

TOM LIVINGSTON

USCGC POINT SLOCUM (WPB-82313) – Apr68 – Mar69

Navy Unit Commendation – 1 Jun 68 to 31 Dec 68

Navy Unit Commendation – 1 Jan 69 to 30 Jun 69

Golden Journeys Booklet – 2015

1968-69 USCGC POINT SLOCUM (WPB-82313), Squadron One; Cat Lo, Da Nang, Vietnam
Commanding Officer (relieved Paul Blayney).

October 1968 – Coast Guard Division Thirteen Newsletter

About the middle of the month, PT SLOCUM fired on a weapons storage area with a spotter aircraft. During the firing, the SLOCUM started a large, sustained fire that was visible for over 20 miles and burned over 24 hours as well as 5 smaller oil fires. The fires resulted in a loss of ammunition, fuel and oil for the enemy.

April 27, 1968 – Ship's Log

0145H – SN (RD) R. A. Hellesen, B72-85-33 USN suffered abdominal puncture to rectal region of body after falling in the Crews Head.

RELATED ARTICLES/NOTES

MY FIRST PATROL

I had been in country for only two weeks, but that time had been a good introduction to the country and to the job that I was supposed to do. Although I was nervous about my first patrol as CO, I was also confident that my previous success in many leadership positions would be extended to Vietnam. Then came my education under fire!

MEDEVAC

At 2330 on April 24 (1968) we set sail for patrol area 6H in the Mekong Delta area. We had on board a full crew of 10 enlisted men and 2 officers. In addition, we had on board one of my classmates, Bill Carr, even though neither of us remember him sailing with me. He was not logged aboard but 24 hours after we departed, he signed the log as mid-watch OD.

We also had on board a US Navy enlisted man, SN R.A, Hellesen, who was new to Vietnam and had been directed to ride the 82 footer for a few days and then transfer to another boat for the ride back to his regular job in Cat Lo.

The sea was rough but once we cleared the harbor it took about 5 hours to get to our rendezvous point - so I went to bed. About two hours into this first patrol I was awakened with the message that Hellesen had fallen in the head and had received a puncture wound to the abdomen in the rectal region. With his pants down, a wave had thrown him backward and he had sat on the metal rod that was used to pump the waste overboard. That rod was supposed to have a ceramic knob on top but it had been broken and there were no replacements and it worked fine without it. That ceramic knob was not the last broken part that caused problems on the boat. All the boats were underway in bad conditions most of the time and spare parts were not readily available so you tried to fix the most important parts when possible.

So here I am, two hours into my first patrol, on my hands and knees with a flashlight examining the rectal region of this poor sailor. The bleeding had stopped so I told him to go to bed and I would check with him in the morning. In the morning he said he thought he felt better, but later in the day he reported that he was feeling a tightness throughout his abdomen. I decided he may have internal bleeding so I called for a MEDEVAC helo. At 1600 on April 25, Hellesen was hoisted aboard Pedro 39 for a ride to Bang Tam. (See Pictures). As the Helo was approaching the pilot asked me the nature of the injury. I told him he had literally reamed himself a new A-Hole.

SHOTS FIRED

The next two days were routine patrols, boarding junks and sampans and the occasional large transport or fishing vessel.

Then on the 27th we entered the Co Chein River which was often a hotbed of VC activity. At 2100 we reported radar contacts in the river to the local VN commander called Game Warden. They agreed to check them out and later reported them as friendly forces.

On the 29th we were still in the river and at 0105 we spotted an abandoned sampan and I sent our small boat to investigate. The SB had engine problems so I had to maneuver into very shallow waters to retrieve it. We left the sampan until daylight. 0700 Put SB in to intercept a

junk that was approaching the sampan. 0800 SB intercepted the junk and allowed it to retrieve the sampan and tow it back to Pt. Slocum. 0825 After interview by liaison, released the junk and sampan as non-suspicious.

The next day I again sent the SB to board junks in the mud flats - no incidents. Later that day as we patrolled the south shore of the Co Chein we spotted a bunker and 2 structures so we initiated a mortar attack on those targets. At 1620 we received incoming small arms fire. At 1622 that fire stopped as we raked the beach with 50 cal. weapons. At 1645 we secured GQ having fired 30 rounds HE 81, 6 rounds of WP 81, and 200 rounds of 50 Cal. Destroyed one bunker and damaged 2 structures. Enemy casualties unknown. No friendly casualties.

AGROUND

Near the end of my first patrol, we were still patrolling near the shore in an area of the Mekong Delta that had been designated a "Free Fire Zone" - meaning all civilians had been removed and the area was controlled by the VC. On May 1 we rendezvoused with PCF 35, PCF 32, and PBR 55 for various reasons. On the morning of May 2 we rendezvoused with the Pt. Caution and received mail.

I do not specifically remember Bill Carr being on my boat and he does not remember it either. He was not logged aboard my boat so we questioned whether he was really there. However, the logs on the patrol clearly show he stood watch several times and he was logged off at the end of the patrol. Also, I clearly remember that one of my classmates was aboard the boat on May 2.

The reason I remember so clearly that a classmate was on board was because of the traumatic event which followed our meeting with the Caution. After lunch on May 2, Bill and I were sitting down on the mess deck when we suddenly heard and felt a large thud. Racing up the ladder we discovered that we were aground on a mud flat. We tried backing off to no avail.

We were clearly in range of any automatic weapons fire from the beach and we were a sitting duck. Again, the nagging thought that I was responsible for all of our lives was utmost in my mind. I remember asking my classmate if he had any ideas because I did not have a clue what to do in this situation. We launched the SB to reduce the weight and assist in backing off the mud but that did not work. All we could do was put out the anchor and wait for the incoming tide to float us free. Luckily the tide was coming in. It took about one and one half very tense hours before we were able to free ourselves and return to patrol. We transited out of the Co Chein river toward the northern part of our area where we were relieved at 0330 the next morning. Before 0900 we were docked in Cat Lo. The 0900 log entry: " Ltjg William Carr went ashore." My memory of a classmate suffering through the grounding incident was confirmed by that log.

Thus ended one hell of an introduction to the life of an 82 CO in Vietnam.

