



THE HELM

Fall 2002

Published for members of the USCGC Duane Association

Duane Portland Reunion 2002

by Paul (Harry) Turner, President

A hoy Duane Sailors. The Portland, Maine reunion is just around the corner and it is shaping up to be one of the best yet! As always, wives/significant others are strongly encouraged to attend. The official hotel is the Best Western Merry Manor Inn in South Portland. Located right off exit 2 of I-295 on US Route 1, it boasts a 17-foot Jacuzzi and big indoor/outdoor heated pool. We have a block of smoking and non-smoking rooms set aside, some handicapped accessible, but all rooms must be reserved before August 20 to get the special \$99 rate. Call the Best Western at (207) 774-6151, state that you are with the USCGC Duane reunion and tell them your choice of rooms. If you wish to arrive on Wednesday night to get an early start, or stay after on Sunday night, the hotel will honor the \$99 rate.

The registration will begin at 11 a.m. on Thursday, September 26th at the hotel's Hospitality Suite. Attendees will check in and receive their name badge (with rate, rank and years served aboard the *Duane*, to be worn during the entire reunion), 2002-2003 Duane Assn. ID card, reunion agenda, dinner and cruise tickets, the newly ratified USCGC Duane Association By-Laws, and a packet of brochures showing eateries, menus, prices, places of interest, maps, and coupons. The membership gifts (mugs and pins) will be distributed here as well.

The activities will start at noon on Thursday with an optional motor coach trip to Maine's premier shopping attraction - the famous L.L. Bean Retail Store and the surrounding 125



Nubble Light, Portland, ME

boutiques, nooks and outlets. The bus has plenty of large storage compartments and will return to the hotel at 5 p.m. At \$15 per person, we'll need to have at least 30 people pre-paid for this trip to take place. The maximum number is 50 so first come, first seated. Other than the above motor coach trip, all travel is on your own. There is a free shuttle from the Portland International Jetport to the hotel (call the Best Western for details) and those without transportation should be able to hook up with drivers at the Hospitality Suite. Car-pooling has always worked well at *Duane* reunions.

Note: Because we are contractually obligated to provide guaranteed counts well in advance at several venues, we are asking that attendees pay for certain events before September 2. In the event that you must change your plans, we will provide a complete refund as long as a tele-

phone/written/email notification has been received by the President or Treasurer at least ten days before the reunion is scheduled to begin, and as long as the Association has not incurred any non-refundable costs due to the cancellation.

For those who would prefer to get in some more sea time, every day at 10 a.m. and 2:45 p.m. Casco Bay Lines runs a three-hour mailboat tour of the major islands in Portland Harbor (\$10.00 per person with Duane ID). Bring a jacket as it may get chilly out there. The Ferry terminal is located on Commercial Street, next to the Maine State Pier (former home of many great Coast Guard Cutters, *Duane* included). Just around the corner on India Street stands the widely-acclaimed Amato's Sub Shop, which makes great subs and salads for your cruising enjoyment. One *Duane* sailor is coming all the way

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from California and asks about Amato's Subs in every message. They've put a lot of weight on a lot of Portland sailors. Trust me on this one.

On Thursday night, dinner will be on your own. The Governor's Restaurant and Bakery is next door to the hotel and serves from 6:30 a.m. til 10 p.m. It specializes in large portions of home cooked food at reasonable prices along with a nice selection of wonderful desserts. Tony Roma's Restaurant is across the street and is known for its baby back ribs. The area has many award-winning restaurants that serve food to suit almost every palate - one even features grilled moose entrees. And there's always the nostalgic option of making a grinder run and chowing down on the hospitality deck.

The Hospitality Suite at the hotel will be dispensing beer, wine, soda, and spring water from 6 p.m. on Thursday and Saturday, and from 8:30 on Friday. Last call is at 11 p.m. We encourage you to bring your old pictures, newspaper articles, mementos, and other memorabilia to share with the crew. We'll have a slide and movie projector (remember those?) and a video cassette player as well. The Ship's Store will be selling several styles of Duane hats, tee-shirts, sweatshirts, and patches.

A personal aside: The telling and retelling of sea stories with former shipmates are some of the most enjoyable times I've ever spent. A BT's tales from the Greenland Patrol are just as timeless and fascinating as a Lieutenant's recollections of a WWII sub chase, a BM's yarns from any December Bravo or a QM's account from any Search and Rescue. At sea or in port, in different eras, we were all in the Coast Guard, all aboard the Cutter *Duane*. Evenings with shipmates in the Hospitality Suite are delicious moments that must be properly savored.

