



# "In Tow"



Quarterly Newsletter of the Coast Guard Tug Association

www.cg-tugs.org

Volume 1, Number 3

"SEMPER PARATUS"

Summer 2006

## CGTA Supports our "Ancient Tugger," CWO4 (Ret) Ken Black

By: Sandy Schwaab, including photos

Pageantry and accolades abounded in Rockland, ME during three separate events the weekend of 16 June 2006, as the newly completed wing of the Maine Lighthouse Museum was opened and dedicated as the CWO Kenneth Black Exhibition Hall. The culmination of nearly four years of effort by numerous area constituents, led by "Mr. Lighthouse" himself, the museum is now, truly, "open for business."

CGTA VP, BMC (ret) George Staples, Treasurer, Dave Vaughn, and myself were thrilled to be invited to and participate in this moment of triumph for our friend and member, CWO4 Ken Black. What a great (albeit, whirl-wind!) weekend. The "Grand" opening of the Maine Lighthouse Museum was, to say the least, overwhelming! Let me try to encapsulate it for you.



Rockland Area USCG Color Guard, 4 Hardy Seamen

Friday evening at 1800 was an "invitation" only, cocktail party opening of the new space. Most of those present were members of the Founders, Museum Board, American Lighthouse Foundation, local dignitaries, & close friends (I guess that included us); about 100 people. (George, Dave, & I "shamelessly" recruited old/new Coasties for the CGTA; and believe me, George & I ran into numerous guys we'd served with in the 50s through 80s, who had also served with Ken – "old home week"). After cocktails & numerous accolades, Ken cut the "inside ribbon" and we all cruised the gallery – outstanding! A portrait of Ken, done "pro bono" by an excellent, local artist, was unveiled, and everyone paid respects to Ken until about 2100.

Saturday morning at 1000 was the "official" opening of the new museum. Among those present outside the museum were all of the same local dignitaries from Friday (Mayor, Board, ALF, friends, etc) and, additionally, RDML Dave Pecoske – Commander CGD1, representatives from the Maine State legislature and Maine's Senators Susan Collins & Olympia Snow, the wife of Maine's Governor, local USCG commands, a CG Color Guard, lighthouse enthusiasts, and "blue suits" everywhere (including BMC Staples and CWO3 Schwaab – in "blues") – a great turn-out! We stood outside in about 85 degree weather for some 1 ½ hours during the huge number of presentations and accolades honoring Ken – all the while watching the poor color guard stand at attention and "waver" back & forth the whole time – BZs to 4 hardy seamen!

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*Ojibwa—Due to Reunion planning time constraints, the "Where are they now" story about the Ojibwa will be featured in the Fall issue.*

**You know you're a coastie if -**

your ship is handed a list of businesses your crew is not welcome at during their port call.



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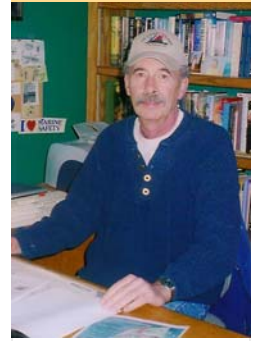
## "In Tow" Newsletter

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## "From the Editor..."

Welcome to our third newsletter issue! Your support and encouragement are appreciated and help us keep this publication coming to you – and, as we have found out, we have reached the larger Coast Guard & maritime world. The USCG Tug Association has made a huge impact in a very short period of time! Please excuse the brevity of this issue. Between reunion planning, traveling, vacation plans, and work, I've been a bit pressed for time to fill out this issue. The Fall 2006 issue will be considerably expanded.



"In Tow" Editor, Sandy Schwaab

It has been a busy Spring for your Board of Officers. In April, VP George Staples, Secretary Ed Anderson, and I – the CGTA "Traveling Inspectors" (along with our respective "XOs") – spent a wonderful weekend in Savannah, GA visiting the former-CGC *Ojibwa*, now the *General Oglethorpe* of Crescent Towing. In early June, I visited the former-CGC *Yankton* in Boston, MA for a walk-thru tour. She is in remarkably good shape and currently for sale! In mid-June, George, Treasurer Dave Vaughn, and I attended the Grand Opening of the CWO Kenneth Black Exhibition Hall at the Maine Lighthouse Museum in Rockland, ME. A whirl-wind 36 hours heaped major accolades on Ken from many fronts (George & I even pulled out our Dress Blues for the occasion – we cleaned up well for a couple of "old salts" – Ken loved it!). More on these events in attached articles!