Reverse of CG-4380B

VESSEL/STATION USCG CUTTER Pt SLOCUM (WPB-82313)	DATE (Day, month, year) SATURDAY 27 APRIL 1968
REMARKS	
2000-2400 (CONTINUED)	
units area. 2055 called Home Warden units to check on numerous contacts at position XR 660 855. Conditions reported as normal but being checked by Home Warden units.	
William CC on, LTJG	
*0145 SN(RD) R.A. HELLESEN, F87 ^{Wm} B 72-85-33	
USN suffered abdominal puncture to Rectal Region of body after falling in the Crews Head.	
Bmt, William. McMillin	



WAR, is a simple word which takes only three letters to spell, and a few words or acts to start, but years and generations to recover from...

Boarding operations on USCGC POINT SLOCUM (WPB-82313) Tom Livingston

EXAMINED

David T. Bayly LTJG
USCG A NAVIGATOR/XO

APPROVED

David T. Livingston USCG LTJG COMMANDING



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ATTACHMENT ONE

Coast Guard Sector Charleston honors USCG Academy Class of 1965 during reunion

By Airman 1st Class Joshua R. Maund | Joint Base Charleston Public Affairs | Nov. 9, 2018

PRINT EMAIL

0

Photos

◀ 1 of 4 ▶



Paul Blaney, U.S. Coast Guard Academy class of 1965 alumnus, gazes out over the Charleston Harbor from the USCGC Cormorant Nov. 7, 2018, in Charleston, S.C. The ship's crew took the class of 1965 on a tour of the Charleston Harbor during the 50-year anniversary of when they deployed to Vietnam. The class was deployed to Vietnam in 1968 where they

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patrolled the coast of the country during the conflict. **(Photo by Airman 1st Class Joshua R. Maund)**

JOINT BASE CHARLESTON, S.C. —

JOINT BASE CHARLESTON, S.C. -- Comradery and fellowship flowed between a group of 15 former Coast Guard commanders and Coast Guard Sector Charleston Guardsmen as they toured Charleston Harbor Nov. 7, 2018, in Charleston, S.C. aboard U.S. Coast Guard Cutter Cormorant, an 87-foot patrol boat stationed here.

The U.S. Coast Guard Academy class of 1965 have a unique bond that runs deep in their hearts and even deeper within American history. They patrolled the coasts of Vietnam from the Demilitarized Zone to the country's Southern Peninsula during one of the deadliest conflicts in American history 50 years ago.

"Events like today's remind me of the responsibility that I have as a commander and what the Vietnam veterans had to face," said Lt. j.g. Patrick O'Shaughnessy, USCGC Cormorant commander. "It's hard to place myself in that position, but being able to allow these gentlemen the opportunity to reminisce is the least we could do for them. It's humbling to carry the torch of legacy and responsibility. We have a duty to the crews of the past, present and future."

As the boat toured the historic Charleston Harbor, a boat similar to the ones each of the former Guardsmen commanded, the class of 1965 and the crew of USCGC Cormorant exchanged stories and laughs. It wasn't a rarity to catch one of the veterans reflecting during a part of the tour.

"It was great to talk with today's crew and hear how they're trained," said Bill Carr, USCGA class of 1965 alumnus. "Seeing today's crew made me confident in today's forces. They seemed very well prepared and reminded me a lot of my crew back then. Any of the young men I met today could be

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Coast Guard Sector Charleston honors USCG Academy Class of 1965 during reunion

By Airman 1st Class Joshua R. Maund Joint Base Charleston Public Affairs

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"It was great to talk with today's crew and hear how they're trained," said Bill Carr, USCGA class of 1965 alumnus. "Seeing today's crew made me confident in today's forces. They seemed very well prepared and reminded me a lot of my crew back then. Any of the young men I met today could be part of my crew. They had a great devotion to duty. I truly believe that if these guys found themselves in the wrong place at the right time, they could accomplish the mission."

Although the USCG Sector Charleston's main mission is search and rescue, they recognize the importance of remaining prepared and trained for any situation. Like the class of 1965 did, the crew of USCGC

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Cormorant is willing to answer the call of duty at a moment's notice.

"Hearing stories from the veterans about Vietnam as a Coast Guardsmen reminded me and my crew of the responsibilities we may have to face and remain prepared for," said O'Shaughnessy.

The visit happened 50 years after the class of 1965's valor-filled tour of duty and almost 100 years, to the day, of the end of World War I.

Remembering those who served before, and the ones who made the ultimate sacrifice is one of the most rewarding components of a service member's career according to Walter Viglienze, USCGA class of 1965 alumnus.

"Visit the Arlington National Cemetery if you get a chance, visit the Vietnam War Memorial, but most importantly, visit a veteran's grave ... and say their name," said Viglienze. "As long as we say their name, they will never be forgotten."



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 Coast Guard  USCG Sector Charleston  USCG Academy