Friday morning is left open for visiting the sights. Many will want to see one



Portland Head Light, Portland, ME

of the oldest and most recognized lighthouses in the country, Portland Head Light. Authorized by President George Washington in 1788 and completed in 1791, the lightkeeper's house is now a museum and there is a small gift shop on the premises. There's also the historic Old Port section, the Railroad museum, or perhaps a shorter Casco Bay Lines cruise to just one or two islands. Some may wish to journey 30 minutes south (Sanford/Wells exit on Maine Turnpike) and visit the Lighthouse Depot store on Route 1 in Wells (opens at 9 a.m.). The largest and most complete of its kind in the world, it sells anything and everything with a lighthouse motif, logo, décor, etc. It even features a small USCG and Lighthouse Service museum. If you still feel the need to visit yet another lighthouse, another 20 minutes south and you can see the most photographed lighthouse in Maine—the Nubble Light at York Beach.

Between noon and 1 p.m., another optional event will be a visit to the Portland Harbor Museum on Fort Road in South Portland. To get the best presentation, they advise that we visit

in small groups, so when you arrive, don't wait for everyone else, just pay your \$2 per person (with Duane ID) and go on in. Located on the grounds of historic 19th century Fort Preble overlooking Casco Bay, it features a maritime museum and a working lighthouse (Spring Point Ledge). The permanent exhibit on 19th century wooden shipbuilding includes sections of the South Portland built clipper ship, "Snow Squall." A new

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The Duane in Bermuda

By Bob Haviland

I was on my second weather patrol on the *Duane* - we'd been on Weather Station Easy and were now heading for Bermuda for Search and Rescue and also some well-earned R and R on 4 December, 1952. We'd picked up a pilot to navigate St. Georges Harbor, and as we were approaching the harbor, the pilot kept asking for a specific starboard-side buoy.

As all hands were looking for the buoy, the bow suddenly lunged to the starboard and the ship ran aground on a coral reef just outside the gut going into St. Georges.

At this point, the citizens of St. George realized that there was an incident occurring at sea, and they all gathered at a point just outside the harbor.

In a demonstration of their great appreciation of the U.S. Coast Guard, they were all cheering as we sat, stranded, on the coral reef. To make matters worse, the only thing available

to rescue us from the situation was a U.S. Air Force tug! The Air Force has airplanes—the Coast Guard has ships—this is a case of extremely embarrassing role reversal.

When the tug arrived—now this is the Air Force rescuing the Coast Guard—their feeble attempts to relieve us from our position on a coral reef at high tide were disastrous. At this point our Chief Warrant Officer, a thirty-year bosun's mate was on the bow and getting more and more frustrated by the way the tug was attempting to get our ship off the reef. Finally, he asked permission of our Commanding Officer, a full-fledged 4-striper Captain, to allow him to take command of the Air Force tug. The order was issued, we transferred him to the tug, he took over the helm, and within 20 minutes the *Duane* was relieved from her perch on the coral reef.

Now we were being towed by the Air Force tug, commanded by a Coast

Guard C.W.O., into the harbor at St. George and anchored.

The next day Navy divers from the Base in Hamilton come over to inspect the hull and the damage to our ship. In searching, they found that the missing starboard-side buoy was wrapped around our starboard-side screw.

The hull was damaged, the screw was damaged and the shaft was damaged. Now we were stuck in Bermuda until the *Bibb* could be relieved from her weather station to escort us, limping on one screw at a max speed of six knots, back to Boston.

We were in Boston for Christmas and then to Curtis Bay, Md. for repairs.



Fall 2002

Registration Form

Dues

Active Membership - \$25 (required for all reunion attendees).....\$ _____
(except wives and/or significant others)

Active Reserve Membership - \$15.....\$ _____

Inactive Reserve - \$0.....\$ _____

Pre-Registration items

_____ Persons taking the Motor Coach trip to L.L. Bean @ \$15 per person.....\$ _____

_____ Persons cruising to the House Island Lobster Bake @ \$65 per person.....\$ _____

Check your choice(s) of dinners

Lobster Bake _____

Sirloin Steak _____

Chicken _____

_____ Persons having the Barbecue Buffet at the CG Base @ \$11 per person... \$ _____

_____ Persons dining at the Gala Saturday Banquet @ \$30 per person..... \$ _____

Check your choice(s) of dinners Prime Ribs of Beef au Jus _____

Boneless Chicken Marsala _____

Baked Stuffed Haddock _____

Total Enclosed \$ _____

(include dues)

(Make checks payable to the USCGC Duane Association)

Name _____ Rate and Rank when aboard the Duane _____

Address _____ Year(s) served aboard the Duane 19__ to 19__

State _____ ZIP _____ Telephone (____) _____ E-Mail _____

Full name of wife or guest attending this reunion _____

Mail this completed form and your payment to:

Don MacEachern, Treasurer

USCGC Duane Association

P.O. Box 245

Cotuit, MA 02365

IMPORTANT!!!