As you all know, our 3<sup>rd</sup> annual reunion is nearly upon us. We have developed a very robust agenda for this event and are hoping to wildly exceed last year's attendance. If you haven't yet signed up – what's the hold up? This is YOUR organization and a rare opportunity to mix and mingle with old and new shipmates, get back into the camaraderie of the Coast Guard, and have a bit of fun in the process. Please check out the reunion page (and updates in this issue) and join us in September in Connecticut!

Semper Paratus,  
Sandy



CGC *Mahoning* foreground, Damaged SS *Stockholm* rear

## Reunion 2006 Update:

By the time you receive this update, we will be less than 30 days from Reunion 2006. Those of you already registered should ignore this call, but please note the changes to the agenda listed below.

So far (15 August), we have a total of 21 folks registered to attend (13 sailors & 8 guests/Friends) - same total as last year. As many of you know, our first reunion was 12 people in Cleveland & our second nearly doubled at 21 last year in New London. We would dearly love to increase attendance this year and bring more of our 300+ members to this event and re-double our efforts for this 3rd reunion. Any who have considered coming, but haven't yet registered, please do so as soon as possible. Those of you "on the fence," consider a brief, fall vacation in lovely Connecticut, the camaraderie of former shipmates, and memories. SIGN UP NOW!

Please note these revisions to our agenda and services: see the Reunion notice at [www.cg-tugs.org](http://www.cg-tugs.org) for sign up.

Plans for Thursday, 9/21, remain the same.

Activities for Friday, 9/22, have been expanded. Here's how it plays out.

1145: depart Mystic Hilton for 1200 tour of CGC *Eagle* at Fort Trumbull, New London, CT

1300: depart *Eagle* for USCGA

1400: Wreath presentation & dedication at the Greenland Patrol Memorial in memory of our 110' sailors who served on the patrol during WWII (*Raritan, Arundel, Manitou*).

1545: Muster on CGA parade ground to view Cadet Review at 1600

1700: Happy Hour at CGA Officer's Club

1830: Muster at parade field flag pole for Evening Colors at 1846; featuring Cadet Silent Drill Team, dedication to our organization.

1900-2300: Annual meeting, election of officers, dinner, and "sea stories."

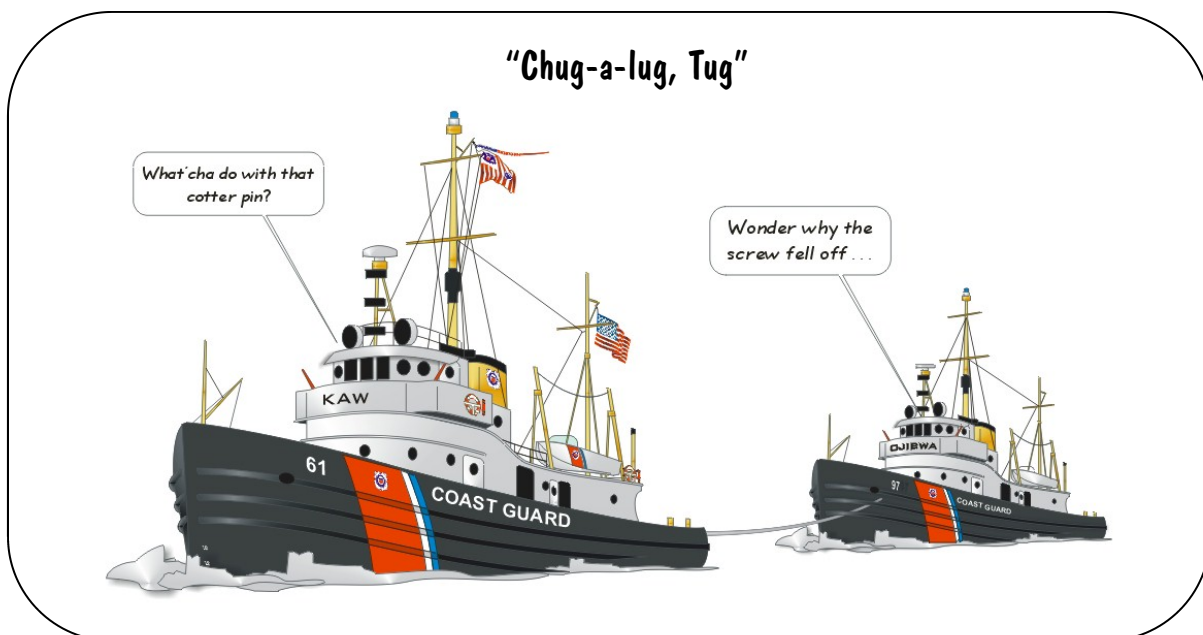
Saturday, 9/23:

