



THE HELM

Winter 2002

Published for members of the USCGC Duane Association

Reunion Rescheduled For March 2002

by Paul (Harry) Turner, President

Ahoy Duane Sailors,

Due to the events of September 11, 2001, we've rescheduled the USCGC Duane Association's 2001 reunion to:

**March 14th, 15th, and 16th,
2002
at the**

**Quality Inn and Suites of
Patriot's Point**

**196 Patriot's Point Road
Mount Pleasant, South
Carolina 29464**

1 (800) 704-4480

Yes, it's the same great hotel as before and the events are almost all the same and some even better! My round-trip ticket is \$20 per-person lower than before but the el-cheapo rent-a-car outfit moved out of Charleston. The best price I could get was from Avis at \$29 a day but check with your travel agent or one of the many Internet services.

We'll start the festivities on Thursday the 14th at 1:00 p.m. with our welcoming Registration Desk and Hospitality Suite on the second floor of the hotel. During our entire stay, it'll be open from 1200 'til 2300 dispensing beverages and light snacks and selling hats, t-shirts,

patches and other memorabilia. A three-day ticket to the Patriot's Point Naval and Maritime Museum will cost \$8 per person (payable at the door to the Duane Association) and will allow everyone to explore the Vietnam Support Base and four warships: submarine *Clamagore* (SS 343), destroyer *Lafey* (DD 724), carrier *Yorktown* (CV 10) with her 26 vintage planes and helicopters, and the Coast Guard Cutter *Ingham* (WHEC 35). The *Duane's* sister ship has a fascinating 327' Secretary Class museum just forward of the mess deck with pictures of the old girl being built in Philadelphia along with lots of artifacts and uniforms from almost every year of service.

Friday will begin with the hotel's free Lowland Breakfast Buffet followed by, depending on the security condition at the time, either a free narrated harbor tour aboard the USCGC *Madrona* (WLB 302) or the commercial ship *Spirit of Charleston* with a one-hour stop at Fort Sumter (sails everyday at 10:45 a.m. and 1:30 p.m. from Patriot's Point for about \$10 per person). The afternoon will be free



The Duane after an OS Bravo trip

for shopping, clip-clop tours of Old Charleston and the Battery, the I-MAX theater, the Aquarium, the Magnolia Plantation House with its famous gardens and 45-minute guided nature train tour (\$19.50 - we need 15 people to get this price), Fort Moultrie, or further exploration of the ships at Patriot's Point. As you can see, three days is not nearly enough to explore Charleston. Dinner will be on your own and we'll have more info on suggested restaurants available in the hospitality suite.

After breakfast on Saturday, I've reserved 40 spots (with a security deposit) to take a tour of the

Continued on page 6

Duane Stories Wanted

Please send the Helm your *Duane* stories. Anything that would bring back some memories or a laugh or two is worth sending to us. We will try to publish them regularly, here in the Helm. Send them to any of the editors listed on page 2 or to any of our officers.

Patrick Hreachmack is writing a book about the CG 327 footers. He is still looking for additional post war stories from all the 327 crews. If you have any contacts in other 327 ship's crews, please get them in touch with him.

Patrick's address is 13109 Dunwoody Lane, Carmel, IN 46033-9119.

His phone is 317-848-0164, or you can e-mail him at Seapatrick@surf-ici.com. Let's help him produce a great book about the venerable 327s.



Duane Stories

The Portugal Rumor

In the late 60s the *Duane* was on Ocean Station. Chief Radioman Leo Luckey decided to start a rumor that we were going to Portugal for liberty. Within a few hours it spread like wildfire throughout the crew. The next day so many crewmembers were talking about it that RMC Luckey came up to radio central and asked, "Are we really going to Portugal?"

RM2 Moison jumped out of his seat and said to the chief, "It's one thing to start a rumor, it's another thing to end up believing your own rumor!"

The Duane Newsletter is published by the USCGC Duane Association.

Jay Schmidt, Publisher
6 Goodwin Drive
Norton, MA 02766
jay@schmidt-publishing.com

Stan Barnes, Editor
381 Stage Rd.
Sanbornton, NH03269
sbarnes@worldpath.net

Dave Bunch, Editor
432 Wyn Drive
Newport News, VA 23608
dcbunch@visi.net

The Paint Cans

A certain SN who loved to pull pranks (I won't mention his name for fear he will be at the reunion) was always going against the system. Whenever he had a bucket of paint and a paint brush and someone yelled, "Chow time" the bucket of paint and brush rarely went back to the paint locker. They usually went overboard to save time.

