

# RETIREE NEWSLETTER

“They Also Serve”

COAST GUARD RETIREE COUNCIL NORTHWEST, SEATTLE, WASHINGTON

VOLUME 6 ISSUE 4

## NEW CO-CHAIRMAN OF RETIREE COUNCIL NORTHWEST NAMED.

On behalf of the Council Officers we would like to introduce newly appointed Co-chairman RADM Bert Kinghorn, USCG, Retired. Admiral Kinghorn has accepted the vacant Co-chair position effective 18 July 2006.

The Admiral will attend his first Council meeting on 14 October 2006 in Portland, Oregon. For those that can make the Portland meeting, this would be a good time to meet the new Co-chair.

## COAST GUARD PICNIC

Another Inland Northwest Coast Guard Picnic is history and, as always, it was a lot of fun, a lot of food and a great couple hours to catch up on old shipmates and reminisce with some very enjoyable companions. And also, as always, we owe a big thank you to Del and Paula Clark for their hard work and organizational skills. Del and Paula, you just do such a great job every year. I know that Del has had a lot of things demanding his time and attention during the last several weeks. Still, everything came together perfectly. On behalf of all of us who have enjoyed the picnics over the years, thank you so very much...again. I also want to thank Charlie Craig and Tim & Bonnie Lackey, who come over from the coast to attend these picnics every year are always there to help with set up, cooking and clean up.

I think we had a smaller crowd than usual this year, but it was definitely a fun crowd and I think everyone had a really nice time. The food was tasty and more than plentiful. And there were more and

better door prizes than we've ever had in the past. Some of the door prizes included gift certificates for several dinners for two at nice restaurants, gift certificates for gas and a car wash, a miniature Seahawks helmet and NFL football, each autographed by Seahawks running back (and League MVP) Shawn Alexander, lots of T-shirts, various tools, a spectacular framed nautical print, numerous souvenir prizes and probably more hats than we had heads to put them on. I'm already looking forward to next year's Coast Guard Picnic on the first Saturday after August 4<sup>th</sup>.

CAPT Paul Luppert, Retiree Council NW Board of Trustees for Eastern Washington  
and Northern Idaho

## VIET NAM VET GIVES HIS LAND TO COAST GUARD

*From Cape Cod Today, August 10<sup>th</sup>, 2006*

House & apartments to be used for USCG Morale, Welfare and Recreation Dedication honors Viet Nam War action which killed two Guardsmen A 27-year Coast Guard member and Vietnam veteran dedicate his land to the Coast Guard during a ceremony scheduled on August 10<sup>th</sup> in Harwich.

Retired Master Chief Petty Officer Mark McKenney has officially decreed roughly eight acres of land in West Harwich, Mass., including a main house and two apartment buildings, to the Coast Guard to be used in the future for housing and Morale, Welfare and Recreation (MWR) purposes.

The dedication occurred on the 40<sup>th</sup> anniversary of the first two Coast Guard members who were killed in Vietnam aboard the Coast Guard Cutter Point Welcome, where McKenney served as a gunners mate.

During the dedication, two plaques were unveiled. The first to honor the seven Coast Guardsmen killed in the Vietnam War and the second to honor Petty Officer 3rd Class Nathan Bruckenthal. Bruckenthal, along with two U.S. Navy Sailors, was killed in a suicide attack April 24<sup>th</sup> 2004 while serving in Operation Iraqi Freedom.



*USCGC Point Welcome on duty off Vietnam 1966*

On August 11, 1966, Point Welcome was conducting a nighttime patrol and was attacked by two U.S. Air Force F-4 Phantom jets and one B-57 bomber. The friendly fire incident killed two members of the crew including the commanding officer, Lt. j.g. David Brostom, and an engineer, Petty Officer 2nd Class Jerry Phillips, who were the first two Coast Guardsmen killed in the Vietnam War. McKenney was

**Dedication Continued Page 2**

## **Dedication Continued From Page 1**

aboard the Point Welcome and received the Purple Heart for injuries suffered as a result of the attack.

