



# RETIREE NEWSLETTER



Information for Coast Guard and NOAA Retirees "Semper Paratus"

October 2001

"AN HONORABLE CAREER OF SERVICE"

ISSUE 4

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## Another Record Year for Interdictions

So far this year the Coast Guard, working with other agencies, has interdicted 109,572 pounds of cocaine. Interdictions for April and May alone were more than 35,000 pounds. The Total for all of fiscal year 2000 was 132,480 and was an all time record annual total itself.



A Coast Guardsman stands watch over tons of cocaine on a pier in San Diego (U.S. Coast Guard photo)

- On April 28, a Coast Guard law enforcement detachment (LEDET) aboard a Navy ship boarded the *Svesda Maru*, a 152-foot Belize-flagged vessel 600 miles south of Acapulco, Mexico. The LEDET searched the vessel for five days, but were unable to access certain suspect areas, and were relieved by a boarding team from cutter Active. Cutter Active's boarding team located hidden compartments and eventually discovered 460 bales (26,397 lbs) of cocaine.
- On April 29, a CG C-130 spotted a go-fast 100 miles south of Cuba. The go-fast beached in the Bahamas after they jettisoned 37 bales of marijuana., which were recovered by cutter BEAR. OPBAT officials found five more bales near the boat, totaling 1,770 pounds. Law enforcement officials arrested the two men.
- On April 30, D7CC was notified by the Cuban Border Guard that they had detected a go-fast off of eastern Cuba. TAMPA and BEAR were vectored in by a CG aircraft, and TAMPA fired 15 rounds of warning shots. BEAR's RHIB came along side and the go-fast began jettisoning bales and eventually stopped. An OPBAT HH-60 commenced a search for the jettisoned contraband and a total of 94 packages weighing 1,970 lbs of marijuana were recovered.
- On May 4, a Coast Guard LEDET attached to a Navy ship recovered more than 64 bales (3,720 lbs) of cocaine that were jettisoned from a go-fast during a chase 250 miles off the Colombia/Ecuador border.
- On May 9, a Coast Guard LEDET aboard a Navy vessel recovered 27 bales (1,350 lbs) of cocaine that were jettisoned from a go-fast during a chase 180 miles off the Colombian coast.



The crew of the Coast Guard Cutter Monhegan and 3,000 pounds of cocaine ( official Coast Guard photo by PA3 Robert Suddarth)

- On May 11, a Coast Guard LEDET attached to a Navy ship interdicted 2,650 lbs of cocaine aboard a go-fast in the eastern Pacific Ocean. The Coast Guard's recent interdiction and seizure of the *Svesda Maru* was the Coast Guard's largest cocaine seizure ever, totaling 26,397 lbs with a street value of \$844 million. The previous record weight for a single interdiction was 24,325 lbs. that a LEDET discovered aboard the *Nataly I* in 1995.

Source: CG Web

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## Retiree Tax Information

1. Pursuant to IRS Publication 15, wages subject to Federal employment taxes (social security & medicare) under FICA [Federal Insurance Contributions Act] include "all pay you give an employee for services performed." The Internal Revenue has determined (as stated in IRS Publication 525) that military retired payments are not wages but are treated as pensions. Consequently, military retired pay is not subject to FICA deductions. (See below).

2. Military retired pay is not creditable for Social Security purposes. The Servicemen's and Veteran's Survivor Benefits Act of 1956 (P.L. 84-881) amended the Social Security Act to extend Social Security benefits to members of the Uniformed Services. Effective 1 Jan 1957, service performed by such members while on **active duty or active duty for training** constitutes covered employment for Social Security purposes. Consequently, amounts of retired pay are not creditable.

### IRS PUB 15 (Circular E) Employer's Tax Guide

**Wages subject to Federal employment taxes include all pay you give an employee for services performed. The pay may be in cash or in other forms. It includes salaries, vacation allowances, bonuses, commissions, and fringe benefits. It does not matter how you measure or make the payments. Also, compensation paid to a former employee for services performed while still employed is wages subject to employment taxes.**

[http://www.irs.ustreas.gov/prod/forms\\_pubs/pubs/p15toc.htm](http://www.irs.ustreas.gov/prod/forms_pubs/pubs/p15toc.htm)

### IRS PUB 525 TAXABLE & NONTAXABLE INCOME

**Military - Payments received by a member of a military service generally are taxed as wages except for retirement pay, which is taxed as a pension. Allowances generally are not taxed. For more information on the tax treatment of military allowances and benefits, see IRS Pub 3, *Armed Forces' Tax Guide*.**

[http://www.irs.ustreas.gov/prod/forms\\_pubs/pubs/p525toc.htm](http://www.irs.ustreas.gov/prod/forms_pubs/pubs/p525toc.htm)

### **INCOME TAX (State):**

Moving to the states or changing your home of record could impose additional expense for you through the payment of state income taxes on your military retirement pay. State income tax is not automatically withheld from retired pay by HRSIC (RAS). If your state taxes your retired pay as income, you must notify HRSIC (RAS) of the amount of money you want withheld from your retired pay and to which state it should go. Amounts must be in even dollar amounts with \$10 the minimum. A simple letter with your signature and Social Security number will be sufficient. Some states have special exemptions for military retirees, so you need to check out these special exemptions. Some states do not have a state income tax law and some that do, do not tax military retired pay. States with no personal income tax are: Alaska; Florida; Nevada; New Hampshire; South Dakota; Tennessee; Texas; Washington; and Wyoming (They may have a dividend or personal property tax, but your retired pay is not taxed). States that exempt all military retired pay are: Alabama; Hawaii; Illinois; Kansas; Kentucky; Louisiana; Massachusetts; Michigan; Mississippi; New York; North Carolina; Oregon; Pennsylvania; and Wisconsin (Kentucky; Massachusetts; Michigan; North Carolina; Oregon; and Wisconsin has special qualifications, so be sure to check them out). Information on state income tax can be found at <http://www.1040.com/state.htm> [Source: Max's Facts 32-01 dtd]

### **Reminder: Tax Documents (Form 1099R) will be mailed in early January.**

As the new year approaches, it is time to make sure we have your current address on file. The documents reporting your taxable income (Form 1099R) will be mailed during the first week of January to the home mailing address we have on file. Verifying that your address is current will ensure your 1099R tax document will arrive on time. You may call us at 1-800-772-8724, fax us at 785-339-3770, or write us. Please provide your name, ssn, and phone number along with your new address.

### **Do you need to update your Designation of Beneficiary Form?**

Please call us at 1-800-772-8724 to request a copy of the Designation Form (3600).

*Continued next page*



**Monthly Tax Withholding Tables  
Beginning July 2001**

(\$ 241.67 for each exemption)



**SINGLE**

IF THE AMOUNT OF WAGES IS:		THE AMOUNT OF INCOME TAX TO BE WITHHELD SHALL BE:	
NOT OVER \$221.00		\$0	
<b>OVER ---</b>	<b>BUT NOT OVER</b>		<b>OF EXCESS OVER</b>
\$ 221.00 -	\$ 2,392.00	15%	- \$ 221.00
\$ 2,392.00 -	\$ 5,183.00	\$ 325.65 Plus 27 %	- \$ 2,392.00
\$ 5,183.00 -	\$ 11,533.00	\$ 1,079.22 Plus 30 %	- \$ 5,183.00
\$ 11,533.00 -	\$ 24,917.00	\$ 2,984.22 Plus 35 %	- \$11,533.00
\$ 24,917.00 -		\$ 7,668.62 Plus 38.6 %	- \$24,917.00

**MARRIED**



NOT OVER \$ 538.00		\$0	
<b>OVER ---</b>	<b>BUT NOT OVER</b>		<b>OF EXCESS OVER</b>
\$ 538.00 -	\$ 4,158.00	15%	- \$ 538.00
\$ 4,158.00 -	\$ 8,767.00	\$ 543.00 Plus 27 %	- \$ 4,158.00
\$ 8,767.00 -	\$14,267.00	\$ 1,787.00 Plus 30 %	- \$ 8,767.00
\$ 14,267.00 -	\$25,171.00	\$ 3,437.43 Plus 35 %	- \$ 14,267.00
\$ 25,171.00 -		\$ 7,253.83 Plus 38.6 %	- \$ 25,171.00



**Important Address Change Information!** Don't delay the prompt processing of your address change! Include your Social Security number. If you are an annuitant, include your sponsor's Social Security Number. And most important –

**PLEASE WRITE CLEARLY!**

## Foundation for Coast Guard History (FCGH) Awards

The Foundation for Coast Guard History has announced the recipients of this year's awards for outstanding work in furthering the awareness of the Coast Guard's proud heritage. Foundation Chairman, Vice Admiral Howard B. Thorsen, U.S. Coast Guard (Retired), noted the competition in all categories this year was very keen and indicates a growing awareness of the fifth member of the armed forces, as well as the need to make its heritage known to a greater number of the public.

### BOOK AWARDS

In the Heritage category, the winner for the years 1998-2000 is:

Truman R. Strobridge and Dennis L. Noble, *Alaska and the U.S. Revenue Cutter Service, 1867- 1914*. Published by the U.S. Naval Institute Press, 1999.

-

The book award committee noted this work on the Service's multifaceted role in Alaska, and especially in the Bering Sea and Arctic, will be of considerable value to all those interested in the history of the U.S. Coast Guard and in maritime history in general.

The book award committee selected two books for Special Appreciation (arranged alphabetically by author):

Robert F. Bennett, *Sand Pounders: An Interpretation of the History of the U.S. Life-Saving Service, Based On Its Annual Reports for the Years 1870 through 1914*. Published by the U.S. Coast Guard Historian's Office, 1998.

Charles B. Hathaway, *From Highland to Hammerhead: The Coast Guard and Cape Cod*. Published by the author, 2000.

### In the Lighthouse and Aids to Navigation category, the winner for the years 1998-2000 is:

Douglas Peterson, *United States Lighthouse Service Tenders, 1840-1939*. Published by Eastwind Publishing, 2000.

The book award committee cited Douglas Peterson's extensive research on the lighthouse tenders of the U.S. Lighthouse Service as having particular value for those who research lighthouses, as well as for maritime historians. The book award committee noted the number and quality of books in the lighthouse and aids to navigation category and awarded three authors Special Appreciation. The authors and their books are (arranged alphabetically by author):

James Clafin, *Lighthouses and Life Saving Along the Maine and New Hampshire Coasts*. Published by Arcadia Publishing, 1999.

James Clafin, *Lighthouses and Life Saving Along the Massachusetts Coast*. Arcadia Publishing, 1998.

J. Candace Clifford and Mary Louise Clifford, *Nineteenth-Century Lights: Historic Images of American Lighthouses*. Cypress Communications, 2000.

Wes Oleszewski, *Keepers of Valor, Lakes of Vengeance*. Avery Color Studios, 2000.

Wes Oleszewski, *Lighthouse Adventures: Heroes, Haunts and Havoc on the Great Lakes*. Avery Color Studios, 1999.

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Contributing to the Heritage of the U.S. Coast Guard.

The Foundation for Coast Guard History recognizes individuals who have made a significant contribution to the heritage of the U.S. Coast Guard prior to the establishment of The Foundation.

The person chosen is: Truman R. Strobridge.

The selection committee noted that Mr. Strobridge served as Historian of the U.S. Coast Guard from 1970-1976 and, although a one-man office, began a publication program of monographs on the history of the U.S. Coast Guard and compiled a bibliography and a chronology of the U.S. Lighthouse Service, plus writing many articles on the Service on his own time. After leaving the U.S. Coast Guard, Mr. Strobridge continued to compile bibliographies, write articles and authored a book on the U.S. Revenue Cutter Service in Alaska. His more than three decades of work in preserving the heritage of the U.S. Coast Guard is recognized and appreciated by The Foundation for Coast Guard History.

You can find in a text whatever you bring, if you will stand between it and the mirror of your imagination.

### Unit History Award

The Foundation for Coast Guard History presents a Unit History Award to the unit that does the most to help preserve and present the heritage of the U.S. Coast Guard. The award includes a monetary donation to the unit's morale fund

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There are two categories: large units and small units.

#### **Unit History Award (Large Unit)**

U.S. Coast Guard Training Center, Cape May, New Jersey.

The unit award committee commented upon the quality of the six ongoing efforts that includes the Douglas Monroe exhibit; the Goff Hall exhibit showing U.S. Coast Guard men and women in law enforcement and fire fighting missions; the exhibit detailing the Pea Island crew; the exhibits of the Master Chiefs of the U.S. Coast Guard in the Harbor View Club; the work on the Ida Lewis exhibit; and the work on the Memorial/Static display of the CG 44404. The committee was also impressed with Training Center Cape May's decision to open the exhibits to visitors during graduations, Sunset Parades and by special appointments, thus allowing more people to recognize the heritage of the U.S. Coast Guard.

The Foundation for Coast Guard History notes the superb effort by Master Chief Dave Evans, Command Master Chief, in the success of the Douglas Munro exhibit.

#### **Unit History Award (Small Unit)**

U.S. Coast Guard Station Marathon, Florida.