Open Day – shop at nearby venues; visit Mystic Aquarium &/or Mystic Seaport, casinos, etc; "hang out" at meeting room or hospitality suite; enjoy the day!

1200: Raffle/Auction at Mystic Hilton meeting room.

1800: Closing "ceremonies" at Hilton; "Finished with Engines!"

*Please join us for this excellent occasion! Meet & great your fellow "tuggers." Share your past with us and learn from others. Make this a memorable experience! Semper Paratus!!*





***Ken Black, from front page.***

To make a long story short, among Ken's accolades were as follows:

- Proclamation from the Rockland Mayor – "Ken Black Day"
- Proclamation from Governor of Maine – "Ken Black Week"
- Letters of Appreciation from Senators Collins & Snow
- A letter filed in the Congressional Record on behalf of Ken by Senator Snow
- Presentation as recipient of the Foundation for Coast Guard History's "Heritage Award"
- Presentations from D1, Rockland area CG, & CG ANT Southwest Harbor for long-term accomplishments
- A Lighthouse Bureau Flag & letter from the Secretary of Commerce
- Letter of Recognition from CG COMDT, ADM Thad Allen
- Ultimately, a personal letter of appreciation for accomplishments from President George W. Bush!!!

If I missed any, they were pale in contrast to those listed!

Again, George, Dave, & I solicited members for the CGTA (along with member Roger Jones, *Snohomish*). Saturday afternoon, George & I spent a couple of wonderful hours aboard CGC *Thunder Bay* with CO, LCDR Mary Ellen Durley & her XO, LTjg Kevin Sullivan, touring the vessel & swapping "sea stories." As a result of our efforts, we have already signed up 3 new members and hit about 10 more with great expectations.

Saturday evening at 1800, invited guests met for dinner and yet another round of presentations, at the American Legion Hall in Rockland. Ken was again, needless to say, overwhelmed with the ceremony. More presentations, dinner, songs in his honor, raffles & auctions for the ALF/Maine LH Museum, culminating in a birthday cake for Ken (# 83), made up a 4-hour session – Ken, along with the rest of us, really needed a nap – but all held in for the duration.

To say the least, the accolades bestowed upon CWO4 Kenneth Black were heartily well deserved and, I'm sure, among the highlights of his nearly 65 years of service & dedication to the US Coast Guard and its history (Ken entered the USCG in 1941 and is one of only two WWII veterans of the USCG Tug Assoc.).

Our well deserved congratulations and BZs to CWO4 (BOSN) Ken Black for his outstanding accomplishments in the execution & preservation of USCG History!!

Semper Paratus!



*Ken accepts Kudos from Rockland Mayor*



*CGD1 RDML Dave Pekoske presents USCG awards*



*L-R: George, Ken, Sandy in Exhibition Hall*

## Where are they now?

### In Search of yet another (almost) lost cutter – visit the CGC *Yankton*

By: Sandy Schwaab (incl. photos)

She is yet alive and well – AND For Sale! The USCG Tug Association has successfully endeavored over our three+-year history to help save the former-*Snohomish* and the *Comanche*; your Board of Directors and many of our members have discussed and yearned for the opportunity to obtain "one of our own" and establish a USCG Tug Museum. Could this be our "swan-song?"

On Tuesday, 13 June 2006, I visited the former-USCGC *Yankton* (WYTM 72) at Constellation Tugs in Charlestown, MA. I met with the current owner, Bob Manning, and we toured the ship extensively.

