

## JIM ANDRASICK

**USCGC HALF MOON (WHEC-378) – May67 to Dec67**  
**Navy Unit Commendation – 24 Apr 67 to 1 Dec 67**

### August 12, 2021 – Bill Carr E-mail to Carl Helman

These audio tapes are the same kind of tapes Judy and I used. Jim Andrasick and I swapped tapes a time or two as well. He and I were stationed on the Half Moon for our first sea billet for the both of us. We were in Vietnam at the same time for just the one month of December of 67.

I'll package the Super 8 and audio tapes up with the other items for the Class of 1965 Vietnam Exhibit for the Academy Museum.

Jim is donating his Vietnam Tour Cruise Book to this collection as well.

### May 17, 2021 - Jim Andrasick E-mail to Bill Carr

Hi Bill... Unfortunately, I have only vague memories of these events, as I did not keep a diary of any sort. Being an engineer, I wasn't an active participant except for a few stints as OOD to relieve the boredom. It all happened, that's for sure.

On the ten-month deployment, only about six months was in the combat zone, with the rest of the time enroute, on R&R, or doing repairs in Honolulu and Subic.

### May 13, 2021 - Bill Carr E-mail to Jim Andrasick

Hey Jim...While putting this Scrapbook project together for our upcoming reunion, I ran across some references to the HALF MOON in Vietnam - one of which stated HALF MOON along with YAKUTAT, BARATARIA, BERING STRAIT and GRESHAM arrived in Vietnam on May 10th of 1967 and all remained for ten months.

The book, "Coast Guard Action in Vietnam" by Paul Scotti, has several references to HALFMOON. While I do have the HALFMOON tour book that you sent me, does any of the following ring any bells in your memories that you might be able to expand upon?

Scotti - p. 70 - Song Ong Doc was a village described by one Coast Guardsman as a village huddling nervously on the north bank of the river with the same name. Open on three sides to the enemy, the safety of 3,000 villagers was entrusted to a half dozen American soldiers, 120 regional troops and a white cutter with a long reach. On 12 September 1967, HALF MOON rushed to Song Ong Doc, breaking up the attack plans of 200 Viet Cong closing in on the village.



6/26/2020

Rainmaker Software Mail - Fwd: Vung Tau Photo



Bill Carr <bill@getrain.com>

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## Fwd: Vung Tau Photo

1 message

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Bill Carr <bill@getrain.com>  
To: James Andrasick <j.andrasick@att.net>

Fri, Jun 26, 2020 at 2:09 PM

Great Jim....Any content possible? Again, no rush.....

----- Forwarded message -----  
From: **James Andrasick** <j.andrasick@att.net>  
Date: Fri, Jun 26, 2020 at 1:57 PM  
Subject: Vung Tau Photo  
To: Bill Carr <bill@getrain.com>



Bill Carr &lt;bill@getrain.com&gt;

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**Re: Ann Arbor Memories**

1 message

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Bill Carr <bill@getrain.com>

Thu, Jun 25, 2020 at 3:29 PM

To: James Andrasick &lt;j.andrasick@att.net&gt;

Jim - Glad the photograph was welcomed. Such a long time ago and a very pleasant memory. Thanks for the insight on your involvement with the CG Museum Association. I'm sure you will be as successful with making things happen there as with the CASP funding.

Some time back I asked you if you had any experience on the Halfmoon in Vietnam that would be worth a writing. I believe, after a moment or so, you said you did.

Is that still so or have I missed my chance?...Hope I haven't.

Not at the moment but would like to talk with you about a project for a Class of 1965 exhibit or something equivalent within the CG Museum. I've got a couple of interim projects on track for our 55th reunion with an objective of having the 65'er exhibit project ready for our 60th...🕶️ Putting that long term of an objective down on paper is certainly going to be a lightening rod to strike me down beforehand....well see...🕶️🕶️

Do you plan attending reunion this year if they don't cancel? I do and look forward to seeing you and everyone....Bill

On Tue, May 19, 2020 at 4:52 PM James Andrasick <j.andrasick@att.net> wrote:

Hi Bill,

I just received the historical photo, and very much appreciate the gesture. I've already shared it with son Chris, who commented that my outfit looked right out of the boat scene in Caddyshack II. I had to look it up and he was right!