The unit awards committee was impressed with the displays and programs for public schools. Station Marathon has developed a web site that covers the history of Sombrero Light Station and the unit. For members of the U.S. Naval Sea Cadet program, the unit has developed a U.S. Coast Guard history program for the cadets. There is a station history, a history of the Sombrero Light Station and other items. All of this work has made Station Marathon a "wealth of Coast Guard history knowledge" for the station and local community, thus allowing more people to know and appreciate the rich heritage of the Service.

The Foundation for Coast Guard History wishes to commend BM2 Jim Roche for the amount and quality of work to make the

That person is successful who has lived well, laughed often, and loved much, who has gained the respect of the intelligent people and the love of children; who has filled their niche and accomplished their task; who leaves the world better than they found it, whether by an improved poppy, a perfect poem, or a rescued soul; who never lacked appreciation of earth's beauty or failed to express it; who looked for the best in others and gave the best he had.

**Robert Louis Stevenson**

heritage of the U.S. Coast Guard known to his unit and the community. His work demonstrates what can be accomplished at small units by dedicated people, and a very limited budget.

The FCGH was formed on 4 August 1999 as a non-profit organization. Its objectives are to provide support for the Coast Guard Historians Office, encourage studies relating to the history of our service, and the goals of the FCGH. Inquiries and suggestions should be forwarded to: The Foundation for Coast Guard History, C/O Coast Guard Museum/Northwest 1519 Alaska Way; Seattle, WA 98134.

Source: *ALCOAST 272/01*

#### **Drug Change at Military Pharmacies**

WASHINGTON (Army News Service, Aug. 10, 2001) - U.S. military pharmacies are no longer issuing **Baycol**, a cholesterol-lowering medication also known as cerivastatin. This step was taken because its manufacturer voluntarily withdrew it from the U.S. market, according to Office of the Army Surgeon General officials. Military beneficiaries who are currently taking Baycol should consult with their physicians about switching to another medication to control their cholesterol levels, said Col. Marina Vernalis, cardiovascular consultant to the Army surgeon general. Those taking Baycol who experience muscle pain or also take the drug gemfibrozil should immediately discontinue the Baycol and consult with their physicians, she added. **Gemfibrozil**, another cholesterol-lowering medicine, is also sold under the name **Lopid**. Bayer Pharmaceutical Division, Baycol's manufacturer, withdrew the drug Aug. 8 because of reports of sometimes-fatal rhabdomyolysis, a severe adverse reaction that breaks down muscle cells. The withdrawal was made in the interest of patient safety because of the risk of Baycol used in combination with gemfibrozil, according to Col. Mike Heath, the Army's pharmacy consultant. "Rhabdomyolysis is a rare muscular problem that usually occurs early in drug therapy," Heath said. "In addition to muscular weakness and pain, symptoms associated with the condition include tenderness, fever, dark urine, nausea and vomiting." Vernalis advised that patients who discontinue the Baycol will likely experience increased cholesterol levels. She said such changes do not occur immediately but are apt to occur over a couple of days or weeks. Other drugs that can be safely substituted for Baycol are readily available at military pharmacies, Heath said. He added because Baycol will no longer be available from any pharmacy, all patients need to have their prescriptions changed to an alternative drug. "Patients should contact their pharmacy or provider at the earliest convenience to discuss other treatment options and to determine which alternative drug is best for them," Heath urged.

Additional information on the Baycol withdrawal can be found on the Food and Drug Administration Web site, <http://www.fda.gov>

## TRICARE Senior Pharmacy Program Begins With Great Success

For approximately 1.4 million uniformed services beneficiaries age 65 and older, April 1, 2001, was not a typical spring day. The new TRICARE Senior Pharmacy Program sprang into action, availing them of one of the best pharmacy benefits in the United States.

"Overall the new pharmacy program is extremely successful. The response from beneficiaries 65 and older has been overwhelmingly positive," said Army Col. William Davies, director, Department of Defense (DoD) pharmacy programs. "The managed care support contractors (MCSCs) provided exceptional support at the regional level, ensuring a smooth beginning to the program," added Davies.

Among the few difficulties encountered by users were denied claims resulting from erroneous social security numbers (beneficiary's instead of the sponsor's) and incorrect information in the claims processor's database about the beneficiary having other health insurance (OHI).

"In these situations, the DoD's toll-free TRICARE Pharmacy Help Line 1-877-DOD-MEDS (1-877-363-6337) proved to be an invaluable resource," said Davies. "As problems which caused a claim to be denied were identified, corrective action was taken on the spot by the network pharmacy and help line staffs to contact the beneficiary, update or correct erroneous information and process the claim."

From April 1 to 28, approximately 450,000 prescriptions were processed. The TRICARE retail networks processed 317,000 prescriptions, and the National Mail Order Pharmacy (NMOP) processed 133,000 prescriptions. Users of the expanded senior pharmacy benefit have reported their satisfaction to TRICARE Management Activity (TMA) officials and leaders of military organizations.



- One beneficiary said his spouse previously spent \$423 for 90 tablets of a certain medication. The same prescription submitted through a TRICARE network pharmacy cost only \$9 for 180 tablets. The beneficiary also reported previously paying \$48 for a bottle of eye-drops to treat his wife's glaucoma. Using TRICARE, his wife was able to receive two bottles of the same eye-drops for only \$9.
- Another beneficiary reports being prescribed a new medication that had no generic substitute. Purchased locally, the prescription would have cost \$17 per tablet. Filling the prescription using the NMOP, the beneficiary received a 90-day supply costing \$9 (10 cents per tablet).

The new TRICARE pharmacy co-payments, which also began on April 1, offer a streamlined co-payment system which simplifies the TRICARE pharmacy benefit for all eligible uniformed service beneficiaries.

"For some beneficiaries, the previous pharmacy co-payment system was at times confusing. Co-payments were determined by the member's enrollment status (TRICARE Prime, Extra or Standard), beneficiary category, and place of pharmacy service. Under the new TRICARE pharmacy program with the new rate structure, prescription medications, for the most part, will cost less," explains Davies.

"The military treatment facility (MTF) remains the best value for all users of the TRICARE pharmacy program. By fill-

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ing prescriptions at the MTF, TRICARE beneficiaries can eliminate their out-of-pocket costs. As long as the prescribed medication is listed on the MTF's formulary, eligible beneficiaries may continue using this option," Davies added.

Prescriptions filled using the National Mail Order Pharmacy cost \$3 for a 90-day supply for a generic medication, and \$9 for a 90-day supply for most non-generic medications. Prescriptions filled using a retail network pharmacy cost \$3 for a 30-day supply of a generic medication, and \$9 for a 30-day supply for most non-generic medications.

Beneficiaries choosing to fill prescriptions using a non-network pharmacy will pay either \$9 or 20 percent of the total cost of the prescription, whichever amount is greater, and meet the annual TRICARE deductible of \$150 per individual or \$300 per family.

Up-to-date information on the TRICARE Senior Pharmacy Program and the new TRICARE pharmacy co-payments, are available on the MHS/TRICARE Web site at [www.tricare.osd.mil/pharmacy](http://www.tricare.osd.mil/pharmacy). Eligible uniformed services beneficiaries may also contact the Department of Defense toll-free TRICARE Pharmacy Help Line 1-877-DOD-MEDS (1-877-363-6337), Mon. - Fri. 7 a.m. to 11 p.m., Sat. 9 a.m. to 8 p.m., and Sun. 10 a.m. to 5:30 p.m. ET. Beneficiaries may also contact a local TRICARE service center or health benefits adviser to find out more about their new pharmacy benefits.

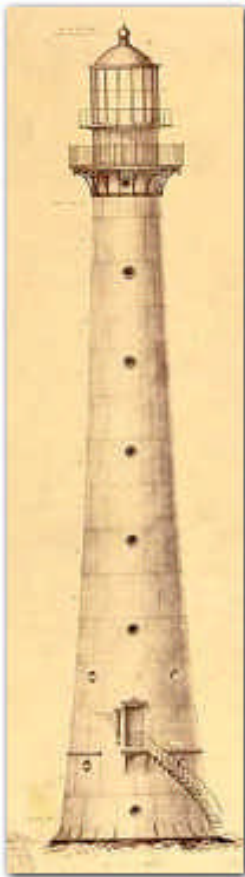
Source: <http://www.tricare.osd.mil/ndaa/>



ALEXANDRIA, VA, July 31 -- National Lighthouse weekend, August 3-5, was a time to honor and remember America's lighthouses, and the role they and the Coast Guard have played in promoting safety at sea.

More information is available on the Coast Guard's Lighthouse Page.

[http://www.uscg.mil/hq/g-cp/history/h\\_lhindex.html](http://www.uscg.mil/hq/g-cp/history/h_lhindex.html)



*The Department of Defense released the following press release about the **USFHP** in May:*

### **Continuous Enrollment Now Allowed in TRICARE Prime Health Plan Highly Rated by Members**

Effective June 1, 2001, eligible uniformed services retirees and their families may enroll in the **Uniformed Services Family Health Plan (USFHP)**, a TRICARE Prime Designated Provider, at any time during the year. Prior to that date, retired military beneficiaries were only allowed to enroll in the popular military health plan during a one-month enrollment period each year. Family members of active duty military have always been able to enroll in USFHP at any time.

The decision to allow continuous enrollment in the USFHP was made after conducting a successful demonstration project of continuous enrollment in 2000 authorized by Congress in the National Defense Authorization Act for Fiscal Year 2000 at the USFHPs located in Boston, New York and Seattle.

Eligible uniformed services retirees and their families may now enroll with the USFHP at any time in all the USFHP service areas, including Portland, Maine; Baltimore, Maryland; Houston, Texas; and Cleveland, Ohio.

"Johns Hopkins Community Physicians is pleased that DoD has approved continuous enrollment for the USFHP," said Robert Merz, director of Marketing and Communications for JHCP. "We have beneficiaries who want to join our plan year round and now we can actively enroll

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anyone who would like to join the USFHP, anytime, including retirees age 65 and over."

The USFHP is a Department of Defense-sponsored health plan available to families of active duty military, retirees and their eligible family members, including those age 65 and over. The plan provides TRICARE Prime health care through networks of community-based civilian hospitals and physicians in seven areas of the country:

- **Johns Hopkins Community Physicians** - Serving central Maryland and parts of Pennsylvania, Virginia and West Virginia
- **Martin's Point Health Care** - Serving Maine and southern New Hampshire
- **Brighton Marine Health Center** - Serving eastern Massachusetts, including Cape Cod, and Rhode Island
- **Saint Vincent Catholic Medical Centers of New York** - Serving parts of New York, all of New Jersey and southern Connecticut
- **Fairview Hospital/Cleveland Clinic Health System** - Serving northeast Ohio
- **Christus Health** - Serving southeast Texas and southwest Louisiana
- **Pacmed Clinics** - Serving the Puget Sound area of Washington State

According to a 2001 USFHP member survey conducted by Market Street Research, the USFHP consistently maintains a patient satisfaction rating that is significantly higher than the national average for commercial managed care plans. In fact, 82 percent of USFHP members rated overall satisfaction with the plan at 8 or higher on a 10-point scale, compared to 57 percent for HMOs.

"USFHP's continuous open enrollment program provides military retirees and their families flexibility and choice in their health care," said Marshall Bolyard LTC, USA-RET., Executive Director of USFHP at CHRISTUS Health in Texas.

"USFHP continues to live up to the promise of providing lifetime quality healthcare to all military beneficiaries, including those age 65 and older," said Dr. Sue Schwartz, Deputy Director, Government Relations for Health Affairs

for The Retired Officers Association. "It is clear that the USFHP thoroughly understands the health issues and medical needs of our uniformed service families."

<http://www.hopkinsmedicine.org/usfhp/patriot/index.htm>

It was 20 years ago that the U.S. government transferred the former U.S. Public Health Service (USPHS) Hospital to Wy-



man Park Health System (now known as Johns Hopkins Community Physicians) and six other medical institutions around the country. The seven facilities established a program to ensure that superior quality health care would continue to be provided to military families. Today the program is known as the Uniformed Services Family Health Plan (USFHP).

- The USFHP began in 1981, when seven U.S. Public Health Service Hospitals became Uniformed Services Treatment Facilities (USTFs). With Congress and the Department of Defense, the USTFs developed the USFHP. Beginning in 1998, the Department of Defense designated the USFHP a provider of TRICARE Prime. Today, the USFHP continues the tradition of providing excellent health care to active duty family members and retirees and their family members, including those over age 65. Nationally, over 100,000 members now receive their care through the USFHP.

<http://www.hopkinsmedicine.org/usfhp/patriot/may2001/anniv.htm>

A man goes to the doctor and says to the doctor:  
"It hurts when I press here" (pressing his side)  
"And when I press here" (pressing the other side)  
"And here" (his leg)  
"And here, here and here" (his other leg, and both arms)

So the doctor examined him all over and finally discovered what was wrong...

"You've got a broken finger!"



## Department of Veterans Affairs (VA) Special Compensation

**On 1 October 2001 military members who retired from the uniformed services as a disability retirement will be eligible to receive a special VA compensation payment considering they meet the following criteria:**

1. Retired from the military service with at least 20 years service.
2. Retired from the military service under Chapter 61, 10 U.S.C.
3. Rated by the VA at 70 percent or higher within 4 years of retirement; or have been rated as unemployable as a result of service-connected disabilities.

