



the QUARTERDECK LOG

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

Volume 34, Number 3

Fall 2019

2021 REUNION



NEW ORLEANS



**COAST GUARD OPERATIONS IN GREENLAND
1940-1941
PROTECTING THE VITAL CRYOLITE
MINES AT IGVITUT**

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Veterans Day
November 11, 2019



Honoring All Who Served



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FROM THE NATIONAL PRESIDENT

COAST GUARD COMBAT VETERANS ASSOCIATION

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

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

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CGCVA on all matters

THE QUARTERDECK LOG

Executive Publisher—PNP Ed Swift, LM
Editors—Bruce Bruni, LM,

AUXILIARY OFFICERS

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National Vice President—Beverly Johnson
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Michael Johnson, LM and Bruce Bruni, LM
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Service Officers—Thomas Huckelberry, LM,
Richard Hogan Jr., LM, and Floyd Hampton, LM
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Chaplain—Vince Patton, LM
Parliamentarian—Michael Placencia, LM
Nominating Committee—Bill Figone, LM
Cape May Liaison—Thomas Dougherty
MEAP—Edward Bachand, LM, and
PNP Ed Swift, LM

COAST GUARD HISTORY CONTRIBUTOR

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

Shipmates:

The membership continues to support and represent our Association everywhere.

Daniel Cannode and wife drove from Ohio to Arkansas to attend the 100th Birthday gathering for Lois Bouton, the Coast Guard Lady.



Bill McLaughlin, once again, presented the wreath at the Douglas Munro Ceremony in Cle Elum, WA.

Trustee Bruce Bruni traveled to New Orleans for 2021 reunion /convention hotel site inspection. I think that you will like the location that has been selected for the event. You’ll find the information about the hotel on pages 19 and 20 of this QDL issue. During his travels, Bruce also paid a visit to Port Security Unit 308 in Kiln, MS, in an effort to increase CGCVA recruitment.

PNP Mike Placencia and Trustee Bill Figone attended the CGC Tampa Purple Heart Ceremony at Alameda, CA.

The Coast Guard Festival at Grand Haven, MI was attended by MAA Russ Weeks and Barbara, George Hamilton and Sue, CG9 MCPO Dave Schacker, NVP Terry O’Connell and Rene, NP Steve Petersen and Kay. Terry O’Connell and myself presented an honorary CGCVA membership to the Festival’s Executive Director, CDR Michael Smith, USCG (ret).

George Hamilton has volunteered to present watches at the TRACEN Cape May Graduation Ceremony, helping out WWII veteran John Seubert.

Thanks to all that give their time and dime to represent our Association.

I wish you all a special Veterans Day and personally thank each of you for your dedicated service to the nation.

Big Blocks, Small Lines

Steve

FROM THE NATIONAL PRESIDENT



President Steve Petersen (R) presents an honorary CGCVA membership to CG Festival Executive Director, CDR Mike Smith (C) while VP Terry O'Connell (L) looks on.



Left to Right, President Steve Petersen, BMCS Jon Ostrowski, USCG (Ret) and VP Terry O'Connell



Pictured left is the 2018 Enlisted Person of the Year, Active Duty Component, BM2 Jakob Blass and his wife, Chloe. BM2 Bass serves as a Tactical Coxswain at Station Port Canaveral



Pictured above is CG-MCPO Jason Vanderhaden, his wife, Amy, and daughter PO2 Victoria Vanderhaden

FROM THE NATIONAL VICE-PRESIDENT

Throughout the Coast Guard, units in every CG district celebrate its 1790 birthday with festivities on or about August 4th. Without a doubt, the largest and greatest celebration is held at Coast Guard City, U.S.A., Grand Haven, Michigan. This year was from Friday, 26 July through Saturday, 3 August. As in previous years, many members of the CGCVA were in attendance, including NP Steve Petersen and NVP Terry O'Connell who were invited guests of CDR Mike Smith, (USCG Ret) and the Grand Haven CG Festival Committee.

The 2019 Grand Haven Coast Guard Festival was an action packed 9 days of non-stop Festival activity which included the warm welcome and hospitality of the amazing people of Grand Haven; ship tours of the Cutters Alder, Bristol Bay, Katmai Bay, Buckthorn and the Canadian CG Ship Richey; nightly entertainment at the Waterfront Stadium; sporting events; a carnival; car show; dozens of food trucks on the waterfront and vendors of all manner of things throughout the period.

The honored guests of the Festival were the current and former Master Chief Petty Officers of the Coast Guard who were celebrating the 50th anniversary of that office. They included MCPOCG Jason Vanderhaden, MCPOCG #3 Hollis Stephens, MCPOCG #6 Robert Lloyd, MCPOCG #7 Rick Trent, MCPOCG #8 Vincent Patton, MCPOCG #9 Frank Welch, MCPOCG #10 Charles Bowen III and MCPOCG #11 Michael Leavitt.

Steve, Kay, Rene' and I arrived at Grand Haven on Wednesday, 31 July and our first order of business was to meet with Master-at-Arms Russ Weeks and his wife Barbara at a local waterfront restaurant. Later that evening we attended a Retiree Dinner at the Eagles Aerie where we distributed copies of the Quarterdeck Log to many of the 100+ CG retired folks and Festival Committee folks. During this evening and the remainder of our visit, it was great to meet with several other CCGVA members who were enjoying the festivities as either Honored or Special guests of the Festival, active duty Coasties or casual visitors.

As designated Special Guests, Steve and I were recognized Thursday evening at the Annual Community Dinner featuring local dignitaries, the MCPOCGs and other present and former Coast Guard "Heroes and Legends."

During Friday morning a much anticipated spouses' breakfast was hosted by Mark and Jana Reenders at their beautiful Grand Haven home. Rene' and Kay described this event as memorable for the warm welcome, beautiful home and outstanding breakfast buffet.

Later in the day, Kay and Rene' were enjoying shopping at the CG Exchange huge outdoor tent sale while Steve and I were treated to a private tour of the USCGC Alder by the Engineering Watch Officer, MKC Krause and the Officer of the Day, BM2 Moore. Later that day, we attended a Welcoming ceremony on Alder where we enjoyed a buffet of light fare and refreshments. Immediately following the reception was a Memorial Service at Escanaba Park that marked the memories of those Coast Guard personnel who have lost their lives in service to their country. Specifically, the family of CWO Michael Lewis Kozloski was welcomed as we honored the life of this USCG Hero. MCPOCG Vanderhaden's keynote speech, military music by the USCG Academy Band, a CG Bagpipe band and a flyover by a pair of CG Helicopters completed this emotional memorial service. Later we were treated to excellent BBQ chicken at the annual



FROM THE NATIONAL VICE-PRESIDENT

Enlisted Dinner at American Legion Post 28. This was followed by an evening concert by a Rolling Stones Tribute Band.

The highlight of the Festival, which was enjoyed by an estimated audience in excess of 300,000 persons, was the final day events. This included a Grand Parade when 150 entries saluted the men and women of the Coast Guard. Following the parade was an evening at the Waterfront Stadium with two tribute bands from Canada, Abbamania and Night Fever. Immediately following the concert was The Fireworks Extravaganza that was an amazing pyrotechnics spectacle with synchronized light and music accompaniment. Following this amazing evening, the Festival Committee Held an Afterglow party for the invited guests while the crowds were dispersing. This intimate affair gave all concerned an opportunity to recognize Festival committee members, and our hostesses Mary Eagin, Kathleen Karpin and Lisa Hodges. Steve and I commandeered the podium during a brief lull and recognized CDR Mike Smith by presenting him with a CGCVA Honorary Membership. Mike has been a long time supporter and advocate of the Association and is more than worthy of this special recognition.

FROM THE NATIONAL SECRETARY / TREASURER

BY THE NUMBERS

How does our organization breakdown as it pertains to the various units that have deployed to combat zones? Herein are the numbers of CGCVA members to the respective units. Not all eligible units are indicated because they might be too small to track, nor are individual augmentees listed, such as those that might have been assigned to a Navy command or support or explosive loading team, but for the most part, here is what I came up with for your interest.



WHEC-WMEC	CUTTERS	9 Halfmoon
36 Castle Rock	13 Cook Inlet	9 Winona
26 Bibb	12 Winnebago	9 Yakutat
26 Sherman	11 Ponchartrain	9 Mellon
24 Hamilton	11 Rush	6 Dallas
20 Chase	10 Ingham	5 Munro
19 Duane	10 Klamath	3 Absecon
19 Taney	10 Minnetonka	3 Bering Strait
16 Owasco	10 Sebago	3 Diligence
15 Spencer	10 Waschuset	2 Chincoteague
14 Campbell	9 Adnroscottin	1 McCulloch
14 Morgenthau	9 Barataria	0 Gresham

POINT CLASS		
13 PT Orient	7 PT Grace	3 PT Partridge
11 PT Banks	7 PT Kennedy	1 PT League
10 PT Clear	7 PT Mast	PSUs
10 PT Welcome	6 PT Hudson	24 PSU 301
9 PT Comfort	6 PT Lomas	11 PSU 309
9 PT Dume	6 PT Marone	7 PSU 308
9 PT Grey	6 PT Young	7 PSU 312
9 PT White	5 PT Slocum	6 PSU 311
8 PT Cypress	4 PT Caution	5 PSU 303
8 PT Glover	4 PT Gammon	3 PSU 302
8 PT Jefferson	3 PT Arden	3 PSU 313
7 PT Garnet	3 PT Ellis	2 PSU 307

FROM THE NATIONAL SECRETARY / TREASURER

CGCVA WATCHES FOR SALE

In the past, the CGCVA has awarded souvenir watches to graduating CGA cadets and to Cape May Recruit Training Command graduates who have excelled in receiving the CGCVA Physical Fitness Award. However, maintaining a regular supply of the watches has become difficult. After much discussion, the leadership has decided to replace the watch with a specially casted CGCVA challenge coin, which was depicted in the Summer 2019 issue of the QDL. In order to eliminate the limited supply of watches that the CGCVA has on hand, we are offering the watches for sale to the membership at the **bargain price of \$22.00 each, which includes shipping.**



It's a great looking watch and it would look great on your wrist, but even better on your grandson or granddaughter's wrist, so they can show their pride in their grandparent's service to the country. For multiple purchases, please contact cgcva@comcast.net for a high quantity discount.