The five other Coast Guardsmen killed in Vietnam, who will also be honored, were Lt. Jack Ritticher, Fireman Heriberto Hernandez, Chief Petty Officer Morris Beeson, Petty Officer 1st Class Michael Painter and Lt. j.g. Michael Kirkpatrick. Representatives from the First Coast Guard District, Coast Guard Sector Southeast New England, Coast Guard Air Station Cape Cod and Coast Guard Station Chatham will participate in the dedication ceremony. Northport, N.Y. Police Chief Ric Bruckenthal, father of Petty Officer 3rd Class Nathan Bruckenthal, and Retired Capt. Ross Bell, former executive officer of Point Welcome and recipient of a Purple Heart, spoke at the event.

About 8,000 Coast Guard members served in Southeast Asia from 1965 to 1975, and currently the Coast Guard has members deployed around the world in support of the Global War on Terrorism.



*SEATTLE - Coast Guard Rear Admiral Richard Houck, Commander Ray Evans (Ret.) and Senator Patty Murray cut a ribbon during a dedication ceremony for the Commander Ray Evans Shore Operations Building at the Integrated Support Command in Seattle today. The 58,000-square-foot building, that cost \$16 million, will accommodate Coast Guard Sector Seattle, Electronic System Support Unit Seattle and a Joint Harbor Operations Center. The building was named in honor of Cmdr. Ray Evans a Washington native, World War II veteran and one of only two enlisted Coast Guardsmen ever to receive the Navy Cross. Evans enlisted in the Coast Guard in 1939 and retired from the service in 1962. (USCG photo by Petty Officer Third Class Tara Molle)*

## **COAST GUARD BUILDING DEDICATION**

SEATTLE - The dedication of the Commander Ray Evans Shore Operations Building took place at the Coast Guard Integrated Support Command at Pier 36 Monday August 14<sup>th</sup> at 2 p.m.

The building was named in honor of Commander Ray Evans, World War II veteran, recipient of the Navy Cross, and a lifelong Washington resident. Evans fought alongside Signalman First Class Douglas Munro during the Invasion of Guadalcanal. Douglas Munro was posthumously awarded the Medal of Honor and is the only member of the Coast

Guard to receive the award. Munro was killed by enemy fire while evacuating a battalion of Marines. Evans was wounded with another member of the crew while carrying out the rest of the mission.

The building will house Coast Guard Sector Seattle and Electronic System Support Unit Seattle. The cost for the construction of the building totaled \$16 million. Construction on the building began in 2005, following a groundbreaking ceremony attended by Senator Patty Murray.

Evans attended the dedication along with Senator Patty Murray; Coast Guard 13<sup>th</sup> District Commander Rear Admiral Richard R. Houck and Coast Guard Auxiliary 13<sup>th</sup> District Commodore Fred Bell.

## **RETIREE PROGRAM COORDINATOR'S OFFICE TELEPHONE/E-MAIL "HOTLINE" ESTABLISHED**

The National Coast Guard Retiree Council Headquarters Retiree Program Coordinator's Office Telephone/E-mail "HOTLINE" has been established, and is staffed by members of the Capital Area Coast Guard Retiree Council and other DC Area Retiree volunteers. Volunteers from the other Retiree Councils are welcome.

As reported at the May National meeting, space has been allocated in Room 5500 in HQTRS for the Retiree Program Coordinator's Office. It is equipped with a computer, E-mail, and telephone service. Retirees will be able to call or E-mail questions and concerns. CAPT Warakomsky is spearheading the program and will be the Capital Area Coast Guard Retiree Council's Coordinator. A voice-mail box, 202-267-1727, and an E-mail address, [NRHD@comdt.uscg.mil](mailto:NRHD@comdt.uscg.mil), have been established.

**Hotline continued on page 7**

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](http://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



## WHERE DO YOU REFILL YOUR PRESCRIPTIONS?

*By the Military Officers Association of America (MOAA), 18 Aug 2006*

TRICARE's mail-order pharmacy (TMOP) is getting a lot of legislative attention, and military beneficiaries would do well to pay attention, too.