Registration and payment must be received before **Monday, September 2, 2002**

Your 2002 membership lasts from reunion to reunion and expires 9/24/03

The Night of the Tiger

By Jimmy D. Jones QM2 (1966-68)

During the first few months of 1967, word had leaked out that the *Duane* would be heading for the shores of Viet Nam before years end. The *Duane* would be sent over with the second deployment of WHEC and WMEC cutters. The 82' patrol boats had been sent over a couple of years earlier in March of 1965.

In the early years of the war, enlisted men had the option of whether they wished to stay on board and take the "cruise" or to transfer to another duty station. How I remained on board to take the "cruise" is another story. This is the story of how the "Tiger" was born, and how she left her "tracks" in Southeast Asia.

Sometime in mid-summer of 1967 a contest was held aboard the *Duane* to find a "logo" which would best represent the ship. It seems that a month or so was given in which all hands could submit drawings of their idea as to what the logo should be. At the end of that time, as I recall, officers and enlisted men would vote on the drawing that they thought would represent the *Duane*. The different drawings were posted on the message board on the starboard side of the galley for all hands to see each day.

I submitted one of the ten or so drawings that were submitted. I don't remember what the prize was for the winning drawing; it seems as if it may have been \$25.00 (hey, don't laugh. Back in those days, \$25.00 would support one heck of a weekend liberty! Many of us sold blood to the Red Cross to get \$10.00 or \$15.00 to get us through those weekends.)

However, when the announcement of the winning drawing was made, the drawing I submitted had won. I was very excited, tickled to death, or at

least I thought I was until I met up with Lt. Marotta, the Operations Officer. He was to award me my \$25.00 prize. I chased that man all over 654' of that 327'. When I finally did catch up with him, he kindly explained to me that there were certain stipulations that had to be taken care of before I could receive my prize. I had to draw and paint the new "logo" on two 10 ft pieces of sheet metal that he had "so happen to run across". Now, I don't know how much most of you know about sign painting, but you just don't do this overnight and take off on liberty! It took me almost a week to paint those two sheets of metal!!

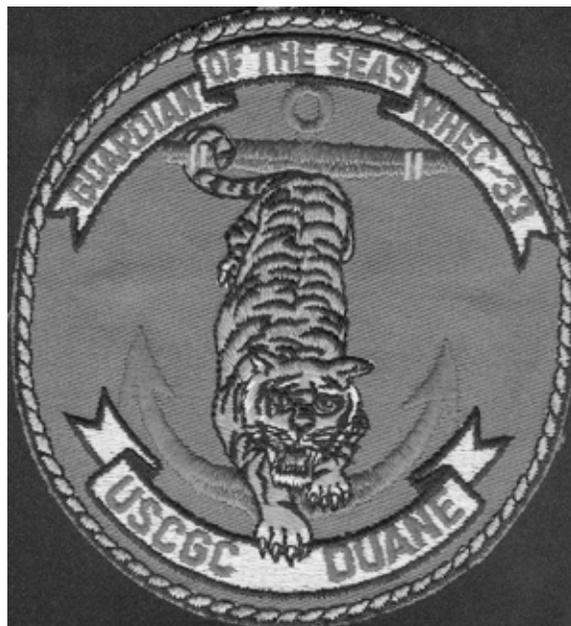
Don't get me wrong, I loved the fact that my drawing had been chosen. I didn't mind painting the two plaques that were to be placed on each side of the "Old Gal," but I would have much preferred to have been given my \$25.00 and told to "have a good weekend, see you when you get back!"

In 1967, a Quartermaster pulled duty as the QMOD. We had little "shacks"

that were placed on board at the end of the gangway. In this shack we had a desk type platform, a light, and a list of those on liberty. We even had a small heater when it was cold, and we were issued a .45 pistol. This way, we could stop any illegal intruders who might wish to take the ship for a harbor ride or sneak on board and hide to take a "cruise" to weather station "Bravo" to see what 60' seas were all about. Late one evening while in port in Boston QM1 Zabremski fired several rounds of his .45 at some crazy "beatniks" (remember this was 1967) when they became very threatening while attempting to come on board. They simply refused to stop when asked, so he proceeded to convince them that "Bravo" was not a good place to visit that time of the year.