To be eligible for special compensation for a given month, a retiree must be entitled to VA disability compensation for that month based on a permanent rating at a qualifying level of disability. The amount of special compensation a retiree is entitled to receive is based on your VA disability rating in accordance with the following schedule:

70% or 80%	\$100.00
90 %	\$200.00
100% or unemployable	\$300.00

This special compensation is taxable income, except in limited circumstances, and will be reported on a form 1099R unless you qualify for tax exclusion as follows:

1. You were a member of the Armed Forces on or before 24 September 1975.
2. You receive this payment by reason of a combat-related injury.

This special compensation is not retired pay; however, we will disburse the payment. The amount of special compensation you receive will not be offset against any retired pay you may be receiving, and will be made as a separate payment. As long as you remain eligible to receive retired pay from the Coast Guard and VA special compensation, both payments will be sent separately to your retired pay account. If you are not receiving retired pay, your VA Special Compensation payment will be sent per the pay instructions you use for VA compensation. You will also receive separate statements when changes have been made to your retired pay or VA special compensation accounts.

### VA Sets Up Toll-Free Spina Bifida Hot Line

WASHINGTON, DC -- Vietnam veterans now have a new national toll-free hot line to answer their questions about health care benefits for their children who have spina bifida.

The number for the hot line, operated by the Department of Veterans Affairs (VA), is 1-888-820-1756. Callers can speak to a benefits adviser Monday through Friday, from 10 a.m. to 1:30 p.m., and from 2:30 p.m. to 4:30 p.m., Eastern time.

"This new helpline is part of a continuing effort by VA to reach out to veterans and their families," said Secretary of Veterans Affairs Anthony J. Principi, himself a Vietnam veteran.

An after-hours phone message will allow callers to leave their names and telephone numbers for a return call the next business day. The hot line is managed by VA's Health Administration Center in Denver.

Eligibility for VA's spina bifida benefits is limited to Vietnam veterans' children who have been diagnosed with spina bifida (except spina bifida occulta). The veteran-parent must have served in Vietnam during the Vietnam War. The Spina Bifida Healthcare Program covers most health services and supplies that are medically or psychologically necessary for the treatment of spina bifida and related medical conditions. For general information on VA's spina bifida program, visit the VA Web site at <http://www.va.gov/hac>.

### Social Security Changes

Spouses can now apply for Social Security online. Customers have been able to apply for their own retirement benefits via the Internet since November. Now, online applications have been expanded to let people apply for retirement on their spouse's record, too. Officials report that more than 600 applications have already been completed over the Internet, and they expect the number to increase greatly as more people discover the convenience of cyberspace. For more information, visit <http://www.ssa.gov/applytoretire/>.



Closure Project Resident Office,  
Governors Island map, 1998



Ferryboat Maintenance  
Governors Island 1990s



Training Center  
Governors Island 1980s



National SAR School  
Governors Island 1972

## Governors Island's War-era forts to be Protected



President Bush will let stand President Clinton's eleventh-hour decision to name two Revolutionary War-era forts on Governors Island national monuments. In one of his last official acts, Clinton issued an executive order protecting the structures on the 172 acre island in New York Harbor. The Bush administration approved the designation and Fort Jay and Castle William officially became national monuments on January 30, 2001.

New York State unveiled a proposal that would preserve the forts at the island's northern end while transforming the island into a self supporting historic complex of hotels, museums, retail stores, and a conference center. However, legislation to transfer the island to the state stalled in Congress and the \$1 offer appeared likely to evaporate with a new president entering the White House.

Rep. Carolyn Maloney, D-N.Y. said she is hopeful that the historic designation will set the land use plan in motion and prevent the island from being sold at a fair market value of some \$500 million.

In a statement issued shortly before he left the White House for the last time as president, Clinton said the two forts played important roles in the U.S. military history from the War of 1812, and the site "provides an excellent opportunity for the public to observe and understand the harbor history, its defense, and its ecology."



Bought from the Indians by the Dutch in 1637, the island received its name in 1698, when the British set it aside as the colonial governor's residence. Governors Island served as a military base until 1966, then became the East Coast headquarters and training center of the Coast Guard.

In 1988, it was the sight of a meeting between President Ronald Reagan and Soviet leader Mikhail Gorbachev. The Coast Guard decommissioned the base in 1997.

Pictured above are photos from 1910 and prior to decommissioning.

Source: *The Associated Press, January 24, 2001*

## WWII Vet High School Diplomas:

Many World War II veterans are now eligible to get a high school diploma if they don't already have one. This due to a national trend of states enacting legislation to authorize this. According to Robert McKean, Massachusetts Department of Veterans' Services, the following states either have enacted or are working on administrative rules or legislation that award high school diplomas to World War II veterans: Alaska, Alabama, Arkansas, California, Colorado, Connecticut, Florida, Idaho, Iowa, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Texas, West Virginia. [Source: Armed Forces News Issue 15 JUN 2001]



## NOAA NEWS BYTES

On June 27, the Aircraft Operations Center celebrated the 25th anniversary of the first flight of NOAA's first P-3 into Hurricane Bonny with a reunion of nine of the original crew members, including Jim DuGranrut, now deputy director of AOC and the only member still with NOAA. The ceremony included the unveiling of a memorial plaque and remarks by RADM Fields and Dr. Bob Burpee, a hurricane researcher on the original flight. A picnic followed the official ceremony, and lots of hurricane war stories were told. For the story of the first P-3, see the NOAA home page at [www.noaa.gov](http://www.noaa.gov).



## Federal Jobs for Veterans:

The Veterans Readjustment Appointment (VRA) authority provides vets with jobs in the federal government. This authority allows federal agencies to appoint Vietnam-Era and post-Vietnam-Era vets to jobs without competition. Such appointments may lead to conversion to career or career conditional employment upon satisfactory performance for two years. Vets seeking VRA appointment should apply directly to the agency where they wish to work.

The Office of personnel Management (OPM) administers the Disabled Veterans Affirmative Action Program (DVAAP). All federal departments and agencies are required to establish plans to facilitate the recruitment and advancement of disabled vets. Vets who are disabled or who served during certain periods have preference in federal jobs. This preference includes

additional points to passing scores in examinations, first consideration for certain jobs, and preference in job retention. Preference is also provided for:

- Unremarried widows/ers of deceased vets and
- Mothers of military personnel who died in service.
- Spouses of service-connected disabled vets who are no longer able to work in their usual occupations.
- Mothers of vets who have permanent and total service-connected disabilities.

Individuals interested in federal employment should contact the personnel offices of the federal agencies in which they wish to be employed. Info can also be obtained by contacting any OPM service center. The centers are listed in the phone book under U.S. government Offices. Info regarding job opportunities is provided by Career America Connection at [912]757-3000 or at

[www.usajobs.opm.gov](http://www.usajobs.opm.gov). [Source: Federal Benefits for Vets/Dependents VA Pamphlet 80-00-1]

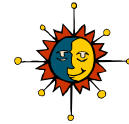
### Vets Warned to Avoid Benefit/Pension Buyouts

Federal officials are warning veterans across the country to be wary of a growing number of companies that are offering to buy their disability benefits or military pensions for a lump-sum payment. Knight Ridder News Service reports that companies who buy veterans' benefits are not doing anything illegal because they are taking advantage of loopholes and a gray area of the law. The U.S. Department of Veterans Affairs (VA) says the companies are taking advantage of desperate veterans who may be down on their luck and need quick cash. Some companies pay as low as thirty cents on the dollar. Veterans interested in signing up with lump-sum payment companies should ask themselves whether they can live without their monthly benefits after the cash advances is gone

Source: *Military.Com*



## Memories Special Edition “The Atomic Veteran”



*Note from the Editor, the following is a detailed look at life at a South Pacific Loran Station shortly after World War II. After I had run the picture of Loran Station in the April issue, it had generated mail and renewed interest in the era. The following was submitted with unique experiences.*

I am the oldest of three sons of BMC Dan Dorey USCG (Ret.). Dad (now deceased) had a 26-year career, and generally served the New England area. During WW II, he pulled North Atlantic convoy patrols. My younger brother, David also had a CG career, retiring as a RDCS and now lives in Valdez, Alaska with his son.

When I saw the photo of the Eniwetok Loran Transmitting Station crew of 1956, I did a double take. That *Retiree Newsletter* photo revived many memories. In 1953, I had just begun what eventually became my 30-year CG career. As a “Seaman Apprentice,” my duties were primarily station maintenance. The construction and painting of that station sign shown in photos, designed by our Commanding Officer, Lt. Combs was one of my projects.

### Eniwetok, Geological Setting:

Eniwetok Atoll is in the Marshall Islands, a bit above the equator in the western Pacific ocean. The islet of Eniwetok is the largest of 40, (now 39), making up the rim of a 23-mile diameter atoll. An “atoll” is essentially the rim of a submerged volcano, with many coral islets (small islands) extending above the ocean’s surface, its crater becoming a lagoon, protected from the open ocean by the surrounding rim of islets. The islet of Eniwetok is “comma shaped”, about 1-1/3 miles long and 1/3 mile wide at its widest and highest end (only 13 feet above mean sea level). Its opposite end is very narrow, about 500 feet wide and only 5 feet above mean sea level. At a low tide, on the open ocean side of the islet, the flat top of a coral reef about 125 feet wide becomes exposed. Beyond the edge of the reef, the open ocean drops away very sharply - to a depth of several thousand feet.

### Marine Life:

Within the shallower 23-mile diameter lagoon, many “heads” of a variety (brain, staghorn, fan etc.) of multicolored corals grew. Swimming among and around them was a wide variety of small colorful tropical fish: box, puffer, sargent, parrot, trigger etc.. Larger species also inhabited these waters: moray eels, manta rays, sharks, barracudas, etc.. A wide variety of interesting mollusk (shells) could be found in the lagoon: king and queen helmets, spider, spinney, tulip, cone, cowry, murex etc.. The most plentiful being the bivalves, of which several species were often found. A particular favorite was the “giant clam” as seen in the station photos; reportedly they can grow as wide as 4 feet, and weigh as much as 500 pounds. The largest in the station photo is 31 inches wide.

### WW II History:

At the beginning of WW II, the islets of Eniwetok atoll were covered with a dense tropical jungle. The larger islets were inhabited and occupied by the native Marshall Islanders and Japanese. After an extensive offshore shelling from our fleet, followed by an invasion of U.S. forces - it was finally captured from the Japanese. After that intensive shelling, Eniwetok’s dense jungle was reduced to only five (5) scattered “bullet ridden” coconut palm trees. Subsequently, for the rest of the war, Eniwetok became a U.S. Naval Base. In testimony of that shelling, when the tide is out - the nearly flat top of a 125-foot wide coral reef on the ocean side of the atoll becomes exposed - countless spent copper clad 50 mm projectiles turned green with years of exposure to salt water, could be seen lying among the many species of corals. After the war, the native Marshall Islanders were totally evacuated, and Eniwetok and Bikini atolls became the **US Pacific Atomic Proving Ground**.

### Eniwetok in 1953/4:

As noted above, Eniwetok is a “comma shaped” islet. The airfield and terminal are located at the widest and highest end. The Coast Guard Loran Station is or was at the opposite and narrowest end, only 5 feet above mean sea level. At that time it was, the US Pacific Atomic Proving Grounds. Nuclear testing activities were supported by the US: Air Force, Army, Coast Guard and Navy. A huge work force of civilian contractors performed a wide variety of task required for the scientific effort.

### Security:

Assignment to Eniwetok by military and civilians alike, required a “Top Secret” clearance. Before anyone set foot on Eniwetok, a thorough background check and investigation of them, and their family was performed by the US National Security Organiza-

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tion and FBI. No personal cameras or guns were allowed (had to leave my 22 Cal. target pistol in the 17th. District Armory). Nothing was left to chance. Immediately upon arriving at the Eniwetok air terminal (even with the required top secret clearance) all were greeted by the Army "MPs." They searched us and "field stripped" our sea bags and any other belongings, scattering them across the deck of the reception room, searching for any unauthorized items. A few months after I arrived, a replacement CG "ET3" was caught with a roll of film - tucked in the tip of one of the shoes in his seabag. He had no camera, the MPs held him at the terminal for the next outbound aircraft, it left with him and his seabag aboard!

#### Air Force:

The Air Force; manned various types of aircraft, and constantly patrolled the skies for hundreds of miles about the area. Removable air filters in the aircraft collected samples from the wind currents aloft, returning them to Eniwetok where the meteorologist and scientist carefully, monitored, recorded and analyzed that data. The samples were constantly monitored for radio active particles. Occasionally, during the test, aircraft returned so "hot" it was parked in an isolated area of the air field to "cool off."

#### The Army

As noted above, security was of utmost concern, locally, the Army; was in charge of security. Perhaps it's difficult to conceive, but on this small islet, only 1-1/3 miles long and only 1/3 mile wide at its widest end, way out in the middle of the vast Pacific ocean - a "fleet" of Army jeeps with two armed MPs aboard, constantly patrolled the entire islet, from one end to the other, 24 hours a day (in today's lingo, 24-7-365). Each jeep being about 10 minutes apart!