Each prescription dispensed through the mail-order system saves the Pentagon an average of \$50 to \$150 dollars, depending on what's counted. Beneficiaries who use TMOP save 67%, too, since they get a three-month supply for the same copayment that buys only a one-month supply in a retail pharmacy.

But for whatever reason, only 6% of prescriptions are currently filled through the mail-order system, and the most rapid growth is in the retail system – the one that's most expensive for both the government and beneficiaries.

MOAA believes there are several reasons for underutilization of the TMOP, including a lack of publicity about it by the Defense Department and beneficiaries' reluctance to change what has worked for them in the past, even if the change would save them a modest amount of money.

But the cost difference is a big deal for the government, and Congress is determined to do all it can to encourage use of the much-cheaper mail-order program.

One way is to significantly sweeten the program for beneficiaries, and both the House and the Senate (at MOAA's urging) put provisions in the FY2007 Defense Authorization Bill that will eliminate any copayment for most drugs obtained through the mail-order system.

That should make using the mail-order system a no-brainer for the vast majority of people who use long-term maintenance medications. Why pay a copayment or make an extended trip to a military installation if you can get the same medications delivered right to your doorstep -- for free?

But some in Congress aren't convinced that voluntary incentives will generate enough migration to TMOP. So the Senate also passed a provision that would require military beneficiaries to obtain all refill prescriptions of maintenance medications through TMOP.

MOAA and The Military Coalition (TMC) think that's going too far. There are some instances when the mail-order system isn't appropriate or efficient - such as when the doctor changes the dosage or when replacing lost medication.

Another way to reduce government costs is to require drug companies to provide the defense department the same prices through the retail system that it charges for drugs

dispensed through military and VA facilities. The Senate version of the defense bill would do that, but the Administration's Office of Management and Budget is opposing that provision - seemingly putting the interests of the drug companies ahead of the Defense Department's.

MOAA supports the Senate provision requiring reduced retail drug prices and heartily endorses elimination of any beneficiary copayments for drugs obtained through the mail-order system.

But we don't support mandatory refills of maintenance medications through the mail-order system. That doesn't allow enough latitude for individual circumstances - especially when White House budgeteers are taking the drug companies' side in opposing consistent price discounts for all military-purchased drugs.

### **Effective 01 September 2006**

#### **ISC Seattle (csb) ID Desk Operations will change**

**Appointments will be scheduled for the below requests issued Monday-Friday:**

ID Cards (Active Duty, Reserve, Retire, Dependent & ROTC)  
Dependency Status Changes  
DEERS checks  
CAC Card Encryptions

**Walk-in service for any of the above actions will be handled around scheduled appointments, if time permits. Scheduled appointments have priority over walk-in service. Appointments will be scheduled for walk-in service that can not be completed by 1500.**

***Call 206-217-6510 to request an appointment***

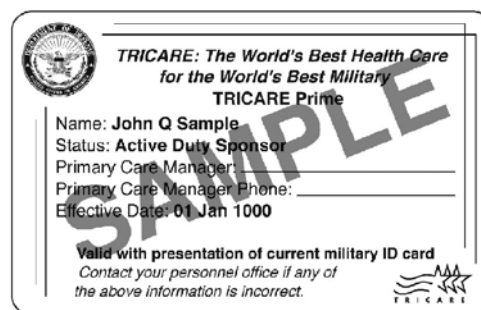
***Hours of operation remain:***

***0800-1500, Monday-Friday***

***0800-1130 and 1230-1500, Reserve Drill Weekends – normally first weekend of the month***

**POV Decal Issuance and Pedestrian Gate Access will not be affected and will remain a walk-in service.**

**ID Desk Operations during Reserve Drill Weekends will not be affected and will remain a walk-in service.**



## 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 Signalman First Class Douglas Munro, Commander Ray Evans and Master Chief Boatswain's Mate Thomas D. McAdams. BMCM McAdams acquired a chest full of ribbons, appeared on television many times and lived an illustrious career in the Coast Guard off the Oregon coast, which began in 1950 and lasted into 1977. The highly decorated McAdams is something of a legend in the Coast Guard's small boat community and among the fishermen of the Pacific Northwest, where one newspaper writer wrote that McAdams was "the champion lifesaver and lifeboat roller of the Pacific Coast."

