

RETIREE NEWSLETTER

“They Also Serve”

COAST GUARD RETIREE COUNCIL NORTHWEST, SEATTLE, WASHINGTON

VOLUME 7 ISSUE 1

COAST GUARD RETIREE APPRECIATION DAY

21 APRIL 2007

SEATTLE, WASHINGTON

The Coast Guard Retiree Council – Northwest in conjunction with Commanding Officer, Integrated Support Command, Seattle are hosting a Northwest wide CG Retiree Appreciation Day. The event will be held in the gymnasium located at Pier 36, with the doors opening at 9:30 am (0930 hours) until 2:00 pm (1400 hours) 21 April 2007.

A buffet lunch will be furnished from the 2005 Outstanding Galley, large shore unit. The “Cutterman’s Galley” is noted for serving outstanding buffet lunches. The cost per person is \$10.00 in advance or \$12.00 per person at the door. Advance lunch reservations can be mailed to: SKCM Larry Cruz, USCG, 23009-40th Place West, Mountlake Terrace, WA 98043, Luncheon Coordinator. Please make checks payable to Larry Cruz. Reservations should be mailed not later than April 14, 2007.

Come out and bring your family to meet friends and former shipmates. Scheduled guest speakers are:

RADM Richard R. Houck, USCG, 13th CG District Commander
CAPT W. J. Belmondo, USCG, ISC Seattle Commanding Officer
Mr. John Lee, Director Washington State Dept. of Veterans Affairs

The Retiree Council – Northwest has contacted the following organizations to participate:

- VA Medical Center, Puget Sound (Seattle/Tacoma)
- VA Regional Office, Seattle (veteran’s benefits)
- Navy League
- National Association for Uniformed Services
- Coast Guard Combat Veterans
- USO
- ISC Seattle Work Life
- Tri Care
- Pacific Medical Center
- Delta Dental
- WDVA

Information tables will be placed around the gym with representatives and information material of interest to retirees from beginning at 9:30 AM. The buffet luncheon will start at 11:30 AM.

RADM Bert Kinghorn, USCG, (retired) Co-chairman Coast Guard Retiree Council – NW will present closing remarks at 2 pm (1400 hours). A moment of silence for those shipmates who have crossed the bar and for all the military personnel stationed throughout the world.

DEEPWATER



Washington, DC. (Jan. 30, 2007)--Coast Guard Commandant Adm. Thad Allen answer Deepwater questions to congressional members of the Subcommittee on Coast Guard and Maritime Transportation. USCG photo by Telfair H. Brown, Sr.

Questions have recently arisen in the press and in the halls of Congress on the reliability of the new cutters rolling off the line in Louisiana as part of the Deepwater system. Additionally questions are being asked about the Coast Guards ability to keep an eye on the shipyards building the vessels and monitor the contracts. Speculation is that the whole program is a scandal. Admiral Thad Allen is showing his leadership skills as he personally has gone before Congressional Subcommittees to answer these concerns.

The formal statement of ADM. Allen prepared for delivery on the integrated Deepwater System before the House Transportation & Infrastructure subcommittee on Coast Guard & Maritime can be read at the official Coast Guard web site located at <https://www.piersystem.com/external/index.cfm?cid=786>.

CAMARADERIE & ES SPRIT DE CORPS

Two words familiar to many who have had military service. As a Coast Guard retiree how many

Es Sirit de Corps cont. on 2

Es Spirit de Corps from page 1

times have you met and talked with past shipmates, even some who only served one hitch?

We are looking for men or women who have retired or served in the Coast Guard. The CG Retiree Council – NW is aware of two groups meeting monthly for lunch and to swap sea stories.

One group located in Seattle meets at 1200 hours on the last Tuesday of each month for a “no-host” luncheon. The group meets in the “Cutterman’s Galley” ISC, Seattle (Pier 36). Contact MCPO-CG Phil Smith, retired through the CG Retiree – NW web site www.cgretirenw.org. You can find his name listed under “contacts.” Spouses are welcome.

