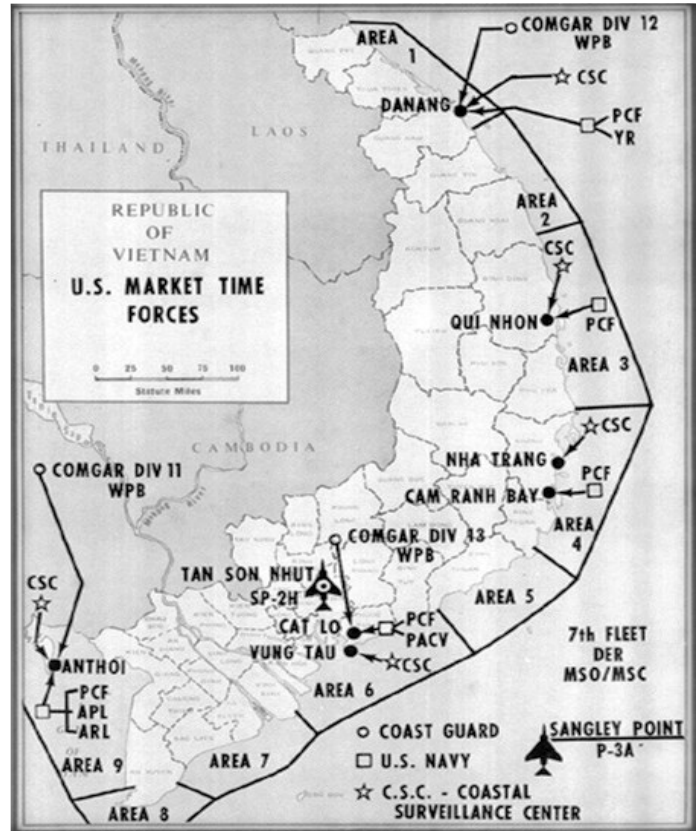
As one of the country's five armed services, the U.S. Coast Guard often is called on to fight wars far from U.S. shores. Tracing its roots back to the 1790 founding of the Revenue Marine, the service's expertise in littoral operations has played a role in each of the nation's major conflicts, including the Vietnam War. While many cutters saw combat in Vietnam, one has the distinction of being the last active U.S. warship to sink an enemy in combat: the USCG cutter *Sherman* (WHEC-720).

MARITIME INTERDICTION IN VIETNAM

Early in the U.S. involvement in Vietnam, senior military leadership understood that North Vietnam sustained the Viet Cong insurgency in the south through a well-organized supply system. The Pentagon believed that deprived of a steady stream of ammunition and arms, the Viet Cong could be defeated. The Army thought that most supplies were sent over maritime routes, but the Navy demurred, citing a lack of evidence.

It was not until February 1965, when an armed North Vietnamese supply ship was interdicted in Vung Ro Bay, that clear evidence of maritime smuggling was discovered. Unmarked trawlers carried supplies from North Vietnam and Hainan, China, to the coastal waters of South Vietnam. Local junks and sampans would rendezvous with the trawlers to ferry supplies ashore. Subsequent intelligence assessments determined that approximately 70 percent of Viet Cong supplies moved via maritime routes. U.S. Army General William Westmoreland, the commander of U.S.

Military Assistance Command Vietnam, convened a joint conference in March 1965 to design a naval patrol force to counter infiltration of supplies to the South. This effort was code-named Operation Market Time.



Market Time developed an interdiction strategy around two types of patrol areas: a near-shore zone from the coast out to 20 miles, and an offshore zone 20 to 200 miles. Planners devised grids that were patrolled by U.S. and South Vietnamese vessels and aircraft. To aid in identification of targets, shore-based command centers developed intelligence, surveillance, and reconnaissance (ISR) over likely transit routes. This information was passed by Navy vessels maintaining a constant presence in critical zones. Navy deep-water assets patrolled offshore grids, while smaller, shallow-draft vessels patrolled near-shore areas.

The Navy soon realized that the Coast Guard's experience in maritime interdiction and the ability

COVER STORY

of its cutters to operate effectively in shallow-water coastal environments were capabilities needed in Vietnam. By April 1965, the first Coast Guard cutters were preparing for deployment, and by July 1965, they were engaged in combat in South Vietnam. These cutters were 82-foot patrol boats that conducted weeklong near-shore patrols as part of Coast Guard Squadron One, homeported at the An Thoi islands near the Cau Mau Peninsula in South Vietnam. These small vessels were extremely capable. With twin low-maintenance diesel engines, shallow drafts, modern radar, and Loran-C—a radio direction-finding network recently brought to Southeast Asia by the Coast Guard—they could operate in most environments. The cutters also were equipped with communication suites that allowed them to fully integrate with Market Time operations.



USCGC Owasco (WHEC 39) refueling while on Operation Market Time patrol. Photo by U.S. Navy - U.S. Coast Guard photo No. 6309

By early 1967, the Navy requested an additional five high-endurance 378-foot *Hamilton* (WHEC-715) class cutters to relieve Navy destroyers patrolling the offshore zone. These cutters would form Coast Guard Squadron Three, homeported in Subic Bay, Philippines. *Hamilton*-class cutters,

including the *Sherman*, were able to remain on station for weeks at a time. They were equipped with powerful gas-turbine diesel engines capable of speeds of more than 29 knots and carried large 5-inch deck guns that often were called on to provide naval gunfire support ashore.

The cutters' primary mission, in both the near-shore and offshore zones, was interdiction. By the end of the war, cutters had conducted 237,490 vessel boardings and were responsible for 90 percent of the trawlers sunk in active engagements. The *Sherman's* engagement with the armed trawler *SL-3-70* is representative of engagements during Operation Market Time. It highlights both ISR enabled joint operations and on-scene initiative.

THE SHERMAN'S ACTION ON 21 NOVEMBER 1970

It was a pitch-black night in November 1970 with an unusually high tide flooding the Mekong River's delta. The North Vietnamese naval Trawler *SL-3-70* was carrying ammunition and weapons to arm Viet Cong guerillas fighting U.S. and South Vietnamese troops. The weight of the cargo made it difficult to shift course quickly, and the flooding tide played havoc with the helmsman's instincts developed over days in the open ocean.

The crew of *SL-3-70* were elite members of North Vietnam's 125th Naval Transportation Group, hand-picked for trawler infiltration duty after months of vetting and ideological indoctrination. All crew members swore to complete the mission at the cost of their own lives, and many displayed this commitment by tattooing their arms with "death before surrender." The trawler's commissar understood that the success of an upcoming

COVER STORY

ground offensive depended on the tons of Chinese-supplied ammunition under his feet. He also understood the sensitivity of the mission, which is why he ordered his crew to rig self-destruct charges in the hold and drilled them on use of the detonator in the pilothouse should capture seem likely.