After firing several rounds, it was only then that they decided that it was just not a good idea to come aboard. As I recall, he caught pure hell for firing those shots. But, they didn't get

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aboard. He could take that thing apart and put it back together again blindfolded, but he didn't hit a single one of them. Just by chance, or maybe, he wasn't trying to hit them—just scare them. I'm sure he has slept better each night over these past 34 years knowing that no one was seriously hurt or killed.

While pulling my four hour duty as QMOD one evening in Boston, sometime in the late evening or early morning a sailor returned to the ship, as I remember, quite intoxicated; saluted, and held on very tight to one side of his pea coat. I called him aside and began searching him. Under his pea coat was a bottle of liquor. I remember us laughing about him having to give it up, and shortly afterwards, he was escorted to his bunk by the "messenger", usually an SN, that pulled the four hour watch with the QM. Returning to the "shack", I placed the bottle on the shelf. It was a brand that I had never seen before nor have I seen since. It had a Bengal Tiger shown lengthwise, looking up. I had always enjoyed sketching, so I began drawing the tiger as it appeared on the bottle while trying to keep warm in the "shack". I added an anchor behind the "Tiger" and wrapped the anchor with a couple of ribbons with the lettering "Guardian of the Seas", and "Coast Guard Cutter Duane". I entered that sketch (which I still have) in the contest. It was selected as the new "logo" for the Cutter *Duane*.

I was very proud. The "logo" was put on beer steins, coffee cups, cigarette lighters, plaques, hats and patches for work jackets. We even made a flag to unfurl after replenishing at sea with various Navy and Coast Guard vessels that showed a drunken cat leaning against a broken leaning light post with the captioned "MY TIGER IS TANKED". The "Tiger" had caught on! I don't remember how it got started, or who the guys were that were responsible, but it wasn't long after we arrived in Subic Bay in the Philippines, that word spread fast that "The Tiger was in Nam"!

Whenever and wherever the *Duane*

was in port; it seems that when the morning sun would rise, Navy and Coast Guard ships would find "Tiger Paw" prints somewhere on their ship. Paw prints of a stalking "Tiger". It may have been on the side of the bridge, or on the side of a 5 inch mount, or it may have been on the hull next to the numbers. How silently the "Tiger" would stalk! The "Tiger" was never seen, nor heard, nor was she ever caught. To my knowledge her "escapes" from the *Duane* were never discussed. I never knew when she left the ship or who went with her. I'm sure that the repercussions would have been severe back then, even though I don't remember anyone trying hard to find out how "she" slipped away those evenings in a dingy, but I sure would love to know! Does anyone from those days remember a "Tiger" leaving the *Duane* in the middle of the night with two or three guys rowing? Just wondering. Seems like at one time there was a "bounty" placed on her head, but it was never collected. I'm sure BM1 Bill Johnson or MM1 Dave Peverly never saw a thing, or at least they said that they had not! Then again...would you admit to seeing a "Tiger" in a dingy?

I only served aboard her for two years. When I learned a few years back that she had been decommissioned and sunk as a reef off of Florida, I felt as if I had lost a dear old friend, and I had. She had served her country from 1936-1985.

In Viet Nam, she was credited with 145 confirmed enemy killed. Countless bunkers and enemy positions destroyed while firing almost eighteen hundred rounds of 5.38 in. shells in 17 Gunfire Support Missions, 5599 vessels inspected, 8 Medicaps and Medicos. How many Marine, Army and Navy lives were saved because of her actions? I wonder!

I may have drawn a "Tiger" back in 1967, but she wasn't a "Tiger" she was very much a "Lady," and I miss her. How many of us, in 50 years service to her country, did she bring back home safe? I wonder.

USCGC Duane Association Chain of Command

President

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P.O. Box 245
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Cotuit, MA 02365
capecodtrawlers@earthlink.net



Get your Duane hat. See the ship's store page for details

the gate, everyone must show a picture ID card (a picture driver's license will suffice) to the gate guard. S/he will match it with a guest list that we will have provided well in advance, so, please, register early with us and make sure that you list your spouse/guest's name in full. Security is still tight.