The Army also provided all essential utilities: electrical power and maintained the sanitary system. Also: medical, dental and laundry services for all civilian and military assigned. They even supplied our khaki "tropical short" uniforms. Due to the 24-hour construction work in progress on most of the islets, the Army mess hall provided 7 meals a day! After sunset, their Special Services Dept. provided free nightly movies in the open air theater. They also operated an exchange, and several officer and enlisted clubs, one of them "Swimmer's Tavern" serving a wide range of domestic and foreign beers, and snacks - was located just across the street (?) only a few hundred feet from our Loran Station. Often, in the evenings, we would sit at the tables on the flag stone patio, watching those beautiful Pacific sunsets. Occasionally we saw the wing tips of a manta ray break the surface of the quiet lagoon as they cruised about gathered food. Compared to other CG "isolated duty" stations, duty at Eniwetok had many amenities. But unlike most other "isolated duty" stations, there

were no natives. For an example, on my second tour of "isolated duty" (as an ET2) in 1958 was at "Ocean Cape Loran Station" in Yakutat, Alaska. There, the native tribes (including women) were invited to join us on the mess deck to watch nightly movies. However, at Eniwetok there were absolutely no females, no natives - truly "isolated duty."

#### The Civilians:

A "huge" civilian construction work force were constantly engaged in construction activities, 24 hours a day on the various islets making up the rim of the 23-mile diameter atoll. Their work was essential to the scientific effort and operation.

#### The Navy:

The Navy operated the evaporators about the atoll, converting sea water to fresh drinking water for the entire atoll and its inhabitants. They also provided ship to shore cargo handling facilities, and operated an extensive fleet of various types of Landing Craft: LCVPs, LCMs, LSTs and some amphibious craft (DUKWs) all designed to transport men, construction vehicles, equipment and supplies to and from the distant islets. Samples of water from within the lagoon and the surrounding ocean were collected and submitted to the oceanographic laboratory for analysis as they constantly checked for traces of radioactive particles.

#### The Coast Guard:

The Coast Guard Loran Transmitting Station provided the means for accurate navigation for all ships and aircraft transiting the area. This was particularly important, allowing meteorologist and oceanographers to "accurately" plot the results of the air and water samples received from the ships and aircraft, allowing them to plot and anticipate future "fallout patterns" or problems.

#### The Loran Transmitting Station:

It consisted of three buildings. The main aluminum transmitting building was designed with a unique, "natural air conditioning system" consisting of a three layered roof. The principle (first) roof covered the building itself. Eight inches above it, a second roof was installed, with an open ridge (about 18 inches wide) running the entire length of the building. This second roof provided shade for the principle (first) roof below, keeping the direct rays of the intense Pacific sun off the structure, essentially keeping the building in the shade all the time. The ridge of the second roof was left open, leaving a gap about 18 inches wide over the full length of the building. A third roof (a ridge cap) was installed about 8 inches above that 18 inch wide gap, extending about 2 feet beyond each side of the gap. This inhibited rain from entering the ridge opening. More importantly, this ridge cap created a "venturi tube" effect across the entire open ridge. The constant "Pacific's trade winds" flowing across this venturi constantly drew the relatively cool (shaded) air up between the first roof, and second roof. This constant flow of shaded (cool) air flowing above the building below, prevents the build up of heat within the building, keeping it relatively cool.

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This is a truly a unique engineering system, requiring no power to cool the building below!

This main building contained: the Loran transmitters, Timers, a room containing many spare parts for the electronic Loran equipment, the emergency generating room; administration offices; and berthing for E6s and above. A much smaller "out building" provided berthing for E5s and below. A steel Quonset type building was used for storage for the bulkier items, a work shop for station, boat and outboard maintenance, plus a heated dehumidified area for our sea bags, stored with the military trappings of non isolated duty.

#### Transportation:

The Army provided the station with a light truck to transport us to and from the distant (½ mile) Army mess hall, medical & dental facilities, exchange, air terminal and other needs. The Coast Guard provided a very heavy wooden work boat with a high seagoing bow, powered (?) with a 10 horsepower outboard! It was used to maintain various navigational buoys and stationary markers about the lagoon. And of course, skin diving and shell hunting activities.

#### Our Crew:

Unlike most "isolated duty" Loran Stations, we did not require the normal full CG crew. This was because the Army provided most of the basic essentials: electricity, messing (no CG Commissaryman), medical (no CG Hospital Corpsman) and the luxury of on-site dental care. However, in the event a failure of the Army's electricity - we had a "backup" diesel engine and generator capable of providing power for the station. For this reason, we had an Engineman and Fireman assigned. I was the only no talent "grunt" assigned. The rest, with the exception of the Commanding Officer, were watch standing and maintenance technicians.



We were a "Double Master" Loran "A" Transmitting Station. Our electronic signals working with two distant "Loran (Slave) Transmitting Stations" provided the means for ships and aircraft equipped with Loran "A" receivers - to accurately navigate and plot the location of the water and air samples taken from the ocean, lagoon and skies above: before, during and after all nuclear test, checking for radioactive particles. Like all Loran Stations, signal reliability was essential, as today's jargon says; 24-7-365. Not even catastrophic casualties were tolerated well.

Early one morning (about 0245 Hrs.), high winds from a typhoon ripped the transmitting antenna from the top of their 90 foot poles. Naturally, in anticipation of the worst, we routinely held "antenna down drills." A spare antenna had been made up, and was in place, ready for instant deployment. However, in the darkness of that early morning, "Murphy's Law" struck too. As the original antenna flailed about in the high winds and rain portions of it became fouled the rigging (pulleys) at the top of those poles - rigging that was required to raise the spare antenna. This necessitating a climb to the top in the darkness, high winds and rain, to clear them. Except for the Chief ET, the other technicians balked at this task. The Chief climbed one while I (a lowly Seaman Apprentice) climbed the other, together we cleared the rigging, descending we hooked up, and raised the spare antenna. In spite of the typhoon and the early morning hour, our station was back on the air in only 17 minutes!

Being Coast Guardsmen, one of our tasks was the maintenance of various nautical navigational aids, buoys and fixed beacons about the atoll. As noted above, for this, we had a "very heavy and wide a wooden surfboat," about 24 feet in length, with a very high wave-parting bow. We estimated that with the 10 horsepower outboard, it might make 6 knots! Naturally, the boat was used for recreation too. A strange navigational hazard in the lagoon was an old relic left over from WW II, the hulk of a grounded ship. Its hull and superstructure were made entirely of "concrete!"

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### The 1953-4 Nuclear Test "Operation Castle":

Duty at Eniwetok in 1953/4 was most unique, as we participated in "Operation Castle" observing (and feeling the shock waves) of two nuclear tests. The first was atomic, performed on the opposite side of this atoll, only 23 miles away. The second was at Bikini atoll, 180 miles distant, a hydrogen blast. Both tests were held in the predawn hours. No one on the atoll was allowed to remain inside the buildings, including our aluminum transmitting building. The day before the test, all hands were issued a pair of dark goggles. The lenses were so dense, looking directly at the bright pacific sun, it appeared as a mere pinpoint of light. In a briefing, we were directed to sit on the ground outside our main transmitting building, with our backs toward the pending blast, with the goggles tightly in place, and clasp our raised knees with our arms, pulling them to our chest, and our heads lowed. We were told; as soon as we felt the first shock wave pass; with the goggles firmly in place, we could turn and look in the direction of the blast. The following predawn we mustered outside the transmitting building, assumed the position - and waited.

We didn't have to wait long. After the first shock wave passed, with the goggles securely in place, we turned, toward the blast. All I could see was very bright white light - so bright, little detail of all about us could be seen. It was like trying to look into a "flash bulb." As we looked about, and at each other, our silhouettes appeared rather thin in the extremely bright light. Then, as the light dimmed a bit, everything about us became more visible - outlined in a ghostly yellow, like a severely "over exposed slide," only thin yellow outlines of all about us could be seen. More shock waves passed. This condition lasted for about a minute. Slowly, the bright white light dimmed to orange, then faded to red. Only then, were allowed to stand and remove our goggles. We looked about and at each other, we were standing immersed in an all-encompassing orange/red plasma like atmosphere. It pulsed for several minutes, like a glowing barbecue briquette in a brisk wind. Eventually, the effects of the blast passed, and all returned to an otherwise normal early morning sunrise. Later, we learned there was one less islet on the rim of the atoll. There were 40, now only 39 remained! Where the test islet had been, a hole in the rim of the atoll now existed. It was about a mile in diameter, filled with water from the Pacific. The islet had been cremated!

Several weeks later, with the exception of the "time delay" required for the shock, sound and light waves to travel the distance of 180 miles between us and the Bikini atoll, we observed and felt the similar effects of the much larger hydrogen test at Bikini. As before, in the predawn hours we were required to abandon all buildings and muster outside. However, due to the distance of 180 miles separating us from Bikini, we weren't required to "assume the position" or wear those dense goggles. Prior to sunrise, we formed outside, and stared across the open Pacific to the distant eastern horizon. We stood silently in the darkness watching the distant eastern Pacific horizon- like the statues of Christmas Island. Suddenly, a huge intense light lite the eastern sky, then dimmed, then several more flashes of light burst on the horizon. Then, the entire eastern horizon turned into a pulsing orange, and crimson glow like a distant sunrise. Except, that glow didn't remain on the distant horizon. Like a huge brilliant crimson fog bank, it rapidly approached and swept over us as it expanded to the distant horizons well behind and beyond us, and to all points of the compass. In the predawn, that orange/red plasma of light surrounded us as though we were standing, submerged in a giant inverted bowl of translucent orange/red Jell-O. Again, as we looked about, I saw only the dark forms of our low islet, ourselves and the Lorans stations building and antenna poles bathed in a dark reddish hue. Looking eastward through that crimson atmosphere, a dark column rose above the distant horizon, it rose high into the crimson atmosphere - slowly a dark mushroom head began to form at its top. Minutes later, the winds aloft began to spread it outward, until it spanned the entire eastern horizon. Nearly 11 minutes after the visual blast - the sound and shock waves struck us, shaking our aluminum transmitter building sufficiently to jar a few items from the shelves inside. The older readers may recall news reports of radioactive ash from that test falling on a Japanese trawler, adversely affecting the twelve Japanese fisherman aboard. Exposed to both nuclear test, the 1953-4 crew of this Loran Station became "Atomic Veterans," a dubious distinction, rare among Coast Guardsmen.

### Radiation concerns:

Each of us were required to wear dosimeters or film badges, enabling the laboratories to monitor the amount of radiation each received. One flaw in the monitoring program is that, while swimming (contaminated waters?), which we did often - neither type of monitor was worn. Thus our actual exposure may have been higher than the monitors indicated. No, we (or at least I) don't glow in the dark! I believe those were the last such test conducted there. In the 1956 photo, I notice two canine mascots, none were allowed during my tour - my, how fast things change!

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### Recreation:

As one might expect, skin-diving opportunities within the 23-mile diameter lagoon were fantastic. Many multicolored "coral heads" rose from the bottom of the lagoon, teeming with marine life: box fish, moray eels, sargent, and parrot fish, barracuda, sharks and many species not identified. Also, many types of mollusk were present, making it an interesting challenge to acquire one of all of the various species. However, due to mailing restrictions of the FPO, and the omnipresent security concerns, we weren't allowed to have or obtain aqua-lungs or air compressors, thus relegated to the restrictive, but healthier art of free diving. Due to the possibility of the fish being contaminated with radiation, we weren't allowed, to consume them. For protection from barracudas and sharks, and occasional spear fishing we made "Hawaiian Sling" spear guns, powered with rubber surgical tubing. Though not really needed for protection unless; we dove at the opposite end of the islet where the deep "ship channel" passed through the rim of the atoll into the protected lagoon.



This was not wise - for this was also where the Army dumped garbage from the mess hall daily, sustaining a school of sharks. Typically, while shell hunting, one of us stayed with the boat, while the other two dove to the salient reefs below. Diving as often as we did (all day on Wednesdays, Saturdays and Sundays), as "free divers" practiced in the art of hyperventilating our lung capacity (non smokers) allowed us to remain at depths for about three and one half minutes. Due to compression, the deeper the dive, the more comfortable it is to stay down with more oxygen rich air in our lungs, thus allowing longer dives. That day, we decided to chance a dive adjacent to the ship channel. As we dove to the top of a coral head (about 40 feet down), a pair of inquisitive sharks slowly rose from the dark blue depths to investigate our presence. Naturally, we didn't want to encourage them to approach any closer (as a mad dash to the boat would have done), so we "slowly" returned to the surface and signaled the boat. When around sharks, its more dangerous to be on the surface. So,

while waiting for the boats arrival, we slowly hyperventilated and dove deeply again to face the sharks, hoping to hold the sharks at bay. Swimming directly toward the slowly approaching sharks, they paused, halting their approach. It was with a great sense of relief, when we heard the outboard approaching, then it was directly above us. We slowly rose to the surface and clambered aboard. That was our first and last dive at the shark's feeding table! Once was enough! At all other areas of the lagoon, we were able to bluff the sharks and chase them off with relative ease, but those at the garbage dump were more aggressive.

