



THE HELM

Winter/Spring 2003

Published for members of the USCGC Duane Association

Duane Portland Reunion, Another Success

by Paul (Harry) Turner, President

Ahoy Duane Sailors. First, I must get the apologies out of the way. I live about 50 miles southwest of Albany, NY at an elevation of 2,200 feet. You have probably heard about our back-to-back-to-back snowstorms this winter. There's about 4.5 feet of snow on the ground right now and it just keeps coming. And, last night, it was 22 below zero before the wind chill index was taken into account. So, I've been a bit busy with shoveling, scraping, sanding, salting, snowblowing, and shivering and thus have not written this column 'til now. Please forgive me.

Our Eleventh Annual Reunion was held in Portland, Maine on September 26-28, 2002 and was attended by 40 Duane Sailors and 27 wives/significant others. Our senior-most enlisted man was Albert Phaneuf,



Harry Turner
USCGC Duane Assn. President

an MM2 who served aboard the Duane from 1939 until 1943, and our junior-most was Tim LaJoie, an SK3 who was aboard from 1982 until 1984. The highest-ranking officer was Bruce Bacon who served as C.O. from 1971 'til 1973 (his third tour of duty aboard the Duane) and the junior-most officer was M. C. Rosenfield, who served as a LTJG from 1954 until 1956. Everyone else's rank, rate and years of service were almost equally distributed across the board. As always, old friendships were restored, new acquaintances soon became "shipmates," and by Saturday night, a wonderful sense of camaraderie prevailed.



A new Duane? The National Service Cutter (NSC) in an artist's conception. Or is it No Such Cutter?, or perhaps Never See Combat? OK, we'll stop.

Those in attendance:

James Andrews QMC 69-71
Bruce Bacon CDR (CO) 71-73
Stan Barnes QM3 64-66
Roger Bing LCDR (XO) 72-73
Dave Bunch RD3 70-72
Tony Cangelosi FN 75-76
Gary Conover RM2 71-72
John Cromwell CWO3 65-68
Jim Cushing SN 66-68
Bob Dyer SN/QM3 75-78
Lee Ellsworth SN 70-72
Bill Ferguson SK1 67-68
Chester Gabriel SN 73-75
Dave Geistert SNBM 75-77
Ronald Golec GM3 63-66
Stewart Graham RM2 75-77
Bob Haviland GM2 52-54
Ted Kopczynski BM2 67-70
Jack Laib SN1 46-47
James Lake SK3 62-66

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To Attend a Reunion or Not

By Chester Gabriel (1973–1975)

We just attended our first ever Coast Guard Cutter Duane Reunion. Let me tell you how it went. First, we met up with the group at the hotel in South Portland, Maine, where we were given a warm greeting. Next it was off to the Coast Guard Base in South Portland for the cook out.

At the Main gate we were greeted with respect. As we all wore name badges with rank, rate, and dates on board, I searched each person's badge for the years that I was aboard, that's how I got to know the others. Remember, it has been a minimum of 17 years for those who served before decommissioning and up to 53 years for some others. The names may

have slipped away but the dates helped identify who I should have known. What a great time we had going back in time and telling our sea stories.

The barbecue lunch at the club was just great all the way down to the sheet cake. Then, it was off to tour the base but first I enlisted the help of LT Wolf to arrange everyone for the group picture.

I was a small boat coxswain for a short period of time and got homesick when we toured the 41 footer and the sleek 47 footer. We had time to explore the base on our own and were greeted by all of the

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**Drab or dangerous duties
wherever the oceans roll**

**U.S. COAST
GUARD**

Photographed by **GEORGE SILK**

Hull down in the North Atlantic, the cutter Duane braves a gale as she heads home from 21 days on Ocean Station Bravo between Greenland and Labrador. The Coast Guard continuously mans six such stations in mid-ocean, giving weather and navigation aid to planes and ships and going to rescue those in trouble.

Anyone remember? Here is a spread from Life magazine July 14, 1967 issue. The Duane is heading home from OS Bravo. (We had to find a gale for the photo.) You can still find these issues on ebay and in antique stores. It has Princess Lee Radziwill on the cover.