We are sheltering well in the mountains, taking runs into town weekly for supplies and whatever. Monterey County is a bit behind in the curve due to some hot spots in our ag industry in the Salinas Valley, but things are gradually opening up. I may even get a haircut this week...

Hope you are well and not working in a meatpacking plant or nursing home. Those are sad situations but the bright side is that some reforms will get done to make those places safer in the longer term.

Thanks for continuing on as our '65 class correspondent. I keep abreast of CG developments through the CG Foundation (I'm still a trustee) and the Alumni Association (and more recently with the CG Museum Association which is ramping up its fundraising...was on a call with Jim Loy the other day, who has taken this project on as his legacy). The Service seems to be doing well with the pandemic so far, but life aboard ship is a risky business for such things, as we both know, and when you are in your 20's the invincibility factor is very high.

Stay safe and be well,

Jim



Bill Carr <bill@getrain.com>

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## Re: Halfmoon Tidbits

1 message

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James Andrasick <j.andrasick@att.net>  
To: Bill Carr <bill@getrain.com>

Mon, May 17, 2021 at 12:10 AM

Hi Bill,

Unfortunately I have only vague memories of these events, as I did not keep a diary of any sort. Being an engineer, I wasn't an active participant except for a few stints as OOD to relieve the boredom. It all happened, that's for sure. On the ten month deployment, that was true but only about six months was in the combat zone, the rest of the time enroute, on R&R, or doing repairs in Honolulu and Subic.

Hope all is going well for you...

Best, Jim

> On May 13, 2021, at 2:27 PM, Bill Carr <bill@getrain.com> wrote:

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> Hey Jim...

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> While putting this Scrapbook project together for our upcoming reunion, I ran across some references to the HALFMOON in Vietnam - one of which stated HALFMOON along with YAKUTAT, BARATARIA, BERING STRAIT and GRESHAM arrived in Vietnam on May 10th of 1967 and all remained for ten months.

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> Scotti - p. 151 - On 16 December 1967, the Philippine tug ALYEE, towing four barges from Saigon to Cam Ranh Bay, came to trouble when whipping seas submerged the last barge. If the captain stopped to get rid of the drag, the tug and other barges would be pulled under, yet he could barely make headway. Three cutters responded to the call for help - HALF MOON, PT CYPRESS (Storch?) and PT KENNEDY (Hennessey?).

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> For the job of cutting loose the barge, HALFMOON sent BM1 Kipkowski, DC1 Hudson and DC3 Hessel in the 25-foot lifeboat. They were thoroughly soaked by the 14-foot waves when the time came for Hudson and Hessel to make the dangerous leap over to the third barge, a jump they successfully made, toting a portable cutting torch. Fighting against winds trying to blow them off the slippery steel deck, they burned through the wrist-thick cable. Safely back on the HALF MOON, Kipkowski expressed his relief by joking, "It was so rough out there that even the fish that came to the surface looked seasick."

>

> Scotti - p. 154 - After two medical visits by HALFMOON's crew, to a fishing village where they gave leprosy and tuberculosis cases palliative treatment, they started a basic hygiene program, supplied salves for fungal infections, and furnished vitamins for the children. U.S. Navy patrols in that area subsequently reported the fishermen less reticent about passing along information regarding Viet Cong activities.

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> Anything come to mind?.....thanks....Bill

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6/26/2020

Rainmaker Software Mail - Fwd: Ann Arbor Memories



Bill Carr <bill@getrain.com>

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## Fwd: Ann Arbor Memories

1 message

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Bill Carr <bill@getrain.com>  
To: James Andrasick <j.andrasick@att.net>

Fri, Jun 26, 2020 at 2:21 PM

Jim - Somehow my eyes totally skipped over this e-mail....