This SN's favorite antic was to hang a huge strip of raw bacon out of his mouth and search out new crewmembers who were seasick on their first patrol, and stare at them. The sight of this usually sent them to the slop chute at top speed.

Ptomaine the Cook

One of the most famous and beloved *Duane* cooks was CS2 Thompson affectionately called "Ptomaine" by every member of the crew. One Sunday morning in Boston, we noticed that the galley was empty. We went down onto the mess deck and found a very small batch of SOS for the crew's breakfast. Ptomaine knew that nobody would eat it; so he only made a small portion, left it out and went back to his rack for some added sleep.

Each evening while in homeport in Boston, it was a tradition for one of the crew to make a

Continued on page 5

Assisting the SS American Importer

By Jay Schmidt

On February 16, 1966 the *Duane* was on Ocean Station Bravo. Typically at that time of year, she was buffeting a strong North Atlantic winter storm with cold, fierce winds. White caps and foam flew from the tops of the huge icy swells that bounced the *Duane* as she slowly made headway to remain on station.

At about 150 miles east of St. John's, Newfoundland, a 400 foot freighter, the *SS American Importer* was heading for Dublin and Liverpool from New York. It was also being pounded by the heavy seas and 40 mph winds. The cargo in the hold broke loose, caused a small fire, shifted and smashed a three foot gash in her side allowing seawater to enter. Although the pumps were able to keep up, the captain ordered a distress message sent out. The *Duane* received the message and relayed the information to USCG Radio Washington. The



The ice-covered Duane docked in St. John's after escorting the SS American Importer to safety.
Photo by Jay Schmidt

Duane was ordered to escort the ship to St. John's. A USCG C-130 plane flew overhead in case pumps needed to be dropped.

The *Duane* charged into the 20 foot seas and headed towards

the crippled freighter at about 8 knots. During the trip toward the *American Importer*, the *Duane* "swimmers" got into their wet suits and practiced their routines in case they had to jump in and rescue crewmembers of the *American Importer*. The *Duane* arrived near the stricken ship in about six hours. Radioman Second Class Rick Moison joked that when the *American Importer* crewmen saw the *Duane* coming over the horizon, they were thinking, "How can we help you?" in reference to the *Duane's* ice-covered condition.

Continued on page 6



SS American Importer in St. John's after Duane escort.
Photo by Jay Schmidt

Winter 2002

ODE TO THE CUTTER DUANE

By Floyd Stormer

From "We've Been There" by Esther Stormer ©1992

Taken from Jack's Joint (www.Jacksjoint.com)

You all know the ghost of the Old China Coast
The Sub known as "Porpoise Maru"
But the deeds and the name, of the Cutter DUANE
Are known by a well chosen few.

She is known through the fleet, as well kept and neat
She has no great call upon fame
But small deeds galore, make a large total score
For the sea going Cutter DUANE.

She's made many patrols, each has taken it's toll
Full twenty one years of the same
But those who live by the sea, have a fond memory
For the Coast Guard Cutter Duane.

She's long and narrow and lean, with lines that are clean
Though speed is no part of her game
For logging the knots, when the anemometer stops
You can't beat the Cutter DUANE

When the sea's running wild, like a disobedient child
And some ship can no longer resist
The message they hear, coming in loud and clear,
Is ... "DUANE will proceed and assist."

When talks running free, in bars by the sea
The way to put all boasters to shame
Is when asked, "What's your ship?" Raise your glass to your lip
And reply, "I AM OFF THE CUTTER DUANE"



Crossed the Bar

The following shipmates have taken their last steps from the Quarterdeck.

In October of 2001, RDCS David C. Dorey, (USCG, ret.) crossed the bar in Valdez, Alaska. He had just recovered from minor prostate surgery but succumbed to a heart attack.