The vessel is now the M/V *Cetus*, ex-*Russell Jr.*, and ex-*Roger Stahl*. She was part of a purchase deal several years ago when Constellation Tugs bought Bay State Towing from Russell Tripp, Sr. Constellation Tugs is about to be purchased by Foss Maritime of California, their first East Coast operation. According to Bob Manning, purchase is expected to be completed by the end of July – Bob will be staying on with the new company and has agreed to keep me informed of her status. More on that later. Join me on a short history and tour.

Built in 1943, as part of the seven-ship, 110' *Apalachee*-class, at Ira S. Bushy shipyard in Brooklyn, NY, she was commissioned on 26 January 1944. During the remainder of World War II, she was assigned to the 4th Naval District and was based out of Philadelphia. She remained at Philadelphia until 1947 when she was transferred to Portland, ME. *Yankton* served a glorious career both in Philadelphia, PA and Portland, ME. In addition to her normal duties of domestic icebreaking, law enforcement, and search & rescue, she is credited with several notable operations: on 27 November 1966, she towed the disabled F/V *Plymouth* from 12 miles south of Grand Manan Island, ME to Boston. In January 1968, she broke ice in the New Bedford, MA area. From 30 December 1969 until 1 January 1970, she

relieved a commercial tug of towing the blazing tanker *Dean Reinauer* from Portland, ME and towed her to seaward while fighting the fire. For most of the '70s and '80s, *Yankton* operated as a SAR, Fisheries, and LE vessel in the Gulf of Maine "Down East Patrol," opposite the CGCs *Snohomish* & *Point Hannon*. She was decommissioned on 28 September 1984. Sold into commercial status, she continues to move vessels & barges, escort ships, and fight fires to the present.



CGC *Yankton* as she appeared in the '80s

#### Overview of Ship:

What follows is a "surveyor's-eye-view" of conditions as they are now, and changes that have been made to the ship since leaving the Coast Guard (having served in her sister, *Ojibwa*, the lay-out is the same). Using the photos and recollections of your ship, walk through the *Yankton* with me and envision our "potential" monument.

#### Exterior:

Several exterior changes have been made since her departure from the Coast Guard. The fore and aft mast have been removed; one boat davit is missing (apparently available in East Boston); a new, smaller forward mast has been installed atop the pilot house; a new galley "Charlie Noble" has been installed on the port side of the 01 deck; the stbd fire monitor is missing, but the port monitor is in place and connected; the original S/S generator stacks are still in place, but somewhat altered; the original windlass is still located forward, but a new, hydraulic capstan has been added aft; several port lights are cracked/broken; and the sliding covers for engine room intakes have been replaced with hinged, plywood covers. Finally, the exterior paint work is beginning to show serious rust issues on the house, decks, and bulwarks (there are also interior paint problems, particularly on galvanized surfaces). The bottom still has fair paint with little growth – a good sign!



M/V *Cetus* (ex-*Yankton*) pier side in Boston

#### Interior:

The galley is in good & usable condition with most of the stainless steel and "terrazzo" deck still in place; the small mess deck table has been removed; the table and booth, as well as the head, have been removed from the passenger space; the entire gyro system and all repeaters have been removed. The main berthing area has been





Exterior from port side aft



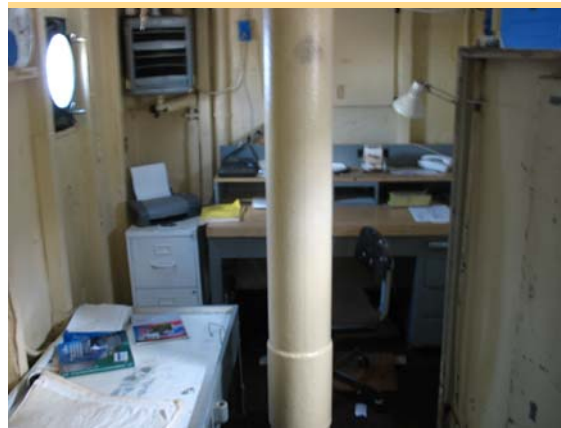
Exterior Rust build-up

### *Yankton Continued:*

extensively altered, some perhaps, before she was decommissioned. All the old "pipe & canvas" racks have been replaced by "locker-under" type bunks; the old "3 x 3" lockers are gone, as is the old ship's boiler (a new heating boiler is installed in the engine room). In the aft, main deck quarters, the stbd side CO's cabin and head are intact. The port side CPO quarters are now a storage area with both bunks removed. The crew's head, main deck fwd, is in fair condition – all stainless steel sinks, toilet, and shower are in place, but need work. The small, stbd side "Ward Room" off the mess deck has been converted to a cabin with bunk (the company welder is currently living in this space). The ship's office now contains a bunk (I know that some 110s had this feature, *Ojibwa* did not). Over all, the interior lay out has not changed drastically and could be easily restored.

