



RETIREE NEWSLETTER

"They Also Serve"



FRANK A. WELCH SELECTED AS NINTH MASTER CHIEF PETTY OFFICER OF USCG

On September 13, 2002, Master Chief Quartermaster Franklin A. Welch was selected to serve as the Ninth Master Chief Petty Officer of the Coast Guard. In his most recent assignment, Master Chief Welch served as Officer in Charge of USCGC SOCKEYE (WPB 87337), homeported in Bodega Bay, California. His first operational tasking aboard SOCKEYE was to command

her through an initial homeport transit of 6,000 nautical miles from New Orleans, Louisiana, to her homeport of Bodega Bay. Prior to this assignment, Master Chief Welch served as Officer in Charge, USCGC POINT CHICO (WPB 82339), also homeported in Bodega Bay.

Advancing quickly, Master Chief Welch has served in the Coast Guard for 22 years; nine of which were as a Master Chief Petty Officer. He has served aboard USCGC SWEETBRIER in Cordova, Alaska, where he devoted his off-duty time striking the Quartermaster rating; Aids to Navigation Team Bristol, Rhode Island, as operations and aids to navigation petty officer; USCGC HARRIET LANE as assistant navigator and deck watch officer; USCGC VIGOROUS as assistant navigator and deck watch officer; Fleet Training Unit, U.S. Atlantic Fleet as an underway navigation and visual communications instructor and training liaison officer; and aboard USCGC GALVESTON ISLAND as executive petty officer. Master Chief Welch also served as Command Master Chief for the Ninth Coast Guard District, Cleveland, Ohio, and as Master Chief of the Coast Guard Chief Petty Officer Academy in Petaluma, California. Master Chief Welch was designated as a Master Training Specialist by Commander, Training Command, U.S. Atlantic Fleet where he also received the Coast Guardsman of the Year Award for 1991.

Master Chief Welch has earned the permanent Cutterman, Coxswain, Command Master Chief, Chief Petty Officer Academy, and Officer in Charge Afloat pins. His military awards include two Meritorious Service Medals, two Coast Guard

Commendation Medals with "O" device, the Navy Commendation Medal, the Coast Guard Achievement Medal with "O" device, the Commandant's Letter of Commendation Ribbon with "O" device, two Coast Guard Unit Commendations with "O" device, five Coast Guard Meritorious Unit Commendations with "O" device, four Meritorious Team Commendation ribbons, the Navy Meritorious Unit Commendation, the Coast Guard Bicentennial Unit Commendation ribbon, seven Coast Guard Good Conduct Medals, two National Defense Service Medals, the Humanitarian Service Medal, three Special Operations Service Ribbons, five Coast Guard Sea Service ribbons, and the Coast Guard Rifle and Pistol Marksmanship ribbons.

Master Chief Welch, 41, a native of Texas, is married to the former Mari Lynn Perry of Newport, Rhode Island.

WATCH FOR NEW ENTRY GATE TO ISC SEATTLE

ISC Seattle will be closing the present main gate in the near future. The new entry will be one block south on Massachusetts Street. Per-

sons walking to Pier 36 will be able to enter through a "Walking Gate" at the current gate. Watch the CG Retiree Council - Northwest website at www.cgretirenw.com for further updates.

A DEADLY REMINDER OF WHAT OUR SERVICE IS ALL ABOUT



James Island, Wash. (Feb. 14 1997) — The 44-ft. motor lifeboat (44363) lies grounded on a rocky shore at James Island, Wash. The top portion of the boat had been torn away. Rips, scratches, and several deep dents marred its white hull. The boat's engine was still running when its lone survivor, Seaman Apprentice Ben Wingo, bruised and battered on the night of Feb. 12, stepped down off the boat in waist-deep water and waded to shore where he set off a flare. In the early morning hours of Feb. 12, in heavy sea conditions off the Quillayute River/Pacific Ocean bar, three Coast Guardsmen from Station Quillayute died tragically when their 44-ft. motor lifeboat capsized as they responded to a distress call from a dismasted sailboat. USCG photo by PA3 Della Price

"Headline, Portland, Oregon." Coast Guard Retiree Council - Northwest plans for a "retiree ALL HANDS" meeting in Portland sometime mid March 2003. Mark your calendars now! A separate mailing notice will be sent giving time and date.