Regrading the 65'er project, I'm just heading out for the weekend with Lu and friends and dancing (legal now in Iowa - especially in rural Iowa) but will put together what I am hoping to accomplish early to mid next week....I've needed to update the plan for that project anyway....

Looks like a decision on whether or not the Reunion will even take place at the Academy is to be made by July 15th. Prospects certainly don't look good. Unless the country is in very bad shape, my plan is to drive out to Boston and back and visit family and friends and the Academy Museum curator and more. Lu 'might' be join me for part of that trip...

I'll be back to you soon....Bill

----- Forwarded message -----

From: **James Andrasick** <j.andrasick@att.net>  
Date: Fri, Jun 26, 2020 at 1:35 PM  
Subject: Re: Ann Arbor Memories  
To: Bill Carr <bill@getrain.com>

Bill,

Just a quick response to your several questions. Vietnam stories- the one I had recalled was delivering gifts to kids in Vung Tau that were contributed by the local Staten Island VFW. I have a rough B&W photo but did not deem it worthy of further elaboration. Re the reunion, I'd like to go but have a wife with underlying conditions, so COVID-19 will really have to be under control to make that happen. I have not replied to Roger yet about attending. The Museum project is pursuing me for financial support, and I have had zero to do with it's planning or implementation. I told them to hit me up again at the end of the year when the world stabilizes. Personally, I don't see how they can meet their fundraising goals in this environment and still begin construction in 2021/22.

Curious about the '65-er project. Theme??

Jim

a time when you provide how practical and thorough you can be.

Whether your ship goes to the Coast Guard Yard, a large private shipyard or to one of the many small yards, the final result of the quality of work received depends largely on the amount of interest shown by the personnel attached to the vessel. We are not talking about liberty in an away from home port for 28 or 30 days but for those few hours a week we are actually involved in the repairs to your ship.

The ship's force work list isn't too different from a normal in-port "Charlie" period in that the leading petty officers of each department know what their men's capabilities are and assign the work accordingly. The chief problem the shipyard overhaul produces, once the number of jobs that can be accomplished with the money available is determined, is the proper inspection of those work items being done by the repair facility. Now is the time we find we need tact, a friendly smile, sharp eyes and a firm determination to get a fair value for every dollar spent. This dollar is your dollar. The entire amount spent on the vessel should be considered a joint partnership comprised of the Coast Guard and yourself. This is your money, you worked hard for it and the nearer to a perfect repair job obtained from the shipyard the less you should have to worry about, and do, in the months ahead. Therefore, it is imperative that the senior or inspecting personnel do a thorough job of checking up on the work being performed by the yard.

Upon entering the yard you meet a group of strangers who for the most part are sizing you up just the same as you should be aligning in your own mind the various shop heads that will control the work on the vessel. These men are the same as those you come in contact with in any walk of life. There is the "fast talker" who will try to "snow" you. Then we have the "I'm overloaded with work now" type. He never seems to understand where he is going to find the men or the time to do anything that wasn't in the original specifications. Watch out for "that's good enough" type. It may be good enough for him but you are the one that is going to take the ship to sea for the next two years. Before we get the backs up on the shipyard personnel by typing them let us realize the ship has the same types on board. You

## Shipyard Availability Inspections

*CHMACH Harold V. Smith, USCG  
Naval Engineering Branch  
Seventeenth Coast Guard District*

There are many articles written on how individual casualties have been restored to normal, and procedures for emergency repairs to enable the ship to continue on its assigned mission. Now let us talk about your ship's Biennial Physical or, as more commonly termed, "Shipyard Availability". This is the ship's vacation. The time when it is restored physically so that it can operate for the next two years, we hope, without any serious breakdowns. It is an important period for you, the operating personnel, as well. Once assigned to a ship you become part of that ship. It is a time when you find out how practical and thorough the CSMP cards have been made out. It is also

strophic. Supply lines for low failure rate  
is are very long, operational schedule  
ages for emergency shipyard repair work  
to be avoided if possible, and the desire of  
Squadron Three vessels to prove them-  
es self-sustaining while operating with the  
y is, of course, no small factor.