### **Pilot House:**

The bridge looks amazingly untouched. The original wheel is still in place, but is no longer in use – a "joy stick" now operates the original electro-mechanical steering gear. The original engine controls are still operational. The radar has been removed, as well as most USCG electronics. Also, the three center window wipers and motors are gone. Both pilot house doors have been replaced with rectangular doors with handles and two dogs – the port door frame has significant wastage. One good point, the original brass heating coils on the forward bulkhead are still intact!



Ship's office with bunk—Wheelhouse below



### **Engine Room:**

Well, now we're in my domain! I was pleasantly surprised to see the plant was essentially the same! The original Ingersoll-Rand main engines, ship's service generators and fire pumps, steering gear, main motor, and switchboard are still intact and operational. The only "down" piece of equipment is the port main engine, due to a couple of broken valve springs – a fairly easy fix. Missing are the old log desk, the brass voice tube, and the engine room control bell system. For spare parts, there is only one main engine head assembly on board and some miscellaneous parts and filters. According to Bob, most of the parts had been acquired by Franz Von Reidel for the *Snohomish* (which would explain the huge inventory of parts we found on the SNO two years ago in Charleston – some parts may be available from Franz). The ship is currently hooked up to a shore tie, providing essential lights, boiler and pump power, and heaters for main motor and generator coils. All-in-all, according to Bob, she is ready to run – at least on the starboard main engine.

### **In store for the Future:**

As I said in the beginning, the *Yankton* is for sale, and has been for at least five years – so far, no takers. Constellation Tugs is going through a change of ownership which should be finalized by the time you read this. So, the fate of the *Yankton* remains a question. Current options: Foss Maritime may decide to keep her and invest in upgrades to make her more usable for their fleet; they may continue to look for a



Ingersoll-Rand main engines



Main switchboard

buyer and sell her for the "best price" they can; they may decide to just eliminate her from the fleet for scrap or as a "reef;" OR – they may consider donating the *Yankton* to a caring, non-profit, veterans organization (for a generous tax deduction) that would restore and care for her for the future.

I posed just that question to Bob Manning during my visit. Would Constellation or Foss be interested in just such a donation to, who else, but the USCG Tug Association? Admittedly, his response was reserved, pending the change in ownership, but said he would consult with the new owners, who actually might be interested, and keep me informed. I have not heard back as yet, but will revisit the issue with Bob in mid-August after the "dust settles."

For our association, this opportunity could be the ultimate testament to all USCG "tuggers." Hypothetically, if donated to us, we would first need to

become a 501 (c) (3) corporation, then get her cleaned out and operational. We would then need to find a place to "park" her in some museum-type setting and come up with a volunteer crew to move her there. Once in place, a director would be needed to coordinate her becoming a museum, raising funds, directing volunteers, and keeping the long-term effort on track. This would be a major undertaking for us, but I have "little" doubt that, with the proper planning, best connections, and a sound dedication on the part of our Board and membership, we could pull this off. Food for thought and further discussion!!



The resident Gull – she didn't like us close to the nest



## "All Set-Up"

David Robb CGC *Raritan*

I am pretty sure it was the Spring of 1967 when we were in Sturgeon Bay, Wisconsin, rafted outboard the Buoy Tender *Mesquite*, who later met her untimely end on the rocky Keewanaw Shoals on a December night in Lake Superior. As Kaw-61 has mentioned elsewhere, often, a 110 and a 180 were assigned ops together for Operation Oil Can in Lake Michigan. We used a "skiing" technique together to open tracks in soft, slush ice.