The second group meets in Centralia, WA. at Judy’s Country Kitchen (formerly R. J.’s Family Diner) 3210 Galvin Road, Centralia, Wa. The “no-host” luncheon is from 1130 am until about 1 pm on the last Thursday of each month. Contact SCPO Duane Fuehr, retired at fuehrd@localaccess.com or phone 360-736-8091. Spouses are welcome.

Anyone wishing to add their breakfast or luncheon group to the list may contact YNCS Ev Black, retired through the CG Retiree – NW web site www.cgretirenw.org. You can find his name listed under “contacts.” Information that will be needed is:

- What: Breakfast or luncheon.
- When: Time of day.
- Where: Name and address of location where held.
- Contact: Name and contact information, e-mail address or Phone number.

AID & ATTENDANCE UPDATE:

The Department of Veterans Affairs (DVA) is reaching out to inform wartime veterans and surviving spouses of deceased wartime veterans about an under-used, special monthly pension benefit called Aid and Attendance. Although this is not a new program, not everyone is aware of his or her potential eligibility. The Aid and Attendance pension benefit may be available to wartime veterans and surviving spouses who have in-home care or who live in nursing homes or assisted-living facilities. Many elderly veterans and surviving spouses whose incomes are above the congressionally mandated legal limit for a VA pension may still be eligible for the special monthly Aid and Attendance benefit if they have large medical expenses, including nursing home expenses, for which they do not receive reimbursement.

Aid continued on page 3

LEWIS COUNTY COASTIES

The Coasties group in the greater Centralia area was formed over a year ago. As a retired SKCS I always wear my retired USCG hat. I started meeting other Coasties, some retired some not. After meeting about 6 or 7 other Coasties I suggested we go to lunch together. It just took off from there by word of mouth and a newspaper article about our group. We now have 34 Coasties in our group. We average about 10 people per lunch as some are working or taking trips. We have had over 20 at one luncheon. During lunch, 1130 to 1300, sea stories dominate the entire period. Because of the sea stories several of the guys have found old shipmates.

Some of our rates include SK, EN, BM, QM, RD, and one Commander who is the youngest of the retirees. One of our non-retired members is a WWII Vet. Duty stations include more than 15 cutters and many shore stations.

We would certainly welcome any one who would like to join us. My phone number is 360-736-8091 and my e-mail is fuehrd@localaccess.com.



THE RETIREE NEWSLETTER – A Coast Guard Retiree Council Northwest Publication authorized IAW COMDTINST 1800.5D & COMDTINST M5728.2C. Published at: U. S. Coast Guard Integrated Support Command Seattle, Work-Life Office, Coast Guard Retiree Council Northwest, 1519 Alaskan Way South, Seattle, WA 98134 Phone: (206) 217- 6188. Published three times yearly and circulated to retirees throughout the Pacific Northwest via mail, electronically and on web site (www.cgretirenw.org). The Retiree Newsletter contains news of general interest, suggestions, and information for Coast Guard retirees, spouses, annuitants and retired Coast Guard reservists. The views and opinions expressed are not necessarily those of the Department of Homeland Security or the U. S. Coast Guard. Material is informational only and not authority for action. Editor - Patrick Wills.

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

COAST GUARD SECTOR PORTLAND, OREGON PLAYS HOST TO CGRETIREE COUNCIL – NW

CAPT Patrick Gerrity, Commander, Sector Portland hosts the Retiree Council – NW “Retiree Day” presentation on 14 October 2006. What should have been a normal “Saturday Routine” for the officers and crew of the Sector, it was not.

Three (3) events were on tap beginning at 0800 and ending around the time for daily liberty to begin. The first event was a CG Reserve “All Hands” with RADM Richard R. Houck, USCG, Commander, 13th CG District making a presentation. The second event began at 1000 with fifty-seven (57) CG retirees and spouses gathered for the CG Retiree Day program. The third event was a Retirement Ceremony beginning at 1400, what a day.

The Retiree program began with the Pledge of Allegiance followed by short introductions from Co Chairman RADM Bert Kinghorn and CAPT Dana Starkweather.