CGC Sherman's boarding team assisted by a South Vietnamese officer searches a North Vietnamese fishing boat for ammunition and arms as part of Operation Market Time

The mission was nearly complete, although it had been close to failure. A U.S. Navy minesweeper had spotted them while still offshore. After a sharp firefight, *SL-3-70* broke the cordon and headed for the designated rendezvous near shore. The shallow water of the delta eventually made it impossible for the old minesweeper to close the distance to the trawler.

The commissar likely was on the deck to supervise preparations for the weapons offload and may have never seen the faint silhouette of a white vessel, the *CGC Sherman*, about 2,000 yards in the distance. He ordered his crew to open fire on the cutter with their 75-mm recoilless rifles and .60 caliber machine guns. Then, three 50-pound, 5-inch shells, rigged with impact fuses, slammed into the trawler's hull, exploding with massive force and likely knocking everyone off their feet.



**CAPT Lutz, commanding officer of CGC Sherman
Photo U.S. Coast Guard**

Captain Paul Lutz, commanding officer of the *Sherman*, ordered a salvo of air burst shells to sweep the trawler's deck and disable her crew. If the vessel didn't heave-to, Lutz knew he might have to send a boarding team over the rail to take the ship by force, and he intended to stack the deck in his favor.

The *Sherman* was part of a three-ship Navy task group that had been tracking the trawler for days, using a network of ship-based radar and maritime patrol aircraft. The command ship, *USCGC Rush* (WHEC-723), had ordered the Navy minesweeper *Endurance* (MSO-433) to challenge the trawler once it entered South Vietnamese territorial waters. Given mechanical issues and draft constraints, the *Endurance* was not able to run down the vessel. The *Sherman's* captain made a pivotal decision to pursue the trawler into shallow waters of the Mekong Delta despite the risk.

The available charts indicated the *Sherman* could



be standing in shoal waters with a maximum depth of six to nine feet, not enough room for the cutter's draft. However, Lutz knew that charts of Vietnam's coastal waters were notoriously inaccurate. During past transits of the same area, the *Sherman's* fathometer had shown about nine feet of water below the keel. He also knew there was an extremely high tide that night, suggesting even more water would be under the *Sherman*. In addition, he was confident in the accuracy of the position fixes his navigator was getting from Loran-C. Lutz ordered maximum speed from *Sherman's* gas turbine engines, about 29 knots, and raced after the trawler.

The *Sherman's* fire control radar locked onto the vessel, giving the North Vietnamese little chance of escape, the gun crew waited for the order to fire. Lutz was operating under rules of engagement requiring him first to hail, then visually identify the trawler as an enemy combatant before attacking. This meant he had to get within visual range but stay beyond the effective range of the trawler's weapons, about 2100 yards. Immediately after the *Sherman* launched flares the trawler opened fire,

though most of the rounds fell short. This gave Lutz all he needed to commence firing.

Once engaged, the *Sherman's* 5-inch/.38 caliber gun made short work of the trawler. It took just 30 seconds for the first eight shells to find their target. The trawler erupted in a ball a flame and sank. A handful of survivors swam to shore but were picked up a few days later by U.S. troops. Navy divers later surveyed the wreck and found enough ammunition and weapons to arm a division.

Of the 8,000 Coast Guardsmen who served in Southeast Asia during the Vietnam War, 7 were killed and 61 wounded, yielding a casualty rate of 0.85 percent. The Navy had 1,842,000 members serve in Southeast Asia during the war with 1,631 killed in action and 4,178 wounded, a rate of 0.31 percent.

Coast Guard statistics provided by the USCG Historian. Navy statistics provided by Naval History and Heritage Command.

THE COAST GUARD IMPACT ON MARKET TIME

The introduction of *Hamilton-class* cutters to Vietnamese waters forced the North to shift tactics. By the end of 1971, they stopped using overtly armed steel-hulled trawlers and shifted to small, clandestine, wooden boats with South Vietnamese registration. These craft had a much smaller cargo capacity and were limited to operating in the near-shore area along the demilitarized zone.

When the last cutter departed Vietnam in 1972, a total of 58 cutters and more than 8,000 Coast Guardsmen had served in theater. Coast Guard combat operations during the war were effective, with more than 2,000 enemy combatants killed in action. While Coast Guard casualties were modest in terms of overall numbers, the service's casualty rate was more than twice that of the Navy. This probably was the result of boarding and interdiction

COVER STORY



The Operation Market Time Coast Guard Cutter *Point League* stands off in the foreground as a 100-foot steel-hulled trawler burns in the background. *Point League* forced the trawler aground near the village of Ba Dong, South Vietnam. Salvage crews removed an estimated 250 tons of contraband from the ship. (National Archives photo).

missions that required cutters to close with the enemy, often leading to surprise encounters.

U.S. forces in Vietnam disrupted a large percentage of North Vietnamese maritime supply attempts and destroyed a significant portion of the North's fleet. Based on intelligence gleaned from debriefs of a senior North Vietnamese defector, the 125th Naval Transportation Group made 62 successful trips from 1963-1972. Market Time forces detected 50 infiltration attempts leading to 37 disruptions (vessels forced to turn back), 11 interdictions (vessels sank or captured), and 2 successful evasions. Therefore, of 110 known arms shipments, U.S. forces interdicted or disrupted 44 percent. Signals intelligence collected during the war suggests the North Vietnamese trawler fleet consisted of 26 vessels. The 11 interdictions therefore reduced North Vietnam's available trawler tonnage by 42 percent. These statistics indicated

that Operation Market Time had a significant impact on North Vietnam's ability to resupply combat units in the South.

In July 1971, just a few months after the *Sherman* won its engagement with the North Vietnamese, President Richard Nixon declared the beginning of the "war on drugs". The lessons in joint operations learned in Vietnam would be applied to a new enemy: drug cartels using vessels to smuggle tons of narcotics from South America to the United States. By the late 1980s, several joint interagency task force organizations would standup, using the same basic model developed during Operation Market Time.

Since returning from Vietnam, the *Sherman* has conducted numerous counterdrug patrols in the eastern Pacific, chasing hundreds of smuggling vessels and seizing multi-ton loads of cocaine. Her crew continues fighting this new war using many of the same techniques first developed in the waters of Vietnam.

In July 2001, *Sherman* became the first Coast Guard cutter to circumnavigate the world.

On 27 August 2018, at Honolulu, the ex-*Sherman* was transferred to the Sri Lanka Navy. Ex-*Sherman* was recommissioned 6 June 2019 as SLNS *Gajabahu* (P626).



REUNION—JUNE 9-13, 2021—VIRGINIA BEACH, VA

CGCVA REUNION IN VIRGINIA BEACH, JUNE 9-13, 2021

As published in the Fall 2020 issue of the Quarterdeck Log, the CGCVA reunion was rescheduled for Virginia Beach, VA, for Wednesday, June 9, through Sunday, June 13, 2021. The dates and location were changed due to COVID concerns. We have chosen the Holiday Inn, Virginia Beach-Norfolk Hotel and Conference Center, located at 5655 Greenwich Road, Virginia Beach, VA, as the location for the event. It is a very nice hotel that is used to hosting military reunions.