That year, we had a very successful season, starting south and working our way up into the locks of the Soo and into Whitefish Bay. Because *Mesquite's* home port was Sturgeon Bay, she headed back there on completion of ops as we followed for some necessary "Charlie" status at the ship yard there. Often, our liberty time was pleasantly spent in their company.

With a fresh coat of bottom paint, we headed back to Milwaukee where *Arundel*, out of Chicago, had been covering our area of ops for us while we were gone. *Mesquite* was dispatched several hours after us to relieve the *Arundel* so she could do her "Charlie" status. Inevitably, *Mesquite* caught up to us about 50 miles south off Two Rivers, Wisconsin. Relations between our two ships and the *Sundew* also, were very good, but we never passed up a chance for a little friendly but intense competition such as "snowshoe (broom) hockey" on the ice in Tee shirts after chow.

CWO2 James W. Pierce was the skipper of *Raritan* at the time and had a witty sense of humor that was aggravated by his strong North Carolina accent. As we were sagging south on a rare calm night and a full moon, we spotted *Mesquite* climbing up our wake on radar. It became apparent that she was going to pass us close to port. I don't know what your definition of "close aboard" is, but mine is NOT less than 10 yards at 15 knots. An obviously outlandish display of seamanship and good natured intimidation, Captain Pierce ordered me, "Helmsman, hold your course steady," which I did with white knuckles as he casually radioed the *Mesquite* himself and drawled: "Ahhhh, Coast Guard Cutter *Mesquite*. This is the Coast Guard Cutter *Raritan* on Channel 22. Over." Mind you, that was a Lieutenant Commander coming along our side.

"Coast Guard Cutter *Raritan*. This is the Mighty Coast Guard Cutter *Mesquite*. Over." Rolling eyes and stifled chuckles crossed our bridge. Captain Pierce keyed the mike, "Most Honorable Coast Guard Cutter *Mesquite*. This is the Most Humble Coast Guard Cutter *Raritan*. Would you mind watching your wake as you pass. We just got everything all "set up," here, don't 'cha know." I held my breath for the long delay that followed, but when *Mesquite* finally keyed her mike to reply, we could hear her entire bridge crew breaking up in busted laughter. The talker took several tries to acknowledge our polite request through his own uncontrollable laughter, and eventually managed a "Rog-ha! Roger!" With renewed pride in our Skipper, we watched *Mesquite's* white stern light disappear ahead of us in less than a half hour as we settled back into the cozy dark of the mid-watch and the vibrating thrum of our big propeller.

For those non-seagoing readers who may be reading this, "All set-up" is a nautical term defined as "articles positioned precariously to fall." Dictionary of Sailing, F.W. Burgess, Penguin Books, pp.183, 1961

David Robb—CGC *Raritan*



## The "Prez Sez"

By Doug O'Dell -

This quarter's new member registrations have been excellent once again. I'd like to say "welcome aboard" to the 46 new members listed on page ten.



CGTA President - Doug O'Dell

Throughout the year, officers and members of the CGTA try to become involved with events put on by other Coast Guard and maritime organizations; attending meetings or luncheons hosted by other veteran groups and visiting companies or organization that have acquired retired CG Tugs.

This quarter we have participated in three such events. Sandy Schwaab (CGTA Historian) and his wife Shirley, George Staples (CGTA VP) and his wife Linda and Ed Anderson (CGTA Secretary) and his wife Sandie, visited Crescent Towing and Salvage Company in Savannah GA., Owners of the *General Oglethorpe* (former *CGC Ojibwa*). Hosting our visit was Crescent Towing and Salvage's, Amber Sellers. The group received a gracious welcome and were treated to a grand time. The general was even fired up and gotten underway, much to the delight of the CGTA group.

Much to Crescent's surprise, they were presented with a framed print of the Tug *General Oglethorpe* depicting a reflection off of the water of the *CGC Ojibwa*.

Myself and Sandy Schwaab attended a luncheon and combined meeting of the North Coast Chief Petty Officer's Association and the Cleveland Coast Guard Officer's Association, as

guests of CAPT Robert Desh. We were fortunate to be able to meet retired CG Senior Chief, Dr. Dennis Noble, noted author and historian and one who has penned twelve books, nine of which are about the Coast Guard. We were honored to be seated with RADM John E. Crowley, CMDR CGD9, CAPT. Robert Desh, CAPT. Wayne R. Buchanan and Dr. Dennis Noble. It is an honor to meet others with a keen interest in Coast Guard history. Of the group of Officers and Chiefs we found several who will be joining the CGTA.

