



United States Coast Guard Retiree Council North West PACIFIC CURRENTS NEWSLETTER



"They Also Serve"

VOLUME XIV ISSUE III

INGALLS, COAST GUARD CHRISTEN NATIONAL SECURITY CUTTER NAMED FOR HEROIC LIFESAVER



Ingalls Shipbuilding President Brian Cuccias looks on as Charlene James Benoit christens the U.S. Coast Guard Cutter James (WMSL 754) Saturday August 16, 2014 at Ingalls Shipbuilding in Pascagoula.

By April M. Havens | ahavens@al.com, www.gulflive.com The Mississippi Press

PASCAGOULA, Mississippi -- Much like the advanced Coast Guard national security cutter that bears his name, Capt. Joshua James was focused on multiple missions.

With the help of James' great-great-niece, Charlene James Benoit, Ingalls Shipbuilding in Pascagoula christened its fifth cutter for the Coast Guard today.

Benoit, Coast Guard leaders and others spoke of James' legacy and thanked shipbuilders for the 418-foot ship that will have a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 110.

"Without you, this technological marvel could not exist," U.S. Rep. Steven Palazzo told shipbuilders. "This is truly a ship to be proud of."

The ship's namesake "embodied our guiding principles of service to nation, duty to people and commitment to excellence long before we ever thought to write them down," said Vice Adm. Peter Neffenger, vice commandant of the Coast Guard and the event's keynote speaker.

James, born in 1826, saved hundreds of lives throughout his 60-year career. He died at 75 after running a drill with his U.S. Life-Saving Service crew in 1902. The USLSS was a predecessor of the Coast Guard.

"He was multi-mission before we knew what that meant," Neffenger said, noting James embraced the latest technologies and even conducted maritime surveillance during the Spanish-American War.

"Again, we didn't even know that was our job back then," he said.

Huntington Ingalls Industries President and CEO Mike Petters referenced the old adage that to save a life is to save the world.

With James saving 600 lives, that's enough to save an entire universe, he said.

"Capt. James saved enough people over the course of his life to crew five of these ships," Petters said. "Now, that's what legends are made of. Now his story will go everywhere that this ship goes."

Christening and naming a ship, Neffenger said, brings the ship to life, and James' spirit will help shape the future of the cutter and the Coast Guard.

"We need his spirit, his dedication and his values," he said. "We need his adaptability, his staying power and his multi-mission focus. We need his courage, his innovation and his efficiency."

"What we need is a 21st century Joshua James that can meet the

James Continued from page 2

James Continued from page 1

demands of a 21st century world, and I think you've heard that we've found what we need, and it's moored right behind me," he said.

Neffenger also thanked Benoit for sponsoring the ship.

"We choose names to connect us to our past," he said. "You've ensured that his legacy will guide our future."

Benoit, of Milford, Conn., had family members come in to Pascagoula from Boston, New Jersey, Florida and other locales.

"This is a family that sponsors in force," Neffenger said with a smile.

Benoit said she was humbled and honored to have her ancestor's name on such a powerful ship.

"My hope for this ship is that the experiences of the crew who is going to bring this ship to life will be ones of good health, good fortune and safety because we are so grateful for their service," Benoit said.

James is one of eight planned Legend-class ships, which are replacing the 378-foot Hamilton-class cutters of the 1960s.

The cutter can be used for a multitude of tasks, including drug interdiction, law enforcement, search and rescue, environmental protection and national defense missions.

COAST GUARD CUTTER HAMILTON, 4TH NATIONAL SECURITY CUTTER, COMPLETES ACCEPTANCE TRIALS

Coastguardnew.com

PORTSMOUTH, Va.
— The fourth National Security Cutter, Hamilton, successfully completed several days of rigorous acceptance trials on Aug 18th, 2014 to ensure the cutter meets its contractual requirements and is ready for delivery to the Coast Guard.

The Hamilton, which will be home ported in Charleston, South Carolina,

conducted the acceptance trials in Pascagoula, Mississippi, and at sea in the Gulf of Mexico by the Coast Guard and the U.S. Navy's Board of Inspection and Survey.

Acceptance trials are the final significant milestone, or final exam, before the government takes ownership of a new cutter. Representatives from the Board of Inspection and Survey inspected all of Hamilton's systems, tested its shipboard equipment, examined the quality of the cutter's construction and evaluated its performance and compliance with the contractual specifications to identify any noteworthy deficiencies that need to be corrected prior to delivery.

The Coast Cutter Hamilton performs sea trials in the Gulf of Mexico Aug. 13, 2014. (U.S. Coast Guard photo by Petty Officer 3rd Class Carlos Vega)

The Coast Cutter Hamilton performs sea trials in the Gulf of Mexico Aug. 13, 2014. (U.S. Coast Guard photo by Petty Officer 3rd Class Carlos Vega). Click for ore photos and video from the sea trials.

"Hamilton's acceptance trials demonstrated that Ingalls shipyard has built a superb ship that will endure for many decades," said. Capt. Douglas Fears, prospective commanding officer of the Hamilton. "The exceptional craftsmanship in Hamilton will soon be met by the extremely talented Coast Guard men and women that will breathe life into this great ship. We are very excited to get Hamilton to sea and make the cutter's new home in Charleston."

The Board of Inspection and Survey will soon make a formal recommendation regarding the cutter's acceptance to the Coast Guard. The Coast Guard will work with the shipbuilder, Huntington Ingalls Industries, during the next few weeks to adjudicate identified discrepancies prior to Hamilton's acceptance. Hamilton is scheduled to be delivered to the Coast Guard in mid-September.

Hamilton's builder's trials earlier this summer resulted in no major issues with the cutter's important command, control, communications and computers systems.

The ship is named in honor of Alexander Hamilton, who articulated the need for the Revenue



The Coast Cutter Hamilton performs sea trials in the Gulf of Mexico Aug. 13, 2014. (U.S. Coast Guard photo by Petty Officer 3rd Class Carlos Vega)

Hamilton Continued on page 3

COAST GUARD RETIREE COUNCIL NORTH WEST MEMBERS

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(CG Base Seattle Liaison Officer)
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WASHINGTON, D.C. - A new 45-foot response boat medium (RB-M) passes by the Washington Monument on the Potomac River during a capabilities demonstration, Sept. 24, 2008. This boat was the first model put into testing and is currently assigned to Station Little Creek, Va. The RB-M re-capitalized capabilities of the retired multi-mission 41-foot utility boats (UTB) and multiple nonstandard boats to meet the needs of the Coast Guard.
USCG photo by PA1 Adam Eggers

Hamilton Continued from page 2

Cutter Service in The Federalist Papers and then established it as the first Secretary of Treasury, the forerunner of today's U.S. Coast Guard. It is the sixth Coast Guard cutter to bear the name Hamilton.