When this casualty occurred aboard USCGC  
LF MOON (WHEC 378) during her first  
ol on Operation Market Time in June,  
, the first decision made was that  
ship's force would complete the repairs if  
ew crankshaft could be shipped from the  
es and placed aboard. Although no one  
rd had ever seen a similar operation on a  
8-268A engine, we were confident that  
's force could do the job—all that re-  
ied was to find a way to do it.

Back issues of the *Engineer's Digest* and the  
*Journal of Ships* (now the *Naval  
Systems Command Technical News*)  
were consulted for guidance. Many different  
schemes were found, but in each the method of  
repair involved the removal of the generator  
from its foundation to facilitate the removal  
of the crankshaft. Also, since each of the jobs  
had been performed by or with the assistance  
of shipyard personnel, it was presumed that  
special tools and skills available at a ship-  
yard had been utilized. It was felt that serious  
problems would be encountered in realigning  
the generator to the engine if this method was  
used. It had been this vessel's experience  
in undergoing shipyard overhauls of the  
engines that realignment of the generator  
to the engine was a lengthy and difficult proce-

It was decided, then, that it was not de-  
sirable to move the generator end. However,  
the generator and the engine had to be  
completely separated from each other in order  
to remove the coupling hub and crankshaft  
from the end of the crank, so that the  
hub could be removed from the engine. An  
inspection of the engine bed revealed that the  
engine was dowelled to the bed rails, and that  
clearances existed between the engine and the  
bed rails. If the engine could be lifted off the  
bed so that the crank could be renewed, the  
alignment of engine to generator should not  
have been altered when the engine was re-  
moved and the dowels driven to the original  
positions. We had thus found the way to do the

for the actual moving of the engine block and  
installation of the crankshaft was accom-  
plished while the vessel was at sea.

The merit of this method lies in the fact  
that no alignment adjustments between en-  
gine and generator were required. Crank web  
deflection readings were taken at every crank  
throw and were all within limits for new  
bearings. Air gap measurements on the gen-  
erator and exciter were within limits and  
were uniform throughout.

This method of repair is not the fastest  
available to the Engineer, but is probably the  
only one whereby he can eliminate the job of  
realigning the generator to the engine. In  
completing the job described above, time was  
not an important factor as delivery of a re-  
placement crankshaft took two months. By  
the time it arrived all preliminary work had  
been completed and the new crank was in-  
stalled one day after it came aboard. The en-  
gine was satisfactorily tested under load three

# HALF MOON IN VIETNAM



PREPARING FOR ACTION - Cutters (l to r) Half Moon, Yakutat, Gresham, Barataria, and Bering trait moored alongside Navy supply ship at Subic Bay, Philippines.



Friends and relatives gather at Base, St. George, Island for final visit with Coast Guardsmen Cutter Half Moon, April 1.



Seaman chats with spouse, or is she his sweetheart or sister?



Half Moon crewmen meet with friends aboard cutter



Friends and relatives depart Half Moon as POL

# Cutters Double G Vietnam Force

The Third District Cutter Half Moon and four of her sister ships have arrived in the waters of Vietnam to bolster Coast Guard and Navy vessels serving part of the powerful Seventh Fleet.

The Half Moon and the Cutters Barataria (Portland, Me.), Yakutat (New Bedford, Mass.), King Strait (Honolulu, Hawaii), and Gresham (Alameda, Calif.) have doubled the number of Coast Guard forces in the War Zone which now reaches an estimated 100 officers and enlisted men. According to the Chief of Operations, Adm David L. Donald, the 311-foot High Endurance Cutters are in Vietnam to ease the increased shore bombardment by Navy destroyers. The five cutters will free the destroyers from their Operation

# HALF MOON VETERAN OF WORLD WAR II

By Tom Hester

The five Coast Guard High Endurance Cutters now patrolling the Vietnam coast are former U. S. Navy ships and all served in the Pacific during World War II.