"Volunteer position open for Webmaster." Looking for motivated Coast Guard retiree to act as Webmaster of www.cgretirenw.com. Interested individuals contact Council Secretary, Ev Black at "evblack@attbi.com".

RETIREE NEWSLETTER

The RETIREE NEWSLETTER is a publication containing news of general interest, suggestions, and information to keep Coast Guard retirees and their dependents informed of recent developments. This publication shall not be considered authority and is non-record material. Comments and suggestions should be directed to the editor, Patrick Wills, care of:

COAST GUARD RETIREE COUNCIL NORTHWEST
USCG Integrated Support Command
Worklife (Retiree Council)
1519 Alaskan Way South, Bldg. 1
Seattle, Washington 98134

JUNEAU MEETING ON THE BOUY DECK 9/6/2002

Dick and Missy Malm met at the "Buoy Deck" at Station Juneau with retirees - RADM Dick Knapp, CAPT Tom Gemmell, CDR Larry Vose, LCDR Carroll (Butch) Holst, Jr. CWO4 Jim Tyner & his wife Louise, and ETC Jimmy Gunn. Dick Malm emphasized that Coast Guard Retiree Council - Northwest is ready to assist all Alaska retirees and annuitants - just let them know what your needs are. A copy of the latest Council roster (March 2002) was distributed.

Other topics covered:

Stay informed - Newsletters and other publications, including on-line web sites, for retirees from whatever source,

Keep your Federal, State, and Local legislatures and officials apprised of your interests. It is best to communicate with these officials in writing.

Health Care - Tri-Care and Medicare appear to be the dominate systems for health care in the Juneau area. Those in attendance are quite knowledgeable about what their options are.

Long Term Care (LTC) - A brief presentation about the Federal LTC Plan was made. Careful consideration of existing and projected savings and investments are an important part of the LTC decision. Those under 55 years of age are more likely to find an LTC policy advantageous than those older. But under any circumstances it is worthwhile whatever your age to inquire into an LTC plan whether it be the Federal or a private plan.

Survivors - A copy of the May 1999 Survivors Guide produced by the CG Retiree Council - Northwest was given to each attendee strongly recommending that they each review their own circumstances and set up an information file for their survivors.

Foundation for Coast Guard History (FCGH) - Brochures were passed out. Those present have experienced significant historical events in the Coast Guard. Their support in reporting and recording these experiences was encouraged. Specifically they were asked to suggest notable Alaska Coast Guardsmen who would be excellent candidates for oral histories.

In addition to the retiree matters is was a great opportunity to visit with long ago fellow Coast Guardsmen.

Notice: Chief Eracelo Alimpolo, USCG (ret) crossed the bar on 2 October 2002 at the age of 103.

1ST ANNUAL GREATER INLAND SPOKANE AREA COAST GUARD DAY PICNIC

Fun was had by all at our 1st CG Day Picnic in Spokane, WA on Sat, 17 Aug. Host of the picnic was CG Recruiting Station Spokane. The 100 or so CG Active, Reserve, Retired, and CG Aux had a marvelous time recapturing



old times and old places. A supporting speech by Capt Dana Starkweather - Co-Chair of the Coast Guard Retiree Council Northwest, Seattle was welcomed by all. Council members in attendance were: Captain Starkweather, ETCM Tim Lackey, and ATCM Charlie Craig.

We are looking forward to next years festivities and invite all Spokane area "Coasties" to attend.