Hamilton is the fourth of eight planned NSC's and the first to be home ported on the East Coast. At 418 feet and 4,500 tons, the lead ship in the new Legend-class of national security cutters and is designed to be the flagship of the U.S. Coast Guard's fleet, capable of executing the most challenging maritime security missions including supporting the mission requirements of U.S. combatant commanders.

The fifth NSC, James, and sixth, Munro, are currently in production at Ingalls Shipyard in Pascagoula. The James was christened on Saturday and will ultimately be home ported in Charleston with Hamilton. Fabrication of the Munro officially commenced Oct. 7, 2013. Click here for video and pictures from the James christening.

The production contract for the seventh NSC, Kimball, was awarded to Huntington Ingalls Industries on March 31, 2014.

The largest and most technologically advanced of the Coast Guard's newest classes of cutters, the NSCs replace the aging 378-foot High Endurance Cutters, which have been in service since the 1960s. Compared to legacy cutters, the NSCs' design provides better sea-keeping and higher sustained transit speeds, greater endurance and range, and the ability to launch and recover small boats from astern, as well as aviation support facilities and a flight deck for helicopters and unmanned aerial vehicles.



2015 PRINSENDAM RESCUE REUNION -

"Calling on all former Shipmates, Aviators, and personnel stationed ashore who assisted in the rescue of 519 passengers and crew aboard the burning Dutch Cruise Ship Prinsendam on 4 - 5 October 1980 in the Gulf of Alaska". If you or someone you know was attached to any of the below listed units during the rescue and/or subsequent sinking of the Prinsendam and are not listed on my roster *"I Want To Hear From You"*:

USCGC BOUTWELL - USCGC MELLON -
USCGC WOODRUSH - USCGC BITT - USCG
Air Stations Kodiak and Sitka - USCG Support
Center Kodiak - USCG Marine Safety Offices
Valdez and Juneau - PACAREA - CCGD17 -
CCGD13 - CCGD12 - USCG CAMPAC - USCG
Communication Station Kodiak - USCG Group
Ketchikan - Elmendorf Air Force Base - Royal
Canadian Air Force/Canadian Air Force - Alaskan
Ham Radio Operators - Yakutat Fire Department
- U.S. Tanker Williamsburgh - C/V SOHIO Intrepid -
C/V Portland - Dutch Cruise Ship Prinsendam (Crew
& Survivors)

Our Fourth Annual Reunion will be celebrated with activities beginning on Friday, 2 October through Sunday, 4 October 2015 in Seattle, Washington to commemorate the 35th Anniversary of "One of the Greatest Sea Rescues in Coast Guard History". A special invitation is also extended to rescued passengers and crew aboard the Prinsendam. If you require the assistance of a Stokes Litter to get that sorry caboose of yours out of Charlie Status one will be provided at no cost. Note: Subsequent and



4 October 1980 Dutch M.V. Prinsendam Ship Fire Gulf of Alaska

additional charges for transport via the new Coast Guard HITRON Helicopter may apply. Contact YNCS Stan Jaceks, USCG, (Ret.) by email at <stanley2421@localnet.com> Phone (509) 760-4866 (c) to become a member of our Association, make a reservation or get additional information.



LAST 41 FOOT UTILITY BOAT RETIRED FROM DUTY

by LTJG Katie Braynard, Thursday, July 31, 2014

On 31 July 2014, the last Coast Guard 41 foot utility boat, 41410, was retired in a ceremony that took place in Grand Haven, Michigan. This boat has been one of the Coast Guard's most successful boat platforms, saving tens of thousands of lives over the boat's 41 year service history. Below, we highlight the history of this asset through the eyes of a father and daughter that each spent time serving on the Coast Guard 41 foot boats.

In 1978, a young, 13-year-old boy named Jeffrey Carie had his first encounter with a Coast Guard 41-footer. Hours earlier, Jeffrey Carie, his older brother and their father had taken a new boat out to enjoy a day on the water. Prior to leaving, the father checked the fuel gauge and ensured there were three life jackets onboard – just in case. Soon after departing the dock, the weather took a turn for the worse – rain, wind and darkness fell upon the family as night neared.

Several miles off shore on Lake St. Clair, the father was battling the weather to return safely to the dock, when he had a shocking realization: the boat was out of gas. As waves started coming up over the side of their boat, the father and older brother began to paddle the boat towards shore using two makeshift paddles. Carie steered the boat, and remembering his prior training as a Cub Scout, used the navigation lights to flash SOS, hoping someone from shore could see them.

41" Continued on page 5

41' Continued from page 4

Retired Chief Warrant Officer Jeffrey Carie speaks about his experiences aboard the Coast Guard 41 foot utility boats at the retirement ceremony for 41410. U.S. Coast Guard photo by Chief Petty Officer Alan Haraf.

After what felt like an eternity, the family saw a flashing blue light and flood lights coming towards them. It was a 41 foot boat from nearby Coast Guard Station St. Clair Shores, who gave them some fuel and escorted the family back to the marina.

Four years later, Jeffrey Carie had his next encounter with the Coast Guard's 41 foot boat – but under much different circumstances.

Jeffrey Carie had enlisted in the Coast Guard reserve, and as a young fireman working at Station St. Clair Shores, he became intimately familiar with every inch of the vessel.

After transitioning to active duty, Jeffrey Carie continued his relationship with the 41-footer throughout his career on the Great Lakes.

While assigned to Station Milwaukee, Jeffrey Carie noticed one 41-footer that had been pulled from the water – it was 41410.

"41410 was sitting high and dry in the buoy yard and out of service," Jeffrey Carie remembers. "She had been cannibalized for parts in order to keep other 41's in the group going."

Through Jeffrey Carie's leadership and supervision, the 41410 was fully repaired and returned to the water, where it participated in countless search and rescues cases and various other operations. From remaining on scene in Chicago when a collapsed tunnel caused parts of the downtown area to flood, to rescuing four people when a plane crashed in Milwaukee harbor, the Coast Guard 41410 was there to do it all.

Later in his career, Jeffrey Carie was able to share his relationship with the 41-footers with his daughter,

Kyleigh Carie, as part of a "bring your daughter to work" day at his unit.