Built on the Pacific Coast during 1943-44, the five ships were classed as "Seaplane Tenders". These vessels provided supplies, fuel and living quarters for the Navy's seaplane squadrons. The planes conducted scouting, search and rescue, and bombing flights over enemy held waters and islands throughout the war.

The USS Yakutat won four engagement stars for participating in the capture of Saipan, the Southern Palau Islands, Okinawa, and the operations against Japan.

## USS Willoughby

Called the USS Willoughby, the Cutter Gresham saw action off Leyte, Philippines. She shot down two enemy planes and assisted in the invasion of British North Borneo.

The Barataria and Bering Strait participated in Philippine Sea Operations.

"Cut the lifeline to the Japanese held islands in the Western Pacific by sinking their shipping". This was the first order given the USS Half Moon following her commissioning in 1943. Her skipper, Cdr W. O. Gallery, initiated the destructive "Black Cat Raids", the first organized night air attacks on enemy shipping by Navy PBY Catalina airplanes. During one 33 day period, squadrons tended by the Half Moon sunk 43 enemy ships and heavily damaged 20 others.

## Straffed and Bombed

The Half Moon's gun crews first saw action on Oct. 24, 1944 when a Japanese plane straffed and bombed the ship off Mindanao, Philippines. Two bombs were dropped, both duds. The first bomb skipped over the Half Moon's fantail, the other went 30 yards to starboard. Heavy gunfire eventually drove the enemy plane away.

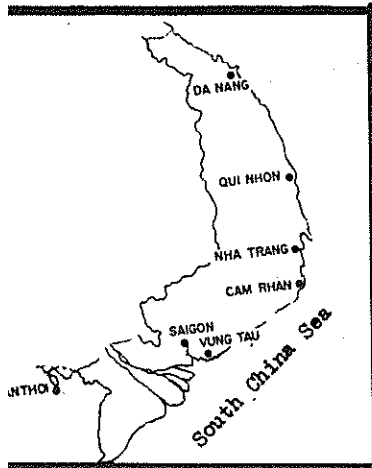
In the week that followed, the Half Moon was attacked by a total of ten enemy aircraft. She shot two from the sky. One - a suicide plane - hit the water 25 yards off her port quarter.

The next month when four

Japanese planes attacked shipping in Leyte Gulf, the Half Moon was credited with two of three downed planes. In late December, she shot down another fighter while escorting a convoy to Mindanao.

While moored in Mangarin Bay, Philippines, enemy planes sunk the Half Moon's companion ship, the USS Porcupine, and wounded two Half Moon sailors during a straffing run. Soon after another enemy plane was shot down during a heavy bombing raid on the tender. The Half Moon was not damaged.

In early 1945, the enemy conducted its last full scale raid against allied ships in Mangarin Bay. Despite a withering barrage, a Japanese plane dropped a (cont. on page 10, col. 1)



Vietnam

sketch Time duties for the gun-boat support missions.

Joining 26 Coast Guard 82-foot patrol boats, the cutters will patrol off the jungle-lined Vietnam shore and perform the dangerous task of preventing infiltration of Viet Cong supplies and personnel by searching the thousands of junks and sampans which ply the South China Sea.

When not on patrol the vessels will be based at the U. S. Naval Station, Subic Bay, Philippines. Each cutter carries a crew of 100 men and 15 officers.

In addition to the Operation sketch Time cutters, the Coast Guard in Vietnam has port security units, LORAN transmitting units and buoy tenders performing duties to navigation work.