PRISONER OF WAR COMPENSATION BILL INTRODUCED

Idaho Chairman of the House Veterans Benefits Subcommittee Congressman Mike Simpson has authored legislation to increase the compensation of POWs. H.R. 5235, the Former Prisoners of War Special Compensation Act of 2002 establishes a three-tiered special monthly pension. In the past the Department of Defense has offered some compensation to POWs but it was not levied across the board. Simpson's bill would create a new compensation system delivered through the Department of Veterans Affairs. Under Simpson's legislation, POWs detained 30 to 120 days would receive \$150 per month, those detained 121 to 540 days would receive \$300 per month, and those detained for 540 or more days would receive \$450 per month. Currently there are an estimated 42,781 living American ex-POWS. More

than 39,700 are World War II survivors, 2,400 from the Korea War, 601 are from the Vietnam War, one from Somalia and three from Kosovo. Approximately 10 former American POWs die each day.

FOUNDATION FOR COAST GUARD HISTORY WEB SITE

Ahoy Mates,

It gives me great pleasure to announce that the Foundation has a web site. It can be reached at "<http://fcgh.org/>". To send e-mail to any of us, we can be reached through the web site such as "fred@fcgh.org." Please visit the site and give us suggestions for further enhancements.

Memoria Semper

Fred Siegel, www.fredsplace.org

COAST GUARD UNVEILS NEW BOAT

If the Coast Guard's new 47-foot motor lifeboat rolls



over, its buoyancy chambers and ballasts will automatically right it in seven to nine seconds, with the engine still running. Thirty-foot waves and 57 mph winds can't stop it — although a rollover will rip the antennas and wires off the mast. By comparison, eight-foot waves and 34 mph winds are all that the smaller 41-footers can handle. Those features are crucial for a boat that will average one search-and-rescue operation a day and spend five to six hours a day on harbor patrols for homeland security purposes.

"There are numerous periods in the winter when the sea is so rough, we close down the inlet and say we're unavailable for offshore search and rescue," said Capt. Mark Kerski, operations commander for Miami, FL. "[This boat] can go out in a lot nastier weather." The

47' Continued on page 4

47' Continued from page 3

Coast Guard's 110-foot cutters can handle rough weather, but they cannot be deployed as quickly or move as fast as the 47-footer. Though it won't be commissioned until December, the Coast Guard showed off its new boat on September 16th.

With the increased emphasis on homeland security, these boats are vital, Kerski said. "Before September 11, we only spent 5 percent of our time doing harbor patrols," he said. "Now they take up half our time." The boat cost \$800,000. It's the first of the Coast Guard's small boats to have air conditioning and autopilot. "If you're rescuing someone who's been out on a raft for days, it's nice to be able to cool them down," Kerski said.

**COAST GUARD SCRAMBLING
FOR MORE OFFICERS**

By Robert A. Hamilton

New London — The missions of many federal agencies have changed since the attacks on Sept. 11, but none likely has altered more than the charge given to the U.S. Coast Guard. Envisioned as a key component of a new department overseeing America's security, the Coast Guard is answering the call, in part by boosting the number of its officers. The Coast Guard is planning to bring into its service about 700 new officers a year for each of the next three years. That number represents an annual increase in officers of more than 40 percent, and every one of those men and women will have to come through the U.S. Coast Guard Academy.

"We're brainstorming," said RADM Robert C. Olsen Jr., superintendent of the Academy. "There are a lot of good ideas right now, and we're not sure what we're going to do yet, but the one thing we know is that we cannot reduce capacity." The Officer Candidate School, which was moved to the Academy in 1998, puts recent college graduates through 17 weeks of training before commissioning them as ensigns. Its classes will double in size starting this fall, said CDR Vann Young, head of the school.

The service is looking at other options as well, although most of them will not be sources of as many officers as the Academy or OCS, said CAPT Bruce E. Viekmán, the Future Force 21 Project Manager at CG headquarters in Washington, D.C. Among the options are: the Direct Commission Officer program, which brings in aviators, lawyers, engineers, physician assistants and other specialists; a program that promotes chief warrant officers to lieutenants; and a program that brings in graduates of some recognized maritime academies. Those officer candidates also come through the academy, for training that ranges from three to five weeks.