In his remarkable career, which spanned 27 years, BMCM McAdams participated in more than 5,000 rescues and was credited with saving more than 100 lives. He survived nine "rolls," where his self-righting 16-ton lifeboat actually capsized due to the large swells that develop outside the river entrances along the coasts of Oregon and Washington, and then rolled upright again, sometimes holding the crew underwater for up to 40 seconds. He wrote about one of those times: "In one operation while in charge of a 44' MLB ... my two man crew and myself were pitched-poled, that is, end-over-end, by a large breaking swell. We were pushed down for approximately 40-some seconds. We are strapped in, but are outside and must hold your breath while the tons of water cascades over you, and you hang precariously upside down till the MLB rights itself again."

During his Coast Guard career, BMCM McAdams was awarded the Legion of Merit, the Coast Guard Medal, the Gold Lifesaving Medal, the Coast Guard Commendation Medal, the Meritorious Achievement Medal, among others, and he was one of the few Coast Guardsmen to be awarded both the [Gold Lifesaving Medal](#) and the [Coast Guard Medal](#). Additionally, in 1972, the Commandant of the Coast Guard at that time, Admiral Chester R. Bender, presented him with the first Coxswain's Insignia ever issued, because, as Admiral Bender noted: "[BMCM McAdams] has a tremendous record of rescues...and that he truly represents all Coast Guardsmen." BMCM McAdams commanded many of the small boat stations in the Pacific Northwest, including the Coast Guard's Motor Lifeboat School at Cape Disappointment, Ilwaco, Washington, where he wrote the textbook used to train future lifesavers. He even appeared on national television, including the programs "To Tell The Truth" and "Who's Who" feature of Charles Kuralt's "On the Road" program.

**BMCM McAdams** was born in Seattle, out in Ballard; Seattle, Washington. He went to grade school there, junior high school, and graduated from Ballard High School in 1950. In 1950 the Korean War started around in June. He knew he was going to go in the service. "My brother was already in the United States Marines but I wanted to fly." "Jets were just coming in and I thought I could fly a jet so I went to the Air Force and I asked them, 'Could I join the Air Force



and become a pilot,' and they said, 'Well you need two years of college but if you join now after two years you can go to Officer Candidate School and then you can apply for flight school.' I said, "If you guarantee me I can go to flight school I'll sign up," and they said, "Well we can't do that," so I said, "Well then I'm going to join the Marines." He went down to Seattle. Well when he got downtown he didn't want to walk the two miles to the Marine Recruiters office and the Coast Guard Recruiting Office was just two blocks away. He walked down there and asked about the Coast Guard and they said, "A three-year tour," and he said, "Three years, everything else is four years," and he said, "That's right but the Coast Guard is three years now." "Sign me up." He signed up, took the test and passed it and they said, "You'll be going to boot camp in Cape May, New Jersey." Well he waited and waited and nothing came out, and the next month passed and he finally went down and they said, "No, they're opening up a new boot camp and it'll be ready here in December." McAdams officially joined the Coast Guard on December 7<sup>th</sup>, 1950 and went to Alameda, California where the new boot camp was and started his career there.

He was assigned to Company "C". They had 150 men in a company at that time and the boot camp was not ready. The galley was open and everything was ready that way. When they got there they told them, "Grab a mattress." There were double bunks; it was framed bunks, and they said, "Grab a mattress to throw on there. You're going to be damn cold tonight. There's no heat in the barracks and there are no blankets," and they were that way for about a week before they got their first blanket. It took over a week before they got issued clothes.

They were there for about 10 or 11 weeks and finally they said they're cutting down on the companies and he got moved back two companies because they were cutting them down to 125 men. He was very disappointed at the time to have

**McAdams Continued on page 5**

**McAdams Continued from page 4**

to spend an extra couple of weeks in boot camp but all his buddies of mine that were in Company "C" that went to the 13<sup>th</sup> District got placed aboard ships. Two weeks later when he graduated from boot camp he went to Seattle, to the base. They put him on gate guard for a couple weeks and then he got my first set of orders; Yaquina Bay, Newport, Oregon. When they told him he was going to Yaquina Bay he thought going to Japan or someplace; Yaquina, Yokohama, he didn't know where it was, when somebody said, "No, I think it's on the Oregon coast." He'd lived in Ballard where the Coast Guard was and he'd seen the ships and the small boats come in and go out but he knew very little about the Coast Guard itself. He had no idea that there was any such thing as a life boat station, surf and breakers and things like that.