One of our members bought seven of these watches because he has been blessed with many "grandkids"!



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

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

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

AUXILIARY NEWS

EFFORT TO PUT THE COAST GUARD LADY ON A POSTAGE STAMP

Page 20 of this QDL issue discusses numerous recognitions afforded to former Spar and WWII veteran Lois Bouton who, since the Vietnam Conflict, has been known as The Coast Guard Lady. Lois' communication skills have brought comfort and solace to service men and women serving overseas since she started writing to them during the Korean and Vietnam wars and then heightened her efforts on Coast Guard Day in 1974, when she wrote to Coast Guard personnel in Alaska. As a school teacher she encouraged her students to join her in bringing news and stories from the home front. These letters were always welcomed by those of us who received them from Lois and others like her during our deployments. They were especially comforting to those Coasties who received them while deployed to hostile fire zones that took our minds off the dangers around us for the few moments that we enjoyed the connection to home.

Lois Bouton has received recognition as The Coast Guard Lady from cities and organizations for her contributions to the morale of service men and women through her 40,000 plus letters and cards. She was recently celebrated as she entered her 101st year; however, we believe that she should receive the ultimate recognition with a postage stamp in her honor, issued by the USPS. Until recently, a postage stamp could not honor a person who had not been deceased for five years. According to a September 2011 USCS news release, any notable person who has made positive contributions of a national scope may be recommended for the for a postage stamp in their honor. Lois Bouton's extraordinary and enduring contribution to the military segment of American society is certainly worthy of USPS recognition.

Stephen Kearney, manager, Stamp Services, said, "Engaging the public to offer their ideas is an innovative way to expand interest in stamps and the popular hobby of collecting them." Therefore, the CGCVA is requesting that you take a moment to submit a short letter with your request for the USPS to issue a commemorative postage stamp that honors The Coast Guard Lady for her many years of dedicated service to the men and women of the U.S. Coast Guard.

Below is a sample of the letter that can be used in drafting your letter to the USPS. Please forward your request letter to the **Citizens' Stamp Advisory Committee, c/o Stamp Development, Room 3300, 475 L'Enfant Plaza SW, Washington DC 20260-3501.**

Mr. Stephen Kearney:

As a member of the Coast Guard Combat Veterans Association, I am making a strong recommendation for the issuance of a commemorative postage stamp to honor centenarian and WWII Coast Guard veteran, Lois Bouton, also known as the Coast Guard Lady, for her more than forty five years of devoted service in her writing of more than 40,000 letters to the men and women of the U.S. Coast Guard.

A resident of Rogers, AR, her dedicated efforts have served to increase the morale of Coast Guard personnel while they were deployed far from home, including those who were sent into hostile fire zones. In light of the many years of her letter writing campaign, it is appropriate to have a commemorative postage stamp issued in her honor.

Your support in recognizing Lois Bouton for her efforts is greatly appreciated.

Sincerely,

Coast Guard Operations in Greenland 1940-1941 (revised 2017)

by Captain Donald M. Taub, USCG, Retired

Germany's occupation of Denmark on April 9, 1940, in conjunction with its invasion of Norway, marked a turning point in the U.S. Government's responses to the war in Europe. America's strategic interests in Greenland were suddenly in jeopardy.

The Danish king had ordered all Danes to submit to Denmark's new master, while Germany allowed Denmark a semblance of its continuing neutral sovereignty. On April 10, Denmark's colony Iceland declared its independence. The status of Greenland, however, was in a state of uncertain flux.

Greenland, unlike Iceland, is part of the Western Hemisphere, and it was America's policy to keep the ongoing European war out of the Western Hemisphere. In September 1939, America had already established its Neutrality Zone along the East Coast which extended 300 miles offshore. That was followed by the Pan American conference known as the Act of Panama of October 1939, which announced the joint defense of the Western Hemisphere.

The Cryolite Mine at Ivigtut

The Eskimos called it... "Ice that does not melt in summer."

America's immediate strategic interest, however, was the cryolite mine at Ivigtut, located near the southwestern tip of Greenland. The mineral cryolite (in its natural form, or in its synthetic form) was necessary to the electrolytic process of producing aluminum, and this mine was America's only commercial source of natural cryolite.

The Aluminum Company of America (ALCOA) was the only producer of aluminum in the USA, and its importer of cryolite from Ivigtut was the

Pennsylvania Salt Company of Philadelphia, PA. In 1939, approximately equal amounts of cryolite went to the United States and Germany.

By 1938, Germany had become the world's largest producer of aluminum in support of its military buildup, particularly airplanes, and its production of aluminum in 1939 and 1940 continued to exceed that of the United States.

The Players Act

Meanwhile, the various affected players scrambled. Greenland had long been near totally dependent upon Denmark for its trade and economy, and was closed to outsiders with the exception of the government controlled cryolite mine at Ivigtut. Now its population was cut off and also defenseless. There was no military presence, militia, nor even police, in Greenland.

The Danish ambassador in the United States, Henrik de Kauffmann promptly consulted with the U.S. State Department, and with two resident governors in Greenland; Aksel Svane, South in Godthaab, and Eske Brun, in Godhavn. At this early stage, it was important to America that it maintain its neutrality, and it was desirable that Kauffmann maintain the façade of representing his king's government which was under the control of the Germans.

On April 25, 1940, Ambassador Kauffmann established the American Greenland Commission in the United States to deal with the welfare and economy of the population in Greenland, about 18,000 natives and 400 Danes. It would be funded mainly by the export of its cryolite. The commission initially consisted of nine American members. Three Canadian members were added later. It included the President of Pennsylvania Salt Company, which was the importer of Ivigtut's cryolite for ALCOA, two former U.S. Ambassadors to Denmark, and the Greenland born daughter of USA's polar explorer, RADM Robert E. Peary, who

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had claimed northwestern Greenland for the USA in 1909; Marie Peary Stafford. She lobbied for American military bases in Greenland.



**Marie Peary
Stafford**

Britain and Canada had their own strategic interests in Greenland. Canada was already building airplanes for Britain, and its Aluminum Company of Canada (ALCAN) also obtained its cryolite from Ivigtut.

On April 14, 1940, Canada began mobilizing its "Force X" to seize the mine at Ivigtut. On April 16, Canada informed the U.S. State Department of this plan, and of Britain's plan to seize Iceland.

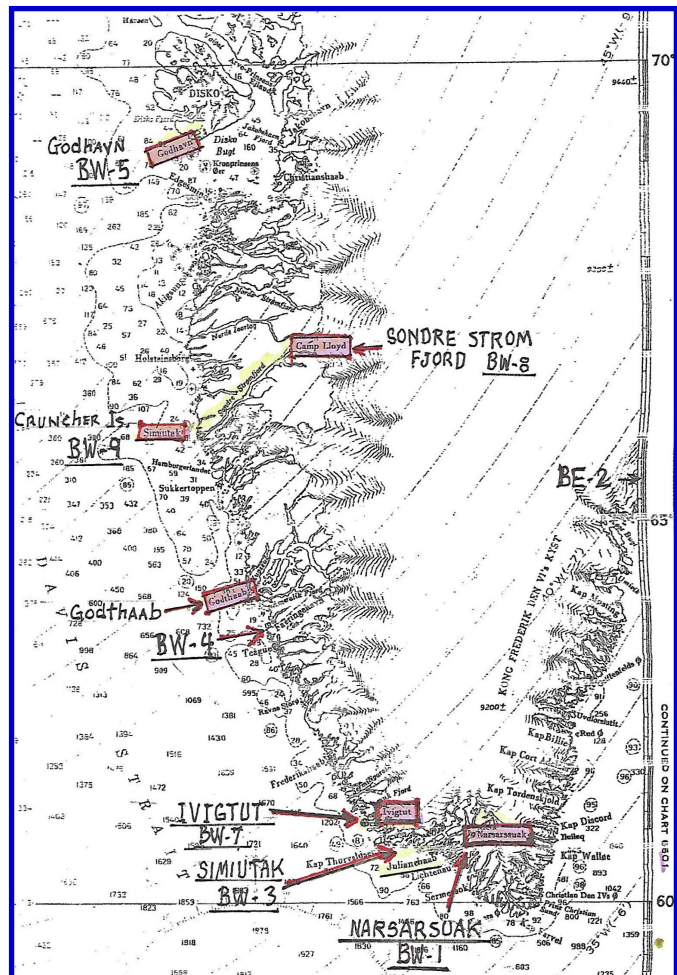
During April 23-25, Canada's Prime Minister, William L. McKenzie King, met with President Roosevelt at Warm Springs, Georgia. Roosevelt told him to stay out of Greenland. America would protect Greenland's neutrality on behalf of Denmark, and next told all of the belligerents to stay out of Greenland as well.