We are working through the Armed Forces Reunion Inc. (AFRI) for the reunion, a veteran owned organization that has been very helpful in our efforts to find hotels that are willing to host a small group as ours at a very reasonable price. The hotel is offering rooms for the reunion at \$129.00, which is a good price for the time frame and location. It also has free parking for 420 cars as well as adequate space for RVs and buses and is conveniently located near the I-64 and I-264 interchange.

Page 17 has AFRI's registration form for the reunion events only. **Take note that if you use a credit card for making your reunion registration, there is a 3.5% service fee.** However, if you mail in your registration form found on Page 17 with a check for payment, there is no service fee.

All hotel reservations must be made separately by you through the Holiday Inn direct number 757-499-4400 or toll free at 800-465-4329. Reservations can also be made through the hotel's website and using the **group code CGC**. **Reservation cutoff date is May 7, 2021, so be sure to make your reservations early.**

The hotel is offering additional nights at the same rate from June 6 through 13 and will autofill those dates into all reservations unless you tell them otherwise. So it is very important to specify the actual nights that you plan to stay.

Norfolk will be hosting its annual Harborfest on Norfolk's downtown waterfront June 11-13, with a parade of sail, ships on display, food, live performances.

You can explore Norfolk's science center, Nauticus, with interactive maritime history and science exhibits. And located next to Nauticus is the



NIGHTTIME AT NORFOLK'S HARBORFEST
photo by Matt King

Battleship Wisconsin, a museum ship from an era when these large battleships ruled the seas.

The Waterside District is Norfolk's newest entertainment venue featuring the best of national, local and regional restaurants and offers live music, festivals, and more.

Please submit your reunion registration form as early as possible.

CUT OFF DATE IS MAY 7, 2021

VIRGINIA BEACH REUNION JUNE 9-13, 2021 – CGCVA REGISTRATION FORM

The 2021 CVCVA reunion is scheduled for June 9-13, 2021, and will be held at the **Holiday Inn, Virginia Beach-Norfolk Hotel & Conference Center** located at **5655 Greenwich Rd, Virginia Beach, VA**. Listed below are all reunion registration and meal costs. Please enter how many are participating in each event & total the amount. If paying by check or money order, send the amount payable to ARMED FORCES REUNION INC. Your cancelled check will serve as your confirmation. There is a 3.5% service fee if paying online through the AFRI website link at www.afr-reg.com/CGCVA2021 **ALL EVENT REGISTRATIONS MUST BE RECEIVED ON OR BEFORE MAY 7, 2021** **ALL HOTEL ROOM RESERVATIONS ARE MADE ONLINE OR VIA TELEPHONE** The hotel booking site is auto-filled with dates June 6 to 13. Make sure you reserve only the nights for which you will be staying. **Group Code: CGC. For the Holliday Inn direct number: 757-499-4400.** The CGCVA website offers the online hotel reservation link.

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

OFFICE USE ONLY

Check# _____ Date Received _____

Inputted _____ Nametag Completed _____

CUT-OFF DATE IS MAY 7, 2021

ALL BUSINESS AND AUXILIARY LUNCHEON MEALS ARE: \$30.00 PER PLATE

Friday Business Luncheon (CGCVA Members Only)
 Choose entrée' listed below & indicate number at right

Friday Auxiliary & Friendship Luncheon (Open to all)
 Choose entrée' listed below & indicate number at right

Entrée	(X)	# Meals	=	Total		(X)	# Meals	=	Total
Grilled Vegetable Napoleon					Grilled Vegetable Napoleon				
Chicken Marsala					Chicken Marsala				
Eggplant Parmesan					Eggplant Parmesan				

SATURDAY AWARDS BANQUET DINNER – OPEN TO EVERYONE

Choose entrée' listed below & indicate number of meals desired at right & then total the amount

Entrée	Cost of meal/PP	(X)	# of Meals	=	Sub-Total
Pan Seared Salmon	\$55.00				
Chicken Boursin	\$55.00				
Sliced Sirloin of Oven Roast Beef	\$55.00				
Eggplant Parmesan	\$55.00				
AFRI MANDATORY REGISTRATION FEE PER PERSON Includes Hospitality Room and Administrative Expenses	\$40.00		# OF PEOPLE		

Total Amount Payable to ARMED FORCES REUNION, INC.
DO NOT STAPLE OR TAPE YOUR PAYMENT TO THIS FORM

Total Amount \$

PLEASE PRINT

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

SPOUSE/GUEST NAME _____ WHEELCHAIR USE Y ___ N ___

STREET ADDRESS _____

CITY, STATE, ZIP _____ PHONE (____) _____

VESSEL/UNIT _____ ARRIVAL DATE _____ DEPARTURE DATE _____

DISABILITY / DIETARY / RESTRICTIONS _____

EMERGENCY CONTACT _____ PHONE (____) _____

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

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

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

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

FEATURED ARTICLES

WE LED THE WAY

By Captain Paul Prokop, USCG (ret)

[Adapted from an article originally published in The Bulletin (The Journal of The United States Coast Guard Academy Alumni Association) in December 1991]]

This article chronicles the activities of the first detachment of Coast Guard regular and reserve operational personnel deployed to the Middle East specifically to support Operation Desert Shield.



CAPT Paul Prokop

On 2 August 1990, Iraq, under the leadership of Saddam Hussein, invaded and overran Kuwait. The United Nations Security Council embargoed the import or export of any commodities or products to Iraq and Kuwait as of 6 August (resolution 661). DoD formally requested Coast Guard assistance (via the Secretary of Transportation) with boarding and search operations intended to halt all maritime traffic to or from Iraq and Kuwait on 17 August (much like Operation Market Time off Vietnam back in 1965).

On 18 August, the Iraqi tank vessel *Al Khanaqin*, despite warning shots from *USS Reid* (FFG 30), avoided interception and boarding and proceeded with its cargo of crude oil exported from Basrah, Iraq. The same day, the Iraqi tank vessel *Babagurgur*, despite warning shots from *USS Robert G. Bradley* (FFG 49), avoided interception and boarding and proceeded with its cargo of crude oil exported from Al Bakr, Iraq.

The expeditionary force (six staff officers and 10, 4-man law enforcement detachments (LEDs)) formed at the Military Airlift Command terminal in

Norfolk, Virginia, on 21 August, awaiting transportation to Bahrain, via Bermuda, Rome and Dhahran, Saudi Arabia. Despite numerous false starts and restrictions (several countries prohibited our passage due to the presence of arms carried by the LEDs), we arrived in country on 24 August. At 7 that evening, CAPT Prokop reported in to VADM Mauz, Commander, Seventh Fleet, USN, double hatted as Commander, Naval Forces, Central Command, in *USS Blue Ridge* (LCC-19).