The first guest speaker for the day was RADM Richard R. Houck, D13, presenting an update on the CG missions and the missions within D13. A slide show of the Coast Guards newest long-range cutter, CGC Berthoff, and D13’s rescue craft used in sea and air drug interdiction.

Jerry Lorang, Director of the US Department of Veteran Affairs Regional Office (VARO) in Portland explained the services provided to military veterans in the State of Oregon. He also answered questions from the audience.

Following the federal programs presentation, Ed Van Dyke representing Oregon Department of Veterans Affairs explained some of the programs offered in Oregon. These included disabled veterans State Parks pass; availability of free hunting/fishing license; automobile license, each of these require a specific percentage of service-connected disability rating from the U.S. Department of Veterans Affairs. Check with your state/county veteran’s office for assistance.

CDR Proctor, Sector Portland Executive Officer welcomed the attendees to the meeting. CAPT Gerrity, Commanding Officer explained the responsibilities and the area of operation of the Portland Sector.

Ms Charity Hines representing TRICARE presented an updating on Tri Care for Life (over 65) and Medicare interaction... She discussed at length the Tri care Pharmacy program and cost of prescription drugs.

After the program the retirees moved to the galley where the galley staff, under the supervision of FSC Joe Shields, provided a hearty meal. Many old friendships were renewed with “sea tales” and trading of family information.

A long and productive day for the retirees ended around 1400. RADM Bert Kinghorn wishes to thank everyone who took time from their daily events to attend this program.



Aid continued from page 2

To qualify, claimants must be incapable of self-support and in need of regular personal assistance. The basic criteria for the Aid and Attendance benefit include the inability to feed oneself, to dress and undress without assistance, or to take care of one’s own bodily needs. People who are bedridden or need help to adjust special prosthetic or orthopedic devices may also be eligible, as well as those who have a physical or mental injury or illness that requires regular assistance to protect them from hazards or dangers in their daily environment.

Additional information and assistance in applying for the Aid and Attendance benefit may be obtained by calling 1(800) 827-1000. Applications may be submitted on-line at www.vabenefits.vba.va.gov/vonapp/main.asp. Information is also available on the Internet at www.va.gov or from any local veterans service organization.

BURHOE TAKES HELM AT COAST GUARD ACADEMY

By Patricia Kime, Staff writer, Navy Times



Rear Adm. J. Scott Burhoe, 52, assumed command of the Coast Guard Academy in a ceremony on January 5th, the first non-Academy graduate to lead the school in at least 100 years.

Burhoe, the service’s former assistant commandant for governmental and public affairs, is set to pilot the

New London, Conn., school as it recovers from a sex scandal and subsequent court-martial, racial discrimination charges and numerous internal and federal investigations.

Coast Guard Chief of Staff Vice Adm. Robert J. Papp oversaw the formal ceremony. Burhoe is the school’s 39th superintendent. He earned his commission from Officer Candidate School in 1977 and has previously served in New London as executive officer and alternate captain of the port, Coast Guard Station New London.

He graduated from Virginia Tech in Blacksburg, Va., and holds a master’s in public administration from American University, Washington, D.C.

BMCM Tom McAdams, USCG (RET.)

Excerpts from the U.S. Coast Guard Oral History Program

*Date of Interview: 13 February 2004,
Newport, Oregon*

In the Pacific Northwest a few names are legendary, among which are folks like Master Chief Boatswain's Mate Thomas D. McAdams. This is the continuation of our October story on BMCM McAdams "the champion lifesaver and lifeboat roller of the Pacific Coast."