In 2009, Kyleigh Carie joined the Coast Guard as well and, quite fittingly, was assigned to Station Milwaukee where she earned her qualifications on the boat her father had returned to service years earlier – 41410.

One night, Jeffrey Carie received a call from his daughter, who had found all his previous entries in the boat records.

"It made me proud to know I was working on the same boat my father had," said Kyleigh Carie.

"Clearly, the 41-footer has a proven track record and has earned its place in Coast Guard history," said Jeffrey Carie. "41410 has kept two generations of my family safe, and it has truly been an honor to have served aboard her."



Coast Guard UTB 41410 underway. USCG Photo



Petty Officer 1st Class Jeremy Gourde (left) and Petty Officer 1st Class Chris Apple, both from Coast Guard Station Muskegon, Mich., fold the Coast Guard Ensign from their 41-foot response boat during its decommissioning ceremony at Station Grand Haven, Mich., July 31, 2014. The lowering of the Ensign signified the official retirement of the last 41-foot response boat from Coast Guard service. Coast Guard photo by Chief Petty Officer Alan Haraf

USCG COMMANDANT VISITS KETCHIKAN BASE

by Leila Kheiry, KRBD Ketchikan



The newly appointed Commandant of the U.S. Coast Guard, Admiral Paul Zukunft, answers questions at the Ketchikan base on 13 August 2014 with Sen. Lisa Murkowski. (Megan Petersen photo.)

The newly appointed Commandant of the U.S. Coast Guard, Admiral Paul Zukunft, was in Ketchikan on 13 August 2014 to meet with personnel and tour the local facility.

He was joined by Alaska Sen. Lisa Murkowski for the site visit, and both paused for a few minutes on one of the Coast Guard's docks to talk with local media, while construction on a new sea wall continued nearby.

Zukunft said Alaska is an area where the Coast Guard presence is growing.

"So I want to see firsthand as the commandant of the Coast Guard any challenges that we may have," he said. "It's encouraging to see the progress being made at this facility that will bring in two fast response cutters that will permanently make their home here in Ketchikan."

Ketchikan's Coast Guard base is building a new pier and support building to homeport the two new cutters, which are due to arrive next year.

Zukunft talked about the need for additional capacity for Coast Guard operations in Alaska, particularly because of increasing activity in the Arctic.

The admiral added that maintaining current service, especially safety of life at sea, is important to the Coast Guard, and they try to use the resources wisely, and maintain what they have. He pointed to the patrol boat tied up to the dock.

"The 110 behind me had a service life of 20 years. It's now approaching its 35th year of service," he said. "With a modest investment, we take very good care of what we have."

But, Zukunft said, the Coast Guard has only one heavy ice breaker now, which limits its ability to operate in the Arctic.

Murkowski said Congress has an obligation to meet the requirements of an Arctic nation, but has failed to provide adequate funding.

"We need to do our job in Congress to make sure ... they (the Coast Guard) have the financial resources to do the job that we've tasked them to do," she said. "It's a heavy lift right now, because of budget considerations. They will do everything that they can, but we in Congress and the administration need to give them the resources to fulfill that mission."

Zukunft stopped in Ketchikan on his way to an event in Anchorage. He was appointed as the 25th U.S. Coast Guard commandant this spring.

MY DITTY BAGS HAVE TURNED INTO RAGS !!!

By John Crawford

After 54 years of faithful service, and prolonged storage, my wife has turned my boot camp ditty bags into rags.

The nerve of her !!!

A moment of silence, please for the great memories.

Issued in boot camp at Cape May, New Jersey, in July 1960.... they still carried my name, enlisted service number – and laundry mark (M43-15) which meant that I was the 15th name on the company roster for (Mighty) Mike-43.

They served me well over the years, at lifeboat stations, bases, and aboard ship. My kids also used them as laundry bags for summer camp and band trips, and Halloween trick or treating.



Ditty Bag Continued on page 7

Ditty Bag Continued from page 6

However, once I retired, and started going to sea on cruise ships – they weren't really needed anymore. They became obsolete !

My best memories: slinging a ditty bag over my shoulder, and hitch hiking home, in uniform, on long weekends...if I could get an "out of bounds" liberty pass.

You don't see that kind of hitch hiking anymore.

And, many will ask, "What's a liberty pass?"

Servicemen, in uniform, never had trouble getting a ride, back then.

My best, and longest rides, were often with truck drivers – who enjoyed the travel company. More than once, folks would stop to eat – and buy my meal.

Thanks for the memories, ditty bags....



Master Chief Petty Officer Jason Vanderhaden (left) passes the title of the 13th Coast Guard District command master chief to Master Chief Petty Officer Charles Lindsey (right) during a change of the watch ceremony presided over by Rear Adm. Richard Gromlich, commander of the 13th Coast Guard District, held at Coast Guard Base Seattle, June 23, 2014. Command master chiefs strengthen the chain of command by keeping the command aware of anything that could affect the mission, readiness, welfare and morale of those under their command. CMC Vanderhaden then departed to become PACAREA CMC. (U.S. Coast Guard photo by Petty Officer 3rd Class Jordan Akiyama)



RETIRED ADM. BOB PAPP APPOINTED AS SPECIAL ARCTIC REPRESENTATIVE

By: Sam LaGrone



Retired Adm. Bob Papp, former Commandant of the U S Coast Guard. US Coast Guard Photo

The recently retired head of the U.S. Coast Guard has been appointed as a special ambassador to the Arctic, according to a 16 July 2014 announcement from the U.S. State Department. Retired Adm. Robert Papp will, "lead our efforts to advance U.S. interests in the Arctic Region as the State Department's Special Representative," according to the statement credited to Secretary of State John Kerry.

"We set out to find the right American official for this assignment, a distinguished and senior, high-level public servant with broad foreign policy experience and a passion for the Arctic."

As commandant of the Coast Guard, Papp was a leading voice on Arctic policy.

Last year, Papp oversaw the issuance of the Coast Guard's Arctic strategy, led a push for the Coast Guard to procure a new icebreaker for the service and has written extensively about Arctic policy.

"The Arctic Ocean is rapidly changing from a solid expanse of inaccessible ice fields into a growing navigable sea, attracting increased human activity and unlocking access to vast economic potential and energy resources," Papp said in a speech in conjunction with the Center for Strategic and International Studies in 2013. Papp retired from the Coast Guard in May 2014.