Since every officer brought into the Coast Guard through any program has at least some training at the academy, the changes will put more pressure on the school. Nonetheless, officials say that they will not relax standards.

"We will never sacrifice quality for quantity," Olsen said. "We have looked very carefully at what our capacity is, what our space can handle, and what we need for new instructors. And we have been given the resources we need." The school is going to add 37 new positions this semester, said the academy planning officer, LCDR Tim Ciampaglio. "The Leadership Development Center is going to get the majority of the new billets" Ciampaglio said. "The rest are going across the board."

For the last few years, the Coast Guard has commissioned about 485 officers annually, with about 165 from the four-year program. Starting Oct. 1, it will have to bring in about 700 annually, with most of the growth due to Homeland Security requirements. After Oct. 1, 2005, the number of new officers each year will drop back to 515, based on current projections.

Until now the Coast Guard has used some stopgap solutions to meet its need for additional personnel, including calling up reservists and recalling retirees, but the only long-term measure will be to boost officer accession through its so-called "pipelines." Even a program commissioning chief warrant officers and recruiting OCS candidates from the enlisted force has its drawbacks, according to one Coast Guard assessment, because it could strip the enlisted force of its best people. At best, that method only pushes the recruiting challenges off to another area.

The Direct Commission program has yielded about 45 officers a year recently, and the Coast Guard hopes to boost that to 90. That strategy, however, has its limitation because the Coast Guard needs to fill jobs in specialties other than those that Direct Commission candidates can fill. And the program to bring in graduates of accredited maritime academies is too new for thorough evaluation, Viekmán said.

Graduates of the four-year program at the academy have the highest career retention of all officer programs, according to a study that Viekmán presented to the school's board of trustees this year. The trustees received suggestions for increasing the number of four-year graduates. Some ideas were rejected quickly, including one to speed up the training program to two or three years. Olsen has focused on working with the upper-class students, particularly second-class or juniors, known as the cadre, who train the incoming class. He said that the new students should be encouraged to succeed while still being held to demanding standards. This year, attrition during Swab Summer — the first weeks for the incoming class — was 6 percent, compared

MARINE PATROLS

Sea marshals watch Alaska waters

Excerpt from article By Zaz Hollander Anchorage Daily News

with 10 or 15 percent for most years. "That's remarkable," Olsen said. "That's incredible leadership on the part of the cadre."

But that has left him with a dilemma. "We weren't planning on that many making it through," Olsen said. "The more the merrier, as far as I'm concerned, but it means we're going to have to triple up in some areas where we hadn't planned on it for now. I'm glad to have every one of them, though. They're great kids." Olsen said the academy, which got approval for a major modernization program in several of its building with the arrival of the Leadership Development Center four years ago, must soon begin work on Chase Hall, which has not received any major work in decades. That work might call for temporary housing for some students and officer candidates. Also, the service must balance the needs of the academy against the need to modernize its fleet so that all the new officers have places to go when they graduate. The Coast Guard recently announced a \$17 billion multi-year contract to build a network of cutters, aircraft and sensors. The money for that project will come out of the same pot of funds that will pay for improvements at the academy — the Coast Guard's Acquisition, Construction and Improvement budget.

One quick source of officers for the Coast Guard is its OCS program, which will double in size to classes of 90 starting in October. Recruiting, according to Young, has not been a problem. The October class has been filled for weeks, and the March and July 2003 classes are filling rapidly. "We've got people knocking down the door," he said. "It seems like we get more and more well-qualified people for every class.