So two years on ship McAdams had orders right back to Yaquina Bay. He arrived at Yaquina Bay in 1956 along with the brand new 52-footer; the only one ever built, it's still there today. The small boats were going out, not in the hundreds but by the thousands, across the bar on a single good day, out there to catch the all mighty salmon. Capsizes were common. They had one, it was actually right in the bay and it shows you the difference in people. Most people are very, very thankful at the time but then they become embarrassed that they actually needed help or that you helped them and they will find some excuse to justify what happened to them. Like one fellow said when he capsized in the bay, he had his son and his grandson with him. He was hanging on the boat with his son and so was his grandson, but his son thought he had his son and he had the motor and he was underwater and he actually...we worked on him, in those days there was not mouth-to-mouth, it was a shape or prone method. We worked on him with CPR and had him in at the station in the bunk. The doctor came down and gave him a shot and said, "He'll be around in about an hour or so", and we kept him right there at the station. We didn't even send him to the hospital. And very, very thankful when they came out of it. The family came over and picked them up, very, very thankful. Five days later the grandfather comes back to the station and he said, "You know, we could have made it to the beach if you hadn't picked us on up", and he said, "By the way, have you sent the divers down to get my shoes and my watch and my wallet that I lost." Tom said, "Well we don't have divers. We don't do that", and he was very upset because we hadn't found his missing gear. But after more capsizings and working with people in this aspect Tom could see that he was really embarrassed by what happened to him and he kind of wanted to justify it in his own mind by telling us that he could have made it, and that became pretty well along the line with a lot of people, although there were a lot of them that would come back time and time again and thank you and were very, very, grateful. But a lot



Yaquina Bay's Coast Guard 52-foot motor lifeboat Victory on patrol passes the Cape Disappointment lighthouse Feb. 13, 2003. USCG photo by PA3 Kurt Fredrickson

of them, they had to justify it themselves. It's kind of human nature. "You find out a lot when you're working with people like that."

During that time they had the brand new 52-footer. It was very expensive, it was the most expensive lifeboat the United States had ever built at the time and it was the only one of its kind, and it drew six-feet aft and three-feet forward and it weighed 33 tons.

The 52 is probably the finest lifeboat the Coast Guard has ever built and McAdams ran the 44s for years and years but the 52-footer is the old girl; the old standby. She'll get you through.

In one memorable rescue of 4 individuals from a capsized boat using the 52' MLB the Group CO was really upset because McAdams had taken the most expensive lifeboat the Coast Guard had and nearly beached it to make the rescue to which he said, "But we saved four lives, what are they worth", and he said, "Well", he said, "The Coast Guard district commander is going to be very upset and we're going to have really watch how we handle this situation." The Group was giving him such a bad time he was afraid he was going to say something and get in trouble. Here his crew had done a wonderful job, sacrificed their lives to save people and sure we beached the boat but that's what it's for and he put lives above that. Tom sounded off to the Group and they said they understood he was upset but this is the way it was. Well anyway, in the interim all these hundreds of people, including a representative from the Governor's office, who had witnessed the rescue had gone back to their jobs and Monday morning the District Admiral started getting calls from the Governor of Oregon saying, "My personnel just witnessed the most wonderful saving of lives they'd ever seen and the boat on the beach and the breakers and people diving overboard", and etc, etc, etc. The Sergeant of the State Police was up there on the point and he called in. The head

McAdams Continued on page 5

McAdams Continued from page 4

officer of the Salem Police (all of Oregon) he called in. The District was swamped with calls, and here they had this little message, well the Admiral had the Chief of Staff call down to the Group and say, "What is going on? We've got all these calls and we can't explain it or say anything about it. You get us the



the

fog

Medal.

message out in the next ten minutes and you have the whole thing down in black and white. We want to know exactly what's going on." So then they jumped on the bandwagon and started things going, and out of it, man that dove overboard and Tom got the [Gold Lifesaving Medal](#). The other two crewmen got the Silver Lifesaving Medal. So it was a very fine line of, if the fog had stayed down he probably would have got his ass chewed. As the fog lifted McAdams got a Gold Lifesaving Medal.