On May 3, 1940, the combined councils in Greenland requested America's assistance, and invited the United States to establish a Consulate in Greenland, and also specifically invited visits by U.S. Coast Guard cutters. On May 10, the 165 foot USCGC COMANCHE, (WPG-76) which was



USCGC COMANCHE (WPG-76)

capable of operating in light sea ice, departed en route to Greenland to establish the American Consulate in Godthaab. COMANCHE's first stop was at Ivigtut to visit the cryolite mine's industrial facilities, which were located along the shore on the east side of Arsuk Fjord, 13 miles inland from the open sea. Its workers consisted of well paid unionized Danes and a few Swedes. Natives were not allowed there, and these Europeans were not permitted to visit the natives, except on special occasions.



The passengers aboard COMANCHE included Consul James K. Penfield, who became the Coast Guard's on-scene commander in Greenland, Vice Consul George L. West, Red Cross Emergency Coordinator Maurice Reddy and five Coast Guard radiomen to set up and operate a radio station at

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the Consulate. Governor Svane, however, did not want a foreign radio station in his capital and suggested it utilize the station at Julianehab, which was also the junction for the Trans-Atlantic cable.

Also, on May 10, 1940, Germany began its invasion of Holland, Belgium and France and Britain invaded Iceland without resistance. On this same date, Winston Churchill became Britain's prime minister.

304,000 Military Aircraft Built in America

On May 16, 1940, with America's source of cryolite in hand, President Roosevelt asked Congress for military appropriations for the nation defense, including the industrial capacity to build at least 50,000 aircraft per year. Production in 1939 had numbered only 2,100 military aircraft, and most of them were trainers. During the next five years, 304,000 military aircraft were built in the United States. *Source: The History of ALCOA.*

Four more Coast Guard cutters followed COMANCHE to Greenland. On May 15, 1940, the twin propellered 327 foot USCGC CAMPBELL (WPG-32) received its sailing orders to deliver weapons to Ivigtut including one 3"/50 dual purpose gun with 200 rounds of ammunition, eight .30 caliber Lewis machineguns, fifty .30 caliber Springfield rifles, and thousands of rounds of ammunition. On June 30, it transported a delegation of six Greenland officials, including Governor Brun, to the United States to join with the American Greenland Commission to form Greenland's own "government-in-exile" in America. While the

CAMPBELL was in Boston getting its damaged propellers replaced, three of its enlisted crewmembers were recruited as volunteers for an important secret assignment. The CAMPBELL returned to Greenland on August 2 and rejoined the COMMANCHE and damaged its propellers again. CAMPBELL departed Greenland on September 5th, arriving in New York on September 15 being towed by its sister ship, USCGC INGHAM.

The Cryolite Mine's USCG "Civilianized" Guards

The three enlisted men who were recruited from CAMPBELL were the first of 14 enlisted personnel who were recruited from various other units to serve as guards at the cryolite mine. The three men met with the Commandant, RADM Russell Waesche, in his office and were informed of their assignment. They were to be voluntarily discharged from the Coast Guard and simultaneously hired by the cryolite mine company



Left to right bottom row: Oscar C. Peterson; ? Pauchek; James Buffer; James E. Brown; "Chang"; William Williams; Wilbur C. Hatsell

Top row: Martine G. Hughes; Eddie Sadler; Louis S. Schweitzer; ? Phillips; John W. Short; Thomas F. Finnin; Claude Simmons; ? Trudell

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on one-year contracts and were paid \$125 per month, which was about twice their USCG pay, with all housing and necessities provided. In addition, they would receive a bonus of \$225 upon completion of their contracts.

The rest of the agreement was verbal, and not in writing. If they chose to return to the Coast Guard within three months of the conclusion of their tour in Greenland, they would receive a promotion, choice of next duty station, one month's leave and no loss of longevity for their absence from military service. *(This detail required an Act of Congress in 1947, which was signed by President Truman.)*

The volunteer garrison was outfitted with police uniforms from Wanamaker's Department Store, and traveled to Ivigtut aboard the mine company's ship, JULIUS THOMSEN. There, they demonstrated their proficiency with the 3"/50 gun for Consul

was interned in Jacksonville, Florida.

The garrison's mission also included protecting the facilities from potential sabotage by its European workers, whose loyalties were unknown. Several returned to Europe via New York to neutral Lisbon, Portugal, aboard Swedish ships. The first group of garrison volunteers were replaced by 20 men in 1941, and eventually replaced by a U.S. Army artillery unit in 1942.

The Act of Havana, July 30, 1940

Meanwhile, on June 17, 1940, France sued for an armistice with Germany. Now the colonial possessions of Holland and France in the Western Hemisphere were also adrift. The United States organized another Pan American conference, this time in Havana, Cuba, which gave teeth to the Monroe Doctrine. The Act of Havana of July 30, 1940, gave the United States the right to take over the protection of the possessions of Holland and France that were located in the Western Hemisphere to prevent the intrusion of another European nation into the Western Hemisphere, which was specifically Germany.

After being outfitted with a Curtiss SOC-4 "Seagull" seaplane, USCGC DUANE traveled to Greenland on July 27, 1940. U.S. military planners foresaw the use of Greenland as a fueling stop along a future trans-Atlantic air route to Britain. DUANE began the aerial search for sites for use as potential airbases, preferably located near the southwestern tip of Greenland, and for other facilities as far north as the northern capital of Godhavn, on Disko Island. This spanned from 60°N to 69°N. Thule was much too far to the north at 76° 32'N, but was occasionally visited to deliver humanitarian supplies until USCGC NOGAK established a weather station there in 1943.

German Interests on the East Coast

The weather in northwestern Europe generally



3"/50 gun installed overlooking cryolite mine at Ivigtut. The gun was from CGC NORTHLAND

Penfield, Governor Svane, and the mine manager. They used an iceberg as a surface target and a flock of birds as an aerial target. They were soon joined by the 15th man, a Coast Guard cook, and a cadet from the Danish sailing ship, DANMARK, which

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begins a few days earlier over Greenland. Most of the east coast of Greenland was uninhabited, except for two native population centers at Angmagsalik at about 65°N, and Scorsby Sound at about 70°N. There was a combination of Danish and Norwegian weather stations on the east coast, as well as several hunter-trapper stations on the Northeast coast. Most of the personnel typically rotated in and out during



USCGC NORTHLAND (WPG-49) circa 1929. The sails were removed and masts trimmed in 1936. Scrapped on 3 January 1947, and renamed *Jewish State* transporting Jewish refugees to Palestine. In 1948 she was renamed *Eilat* and became the flagship of the infant Israeli Navy. Later, the ship became a training ship. In 1955, the ship was renamed *Matzpen*, serving as a barracks or depot hulk. The ship was scrapped in 1961.

the summer, and Germany took advantage of this in 1940 and again in 1941.

The Battle of Britain was ongoing and Germany's "Operation Sea Lion" preparations to invade England were well advanced. The Germans utilized the summer rotations in 1940 to install a few Norwegian "Quislings" and a few Danish Nazis weather men aboard three Norwegian vessels en

route to two Norwegian stations at Myggbukta and Torgilsbu, and establish a new one at Cape Biot.

On June 18, 1940, the 216 foot icebreaker, USCGC NORTHLAND, which was being used as a training vessel for merchant marine personnel in San Francisco, received orders to proceed to Boston and thence to Greenland under the command of CDR Edward "Iceberg" Smith. Prior to departing, CDR Smith visited with the American arctic explorer Louise Boyd. She had spent three years mapping the northeast coast of Greenland and had just prepared her very detailed charts. Her information included the location of every station on that northeast coast. The USCG prevailed upon her not to publicly published her charts until after World War Two.



**LCDR Edward
"Iceberg" Smith, USCG
circa 1928**

As NORTHLAND arrived at Julianehaab on August 15, CDR Smith learned that the Germans sent the Norwegian trawler RINGSEL which arrived at Angmagsalik on the east coast with damage to its rudder, while it was en route to the Norwegian weather stations at Torgilsbu to rotate the station's crew. NORTHLAND took aboard the local colony manager, Erik Haggansson, for legal authority and met the RINGSEL at Angmagsalik. The vessel's owner, Willie Knutsen, who had been born in the United States, used this occasion to seek asylum aboard NORTHLAND. The cutter then followed RINGSEL to Torgilsbu. This presented NORTHLAND and the U.S. Consul with a diplomatic quandary since America was

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officially neutral. NORTHLAND disabled the station's radio and electrical outfitting before assisting with RINGSEL's safe departure back to Norway.



Norwegian vessel FRIDTJOF NANSEN

While this was taking place, the British controlled Free-Norwegian gunboat FRIDTJOF NANSEN, captured the larger German sent trawler, VESLE KARL, and the men of the Norwegian weather station at Myggbukta on the northeast coast while leaving the station intact except for its radio equipment. Next, NANSEN destroyed the new station and captured the men at Cape Biot. However, its trawler FURNAK, was able to escape.