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Francis Lavacchia SN1 44-46
Winston Lyford SN 64-65
Don MacEachern RD3 68-72
John Mason BM1 41-45
Jim Orrock MST1 70-73
Albert Phaneuf MM2 39-43
Tony Ragucci RMC 74-76
M. C. Rosenfield LTJG 54-56
Ray Smith GM3 59-62
Wes Splettstoesser Cuttermans' Assn.
Paul Turner RD3 70-71
Ray Vachon DC2 81-83
Albert Viau SN 62-65
Les Whitney SN 64-67
Chris Williams USAF Duane Diver
Mark Wogaman QM3 79-81
James Wolfe SNRD 59-60
Chuck Worthen MKC 72-76
Ben Yuscavitch DC3 69-72
Gary Young 83

On Thursday, *Duane* sailors began arriving in the hospitality suite and spent the evening getting acquainted and reacquainted. Late Friday afternoon, we boarded the MV *Chippewa* and motored out into Portland Harbor for a brief guided tour of the islands. We landed on House Island and toured Fort Scammel (built in 1808) then chowed down on chowdah, lawbstah and fixins in the lodge. On the trip back, the *Chippewa* passed Portland Head, Spring Point Ledge and Bug Lights - all quite beautiful with their beacons reaching out into the evening fog.

The hospitality suite was open late that night as all hands retold their favorite sea stories. Saturday morning was free time and at noon, we met up at USCG Base South Portland. After an hour of libation, Chief Gunn's Barbecue Buffet was as bodacious as advertised. Later, a tour of the boat docks introduced us to the newest generation of patrol boats - the self-bailing, self-righting 47 footer. We were encouraged to climb all over the boat and thoroughly delve into each compartment. The helm was equipped with 2 fully padded high-backed seats, full instrumentation, and resembled a jet's cockpit. After we had completed our inspection, we headed across the bay to a tour of the USCGC Jefferson Island, a 110' patrol boat built

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duty personnel. They liked our sea stories as did we. We moved on back to the hotel for the Gala Banquet. What a great meal and what a great time listening to the speaker tell us all about the new Coast Guard. There was not one person who was bored. It was a great evening: free soda, free beer, free coffee, and nobody got drunk. It was great time and seeing all of the old *Duane* pictures was outstanding.

Now for those of you out there who have never been to a reunion because you might remember the heavy drinking and partying that went on while aboard the *Duane*, there was none of that. (Editor's note: QM3 Jim Mulligan obviously did not attend the reunion). I recommend to anyone who has never attended a reunion to do so and let the association know about the great time you had.

I know we want to travel to the next one.

Seen on the Duane Bulletin Board

"No more liberty until the morale improves."

The Duane Newsletter is published by the USCGC Duane Association.

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Seagoing Snapshots

Tom Grabowski ET2, Nov.'69 – Feb.'72

Secretary, DUANE Assoc. coastie@stargate.net

Ahoy, shipmates, someone please verify these for me: I swear I missed a Bravo patrol in the spring of 1970 by going to SPA 66 school in Great Lakes, IL. Also, I could swear we didn't go back out to O.S. Hotel, then to O.S. Echo, after spending time in drydock in East Boston after running aground coming out of the west end of the Cape Cod Canal in September, 1971. Furthermore, I could swear we did a back-to-back O.S. Charlie in 1970. Which brings me to this Charlie sea story !

Remember how the storekeepers used to carry all that extra milk on cold ocean stations, lashed aft of the 29 radar shack on the 01 deck, so that the crew could avoid drinking so much "bug juice" on patrol ? I remember a Charlie in September of 1970, when it was very rough, and the weather decks were secured, lifelines rigged. Being an adventurous sort and a photography buff, and, might I add, also a pretty stupid young sailor, I decided to venture out the back door of the 29 room, so as to be unnoticed by the bridge watch, in order to snap a few pictures. I can remember seeing milk running in rivulets along the deck from a "leaker" somewhere in the pile of milk boxes, then the sight of the fantail being entirely underwater, awash to the gunwales from the waves breaking over the main deck, port and starboard. It was then that I had my brainstorm to descend the ladder to the main deck so I could snap a few pictures.