COAST GUARD ENLISTED MEMORIAL PLANNED FOR TRAINING CENTER CAPE MAY

The Coast Guard Enlisted Memorial is planned for the grounds of Training Center Cape May, NJ, the current birthplace of the U.S. Coast Guard's enlisted corps. The site will be centered on three granite walls which identify by name the over 1,500 Coast Guard men and women who perished in the performance of Coast Guard missions. The names begin in 1915, the year the Revenue Cutter Service and U.S. Life Saving Service were merged and Congress formalized the existence of the U.S. Coast Guard. Granite benches are provided for reflection and will face these walls. Also central to the site is a pyramid shaped monument with a bronze eternal flame. Each side of this monument will be engraved with the emblems of those services that were precursors to the modern Coast Guard. A brass ship's bell held in a granite structure will be located at the front of the site for use during ceremonies. Sponsor plaques listing those who provided substantial donations and support will be positioned along the perimeter of the site. The entire memorial will be illuminated by in-ground lighting. The Foundation is a non-profit registered with the State of New Jersey (EIN 45-3144610) and a non-profit organization under 501(c)(3). Coast Guard Enlisted Memorial Foundation Inc., PO Box 476, Cape May, NJ 08204



The U.S. Lighthouse Establishment's display area at a 1907 Tennessee exposition, with examples of the various Fresnel lenses and other aids to navigation equipment in use around the country. Note the lighthouse models, lamps and other equipment used by light keepers. Photo from USCG Historian's Office www.uscg.mil/history/

COAST GUARD CLOSER TO ACQUIRING SHIP-BASED DRONES

by Stew Magnuson, NDIA

A decade ago, the Coast Guard had a vision for its fleets of national security and offshore patrol cutters: Vertical-takeoff-and-landing unmanned aerial vehicles would greatly expand the number of square miles the service could conduct searches beyond a ship's line of sight, while improving the loiter time by orders of magnitude over manned helicopters.

Once a key part of the now defunct Deepwater Integrated Systems, the VTOL unmanned aircraft called EagleEye was initially going to look a lot like a miniature V-22 Osprey, which features tilt-rotors.



Hangar space on the national security cutters could have accommodated up to two of them.

Once that effort came to a halt for cost and technical reasons, the Coast Guard put that plan on ice. It kept tabs on the Navy's Fire Scout, another helicopter drone, but didn't have any funds to pursue its own program.

The service over the years became the only one that wasn't taking advantage of the unmanned aerial vehicles revolution, and all the benefits they had to offer.



Since then, in a joint program with Customs and Border Protection, the Coast Guard has deployed a land-based maritime Predator UAV that flies from Corpus Christi, Texas, and patrols the Caribbean. However, a ship-based drone is still not officially part of any cutter program.

Drones Continued on page 9

Drones Continued from page 8

The service has completed mission needs statements and developed concepts of operations, according to a service fact sheet.

At a joint House Transportation and Foreign Affairs Committee hearing looking at maritime drug interdiction efforts, Adm. Robert Papp, commandant of the Coast Guard prior to his retirement in May, said the service is continuing to test ScanEagles, which are now used by the Navy and Marine Corps.

The Coast Guard will pursue an acquisition program, he confirmed.

"During a recent patrol aboard one of our new national security cutters, the Coast Guard tested the ScanEagle UAS, which proved to be a superb force multiplier in two separate law enforcement cases, resulting in the removal of 570 kilograms of cocaine and the detention of six suspected smugglers," he said.

The Boeing Insitu ScanEagle is lofted with a pneumatic launcher and requires no runway. It can fly for about 24 hours.

The combination of cutters and surface combatants, and armed helicopters supported by long range search aircraft "have continuously proven to be an incredibly effective interdiction system when employed in the Western Hemisphere Transit Zone," Papp said.

COAST GUARD COLD WAR MISSION CELEBRATED



The cutter Courier, then based in Yorktown, Va., is shown circa 1966-1968, after it was converted to a training vessel. In the midst of the Cold War, the ship was on a mission named Operation Vagabond, deployed as a radio relay station to broadcast Voice of America programs into parts of the Soviet Union, communist bloc countries and the Middle East. (AP via Coast Guard)

By John Christoffersen, NavyTimes.com

NEW HAVEN, Conn. In the midst of the Cold War, a Coast Guard ship dedicated by President Harry Truman embarked on a novel mission. The 338-foot ship had only small arms and giant balloons to hold up the antennas vital to its task.

The Coast Guard cutter Courier arrived at the island of Rhodes in Greece in 1952 and stayed until 1964, setting a record for longest deployment overseas. Under an initiative code-named Operation Vagabond, the ship served as a floating and mobile radio relay station, using its powerful transmitter to broadcast Voice of America programs into parts of the Soviet Union, communist bloc countries and the Middle East.

Soviet attempts to jam the broadcasts were a constant challenge.

"There was a thrill to it because you were playing a game and it was your skill against theirs," said Robert James, an electronics technician on the ship during the early 1960s. "There was a fun aspect to it because you knew you were participating in the Cold War even though you weren't shooting guns or anything like that."

The Coast Guard Museum at the Coast Guard Academy in New London, Connecticut, is marking the 50th anniversary of the end of the mission with an exhibit beginning June 19. The exhibit includes a model of the ship, along with photos and artifacts of the cutter and the community of Rhodes.

The Courier relayed broadcasts from the United States in more than a dozen languages seven days per week with a signal that was three times more powerful than a land-based signal and the most powerful transmitter ever installed on board a ship. It was the only mobile transmitter in the Voice of America's network of overseas relay bases.

While there had been earlier experiments during World War II to broadcast from ships, the Courier became the first lengthy ship-borne transmitter of Voice of America programming, said Robert Hickman, an organizer of the exhibit whose father ran electronics on the ship.

The Courier enabled Voice of America to quickly build up an audience because land-based installations took longer to establish, said George Jacobs, who served as assistant chief engineer for Voice of America.

The programming, designed to counter Soviet propaganda, included news, as well as music ranging from jazz to folk.

Courier Continued on page 10

Courier Continued from page 9

James was shocked one day when they played his native Pennsylvania Dutch.

“They wanted to let other people know that there were so many different groups of people that were kind of getting along in the U.S. and living pretty happily,” said James, a 76-year-old Alaska resident.

The Courier initially used helium balloons to hold up antennas, but the balloons’ cables snapped in heavy winds and scared people and cattle in nearby Turkey. Voice of America abandoned that approach and designed an antenna that could be supported between the two masts of the ship.

A communist newspaper published an article stating that a submarine had been sent to sink the Courier, but the threat never materialized. Technicians found ways to overcome the jamming, such as by transmitting the same program on several different frequencies.

“You could tell when the jams came in,” said David Newell, an electronic technician on the ship. “It sounded like a coffee grinder.”