The more common threat of diving was, getting caught in the paralyzing tentacles of a "Portuguese Man-O-War" jelly fish. We had secured a long outrigger boom (pipe) across the gunwales of the boat, with two loops of line attached on each side, this allowed four divers to be drawn across the surface of the lagoon by the boat. One would operate the boat, while the others wearing a face mask, snorkel and flippers gripped those loops, scanning the bottom below for shells. Upon spotting one of interest we would drop off to dive and retrieve the prize. On rare occasions we would be dragged through the tentacles of the "Man-O-War." One day, half of my body became totally paralyzed, breathing was difficult, it took several long painful hours to recover!

Free diving for and collecting sea shells became our major form of aquatic recreation - sometimes (free) diving as deep as fifty feet. Generally, marine activities were carried out by non watch-standers: Engineman, Steiner; Fireman, Moe and myself. We harvested those "giant clams" seen in the photos (doubt if they're still there). On the atoll, we were known for our diving and shell hunting expertise. Army, Air Force and Navy personnel desiring to participate in a shell hunting expedition often sought our guidance. One such trip is etched into my soul.

Like all valid sea stories, this is no s - - t!

As often happened, a Navy cargo ship was anchored in the lagoon. Hearing of our shell hunting exploits, its Captain expressed a desire to our Commanding Officer, Lt. Combs, suggesting a day of shell hunting. Subsequently an all day expedition was set up. The party was made up of; the Navy Captain, the Army commissary and medical officers, our Commanding Officer, Lt. Combs, EN2 Steiner, FM Moe, and myself. The Chief "ET" was left in charge of the station.

The night before, we readied the boat and equipment. At first light, we launched the boat and headed across the lagoon to some of its more remote islets and coral heads. As the day progressed, our guest were quite successful, the boat soon became loaded with an assortment of shell. Early in the afternoon, we found a large Giant clam, measuring 31 inches across, and weighing about 120 pounds. That is the larger of the three giant

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clam shells seen in the photos. The recovery process of a such a large clam was quite simple. Initially it was disabled, so we wouldn't inadvertently get an extremity caught in the grip of the "Killer clam." This was accomplished by severing its 3" diameter muscle (like a giant scallop) with a sharp knife, disabling it. Then, placing the loops of a "Spanish bowline" around it, we hauled it from the coral head below. Being too heavy to lift over the gunwale without damaging it or the gunwale, our normal procedure was to securing the shell just beneath the hull. With it so suspended, we motored to shallow water. Stepping out the boat, we would remove the animal from its shell, and separate its halves. Once separated, the individual half-sections could be easily placed aboard.

It had been a long day on and in the water and everyone wanted to get out and step on something solid, like the beach. I was the acting coxswain, with the boat heavily loaded with seven men and the half day's collection of shells, I wasn't able to beach it well. With the bow nudged against the steep sand beach, I directed everyone out. Then, put the mighty 10 HP outboard in reverse, taking the boat beyond the mild surf, and waited for the large wave, intending to run the boat on its crest, a la surfboard, intending to place it high on the beach. I had successfully accomplished this maneuver many times before. However, this beach was a bit steeper than most. Off-shore, I carefully studied the surf, waiting for that large wave. Finally it slowly rose from the bottom - I pointed the bow toward the beach, and with the mighty 10 horsepower outboard at "full throttle," rode the crest of the wave to the beach. All was going well - then, just before I got to the beach, that huge wave suddenly rolled on ahead and outran the heavily laden boat, I watched stunned. The boat suddenly dropped down into the deep trough behind it. The bow's keel abruptly contacted the sandy beach, ceasing all forward motion. A few seconds later - a following wave rose up over the transom and outboard, flowing up the beach ahead of me, filling the boat to its gunwales! Before I could react and raise the outboard, the wave quickly flowed back down the steeply sloping beach, dragging the heavily laden boat with it into the lagoon - it was totally awash now, only its highly pointed bow, its varnished gunwales, engine cowling and I from my hips up remained above the lagoon's surface!

All on the beach rushed to my aid, attempting to pull the boat back onto the beach. But loaded with water - it was impossible. Fortunately, beyond the breakers, the waters of the lagoon were relatively calm, the gunwales and transom remained slightly above the surface. We had to lighten the load! I hollered for everyone, to grab everything in the boat not attached and take it ashore. In my excitement and panic, I'd forgotten that I, a lowly "Seaman Apprentice" was barking orders like an enraged Bosun's mate to my Commanding Officer, a Navy Captain, Senior Army officers and my fellow

senior Coast Guardsmen! However, all complied with the need-less order. With all hands mustered around the gunwales, using every available device we had for bailing, even some of the smaller "half clam" shells - we began to bail, gradually the gunwales began to rise higher above the surface of the lagoon. As it became lighter, we were able to haul it a bit higher up the beach. Nearly empty we tried to roll it on its side to completely drain it, but it was too heavy. However, with each incoming wave, we were able to nudge it a bit further up that steep beach. Fortunately the tide was on the way out. The boat was eventually high enough, and the tide had fallen enough so that I was able to open the drain in the bottom, completely draining it. At last . . . , the boat's inside was dry.



Replacing the drain plug, we turned the hull around, pointing its high bow toward the lagoon. We dragged it back into the water. It was reassuring to see it floating so high again. All cargo was returned, including the day's collection of shells. We attempted to start the engine, naturally . . . , no joy! Only then did I become fully aware of our predicament. We were on a distant and remote islet, well away from the regularly traveled sea lanes of the LSTs and LCMs transporting men and equipment about the atoll. We had no radio! Even if we had, it would have been disabled by the salt water. The only thing in our favor was that it was still reasonably early in the day, and the weather was good. There were two sets of oar locks, four oars, two rowing thwarts wide enough to allow two men to sit side by side, each with a (powerful?) oar. We were "inside the calm waters of atoll," and we could see the nearest islet, inhabited with construction workers; it was about five miles away. Again, forgetting my place among these seniors I directed four of the seven among us to begin rowing. With, "four oar power," we got underway. Army, Navy and Coasties, we all took turns at the oars. Slowly we made our way toward that distant island. The enlisted among us were more use to using our hands, and weren't bothered too much with the oars. The same couldn't be said of the officers, even with often rotations, blisters quickly formed on their hands, and shortly broke. Broken blisters and salt water are somewhat "uncomfortable." There was with a sense of relief by all when we saw an LSM approaching. We and the day's

*(Continued on page 18)*

(Continued from page 17)

collection of shells were promptly towed back to Eniwetok.

Knowing that all shipments to and from Eniwetok were governed (due to their weight & size) by FPO regulations, the Captain of the Navy Cargo ship graciously offered to transport some of my larger giant clams stateside for me, and have them shipped to my home. I couldn't refuse his offer, and quickly constructed a custom shipping box for those shells. I was suspicious, and suspected they would never make it to **my home in Maine** - but what did I have to lose? When ready, I used the stations' radio to inform his ship that the shells were ready to be picked up. Within a half hour, a Navy DUKW arrived at the Loran Station, its operator had instructions to transport 2 boxes containing 2 giant clam shells, and myself to the Captain's ship. We lifted the heavy boxes aboard the very high DUKW. The driver drove to the other end of the islet where the concrete sea plane ramp was. As we proceeded down the ramp the driver shifted from wheeled to propeller drive, and we proceeded into the lagoon and the cargo ship. The deck force was waiting at a davit. The heavy boxes were quickly hoisted aboard. I thanked the Captain, and the DUKW returned me to the Loran Station. Weeks later, I met the Army Commissary Officer in the exchange, he merely showed me his hands, still blistered, but healing and he smiled without saying a word. Several months later I had rotated stateside, and was enjoying 96 days of "Compensatory leave" at my father's (a retired CG BMC) home in Minot Maine. We received word from the local railroad station that they had a shipment for me. Yes, much to my surprise, it was my two boxes of giant clam. There is honor among men! They survived the trip of nearly 9 thousand miles of sea and railroad transportation well, even the "brain and staghorn coral" growing on them remained intact!

Returning to my new duty station (Base Miami Beach, FL.), I began my professional CG career, first graduating from "Electricians Mate School" in Groton, CT as an EM3. Reenlisting for 3 years aboard the CGC Androscoggin - as an EM2, I asked for "Aviation Electronics School" (AT) and was told there were no openings at that time. So took the next best, "Electronics Technician School" also at Groton. Upon graduation was lateraled from EM2 to ET2.

During my 30-year career, had 2 tours of "Isolated duty" at CG Loran "A" Transmitting Stations. The first in 1953-4 at Eniwetok as a "SA." In 1958, the second, as an ET2 - at Ocean Cape Loran Station at Yakutat, Alaska. Rotating stateside again, I was assigned to the Secondary Radio Station located on the CG Air Station at St. Petersburg, FL, and as an ET1 - finally received orders for "aviation training" at the Navy's "Advanced Aviation Electronics School" at Millington, TN. Subsequently, I reenlisted for another three years. Upon graduation, was assigned to the CG Air Station San Diego, CA where I was lateraled from ET1 to AT1 and

began my aviation career. Many class "C" aviation electronic equipment and helicopter schools followed, some civilian, some military. Eventually retiring in 1983 as an ATC from Cape Cod Air Station.

As a "Seagoing Coasty" (1952 to 1960) I served aboard the following CG vessels:

<u>Name &amp; Home Port</u>	<u>Rate</u>
Newell	WDE 422 (SA)
Androscoggin	WPG-68 (EM3&2)
Chincoteague	WAVP-375 (ET2)
Citrus	WAGL-300 (ET2)

After graduating from the Navy's Advanced Aviation Technician Intermediate Course (Class B) was transferred to my first aviation assignment, CG Air Station San Diego, CA, then lateraled from ET1 to AT1, receiving my "wings" in the amphibious fixed wing HU-16E. Then assigned to the CG Air Detachment Los Angeles, becoming qualified in the H04S-2G reciprocating-powered helicopters and the amphibious, a single turbine powered HH-52A helicopters. Assigned to CG Air Station Brooklyn, NY, where I flew as aircrewman in both the HU-16E and the HH-52A. Survived a wheels-up landing (a crash) in the HU-16E (No. 1311) in Cedar Rapids, IA. Awarded the "Prichard Memorial Trophy" for professionalism in aviation. Volunteered to become a member of the first HH-52A helicopter deployment aboard CG Icebreaker Eastwind, taking 2 helicopters aboard - evaluating them for deployment to the Antarctic, mission proved successful. Volunteered for assignment to CG Aviation Training Center, Mobile, AL for further Icebreaker Support missions to the Arctic and Antarctic. Stayed with that assignment for 7 years. Qualified to run the T-58 turbine engine and as a HH52-A flight mechanic for cross country flights. At Mobile, also qualified in the HC-131A aircraft. Transferred to CG Air Station Brooklyn (again) flying as aircrewman both the HU-16E and HH-52A. Transferred to CG Air Station Cape Cod, MA, becoming qualified in the HH-3F twin turbine-powered helicopters.

As an aircrewman acquired slightly over 10,000 hours of "flight time" evenly divided between helicopters and fixed wing aircraft, survived one fixed wing forced "wheels-up" landing" (a crash). Was two weeks shy of having five years of "sea time"-nearly qualifying to wear the "Cutterman Insignia" with my "wings." Presented with four Sikorsky winged "S" awards for directly assisted in the saving of several lives with their helicopters.

Thanks for the memories,

ATC Peter M. Dorey USCG (Ret.)



## REUNIONS AND NOTICES

**NOTICE** to all Coasties who have served on **USCGC ABSECON WAVP/WHEC 374** and/or **USCGC CHINCO-TEAGUE WAVP/WHEC 375**

The **First Reunion** for the above cutters will be held **Oct 11 thru 13, 2001** in downtown **Norfolk, Va** in the newly renovated **Radisson Hotel** across from Scope Convention Center. This includes families. The MacArthur Memorial/Shopping Center and US Navy Museum/Wisconsin Battleship are within a few blocks of the Radisson. Those who are interested and/or wish to attend, please contact John R. Peters EMCM USCG (Ret) 757-479-0000 [odupeters@aol.com](mailto:odupeters@aol.com) or Harry S. Huggins CWO4 USCG (Ret) 757-484-3700 [muzz4poppi@cs.com](mailto:muzz4poppi@cs.com). We will need your address, phone number, which Cutter and year(s) served for our address book. More information will be mailed out in a month or two concerning hotel package and shuttle schedule to and from airport, activities, tours, registration, etc.

### USCGC TANEY (WHEC 37) Reunion

Date: Oct 4-7, Location: Oakland/Alameda, CA  
 Contact: Garret Conklin, 2525 Crist St., Alameda, CA 94501-4623 Tel: (510) 523-1878 Fax: 240-255-0233 email: [garretc@earthlink.net](mailto:garretc@earthlink.net) Planning underway, interested crew please contact ASAP.