# Cdr E.G. McCarthy Half Moon's CO

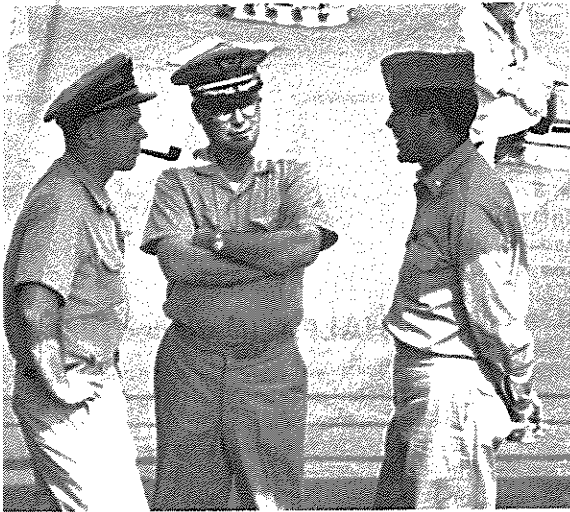
The Commanding Officer of the Cutter Half Moon is Cdr Emmett G. McCarthy. A former Navy officer, he entered the Coast Guard as a Lieutenant (junior grade) in 1949.

During World War II he participated in the amphibious invasions of North Africa, Sicily, Salerno, Guadalcanal, Iwo Jima, Leyte, Lincayon, Luzon, Guam, Saipan, Okinawa and the occupation of Japan.

Cdr McCarthy's first command was the ammunition ship USS Akutan in 1946. In 1952 he commanded the Cutter Gentian. From 1959-62 he was Executive Officer of the Half Moon. Following a tour of duty at Headquarters, Washington, D. C., Cdr McCarthy took command of the Half Moon in July, 1966.

His wife and seven children reside in Silver Springs, Md.

The Half Moon's Executive Officer is Lcdr Philip P. Coady of Staten Island.



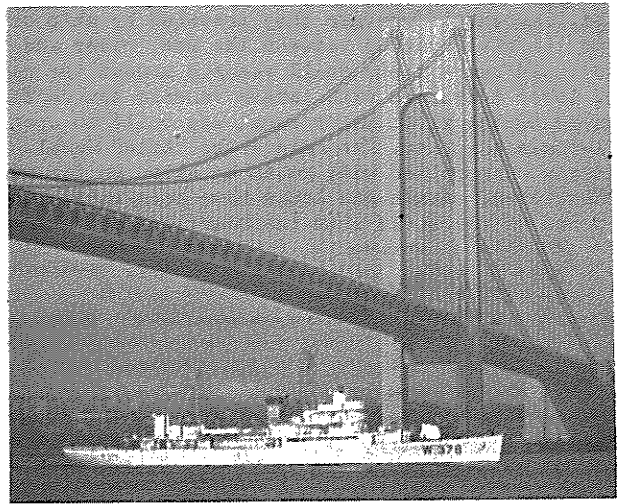
Lcdr Philip P. Coady (l.) and HMC Charles R. ... discuss future plans with Half Moon skipper Cdr Emmett G. McCarthy.



Crewmen hold final stateside muster on the Half Moon's fantail.



Coast Guardsman waves good-bye as relatives ... slip out into Upper New York Bay.



Half Moon sails beneath New York's Verrazano Narrows Bridge bound for the Panama Canal, Pearl Harbor, and Vietnam.



Somewhere in the Pacific Ocean the Cutter ... cruises alongside the Half Moon.



Coast Guardsmen receive instruction on operation of the 50-caliber machine gun from Half Moon Gunner's Mate.

ANDRASICK 67 12/21/67

Thank You for your warm Christmas Greeting - I find it fantastic that you are able to maintain such an enormous correspondence!

Today is a happy day as HALF MOON departs in 2 hours for Honolulu and points East, hopefully cutting its way to New York by 20 January. The Squadron 3 duties have been long but eventful in terms of never before encountered military operations and foreign ports. Have met many members of the class just reporting for duty with Ron One but circumstances have prevented lengthy conversations - usually managed to hop aboard the 82's for 5 minutes during replenishment operations.