Germany's plan to invade England in mid-September 1940 was delayed to mid-October before being cancelled altogether by Hitler. Field Marshall William Keitel, Chief of the German High Command, (1930-1945) wrote in his memoirs: "Operations Sea Lion itself was never put into effect because nobody ventured to predict a sufficiently long period of fine weather for it." (America's General Eisenhower would face a similar problem in June 1944 in preparation for the invasion of France.) Instead, Germany commenced "Operation Barbarossa" invading its "non-aggression pact" partner, the USSR, which had been supplying Germany with Russian cryolite.

The 250 foot, Lake Class USCGC CAYUGA,

arrived at Ivigtut on September 4, 1940, as a replacement for COMANCHE, which had just returned to New York, with USCGCs CAMPBELL and DUANE following later in September. They had been busy guarding the cryolite mines, installing basic aids-to-navigation along the southwest coast where nearly none existed, mapping the harbors of every village on the west coast, from the southern tip to Thule and delivering supplies to the many isolated villages. As winter was setting in, CAYUGA departed in October.

NORTHLAND remained behind until December 19, 1940. During this time, it relocated the 3"/50 gun at Ivigtut to a better location overlooking the fjord's approach to the cryolite mine facilities, and surveyed the sites for two likely airbases that were located on glacial gravel moraines in relatively large valleys near the southwestern tip of Greenland. One was at Kipsisako, near Ivigtut, and the other further southeast at Narsarsuaq. Both were in the heart of the ancient Norse Viking southern colony. Narsarsuaq was located at the end of the 50-mile long Skov Fjord, also called Tunulliarfik Fjord.

Into 1941

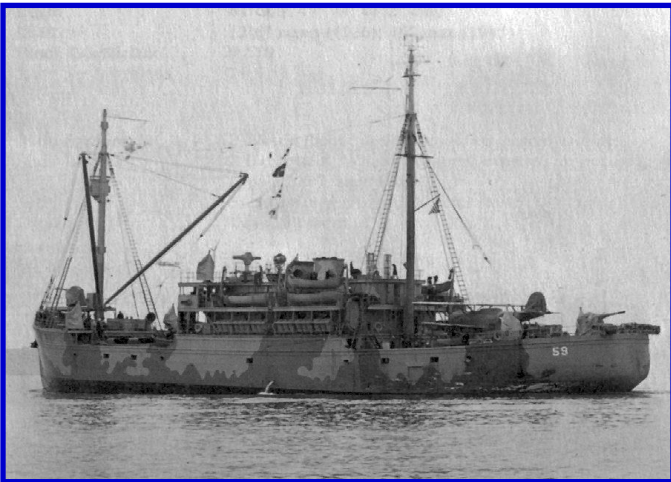
NORTHLAND had returned to Boston and its wartime modifications included the installation of a Curtiss SOC-4 "Seagull" seaplane. Sea ice damage to the propellers of CAMPBELL and DUANE illustrated that twin-propeller ships were not suited for service in Greenland's coastal waters. Additional ships were needed.

The U.S. Antarctic Expedition of 1939-1941 (RADM Byrd's third trip) was terminated in January 1941, and the stations were evacuated. The expedition's two ships were the former USCGC BEAR, built in 1874 and now named the "BEAR OF OAKLAND" which was owned by RADM Byrd's organization and had a US Navy crew. The other vessel was the wooden hulled USMS NORTH STAR, which was built for the Bureau of

COVER STORY

Indian Affairs for service in Alaska. Both ships departed from Antarctica for Boston on March 22, 1941. NORTH STAR arrived in Boston on May 5, and was commissioned as a U.S. Coast Guard cutter, (WPG-59) on loan from the Department of the Interior. BEAR arrived in Boston on May 18, where its Barkentine sailing ship masts and rigging were removed, and became the Navy manned, USS BEAR. Both ships also had weapons and a Grumman J2F-4 "Duck" amphibian plane installed on board.

On March 17, 1941, the "South Greenland Survey Expedition" with representatives of the Army, Navy, Coast Guard and State Department on board, departed from Boston aboard CAYUGA to



USCGC NORTH STAR (WPG-59) with the Grumman J2F-4 "Duck" on board

locate and recommend sites for airfields, seaplane bases, radio stations, weather stations, and aids-to-navigation, located primarily on the southwest coast. Meanwhile, the "Lend Lease Act" of March 11, 1941, resulted with the transfer of all ten Coast Guard 250 foot, Lake Class cutters to Britain during the April-May 1941 time period. That included CAYUGA which became Britain's HMS TOTLAND.

On April 7, NORTHLAND, which was newly equipped with a Curtis SOC-4 "Seagull" seaplane, and with State Department representatives on board, soon followed to relieve CAYUGA. The seaplane enabled a thorough coverage of the southwest coast. The two airbase sites at Narsarsuaq and Kipisako, that had been surveyed earlier by NORTHLAND, were selected.

The April 9, 1941, Greenland Base Agreement

On April 9, 1941, Secretary of State, Cordell Hull and Danish Ambassador, Henrik de Kaufmann, on behalf of the King of Denmark, signed the agreement that made Greenland a protectorate of the United States. This extended the Neutrality Zone to the 26° longitude line between Greenland and Iceland. The agreement also called for the separation between the United States military personnel and the natives. Captain Knud L. Hansen now offered the Danish sail training ship, DANMARK, for use by the Coast Guard Academy. As a result of his loan to the Coast Guard, he was promptly tried for treason in Denmark. The ship was returned to Denmark in 1945.

May 6, 1941, saw Coast Guard operations in Greenland placed under the control of the U.S. Navy. The vessels at that point were NORTHLAND, now with a Grumman J2F-4 "Duck" instead of the "Seagull", NORTH STAR,



USCGC DANMARK (WIX-283)

COVER STORY

COMANCHE, MODOC (WPG-46), which encountered the German battleship BISMARCK on May 24, the tug RARITAN (WYL-93), ALGONQUIN (WPG-75) on standby, and the U.S. Navy manned BEAR and Arctic survey schooner, BOWDOIN, along with three Grumman J2F-4 amphibian seaplanes. They were consolidated in October as the Greenland Patrol, Navy task force 24.8, under the command of CDR Edward "Iceberg" Smith, USCG. Its mission was to protect Greenland, and assist in the establishment of America's airbases and numerous facilities, as well as assisting in the support of Greenland's native population.

Construction of the first airbase at Narsarsuaq, "Bluie West One" (BW-1), began in July, 1941. It became the headquarters for both the USAAF's "Greenland Bases Command" and the Coast Guard's "Greenland Patrol." Its USAAF code name became "O-No-To."

Kipisako proved unsuitable. In October, the existing University of Michigan weather studies station, with its small air strip, located 30 miles north of the Arctic Circle, at the end the 90 mile long Sondre Fjord, became the auxiliary airbase (BW-8). Its initial construction began in October, as

winter was already settling in.

The "Sledge Patrol" and Germans on the Northeast Coast

The northeast coast patrol was typically accessible by ship for only about three months of the year. Thus, CDR Smith established the "Sledge Patrol" as "coast watchers" in late August, 1941, to counter the likely return of German weather station activities there. The personnel consisting of volunteer Danish ex-weather station personnel and hunter-trappers, and all other Danes evacuated by CDR Smith, per Governor Brun's orders, by force if necessary. Their patrol consisted of the coast north of the Village of Scoresby Sound (Bluie East-3). The Danish weather stations at Ella Island (BE-4) and Eskimonaes (BE-5) served as their main bases together with numerous former hunter-trapper stations spread over about 400 miles along the coast.

While CDR Smith was still at Eskimonaes aboard NORTHLAND, and NORTH STAR was at Ella Island, the German trawler BUCKOE arrived and was caught by NORTHLAND on September 12, while attempting to reactivate the ex-Norwegian weather station at Myggbukta, which had been previously shut down by NANSEN in 1940. The cutter also captured three newly arrived men that landed at Jonsbu in Peter Bay.

Into 1942 and Beyond

After America's entry into World War Two in December 1941, the Germans sent military personnel to establish their weather station in 1942, 1943 and 1944. The first hostile action took place in April-May 1943, during which the Germans captured BE-4 and other posts, and destroyed the Sledge Patrol headquarters at Eskimonaes BE-5.

The first large scale trans-Atlantic flight of aircraft to establish the 8th USAAF in England via



Bluie West I, undated (Photo: Arktisk Institut/the Danish Arctic Institute)

COVER STORY



Jeep and plane at Bluie West I, Narsarsuaq (Copyright: Jette Bang)

the new airbase at Narsarsuaq BW-1 began on June 26, 1942. There were three widely spread out crash landings of B-17s on the first day, the beginning of the many rescues that followed. Thousands of planes successfully followed, however.

The Senior Officer Present Ashore—Coast Guard (SOPA-USCG) in Greenland had the use of U.S. Navy PBV-5A seaplanes, initially six in late May, 1942, which were reduced to none by January 1943, when the USAAF took over the responsibility for anti-submarine patrols and escorting the



Coast Guard PBV-5A aircraft on the ramp at Bluie West 1

Greenland convoys. (The U.S. Army troopship USAT DORCHESTER, with 906 men aboard, was sunk on February 3, 1943, about 70 miles from the fjord entrance to BW-1.) SOPA-USCG finally was given his own USCG PBV-5A squadron, VP-6 CG, in October 1943.