**Reunion of USCGC CHAMBERS (WDE-491)** on October 12-14, 2001 in New Bedford, MA. Contact R. Grant at (808)261-2653 or P. San Juan at (508)993-3561. Email: [rbgrant@compuserve.com](mailto:rbgrant@compuserve.com)

You can write the Newsletter  
 Editor at:  
 USCG Retiree Newsletter  
 Attn: Editor  
 USCG HRSIC (RAS)  
 444 SE QUINCY STREET  
 TOPEKA KS 66683-3591  
 or via email at:

[hrsic-rasnewsletter@hrsic.uscg.mil](mailto:hrsic-rasnewsletter@hrsic.uscg.mil)

And for general ras E-Mail correspondence the address is.....

[hrsic-ras@hrsic.uscg.mil](mailto:hrsic-ras@hrsic.uscg.mil)



### Employment opportunities:

Great Lakes Hover Link, a high speed (70+ MPH) all weather, year round passenger/auto ferry service is accepting resumes from persons interested in air cushion vehicle operations. Hover Link will initially utilize SRN4, Mountbatten Class, fully skirted hovercraft formerly employed on the English Channel. ACV and Great Lakes afloat/aviation experience desirable but not required. Openings available for bridge, deck, general engineering and gas turbine power plant personnel. Bridge crew consists of pilot (master/captain), co-pilot and radar operator/navigator. These 185' LOA, 90' beam, 325 gross ton vessels have controls similar to aircraft, but aviation licenses are not needed. Tonnage requirements for master's license presently being decided by USCG. Mid-management and higher staff background as well as specialists in highspeed surface target detection will be given special consideration. G.L. HoverLink foresees rapid expansion into a number of geographical areas, as well as involvement in fabricating a new generation of higher speed, fully skirted ACV's. Please send resumes to: Great Lakes Hover Link Personnel Placement 1010 Stroud Court Charlevoix MI 49720

### France Seeks Surviving WWII Normandy Veterans

France is issuing a "Thank You" certificate to recognize the participation of all American and allied soldiers who took part in the Normandy landing and contributed to the liberation of France during World War II. The certificate is meant to express the gratitude of the French people to the soldiers who participated in the Normandy landing and liberation of France, on French territory and in French territorial waters and airspace, between June 6, 1944 and May 8, 1945. The certificate will not be issued posthumously. The ten Consuls General of France in the United States are issuing the documents on behalf of the French authorities and in coordination with state veterans affairs offices, veterans service organizations, and veterans associations. For more information on obtaining a "Thank You" certificate, visit the Embassy of France Web site at <http://www.ambafrance-us.org>

SOURCE: *MilitaryReport.Com*

**The Saginaw River Marine Historical Society** with the support of the Dow Chemical Company (current owner of the site) is restoring the Saginaw River Rear Range Lighthouse near Bay City, Michigan. The lighthouse was a Coast Guard Station from 1938-1980. The Historical Society is looking for photos and information that would help with restoring the lighthouse to the way it looked in the 1950s as well as be used in a museum it plans to have inside the building. If you can offer them assistance with these items please send an e-mail to Rob at: [RobMidMI@aol.com](mailto:RobMidMI@aol.com) or snail mail to: S.R.M.H.S., Photos/Info, P.O. Box 2051, Bay City, MI 48707-2051.

**The USS SPENCER CG-W-35** Association and the USCGC SPENCER WMEC-905 will hold their annual reunion in Williamsburgh VA from October 11, 2001 to October 15, 2001. Anyone who has served aboard the "327" or the "270" is welcome. Please contact Jack Shampine. 7398 Route #31, Cicero NY 13039, Ph 315-699-3127 or Hank Rogers Jr., 32 Freedom Ct., Baltimore, MD 21220, Ph 410-335-6826.

**USCGC COURAGEOUS (WMEC-622)** - Any former or present crewmember of the CGC COURAGEOUS that would be interested in attending a reunion please contact CWO4 Peter J. Anderson via email at [pandersonsr@earthlink.net](mailto:pandersonsr@earthlink.net). It is hoped that the necessary interest will allow a reunion to be held in the Spring of 2002. I can also be contacted at 504 393 7885 or 809 Terry Parkway; Gretna, La. 70056. Request positive and negative answers.

#### All Crew Members of Coast Guard LST 767

Our second reunion is scheduled to take place at the Bilmar Resort Hotel in St. Petersburg, Florida from October 9th through October 12th, 2001. If you missed the first one, you surely don't want to miss this one!! It's been a long time since our island hopping days in the Pacific. All hands, not already contacted, should get in touch with Dave Ramsay, One Utah, St., Beverly Hills, FL 34465-4378. Phone (352) 527-2869, Email: [ramshorn@xtalwind.net](mailto:ramshorn@xtalwind.net)

**LIGHTSHIPS – LAST CALL** A colorful and important part of CG history is slipping away. Most, rendered to scrap by the beaker's torch, are gone forever. The few that remain are mostly relegated to mud flats and backwater channels. Some resting on the bottom, others barely afloat and abandoned, they slowly yield to the ravages of the elements. There is little hope for most. The Association is dedicated to providing an environment wherein all those interested in preserving the history and traditions of lightships and the men that served them can meet to exchange information and to enjoy good fellowship. New members are most certainly welcome. For info contact:

Jim Gill, USCG (Ret), 642 Marina Pkwy #63, Chula Vista, CA 91910, Tel (619)427-8501, Email [pdp@cts.com](mailto:pdp@cts.com)

**The Coast Guard "CW" Operators** Association's 3rd Annual Reunion is being held at the Holiday Inn Riverview, 301 Savannah Hwy, Charleston SC 17-21 October 2001. Ex-RM2 and current MCPO of the USCG Vincent W. Patton III is scheduled to be our banquet speaker. All former "CW" operators are encouraged to attend. For details please contact Jim Huffman, Box 55388, North Pole, AK 99705, phone (907) 488 6528 or [bird63@alaska.net](mailto:bird63@alaska.net)

**USCG Lightship Sailors Association** Reunion. October 4-5- & 6, 2001, Port Huron, MI. Contact: Jerry Radloff, 1020 Woods Lane, Grosse Pointe Woods, MI 48236-1157. Tel: (313)884-3071, Email [ggradloff@yahoo.com](mailto:ggradloff@yahoo.com)

The first reunion of the **USCGC Rockaway WAVP-377**, will be in Orlando, Florida on the weekend of 26-28 April 2002. All former Coast Guard crew members (and Navy crew members of the USS Rockaway AVP-29) are eligible to attend. For details, log onto the Rockaway web site on the Internet at: <http://www.cccnews.net/rockaway>  
To register, email Chuck Harris at [tio@inficad.com](mailto:tio@inficad.com) or phone 602-274-8980.

**USS POOLE (DE-151)** Cort. Div. 22, TG 21.5, USS PETERSON (DE-152) and USS GANDY (DE-764) will be holding a reunion October 3-7, 2001 at Myrtle Beach, SC. Please contact Ed Synos, 751 Spring Crest Ct., Fenton, MO 63026, Tel (636)343-1013 or Donald Macchia, 256 Spruce St., Bloomfield, NJ 07003, Tel (973)748-0731

#### C G C Cape Fairweather

First Reunion of WPB 95214 - Cape Fairweather crewmembers is contemplated for October 2002, in Orlando Florida, depending on response. Any ex-crewmembers interested, please contact CDR Harry Oldford, e-mail [HARBAR-ONE@aol.com](mailto:HARBAR-ONE@aol.com) or 407-834-8245.

**The Ancient Order of the Pterodactyl** will hold its annual Roost at the Ft. Lauderdale Marina Marriot on 7-9 October 2001. The Roost is being hosted by CG Air Station Miami. Details are available from Pteros LCDR Elizabeth Young or LT Muddy Waters at 1-800-253-3851 or [EDYoung@AirStMiami.USCG.mil](mailto:EDYoung@AirStMiami.USCG.mil)

**The Coast Guard Cutter POINT LOBOS (WPB 82366)**, homeported in Pensacola, Florida is scheduled to be decommissioned on 12 October, 2001. All former crewmembers are requested to contact the unit for information on the ceremony. Call BM1 Bushey at (850) 455-3115 or email at [cbushey@stapensacola.uscg.mil](mailto:cbushey@stapensacola.uscg.mil).

**USCGC YAMACRAW WARC-333**... How many remember this hard working "Cable Layer" out of Boston, MA that sailed the entire Atlantic Coast from Downeast Maine to Key West, Florida including the waters of the Bahamas and even the Great Lakes. The Mission? Repair, Recover and/or lay new large underwater communications cable between the mainland and off-shore islands. This was my first tour of duty in the CG. Reporting aboard in December 1948 fresh out of Boot Camp as an SA serving on her until June 1952 leaving as a BM2. A long hard dirty tour of duty, but a time in my CG life that I would not give up for anything. Anyone else remember the YAMACRAW during those years? ~ "Chev"

**BMCM Charles A. Cheverie** (ret)

## Editor's Notes



I was just sending this issue to the printer as events folded to the tragedy that has gripped our country. Information is as of this writing very much in flux and I cannot publish until things have a chance to settle and information is accurate. My thoughts and prayers go out to all involved.

Have been receiving a ton of mail, which again I always appreciate getting. I wish that I could answer everything that I receive, but please know your letters are read, and suggestions taken into consideration. The suggestions for the new Newsletter name has been overwhelming, and will grace the front page in our January issue. I had hoped to run it for this issue, but to be fair to everyone, and to make sure all of the names are given fair consideration will stretch out the decision process a little longer. I also have many "where are they now" articles that I plan to run in future issues.

Our online version of the NL seemed to go off fine. It sounds like folks were able to access and enjoy a different format with very minimal problems. If you would like to receive this pub **online**, drop me a line. Always remember I am just a phone call away to discuss any problems, concerns, or just feel the need to vent.

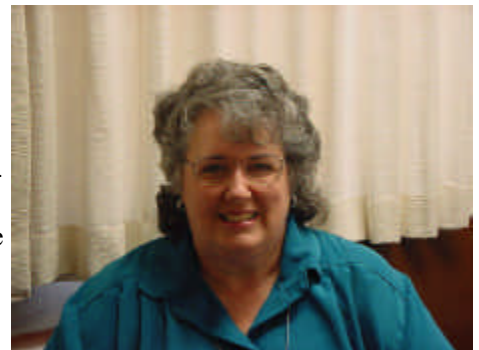
Have a safe and joyous upcoming holiday season. ~Ron

Email: [Rderrick@hrrsic.uscg.mil](mailto:Rderrick@hrrsic.uscg.mil)



[Dona Trueblood, Military Pay Technician for RAS Team 3, will retire in January 2002. She has provided excellent pay and personnel service to CG and NOAA retirees since December 1987. A message from Dona --](#)

I want to take this opportunity to thank all of the Coast Guard and NOAA retirees who I have talked with and worked for these past *many* years. **During my 30 years federal service** I am honored and proud to have been able to serve you and I deeply thank you for the service and sacrifices you have given to all American citizens including me. I have worked for the Air Force, Veterans Administration, Army National Guard and now, the Coast Guard along with other federal agencies, but I mention these four because my heart will always be with the military.



I plan to do some things when I retire that I have always wanted to do, but never quite found the time for. Such as oil painting classes and writing "my book". Most of my spare time during my working career was spent doing some volunteer services and I will continue doing that. I am looking forward to retirement and entering into the next phase of my life, "the grandchildren era", of which I have 3 at the present time (aren't they fun!).

So to each of you, take care and I leave you with my wish for you all to have a happy life. ~Dona

### **Retractions / Corrections July Issue.....**

CDR G. E. BROWN JR. (RET) brought to my attention that I had reversed the two bases web sites on the article on MAC transportation. Also the url for Travis AFB was incorrect, and should read [www.travis.af.mil/space\\_a](http://www.travis.af.mil/space_a). I must have had a dyslexic day.

In my **NOAA Retirements**, I had also incorrectly listed ANDREW ARMSTRONG's retirement info. He retired as a Captain vice Commander, and effective date was August 1st of the year 2000. Sorry Captain!



## Where are they now?

### Earl Edenfield

retired from the U. S. Coast Guard in 1973 after twenty-six years of service. During his career, he commanded both vessels and shore units. Just prior to his retirement he served as Captain of the Port of Jacksonville, Florida and on the staff of the Commander, Seventh Coast Guard District.



He now resides in Jacksonville, Florida and is an accomplished author. His works include: "The Curse of the Aurora", a fictional account taking place during peacetime in the 1960's, "Grass" Is Where you find it" – covering the combined efforts of the CG and Customs to stop drug smuggling into the Southeast US in the early '70's, and "The Factory" – a unique novel about the search for a narcotics factory in New York.

Earl's works are published by Infinity Publishing.Com

### The Coast Guard Lunch Bunch,

A group of Coast Guard Retirees, meets monthly for a luncheon or dinner in the Cleveland, Ohio area. The attendees in May are pictured from left to right: SKC Victor Konecki, SKC Anthony (Tony) Hanustak, CWO Baker Herbert, YNCS Roy Pettit, and CWO George (Vince) Stauffer. Absent the night the photograph was taken was YNC Newman Russell, who was ill.