The strategy worked. Years later, Newell and his wife Marcia visited the Voice of America in Washington and found short letters written on toilet or tissue paper from listeners describing how the broadcasts gave them hope.

“To read those letters it brought tears to our eyes,” Marcia Newell said.

SP-MAGTF AFRICA 14 MARINES, COAST GUARDSMEN WORK TOGETHER

Story by Cpl. Shawn Valosin

NAS Sigonella, Sicily – Marines with Special-Purpose Marine Air-Ground Task Force Africa 14 have teamed with the U.S. Coast Guard for upcoming Theater Security Cooperation engagements in Africa.

SP-MAGTF Africa formed in October 2011, and is sourced by rotating forces. The current iteration is sourced from units across II Marine Expeditionary Force primarily Combat Logistics Battalion-2 out of Camp Lejeune, N.C. Supporting SP-MAGTF Africa 14 is a detachment from the U.S. Coast Guard and U.K. Royal Marines.

Marines and Coastguardsmen have limited opportunities to train together. SP-MAGTF Africa’s unique mission set presents a special venue for



Marines, Sailors and U.S. Coastguardsmen with Special-Purpose Marine Air-Ground Task Force Africa 14 stand together during a visit from Lt. Gen. Robert Neller, the Commander of U.S. Marine Forces Europe aboard Naval Air Station Sigonella, Italy, Aug. 9, 2014. Marines with SP-MAGTF Afroca 14 have teamed with the U.S. Coast Guard for upcoming Theater Security Cooperation engagements in Africa. (U.S. Marine Corps photo by Cpl. Shawn Valosin)

joint operations between the USMC and USCG conducting TSC engagements with partner militaries across Africa. The USCG helps to strengthen our nation’s ties and partnerships along with the Marines and Sailors of SP-MAGTF Africa. The USCG brings an operationally sharpened maritime flavor to SP-MAGTF Africa and by doing these exercises together, joint and combined forces are able to learn from each other and continue improving military interoperability.

“While we’re in Africa we’ll be working jointly with the Marines, teaching small boat operations, advanced small boat operations, navigation and water survival skills,” said Chief Petty Officer Dustin Ruth, a Clearwater, Fla., native and Coastguardsman with U.S. Coast Guard Station Miami. “We came together with the Marine Corps’ boat drivers and engineers to share curriculum and knowledge so when we go on our missions we will be on the same page, not teaching two different things.”

The U.S. Coast Guard is part of the Department of Homeland Security and is a unique force that carries out an array of civil and military responsibilities touching almost every facet of the U.S. maritime environment.

“We’re just happy to be here,” said Ruth. “It’s very exciting for us to work with the Marines. A few of us have worked with them before and it’s always been an excellent relationship. These kinds of trips are very rewarding and we’re looking forward to future engagements of this type.”

SP-MAGTF Africa strengthens U.S. Marine Corps Forces Europe and Africa and U.S. Africa Command’s ability to assist partner nations in

Marines Continued on page 11

Marines Continued from page 10

addressing their security challenges. Marines and Sailors with SP-MAGTF Africa conduct theater security cooperation, military-to-military engagements and are trained to provide contingency support to crisis response.



NEW REGULATIONS AUTOMATE BURIAL PAYMENTS FOR VETERANS' SURVIVORS

Estimated 62,000 Surviving Spouses Benefit from Regulation Changes

New burial regulations effective 7 July 2014 will now allow the Department of Veterans Affairs (VA) to automatically pay the maximum amount allowable under law to most eligible surviving spouses more quickly and efficiently, without the need for a written application.

Under former regulations, VA paid burial benefits on a reimbursement basis, which required survivors to submit receipts for relatively small one-time payments that VA generally paid at the maximum amount permitted by law.

"VA is committed to improving the speed and ease of delivery of monetary burial benefits to Veterans' survivors during their time of need," said Acting VA Secretary Sloan Gibson. "The recent changes allow VA to help these survivors bear the cost of funerals by changing regulations to get them the benefits more quickly."

This automation enables VA to pay a non-service-connected or service-connected burial allowance to an estimated 62,000 eligible surviving spouses out of a projected 140,000 claimants for burial benefits in 2014. Surviving spouses will be paid upon notice of the Veteran's death using information already in VA systems. The burial allowance for a non-service-connected death is \$300, and \$2,000 for a death connected to military service.

This revised regulation will further expedite the delivery of these benefits to surviving spouses, reduce the volume of claims requiring manual processing, and potentially make available resources for other activities that benefit Veterans and their survivors.

VA EXPANDS PATIENT-CENTERED COMMUNITY CARE (PC3) CONTRACTS TO PROVIDE ACCESS TO PRIMARY CARE

WASHINGTON -- The Department of Veterans Affairs (VA) announced 13 August 2014 that primary care has been added to the services available to Veterans through VA's Patient-Centered Community Care (PC3) contracts, a key and evolving part of the non-VA medical care program. Eligible Veterans are already able to access inpatient specialty care, outpatient specialty care, mental health care, limited emergency care and limited newborn care for female Veterans following childbirth under PC3.

"With the addition of primary care services, VA Medical Centers can now use PC3 to provide additional types of care in order to reduce wait times," said Secretary of Veterans Affairs Robert A. McDonald. "This modification is another example of how we are working to ensure Veterans get the care they need, when they need it and where they want to be seen."

This modification supports VA's Accelerated Care Initiative, helping to move Veterans off of waitlists and into care. Additionally, reduced commuting standards will require that contracted providers schedule appointments closer to the Veterans' homes.

The initial PC3 contracts were awarded in September 2013 to Tri-West and HealthNet and have been used as part of the non-VA medical care program to purchase care in the community.

"PC3 is part of the overall non-VA medical care program," said Dr. Carolyn A. Clancy, VA's Interim Under Secretary for Health. "We look forward to expanding our ability to provide timely access to health care services to our Veterans."

VA Medical Centers have the ability to purchase non-VA medical care for Veterans through contracted medical providers when they cannot readily provide the needed care due to geographic inaccessibility or limited capacity. This additional option is available to purchase non-VA medical care when required Veteran care services are unavailable within the VA medical facility, or when Veterans benefit from receiving the needed care nearer to their homes. In addition, VA is reviewing how PC3 may be used to help implement the newly enacted Veterans Choice, Access, and Accountability Act of 2014.

TRICARE Continued on page 12

TRICARE Continued from page 11

Through PC3, Veterans can expect to receive high-quality health care that is coordinated with their VA providers. For more information on PC3, visit <http://www.nonvacare.va.gov/PC3/index.asp>.