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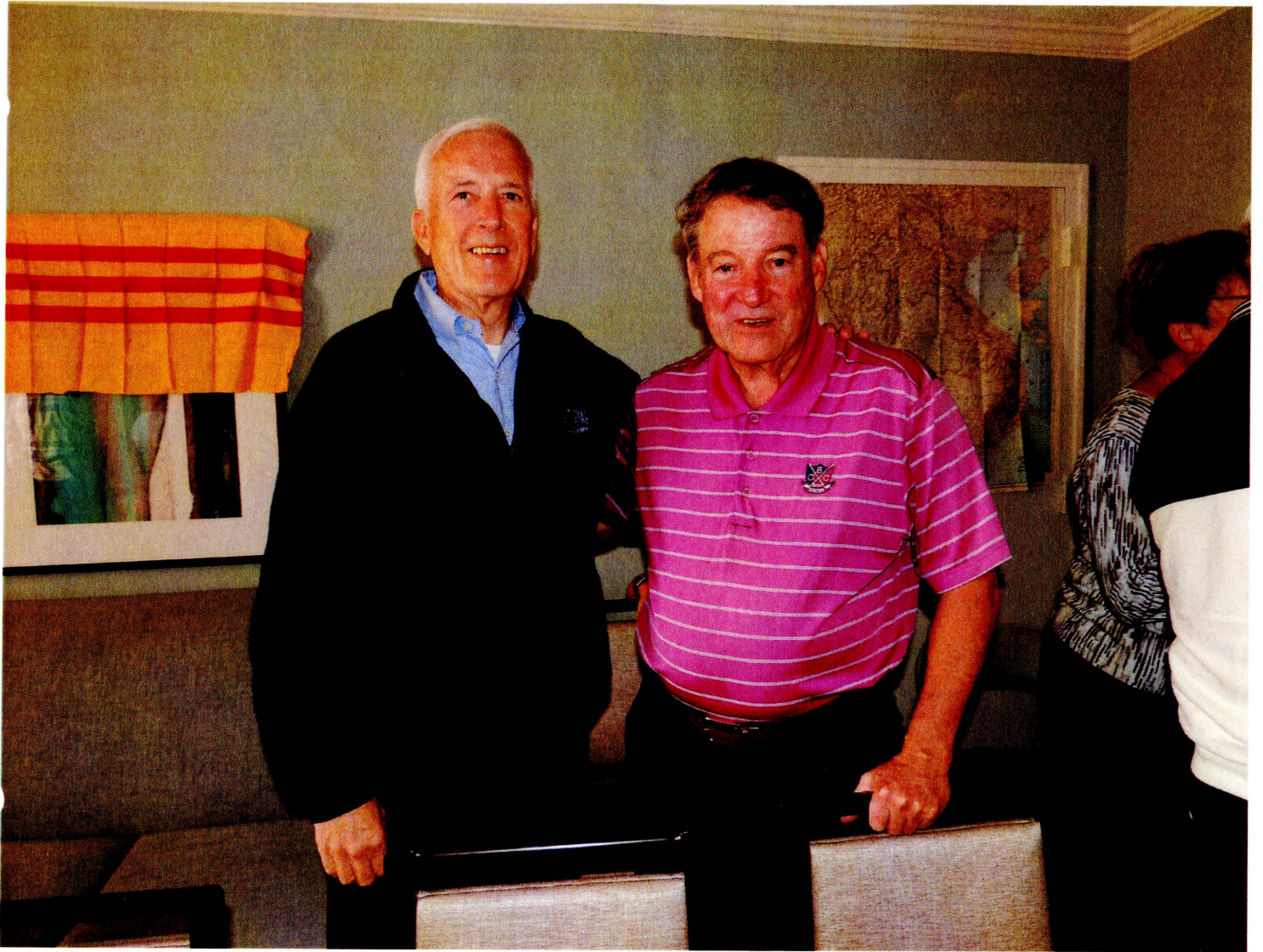
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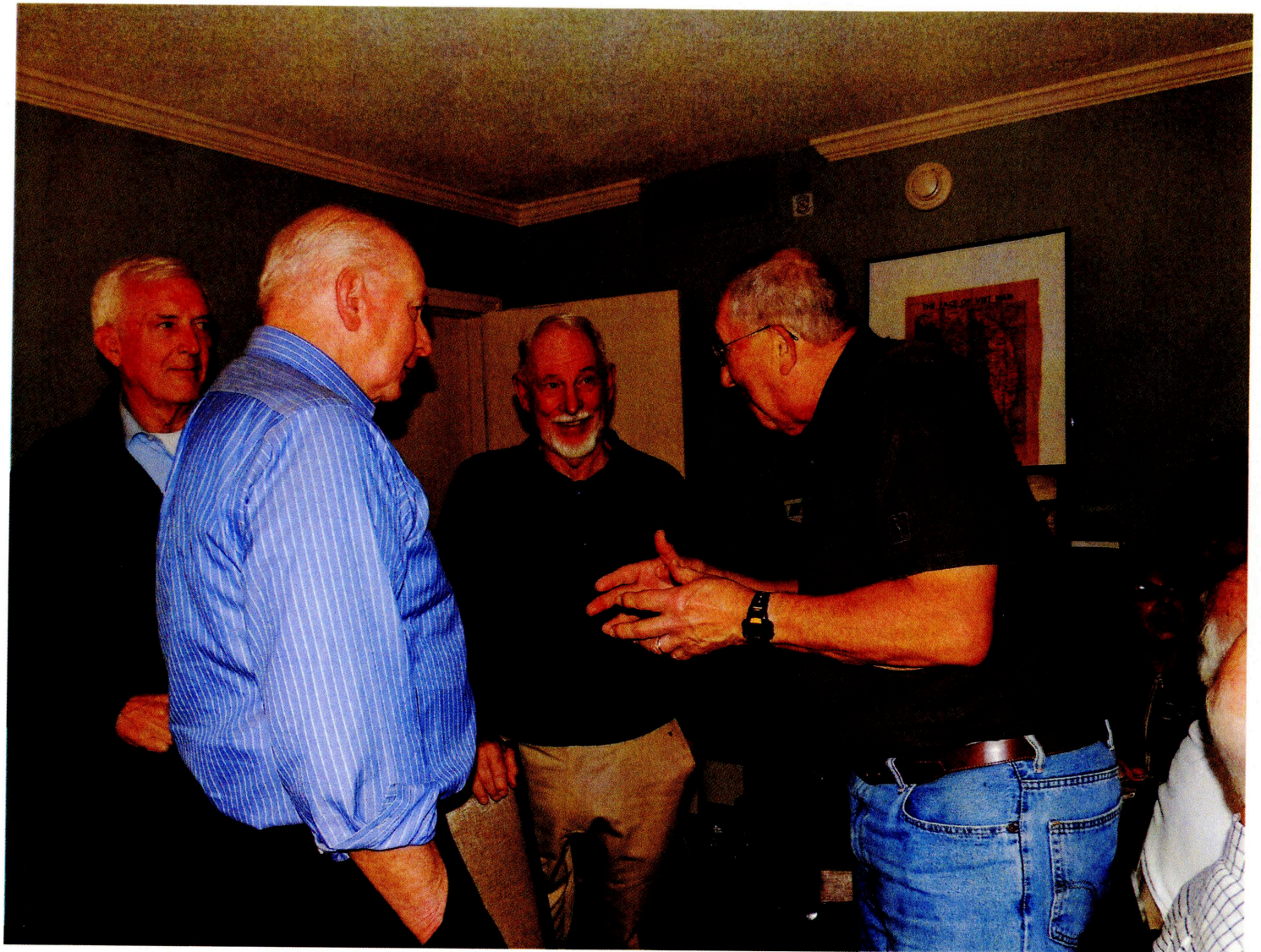
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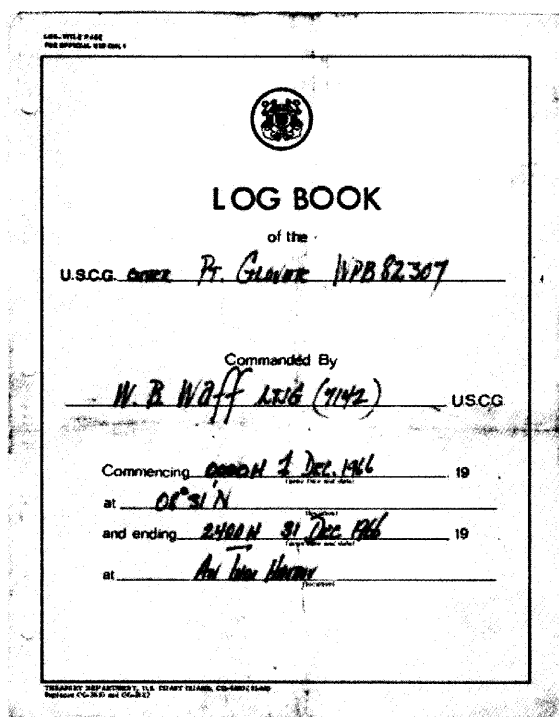