"It's amazing the degrees that people bring to us, the experience people bring to us, and the enthusiasm that people bring to us. It really helps to create a diverse officer corps." Best of all, he said, the classes have filled with no special waivers, no relaxing of admission standards. "I can see where there might be a concern that we're going to water down our workforce, but that's not the case at all," Young said. "These people are as well-qualified as any candidates we've ever brought in." Young works with recent college graduates, pushing them through courses on leadership, nautical science and some general academics, in addition to a rigorous physical training regiment. Most leave for some type of operational job, on a cutter or marine safety office. With three classes a year, Young figures that boosting each class to 90 students will yield between 240 and 270 new officers annually from OCS. That number, added to 165 from the Academy, 90 from the Direct Commission program and some from the other avenues, still might not meet the need. "It's going to be tight, and we know that," Young said. "But we also know that we can find ways to do it."

Elite squads of anti-terrorist maritime police embarked on a new mission in Alaska last September. It's easy to compare the marine patrols, called sea marshals, with air marshals, armed plainclothes agents who anonymously mingle with passengers on commercial airlines. But before every random boarding, the sea marshals load their guns, don bulletproof vests and shrug on orange float coats marked with bold white letters that read U.S. COAST GUARD.

That visibility is crucial for the deterrent aspect of the job: to make somebody think twice before taking over a cruise ship in Seward or riding a foreign tramper into Valdez. The marshals will probably never know whether they made a terrorist change course, said CDR Robert Forgit, who created the state's sea marshals program as head of port security for Western Alaska. That's OK. "We want the message to be clear that the Coast Guard is out there," Forgit said.

The sea marshals, together with long airport lines, are the most visible face of counter-terrorism in Alaska and are a big part of the Coast Guard's new homeland security program. Since Sept. 11, the Coast Guard here has spent \$17 million on homeland security and added about 48 positions, many of them in Valdez. Since last fall, sea marshals clocking in more than 3,500 hours have boarded more than 70 boats and ships.

The United States faces a steep learning curve defending against possible attacks on home soil, said CAPT Tony Groves, a British Army veteran who did a tour in Belfast in 1986 before he was even 18. "To be brutally honest, you've had it rather gentle until now," Security Chief Alex Herriott said. Both men serve aboard the British cruise ship *Star Princess*.

Valdez shield

Forgit created the sea marshals from scratch last year. Other commanders added about 36 positions to operations in Valdez, where an entire unit formed to protect the port where tankers get oil from the trans-Alaska oil pipeline, one of the state's few obvious targets. The five 110-foot cutters stationed in Alaska rotate one at a time through the Valdez harbor on regular patrols. Many new personnel patrol a new security zone around the tanker port from two new 27-foot boats.

People regularly on the water and dockside say they're seeing more of the Coast Guard with its stepped-up security role. Passengers on glacier cruises have no-

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“QUEEN OF THE FLEET” TURNS 60; COAST GUARD CUTTER STORIS IS OLDEST COMMISSIONED CUTTER IN FLEET

By Chief Petty Officer Marshalena Delaney



USCGC Storis [WAGL-38; WAG-38; WAGB-38; WMEC-38]; “U.S. Coast Guard utility icebreaker STORIS during the run for a short-cut Northwest Passage prepares to send helicopters aloft on ice reconnaissance before proceeding eastward through Amundsen Gulf to Dolphin and Union Straits, Canadian Northwest Territory (July 23, 1957). Arctic ice conditions were reported worst in many years at this time of year. The STORIS with Coast Guard ships SPAR and BRAMBLE on September 6, 1957, became the first deep draft vessels to complete transit of Ballot Strait from west to east. This historical discovery realized a centuries-old dream of a short-cut Northwest Passage for deep draft tin-skinned cargo vessels to traverse between the Pacific and the Atlantic.

Although modeled after the 180s, Storis, was in fact a larger tender. She was originally designed as a supply ship for Allied bases in Greenland. Since that time she has served in a variety of roles and taken part in a number of historic ventures. As of 2000, she was designated as a medium endurance cutter and her hull numbers were painted in gold in honor of being the oldest cutter in the fleet.

answer to the above question. After just two years with the service, the young Gunner’s Mate was assigned to the USCGC Point Dume (WPB 82325) in DaNang, Vietnam. His duties there included intercepting enemy vessels, port security and rescue of downed flyers. Back in the states, in 1971, Paul switched his rating from Gunner to journalist. After 30 years in the military, CWO4 Scotti retired from public information duties and set sail on the roads of America with his wife Liz in their motorhome.