THE AMERICAN LIGHTSHIP MUSEUM OPENS

Council of American Maritime Museums

The Overfalls Foundation in Lewes, Delaware announced the opening of the American Lightship Museum at a ceremony on June 4, 2014. The Foundation is also the home of the Lightship Overfalls (LV-118), a recently designated National Historic Landmark, and the Delaware Maritime Hall of Fame.

The new museum will work in conjunction with the lightship, at the same location, to tell the story of the American lightships and the crews who served aboard them. Foundation president Tracy Mulveny said, "This is something that has been in our plans for a long time and this year we were able to put all of the pieces of the puzzle together. First, the Lightship Sailors Association donated their collection of artifacts to us to put on display. Then, we were given the pilot house from the Stephanie Anne, a 1955 vintage fishing boat that was being rebuilt which we were able to restore and use to house the artifacts. Our local community, which has always been supportive of our mission, made it possible to incorporate the new structure in our existing building complex. Finally, with contributions of funds and building materials from generous donors, our volunteer work force took over and made it all happen."

In addition to telling the lightship story, the museum houses some significant and unique artifacts such as the hawsehole from LV-1, the first numbered U.S. lightship, and the last American flag to fly over a U.S. lightship completing a full tour in service. The Foundation also seeks additional artifacts to supplement the collection and better tell the lightship story. Any individuals who might be able to assist in adding to the collection are asked to contact the museum curator Ray Glick on (847) 732-2988 or by e-mail at GlickRay@Gmail.com.

The museum's open hours will coincide with that of the lightship which is seasonal from Memorial Day through Columbus Day. As with the lightship, special museum tours are available on request. For the latest information and special tours refer to the Foundation's web site WWW.Overfalls.org.



Aerial shot of USCG Lightship Overfalls (WL 118) moored at the American Lightship Museum in Lewes, Delaware.

Photo By: Chuck Patalive, <http://www.overfalls.org/>

WHAT IS THE U S COAST GUARD HISTORIAN'S OFFICE?

<http://www.uscg.mil/history/aboutoffice.asp>

The Coast Guard Historian's Office is charged with preserving, promoting and commemorating the Coast Guard's history and heritage in all forms, including documentation, official publications and manuals, photographs, oral histories, memoirs, and artifacts, among others. The Historian's Office mandate also includes preserving the history and heritage of each of its five predecessor agencies as well: the Revenue Cutter Service, the Life-Saving Service, the Lighthouse Service, the Bureau of Navigation and the Steamboat Inspection Service.

The collection housed in the Historian's Office is made up of material that complements, and to some degree duplicates, the holdings of the National Archives and Records Administration. The Coast Guard's collection consists of hundreds of thousands of unique and accessible images, publications, manuals, directives, personal papers, diaries, and documents. The office also manages the Coast Guard's Curatorial Services Program and the Coast Guard Museum.

The collection is open to researchers by appointment only. The Historian's Office is on a secure campus and therefore prospective researchers will need to contact us at least five business days prior to the date they wish to visit so that we can submit the required forms to secure a pass. Otherwise you will not be permitted to enter St. Elizabeth's. See below for more information.

Letter, email and telephone inquiries are answered to the most complete degree possible given the limited number of staff on duty.

Resources of the Historian's Office

Cutter Files: these files consist of all or part of the following: photography, "Welcome Aboard" pamphlets, official histories, news clips, decommissioning documents, scrapbooks, and operational highlights. Please note that the Historian's Office does not have cutter logbooks. Those will be found in the collections of the National Archives.

Lightship Files: these files cover each distinct lightship that served with the Lighthouse Service or Coast Guard as well as the various stations these vessels were moored on. The files consist primarily of photography along with limited documentation dating from the World War II-era to the mid-1980s.

Disaster Files: these files cover significant maritime disasters, including merchant vessel incidents, floods, hurricanes, oil spills and major search-and-rescue incidents. The files consist of photography, some official documentation and newsprint. Please note that this collection consists primarily of incidents since 1950 up to the advent of the electronic age of the late-1990s.

Personnel Files: these files consist of official biographies of senior officers and famous Coast Guard personnel. Please note that official personnel jackets of retired and/or deceased personnel are held by the National Archives.

Aviation & Aircraft Files: these files consist of photography of the various types of aircraft that Coast Guard has flown along with subject files for most Coast Guard-related aviation subjects.

Lighthouse Files: these files consist of photography of most of the lighthouses and lighthouse stations in the United States. Many date from the later-19th Century through the 1970s and include official photos of the light towers with many having images of the keepers' quarters and other buildings on the light station's grounds.

District & Station Files: these files consist of photography of Coast Guard, Life-Saving Service and Lighthouse Service depots, offices and shore stations.

Subject Files: these files consist of a wide-range of materials regarding a number of diverse subjects including the history of the Service's various missions, roles during the nation's wars, minorities, uniforms, and women, among others. The files are arranged alphabetically.

Manuscript Collections: this collection consists primarily of personal record collections, scrap books,



*Atkins Hall, on the campus of St. Elizabeth's Hospital, circa 2014.
The Coast Guard Historian's Office is located here.*

photographs, official and personal correspondence, and order books, etc., that were put together and kept by various Coast Guardsmen.

Other Materials & Further Information on the Historian's Office

Reference Collection & Library

This collection consists of several thousand books, pamphlets, manuals, directives, instructions and newsletters that deal specifically with the Coast Guard or are Coast Guard publications. Most significant are the old manuals, service publications and back issues of most of the periodicals published by the service.

Photography Archive

The Coast Guard Historian's Office photography collection is one of the largest collections of Coast Guard-related photography in the world. It consists of hundreds of thousands of distinct photographs, negatives and slides dating from the post-Civil War-era to the early 1990s. Images include lighthouses, cutters, lighthouse tenders, light vessels, combat images (especially from World War II and Vietnam), personnel, life-boat and air stations.

Collections Management & Donations

The Historian's Office maintains an active collections management program, including artifacts, manuscripts, and personal collections. Contact the Coast Guard Archivist for further information, including on how to donate personal collections to the Special Collections archive.

U. S. Coast Guard Curatorial Services Program

The Historian's Office manages the Coast Guard's Curatorial Services Program, which collects, stores, preserves, restores and loans heritage artifacts. These include historic art, lighthouse lens, ships bells and binnacles, aircraft and their assorted parts and

Historian Continued on page 14

Historian Continued from page 13

equipment, small boats, uniforms, weapons, among many others.