U.S. Coast Guard Logbook Scan-a-Thon

Posted on [May 10, 2018](#)

The featured scanning project from the National Archives [Innovation Hub](#) focuses on logbooks of the U.S. Coast Guard vessels that served in the Vietnam War. These vessels participated in Operation Market Time, an effort to patrol the South Vietnamese coast to keep supplies from reaching North Vietnamese Army and Viet Cong forces.

The logbooks contain the highlights of each ship's voyage, written up every four hours by the deck officer on watch. Information recorded may include incidents of shots fired, transportation of detainees, and contact with friendly or unfriendly vessels. Many veterans of the Vietnam War use these logbooks today to help establish their eligibility for veterans' benefits.



Logbook cover for the USCG Point Glover, December 1966. National Archives Identifier 75675099

To support this digitization project, the Innovation Hub recently held a scan-a-thon, inviting staff and the public to help veterans access the history of the ships they served on by scanning logbook pages. Thanks to our citizen scanners, we exceeded our goal of 2,000 pages and scanned a total of 2,314 pages in one day!

Once each month's logbook is scanned, it is uploaded into our online Catalog and made easily available to everyone. View the [completed logbooks in our Catalog](#).

Among the 20 attendees at the scan-a-thon were five Coast Guard veterans who scanned the logbooks of the ships they had served on in Vietnam. After the event, veteran Tom Livingston emailed to say:

"I had a great time in the Innovation Hub and I appreciate all of the hospitality shown to me by you and your staff. It was a thrill for me to touch some of the documents I wrote 50 years ago in Vietnam. I enjoyed it so much that I will plan another trip to DC this summer."



Tom Livingston, former commander of the Point Slocum, points to his signature on a logbook page

Also attending were Scott Price, Chief Historian of the Coast Guard, and Emily Brockway from the Coast Guard's Office of External Outreach and Heritage. The Innovation Hub hopes to work with these Coast Guard offices in the future as we continue the project.

Archives specialist Adebo Adetona gave a talk about the logbooks, how they were created, and how they are used today. The talk was [streamed on Facebook Live](#). One attendee emailed later to say:

"I am glad that someone videotaped the lecture portion because the impact became more clear to me about the usage of the scans. Previously, I thought it was about Veteran pension benefits; now, I know that the scans support veterans made ill by Agent Orange exposure receive medical benefits rightfully due to them."



Bill Carr <bill@getrain.com>

Re: Fwd: Scrapbook - Class of 1965 Experiences in Vietnam

1 message

Bill Carr <bill@getrain.com>

Thu, Sep 9, 2021 at 1:00 PM

To: "dtlivingstoniii@aol.com" <dtlivingstoniii@aol.com>

Tom - Thanks for getting back to me. I know first-hand the feelings/emotion resulting from Vietnam incidents and actions - especially those of significant trauma. It's a struggle keeping feelings contained, and to deal with the consequences of unaddressed trauma. Those feelings/consequences never go away; we can only learn how to better deal with them and ameliorate the sadness, guilt, depression, etc. that are a result.

Don't worry about writing anything more for the project....we're good as is.

Regarding being awarded a Bronze Star with or without a Combat "V", I never knew there was such an award for serving a tour - either with or without a tour debrief. I always thought they were awarded only for a specific action or notable campaign or operation. But, I don't really know the details or requirements that are behind that award.

Take care...don't hesitate to call anytime.....Bill

On Thu, Sep 9, 2021 at 10:37 AM dtlivingstoniii@aol.com <dtlivingstoniii@aol.com> wrote:

Sorry I am such a disappointment to you (and me), but I have done nothing yet. I did talk to Chris about his writeup for you but he is still working to complete his new mansion and other projects so I doubt he will do it soon. To my knowledge I never wrote a tour summary. Maybe that's why I did not earn a Bronze Star. Thanks for keeping after me and for your good work. Have a great trip. Tom

Sent from the all new AOL app for Android

On Fri, Aug 27, 2021 at 4:40 PM, Bill Carr <bill@getrain.com> wrote:

Hey Tom - Just a note..

I am leaving this Sunday afternoon on a driving trip to New England to visit with family and friends and to take in the Reunion.

However, I still have the capacity to include in this scrapbook any additional writings of remembrances of your tour in Vietnam. Last I know, you said you might or you might not.

If might not wins, would you per chance have a copy of your Tour Debrief I might include?