My immediate future is a large questionmark at this time as orders have yet to be issued.

My 2 1/2 year tenure aboard the HALF 1400N has unfortunately bred an atmosphere of professional stagnation. I certainly feel saturated with knowledge of the plant and physical routine in addition to my New York City location. Hopefully the next month will herald news of the better times ahead.

Hathy elected to retain our original apartment on Staten Island while maintaining her English teaching position at a local public High School. She has kept wonderfully busy with lesson plans and paper corrections not to mention frequent recording sessions in my behalf. The mails have honored us with their cooperation the past 9 months.

I must close now lest the ship elects to depart with this greeting aboard. Best Wishes for a Happy Holiday season - Jim Andranich



PLEASE CREDIT  
U.S. COAST GUARD PHOTO

**3CGD10255601**

3RD, COAST GUARD DIST.  
NEW YORK 4, N. Y.

USCGC HALF MOON (WAVP 378)

<b>Half Moon History</b>	
June 14, 1940	Construction authorized as AGP-6 (motor torpedo boat tender)
March 10, 1942	Keel laid at Lake Washington Shipyard, Houghton, Wash.
July 12, 1942	Launched
May 1, 1943	Redesignated AVP-26 - small seaplane tender
June 15, 1943	Commissioned USS Half Moon; CDR. W. O. Gallery commanding
1943 - 1945	WW-2 Action in the Pacific Two Battle Stars on the Asiatic Theater Service Ribbon
April 12, 1946	Placed in Reserve; San Diego, California
September 4, 1946	Decommissioned; San Diego, California
July 8, 1948	Loaned to U. S. Coast Guard
September 14, 1948	Accepted by U. S. Coast Guard
December 9, 1948	Commissioned as USCGC Half Moon (WAVP-378).
February 22, 1949	Began service as Ocean Station and SAR Vessel in the Atlantic
May 1, 1966	Redesignated WHEC-378
September 26, 1966	Struck from Naval Register; transferred permanently to CG
Apr. 1, 1967 - Jan. 22, 1968	Action in the waters off Viet Nam as a member of 'ron-3
April 23, 1968	Resumed duties as Ocean Weather Station Vessel
July 17, 1969	Decommissioned; N.Y., N.Y.
<b>Items to Bring to the Reunion</b>	
Movies, video tapes, 35MM slides, photos	
Souvenirs, post cards, monogrammed items	
Instruments you played aboard ship	
<b>Most of all: you and your memories</b>	
<b>If you think of anything else, let us know.</b>	

<b>Half Moon Quiz</b>	
Half Moon had 4 different <i>home ports</i> as a CG cutter, all in the NY area: name them!	
Most of us will remember (but would like to forget) <i>Bravo, Charlie, Delta and Echo</i> . What other three Ocean Stations did she pull?	
What was the Half Moon named for?	
What was inscribed on the ship's bell?	
Who were the other two 311s in New York that moored next to the Half Moon?	
What berthing area was furthest in the stern?	
Half Moon was once featured in a national magazine. What was the magazine?	
How fast could the Half Moon go? a.)15 knots b.)17.2 knots c.)18.6 knots d.)faster coming home from O.S.	
What was the size of the <i>Main Battery</i> ? a.)200 amps b.)2000 volts c.)5 inches d.)5 feet	
Although he was never on the crew list, <i>Charlie Noble</i> made every patrol. Who was he and where was he on the ship?	
How many main engines did the 311s have?	
The <i>Ship's Store</i> was near which office? a.)Ship's office b.)Log Office c.)Supply Office d.)Quartermaster's Office	
<b>Answers in the next issue</b>	
<b>Half Moon Trivia</b>	
Number of former Half Moon sailors currently living on Staten Island or Governors Island where many of us once lived? <b>Zero</b>	
Former shipmate living furthest from NYC? <b>James Andrasick, Hawaii</b>	
Former Half Mooner with the largest family: Navigator <b>Stewart Walker - 7 children</b>	