Museums wishing to locate items to borrow for display should contact the Coast Guard Curator or the Collections Manager for further information.

U. S. Coast Guard Museum

The Coast Guard Historian's Office is responsible for the U.S. Coast Guard Museum, which is located on the grounds of the U.S. Coast Guard Academy in New London, Connecticut. The Museum Curator is in charge of the Museum and also curates a significant portion of the Coast Guard's historic artifacts.

Publications

The Historian's Office no longer has the resources available to print brochures, art and line-drawing sets but has posted all of them on-line throughout our website. We will continue to publish new material to our website as it becomes available.

Access & Visitation Instructions

U.S. Coast Guard Headquarters and the Historian's Office are now on the campus of St. Elizabeth's Hospital in the Anacostia neighborhood of Washington, D.C. This is a highly secure campus and all visitors will need to contact us at least one week prior to their proposed visit in order to secure a pass; please see the contact information below.

You will need to provide us with your full name, citizenship, birthdate and area(s) of research interest. We will then secure a pass for you. Please note that you will need to receive official confirmation from the Historian's Office that your entry has been approved for the date and time requested before you will be allowed on campus. Entry will be through St. Elizabeth's Campus Gate 1 at 2701 Martin Luther King Jr. Avenue, SE. Headquarters is serviced by the Anacostia Metro Station and a number of Metro Bus lines, including buses A2, A4, A6, A8, A42, A46, and A48. There is a bus stop directly outside of Gate 1. Please visit the Washington Metropolitan Area Transit Authority's Metro Trip Planner for more details.

If you have a Common Access Card (CAC) and are currently at Coast Guard Headquarters please call or email us prior to your visit as the Historian's Office building is itself a secure building. One of the staff will have to let you in.

Office hours are from 0700 to 1530 daily, Monday through Friday. The office is closed on weekends

and all Federal holidays. Earlier or later hours are available by appointment only.

How To Contact Us

By Mail:

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COAST GUARDSMEN ESCORT FRIENDSHIP THROUGH HOOD CANAL

*Petty Officer 3rd Class Katelyn Shearer, U.S. Coast Guard 13th
District External Affairs*



Petty Officer 2nd Class Daniel M. Caraballoa (left), a machinery technician assigned to Coast Guard Maritime Forces Protection Unit Bangor in Silverdale, Wash., explains how to operate a 64-foot Special Purpose Craft -- Screening Vessel to Christopher Marten, a Washington state resident with exceptional needs, while underway in Hood Canal, July 9, 2014. The SPC-SV, a Navy-owned vessel operated by Coast Guard crews, is used to escort submarines to and from Naval Base Kitsap-Bangor. (U.S. Coast Guard photo by Petty Officer 3rd Class Katelyn Shearer)

His eyes lit up as he climbed into the driver's seat.

He took over the controls and carefully split the throttles, spinning the boat in circles. A huge grin spread across his face.

With a Coast Guard ball cap resting neatly on his head, Christopher Marten felt like a member of the crew.

Friendship Continued on page 15

Friendship Continued from page 14

"It is easy to take things for granted some days and to not see yourself as necessarily important," said Petty Officer 3rd Class Charles Buchmeier, a boatswain's mate assigned to Coast Guard Maritime Force Protection Unit Bangor in Silverdale, Washington. "And then someone like Chris comes into your life and is so excited about everything you do, which feels great."

When Chris and Buchmeier met months before, neither of them could have predicted that their friendship would lead to this special opportunity to share a common interest: the Coast Guard.

Buchmeier met Chris, a 46-year-old grocery bagger with exceptional needs, during a routine trip to a local grocery store.

"Chris is always helpful, smiling and engaging with people," said Buchmeier. "He was very excited the first time he learned I was in the Coast Guard."

Chris would greet Buchmeier when he visited the store and follow him around, exclaiming that the Coast Guard was "number one!" They developed a friendly relationship.

One day while walking into the store, Buchmeier saw Chris leaving. He quickly returned to his car and retrieved an old Coast Guard ball cap of his. Chris was climbing into his father's truck when Buchmeier caught up with him and gave him the hat.

Chris' father, Norman Marten, a former Marine and member of the Bremerton Olympic Peninsula Navy League, witnessed the gesture. His Navy League chapter sponsors MFPU Bangor, providing them with support and resources. Norman had met the commanding officer of MFPU Bangor, Cmdr. Thomas Sullivan, at previous events, and called to thank him for Buchmeier's kind gift.

"He basically said Petty Officer Buchmeier made Chris' day by giving him his ball cap," said Sullivan. "It's the little things like that that don't often make it back to the commanding officer, but that did."

Sullivan invited Norman and Chris to MFPU Bangor for a tour and an underway trip on a 64-foot Special Purpose Craft – Screening Vessel.

"It was my way of giving back in one small, but important, way," said Sullivan. "I've known Chris' father for three years, and I've seen how supportive his Navy League chapter is of us."

Three weeks before Norman and Chris' visit, Buchmeier finished his coxswain qualification for the SPV-SC. The small boat coxswain is responsible for

the safe operation of the vessel, as well as the overall safety of all crewmembers and passengers.

"I'll never forget the look in Chris' eyes when he walked down the pier and saw me standing next to the SPC-SV," said Buchmeier. "It was just pure happiness and enjoyment."

Petty Officer 2nd Class Joshua Sanders and Petty Officer 2nd Class Daniel Caraballoa, machinery technicians assigned to MFPU Bangor, volunteered to be crewmembers for the special VIP visit.

Chris, Norman, Sullivan and the crew boarded the vessel, donned life jackets and cruised into Hood Canal.

That's when Chris climbed into the driver's seat.

Caraballoa explained the controls to Chris and let him drive around in circles under the proud and watchful eye of Buchmeier.

Chris also learned about the vessel's onboard systems and polished his seamanship skills by assisting in line handling evolutions at the end of the trip.

After mooring to the dock, the crew surprised Chris by advancing him to the honorary rank of petty officer 2nd class.

"A lot of what we do is secret squirrel stuff," said Sullivan, referring to the MFPU's primary mission of escorting Navy submarines. "Whenever we get the opportunity to showcase what we do, the crew gets a lot of return for that. This was Coasties volunteering their time to help out Buchmeier and his friend."

On the way back to the MFPU office, Chris greeted passersby and showed off his new rank insignia. He could be heard along the pier proclaiming, "Coast Guard number one!"

For the crew of MFPU Bangor, it was another day on the water, an opportunity to raise the visibility of the Coast Guard and a way to give back to those who support the Service.