Last year, the Maine Lighthouse Museum was dedicated with a ribbon cutting ceremony, and with CGTA members in attendance. (See Cover Story) This year, CGTA member Ken Black (Maine Lighthouse Museum Founder) and CGTA members attended the dedication of the KEN BLACK Wing of the museum. What a great honor for Ken.

Ken also has received the prestigious F. Ross Holland Award from the American Lighthouse Coordinating Committee.



L-R, George Staples, Ed Anderson, Amber Sellers and Sandy Schwaab

ALCC president, Mike Vogel, noted that Ken's preservation efforts of historic lighthouse artifacts "was of critical importance to lighthouse preservation. It came at a time when the Coast Guard was launching its automation initiatives, and much of the traditional equipment in lighthouses was being scrapped during the conversion. Ken offered an alternative to the scrapping and saved some 570 artifacts,

some of them critically important to the understanding of lighthouse history. The value of that simply cannot be overstated. The debt owed by lighthouse historians to Ken Black is enormous."

**BZ** to Ken "Mr. Lighthouse" Black . . .

## Loss of a Friend and Brother Tug Sailor—Bob Thibault



The Coast Guard Tug Association mourns the passing of our brother and fellow tug sailor, Robert Y. Thibault, on May 19, 2006, at Albany Memorial Hospital .

Bob was born May 9, 1938, in Troy , NY , a son of the late Joseph Paul and Katherine M. Thibault.

He was a 1957 graduate of Van Rensselaer High School and also a graduate of Hudson Valley Community College . He served in the Coast Guard for more than 20 years, and sailed in the CGC *Tuckahoe* and CG 64310. He retired in 1977 as a chief petty officer.

Survivors include his wife, Barbara Thibault; a son, Thomas P. Thibault of Castleton, N.Y.; three daughters, Dawn M. Shepard of Bluffton, Donna L. Thibault of Corning, NY., and Danielle L. Waring of Clifton Park, NY.; a sister, Mary K. Frankoski of Rensselaer, NY.; and four grandchildren.

The Coast Guard Tug Association wish to express our deepest condolences to the family of our brother Bob Thibault. May God look down on them in their time of pain and comfort them in a way only God can.

## Welcome Aboard New CGTA Members This Quarter

Frabklyn W. Applegate (Tackle)	Thomas Eser
Patrick Craig (Hawser)	(Chinook Mohican Cherokee Apalachee)
Phillip J. Crawley (Sauk, Tuckahoe)	LCDR Mary Ellen Durley (CO Thunder Bay)
David M. Dailey (Mahoning)	MK1 Christopher Wilson (EPO Tackle)
Jim Deeghan (Sauk)	CAPT. Wayne R. Buchanan (CO, ISC D9)
Bill Fowler (Avoyel)	BMC John S. Anders (Thunder Bay, Tackle)
Lloyd Goodale (Mahoning, Raritan)	Bob Hellers (Avoyel)
Richard Q. Gough (Messenger)	Louis Alvarez (Mahoning)
Dan Healy (Chilula, Hawser)	James A. Annis (Towline)
Ted Jacobs (Sauk)	YNCM Jeffery Creighton (Comanche, CGA)
Kurt Jahnke (Mahoning)	Felix P Chambers (Snohomish)
Dave Saylor (Mahoning)	Harold E. Tartel (Manitou)
Mark Van Gasken (Bitt)	Joseph A. Keglovits (Sauk)
Tim O'Dell (Friend)	David M. Cunningham (Apalachee)
Paul Hawkey (Sauk)	Ralieg Meason (Comanche)
Robert Avers (Apalachee)	Tom Rodino (Cherokee)
Jimmy Call (Wire)	Ralph Vanderveld (Tamaroa)
Jack Levy (Arundel)	Scott Davies (USMMA-Growler ex-Catenary)
John H. "Butts" Clark (Swivel)	Jack Woolworth (Arundel)
John Hardman (Thunder Bay)	Marc Tellinger (Lipan)
Thomas Jewett (Neah Bay)	Donald Wankel (USCG)
Stanley Kurowski (Capstan)	Tony Salimbene (Wire)
Richard Olson (Cherokee)	Bly Elder (Acushnet, Tamaroa)
Andy Nadolny (Bristol Bay)	Dale Rodgers (Avoyel)