A veteran of the 83' boats, *McCullough*, *Eastwind*, *Duane* (1969-70 and 72-74) and *Cook Inlet*, Chief Dorey finished his career stationed at the Valdez, Alaska Vessel Traffic Control system, his only shore assignment. He had retired from the Guard but was working there as a civilian RD when the *Exxon Valdez* ran aground in 1989. Fortunately for him, he was off watch when it happened and he continued on as a consultant until he really retired in 1994.

Dave said he always figured that the best form of leadership was to find out where everyone was going and then get out in front of them. "That always seemed like a perfectly logical approach to me and I always tried to apply some form of it to whatever I was doing."

Dave Dorey was not someone you could easily forget, a seafaring character in the finest Coast Guard tradition. May he sail on in comfort.



CS2 "Ptomaine" Thompson

Duane Stories

Continued from page 2

"grinder run" to a local sandwich shop for snacks. One evening we suspected that the chow wouldn't be very good when Ptomaine himself came down to the mess deck and belted: "Who is making the grinder run tonight?"

The Peacoat Locker Caper

The *Duane's* peacoat locker was located underneath the crew's berthing area. It was a tiny compartment accessible only by a hatch from the berthing area. One night, one of the Snipes, who suffered from claustrophobia, had to retrieve his coat. As soon as he got to the bottom of the ladder, his buddies slammed the hatch shut.

He ran up to the top of the ladder and started to open the hatch—until an Electrician's Mate raced over and wired the wheel with a hand-cranked portable generator and zapped him. The hatch was opened quickly after that, and the irate BT3 stormed out.

USCGC Duane Association Chain of Command

President

Paul (Harry) Turner
HCR2 Box 15A
Summit, NY 12175
(518) 287-1900
paultrnr@midtel.net

Secretary

Tom Grabowski
354 Meadowbrook Rd
Trafford, PA 15085-9712
(412) 856-1151
coastie@stargate.net

Treasurer

Don MacEachern
P.O. Box 245
904 Main St.
Cotuit, MA 02365
dmaceach@capecod.net



American Importer
Continued from page 3

Fortunately, the *American Importer*, which was in constant Morse code radio contact with the *Duane*, remained afloat. The *Duane* escorted the *American Importer* safely into St. John's, Newfoundland the next day. The *American Importer* stayed for repairs, and the *Duane's* crew got one night's unexpected liberty ashore after spending the day breaking ice off all exposed surfaces.

Reunion Update
Continued from page 1

Civil War Submarine *Hunley*. For those interested in this historic exhibit, please check the box on the registration form. The cost will be \$10 each, payable at the door.

The afternoon is free for all of the previously mentioned activities. At 1630, we'll have our annual membership meeting in the hospitality suite to elect new officers, amend and ratify the Association's by-laws.

At 1800, we'll board the USS *Yorktown* and gather on Hanger Deck "B" for an hour of cocktails at the open bar (included in the price of dinner). The Filet Mignon dinner (\$60 per person) will be served at 1900 followed by a presentation from our guest speaker, LCDR James Cash, CO of the Cutter *Madrone*. He took his cadet cruise aboard the *Ingham* in 1984 and will tell us of the Coast Guard's greatly

expanded role since the terrorist attacks. Again, his availability is dependent upon future national security needs. The famous raffle will follow so bring lots of money to buy winning tickets.

Later, we'll reconvene at the hospitality suite for one last round of sea stories and other lies. Sunday's breakfast will see us bidding fond farewells to each other until next time (always hard to do!).

Since the Quality Inn could only reserve 45 rooms for us, I'm urging you to make your reservations now. It won't cost anything until you actually



check in. The hotel's prices are a bit higher this time (\$79 Thursday and \$109 Friday and Saturday for a king-size (or 2 queens) room and \$99 and \$129 for the deluxe suites) but mid-March is on the cusp of Charleston's summer season and should be a welcome treat for the frostbitten northerners. Call today for reservations because stragglers may be sent TAD to the Holiday Inn barracks way down the road.

As to the Association's needs, attendees have to be "Active" members and as such will be assessed dues of \$25. This covers the refreshments at the hospitality suite for you and your wife (or significant other), three newsletters per year and a beautiful USCGC *Duane* coffee mug.

The 65 members who signed up for the postponed September reunion have had their memberships extended through this new reunion date (even though the cards "expired" on December 31, 2001). We'll have new cards issued for new attendees.