The unit flash for VP-6 USCG

The Coast Guard's Greenland Patrol eventually consisted of more than 50 vessels, starting with ten converted Boston fishing trawlers arriving in July 1942, with Eskimo names for marine mammals, along with additional cutters, a few Navy vessels, USCGC STORIS, new buoy tenders, subchasers, and finally USCGC EAST WIND, with a brief use of USCGC SOUTH-WIND before it was turned over to the Russians in 1944.

Commander Edward "Iceberg" Smith, Coast Guard Academy Class of 1913, was promoted to Captain on December 1, 1942 and then received the two stars of a Rear Admiral Upper Half seven months later on June 30, 1942. He became the commander of the U.S. Navy's Task Force's operations in the North Atlantic in October 1943 and was awarded the Navy's Distinguished Service Medal for his leadership of the Greenland Patrol and Task Force 24 by Secretary of the Navy James Forrestal.

Rear Admiral Smith passed away on October 29, 1961, at the age of 72 years.

Author Captain Donald M. Taub, USCG, (ret) is a graduate of the Coast Guard Academy, Class of 1956

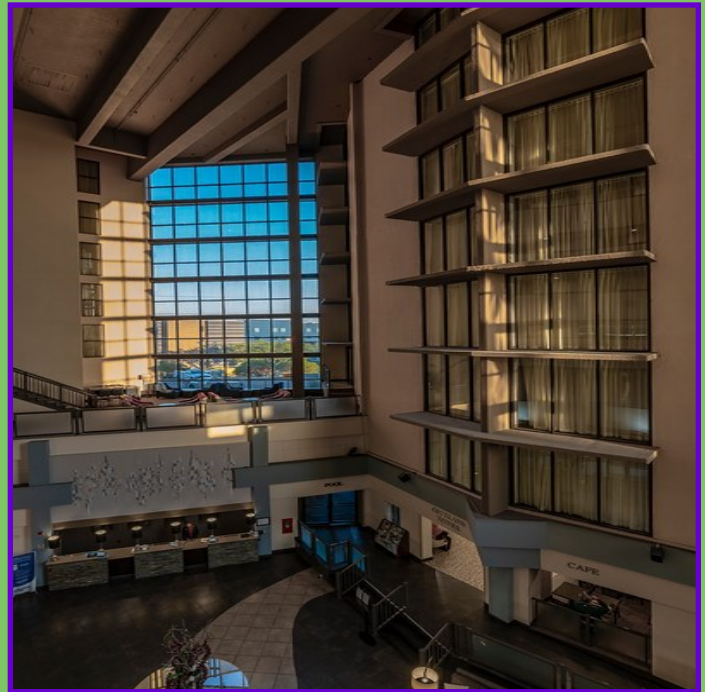
CGCVA REUNION 2021

CGCVA REUNION 2021

NEW ORLEANS, LA

Following the many recommendations obtained from the CGCVA membership at the 2019 reunion, the CGCVA Reunion Committee researched and identified New Orleans, Louisiana, as the site for the 2021 reunion, to be held April 19-23, 2021.

For the first time, the CGCVA is working with Armed Forces Reunion, Inc. (AFRI) in identifying places that will meet our organizational requirements. After reviewing a number of recommendations, we have decided on choosing the Copeland Towers Conference Center and Suites complex located in Metairie, LA, about midway between the Louis Armstrong New Orleans Airport and the French Quarter of the downtown area.



**Lobby of the Copeland Towers
Conference Center and Suites**



The Copeland Towers Conference Center and Suites also has a Comfort Inn as part of their complex, offering rooms at a less expensive price than that of the Tower suites. All rooms, including those of the Comfort Inn, are tastefully decorated, very clean and well maintained. The hotel is



Copeland Comfort Inn Room

CGCVA REUNION 2021



Comfort Inn Breakfast Area

In cooperation with AFRI, we will be organizing tours to the internationally acclaimed World War Two Museum, located in the Warehouse District of New Orleans, as well as to the French Quarter.

The time frame for our reunion falls after Mardi Gras, Easter and the French Quarter Festival and before the New Orleans Jazz Festival, which greatly reduced the room rates. The cost for the Comfort Inn rooms are \$109.00 per night, plus tax, and for the Tower Suites, the price is \$164.00 per night, plus tax. The hotel will offer the same rates for two days before and after the event.



The Mardi Gras Ballroom

The Madi Gras Ballroom is the largest in Jefferson Parish and the hospitality room is located on the Tower's 16th floor. Both rooms are sufficiently sized to easily accommodate our needs.



16th Floor Hospitality Room

More information regarding the reunion events and room reservation process will follow in the Winter edition of the Quarterdeck Log, but for now we ask that you start making plans for attending the reunion. Encourage former shipmates to attend, hopefully organizing a gathering of your old unit or cutter to attend the CGCVA reunion as a group. We want to make the 2021 reunion a memorable one for everyone in attendance.



Room at the Copeland Tower Suites

NEWS AND NOTICES

WELCOME ABOARD SECRETARY KIRSTJEN M. NEILSEN

Samuel Skinner, also an honorary member of the CGCVA.

Admiral Loy served as Commanding Officer of four Coast Guard cutters, including *CGC POINT LOMAS* in Vietnam. Admiral Loy served in several flag assignments including Commander, Eighth Coast Guard District in New Orleans; Chief, Personnel and Training at CGHQ and Coast Guard Chief of Staff before serving as Commandant from 1998 to 2002. He is the former Deputy Under Secretary for Transportation Security and Chief Operating Officer of the Transportation Security Administration during President George W. Bush's Administration.



From left to right, former DOT Secretary Samuel Skinner, former DHS Secretary Kirstjen M. Nielsen and former USCG Commandant, Admiral James Loy

Former Commandant of the U.S. Coast Guard, and CGCVA life member, Admiral James Loy, USCG (ret), is seen here making a presentation of an honorary CGCVA membership to former DHS Secretary Kirstjen M. Nielsen. Secretary Nielsen is being recognized by the CGCVA for her dedicated efforts before Congress in addressing Coast Guard budget concerns, especially battling to pass legislation for parity of the Coast Guard with DoD in receiving pay when the government shuts down. Welcome aboard Secretary Nielsen!

Also in the photo is former DOT Secretary,



NEWS AND NOTICES

COAST GUARD LADY TURNS 100 YEARS OLD

Former U.S. Coast Guard SPAR and honorary Master Chief Petty Officer, Lois Bouton, also known as the Coast Guard Lady, turned 100 years old on September 21, 2019. Members of the Coast Guard and Coast Guard Combat Veterans



LM Daniel Cannode presenting Appreciation Certificate and 100th Birthday wishes from the CGCVA

Association were on hand to celebrate this centenarian's birthday with a cake, certificate and other mementos of recognition for her many years of dedicated service to Coast Guard personnel.

A native of Lake County, IL, Lois Bouton reported to Coast Guard boot camp as a SPAR September 3, 1943 and later became a radioman after attending five months of radioman school, where she met her future husband. After the war, she taught first grade. In 1974, she and her husband moved to Rogers, AR.

Since 1967, Mrs. Bouton has been corresponding with countless Coasties located all over the world. Her letters are not just a quick note either, but heartfelt and are often handwritten with her personal signature. She writes nearly 1,000 Coast

Guard Day cards each year and in turn receives hundreds of letters and cards from those she corresponds with but requests a legible signature when writing to her.



CG-MCPO Jason Vanderhaden (L) and MCPO James Wood, (R) Reserve CMC D8, awarding Lois Bouton with recognition as an honorary Master Chief Petty Officer

Mrs. Bouton has become a well known individual for her dedicated efforts to the Coast Guard. Over the years, she has been made an honorary CGUAX Commodore, an honorary citizen of the City of Grand Haven, MI, and twice given the key to the city of Rogers, AR. On her 100th birthday, the Master Chief Petty Officer of the Coast Guard and CGCVA honorary member, MCPO Jason Vanderhaden, declared Mrs. Bouton to be an honorary Coast Guard Master Chief Petty Officer.



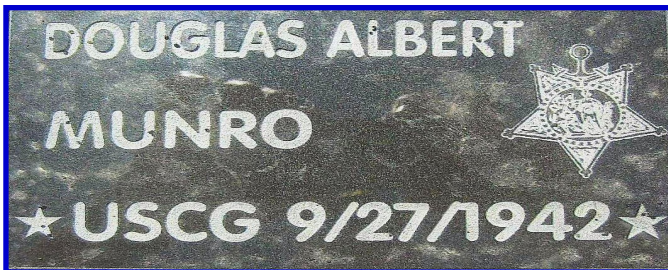
NEWS AND NOTICES

DOUG MUNRO HONORED AT THE ANGEL FIRE VETERANS MEMORIAL IN NEW MEXICO

By Taylor Lapham

On August 31, 2019, at the Angel Fire, New Mexico Vietnam Memorial, nine Medal of Honor recipients were honored including Coast Guardsman Douglas Munro. The honor included a brick with the Medal of Honor's name and laid to rest in a section for Medal of Honor recipients. This honor is celebrated every year on Labor Day weekend. Now all veterans are honored and one can purchase a brick with your name, date, and service through the Angel Fire Veterans Memorial gift shop website at:

www.vietnamveteransmemorial.org/gift-shop



The ceremony took place at 1300 hours at a beautiful mountain setting at 8500 feet above sea level. Douglas Munro's historic bravery story was read and Master Chief Gibbs received the brick and saluted. Veteran honor guards guided Master Chief Gibbs and Taylor Lapham to the bricks final resting place.