Sorry to bug you about this Tom...just wanted to let you know I can still handle anything you might yet be able to write up...Bill



Bill Carr <bill@getrain.com>

Re: 1965 Classmate Experiences in Vietnam

1 message

dtlivingstoniii@aol.com <dtlivingstoniii@aol.com>

Wed, Jul 21, 2021 at 9:12 PM

Reply-To: dtlivingstoniii@aol.com

To: "bill@getrain.com" <bill@getrain.com>

Hi Bill,

Thanks for your untiring efforts on behalf of our class. I must have been drinking when I sent you those notes, but I am fine with you including them. I had Paul Blayney read my other story back in May and he said he thought I should send it to you, but he said I needed to edit out some of personal references I included because others would not understand who the people were or the context of my comments. He also said I should add a paragraph of background before getting into the story. I have done neither at this point but I still intend to send it to you before I pass, but I am not sure I will make your deadline.

Tom Lucey and I were great friends at the Academy, served on our first ship together and stayed in touch through many years. I worked for him for about a year at the Boston Company. The last time I saw Tom was Feb. 2020 when I stayed with he and Caroline for a couple of days in his Ocean Front Condo in Jupiter Fla. He told me he had been diagnosed with fast acting Alzheimer disease. He has little short term memory, cannot use a phone or computer, and essentially has to be led around. He shuffles and it is hard to watch. On the other hand his long term memory is better than mine and he can still be very entertaining. I had to cancel my scheduled trip to visit them in 2021 because of my health issues. Caroline told me when I talked to her in February that Tom had lost a good bit of his abilities in the past year, which makes me very sad.

Tom served in Squadron Three in Vietnam aboard the USCGC Bibb from Jul 68 to Feb. 69. At one point they were offshore from the Mekong Peninsular when my boat had some kind of mechanical problem so I called the ship and asked if their engineers would take a look at my problem. They said yes, so I pulled alongside and went aboard the Bibb and got to talk to Tom for about an hour while they fixed our problem. I of course have that date and place in my log book that I could look up if it were ever important to know.

I wish you well in your efforts.

Take care,

Tom

-----Original Message-----

From: Bill Carr <bill@getrain.com>

To: Dave Livingston <dtlivingstoniii@aol.com>

Sent: Wed, Jul 21, 2021 12:11 pm

Subject: 1965 Classmate Experiences in Vietnam

Hey Tom - I'm deep into finishing the Scrapbook for the reunion and wanted to run by you what I have for your entries.

Would you have anything else to contribute? Have you become comfortable enough to put in writing the story you shared when we all were together in Charleston? Can you believe that was almost three years ago now?

I do plan on adding some notes about that meeting and will run those by you before finishing up.

Take care....Bill

P.S. I noticed in the Golden Journeys book that you had some affiliation with Tom Lucey and the Boston Group back when....do you have any communications with him at all? I'm having no luck in getting with him on the phone in any productive way. Woujld you know what White cutter he served on in Vietnam?

Re: Classmate Vietnam Veteran Archival Notebook

1 message

Bill Carr <bill@getrain.com>

Fri, Jul 23, 2021 at 12:16 PM

To: Dave Livingston <dtlivingstoniii@aol.com>

Actually, my apologies are due. I did not know that you were struggling at that time. Sometimes I am a bull in a China shop.

Besides somewhat similar backgrounds, I sense we've got some similar Vietnam trama to deal with - or not!

Having that said, my upcoming week is pretty much wide open for some time together on the phone. Pick a time and day and let's do it....Bill

On Fri, Jul 23, 2021 at 12:01 PM <dtlivingstoniii@aol.com> wrote:

Hi Bill,

I am really embarrassed to tell you that I just came across this email from you-unread. All I can say is I was in a bad physical and mental state at that time and just did not see it when I recovered in late March. So thank you so much for this email and I hope you can feel the hug I gave you after reading your Tet story. That took guts and inspires me to finish my story!

It turns out that you and I have similar personal experiences. My father and his father were both alcoholics and so I have worried about that all my life. Of course I also drank too much on some occasions, but not regularly. Also the only time I ever smoked in my adult life was in Vietnam and I can remember one occasion on the bridge when I had a lit cigarette in each hand.

I thoroughly enjoyed watching the cruise video again. Thank you for sending that link.

Take care and let me know when you want to schedule a long free-flowing chat.

Tom

*INCIDENT
w/ Blaney*



Bill Carr <bill@getrain.com>

1965 Classmate Experiences in Vietnam

1 message

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OVERVIEW - TOM LIVINGSTON.docx

17K



Bill Carr <bill@getrain.com>

Fwd: Classmate Vietnam Veteran Archival Notebook

1 message

Bill Carr <bill@getrain.com>
To: Dave Livingston <dtlivingstoniii@aol.com>

Mon, Mar 1, 2021 at 2:54 PM

Tom - Here is that e-mail and attachment.

The link for that cruise video is:

<https://www.facebook.com/TeamCharleston/videos/187912972146120/>

It still works if you copy and paste it into your browser.

Nice talking with you; hope you can overcome your current health issues.

Talk to you soon. Take care friend...Bill

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

From: **Bill Carr** <bill@getrain.com>
Date: Fri, Jul 10, 2020 at 2:20 PM
Subject: Classmate Vietnam Veteran Archival Notebook
To: Dave Livingston <dtlivingstoniii@aol.com>

Tom - Thanks for getting back to me this morning Tom. It was more than nice talking with you.

Feels like we should talk on a regular basis. Maybe we should put together a small group that would find talking regularly (bi-monthly?) would not only be helpful but a nice activity to actually look forward to and offset a bit all the things we can't do in person in these times.

I've attached the write-up we talked about that falls into the "Bad Judgment" category of Why Combat Vets Don't Talk About It (WCVDTAI) of the private notebook I'm putting together - beyond the subject Classmate Vietnam Veteran Archival Notebook I plan on having done before the Reunion - whether it actually is held or not..

It took me a long time to find a way to write about this incident. Version One is how I wish it had gone and is fiction except there is no doubt we ran across a group of swimmers. . Version Two is how the whole incident actually unfolded. The longer I worked on it, the more I came to understand how much memory fails us.

If somehow we had access to all the facts with correct memory, what actually happened probably comes out somewhere in between the two versions.