USS LASALLE (LPD3/AGF-3)
(The USS LASALLE is painted white because of its previous diplomatic role in the Middle East rather than that of a warship)

On the 25th, the Security Council adopted resolution 665, authorizing "...the use of measures as may be necessary..." to halt maritime shipping to and from Iraq and Kuwait.

Operating aboard *USS LaSalle* (AGF-3), CAPT Prokop joined the N-3 staff as an advisor on boarding and intercept operations, CDR Innis reported to the Force JAG as legal advisor, four lieutenants assumed the intercept watch and 10 LEDs disbursed to ten US Navy ships in the Red Sea and Persian Gulf. The mission: lead visit and search parties, while training US Navy personnel in boarding, visit and search techniques and procedures.

FEATURED ARTICLES

Unlike Operation Market Time, our activities focused on medium to large sized merchantmen, with full complements of officers and crew and masters who were not intimidated by Navy ships or Coast Guard personnel. Masters of Iraqi flagged vessels routinely refused orders from boarding officers and were intensely loyal to Saddam Hussein, as Saddam has provided no taxes, free medical care, free education and welfare subsidies to them and their officers. Masters would generally comply with orders from higher authority that were perceived as only being relayed by boarding officers.



**Iraqi Oil Tanker in the Persian Gulf
(Photo by CAPT Prokop)**

There was a longstanding, effective allied maritime intelligence operation in place prior to our arrival in theater. Their output, plus 24 hour, real time aerial surveillance provided by AWACS, let our teams focus on specific targets of interest in the restricted waters of the Red Sea and Persian Gulf, plus vessels approaching from the Mediterranean Sea or the Indian Ocean.

Our first actively confrontational boarding involved the Iraqi flagged grain carrier *Zanoobia*. Inbound from Sri Lanka, with a declared cargo of tea. Our boarding officer ordered the vessel to divert from its intended destination of Basrah, Iraq. The master refused an offer of safe haven, refused to return to Sri Lanka and refused to divert to a non-prohibited port. After a nose to nose

confrontation between the master and our boarding officer, we ended up confining the crew below decks, manning the bridge and engine room with our boarding personnel and diverting the vessel to Bombay, India.

Then came the *Al Foa*, an Iraqi grain carrier inbound to Basrah, apparently in ballast (empty). Starting at 0700, the master engaged in a long series of stalling tactics (he could not contact the owner; the owner, once contacted refused to consent to the boarding; he had to change his engineering configuration, etc.). Eleven hours later, as darkness and Iranian territorial waters approached, warning shots were fired from US, Australian and British vessels. Just as authorization for disabling fire was requested, the master consented to a joint boarding by US and Australian personnel. The vessel is found to be empty and allowed to proceed. All of that confrontation for an empty vessel! US boarding personnel are schooled in avoiding confrontation and securing cooperation. Australian personnel are hyperaggressive and itching for a fight.

Followed by the *Tadmur*, an Iraqi tank vessel outbound from Aqaba, Jordan. The usual litany of excuses commenced. Warning shots were fired. The master requested a 30 minute reprieve to contact the owner. The boarding team is confronted by crew members holding pictures of Saddam Hussein and demanding to know if they are hostages. The boarding confirms the vessel is in ballast. The scenario is now well established: delay as long as possible, induce the firing of warning shots and concede when the use of force is imminent.

Then came the *Al Wasitti*, an Iraqi general cargo ship, bound for Basrah. Intercepted by the *HMS Battleaxe* (F-89), she ignored all attempts at communication. Rounds of warning shots from US, British and Australian ships produced nothing. With the Brits as on scene commander, the time

FEATURED ARTICLES



**HMS
BATTLEAXE
(F-89)**

for interminable delay was over. Two teams of Royal Marines fast roped directly to the bridge, the crew was mustered and secured and the search proceeded, revealing an empty vessel. The vertical insertion of Royal Marines avoided the need for disabling fire. The scenario has shifted.

As September turns into October, the *Tadmur* reappeared. The Brits are in charge – no warning shots – just fast roping Royal Marines. The vessel is secured, but it does not slow, as the crew refuses to cooperate and the Royal Marines do not know how to operate the propulsion systems. A joint (US/British/Australian) boarding team in an Australian RHIB clambered aboard at 12 knots. All spaces were locked, which significantly slowed the space accountability search. After many hours, the boarding team located tons of rice, flour and cooking oil. The master offered to dump all over the side if he was allowed to proceed – that offer was declined.

Then the team found four Iraqi government officials hiding in a hidden compartment. After much negotiation, the vessel was diverted to Muscat, Oman. The prohibited cargo and the Iraqi officials were offloaded/removed. Negotiations continued when a report was received that the cargo was mistakenly (?) reloaded and the *Tadmur* was again underway. Ultimately, the prohibited cargo was removed by helicopter and the ship was allowed to proceed – empty. Our best guess – the master's plans for black market profits had been thwarted.

The *Barzan*, a Qatari general cargo ship, is

boarded by the *USS Samuel B. Roberts* (FFG 58). The boarding team located prohibited machinery and two containers of rice and oatmeal, labeled as medical supplies. She was diverted to Jeddah, Saudi Arabia.

And, the *USS Brewton* (FF 1086) intercepted the *Al Mutanabbi*, a 792' Iraqi tank vessel inbound for Basrah. The usual stalling tactics commenced, but are halted by the first use of US Marines fast roping to the deck and securing the vessel. The ship was in ballast (empty) and allowed to proceed. The crew (?) numbered 61 persons, including 4 women and 6 children.

INTERCEPTION STATISTICS

17 August 1990 – 19 October 1990

Vessels intercepted 2637, Vessels boarded 275, Coast Guard 184, US Navy 30, Foreign Navy 61, Vessels diverted 11, Warning Shots Fired 6, Disabling Fire 0.

There was a strong sense of pride exhibited by the underway personnel of the Maritime Interception Force and the PSUs in country. These late fall 1990 operations were both joint and combined – and were effective. As usual, while others were preparing for operations (and ultimately war), we were on scene and carrying out the mission on a 24/7 basis. We were at peace, while operating with heightened tensions and constantly aware that the first shot fired in anger could start a war that we were not yet prepared for.

The credit for the success of these operations rested within one team – the 40 men who comprised the Coast Guard LEDETs doing the visit and search boardings - operating day and night, regardless of sea conditions and weather. US Navy commanders continually expressed surprise and envy as they observed the maturity level, competence and confidence of junior Coast Guard officers and petty officers.