ETMC Lowell Gibbs on the left and Taylor Lapham on the right



CGCVA Life Member (LM) Bill McLoughlin attended ceremonies honoring the date, September 27, 1942, that SM1 Doug Munro performed his heroic act during the Battle for Guadalcanal for which he was posthumously awarded the Medal of Honor.

Here are his photos from the cemetery and event held in Munro's hometown of Cle Elum, WA.



Bill McLoughlin, LM

NEWS AND NOTICES

USS SERPENS (AK-97) UPDATE

PRESS RELEASE USS SERPENS

On January 29, 1945, an explosion disintegrated the 440-foot Coast Guard-manned USS SERPENS (AK-97) anchored off Lunga Beach, Guadalcanal, Solomon Islands. The result remains the largest loss of life in U.S. Coast Guard history. One of the roughly 250 killed aboard Serpens that night was F2c Gerald Clement Breen, USCGR. He left behind his widow and 2-year-old son, Robert Breen. On September 5, 2019, Robert Breen with two of his three sons, Jeff and John, and a small team of other divers and support staff boarded a Tulagi Dive Shop dive boat at the Point Cruz Yacht Club, Guadalcanal. Thirty minutes later they were anchored over the remains of Serpens, 115 feet below. Diving onto the SERPENS' bow, the divers tied a memorial wreath to it before exploring in and around the bow and debris field. Here, Jeff and

Loss of Life in US Coast Guard History. The Foreword has been written by Admiral James Loy, 21st Commandant of the USCG, and the Postscript written by Stephen H. Petersen, National President



Even in the clearest of water, at 115 feet, underwater cameras lose their ability to absorb enough sunlight for crisp images. Here is John Breen, son of co-author Robert Breen and grand-son of F2c Gerald Breen (who died aboard Serpens on 29 January 1945), alongside the remains of SERPENS and next to the memorial wreath placed there by the dive team on their first of two dives on the wreckage and debris field.

Photograph by Glyn Owen



While preparing for the boat out to the remains of USS SERPENS co-author Robert Breen (center) holds the memorial wreath later attached to the SERPENS' bow. His sons, Jeff (L) and John (R) were two of the divers.

Photograph by Douglas Campbell.

John Breen finally were able to visit the gravesite of their grandfather while Robert Breen remained topside, and for the first time, viewed the same shoreline his father had seen during World War II.

Co-authors Douglas E. Campbell and Robert G. Breen are writing a book on the history and loss of USS SERPENS entitled The Long Blue Line Disrupted: USS SERPENS (AK-97) and the Largest

of the Coast Guard Combat Veterans Association. The 300-page book will be available before the end of the year and is meant to coincide with the 75th Anniversary Ceremony of the loss of SERPENS and her crew at the USS SERPENS Memorial located within Arlington National Cemetery on 29 January 2020.

If you agree that the Purple Heart medal be awarded posthumously to those who died or were wounded in the destruction of USS SERPENS (AK-97), please complete the form on the following page and forward to the address contained therein.

NEWS AND NOTICES

CAST YOUR VOTE FOR AWARDING THE PURPLE HEART

Cast YOUR Vote in favor of overturning the decision to RESCIND the Purple Heart Medal to the 246 Coast Guardsmen and Soldiers that went down with the sinking of the USS SERPENS (AK97) January 29, 1945, off Lunga Beach, Guadalcanal, British Solomon Islands.

Although no enemy attack was ever disproven, there is enough evidence of the strong probability of such an attack by an enemy submarine did occur, as was indicated in an investigation immediately following the destruction of the USS SERPENS (AK-97). Therefore, in keeping with the highest standards for awarding the Purple Heart Medal, strong consideration is respectfully requested in overturning the Navy's decision to rescind the award to those who lost their lives as a result of enemy action against the USS SERPENS. After reading **THE LONG BLUE LINE DISRUPTED**, if you agree the 246 Coast Guardsmen and Soldiers that went down on the USS SERPENS (AK-97) should be awarded The Purple Heart Medal, then sign, date and mail this petition to the address indicated.

SIGNED _____

DATE _____

Send to: Robert G. Breen, 743 Fringed Orchid Trail, Venice, FL 34293

FEATURED ARTICLES

MY HEROES OF THE COAST GUARD'S MOST DECORATED

The 1971 Vietnam Exploits of Explosive Loading Detachment #4 ~ By David L. "BNoog" Powell, Captain, USCG (ret)

In Captain Alex Lazelere's epic work entitled *The Coast Guard at War: Vietnam 1965-1975*, he described the U.S. Coast Guard Port Security and Waterways Detail (PS&WD) as "one of the most decorated units in Coast Guard history for its size." He further described the PS&WD mission as advising, coordinating, and assisting U.S. Army and U.S. Navy commanders deployed to the Republic of Vietnam (RVN) with their in-country port and waterways security responsibilities.

Subordinate to and under the operational control of the PS&WD were the four principle Coast Guard (CG) Explosive Loading Detachments (ELDs) stationed at the strategic ports of Da Nang, Qui Nhon, Cam Rahn Bay, and Cat Lai. At these

strategic ports, U.S. Army port commanders exercised local operational control over their assigned ELDs. The ELDs were principally responsible for supervising the handling of military ammunition during off-loading and back-loading operations aboard deep draft merchant vessels in the four RVN strategic ports.

The billet structure for each of the four principle ELDs was very similar. The Officer-in-Charge (OIC) was a LTJG/LT (O-2/O-3). The Assistant OIC was a Chief Petty Officer (E-7). The personnel filling these billets were typically responsible for unit leadership and administration, port security advisory inspections of U.S. Army shore-side transshipment/storage points and other minor in-country ports, and inspecting retrograde ammunition designation for maritime back-loading.

Clearly, the nucleus for the supervision of the wartime explosives cargo handling were the six Petty Officer First Class (E-6) billets filled by seasoned career "Lifer" PO1s. Undisputedly, they

FEATURED ARTICLES

were the heart and soul of the ELDs' primary task of moving combat ammunition from ship to shore safely and in an expeditious manner within the rigors and intense pressures of combat zone demands.

By 1971 the PS&WD staff was assigned to the Headquarters, U.S. Army Vietnam (USARV) at Long Binh. In a USARV (AVHGC-0) letter dated 30 June 1971, USARV defined the PS&WD mission as providing "advice and assistance in port security matters including the safe handling of explosives, as well as assistance on waterways matters, boat operations, and the safe handling, stowing, and storage of dangerous cargoes on vessels and waterfront cargo facilities.

I arrived in Saigon on 29 December 1970 and reported to the Senior Coast Guard Officer Vietnam office for administrative processing. Before that while en route, I completed a rigorous training cycle which included three weeks of Explosive Loading Supervisor School at CG Port Safety Station, Concord, CA; one week of brutal Survival, Evasion, Resistance to Interrogation, Escape (SERE) training (I lost 17 pounds, was treated to water-boarding, and was one of two Coasties in a company of 120 "Squids") at NAS North Island, San Diego, CA; and one week of Weapons/Defensive Tactics at U.S. Marine Corps (USMC) Camp Pendleton, CA. I reported to Da Nang on 31 December and relieved a temporary OIC as the OIC of ELD #4 five days later.

Prior to this assignment, I had received my baptism of fire in the Vietnam Brown Water Navy/WestPac crucible aboard *USCGC INGHAM* (WHEC-35) serving in the Gunnery and Communications Divisions. After *INGHAM*, I commanded *USCGC POINT HURON* (WPB-82357) homeported in Little Creek, VA, for 14 months. I was in the pipeline for the highly coveted assignment as "Skipper" of a CG Squadron One (RONONE) 82 footer, but Vietnamization thwarted

my consummation of that prize.

Filling the Assistant OIC billet for most of my tenure as OIC was Chief Boatswain Mate Larry Haydon, now retired as a BMCM. Larry served 18 months at ELD #4 and previously served 18 months on 82' WPBs of RONONE's Division 12 based in Da Nang. He was the Vietnam War's version of the highly acclaimed "China Fleet Sailor" of pre-World War II fame. Larry also sailed on CG icebreakers and was a qualified heavy weather coxswain on Motor Lifeboats. For his 18-month tour at ELD #4, Chief Haydon was awarded a U.S. Army Bronze Star Medal for his meritorious achievement.

During 1971, my PO1 ship supervisors were from the BM, GM, EN, and DC ratings. Many of these men were on their second tours of duty in Vietnam, a vivid reflection of their devotion to our Coast Guard and our Nation's mission in Southeast Asia.

I cannot overemphasize the very high level of skills, knowledge, experience, and professionalism my Chief and senior Petty Officers brought to the war effort in Da Nang. They were a bright shining star in an era of darkness when the U.S. war machine in Vietnam was plagued by eroding discipline, rampant drug abuse, and racial strife. Fraggings and blatant disobedience to orders were common. During this period of Vietnamization and U.S. withdrawal from the war, no American GI wanted to be the last American to die in Vietnam. America's hope of success had faded. But the Coasties of ELD #4 stayed the course and shined.