But for Chris, it was an opportunity to live out a dream and spend the day with a friend.





Vacations for heroes - you've earned it

PROUDLY SERVING OUR MILITARY VACATIONS FOR FAMILIES FROM ARMED FORCES VACATION CLUB

The Military Vacations for Families from Armed Forces Vacation Club® (AFVC) is a "Space Available" program that offers military and other Department of Defense-affiliated personnel the opportunity to enjoy vacations at popular destinations around the world - for the incredibly low price of just \$349* USD per unit, per week.

Those eligible and their family and friends have access to spacious accommodations at more than 4,000 resorts, apartments, condominiums and homes in more than 100 countries.

Stay with your loved ones at a beachfront resort in Mexico, a well-appointed cabin in the Canadian Rockies, or a centuries old home in the English countryside. Take your leave at a do-everything resort near Orlando's theme parks, Greece's ancient ruins or Tuscany's rolling hills. With Military Vacations for Families from Armed Forces Vacation Club, your vacation options span the globe.

Who Qualifies?

The program is available to all active and retired members of the Armed Forces, Department of Defense employees and select civilian employees in military support roles.

More about program requirements can be found in our Frequently Asked Questions section.

What "Space Available" Means

AFVC is a part of Endless Vacation Rentals, one the world's largest hospitality companies. This makes it possible to offer a vast collection of condominium-style timeshare resorts.

If you enjoy off-season activities in popular locations without the hassle of high-season prices, crowds and lines (or if you can travel on 10 days notice or less), the AFVC offers an incredible vacation value.

More Spaces in More Places

Availability varies but frequently includes destinations in the United States, Mexico, South America and Europe. The condominium-style accommodations typically include a full kitchen with refrigerator, stove, dishwasher and microwave. Many AFVC

accommodations also include washers and dryers, balconies or patios, and many other comforts of home.

Many resorts provide amenities you aren't likely to get with a typical hotel or motel room, such as on-site recreational facilities, swimming pools, fitness centers, game rooms, gift shops, restaurants and organized activities.

Golfing and skiing are available on-site at some resorts, as well. Add in exciting area attractions, and you have an exceptional vacation for far less than you would normally expect to pay!

If you want to learn more about the Armed Forces Vacation Club visit their website at www.afvclub.com.

Part of your military leisure travel benefits, in association with:



Kauai Beachfront Treasure. Wyndham Kauai Beach Villas, located just a few minutes from Kauai's main airport and just north of Lihue, the island's largest city, sits right on the magnificent 'Coconut Coast' shoreline. A sample of the kinds of vacation destinations available. Photo by AFVC



AMERICA'S WATERWAY WATCH

America's Waterway Watch is a public outreach program encouraging participants to simply report suspicious activity to the Coast Guard and/or other law enforcement agencies. Unlike some Neighborhood Watch programs, for example, you are not formally joining an organization -- there are no meetings, membership cards or membership requirements -- and you do not become an agent of the Coast Guard or any other law enforcement agency.

If you are a tow boat operator, a recreational boater, a marina operator, or otherwise live, work or engage in recreational activity around America's waterways, the United States Coast Guard wants your help in keeping these areas safe and secure. You can do this by participating in its America's Waterway Watch (AWW) program, a nationwide initiative similar to the well known and successful Neighborhood Watch program that asks community members to report suspicious activities to local law enforcement agencies.

As a person who spends time on or near the water, you already know what is normal and what is not, and you are well suited to notice suspicious activities -- activities possibly indicating threats to our nation's homeland security. As participant in America's Waterway Watch, we urge you to adopt a heightened sense of awareness toward unusual events or individuals you may encounter in or around ports, docks, marinas, riversides, beaches, or waterfront communities.



Boaters enjoy the feel of sun and spray. So it's tempting to boat without wearing a life jacket -- especially on nice days. But modern life jackets are available in a wide variety of shapes, colors, and sizes. Many are thin and flexible. Some are built right into fishing vests or hunter coats. Others are inflatable -- as compact as a scarf or fanny pack until they hit water, when they automatically fill with air.

There's no excuse not to wear a life jacket on the water!

How to Choose the Right Life Jacket Brochure - PDF

Things to Know:

Certain life jackets are designed to keep your head above water and help you remain in a position which permits proper breathing.

To meet U.S. Coast Guard requirements, a boat must have a U.S. Coast Guard-approved Type I, II, III, or V life jacket for each person aboard. Boats 16 feet and over must have at least one Type IV throwable device as well.

All states have regulations regarding life jacket wear by children.

Adult-sized life jackets will not work for children. Special life jackets are available. To work correctly, a life jacket must be worn, fit snugly, and not allow the child's chin or ears to slip through.

Life jackets should be tested for wear and buoyancy at least once each year. Waterlogged, faded, or leaky jackets should be discarded.

Life jackets must be properly stowed.

A life jacket -- especially a snug-fitting flotation coat or deck-suit style -- can help you survive in cold water.

For more information on life jackets and other boating safety concerns visit the USCG website at http://www.uscgboating.org/safety/life_jacket_wear_wearing_your_life_jacket.aspx

There will be a **CGC Winona Reunion** to be held in Coeur d'Alene, Idaho from September. 19, 20 & 21, 2014. Contact
DARLENE AMUNDSON
E-Mail: amundson1693@roadrunner.com
Telephone # 208-292-4840 for details and registration. From CWO R. J. Rhoads, USCG Ret.

Coast Guard Retiree Council Northwest Newsletter

c/o COMMANDING OFFICER

USCG Base Seattle

Attn: Work Life (Retiree Council)

1519 Alaskan Way South, Bldg. 1

Seattle, Washington 98134



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U. S. COAST GUARD

PERMIT NO. G-157

In 1941, before World War II had really begun, on our side of the Atlantic, preparations for conflict were already underway by the Coast Guard. In Brooklyn, NY, at Wheeler Shipyard, a new breed of offshore patrol boat was spawned, by the dozens. Seen below is CG-457 supporting a forward mounted .50 machine gun.. These attractive craft were streamlined in appearance, 83-feet in length, fast, with a 20-knot top speed. And they would soon to be well armed for chasing U-boats, in addition to their more mundane patrol duties. And like all Coast Guard boats they would be Always Ready for any search and rescue mission, including that important S & R duty off the Normandy Coast of France for D-Day in June 1944. Caption by HMC James T Flynn June 2014.

US Coast Guard Photo.

HOW WE SERVED...YESTERDAY IN THE U. S. COAST GUARD