We'll gather at The Rusty Scupper club and dine on Chief Gunn's Bodacious Barbecue Buffet ("wicked good" according to Portland Cutterman's Association members). The spread will feature Portland Pulled Pork, Boneless Teriyaki Chicken Breasts, Charcoal Broiled Beef Burgers, several cold salads and an assortment of desserts, all for only \$11 per person. Again, we must provide guarantees so pre-payment is required.

When we were at the Charleston reunion in March, the highlight for most was the bilge tour of the new cutter *Yellowfin* (WPB 87319). This time, we'll have the opportunity to visit three different cutters. After lunch, depending upon the deployments and events of the day, we're scheduled to receive guided tours of either the *Jefferson Island* (WPB 1340) or *Wrangell* (WPB 1332), both 110' Island Class cutters, the *Shackle* (WYTL 65609), an older 65' buoy tender, and the *Marcus Hanna* (WLM 554), a new Keeper Class 175' Buoy Tender.

When all have explored to their heart's content, perhaps a visit to the Base Exchange to purchase CG memorabilia may be on your agenda. It's not on the base anymore and only an easy mile from the hotel. There are special rules in effect for non-retirees so please check at the registration table before you visit the BX.

At 6 p.m. a cash bar will be set up in the Hospitality Suite dispensing liquor and mixed drinks for a fee (but the beer, wine and soda will still be free of charge for registered guests). At 7:00, we'll have our gala banquet in the Grand Ballroom. Uniform of the day will be jackets for men and similar fin-

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exhibit titled "Three Hundred Years of Ships in Portland" documents the history that shaped Greater Portland. We should be done by 3:20 p.m. and will travel across the Casco Bay Bridge to Commercial Street to Long Wharf (at DeMillo's Floating Restaurant).

At 3:45 p.m. (sharp!), we'll board the Motor Vessel *Chippewa* for a brief cruise of Portland Harbor and the islands, and dock at House Island. It may be chilly out there so bring a jacket and a sweater (or purchase a new *Duane* sweatshirt and hat at the Ship's Store). There'll be a cash bar on the island and some will want to take a guided walking tour of Fort Scammel. Built in 1808 and reconstructed during and after the Civil War, it guarded the main entrance to the harbor and was armed through the Spanish-American War.

At 6 p.m., depending on the weather, we'll return to the picnic tables on the

lawn or the heated guest house, socialize a bit, then dine on New England Clam Chowdah, 1 1/4 pound Lawbsta (or Steak or Chicken Breast), Corn on the Cob, Tossed Salad, Rolls, Drawn Butter, Chips, House Island Blueberry Cake, Iced Tea and Coffee.

At 8:00, we'll board the MV *Chippewa* and return to Portland. The harbor cruise, tour of the fort, lobster bake, and trip back will cost \$65 per person. Because we have to provide a firm guarantee well in advance, pre-payment is required.

For those who can't get to Portland in time to make this event, the registration table and the Hospitality Suite will re-open at 8:30 (ish) p.m. and the cheer will be flowing until 11.

If you can only join us for one day, Saturday will truly be a great Coast Guard day. The morning is free for anything you wish to do; shopping, sightseeing, swimming, or just lazing about. At noon, we'll meet up at USCG Base South Portland. Once at

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ery for the ladies. Dinner will begin with a Tossed Garden Salad with choice of dressings, Fresh Rolls and Butter, and your choice of Prime Ribs of Beef, Chicken Marsala, or Baked Stuffed Haddock, all served with a Baked Potato and Seasonal Fresh Vegetables followed by Hot Apple Crisp a la Mode, Coffee, Tea, or Decaf. Please let us know if you have any dietary requirements (lactose intolerance, vegetarian, etc.) and we'll pass them on to the chef. The cost will be \$30 per person and includes tax and tip. Pre-payment is required.

Our guest speaker (TBA depending on security conditions) will tell us of the Coast Guard's new role, which agency it may be pulled into and how everything is playing out.



65 foot Buoy Tender

In order to maximize our time on the Cutters, we'll hold a brief business meeting after the presentation, announce the results of the poll (held in Charleston) for the 2003 reunion location, and decide on where you want to hold the 2004 reunion. All are welcome to voice opinions but only Duane Association members will be allowed to vote. After that, we'll hold



110 foot Island Class Cutter

the famous raffle of unique USCG memorabilia. This past year, I've scoured the East Coast, from Key West to Bar Harbor, in search of the rarest and most precious *Duane* artifacts. I found some cheap junk as well so bring lots of money to buy tickets.