His first duty was in Newport was in the lookout watchtower. They had eight days straight duty, 24-hours a day, and if they hadn't missed any punches in the lookout tower or their work was up, or the Boatswain's Mate had given them a good report, then they had 48-hours off.

At that time there was a warrant officer in charge of the station. He was a boatswain's mate that had switched over from radioman. He'd never really been to sea and knew very little about the lifeboats. The warrant officer-in-charge, wore his uniform squared away and he loved to wear the uniform around town. But he never went out in the boats. Those that did go out in the boats and got sea sick, he would call in the office and say, "I heard you got seasick on the last call. You have to make every call until you get over being seasick", and out they would go. Fortunately McAdams had been raised around Ballard. He was out in small boats in Puget Sound and the sea didn't bother him. Of course the ocean was different. His first trip out in a lifeboat he watched those swells. They were running across the bar at the time, oh, 15 or 20 feet high and he have never seen anything like that before. He didn't realize at the time but the boatswain's mates were trying to roll the boat and do everything they could to roll it and rock it and pitch it, and that was to see if you would get seasick and what kind of a boat crewmen you'd make. Well fortunately Tom never got seasick.

Shortly thereafter Newport got a new warrant officer-in-charge of the station, Harold Lawrence, and greatly influenced McAdams career in the Coast Guard more than anyone else. He could tell the stories, he was a boatman,

and he could handle boats. He knew all about breakers and surf and drills and timing, and he started us on drills and Tom learned more from that man in the year that he served with him than he can describe. He was a wonderful CO. He was somebody you could look up to. We would do anything for him.

Before long McAdams was a third class boatswain's mate. He loved the boats so would practice docking and undocking, practice with the wind - single screw boat - with the wind and everything until was proficient with that lifeboat going to sea and taking breakers and timing breakers.

He made second-class boatswain's mate and answered countless calls. When Tom first got on the coast there were no small boats; sport boats, out across the bar except for maybe in the month of July or August, one or two days, no wind, flat calm ocean, and they would venture just out past the jetties to catch the fish. Within two years - He doesn't know what happened, to make a change around - but there were hundreds of boats out across the bar and going further out to sea all the time. After he made second class they'd have two or three hundred small boats out across the bar.

After four years at Newport CWO Lawrence came to Tom and said, "Mac I'm being transferred. I'm going to take over the Coos Bay Lifeboat Station. How would you like to serve under me for another four years?" I said, "Oh, I'd love it Sir." So McAdams got moved down to Coos Bay Station, a 100 mile road trip down there; 86 miles by sea straight down.

McAdams was up for first class when he had just shipped on over. He really enjoyed the Coast Guard. He had found his life's work. He then got a call from the District saying, "We've got some good news and we've got some bad news." He said, "Well what's the good news?" They said, "Well you made First Class today." "Oh great. What's the bad news?" "You can't have it until you get six months onboard ship. You need sea duty." "You've only been at that station over a year. You can stay there for another three or four years or you can go to sea." Well being a career man he chose to make First Class. It was a few months later that he got a set of orders to go on a 255-foot cutter, the *Klamath* and fortunate for him the ship was making the first Bearing Sea Patrol (June 1955) by a weather cutter. He reported aboard the *Klamath* ten days before it shoved off going north for four months. There were no first class boatswain's mates but there were five second class boatswain's mates and a couple of third class, and he was the only boatswain's mate onboard that had any surf experience.

The Chief aboard taught McAdams how to splice cable and taught him about shipboard, even how to put down the commendation ladder and how to put the pins in. He put almost two years on the ship and just before he got off the ship the Chief retired. He made First Class on the ship - the day he retired he came down, he took his Chief's crow and he put it in McAdams hand and he said, "Sew this on when you make Chief." "Wow!"