A KOREAN WAR TALE

Submitted by Bob Dell, LM

At the outbreak of the Korean War in June of 1950 the government was looking for any unit that was close and available for use in Korea. It so happened that the Coast Guard Cutter *Winnebago* (WPG-40), was out on weather patrol on Ocean Station Victor in the North Pacific about three days steaming from Japan. She was immediately ordered to Korea via Japan, with a stop at the big naval base in Yokosuka, Japan to take on supplies. However, there was one problem. Traditionally Coast Guard cutters are painted white

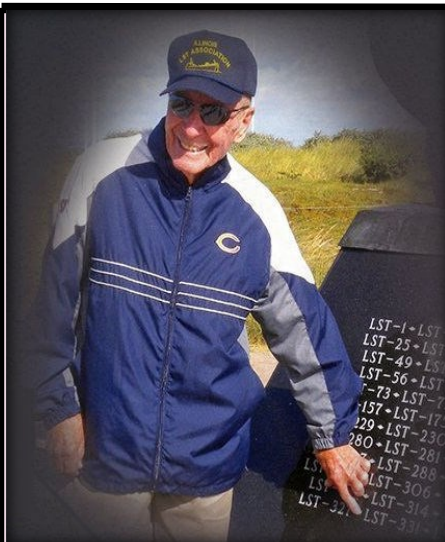
with a buff superstructure. They did not want to send a ship in this configuration into a war zone so the decision was made to give it a new paint job. The ship was literally painted navy gray in less than twenty-four hours using all hands to accomplish the task. The *Winnebago* had a total turn around time of about forty-eight hours before it was on its way to the coast of Korea. There the ship went up and down the South Korean coast dropping supplies and picking up stragglers overrun by the North Koreans during the hectic days of the Pusan perimeter fight. This is another instance of a Coast Guard unit living up to the motto of “Semper Paratus” (Always Ready).



USCGC WINNEBAGO (WPG-40/WHEC-40)

The *Winnebago* was one of thirteen 255 foot cutters built in 1944/45 to replace cutters that had been given to the British early in WWII on the Lend-Lease plan. The 255's were not real popular with their crews because they were considered to have poor sea going qualities and sparse accommodations for those who manned them. However, they did the job they were designed for, long weather patrols in the north Atlantic and Pacific oceans. They lasted into the 70's, including stints of service in Viet Nam

This story was related to me by a crewman aboard the *Winnebago* at the time and we all know that a sailor never tells a lie.



Wayne L. Borchenius, CGCVA life member, celebrated his 100th birthday on January 18th. A WWII veteran, he served aboard *USS Marchand* and *LST 331* where he participated with the first wave of landing craft during the invasion of Normandy. He also participated in the landings at Salerno, the Sicilian occupation, and North African occupation. “Buck”, as he is known, also has been a member of the American Legion and was awarded his 75 year membership certificate last fall. A plank owner for Post 729, which he and other returning veterans built, and was also the Post's first Financial Officer.

In 2012 with the assistance of his family, Buck returned to the beaches of Normandy. In the photo he is pointing out *LST 331* on the plaque at Utah Beach that honors the Coast Guard's D-Day participation.

HONORING NUMBER 45 WITH NUMBER 45

The Coast Guard will soon launch its 45th Sentinel Class cutter in honor of Coast Guard hero and NFL legend, Emlen Lewis Tunnell. Emlen “Em” Tunnell served in the Coast Guard between May 1943 and April 1946 and was credited with the saving of two lives in separate incidents during that span of service that later earned a posthumously awarded Silver Life Saving Medal.



Emlen Tunnell

Emlen Tunnell was born on March 29, 1924, in Bryn Mawr, PA, which is outside of Philadelphia, one of four children to Elzie Tunnell and Catherine Adams. He was an all-sports standout at Radnor Township High School, playing exceptionally well in football, basketball and baseball. He earned an athletic scholarship to the University of Toledo and played tailback in his freshman year. He was 17 years old in 1942 when his neck was broken during the football game against Marshall. Everyone thought that he would never play football again but by winter, he was playing basketball for the school and led the team to the National Invitational Tournament finals.

After the outbreak of World War II, Emlen enlisted into the Coast Guard in May 1943 after first being rejected by the Army and Navy and was assigned to *USS Etamin* (AK-93). It was aboard *USS Etamin* that he was credited with saving the first of two lives.

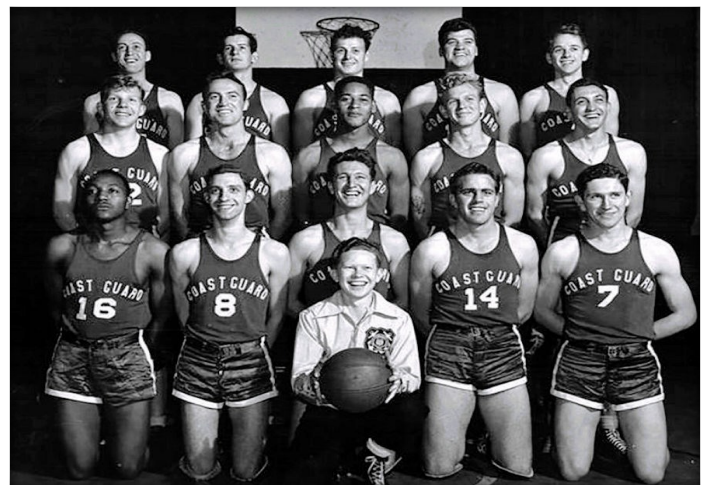
USS Etamin was an attack transport manned by Coast Guard personnel and assigned to the Southwest Pacific area. In April 1944, while unloading explosives and gasoline at Aitape in Papua New Guinea, *USS Etamin* came under attack by a Japanese aircraft that launched a torpedo at the

ship, striking it. Tunnell saved a fellow crewmember, Eddie Shaver, that had been set on fire by the blast, beating out the flames with his hands. Tunnell sustained burns to his hands, but managed to carry his shipmate to safety. Tunnell was later transferred to San Francisco and Alameda from August 1944 to October 1945.



***USS Etamin* (AK-93)**

During the Fall of 1944, Tunnell played at halfback for the San Francisco Coast Guard Pilots football team. On November 11th of that year, he led the Pilots to a 13-0 victory over the College of the Pacific Tigers football team where he threw 22 yards for a touchdown and intercepted and ran for 75 yards for another TD. He also played basketball for the San Francisco Coast Guard, scoring 13 points in a December 1944 game against the University of California Golden Bears.



**Emlen Tunnell, center, second from top, in a Coast Guard basketball team photo.
(Coast Guard/AP)**

NEWS AND NOTICES

In March 1946, while stationed at Naval Station Argentia, Nova Scotia, Tunnell saved the life of shipmate Alfred Givens who fell from the *USS Tampa* (WPG-348) into 32 degree frigid water. It wasn't until 2011 that Emlen Tunnell's heroic actions were recognized with the awarding of the Silver Lifesaving Medal posthumously for saving Alfred Givens from drowning. Unfortunately, Emlen had already passed away in 1975 at age 50.