This group of retirees were all stationed together at the Office, Commander, 9th District in the early 1950's. Friendships formed almost fifty (50) years ago are strong and very rewarding. The meetings are always with good food, conversation, reminiscing and sea-stories (some of which are true). CWO Stauffer currently resides in Seattle, Washington, but comes to Cleveland once or twice a year to visit relatives and in-laws.

Any CG Retiree residing in the Cleveland area are welcome to join the group which meets at a restaurant near I-71 in the Middleburg Heights or Brunswick, Ohio areas. If interested contact YNCS Roy Pettit, PO Box 30786, Parma Heights, Ohio 44130-0786 or call 440-888-5762.



### FRIENDSHIP

The holy passion of Friendship is of so sweet and steady and loyal and enduring a nature that it will last through a whole lifetime, if not asked to lend money.....*Mark Twain*



## Locator



**George M. Blacketter**, BMC (Ret) would like to hear from Charles "Charlie" R. Schlinke, BMCM (Ret). Please call (941)792-6750 or write 1315 65th. St. NW Bradenton, Florida 34209.

**CDR Lew Hayes** (ret) would like to hear from ETCM **Jeffrey Jackman** (ret), as well as any other of our shipmates that served at LORSTA Palau in '55-56. I can be contacted at Apartado 124, Puntarenas, Costa Rica.

**Benjamin P. Colmer**, SSC USCG (ret) would like to hear from friends or any shipmates that were stationed with him during his career. Please contact him at (305)245-9492 or 14820 SW 307th Street, Homestead, FL 33033 or [ROMCSCSLMT@AOL.COM](mailto:ROMCSCSLMT@AOL.COM)

**Bud Banker** is trying to locate a buddy who enlisted in the Coast Guard during WWII. His name is **William Carr**. Bill had enlisted in the Pittsburgh PA area. He had also attended Wilkinsburg Junior High School in the Pittsburgh area. Mr. Banker would very much like to find his buddy. Any information can go to him at 493 Castle Shannon Blvd, Pittsburgh, PA 15234 or phone (412)343-7088.

**BMC (ret) Ron Rutkowsky** would like to locate CWO (BOSN, ret) **Mark Worsham** who retired in the mid 80's in CA. Can contact me at 19 Embassy Lane, Yarmouthport, MA 02675, Tel 508-385-8842 or email [echizento@aol.com](mailto:echizento@aol.com)

**RM1 Carl "Wink" Wingender**, whose former email address was [wwingender@cmdt.uscg.mil](mailto:wwingender@cmdt.uscg.mil). Please email the Cutter Rockaway Reunion Committee at: [tio@inficad.com](mailto:tio@inficad.com).

**The Coast Guard Exchange System web site for purchasing on line is now available!** Go to <http://www.cg-exchange.com>. From this web site you can also get to <http://www.shopcoastguard.com> which connects you with the CGES store at the Coast Guard Academy -- lots of logo gear available.

## SPECIAL NOTICE FROM RETIREE ANNUITANT SERVICES

Each year your retired pay is increased by a Cost-Of-Living Adjustment (COLA). The increase is based on the consumer price index, or CPI. The CPI is the government's measure of the rate of inflation. In 1999, there was an error in how the CPI was figured. Because of this, Congress passed a law that allows us to recompute your retired pay using the correct COLA.

If you received one of the following COLA's in December 1999 an adjustment will be made to your account.

- (a) December 1999 COLA of 2.4% is increased to 2.5%
- (b) December 1999 COLA of 2.0% is increased to 2.1%

If you received the following COLA in December 2000 your account will be adjusted:

- (a) December 2000 COLA of 3.5% is unchanged
- (b) December 2000 COLA of 2.8% is decreased to 2.7%

Retired accounts will be adjusted in December 2001 just prior to applying the new COLA. If your account is one of those adjusted you may see one or more of the following events:

- (a) A special make-up payment that will be issued in January 2002.
- (b) A change in your unadjusted gross retired pay.
- (c) A change in your Survivor Benefit Plan (SBP) Base and cost amount.
- (d) A change in your Social Security Offset (SSO)

Please keep in mind that because retired pay is rounded down after a COLA is applied this adjustment will not affect everyone's unadjusted gross retired pay.

## Nautical Trivia.....(Halloween Edition).

### Keel hauling

1) A naval punishment on board ships said to have originated with the Dutch but adopted by other navies during the 15th and 16th centuries. A rope was rigged from yardarm to yardarm, passing under the bottom of the ship, and the unfortunate delinquent secured to it, sometimes with lead or iron weights attached to his legs. He was hoisted up to one yardarm and then dropped suddenly into the sea, hauled underneath the ship, and hoisted up to the opposite yardarm, the punishment being repeated after he had had time to recover his breath. While he was under water, a "great gun" was fired, "which is done as well to astonish him so much the more with the thunder of the shot, as to give warning until all others of the fleet to look out and be wary by his harms" (from Nathaniel Boteler, A Dialogicall Discourse, 1634). The U.S. Navy never practiced keel hauling.

2) Today, "keelhauling" refers to a verbal reprimand; originally, it was a cruel form of punishment that consisted of binding the offender hand and foot, weighing his body, then drawing him under the ship's bottom from one fore yardarm to the other, by means of whips. If the bottom was covered with sharp barnacles, the torture was extreme and often fatal.

### Derrick

Named after Thomas Derrick, (no relation) a famous executioner at the time of Queen Elizabeth. He was an ingenious hangman who devised a beam with a topping lift and pulleys for his hangings, instead of the old-fashioned rope over the beam method.



### USCG Human Resources Service & Information Center

CAPT Ronald D. Reck  
Commanding Officer

Harold Heineken  
Deputy Director

CDR Brian J. Marvin  
Operational Technical Director

Nancy L. Hawkins  
Chief, Retiree & Annuitant Services

YNCM Dick Jones  
Procedures Business Line Manager

Ron Derrick (USCG Retired)  
Editor, Retiree Newsletter

The Retiree Newsletter is a publication containing news of general interest, suggestions, and information to keep Coast Guard retirees and their dependents informed of recent developments. This publication shall not be considered authority and is non-record material.



# USCG Retirements



Name	Rank	Date of Retirement	Years of Service
ABRAZADO, EDGARDO	F&S4	20010601	28
ALBERS, KENNETH	MKC	20010501	20
ALBRIGHT, ROBERT	CDR	20010801	20
ALDRICH, JOHN	QM2	20010701	20
ALEXANDER, JAMES	ET1	20010601	20
ALLEGRI, JOHN	DC1	20010601	22
ANDERSON, BRADLEY	GM1	20010601	21
ANDERSON, ROBERT	BOSN2	20010701	25
ANDERSON, STEVEN	TTC	20010801	20
ANDERSON, WILLIAM	SK1	20010701	20
ANDREWS, DEAN	FN	20010627	04
ANDREWS, LORRAINE	PERS3	20010701	21
ANGKIANGCO, CARLOS	F&S4	20010701	29
AUSTIN, DONALD	MKCS	20010601	20
AYCOCK, DONALD	PS1	20010704	34
AYKROYD, STEPHEN	QMC	20010501	21
BABB, JEFFREY	LT	20010701	20
BACLE, DAVID	RD2	20010801	22
BAILEY, DWAYNE	MK1	20010801	23
BARTEK, JAMES	MK2	20010501	20
BARTOLIN, JOHN	ET1	20010601	20
BATAC, MAXIMO	FSC	20010801	26
BATES, PAUL	BOSN4	20010601	26
BAUCH, STEVEN	ENG4	20010601	29
BAUGUS, MIKE	BM2	20010801	20
BEALE, LAWRENCE	AMTCM	20010701	30
BEARD, JAMES	AVI2	20010501	20
BEARDSWORTH, RICHARD	CAPT	20010801	27
BEAUCHENE, DONALD	QMC	20010701	22
BECK, CHARLES	CAPT	20010701	30
BELISLE, DENNIS	ET2	20010701	20
BELLINGER, RICHARD	MKC	20010701	22
BELLIVEAU, DAVID	LCDR	20010601	20
BELTZ, TIMOTHY	CAPT	20010801	24
BENAVIDEZ, ROBERT	MK1	20010701	20
BERGLEWICZ, THOMAS	F&S4	20010701	29
BERLANGA, JOHN	DC1	20010601	35
BERNIUS, EDWARD	MK1	20010514	27
BESWICK, JUSTIN	FSC	20010701	20
BEUOY, MICHAEL	AST3	20010530	03
BICKERS, CHARLES	PS2	20010607	32
BIEMAN, STEVEN	SK1	20010801	20
BIERMAN, DAVID	MKC	20010501	22
BIRCH, JAMES	BMC	20010501	22
BIRCHFIELD, PATRICK	ETC	20010701	20
BIVINS, TRELIS	LT	20010801	20
BLACK, BRUCE	CDR	20010701	23
BLACK, TRACY	MKCS	20010601	25
BLACKMAN, BRUCE	LCDR	20010701	20
BLAKE, SEAN	FSC	20010515	11
BLANCETT, THOMAS	CDR	20010701	26
BLETHEN, ROGER	ENG3	20010801	22
BLUCKER, TERENCE	SK2	20010601	20
BOGDAN, RONALD	PSCM	20010404	31
BOGEN, CARL	LT	20010531	42
BONILLA, PEDRO	HSC	20010601	22
BORQUEZ, RENE	EM1	20010801	20
BOUFFIOU, DALE	LCDR	20010701	22
BOULANGER, ROGER	PSCS	20010612	37*
BOWEN, THOMAS	MKC	20010701	21
BOWER, JOSEPH	F&S2	20010801	21
BOYDS, ARTHUR	GMC	20010501	20

Name	Rank	Date of Retirement	Years of Service
BOYER, PAUL	MKC	20010501	20
BRACKEN, GARY	LCDR	20010701	23
BRADFORD, ROBERT	BMCS	20010701	28
BRADLEY, JESSE	ETC	20010501	20
BRENNAN, MICHAEL	CDR	20010701	24
BREWER, JOHN	AMT1	20010701	21
BRICKHOUSE, FLOYD	AMT1	20010501	20
BROOKFIELD, STEPHEN	ENG3	20010601	28
BROWN, DAVID	COMM4	20010801	26
BROWN, GERALDINE	YN1	20010801	21
BROWN, JAMES	MKCS	20010701	28
BROWN, MICHAEL	MKCM	20010601	24
BRUENING, CHRISTOPHER	LCDR	20010601	20
BUKER, DANIEL	ETC	20010601	20
BUNKER, MARK	F&S2	20010801	20
BURG, MARY	YN1	20010713	27
BURGESS, KENNETH	CDR	20010701	20
BURRIER, JIMMY	MK1	20010701	20
BUSSEY, JAMES	CDR	20010601	25
BYRD, JON	CAPT	20010801	26
BYRN, DAVID	MKC	20010701	21
BYRNE, PAUL	FTCM	20010801	24
CALL, FRED	CDR	20010501	20
CALLAHAN, MICHAEL	AVTC	20010501	21
CANTRELL, OLIN	HSC	20010601	25
CAPELLI, BARRY	CAPT	20010701	30
CARLOW, ROBERT	PERS3	20010701	42
CATLETT, GEORGE	BMC	20010801	22
CAVEY, THOMAS	AMT1	20010501	20
CHANDLER, RALPH	EMCM	20010601	20
CHAPMAN, ERIC	CDR	20010701	23
CHARRETTE, GARY	EMC	20010601	20
CHARTERS, BRADLEY	RDC	20010801	22
CLARE, JOHN	CAPT	20010408	37
CLARKE, SHERON	EMC	20010801	23
CLARKE, TIMOTHY	AMT2	20010501	20
CMAR, STEPHEN	CDR	20010701	26
COBB, DOUGLAS	HS1	20010701	22
CODY, JONI	LT	20010501	21
COFFELT, MICHAEL	AVTCS	20010701	28
CONNER, WAYNE	LCDR	20010701	28
CONNOLLY, GARY	AMTC	20010701	24
CONROY, JOSEPH	CAPT	20010801	27
COOK, JOHN	CAPT	20010701	28
COPE, GREGORY	CAPT	20010701	30
COPELAND, JAMES	BM1	20010701	20
CRANFORD, LARRY	PSC	20010512	25
CREDLE, DEXTER	SK1	20010801	22
CROOM, FORREST	YNCM	20010726	41
CROSS, HEIDI	SKC	20010701	20
CRUZ, ISAAC	SKC	20010601	21
CURRAN, KEITH	LCDR	20010801	20
CURTIS, LARRY	SK1	20010701	23
DAIGLE, PETER	ETC	20010501	20
DAISHER, KIMBERLY	LCDR	20010517	18
DANGELO, PAUL	LT	20010416	34
DARMODY, STEPHEN	CDR	20010501	21
DAVENNY, DONALD	ENG4	20010414	36
DAVENPORT, DEBRA	YN1	20010501	20
DAVILA, LEANDRO	SK1	20010410	33
DAVIS, ORIE	LCDR	20010601	20