Now, on to a different topic. We're still trying to get all 350 names matched with years served on the *Duane* and rate and rank while aboard so please let us know your stats. From time to time, I hear from former *Duane* sailors who are looking to hook up with a shipmate from the past. Up until now, I've always gone to the database and done my best to accommodate such requests, but I'm now becoming a bit concerned about divulging your names, addresses, and phone numbers without permission. Other than for newsletter mailings, the database is maintained only for requests for someone either by name or from a specific era. Please contact me if you DON'T want your address and phone number divulged to another shipmate. Give me a call at (518) 287-1900, write me at 1103 Wharton Hollow Road, Summit, NY 12175, or email me at paultrnr@midtel.net. If I don't hear from you, I'll assume you wish to be found by a former shipmate.

As always, thanks for your support and I hope to see you in Charleston.



USCGC DUANE WPG/WHEC 33

Ship's Store Order Form

Tee Shirts (Duane insignia)

Size: S M LG XL XXL XXXL

\$16.00 each

White Quantity _____

Navy Blue Quantity _____ \$ _____

Tee Shirts (Tiger insignia)

Size: LG XL (only)

\$16.00 each

Light Gray Quantity _____ \$ _____

Crew Jersey

Size: S M LG XL XXL

\$30.00 each

Off White Quantity _____ \$ _____

Sweatshirts

Size: S M LG XL XXL

\$24.00 each

Smoke Gray Quantity _____

Navy Blue Quantity _____ \$ _____

Patches

Tiger Quantity _____ \$ _____

Search and Rescue Quantity _____ \$ _____

\$8 each

Jackets (Embroidered 378' or you can sew on a Duane patch)

\$49.95 each Quantity _____ \$ _____

Hats (Tiger patch)

\$17 each Quantity _____ \$ _____

Subtotal _____

Shipping \$5.00

Make checks payable to: USCGC Duane Ship's Store Total amount enclosed \$ _____

Name:

Street:

City: State: ZIP:

Phone number:

E-mail

Rate/Rank while on board: Years on board 19__ to 19__

Send to: USCGC Duane Ship's Store, c/o Stan Barnes, 381 Stage Rd., Sanbornton, NH 03629

Duane Association

Dues Structure

The dues structure is as follows:

Active Membership will cost \$25 for a full year and will include a specially designed USCGC Duane coffee mug, three newsletters per year, participation at the hospitality suite and all the benefits and discounts at the reunion. Active membership will be required in order to attend the reunions.

Reserve Membership will cost \$15 and will include the USCGC Duane coffee mug and three newsletters per year.

Inactive Reserve Membership will cost nothing and will include just one newsletter per year.

the night as the Lt. ended up in the drink. The small boat came along and brought him in, and then took us all back to the *Duane*. The next morning we all expected to be in front of the Captain (Frost I believe) but nothing was ever said. Evidently, the Lt. had no idea who those drunken sailors were.

How about the time Bob Turnbull on a hot day in Bermuda gave some of us chewing tobacco saying this will keep you from getting all dried up. Well, we tried it but were never told that you were supposed to spit out the juice. Well a goodly amount of time that day was spent at the slop chute.

More Duane Stories

By Stan Barnes

I can think of the one about SN Bob Turnbull wrestling with a shark on the quarterdeck while on OS Delta.

After CS2 Ptomaine Thompson gave him a large chunk of red beef, Bob put it on a homemade hook and through it overboard late one evening. At first light the next morning, Al Vieau found that the line was moving around as if we were underway. Bob was summoned to the quarterdeck and landed a shark some 7 to 8 feet long.

As it was still very much alive, Bob took his knife and started to wrestle the shark until a clean kill could be made. Its teeth made a great trophy and the steaks were ok also even after Ptomaine cooked the living you know what out of them. If any-

one has pictures of this event, please provide them so we all can have another laugh 37 years later

Then there was the time that myself, Bob Landry and OB, (Richard O'Brien) were waiting for the small boat to return us to the *Duane* from the officers club in Bermuda. We



arrived at the dock in a solid state of inebriation to find LTJG Smith sitting on a piling. Seeing that both Bob and OB did not report to him, they decided that a late night swim was just so inviting. MAN OVERBOARD was the call of