Scotti’s experiences in Vietnam, coupled with his love and skill with words finally came together to give a voice to the Coast Guard’s crews that served in that war. This voice comes to us in the form of his book “*Coast Guard Action in Vietnam.*” “*Stories of Those Who Served.*” (ISBN: 1-55571-528-1) Scotti’s journalism is a well crafted and engaging history of the Coast Guard’s unusual and dangerous involvement in Vietnam. From the beginning of the services participation in 1961 through a haunting account of the Air Force’s accidental and fatal attack on the CGC Point Welcome, to gripping sea battles with North Vietnamese gunrunners to the final fall of Saigon in 1975. Paul guides his readers on an exciting sortie into the little-known world of the USCG in Vietnam. His book includes photos and a historical overview of the service in action.

The Naval Institute Proceedings Magazine said about CWO4 Scotti’s book “*Quite simply, this is a book that fills in the blanks in a chapter in the CG’s*

Sept. 29, 2002 KODIAK, Alaska - The Coast Guard celebrated the 60th anniversary of the Coast Guard Cutter Storis Monday. The Storis is the oldest commissioned cutter in the Coast Guard’s fleet.

The Storis is a multi-mission cutter, performing search and rescue, maritime homeland security, fisheries law enforcement and any other task the crew may be called upon to complete.

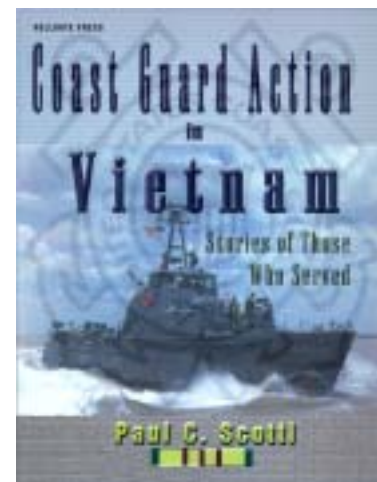
After 60 years of service, the Storis continues to patrol the frigid Alaska waters to protect America’s vital fishery resources and rescue distressed mariners. Even with the Coast Guard’s new Integrated Deepwater System contract, in place to produce a new coastal protection fleet, the Storis is expected to be in service for several more years.

The cutter has a long and illustrious career too detailed to mention. One highlight of its career is that the cutter has safeguarded Alaskan waters for 54 years. The Storis was moved from California to Juneau in 1948, then Kodiak in 1957, and has remained home-ported in Alaska ever since.

Before its Alaska career, the Storis was part of the Greenland Patrol during World War II. The Storis’ crew captured a Nazi weather station on the Greenland coast.

WHAT WAS THE COAST GUARD DOING IN VIETNAM?

In 1967 GM2 Paul C. Scotti learned the very personal





history that is neither well known nor understood." Admiral Paul Yost called this book "A superbly told story of danger, war,

rescue at sea and uncommon valor mixed with humanity involving members of the nation's oldest seagoing service...I could not lay it down." Scotti is the author of two other non-fiction works published by Simon & Schuster.

This book "*Coast Guard Action in Vietnam*" is available from bookstores and online sellers or direct from the publisher at www.hellgatepress.com. Paul's ship mates and friends can reach him on the road at scottipals@pocketmail.com.



TRICAREONLINE.COM THE FUTURE HAS ARRIVED

Starting October 2002, tricareonline.com will be implemented, in phases, at all military treatment facilities (MTFs) worldwide. [Tricareonline.com](http://tricareonline.com) offers Department of Defense (DoD) beneficiaries, managers and providers an array of interactive features and capabilities that are accessible anytime from any laptop or personal computer. Some features are available now for all beneficiaries, such as a personal health journal, symptom checker, prescription checker, 18 million pages of consumer health information, disease management tools, and TRICARE claims and benefits information.