Thinking I could time things so as not to get (very) wet, I peered around the port side of the deckhouse, looking for my shot ! Luckily, I didn't get wet, but didn't linger too long before retreating to the relative safety of the 01 deck. The pictures I still have are a little blurry, either due to the motion of the ship or the shakiness of me. I guess I was lucky not to have repeated the experience of my 29 radar instructor, who went overboard from a 311 while on ocean station, who had the good fortune to have been spotted, then recovered from the sea. On this patrol I also believe we lost our quarterdeck shack and a few other items.

Bits and Pieces from Harry

Crossed the Bar

MCPO Gary "Duke" Snyder (Ret.) passed away due to illness in October of 2002. With 11 continuous years of service aboard the *Duane*, Duke was awarded a Coast Guard Achievement medal by its last C.O., CDR Lawrence Murphy. Referring to him as a walking "book of knowledge," CDR Murphy stated that Duke's "name had become synonymous with the *Duane*."

W. L. (Wally) Miller, BTCS (Ret.) passed away about 2:00 PM, Saturday, January 18, 2003 after a long illness. Along with family photos, a model of the *Duane* was nearby. Smooth sailing, Wally.

On the Web

Several *Duane* sailors have put up excellent sites on the Internet.

Chris McGillivary (83-85) has put up a definitive history at www.allomac.com/Duane (*Duane* with a capital "D").

Chester Gabriel has put up a site with almost 100 pictures (many of the recent Portland reunion) at <http://groups.yahoo.com/group/whec33/>

George Washburn (63-65) has a site worth visiting at <http://hometown.aol.com/lighthos3/myhomepageDuane-photo.html>

The Coast Guard Sea Vets have a site at

<http://home.earthlink.net/~kenlong1942/cgsva.html>

The Coast Guard Combat Veterans Association places its newsletter at

<http://www.coastguardcombatvets.com/qd-5.asp>

And the two best known US Coast Guard sites can be found at www.fredsplace.org and www.jack-sjoint.com

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If you don't have a computer, go to your public library, bring this page with you and ask the librarian for assistance in getting to the above web sites. It's free and will open up a whole New World in contacting former shipmates and old friends.

Reunions

The Crew of the USCGC Campbell Association will hold a reunion on May 13-16, 2003 at the Radisson Hotel in Hampton Virginia. For more information, contact Mick Truex at mrtruex@att.net.

The CGC Spencer Association just had its reunion at the Peabody Court Hotel in Baltimore and visited the Taney. Hmmm. Early reports indicate that the crew gave it rave reviews. Their 2003 reunion will be in Las Vegas. For more information, contact Tom McCombs at cgcspencer@aol.com.

2003 Elections

By Harry Turner

Because of the many, many increased responsibilities that we are facing in our private lives, Treasurer Don MacEachern, Secretary Tom Grabowski, and I, President Paul (Harry) Turner will not seek a second term of office. If anyone wishes to serve a two-year term as the President of this fine Association, please notify me, and I'll publish the names of the candidates in the summer issue of the newsletter. The election will be held at the business meeting in Baltimore. Absentee ballots will be distributed in the summer newsletter.

As this will be the last reunion that I organize, I promise that it will be the best yet.



Coast Guard CW Operators Association

If any of you guys are ex-radiomen, check out this site.

<http://home1.gte.net/ke7a/zut-nrs1.htm>

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.

2003 USCGC Duane Assn. Reunion

Baltimore, MD

September 25-27, 2003

Winter/Spring 2003

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in the late 1980's.

Back at the hotel, we had a brief business meeting, charted a course for the Association and discussed locations for the 2004 reunion. We observed our final happy hour, dined, then listened as Base South Portland Operations Officer LT Hinshaw briefed us on the status of the Deepwater Fleet and the envisioned 425' National Security Cutter. The successor to the 378' High Endurance Cutter from the 1960s, the National Security Cutter is designed to have an endurance of 60 days at sea, a maximum range of 12,000 nautical miles, and a top speed of 28 knots. It will have dual stern ramps for deployment and recovery of 2 rigid hull inflatable boats (RHIBs), and a helo pad and hanger. Crewed by just 42 officers and men, it will be designed to have a fitness center, 3 lounges, a learning lab, and 4 person staterooms.