ELD #4 was under the local operational control of the US Army's 5th Transportation Command (5thTrans), a battalion size Transportation Corps unit commanded by Colonel Joseph O. Meerbott, the Da Nang Port Commander. After I officially took the baton of authority/responsibility, the stark reality of the weight of that authority/responsibility struck one junior officer as a LTJG. The purpose of the meeting was combat essential logistics planning,

FEATURED ARTICLES

especially ammunition, for a major US/RVN offensive operation in Military Region I/I Corps. 5th Trans was an important link in the enormous logistics tail for that employment of military might. Since military ammunition was discharged from deep draft merchant ships into US Army barges at explosives anchorages in Da Nang Harbor under ELD #4 supervision, weather was always a critical safety factor, especially during the present monsoon season. As the meeting progressed, Col. Meerbott expressed concern about the monsoon weather's impact on ammunition off-loading operations. Immediately, all eyes focused on me. Delving deep into my Semper Paratus psyche, I acknowledged to the Colonel ELD4's full support of the upcoming offensive operation. I further assured him that I would do everything in my power and my unit's expertise to keep the ammunition flowing and yet ensure the continued safety/security of the military port of Da Nang.

Once the combat forces got underway in late January, the big push was disclosed as Operation Lam Son 719/Dewey Canyon II. This highly complex Allied operation was the US - supported (Dewey Canyon II) limited incursion by the Army of the Republic of Vietnam (ARVN) into Laos (Lam Son 719). ARVN's mission was to disrupt the flow of North Vietnamese Army (NVA) supplies and forces into South Vietnam along the Ho Chi Minh Trail in neighboring Laos and destroy nearby NVA base camps.

ELD #4's contribution to the offensive thrust was significant and noteworthy despite the prevailing monsoon season of foul weather. ELD #4 ship watch-standers supervised the safe and efficient handling of 100,500 short tons (2,000 lbs. ea.) of U.S. military explosives during January through March to support the last major US ground offensive of the Vietnam War.

Unit security and area defense in the Da Nang area during 1971 was a convoluted network of US/

RVN forces which was not seamless and not without its vulnerabilities. After the USMC's First Division redeployed to the U.S., it relinquished its responsibility for Da Nang defense to the U.S. Army's 198th Light Infantry Brigade. Locally, the 2nd Security Company (Provisional), attached to the Headquarters, U.S. Army Da Nang Support Command, provided security for the numerous Support Command subordinate installations in the Da Nang and Da Nang East areas as was described in the Support Command's *Northern Log* journal for 1971. Harbor defense, previously under the jurisdiction of the U.S. Navy, was Vietnamized and assumed by the South Vietnamese Navy (VNN). An observed vulnerability was the anchoring of their patrol craft at night, in lieu of aggressive patrolling. The 5th Trans provided armed security guards for the merchant ships discharging ammunition in the harbor, but their frequent practice was sleeping at their posts at night.

At ELD #4, shipboard watch-standers were armed with GI .45 pistols. All ELD #4 personnel were authorized by me to carry their side arms whenever they left our compound at the base of Monkey Mountain in Da Nang East. They had to carry authorization cards signed by me to do so since the other U.S. services prohibited their off-duty personnel from carrying side arms. Due to our limited number of personnel, Chief Haydon and I stood port and starboard security watches at night in the sandbagged parapets atop our compound's bunkers during alert conditions of Yellow or higher. For mutual support, our wire perimeter was intertwined with that of a small U.S. Air Force base adjacent to us. ELD #4 was also fed local military intelligence from the U.S. Army 702nd Military Intelligence Detachment who shared our "hooch" and compound.

In addition to the occasional Viet Cong (VC) rocket attacks against the Da Nang area, known hostile enemy action against ELD #4 occurred three times in 1971. One involved a nighttime automatic

FEATURED ARTICLES

weapons fire against our compound in a drive-by shooting. Another involved sniper fire directed at our personnel traveling to the remote U.S. Army Ammunition Supply Point (ASP) #107 outside of Da Nang. The third was a terrorist's grenade attack made against US/RVN forces, including ELD #4 personnel, traveling on a military supply route in Da Nang East.

But the most salient, defining event for ELD #4 in 1971 occurred the late night of 12 September involving GM1 Joseph "Joe" R. Glenn. He was the relieved ship supervisor departing the SS *RAINBOW* anchored in an explosives anchorage in Da Nang Harbor. Joe was one of two of my highest performing PO1 watch-standers, the other being GM1 James G. Padgett, Jr. (aka "TK" for Trained Killer) who was a RONONE Plank Owner. Joe was on his second Vietnam tour of duty, having also served on a RONONE WPB previously. In addition, he was prior service U.S. Army during the Korean War assigned to an elite airborne scout/pathfinder unit. They made covert combat parachute insertions behind enemy lines on reconnaissance/intelligence missions. His unit also made jumps on similar

missions into other Asian counties during the mid-1950s. Joe was loyal and hard-working, modest, unpretentious, not prone to bragging or out-of-control behavior. He was the perfect man to cover your "6" in a combat zone.

The back story affecting the night action of 12 September centered on South Vietnam's national elections held 28-29 August. Throughout the theater all U.S. and Allied forces were placed on Yellow Alert in anticipation of increased VC terrorist activity to disrupt the forthcoming elections. This heightened state of readiness was continued after the elections as well. The Communists were expected to attempt to embarrass the Saigon government with more terrorism to highlight their lack of control in the country, even if successful elections were realized.

Using the summary from Commander, Naval Forces Vietnam (COMNAVFORV) declassified Monthly Operations Report for September 1971 as my basis, the following is my amplified account of the 12 September late night action involving GM1 Joe Glenn around the anchored SS *RAINBOW* in Da Nang Harbor:

Successfully concluding his watch, Joe departed the RAINBOW to return to the ELD #4 "hooch" ashore by boarding a U.S. Army tug operated by the South Korean contractor providing stevedore services for the port of Da Nang. As the tug neared the ship's anchor chain, Joe observed two figures scaling it to gain access to the vessel as well as a sampan underneath the port bow. Joe drew his .45 pistol and fired warning shots to arouse and alert the U.S. Army sentry aboard the RAINBOW. The two figures dove from the chain while the sampan attempted to evade along the starboard side of the ship after retrieving one of the suspected VC in the water. Taking control of the threatening situation, Joe directed the tug operator to pursue the sampan which they quickly halted, capturing five VC suspects including the one still in the water. All were transferred to the custody of



LT David "Boog" Powell, USCG presents GM1 Joe Glenn, USCG with a Bronze Star with Combat "V" for capturing 5 Viet Cong suspects in Da Nang Harbor on 12 September 1971 while assigned to ELD4.

FEATURED ARTICLES

U.S. Navy security forces ashore. The local USN Security Officer, a LCDR, was unimpressed with Joe's initiative and courage and only wanted to know why he was carrying a side arm!

As was later revealed to me during a phone call with CDR Peter D. Corson, the Senior Coast Guard Officer Vietnam (SCGOV) and a member of COMNAVFORV's N-3 staff, the Commander of U.S. Naval Forces in Vietnam, RADM Robert S. Salzer, was impressed with Joe's initiative and courage and wanted him decorated! During a staff meeting when the Admiral was briefed about the *RAINBOW* incident, he vehemently expressed that "it was about time someone was doing something about harbor defense!"

Following the attempted intrusion, a U.S. Explosive Ordnance Disposal (EOD) team swept the *RAINBOW* for mines/bombs with negative results. A few hours later, another attempt was made to surreptitiously board the *RAIBOW* by five other suspects in a sampan. But thanks to Joe's earlier selfless and daring action, a now alert Army sentry detected them, engaged them with his weapon, and wounded at least one suspect. They were forced to abort their mission, and escaped into the darkness.

Seeing a breach in the port security/harbor defense perimeter around *RAINBOW*, GM1 Joe Glenn courageously acted by demonstrating his mettle and verve while others slept at their posts. Seemingly, this left a single CG E-6, armed with only his .45 pistol, the only vigilant sentinel for this defenseless ship. But he was the right man at the right time.

In the ensuing weeks, I drafted a recommendation that a Bronze Star Medal be awarded to Joe for his heroic achievement from COMNAVFORV and submitted it to SCGOV. During this time period, the crew of ELD #4 experienced another peril, not manmade, but a natural disaster called Typhoon Hester. She

slammed into the Da Nang area on 23 October with 155 mph winds causing severe damage to military and civilian structures. Twenty-five percent of the ELD #4 "hooch" (unoccupied) was destroyed due to a lack of interior framing in that segment of our plywood-constructed barracks. The remaining seventy-five percent of the CG and U.S. Army structure survived because that interior portion had framed rooms. Miraculously, there were no CG or Army casualties in our compound.

ELD #4 contributed other notable achievements during 1971. By year's end, we successfully off-loaded 363,144 short tons of military explosives without serious incident. Included in that number were 16 "Daisy Cutters". These were 16,000 lb. bombs used to create instant landing zones (LZs) in triple canopy jungles for combat assault helicopters. They each contained 12,500 lbs. of high explosives which also proved ideal for eliminating massed concentrations of NVA troops in those dense jungles.



LTJG David "Boog" Powell inspects a 16,000 pound "daisy cutter" at the Army's Bridge Ramp at Da Nang. This was one of 16 off-loaded by ELD4 during the summer of 1971.