That November McAdams had orders because he made chief after four years at Newport and as a boot chief his next assignment was to go to Tacoma, Washington and take over that 83-foot patrol. He was at Tacoma aboard the 83-footer for just over a year and they decommissioned it. Then he went back to Curtis Bay, Maryland where they were building the new 82-footers. He got there just as they were building the "C" class and he took over the "C" class and went all through the sea trials and everything. He got his new boat down to Miami with three other new 82's and when [President John F.] Kennedy dropped the Cuban Crisis and they got stuck there for about a month chasing Cubans out of Miami and running patrols there. You've got to remember we had no LORAN. Everything they did was on navigating and plotting. After Cuba, Chief McAdams led his small flotilla of new 82' WPB's from Curtis Bay, through the Panama Canal to San Francisco and Seattle by superior seamanship.

The Chief spent almost the next year at Tacoma then was transferred to take charge of Cape Disappointment Station. He relieved Master Chief Porter, an E-9 while Tom was an E-7 taking over the station. They just had the bad accident (12 January 1961) just a few months before with the sinking of the MLB *Triumph*: that's the 52-foot wooden one that went down on the bar. In that one night two fishermen were lost and five Coast Guardsmen, the *Mermaid*, a 36-footer, a 40-footer and a 52-footer all sank in the same night.

McAdams had 21 men at the station at that time. They ran one summer...(it got in the paper there, that the reason he remember the numbers,) 302 calls

through July, August and September, with 21 men and that includes the cook and the ET and the watch standers. You can imagine the time; they towed boats for over 1,400 miles during that time. That year they saved 27 lives, actually saved 27 lives in positions of peril and assisted over 1,200 others, and so it was just go, go, go.

Columbia River was an exciting place. They would get 3,000 or more small boats out across the bar on a Saturday or a Sunday during July and August and into September. Tom says he had some terrific crews throughout his career and "that crew at Cape Disappointment, those young guys and the time they put, was just terrific. The crew at Umpqua was just outstanding and the cause that we run ... the capsizings; we had capsizing after capsizing at Umpqua because it's a bad bar, and there was one particular one called the Yum Yum. It was about a 20 some foot boat capsized. McAdams got the [Coast Guard Medal](#) out of it and my crew all got Coast Guard Medals and Commendation Medals out of it."



At Umpqua they also did the *Life Magazine* shots there with George Schultz and then they did the "Lassie" film there. We had a lot of fun doing those shots. McAdams put in four years at Umpqua, a wonderful, wonderful, experience, great crew, and after four years he got orders to... to go back to Washington, DC and help design the 41-footer. He next got orders to go do the testing of the 41-footers and there were three boats; a 36, a 40, a 41 and a 42-foot boat and that was his next phase of seamanship. When we finished we picked the best one, which ended up to be the 41-footer, and then Tom went back to Seattle to be in Safe Boating and he got called to the District, where Admiral McClellan - gave him the Commendation Medal and then he said, "I want to talk to you", and I said, "Yes Sir", and he says, "The Motor Lifeboat School in Cape Disappointment has kind of went downhill the last year. They haven't had anybody with surf experience in there and I want you to take over the school this coming winter. You have three months to write up lesson plans, get them approved. The Commander here will be working with you and you have this Yeoman over here full time and you'll come in this office everyday and you will write full lesson plans and the Commander will fill you in", and I said, "Yes Sir". It was a District school. It wasn't a National Motor Lifeboat School then.

The crew he had there was really something. Day in and day out, class after class you were going to get your

BMCM McAdams Continued on Page 6

BMCM McAdams from page 5

ass wet 50 percent of the time. Out of an eight-hour day, four hours are going to be spent getting them so wet, and you know it gets to you after a while. But the crew was there all the time and they had some close calls. They rolled boats. They had people in the water that we resuscitated afterwards. They never lost. "I try to instill in my people the training, the best I could give them, and they would do anything that I asked." "You've got to get trained to pick the people out of the water. You lose sight of them underneath the sheer of the bow. When do you stop? When do you pull her down? When you give them the ladder? You've only got one chance to get them alongside and you've got to make it good, and yes there's a danger. If it was nice it would be simple. It's not simple."