I'm looking forward to your writing of what you related to us during our Charleston time together. My, my...that was such a good experience with all the guys...

I'll get back to you soon on what I have for each of our classmates so we can compare notes...thanks.....Bill

 **Swimmer's In The Water - A Skipper's Failure.docx**
22K



Bill Carr <bill@getrain.com>

Fwd: 1965 Class Vietnam Scrape Book Project.

1 message

Bill Carr <bill@getrain.com>

Fri, Apr 30, 2021 at 4:14 PM

To: Dave Livingston <dtlivingstoniii@aol.com>

Tom - Hope you enjoy the golfing with everyone.

Whatever you decide about your story, I'll respect. Hopefully you will decide to share it to further the depth of perspective I'm hoping this Scrapbook will bring to future men and women having to make similar difficult operational and moral decisions.

If you decide to pass, I'll not bring it up again.

Stay healthy...Bill

On Fri, Apr 30, 2021 at 1:36 PM <dtlivingstoniii@aol.com> wrote:

Bill,

Please accept my apology for being such a jerk about getting back to you. I am still considering (but very conflicted) sending you "my" story. I am rooming with Paul Blayney next week at the CG Golf Tournament in Myrtle Beach. His opinion and advise will hopefully help me decide one way or another. So I promise to at least get back to you soon. You are an inspiration that helps me fight the urge to just crawl into a shell. Thank you for all your efforts to finish a project that may be of help to someone in the future.
Be safe.

Tom

-----Original Message-----

From: Bill Carr <bill@getrain.com>

To: Dave Livingston <dtlivingstoniii@aol.com>

Sent: Sat, Mar 20, 2021 1:49 pm

Subject: 1965 Class Vietnam Scrape Book Project.

Tom - Just touching base to follow up on our conversations of several weeks ago.

I'm getting some very nice write-ups from several of the guys who were and even those who weren't at the WPB CO Charleston reunion.

Of the 43 that were Vietnam Vets in one capacity or another (or widows), I've contacted all but 9 so far and have finished work from 14. Another 20 have said they will write something or will at least think about it and have asked me to get back with them later.

A couple examples:

1. Ron Fritz - Besides sending me a number of well captioned photographs, I have some good quotes from a book he recommended about the sinking of PCF-19 off the Cua Viet June 16 of 1968 by NVA helicopters. Tony Finizio was on board the Campbell along with Jim Townley '67 who were also involved. Quite the story.
2. Jim Morgan - Jim had several incidences with helicopters killing innocent fisherman and his reporting of same. I'm touching base with him again in mid April when he is free to spend some time putting these stories together..
3. Bob Storch sent me a Captain Crunch write-up from the story he told in Charleston.
4. Lloyd kept a diary and is putting something together besides the Andrascoggin and PT WELCOME/PT GRAY trawler story.

On Nov 14, 2018, at 11:09 AM, <dtlivingstoniii@aol.com> <dtlivingstoniii@aol.com> wrote:

VN CO follow-up Note

Greetings to all,

I just want to summarize a few of the future plans that we discussed last week. First let me thank you again for your attendance and your participation – it exceeded my dreams for the event. I trust, God willing, that we will meet again in the not too distant future.

In that regard the CGCVA is holding their bi-annual convention in Charleston April 5-9, 2019. I know a few of us will attend and we will have a 65 group meeting. All are invited and encouraged to attend. Some of us will get together for golf in May and/or September, and the 55th will come up the following year. If you are motivated, as I am, to continue a search for VN pictures or stories, there will be opportunities to share them with your fellow VNCO's.

That leads to the topic of donating records and memorabilia to a future VN museum exhibit. Bill has asked that we each make a list of items we are willing to donate and send the list to him. Keep the items in your possession, marked for donation, until the project matures. Also Bill is working on putting together a group that would try to assemble and preserve some of the stories we heard last week. So think about putting one or two in written or recorded form while they are still fresh in your mind. (4)

The scanning project at the National Archives is the only way I could have put my story about Dave Faurot together, so I encourage you to participate if you can. The project not only details our service, it potentially helps your crew members and others who were logged onto your boat. The VA requires documentation that you had boots on the ground or that you sailed in VN 'Brown water' to qualify for coverage of all of the myriad of Agent Orange related health issues, many of which surface late in life. The VA turns to the Archives if the individual does not have appropriate documentation. (3)

Finally, I have attached a spreadsheet with VN CO Boat and Staff service time by division. Please send me your dates of service in each so that we will have a class record of our service. (1)

I hope you have a safe and thankful Thanksgiving

Tom

PS: I have included a link to a website which our cruise videographer sent to me. (2)

<https://www.facebook.com/TeamCharleston/videos/187912972146120/>

<ZO-Classmates in VN.xlsx>



Bill Carr <bill@getrain.com>

Re: Absent Classmate Presentations

1 message

dtlivingstoniii@aol.com <dtlivingstoniii@aol.com>
To: bill@getrain.com

Tue, Oct 23, 2018 at 3:55 PM

Bill, It sounds fine to me. We do have the golden Journey story about a VN experience from Morgan. He is in Europe- sent me an email from there but I do not think he gave much information. I'll send it to you when I have time to dig it out. I have missed several things so don't feel bad - I sent Fritz an email requesting info then minutes later found an email that Dick had s.ent me saying he interviewed Fritz about a month ago and got a good story from him. I apologized to Ron and sent the story to Kent. I sent another request to Carl Josephson yesterday, but have not heard from him. Got an email from Bill Norris today saying he would try to send me a story this week. Same from Roger. We may pull it off yet! Tom

-----Original Message-----

From: Bill Carr <bill@getrain.com>
To: 'dwalton0865' <dwalton0865@gmail.com>; dtlivingstoniii <dtlivingstoniii@aol.com>
Sent: Tue, Oct 23, 2018 4:07 pm
Subject: RE: Absent Classmate Presentations

Oh my goodness.....thank you Dick.

I do not believe, at this point, that I am in deep dementia – but one has to wonder!