I had the pleasure of presenting a long-overdue certificate of appreciation to Albert Viau (62-65), past president of the USCGC Duane Association, for his nine years of planning reunions, advancing the cause, and getting us where we are today. Also right there from the start and receiving honorable mention were Jim Lake (62-66), Ron Golec (63-66), and Stew Graham (75-77).

Ship's Storekeeper, Stan Barnes (64-66), set a new record in the three days of reunion activities by selling over \$1,000 worth of *Duane* caps, t-shirts, sweat-shirts, patches, and pins. We're currently in the process of ordering new items and the shelves will be stocked by the time you receive this newsletter. See the order form for details.

Finally, we raffled off 53 items that evening. From a 20" by 30" blow-up of a picture of the *Duane* sailing past Portland Head Light for the last time, to a sofa sized original painting of the *Duane* in Vietnam (generously donated by Dave Peverly (64-68)), to a matched set of stainless-steel mess trays, to an original hatch cover dog brought up by a Key Largo diver, the raffle brought in almost \$700.

It was a great reunion and several attendees have already reserved their rooms for the next one on September 25-27, 2003.

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A modern 47-foot Coast Guard patrol boat.

The Famous Goehring Incident

By Albert Phaneuf

I was an MM 2 assigned to the *Duane* from Sept.'39 to Feb '43 and was aboard during the incident. Two other fellows, Ed Grant and Jim Entwistle served with me at the time. We visit and phone a few times a year. I called them to check my recollection of the event and we generally agreed except on a couple of minor points. We seem to think that it happened in late '42.

It was mid-afternoon on a clear sunny day. The sea was very rough with large waves. Occasionally one would slap the side of the *Duane* and cover the quarterdeck. Located in that area was a five-inch gun which was surrounded by a heavy duty splinter shield. It was about four feet in height and had only a narrow opening for gun crew access. When the large waves slapped the side of the ship, they would fill that shield with water making it resemble an above ground backyard swimming pool.

Lt. Goehring was the ship's gunnery officer and was back within that shield doing an inspection when one of those waves hit the ship, came over the side at the same time that the bow rose up on another wave further depressing the stern. Later, Lt. Goehring described his experience by saying, "One minute I was on a wet pitching deck, the next I was underwater swimming as hard as I could for the surface." Thinking he was still on the ship he was shocked on breaking above water and seeing the ship about a hundred feet from him and headed away. He yelled but wasn't heard because of the strong wind.

Two things saved Lt. Goehring that day. One he was wearing his lifejacket, and the second and most important, was that he was spotted in the water by a lookout on the starboard side of the ship's bridge. The lookout quickly notified the OOD, who just as quickly sounded the alarm and brought the ship about in a circle (not an easy task in that rough sea). Meanwhile, the lookout managed to keep sight of Mr. Goehring and a cargo net was hung over the side in hopes that the Lt. would be able to grab it and be pulled aboard. At the moment that the ship was eased alongside Mr. Goehring, as if on command, a large wave lifted him to deck height. He



was grabbed by several deckhands that had formed a human chain and they pulled him aboard wet, cold but very grateful.

A story appeared in *Ripley's Believe it or Not* which stated that he was washed back aboard but it probably came from a stretch of the fact that that wave lifted him so he could be hauled aboard.

Several months after leaving the *Duane*, I passed and was accepted to the "Ninety Day Wonder" school in New London. Alas. I had never had trigonometry in school and that was my downfall. Guess who informed me I was being dropped from the program—Mr. Goehring.

In the late seventies, Mr. Goehring became a Rear Admiral and commanded the Boston District. I knew this, and one day while in Boston dropped in on him without an appointment. We visited for quite a while and of course recounted his amazing adventure. He was really quite a nice man.

Did You Know?