Later, we'll view the videotape titled "The Final Voyage" which details the last journey of the *Duane* and *Bibb* to their resting place in 120 feet of water

off Key Largo, Florida. One last round of sea stories and other lies and the Hospitality Suite will close until 2003 in the beautiful city of _____.

The Sunday breakfast and fond farewells and the 2002 reunion will be history. How can you miss all this fun and adventure? My wife, Christine (the First Lady of the Duane Association) and I promise everyone a memo-

rable reunion.

Loose Ends

Captain Dave Geistert wrote to say that the Striped Bass will be migrating south during our reunion and that he is in touch with some guides who specialize in 2-3 person half-day fishing trips. If interested, you should contact him directly at geistert@gwi.net.

Chester Gabriel has started an *all-Duane* page on the Internet. To access this site for the first time, it's easiest if you contact Chester directly at cgabriel@maine.rr.com and he'll e-mail you the directions.

I have just received a copy of a book written by a retired Coastie chief quartermaster, William E. Knight. He's 86 years of age, has suffered a stroke, but a kind woman has been taking care of getting his book, "The Coast Guard Navy of World War II," published and has asked me to display a copy of the book at our upcoming reunion in Portland.

The book is a soft-bound edition, has 209 pages, an ISBN number and barcode, and is about all the vessels manned by Coasties in WWII. It looks like a very interesting read, and I am going to add one to my CG library. Copies may be ordered by contacting:

Dorothy Mc Cann
1052 E. Timber Lane
Freeland, WA 98249
(360)-331-7220

The cost of the book is \$19.95, which includes postage.

Secretary Class Reunions

The USCGC Bibb (WHEC 31) Association will hold its tenth annual reunion on October 10th, 11th and 12th in Virginia Beach, VA. For more information, contact Richard Olson, 574 Wyoming Ave, Maywood N.J.07607-1542.

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USCGC DUANE WPG/WHEC 33

Ship's Store Order Form

Tee Shirts (Tiger insignia)

Size: L XL XXL

\$16.00 each

Light Gray Quantity _____ Size _____ \$ _____

Sweatshirts (Tiger insignia)

Size: XL XXL

\$24.00 each

Navy Blue Quantity _____ Size _____ \$ _____

Patches

Tiger Insignia Quantity _____ \$ _____

Search and Rescue Quantity _____ \$ _____

\$8 each

Hats

Tiger Insignia (Tan or Black)

\$16 each Quantity _____ Color _____ \$ _____

Duane (Navy blue original)

\$16 each Quantity _____ \$ _____

Subtotal _____

Shipping \$5.00

Total amount enclosed \$ _____

Make checks payable to: **Stan Barnes/Storekeeper**

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 \$25 Membership (includes Duane coffee mug for the first year, the Duane pin for second year, 3 newsletters, reunion benefits, hospitality suite admittance for you and a guest, and other discounts) (must be an Active Member to attend reunion)

Reserve Membership \$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.

Send your name, address, e-mail and check to:

Don MacEachern
P.O. Box 245
Cotuit, MA 02365
capecodtrawlers@earthlink.net

*Membership gifts will be distributed at the reunion.
Gifts for those not attending will be mailed ASAP.*

Your 2002 membership lasts from reunion to reunion and expires 9/24/03

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The USCGC Campbell (WHEC 32) Association held its May reunion in Charleston, SC. For future plans, contact Mike Truex, 8 Harwood Court, Neptune, NJ, 07753 or mrtruex@att.net.

The USCGC Ingham (WHEC 35) Association will hold its tenth biennial reunion at the Patriots Point Holiday Inn in Mount Pleasant, South Carolina, on October 2-5, 2002. For more information, call Dick Booth at (864) 268-2990.

The USCGC Spencer (WHEC 36) will hold its reunion on October 10th through the 14th, 2002, in Baltimore, MD. Contact Richard McCombs at cgc-spencer@aol.com for more information.

The USCGC Taney (WHEC 37) Association held its May reunion in Alameda, California. For next year's details, contact Garret Conklin, 2525 Crist St., Alameda, CA 94501-4623 or garretc@earthlink.net.

The Portland Cutterman's Association will hold its fifth quadrennial reunion on August 2-4 in Portland, Maine. All Coast Guard Cuttermen from any homeport are welcome. For more information contact Mike Monroe at (207) 767-4007.

Jack's Joint

We try to post PDF files of this newsletter on Jack's Joint Web site. You can view and download copies anytime. Jack also has lots of other CG stories.

Go to www.jacksjoint.com and check it out.



Anyone missing a bow for your boat?