*To be continued in the next issue of the Retiree Council Northwest Newsletter*



## USCGC McLane (WSC 146)

Louis McLane was appointed to be the 10<sup>th</sup> Secretary of the Treasury by President Andrew Jackson in 1831-1833. The CGC *McLane* was named in his honor. One of 33 ships of the 125' Active Class Patrol Boat built by American Brown Boveri Electric Co. of Camden New Jersey. They were designed for trailing the "mother ships" along the outer line of patrol during Prohibition. They were constructed at a cost of \$63,173 each. They gained a reputation for durability that was only enhanced by their re-engining in the late 1930's. They had an overall length 125' x beam 23'6" x draft 7'6" x displacement 232 tons. Powered by twin screws and 2 x 6-cylinder, 300 hp engines (1927); 2 x 8 cylinder GE 268-A engines, 800 bhp (1942) diesel engines she could travel at 13.9 knots for 3,320 nm. Her armament consisted of 1 x 3"/27 (1927); in WWII two Depth Charge racks were added; and 1 x MK1 40mm (1967). Her complement was 3 officers, 17 enlisted men. *McLane* was launched 22 March 1927 and commissioned 8 April 1927

First stationed at San Pedro CA in 1930, *McLane* participated in the Bering Sea Patrols. In 1935 the USCG sent her to Panama City Florida and then to Curtis Bay Maryland in 1936-39. Her duties here included breaking ice on the Chesapeake Bay during the winter months. Her next port-of-call was Moorhead City North Carolina in 1940. With the start of WWII from 1941-45 she was again in Alaska ported at Ketchikan with the Northwestern Sea Frontier.

While working with CG manned YP 251 they attacked and reportedly sank a Japanese submarine RO-32 off the coast of Ketchikan. During this attack, LT Ralph Burns, the commanding officer of the *McLane*, saw a torpedo pass underneath his cutter's bow. On 7 February 1943 a shore party from the cutter rescued 2 survivors from a downed Gilliam Airlines Lockheed 10A that had crashed one month previously, on 5 January 1943, 30 miles east of Ketchikan, Alaska (near the Boca de Quadra Inlet.) All six persons aboard survived but one passenger, seriously injured during the crash, perished 48-hours later due to her injuries. Gilliam died from exposure while attempting to locate assistance. Two of the remaining survivors were located by the CGR-232 in Weasel Cove on the Rosa de Quadra Inlet. The final two were rescued at the crash site and were taken aboard *McLane*. On 18 October 1944 she rescued 3 survivors from a fishing vessel. She earned the following battle awards for her service during World War II: American-Defense Service Medal with seaclasp; Asiatic-Pacific Campaign Medal; National Defense Service Medal with one bronze battle star; American Area Campaign Medal; and the World War II Victory Medal.

After the war, from 1945-46 she was stationed at Sitka Alaska. *McLane's* next move was from 1947-62 when she was stationed at Aberdeen Washington. She was



redesignated WMEC-146 in 1966. After 15 years of service in the 13<sup>th</sup> District, *McLane* was moved for the last time to Brownsville Texas starting in 1962. After 47 years of active service ranging from the Atlantic to the Bearing Sea *McLane*, with service as a gin chaser, icebreaker, sub chaser, buoy tender, and medium endurance cutter was decommissioned on 31 December 1968 and sold on 14 November 1969 to the Marine Navigation and Training Association, Incorporated, of Chicago Illinois.

Cuyahoga, lost on 20 October 1978, when she was lost in a collision with MV Santa Cruz II at the mouth of the Potomac River was the last of the 125' Active Class Patrol Boats class in active service.

*Dictionary of American Naval Fighting Ships, Vol. IV, p. 305.*

Robert Scheina. *U.S. Coast Guard Cutters & Craft of World War II.* Annapolis, Maryland: Naval Institute Press, 1982.

Robert Scheina. *U.S. Coast Guard Cutters & Craft, 1946-1990.* Annapolis, Maryland: Naval Institute Press, 1990.