From: dwalton0865 [mailto:dwalton0865@gmail.com]
Sent: Tuesday, October 23, 2018 2:35 PM
To: 'Bill Carr'; dtlivingstoniii@aol.com
Subject: RE: Absent Classmate Presentations

Bill,

FIRST NAME – We're coming down the home stretch for our Reunion in Charleston Monday through Thursday of the May 5th week. Earlier today you should have received an e-mail from Tom with the latest and greatest.

May needs to be November

Dick


cga65 Re: Just a VN reminder - Dave FAUROT & NATIONAL ARCHIVES April 25 and continuing

1 message

lie@aol.com <viglie@aol.com> Sun, May 6, 2018 at 5:24 PM
 dtlivingstoniii@aol.com, blan.consult.serv@gmail.com, paulblayney@aol.com, genebowen@charter.net, maryfaurot@gmail.com, refritz@verizon.net, helman@msn.com, horseyandrew@yahoo.com, flordajozzy@hotmail.com, capthowardn@gmail.com, tompenn@visi.net, priscampbell@usfamily.net, johnschwartz65@aol.com, np17.67@verizon.net, whoakarabns@aol.com, jrwilburn4593@bellsouth.net, wflagman@aol.com, BobOfutttx@aol.com, bjth44@hotmail.com, whnorris65@hotmail.com, robertchristiansen41@gmail.com, chap65@verizon.net, morganjlex@aol.com, ravingpat@aol.com, rogrufe@gmail.com, gmcgill@thejonesact.com, Bill@getrain.com, dwalton0865@gmail.com

Thanks Tom ...professional academic and amateur historian...

1- Ditto

2- **Additional detail** -

- a- Tom & I (plus an OCS XO) were alerted to the NATIONAL ARCHIVES April 25 unique CG opportunity by/thru our membership in **CG COMBAT VETS** - (\$40/2 yrs or lifetime) http://www.coastguardcombatvets.org/CGCVA3%20Membership%20Application_Layout%203-1.pdf or email Gary SHERMAN <cgva@comcast.net> — Use me, Tom, Walton, Chris or Wilburn as your sponsor.

<https://www.archives.gov/innovation-hub/projects/uscg-in-vietnam>

National Archives, asked for volunteers for April 25th, 2018, "Come out and join us for a U. S. Coast Guard **Logbook Scan-a-Thon on Wednesday, April 25th**, 9am to 4pm, in the Innovation Hub at the National Archives in Washington, DC ...part of the Innovation Hub's efforts to digitize pages from logbooks of USCG vessels that served in the Vietnam War. Learn more about the Coast Guard in Vietnam Project (in the link above).so they can be made available online. At noon, archives specialist Adebo Adetona will talk about Coast Guard involvement in the Vietnam... All you need is a research card, which you can get at the National Archives Building. Enter on Pennsylvania Ave side (across from Navy Memorial - another good source of Naval history) You don't need to have prior experience scanning records — we're happy to show you how it works. Email innovationhub@nara.gov to reserve a scanner and time slot. or for more info Catherine Brandsen, National Archives

SOME CUTTERS already available online [https://catalog.archives.gov/search?q=*:*&filter=\(tagsExact:%22USCGInVietnam%22%20or%20objectTagsExact:%22USCGInVietnam%22\)](https://catalog.archives.gov/search?q=*:*&filter=(tagsExact:%22USCGInVietnam%22%20or%20objectTagsExact:%22USCGInVietnam%22))

b- humble Tom spent most time on Wednesday, and was honored after the lunch speaker, as well as being photographed - we await where and when they'll be published...

c- Results of VN scanning should be available online soon

d- i spent time scanning on 3 other days, and got a permanent researcher card. Also experience getting relatively fast access to CONUS cutters i served on - 25 cents / copy which can be emailed or saved on flash drive - but you must be in person.

e- As others have experienced (Dick Walton, Tom Penn, & Chris?) Archives are pretty responsive to mail and email requests)

3- **My highlight was finally confirming some facts about Dave FAUROT.**

embarrassed to see "Archived" that i relieved Dave as CO POINT MARONE on June 15,, 1968. Other interesting details in the WPB LOGs confirmed, or disputed, my memory, of who, what, where and when...

Not as SEMPER PARATUS memory,

bald Walt. cga65 VN caboose = last to arrive May '68 & leave VN July 4, '69 - home 850 492-5634 cel 850 206-3522

-----Original Message----- From: dtlivingstoniii <dtlivingstoniii@aol.com>

To: William Blanchard <blan.consult.serv@gmail.com>; paulblayney <paulblayney@aol.com>; Gene Bowen <genebowen@charter.net>; Mary Faurot <maryfaurot@gmail.com>; Ronald Fritz <refritz@verizon.net>; Carl Helman <helman@msn.com>; Andrew Horsey <horseyandrew@yahoo.com>; Carl Josephson <flordajozzy@hotmail.com>; Thomas Livingston <dtlivingstoniii@aol.com>; Howard Newhoff <capthowardn@gmail.com>; TomPenn <tomppenn@visi.net>; Priscilla Campbell <priscampbell@usfamily.net>; John Schwartz <johnschwartz65@aol.com>; Robert Storch <np17.67@verizon.net>; Walter Viglienzone <viglie@aol.com>; Donna White <whoakarabns@aol.com>; Rod Wilburn <jrwilburn4593@bellsouth.net>; Kent Williams <wflagman@aol.com>; BobOfutttx <BobOfutttx@aol.com>; bjth44 <bjth44@hotmail.com>; whnorris65 <whnorris65@hotmail.com>; robertchristiansen41 <robertchristiansen41@gmail.com>; chap65 <chap65@verizon.net>; morganjlex <morganjlex@aol.com>; ravingpat <ravingpat@aol.com>; rogrufe <rogrufe@gmail.com>; gmcgill <gmcgill@thejonesact.com>; Bill <Bill@getrain.com>; dwalton0865 <dwalton0865@gmail.com>
 Sent: Sun, May 6, 2018 11:52 am
 Subject: Just a VN reminder

May 5, 2018

Greetings former comrads@arms;

I recently became aware that our ships logs from VN had been kept by the National Archives and that several classmates had gotten copies of portions of their logs. Being a professional academic and amateur historian I decided I wanted to see the original documents for myself. Last week I took advantage of an offer to come to the Archives and help scan these documents. It was an exciting experience for me to hold the logs that I wrote/signed in VN 50 years ago. And as a result I now have some backup to support the stories (lies) that I am putting together for the November meeting.