The first wave of interactive capabilities that TRICARE is implementing with this phase-in are available only for TRICARE Prime, Plus and special category patient beneficiaries who will have access to features such as online appointment scheduling with their assigned MTF primary care managers. More interactive capabilities will be added over the next year, such as prescription refills and renewals and scheduling for a broader range of specialty and clinic appointments. Requests for routine tests and limited patient-to-provider e-mail also will be forthcoming in 2003. [Tricareonline.com](http://tricareonline.com) is one of the most significant changes in the military health system since the creation of TRICARE itself. As a dot-com, it is accessible from any personal computer or laptop in the world with an Internet connection. Once fully

deployed, all TRICARE patient, provider and manager transactions will be routed through a single, secure, electronic portal. By linking 8.7 million beneficiaries, managers and providers, tricareonline.com is the largest program of its kind in military and civilian health care.

Beta testing of tricareonline.com recently was completed in Regions 1 (National Capitol Area), 9 and 11 and Germany. Provider and beneficiary responses exceeded expectations. The program is designed to be intuitive and is easy to navigate, even for new Internet users. The sophistication of the style, features and capabilities moves TRICARE to a new level. Beneficiaries not located in the regional areas listed above should check with their local MTFs within the next several months for their projected TRICARE Online implementation date. For more information, click on www.tricareonline.com or call the Worldwide TRICARE Information Center toll free at 866-DoD-EWEB (866-363-3932).

Marine Patrols Continued from page 5

ticed instant cutter escorts as they sail into Valdez. Commercial fishing boats out of Cordova report cutter crews turning them back to the dock for safety violations. People boarding ferries might spot uniformed Coast Guard patrols walking the docks. So far, all those cutters, small boats and increased patrols have yet to run across any sign of terrorist activity, commanders in Juneau and Anchorage say.

Becoming the nation's marine security force is a challenge in Alaska more than anywhere. Crews face vast seas, wicked weather and seasonal swings of fishing seasons and summer cruises. Basically, outside Valdez, life in the new Coast Guard boils down to roughly the same number of people doing more jobs. Some mariners wonder whether overworked crews on distant patrol missions will be too far away to make a save. But the Coast Guard isn't selling short its other responsibilities like search and rescue, said Marsha Delaney, a spokeswoman in Kodiak. Crews will always make their first priority search and rescue. Cutters also continue to patrol the Bering Sea boundary between the United States and Russia, where hundreds of foreign fishing vessels line up to catch lucrative bottom fish, sometimes illegally, from U.S. waters. What about homeland security? "Also number one with big flashing lights. We can't stop doing our other missions, so units sometimes will go out on a patrol and have all kinds of tasking." Reservists are playing a key role in the Coast Guard's new security responsibilities. Of the 48 positions added for homeland security in Alaska, 34 were reservists, according to Schott. Nine are new full-time, active-duty positions, three moved from other positions in the state. The Guard wants to reduce the burden its new mission placed on reservists, Schott said.

Remembering Yesterday in the U. S. Coast Guard



USCGC Yocona (WAT-168; WMEC-168); USCG Photo No. 528483; May 1948

The Yocona was a US Navy Diver Class salvage vessel, formerly named Seize, that entered Coast Guard service in 1946. Sisters Acushnet joined her in the Coast Guard fleet that same year while Escape waited until 1980. Each proved to be excellent medium endurance cutters, carrying out search and rescue and law enforcement duties, particularly fisheries enforcement. During her career, Yocona served out of Eureka, California, Astoria, Oregon, and Kodiak, Alaska. Note the boom attached to her foremast.



*USCG Integrated Support Command
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**c/o COMMANDING OFFICER
Coast Guard Retiree Council Northwest Newsletter**