Coast Guard Tug Association  
REUNION 3, 2006  
registration

BADGE NAME: \_\_\_\_\_

COMPLETE ADDRESS: \_\_\_\_\_

HOME PHONE: \_\_\_\_\_ EMAIL: \_\_\_\_\_

SPOUSE/GUEST NAME: \_\_\_\_\_  
(Badge Name)

TUG(S) SERVED IN, YEAR(S): \_\_\_\_\_

RANK/RATE/RETIRED(?): \_\_\_\_\_

UNIFORM FOR USCGA:            Y        N

REGISTRATION FEE \_\_\_\_\_ @ \$50.00 ea = \_\_\_\_\_  
(Includes Happy Hour Hors D'oeuvres, Buffet Dinner & all Academy Activities;  
cash bar)

CGTA HATS \_\_\_\_\_ @ \$12.95 ea = \_\_\_\_\_

DONATION ..... \_\_\_\_\_

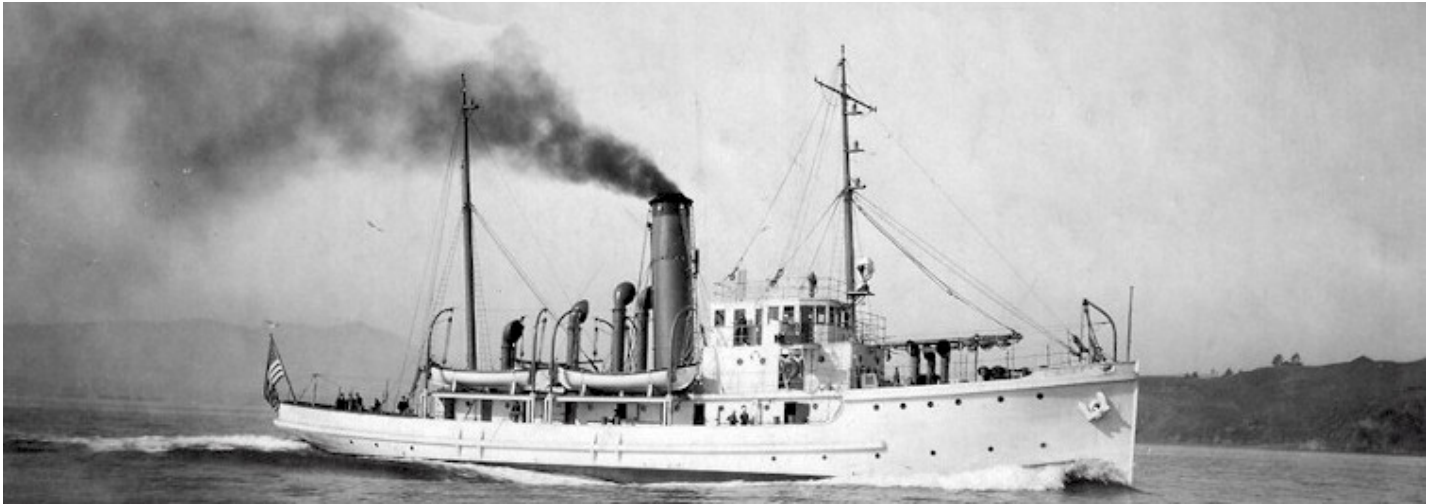
TOTAL ..... \_\_\_\_\_  
(Make checks payable to: *CG Tug Association*)

**Please print this page, fill in the blanks, and “snail” mail the form, along with your check to:**

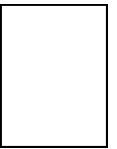
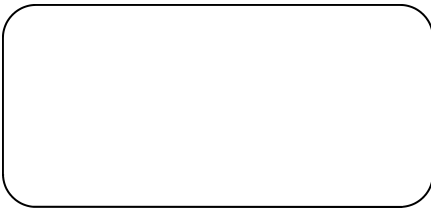
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*USCGC Shawnee*



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