With the four years at Cape D McAdams had gone on 27 years, the Headquarters detailer called him up and said, "Chief, you've been there almost four years now", and "The Master Chief on the Everett 82' boat had a heart attack and I'm going to transfer you there immediately. I'll transfer you out in three days", and then the District called me right up and said, "Do you want this transfer", and I said, "No Sir I'm a lifeboat man and I'd rather stay in a station." So they said, "Just send us a message saying you do not desire to transfer at this time." So he did and the detailer called him up and he said, "If you don't take this transfer, come the end of the summer I'm transferring you." He said, "You don't have much time onboard ship and I'm transferring you to sea. You'll be out of Boston on a 378 or out of New York. You can assure yourself of that." Tom said, "I've got 10 percent for lifesaving medals. I've got 10 percent for good conduct. I realize you can only get one 10 percent but you can't take the good conduct away . . . you can take that away but you can't take my medals, so I've got 10 percent. So that's 30 years of service. I'm working for one-quarter of my pay because I can get three-quarters if I retire. I'm going to sea all right. I'm going to go see if I can't find me a civilian job", and I wrote my letter for retirement."

"And through my career one thing...we kind of forget sometimes, but my better half; Joanne, my wife, married now over 51 years, has really been the backbone of my career; helping me all along the way, the encouragement, the time away from home, the isolated duty, never really complaining, all the time behind me 100 percent, and anybody in the service needs that behind them, knowing that they've got somebody there that cares and is backing them up a 100 percent, just like a good crew, and she's more than a good crew. She's part of my life."

"When I got ready to retire I got thinking. You know your last words, what do you say after 27 years in a service that you love. Oh yes, you had your ups and downs but there were a lot more ups than there ever were downs and you learned to handle the downers. So I sat down - and I like to kind of do a little poetry now and then. In fact I've got a whole book full - but I sat down and I took my career and I said, "Here it is", and this is it. Those were my closing words on my retirement day.

I was asked what drove me to my position or what made me what I am. Well probably the greatest influence of my life was my mother. What a smart lady she was. She could discuss, talk, give me more information. Learning was always there and my dad was good but my mother was really the principal one that really set me going. In school I had a tough time spelling and reading, and I was always kind of feisty, so I could take the guys outside and whip their butt. By the time I was in the 5th grade I could whip everybody in the 6th grade and the only ones I had trouble with was the girls because I couldn't whip them. I'd never hit a woman. But the guys, you know, they learned respect for you . . . and in football; I played football, the line average over 200 pounds, I weighed a 150 and I was a right guard and those things kind of built you along. When I came in the Coast Guard everybody wants to get a rate and get ahead and I could cook, and our cook left the station here and they had nobody to cook and they said, "Who can cook?. They said, "The cook gets every weekend off." Well gee, after eight days straight duty and 48 hours, and the cook didn't have to stand tower watches or switchboard watches, so I said, "I can cook", and I started cooking and I could bake pies and cakes and cook everything. Finally the other CO; old fancy pants Barnett, he says, "How would you like to go to cook school?" "Oh gee, I'll be a cook", you know, "third class, that's great." So he puts me up for cook school. In the interim Mr. Lawrence came in and said, "No, no, you're going up for boatswain's mate", and gave me the test for third class boatswain's mate after I was seaman and both my cook's orders to go to school and boatswain's mate third class came in the same day. He walked in he said, "Do you want to be cook or a boatswain's mate?" I said, "boatswain's mate, Sir." He said, "Okay." It went in the basket and that was it.

This is just a small portion of the 60 plus pages of BMCM McAdams interview. To read the full colorful story go to: <http://www.uscg.mil/hq/g%2Ddcp/history/gifs/oralhistoryindex.html>



COAST GUARD AUXILIARY SEEKS VOLUNTEERS

The U.S. Coast Guard Auxiliary is the uniformed civilian volunteer component of the United States Coast Guard, and is actively seeking more volunteers interested in serving their country and their community. The auxiliary participates in all Coast Guard missions authorized by Congress, with the exception of direct law enforcement and military action.