If you are encouraged to do the same you can contact me, Dick W., or Walter for more information. I hope you are getting together your pictures, documents, etc. to share with the rest of us. Let me know if I can help.

All my best,

Tom

Livingston 60

11 January 1967

Dear Cdr. High,

I'd like to thank you very much for your Christmas Card and letter and at the same time to wish you and your family a happy and prosperous New Year.

I trust you like Mobile; I've just passed through a few times and it appeared to be a libable enough city.

My boat, the Cape Current, was moved from Ocracoke to Norfolk, Va. in mid-December so I never did quite make it to the outer-banks, and I think its probably just as well. I've only been in Norfolk for a short time and I haven't seen too much of the city, but I sure do love my job as CO of the 95' boat. It's just about the greatest thing that's ever happened to me, I couldn't be more pleased with my assignment.

I would like to thank you again for your continuing efforts to keep in touch with "65".

Yours truly,
Ltjg D.T. Livingston



Public Information Division
U. S. Coast Guard Headquarters
Washington, D. C., 20591

VIETNAM WAR
USCG SQUADRON I
FOR RELEASE

OFFICIAL U. S. COAST GUARD PHOTOGRAPH - No. 6285

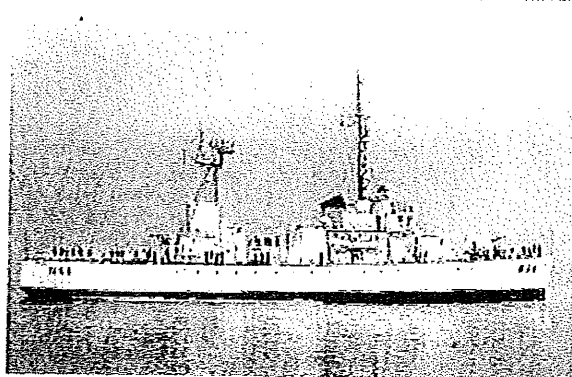
POINT SLOCUM ON VIETNAM PATROL

In battle grey the 82-foot U. S. Coast Guard Cutter POINT SLOCUM (WPE-82313) patrols the central coast of Vietnam on the lookout for enemy infiltrators trying to smuggle men and weapons from the sea to the Viet Cong ashore. Searching junks and providing gunfire support for friendly ground forces when needed are her routine duties.

Formerly stationed at St. Thomas, Virgin Islands, POINT SLOCUM was one of nine 82-ft. patrol cutters that arrived at So. Vietnam on February 22, 1966, to form Division 13 of Coast Guard Squadron I. With Divisions 11 and 12 already there, the new division boosted the total Coast Guard 82 footers to 26 assigned to the Market Time operations of the U. S. Naval Coastal Surveillance Force. Division 13 is based at Cat Lo, about 35 miles southward of Saigon.

One of POINT SLOCUM's memorable encounters with the enemy occurred on June 20, 1966, when a sister cutter, the USCGC POINT LEAGUE, drove a 100 ft. enemy trawler aground up the Co Chien River. In the ensuing battle the POINT SLOCUM with sister POINT HUDSON came to the POINT LEAGUE's aid, providing heavy suppression fire on Viet Cong beach positions that poured heavy fire on the cutters in an attempt to save the trawler. The enemy trawler, nevertheless, was fired and sunk by the cutters and yielded a booty of an estimated 250 tons of captured arms and ammunition.

USCGC *Wachusett* (WHEC-44)



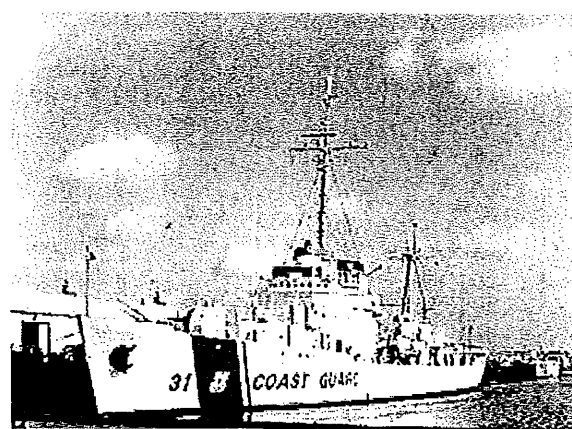
USCGC *Wachusett* (WHEC-44), 1966

USCGC *Wachusett* (WHEC-44) was an Owasco class high endurance cutter built for World War II service with the United States Coast Guard. She was commissioned too late for service in that war and consequently did not see military service until the Vietnam War.

Wachusett was built by Western Pipe & Steel at the company's San Pedro shipyard. Named after Wachusett Lake, Massachusetts, she was commissioned as a patrol gunboat with ID number WPG-44 on 23 March 1946. Her ID was later changed to WHEC-44 (HEC for "High Endurance Cutter" - the "W" signifies a Coast Guard vessel).^{[1][2]}

Wachusett was assigned to Coast Guard Squadron Three, Vietnam, from 10 September 1968 to 1 June 1969.

USCGC *Bibb* (WPG-31)



USCGC *Bibb* (WPG-31)

The USCGC *Bibb* (WPG-31) was a 327-foot (100 m) Secretary-Class (also known as "Treasury Class") Coast Guard ship commissioned in 1936. Seven similar "combat cutters" were built and named for secretaries of the United States Treasury. The legendary *Bibb* was named for U.S. Secretary of the Treasury (July 4, 1844 – March 7, 1845) George M. Bibb.

One of PT SLOCUM's memorable encounters with the enemy occurred on June 20, 1966 when a sister cutter, the USCGC PT LEAGUE, drove a 100 foot enemy trawler aground up the Co Chien River. In the ensuing battle, the PT SLOCUM with sister PT HUDSON came to the PT LEAGUE's aid, providing heavy suppression fire on Viet Cong beach positions that poured heavy fire on the cutters in an attempt to save the trawler. The enemy trawler, nevertheless, fired upon and sunk by the cutters and yielding a booty of an estimated 250 tons of captured arms and ammunition.