In the photo above, Rear Admiral Joseph R. Castillo, USCG, Commander, Eleventh Coast Guard District, presents Vivian Robinson, the sister of Emlen Lewis Tunnell, with the Silver Life Saving Medal at the Gym Naming Ceremony where Tunnell was honored on Coast Guard Island in Alameda, CA, on Wednesday, March 9, 2011 as Robinson's daughter, Catherine Robinson, looks on. The U.S. Coast Guard posthumously honored World War II hero and Pro Football Hall of Famer. (Laura A. Oda/Staff)

PROFESSIONAL FOOTBALL PLAYER

Emlen Tunnell returned to college following his stint in the Coast Guard and attended the University of Iowa and playing for the school's football team. He set a school record on October 11, 1947, with 155 receiving yards, and three touchdowns on six receptions. He left school in January 1948, unable to return due to lack of money. However, in July,

Emlen was signed with the New York Giants, the first African-American to do so and play for the club. In his rookie year, Tunnell appeared in 10 games, intercepted seven passes, returning one 43 yards for a touchdown. In the following four years, he earned a reputation as one of the best pass defenders and punt return specialists in the NFL. He was a key element in the Giants' famed "umbrella defense" that were known for shutting down the opponent teams' passing game.

At 6'1", 187 pounds and wearing number 45, Tunnell remained with the Giants for 11 seasons from 1948-1958. During that time he was selected as a first-team All-Pro six times, played in eight Pro Bowls, and set franchise records that still stand with 74 intercepted passes for a total of 1,240 interception return yards and four touchdowns, tying with Dick Lynch and Jason Sehom. He also recovered 15 fumbles and still holds franchise records with 257 punts for 2,206 yards and five touchdowns. His total of 3,241 return yards is also a franchise record.



**New York Giants Emlen Tunnell
wearing his number 45**

NEWS AND NOTICES

In 1959, Tunnell was acquired by the Green Bay Packers for a three year contract. He demonstrated his great leadership abilities by working with the younger players and becoming known as the “unofficial pastor” for the team. Still wearing number 45, he played in 13 games for the 1961 Packers team and winning the NFL Championship.

Tunnell set four NFL records, most career interceptions, most punt returns, and most yardage on interceptions and punt returns, all of which remained unsurpassed at the time of his death in 1975.

In 1961, Tunnell realized that his best playing years were in his past and decided to retire from football to become a scout in both the Packers and Giants organizations and signing in 1963 as a full time scout for the Giants. Two-years later, he was named assistant coach, becoming the NFL’s first full-time African American coach and later being selected for the Pro Football Hall of Fame in 1967.

Legendary Packer’s coach, Vince Lombardi, said that Tunnell “meant a lot to the Packers then. He was a pastor, a cheerleader, and a coach as well as a player.”

Tunnell was married in 1962 to Patricia Dawkins. They had no children. In October of 1974, he suffered a minor heart attack but suffered another in July 1975 during a Giants’ practice session which ended his life. Tunnell is buried at the Gulph United Church of Christ Cemetery in West Conshohocken, PA.

In addition to the Coast Guard naming a new Sentinel Class cutter after Tunnell, the Coast Guard Academy Alumni Association has dedicated their new Emlen Tunnell Strength and Conditioning Center to the Coast Guard Academy. Featuring state-of-the-art equipment it will be located in Roland Hall. Covering an area of nearly 8,000-square feet, the two-level center will provide outstanding views of the Thames River and CGA

waterfront, while delivering a training space for the entire Corps of Cadets to aid in their physical development.



**The two floor
Emlen Tunnell
Strength and
Conditioning
Center at
Roland Hall.**



**SITE
ROLAND HALL,
USCGA FIELDHOUSE
NEW LONDON, CT**



Sources:

James M. Manheim ‘s article “Emlen Tunnell Biography”

Wikipedia online Encyclopedia

Photos from AP, the US Coast Guard, and the NFL



NEWS AND NOTICES

ALCOAST 384/20 - OCT 2020 ESTABLISHMENT OF THE COAST GUARD CROSS

By an Act of Congress, Public Law 281, 111th Congress, enacted on October 15, 2010, the Coast Guard Cross was established. The award was designed by Chris Rose, Coast Guard Reservist Magazine and Charles V. Mugno, Director, The Institute of Heraldry, U.S. Army, and will be second in precedence only to the Medal of Honor, and is of the same level of precedence as the Navy Cross.

The Coast Guard Cross may be awarded to military or civilian personnel serving in any capacity within the Coast Guard when the Coast Guard is not operating under the Department of the Navy, and who distinguish themselves by extraordinary heroism that does not justify the award of the Medal of Honor.

- While engaged in action against an enemy of the United States;
- While engaged in military operations involving conflict with an opposing foreign force or international terrorist organization;
- While serving with friendly foreign forces engaged in an armed conflict against an opposing armed force in which the United States is not a belligerent party.

The gold medal measures 2-1/4 inches high by 1-3/4 inches wide. The obverse side of the medal consists of a Cross Aiguise with anchors radiating outwards between the arms of the cross. Extended from the uppermost arm are two oars per saltire, paddles to chief, with a rope wrapped around the oar handles and incorporating a ribbon ring behind the paddles. Centered on the cross and encircled by a laurel wreath of 26 enameled green leaves is a shield similar to that found in the Great Seal of the United States. The stripes of the shield are

alternating red and white color enamel while the shield is enameled in blue with 13 white, five-pointed stars.

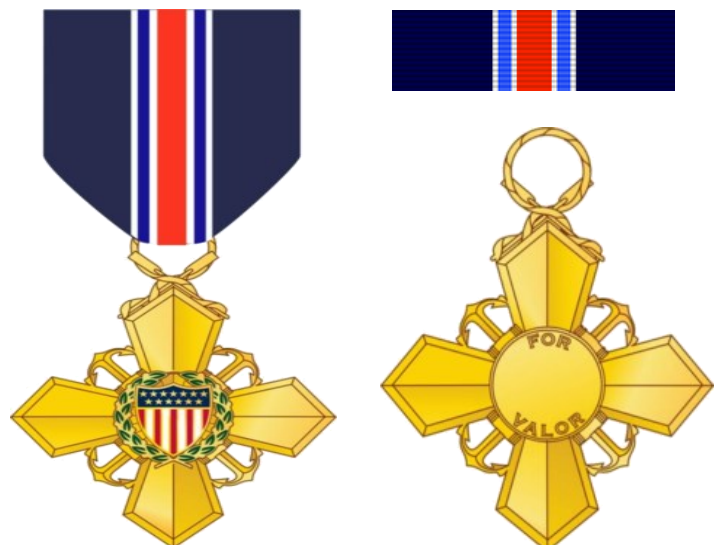
The reverse side is identical to the obverse, except the center does not have a shield. In the center is the inscription “FOR” arched above and “VALOR” arched below. Space is available for engraving the recipient’s name and date of award.