United States Coast Guard. Statistical Division/Historical Section. Public Information Division. *The Coast Guard At War. Volume V: Transports and Escorts: Section 1, Escorts, Washington: Public Information Division, U.S. Coast Guard Headquarters, March 1, 1949.*



**Dateline Barrow, Alaska: 17 August 2006, Two Coast Guard divers assigned to the Seattle-based Coast Guard Cutter Healy died today during a routine dive operation in the Arctic Ocean approximately 500 miles north of Barrow, Alaska. Deceased are Lt. Jessica Hill, 32, of St. Augustine, Fla., and Petty Officer 2nd Class Steven Duque, 22, of Miami.**

**Hotline continued from page 2**

**A preliminary "Watchstanders" list of Council members has been established, but additional people are needed!**

While we have been concentrating on Capital Area retirees for volunteers, Members of the Councils and other retirees around the country interested in participating as "Watchstanders" are encouraged to contact CAPT Warakomsky: ph (703) 323-0891- [bpwarakom@cox.net](mailto:bpwarakom@cox.net) for additional details. Volunteers are very welcome!

There are actually two watch lists. The first is basically a HQ "retiree" team that has daily access to the HQ e-mail system. The second is the more important and main watch list of volunteers that are responsible on weekly schedule for "responding" to the inquiries by phone or e mail.

The HQ "retiree" duty watchstander who monitors the [NRHD@comdt.uscg.mil](mailto:NRHD@comdt.uscg.mil) e-mail will forward the inquiry to the main duty watchstander, who also is monitoring the Help Desk telephone, 202-267-1727. A main duty watchstander will take appropriate action on both the e-mail and phone inquiries

"Watchstanders" will not be expected to be an expert on USCG Programs. If the question can not be answered, the main task will be to direct the "caller" to the right source. A Frequently Asked Questions (FAQs) file will be available to "watchstanders" and will be a good information resource.

All USCG "retirees" are encouraged to contact the Retiree Program Coordinator's Office by telephone, 202-267-1727, or by e-mail, [NRHD@comdt.uscg.mil](mailto:NRHD@comdt.uscg.mil), if they have questions or problems that are not otherwise being addressed or resolved. The Retiree Program Coordinator's Office team will make every effort to provide an answer or aid in getting the person with the right answer in contact with the "retiree" with a concern or question.



## ESTABLISHMENT OF A POINT OF CONTACT FOR THE CG RETIREE COUNCIL – NW IN KODIAK ALASKA.

AVTCS Daniel J. (Dan) Canavan, USCG, retired has volunteered to become the Point of Contact (POC) for retirees and annuitants residing on Kodiak Is., Alaska. Dan is employed by the U. S. Coast Guard. He has stated that he can contact retirees through a local informal network.

Welcome to the Northwest Retiree Council Board of Trustees representing the Coast Guard family and community of Kodiak.

You may email Dan at [dcanavan@gcl.net](mailto:dcanavan@gcl.net).

..... *Please cut along the dotted line and return to the address listed below* .....

The Coast Guard Retiree Council Northwest is interested in sending out their newsletter via E-mail verses delivery by the U. S. Postal Service to save money. If you are willing to receive your copy of this newsletter by E-mail, please complete the below permission slip and return it to our office.


☐

Yes I am interested in receiving the Retiree Newsletter by e-mail in the future. I have included my home e-mail address below.

☐

Yes you may make my home e-mail address available to other USCG retirees. (If you do not give this permission, we will only use the e-mail address for the newsletter. Under no circumstances will your address be given out for commercial use.)

Mail the below "tear off memo to":  
Coast Guard Retiree Council Northwest  
USCG Integrated Support Command Worklife (Retiree Council)  
1519 Alaskan Way South, Bldg. 1  
Seattle, Washington, 98134

Name \_\_\_\_\_

My E-mail Address is:

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

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



*USCGC Cactus (WLB 270) one of the rare white bouy tenders, commissioned in September 1942, she served on the east coast until 1970 when she was transferred to USCG Base Astoria, Oregon. She remained there until her retirement in November of 1971.*



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

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