The auxiliary conducts missions on the water, in the air and on land. They conduct safety patrols, and search and rescue missions on our waterways, assist the Coast Guard with homeland security duties, teach boating safety classes, conduct free vessel safety checks for the public, perform watchstanding, carry out chief's duties, as well as many other activities.

They are also seeking those individuals who want to contribute their talents in the areas of web design, information technology, public affairs, and in many other administrative roles. Training opportunities (most of which are free) include boat crew and coxswain (small boat operator), vessel examiner, boating safety class instructor, public affairs, and many others.

Applicants must be a U.S. citizen, at least 17 years old, and pass a basic background check. There are no upper age limits or height/weight standards (although for boat crew, you must be able to perform certain tasks).



For more information, or to become a member of the Coast Guard Auxiliary, Call 1-800-982-8813 ext. 7020 for Auxiliary Information, or visit http://a130.uscgaux.info/public/join_the_auxiliary.htm for the 13th USCG District and http://a170.uscgaux.info/d17_join_page.htm for the 17th USCG District.

AGENT ORANGE LAWSUITS UPDATE 08:

On 16 AUG 06, the U.S. Court of Appeals for Veterans' Claims (CAVC) in the case of Haas v. VADC-Nicholson determined that Vietnam veterans who served in the waters off Vietnam and did not set foot in Vietnam are entitled to a presumption of exposure to herbicide agents, to include Agent Orange. This class of veterans is generally known as blue water Navy veterans; but any claim, regardless of branch of service, may be a Haas case. Prior to this decision, VA's interpretation of 38 CFR 3.307(a)(6)(iii) was that a service member had to have actually set foot on Vietnamese soil or served on a craft in its rivers (also known as brown water) in order to be entitled to the presumption of exposure to herbicides. Specifically, the Court held the following:

The reference to service in Vietnam as used in the statute was ambiguous because there are many definitions of the territory of a nation. - VA's regulation defining Vietnam service for purposes of granting the presumption of exposure to herbicides is ambiguous when viewed together with 38 CFR 3.313, which also defines service in Vietnam. The Court pointed to the use of different conjunctions as well as the differing placement of a comma in each regulation to prove the ambiguity and observed that VA had merely replaced legislative ambiguity with regulatory ambiguity. -

VA has appealed the Haas decision to the U.S. Court of Appeals for the Federal Circuit. The Secretary's brief was due to be filed in the Haas appeal on 8 JAN 07. The National Veterans Legal Services (who are representing Haas) brief was to be filed 40 days after the Secretary's brief is served on NVLSP. The Secretary then may file a reply brief 14 days after that. Thus, the briefing will likely be completed by early March, but there is a small possibility that either party may ask for, and be granted, extensions for those filings. The Court will then likely schedule oral argument and, after it hears the argument, issue a decision. The decision will likely be issued several months after the oral argument and will be posted on the NVLSP website www.nvlsp.org. Questions should be submitted to Richard V. Spataro, Staff Attorney, National Veterans Legal Services Program, 1600 K Street, NW, Suite 500, Washington, DC 20006-2833,

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



Cuyahoga WSC 157 , Launched 27 January 1927 Commissioned 3 March 1927 -- First stationed at Stapleton NY. Transferred to the Navy in 1933 as a escort vessel for the presidential yacht performing that duty until 1941. During the war she was at Norfolk from 1941-45 attached to CARIBSEAFRON. Returned to the Coast Guard she stayed in Norfolk till 1948 when she went to Curtis Bay MD from 1948-58. 1958 she went to Yorktown VA as a training vessel until 20 October 1978 when she was lost in a collision with MV Santa Cruz II at the mouth of the Potomac River. There were 11 Coast Guard casualties. Cuyahoga was the last 125' of this class in service.



*c/o COMMANDING OFFICER
USCG Integrated Support Command
Attn: Work Life (Retiree Council)
1519 Alaskan Way South, Bldg. 1
Seattle, Washington 98134*

Coast Guard Retiree Council Northwest Newsletter

PRSRIT STD
POSTAGE & FEES PAID
U. S. COAST GUARD
PERMIT NO. G-157