The cross is suspended from a 1-3/8 inch ribbon of navy blue. In the center is a 5/32-inch stripe of scarlet, flanked by 1/16-inch stripes of ultramarine blue, bordered in white.

The Coast Guard Cross stands for personal sacrifice. The center portion symbolizes the National Coat of Arms which signifies representation and allegiance encircled by the laurel wreath which symbolizes honor. The anchor, crossed oars, and entwined rope are familiar Coast Guard and maritime symbols and describes the marine environment where these acts of valor were performed.

The ribbon’s dark blue color signifies loyalty and devotion; white represents purity; ultramarine blue signifies thoughtfulness and truth; and scarlet signifies courage, patriotism and valor.

As of this date, no one has been awarded the Coast Guard Cross.



NEWS AND NOTICES



Ivers J. Anderson (CGCVA life member), father of Minnesota Navy League member David E. Anderson, celebrated his 98th birthday on September 9, 2020, Anderson is a WWII Coast Guard veteran and Korean War Navy veteran. A drive-by birthday celebration was held in his honor on September 12th at Newton Manor, a Presbyterian Homes facility in Bloomington, MN. Members of the Minnesota Navy League, the United States Submarine Veterans Incorporated, Minnesota Submarine League, the United States Naval Academy Alumni Association, former crew of the *USS Sproston* (DDE 577), U.S. Coast Guard Reserve, Bloomington Police Department and Woodbury American Legion Post 501 participated in the parade. In the photo to the left, Dave Anderson congratulates his father on his military service. ~ Submitted by Tim Mowbray. (Article from the *Minnesota Legionnaire*, Oct 2020)

LIBRARY OF CONGRESS VETERANS HISTORY PROJECT

Historian Marc Henderson of the United States of America Vietnam War Commemoration project continues to seek oral interviews from Vietnam veterans. The project has conducted more than 760 oral history interviews from Vietnam Veterans, seven of which are Coast Guard veterans.

In November 2019, Marc interviewed three Coasties in Naples, FL, and another Coastie in January of this year in Daytona, FL. This past October, he received a call from a Vietnam veteran who served aboard CGC *Basswood* and who obtained Marc's contact information from the Quarterdeck Log. Unfortunately, the locations that had been scheduled for 2020, like the CGC *Taney* reunion that had been scheduled for August, were cancelled due to the COVID-19 lockdown.

At present, the tentative 2021 schedule for oral interview locations is at our biennial reunion and one in Nashville, TN, May 12-14. They are hopeful in adding more locations.

Marc Henderson has been very appreciative to the CGCVA for our effort to include information

about their documentation efforts with this message, *"I must tip my hat in appreciation of your support of our oral history team and our mission—to thank and honor the service of all Vietnam veterans and their families, and to preserve their legacy in the voices of those who were there."*



Documenting veterans' service history is not just limited to those who served in the Vietnam War, but includes the personal history of any Armed Forces member who served between 1955 and 1975, including Coast Guard, regardless of where they served. This is a great opportunity for all of us to highlight the often forgotten or unknown history of the Coast Guard.

If you want to provide Marc Henderson with an oral history of your experience as a Coastie in Vietnam or during the 1955-75 time period, contact him through his email at: marc.r.henderson.civ@mail.mil or at (571) 225-1645.

NEWS AND NOTICES

Congressman Higgins Announces Expanded Benefits for Veterans Exposed to Agent Orange

Parkinsonism, Bladder Cancer, and Hypothyroidism Caused by Agent Orange Exposure Now Covered

Congressman Brian Higgins (D-NY-26) announced veterans who have parkinsonism, bladder cancer, and hypothyroidism as a result of Agent Orange exposure may now apply for disability compensation provided by the U.S. Department of Veteran Affairs (VA) under the recently approved National Defense Authorization Act for Fiscal Year 2021.

Higgins said, “Exposure to Agent Orange in the line of duty has changed and taken the lives of many veterans who should not be made to jump through hoops to get the care and compensation they deserve. This measure helps the system catch up with the science, easing the burden placed on veterans and their families.”

Agent Orange, used by the U.S. military during the Vietnam War, has been recognized by the VA to be a cause of certain cancers and other health problems. The VA maintains a list of conditions presumed to be linked to Agent Orange exposure. Veterans diagnosed with a condition on the list may be eligible for disability benefits. The Defense bill expands the list of presumptive diseases to include parkinsonism, bladder cancer, and hypothyroidism.

U.S. Marine Corps Vietnam War Veteran and veterans advocate Patrick W. Welch, PhD, added, “Agent Orange which contained the deadliest toxins known to humans has been taking a tremendous health toll on those who served in Vietnam. Many veterans who survived the war have fallen to the various health issues related to the exposure of Agent Orange. For those still living, this legislation will provide some health benefits and compensation for the suffering they have endured.”

Veterans with parkinsonism, bladder cancer, or hypothyroidism that have previously applied for VA disability compensation but were denied should reapply and might be eligible for retroactive compensation. Exposed veterans who have not yet applied should consider filing a new claim. More information on benefits related to Agent Orange exposure is available on the VA website at: <https://www.va.gov/disability/eligibility/hazardous-materials-exposure/agent-orange/>

Last year the [Blue Water Navy Vietnam Veterans Act](#), cosponsored by Higgins, was signed into law. The legislation makes Vietnam veterans stationed off the coast eligible for the same benefits as ground forces exposed to Agent Orange.

Veterans seeking additional information about applying for benefits provided by the VA should contact Congressman Brian Higgins’ Buffalo office at (716) 852-3501.



NEWS AND NOTICES

NAVY WOUNDED WARRIOR

Navy Wounded Warrior (NWW) is the Navy's sole organization for coordinating the non-medical care of seriously wounded, ill and injured Sailors and Coast Guardsmen, and providing resources and support to their families and caregivers. Through proactive leadership, the program provides individually-tailored assistance designed to optimize the success of the wounded warriors' recovery, rehabilitation and reintegration activities.

NWW helps Sailors and Coast Guardsmen return to duty and, when that's not possible, the program works collaboratively with federal agencies, and state and local organizations to ease wounded warriors back into their communities.

Regional NWW non-medical care management teams work with wounded warriors and their families to identify their goals and develop plans to achieve them. The teams are led by a regional director, and recovery care coordinators oversee the development and execution of wounded warriors' Comprehensive Recovery Plans (CRPs). Non-medical care managers anticipate enrollees' daily non-medical needs and resolve any issues that surface during the recovery process.

A CRP is an individualized plan developed by the non-medical care management team, the service

member and his or her family or caregiver, which identifies and prioritizes their goals. The CRP is a tool that helps service members remain on course throughout recovery, rehabilitation and reintegration.