USCG Headquarters in Washington reported that no alcoholics, gamblers, fornicators or misfits were ever knowingly assigned to the *Duane*. They were, however, routinely sent to the *Bibb*, *Spencer*, *Taney* or *Ingham*.

Make Plans for the 2003 Reunion

By Harry Turner

The USCGC Duane Association will hold its next reunion at the Peabody Court Hotel in Baltimore on September 25-27, 2003. Located at 612 Cathedral Street, the Peabody Court is affiliated with Clarion Hotels and features amenities such as marbled bathrooms, European-heated towel warmers, custom-made bedspreads and imported French marble-topped furniture. The hotel offers a complimentary continental breakfast each morning and a free shuttle to and from the Inner Harbor for dining, shopping, and sightseeing. The cost per room is \$99 for Thursday night and \$129 for Friday and Saturday nights.

We have reserved 20 smoking and non-smoking, handicapped accessible rooms so you may want to book yours now at (410) 727-7101. Tell the reservations clerk that you are with the USCGC Duane Association to get these prices. If you need a roommate, I'm keeping a list so let me know and I'll try to match you up.

The hotel has Valet Parking with unlimited access to one's vehicle for \$18 per day. For those of you who would prefer to fly, South West Airlines has extremely reasonable rates into Baltimore-Washington International (BWI). From Albany, NY, Manchester, NH, Providence, RI, and Hartford, CT, a one-way ticket is only \$34. A Norfolk, VA ticket is \$44 and San Jose, CA is \$79. South West also has weekly specials but either way, you should book your flight early. You'll have to take a cab to the hotel but once there, vans and chartered buses will provide transportation to the major attractions and sites.

Thursday is arrival day and there will be a hospi-

Vietnam, 1969 - 1970
Taney was there...



USCGC Taney in Baltimore

tality suite on the top floor dispensing cheer til midnight. There'll be tables around the room for memorabilia so be sure to bring your pictures, crew books, newspaper articles, whatever. A VCR/TV will be playing a video of the final voyage of the *Duane* and *Bibb* along with recent underwater videos of both on the bottom off Key Largo. Dinner will be on your own but to help with your decision, I'll have a list of good, reasonably priced, nearby restaurants.

Friday morning will begin with the continental breakfast and free time. The shuttle runs hourly and will take us to the Inner Harbor, Baltimore's premier cultural and shopping center. Here, you can take unlimited water taxi rides to 36 different locations throughout the harbor (\$5 discounted tickets) and/or visit HarborPlace, a large shopping complex offering 160 unique boutiques and shoppes.

In my mind, the highlight is the Baltimore Maritime Museum and its Coast Guard and Navy vessels. The CG Lightship *Chesapeake* (WLV 116) was built in 1933, stood watch at the entrance of the Chesapeake and Delaware bays until 1971 and is now open for self-guided tours.

The USS *Torsk* (SS 423) is a 311' submarine built in 1944. It patrolled the Pacific during World War II, torpedoing the last enemy warships sunk during that war. *Torsk* holds the record for most dives of any sub, having submerged 11,884 times.

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USCGC DUANE WPG/WHEC 33

Ship's Store Order Form

Tee Shirts (Embroidered Tiger insignia)

Size: L XL XXL

\$16.00 each

Light Gray only

Quantity _____ Size _____ \$ _____

Sweatshirts (Embroidered Tiger insignia)

Size: L XL XXL

\$24.00 each

Navy Blue only

Quantity _____ Size _____ \$ _____

Patches

Tiger Insignia

Quantity _____ \$ _____

Search and Rescue

Quantity _____ \$ _____

\$8 each

Hats (Embroidered)

Tiger Insignia (Washed gray)

\$16 each

Quantity _____ \$ _____

Duane (Blue working ballcap)

\$16 each

Quantity _____ \$ _____

Nylon windbreaker (Round gold insignia)

Size: L XL XXL

Navy blue/cotton lining

\$37

Quantity _____ Size _____ \$ _____

Fleece Zip Pullovers (Tiger Insignia)

Size: X XL XXL

(Royal Blue/Black collar)

\$25.00

Quantity _____ Size _____ \$ _____

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 03269

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The USS *Constellation* was built in 1853, just before steam propulsion was adopted as auxiliary power for all new warships. *Constellation* was the last all-sail ship designed by the Navy, and at 186 feet, was the largest “sloop” built to that date. Carrying 19 guns, the crew authorized for *Constellation* included 20 officers, 220 sailors and 45 marines (and we thought we lived in close quarters aboard the *Duane*).