FEATURED ARTICLES

Secondly, in the area of shallow draft amphibious vessels such as LSTs, YFUs, and LCMs, we provided expert recommendations for the safe loading of these combat support vessels. Providing a recommended safe stowage plan for an incompatible combat-essential load aboard these one-hold vessels containing military vehicles, ammunition, general cargo, and/or bulk fuel taxed the outer limits of our expertise. Thankfully, we were successful as no incidents occurred.

Finally, I was able to get Vietnamization of ELD #4 underway during November. With guidance from PS&WD, I sought and located the senior U.S. Army advisor, a Captain, to the local ARVN ordnance company. With a working rapport established with him, plans were made to send two ARVN junior officers and two non-commissioned officers (NCOs) to the 3-week CG Explosives Loading Supervisor class conducted by ELD #1 at Cat Lai. Following their graduation in early December, we laid the groundwork to commence in early 1972 on-the-job training with ELD #4 ship supervisors to orient the two ARVN 2nd Lieutenants (thieu-uy) and two NCOs (ha-si-quan) to Da Nang Harbor explosives handling procedures.

On 6 December 1971 at an ELD #4 muster, I had the great pleasure and honor to pin a U.S. Navy Bronze Star Medal with Combat “V” on Joe’s olive drab fatigue uniform making him one of my heroes of the many heroes who would likewise be rewarded for their faithful and superb service in the PS&WD, the most decorated unit in CG wartime history. He was also awarded a U.S. Army Commendation Medal for his meritorious service at ELD #4 as a ship explosives loading supervisor during his second tour of duty in the Southeast Asia war zone.

Within two weeks, I would be on a “freedom bird” departing Saigon for the “world” to rejoin my family. I was under orders to report to CG headquarters for duty in the Military Readiness Division. I felt very blessed and fulfilled to have

had this opportunity to serve in a combat zone with such fine men at ELD #4.

I was also honored to have served in Vietnam in 1971 as one of the last 100 Coast Guardsmen remaining in-country. I affectionately referred to us as “The Last and Forgotten 100”. I authored an article for the USCG Academy Alumni Association Bulletin in the March-April 1972 edition describing the several details and detachments comprising this plucky band of Coasties.



ELD4 crew of (L-R) BM1 Holman, GM1 Padgett, and BM1 Hicks conducting “home improvement” on defensive bunker at ELD4 compound.

Besides the PS&WD, ELDs, and SCGOV staff, this rear guard for the Coast Guard’s missions in Vietnam included two LORAN stations vital to U.S. air campaigns, an Aids-to-Navigation Detail, a Merchant Marine Detail, and two intrepid CG helicopter pilots assigned to the U.S. Air Force 37th Aerospace Rescue and Recovery Squadron (ARRS) at Da Nang Airbase for combat search and rescue.

Displaying unwavering dedication, exemplary

FEATURED ARTICLES

courage, and superior expertise in executing their missions, these “last 100” proudly and faithfully served our country and the U.S. Coast Guard in an unpopular war on foreign shores and waters. The drums of war, in an unfamiliar and little-known country, beckoned them to answer a call to duty thousands of miles from the secure coasts of our beloved **AMERICA**. Their story must be heralded so that they, my heroes, are never **FORGOTTEN**.

But my friend and former shipmate Paul C. Scotti issued a cautionary admonition in the closing paragraphs of his inspiring work *Coast Guard Action in Vietnam: Stories of Those Who Served*. He advised that “the time lapse between wars works as a light-dimming switch. Bright glory fades away into *forgotten blackness* (my emphasis), leaving, as always between major wars, Coast Guard military history reclining in solitude until the next conflict, when the current generation rediscovers the Coast Guard as a fighting force.”

Accordingly, for us who remain of the 8,000 plus Coast Guard war-fighters once deployed to the Indo-China war theater, it is our inherent duty to keep the “bright glory” of our heroes burning brightly to illuminate the way for present and future Coast Guard warriors. Our well-documented and



BMC Larry Haydon, USCG (top) and GM1 Jim Padgett, USCG prepare ELD4 ¾ ton weapons carrier for port security inspection mission to Chu Lai during the Summer of 1971.

highly publicized legacy may serve as a means to enhance their mental and physical preparedness for going in “harm’s way” and continue our proud history when the “long blue line” wears “camo”. In war and peace, SEMPER PARATUS!

DOCUMENTING YOUR VIETNAM WAR HISTORY

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

The Veterans History Project team regularly conducts video-recorded oral history interviews with Vietnam veterans; the participants tell the stories in their own words. We include all ranks and services, and reflect the diversity of experiences. Mr. Joe Galloway, former UP journalist and co-author of “We Were Soldiers Once, and Young,” conducts the interviews. Our organization sends the

unedited interview footage to the Library of Congress Veterans History Project, which preserves these accounts and makes them accessible to the American public so that future generations may hear directly from veterans and better understand the realities of war and in particular, this conflict.

The Veterans History Project staff would be honored to preserve the experiences of Coastguardsmen that served in Vietnam. To schedule an interview, or learn more about the Vietnam War 50th Commemoration's Oral History Program, contact Mr. Marc Henderson marc.r.henderson.civ@mail.mil or (703) 697-4879.

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USCG ACTION IN VIETNAM: by Paul Scotti, PNP, LM. A great history of the U.S. Coast Guard's participation in the Vietnam War. \$22.00



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



COAST GUARD COMBAT VETERANS ASSOCIATION

MEMBERSHIP APPLICATION



(Please Print Legibly)

PERSONAL INFORMATION



Last Name

First Name

MI Suffix

DOB

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City

State

Zip

Telephone: Cell

Home

Other

Email

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

MILITARY SERVICE INFORMATION

Service Branch and Dates of Service

Grade, Rank, Rate at Time of Discharge or Retirement

Indicate broken service or other service affiliation below: (continue on back if necessary):

Service Branch and Dates of Service

Grade, Rank, Rate at Time of Discharge or Retirement

Qualifying Service Medal Awarded (See Ribbons Above)	Dates in Theatre of Operations and Campaign Name	Ship(s) or Unit(s) Assigned at time of deployment

IMPORTANT INFORMATION FOR MEMBERSHIP:

This application **MUST** be accompanied by a copy of one or more of the following documents that indicates your participation in or in direct support of combat contingency operations: DD-214 (all pages); DD-215, NAV/CG-523, Letter(s) of awards or other "official" documentation stating your participation. If necessary, a certified statement from a former shipmate who is a member of the CGCVA in "Good Standing" stating that you had served with him/her with a specific unit during a specific period that qualifies for CGCVA membership.

Dues: \$40.00 for two (2) years membership
 Make check or money order payable to:
CGCOMVETS or CGCVA

Send application and payment to:
 Gary Sherman (CGCVA Secretary/Treasurer)
 P.O. Box 777, Havre de Grace, MD 21078

Name of CGCVA Sponsor

Signature of Applicant

Date

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

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VETERANS ASSOCIATION**

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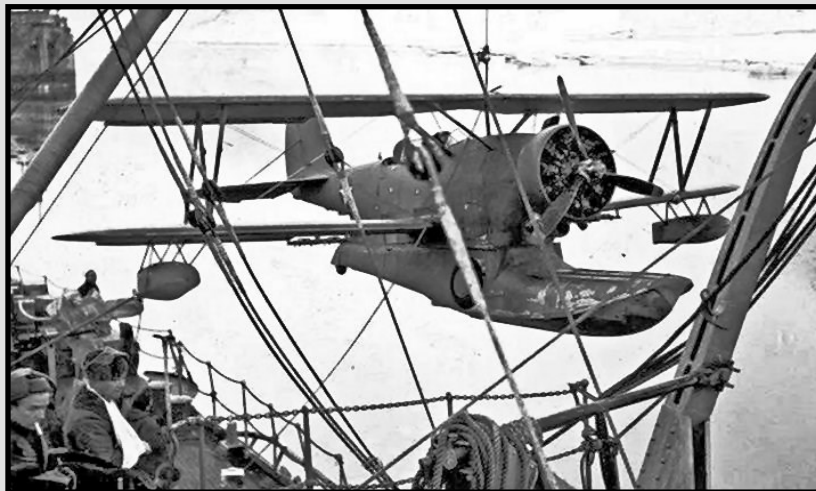
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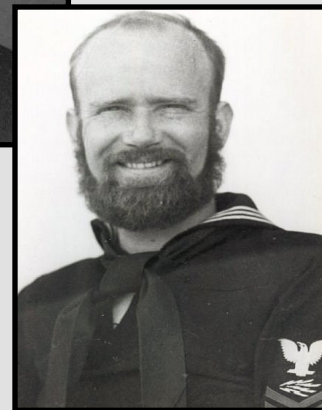
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**Pilot:
LT. John A.
Pritchard, Jr.,
USCG**



**Observer/Radio:
RM1 Benjamin Bottoms,
USCG**

The Coast Guard Grumman J2F-4 Duck, a small, single-engine amphibious plane that vanished in a storm over Greenland during an effort to rescue a crashed B-17 crew in late November 1942, with three men aboard. The pilot and observer, are seen on the right. The third person was an USAAF crewmember. The plane was recently discovered under 35 feet of ice. More to follow in the Winter editions of the QDL

**PHOTOS: JIM SALAZAR/AHPS/FALLEN AMERICAN
MIA REPATRIATION FOUNDATION (FAMIARF)**