How do Sailors and Coast Guardsmen enroll in NWW? Sailors and Coast Guardsmen may self-refer to the program or be referred by family, command leadership or medical providers.

NWW enrollment is available to seriously wounded, ill and injured Sailors and Coast Guardsmen, including: OIF/OEF/OND casualties; Shipboard and training accidents; Liberty accidents; Serious medical and psychological conditions (e.g. cancer, PTS).

Regional NWW non-medical care management teams tailor support to each enrolled service member's needs. Support includes assistance with: Comprehensive Recovery Plan; Adaptive sports and reconditioning; Pay and personnel issues; Invitational travel orders; Lodging and housing adaptation; Child and youth care; Transportation needs; Education benefits and training and employment opportunities; Commissary and Exchange access; Respite Care; TBI/PTS support services; Transition assistance and much more.

See NWW information that can be found through www.navymwrpensacola.com/search/nww

DESERT STORM, OIF, OEF, OND VETERANS HAVE YOU REGISTERED WITH THE BURN PIT REGISTRY YET?

As a method to track their health, the Burn Pit Registry was created. However, it was soon expanded to include all veterans, not just those involved in burn pit operations, who have served in the Middle East, Africa and Afghanistan, which covered Operation Enduring Freedom, Operation Iraqi Freedom, Operation New Dawn, Operations Desert Shield and Desert Storm, as well as those

who served in Djibouti, Africa, on or after September 11, 2001, or in the Southwest Asia theater of operations on or after August 2, 1990.

The Burn Pit Registry can be found at: <https://www.publichealth.va.gov/exposures/burnpits/registry.asp>. It takes about 40 minutes to complete and it can be downloaded for discussion with your healthcare provider. There is no cost to participate in the registry. Participation is not required for other VA disability compensation. Enrollment in the VA health program is not required.

NEWS AND NOTICES

GULF WAR SYNDROME

A prominent condition affecting Gulf War Veterans is a cluster of medically unexplained chronic symptoms that can include fatigue, headaches, joint pain, indigestion, insomnia, dizziness, respiratory disorders, and memory problems. VA refers to these illnesses as "chronic multisymptom illness" and "undiagnosed illnesses." This is what is commonly known as "Gulf War Syndrome" because it was first reported by Gulf War Veterans.

The VA presumes certain chronic, unexplained symptoms existing for 6 months or more are related to Gulf War service without regard to cause. These "presumptive" illnesses must have appeared during active duty in the Southwest Asia theater of military operations or by Dec. 31, 2021, and be at least 10% disabling. These illnesses include:

- Chronic Fatigue Syndrome, a condition of long-term and severe fatigue that isn't relieved by rest and is not directly caused by other conditions.

- Fibromyalgia, a condition characterized by widespread muscle pain. Other symptoms may include insomnia, morning stiffness, headache, and memory problems.

- Functional gastrointestinal disorders, a group of conditions marked by chronic or recurrent symptoms related to any part of the gastrointestinal tract. Examples include irritable bowel syndrome (IBS), functional dyspepsia, and functional abdominal pain syndrome.

- Undiagnosed illnesses with symptoms that may include but are not limited to: abnormal weight loss, fatigue, cardiovascular disease, muscle and joint pain, headache, menstrual disorders, neurological and psychological problems, skin conditions, respiratory disorders, and sleep disturbances.

Gulf War Veterans who meet these criteria don't need to prove a connection between their military service and illnesses to get VA disability compensation.

COAST GUARD VETERAN CAMPAIGN PATCHES

The CGCVA Small Stores is the sole provider of campaign patches for Coast Guard Veterans who have been awarded campaign medals. **CLICK ON THE SMALL STORES TAB ON THE CGCVA WEBSITE TO PURCHASE THESE NEW PATCHES OR THEY CAN PURCHASED LIKE THE OTHER ITEMS FOUND ON THE SHIP'S STORE PAGE IN THE QUARTERDECK LOG.** The embroidered patches are 2" x 4" in size and are perfect for your hat, jacket, vest or anywhere you want. They are \$6.00 which includes shipping. Please consider purchasing several for yourself or to share with friends.



SHIP'S STORE

MAIL ORDERS TO:

Richard Hogan, Jr.
4713 West Rock Creek Road
High Ridge, MO 63049-3308

SMALL STORES ORDERING

IF YOU HAVE QUESTIONS:

Please email Rich at:
richardhoganjr@charter.net

PAYMENT OPTIONS:

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

NEW ITEMS FOR THE SHIP'S STORE: These Coast Guard campaign patches are 2" x 4" in size and are perfect for your hat, jacket, motorcycle vest or anywhere that you want at only \$6.00 each includes shipping.



OUR BEST SELLING ITEMS

CGCVA GOLF SHIRT: With embroidered CGCVA flash on left breast: Sizes S, M, L, XL, \$27.50. XXL \$31.00. Only available in Navy Blue. Free Shipping.

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

CGCVA GARRISON CAP: (Must specify size) Fore'n aft cap with embroidered CGCVA color logo and in white lettering "COAST GUARD COMBAT VETERANS ASSOCIATION". \$27.50

CGCVA CHALLENGE COIN: CGCVA logo on obverse, U.S. Coast Guard logo on reverse. \$12.00

CGCVA 8" OVAL WINDOW STICKER: Vinyl and will stick to your car, boat, motor home or just about anything. \$6.00

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

CGCVA AND USCG VIETNAM PATCHES: CGCVA (small) \$4.00, CGCVA (large) \$5.00, RONONE, CON-SON, ELD—Eagle, Market Time, Squadron Three, USCG LORSTA Sattahip, Thailand, ELD CG Vietnam, \$5.00 each, Tonkin Gulf Yacht Club \$6.00





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	Primary Email	

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

IMPORTANT INFORMATION FOR MEMBERSHIP

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

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

Dues: \$40.00 for two (2) years membership
Current active duty members, including SELRES on Title 10, receive four years membership for \$40.00. SELRES on Title 10 or LONG TERM ADOS must submit a copy of their orders along with their DD214.

Send membership application to:
 Gary Sherman (CGCVA Secretary-Treasurer)
 P.O. Box 969, Lansdale, PA 19446
Make check or money order payable to:
CGCVA

Print name of CGCVA sponsor or referral	Signature of applicant	Date
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Indicate in check box if applying for: Regular membership Associate membership Other

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

**COAST GUARD COMBAT
VETERANS ASSOCIATION
P.O. BOX 969
LANSDALE, PA 19446**

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**The USCGC Monomoy (WPB 1326) patrols off Bahrain Sept. 23, 2020. Monomoy is
the 26th 110-foot Island-class patrol boat and will be replaced by a 154-foot Fast
Response Cutter. (U.S. Coast Guard photo by Chief Petty Officer Pieter Kindberg/
Released)**