The high point of this reunion will be visiting the USCGC *Taney* (WHEC 37). Built in 1935-36 in Philadelphia alongside of the *Duane*, she is the only surviving warship left afloat that was present in Hawaii on December 7, 1941, when the Pacific Fleet at Pearl Harbor was attacked. One of two preserved Secretary class cutters (USCGC *Ingham* in Charleston, SC is the other), *Taney* had duty in the Pacific prior to World War II. After serving in the Pacific, the cutter was sent into the Atlantic for convoy duty in 1944. Returning to the Pacific in 1945, *Taney* participated in the Okinawa Campaign and the occupation of Japan.

At war's end *Taney* was returned to the Coast Guard to perform duties such as weather station patrol, search and rescue and drug interdiction. After a long career that included service off Korea and a brief Vietnam deployment, *Taney* was decommissioned in 1986 after a half century of service and acquired by the Baltimore Maritime Museum. *Taney* Curator, Paul Cora, has promised to open all compartments of the ship for our inspection.

If you really want to relive your *Duane* nights (and save some money as well), there are 20 racks available in the *Taney's* lower berthing for only \$20 per night. Really! Contact me for the details.

After a day of exploring the Inner Harbor, at 1730 we'll gather under the tarp on the *Taney's* fantail for cocktails and hors d'oeuvres. When quenched, we'll walk about 100 yards to McCormick and Schmick's Waterfront Restaurant on Pier 5. In addition to beef, chicken, and pork entrees, it features at least 30 different kinds of fresh seafood prepared in a variety of ways. Prices run from \$8 to \$32.

On Saturday morning, we'll board a bus at 0830 and head back to the *Taney* for an authentic breakfast-at-sea menu including SOS, foot-long fried eggs,

oval pancakes, strong coffee and orange bug juice. Fittingly, the caterer will be a former *Bibb* sailor.

After one last round of exploring the bilge and bridge and everything in between, we'll dedicate a large engraved brick on Coast Guard Plaza, on the pier next to the *Taney*. Then, we'll board the bus for the USCG Yard at nearby Curtis Bay. Lunch will be a regional barbeque buffet at the Officers' and Enlisted Club and after, we'll be free to visit the Base Exchange. Depending on the security conditions of the time, we may be able to explore some of the decommissioned ships stored there. If there are newer cutters in port for repairs, there's a good chance we'll be able to inspect them as well.

Around 1630, we'll board the bus for the hotel, the gala banquet, the guest speaker, the famous raffle of *Duane* and CG memorabilia, and one last round of sea stories and some flat out lies. The next newsletter will have all the details but you should not delay in making your hotel (berthing) and travel reservations.

Inscribe the *Duane* Brick Contest – Win a *Duane* T-Shirt

The Coast Guard Plaza is located adjacent to the USCGC *Taney* and is dedicated to all of the men and women who wore the uniform of the United States Coast Guard in service to their country. We plan to take \$250 from the treasury and purchase an 8" by 8" brick and place it in the Plaza sidewalk next to the *Taney* as part of an uninterrupted six-mile pedestrian promenade around Baltimore's Inner Harbor. All proceeds will benefit the preservation of the *Taney*.

On the brick, we can inscribe a maximum of 4 lines of 15 characters each (spaces count). As examples of what could be inscribed, “US/COAST GUARD/CUTTER/DUANE” fits as does “IN MEMORY OF/USCG CUTTER/ DUANE/ 1936-1985” or “US COAST GUARD/ CUTTER / DUANE 33/SEMPER PARATUS.”

Send or email your entries to me and they'll be published in the next issue. The membership will vote and the author of the winning entry will receive an embroidered *Duane* T-Shirt. The inscribed brick will be dedicated after breakfast on Saturday morning, September 27, 2003.