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DELGADO, ANGEL	SK1	20010701	20
DELLOT, TIMOTHY	CDR	20010701	23
DELONG, ELDO	CDR	20010701	24
DELROSS, DAVID	BM2	20010601	20
DEMELLO, ANTOINE	YNCM	20010701	29
DEMUTH, DOUGLAS	FS1	20010801	21
DENOTO, MICHAEL	ETC	20010801	20
DICATALDO, ANTONIO	AST2	20010501	20
DIDOMENICO, SIMON	PS1	20010120	22
DIMUEL, WILLIE	FSC	20010801	22
DIVER, BOBBY	EM1	20010713	35
DOBSON, MARK	QM1	20010501	20
DOBSON, SHANNON	MK1	20010801	21
DODGEN, RODERICK	MKC	20010801	20
DOUGHTY, GLENN	ENG2	20010701	20
DRIVER, WESLEY	LCDR	20010801	30
DUBEANSKY, BRYAN	AMT2	20010608	05
DUCHARME, JOHN	DCC	20010801	20
DUDLEY, GUION	BMC	20010413	35
DUFFIE, WARREN	ELC4	20010601	27
DUPRIEST, WILLIE	CDR	20010801	20
DURBIN, CYNTHIA	PS1	20001126	26
DUVALL, WILLIAM	ENG4	20010701	26
DWYER, EDWARD	COMM2	20010601	20
DYSON, WILLIAM	LCDR	20000701	21
EARNEST, MICHAEL	AMTC	20010801	22
EATON, JOHN	LCDR	20010601	30
EBERTH, ALFRED	ETCS	20010701	28
EDWARDS, THOMAS	PS1	20010630	27
ELERICK, BRUCE	HS1	20010724	34
ELLIAS, ALEC	GMC	20010801	20
ELLINWOOD, BRENT	MKC	20010501	21
ENGLISH, ROBERT	QM1	20010621	36
ERNE, RAY	LCDR	20010701	26
EYBEL, ERNEST	F&S4	20010801	29
FAIR, DONALD	DCC	20010701	20
FARLEY, TIMOTHY	CDR	20010611	38
FELTMAN, JAMES	AMTC	20010801	21
FERAMISCO, GARY	YNCM	20010616	42
FICHTER, RICHARD	MKCS	20010509	29
FIEBRANDT, MARK	CDR	20010801	22
FIELDS, KENNETH	FS1	20010801	20
FILLMAN, DONALD	BMCM	20010701	24
FISH, JOHN	ETC	20010427	34
FISHER, MICHAEL	LCDR	20010601	20
FITZGERALD, JAMES	ELC4	20010801	24
FORBES, GREGORY	AVTC	20010801	27
FOX, F	CAPT	20010701	30
FRAZIER, TIMOTHY	LCDR	20010501	20
FROST, MARK	CDR	20010801	23
FUENTES, GEORGE	ET1	20010801	20
GANDOLFO, MARK	LCDR	20010601	22
GANSER, PETER	CDR	20010701	24
GARRETT, GORDON	CDR	20010701	26
GARZA, SAMUEL	EM1	20010421	31
GIBSON, ANTHONY	BMC	20010601	20
GIBSON, PRESTON	CDR	20010601	20
GIBSON, WAYNE	CAPT	20010801	32
GILLIKIN, ORVILLE	ENG2	20010701	20
GINGRICH, STEWART	CAPT	20010701	33
GLANDON, DANIEL	ENG2	20010701	21
GOETTLER, BRIAN	CDR	20010701	20
GONZALEZ, HUGO	AST1	20010612	12
GORDON, DEBORAH	YN1	20010701	21
GOSH, JOSEPH	BM1	20010601	23
GRACEWSKI, ALAN	CAPT	20010701	30
GRACIA, LOUIS	DC1	20010601	20
GRANATH, MICHAEL	MKC	20010801	20
GRAY, CURTIS	PSS2	20010330	32
GRAY, DONNIE	PERS4	20010701	29

GREEN, KEVIN	QMC	20010501	20
GREER, LAURENCE	MK1	20010708	39
GRIFFIN, DAVID	MKC	20010601	20
GRIFFIN, LARRY	ENG3	20010601	20
GRIMES, JOE	LT	20010801	23
GROSS, LIONEL	RD1	20010702	41
GRULKE, LEROY	BM1	20010501	21
GUTH, LAURA	LCDR	20010701	21
HAGLUND, ROBERT	CDR	20010609	38
HAKALA, KEITH	ENG2	20010801	20
HALDY, ROBERT	LT	20010501	21
HALE, WILSON	EMCM	20010701	22
HALEY, JOHN	BOSN4	20010701	30
HALL, TERRY	AVI3	20010701	24
HAMMERDORFER, LANCE	AMT1	20010501	20
HANCOCK, CHARLES	LT	20010701	24
HANNAH, WILLIAM	MK2	20010601	20
HANSEN, PAUL	LCDR	20010601	20
HANSFORD, DIRK	MK2	20010501	22
HARBESON, CHARLES	MK1	20010614	31
HARRIS, GAYLAND	TCC	20010801	21
HARRIS, GORDON	BMC	20010801	20
HARVEY, JAMES	AMTC	20010801	25
HAYES, GEORGE	MK1	20010801	20
HAYES, GLENN	MKC	20010601	20
HAYES, STEVEN	TC1	20010501	20
HEALING, RICHARD	CAPT	20010717	37
HECHT, TIMOTHY	F&S4	20010601	29
HECTOR, GLENN	FS1	20010501	20
HEISTUMAN, FREDRICK	BMC	20010801	24
HELLER, RAY	CAPT	20010524	37
HEMENWAY, DALE	MKC	20010801	22
HENDERSON, HARLAN	CAPT	20010701	26
HENNESSY, LAURA	YN1	20010601	21
HENRY, CLIFTON	DC1	20010801	20
HESTER, FRANK	BOSN2	20010801	20
HIGH, GEORGE	AMTC	20010601	23
HILL, GARLAND	EM1	20010701	20
HINDERLITER, KENNETH	HSC	20010601	20
HISAW, JO	SK1	20010501	20
HISTED, JOHN	AMT1	20010801	23
HOATLIN, FREDERICK	BM1	20010801	20
HODGES, JOSEPH	SK1	20010801	20
HOFFMAN, MARK	SKCS	20010601	26
HOGG, DENNIS	YNCS	20010701	24
HOLLAR, DANIEL	LT	19991001	20
HOLMGREN, JEFFREY	CDR	20010801	22
HOOPER, DAVID	TCCS	20010501	25
HOPKINS, JOHN	FS2	20010801	20
HORKY, DONALD	SK1	20010701	20
HOSLER, PATRICK	RD1	20010601	20
HOSMER, DAVID	CDR	20010610	36
HOUCK, RONALD	BOSN3	20010801	22
HOULROYD, THOMAS	AST2	20010701	20
HOWARD, LEE	AMT1	20010701	21
HUBER, PAUL	PERS3	20010601	21
HUFFMAN, THOMAS	GM1	20010601	20
HUGGINS, KEITH	ET2	20010701	20
HUGHES, ROBERT	CAPT	20010701	27
HULL, DEBORAH	YNC	20010601	23
HULL, JOHN	MK1	20010725	36
HUNT, STANLEY	SK1	20010801	20
INGRAM, PAULINE	YN2	20010501	22
IRR, FRANCIS	CDR	20010601	20
JACKSON, HAROLD	SK1	20010801	22
JACKSON, JAMES	QMC	20010701	20
JACKSON, JEFFERY	COMM2	20010801	20
JENNINGS, GENE	MKC	20010801	20
JENSEN, FRANTZ	FS1	20010501	20
JOHNSON, DAVID	BM1	20010501	20

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JOHNSON, DAVID	YN1	20010801	21
JOHNSON, ROBIN	ENG4	20010601	29
JOHNSON, SCOTT	F&S2	20010601	20
JONES, CARY	YNCS	20010801	25
JONES, JAMES	MK1	20010801	20
JONES, MARK	DC1	20010601	21
JONES, ROBERT	BM1	20010523	34
JONES, ROGER	MKC	20010601	21
JORGENSEN, MARCUS	CAPT	20010701	27
KALITA, SMITH	LCDR	20010701	23
KANISS, ANN	SKC	20010801	22
KARPOWICZ, MARK	ENG2	20010701	23
KEANEY, GEORGE	QM1	20010601	20
KEARNEY, MICHAEL	CDR	20010701	23
KEENE, TIMOTHY	QM1	20010501	21
KIPLINSKI, JAN	BMCM	20010701	28
KILLIP, ERNEST	EM1	20010801	22
KIRETA, DAVID	LCDR	20010501	20
KLINNER, NATHAN	EMCM	20010701	21
KLOSSON, KINGSLEY	CDR	20010801	21
KOCEVAR, HENRY	LCDR	20010801	26
KOHLER, CRAIG	LCDR	20010601	20
KORROCH, ROBERT	CDR	20010701	20
KOURY, PHILLIP	BOSN3	20010701	27
KOWALSKI, ROBERT	MKC	20010701	20
KRAJEWSKI, BRYAN	BMC	20010801	21
KRAL, DAVID	YN2	20010801	20
KRAMMES, SCOTT	CDR	20010601	20
KRUGER, CARL	FS1	20010630	36
KULICK, THOMAS	CAPT	20010701	30
KURKEWICZ, STEVEN	YNC	20010801	22
KURTH, TIMOTHY	ENG2	20010601	20
LACOURCIERE, NORMAN	PSC	20010610	29
LAMOTTE, GARY	FTC	20010601	20
LANDRUM, AARON	MK1	20010801	20
LANGSTON, ELLIOTT	TCC	20010801	20
LAPKE, JOHN	CDR	20010801	23
LAPKIEWICZ, CARMEN	LCDR	20010701	21
LASCALLETTE, SCOTT	BMCS	20010801	20
LASHLEY, GLENN	EMCM	20010423	37
LASSWELL, RICHARD	MKC	20010501	38
LAWLOR, RONALD	ENG4	20010626	40
LEACH, PAUL	BOSN3	20010701	24
LEGG, GEORGE	PS2	20010801	32
LEMAY, DAVID	MKC	20010601	20
LENIHAN, DANIEL	AST1	20010801	20
LESKA, EDWARD	CDR	20010405	36
LEVENE, WILLIAM	ENG4	20010523	36
LEVESQUE, JOHN	MK1	20010410	41
LIESKE, BARRY	MK1	20010801	20
LIND, RICHARD	BMCS	20010501	24
LING, DONALD	LCDR	20010701	22
LINZY, PETER	PSCS	20010705	28
LOESCH, ROBERT	LCDR	20010601	20
LOGAN, DANIEL	LT	20010501	22
LOHL, ROBERT	AMTCS	20010701	23
LONGO, PAUL	QM1	20010701	20
LUMKEE, GORDON	PSS4	20010525	38
LUTZ, GEORGE	AMT2	20010701	20
MACALESTER, WADE	AVTC	20010501	21
MACKAY, KEVIN	ENG2	20010501	20
MAGLALANG, ROMEO	F&S4	20010701	30
MAHONEY, MATTHEW	MAT2	20010601	22
MALLORY, KEITH	AMT1	20010801	22
MALTINSKY, MICHAEL	TT1	20010701	20
MANIPON, LEONILO	F&S4	20010701	30
MANNING, MICHAEL	ENG3	20010801	24
MANZO, STEPHEN	CAPT	20010801	30
MARCH, MAUREEN	LT	20010701	20
MARINI, MARIO	AST1	20010801	20

MARKER, MARC	CDR	20010719	35
MARLANG, ROMEO	FS1	20010701	24
MARTIN, MICHAEL	FS1	20010801	20
MARTIN, MICHAEL	MKC	20010801	20
MARTIN, STEVEN	F&S4	20010701	26
MARTIN, WILLIAM	AMTC	20010801	22
MATHEWS, GARY	AMT1	20010501	20
MAY, JAMES	HS1	20010801	22
MCALLEESE, JOHN	LT	20010601	20
MCCLELLAND, JOSEPH	RADM	20010701	35
MCCLELLAND, LANE	CAPT	20010701	26
MCCLENDON, DAVID	AST2	20010530	12
MCCOY, ROYCE	EMCS	20010701	20
MCDANIEL, THOMAS	CAPT	20010701	26
MCELHANEY, WILLIAM	TCCS	20010501	22
MCGUIRE, BART	AMTC	20010801	22
MCGUIRE, JOHN	AVI4	20010701	30
MCINNIS, DARRELL	LT	20010701	22
MCKELL, JAMES	LCDR	20010701	24
MCLANE, TIMOTHY	MK1	20010601	20
MCLAUGHLIN, PAUL	QMC	20010408	31
MCMAHAN, MICHAEL	HS1	20010801	20
MCQUAIDE, GARY	BMC	20010501	21
MCVEY, ROBERT	BMCM	20010801	21
MEADE, RANDOLPH	CAPT	20010501	28
MELTON, CHANCE	QM1	20010701	21
MERRIOTT, KENYON	DCC	20010501	20
METHOT, JEAN	DCCM	20010701	30
MILES, RICHARD	CDR	20010701	32
MILLER, EDMOND	MK1	20010707	24
MILLER, JON	ENG3	20010701	22
MILLER, ROGER	FSC	20010601	22
MILLER, WALTER	CAPT	20010801	26
MOE, RANDY	MKC	20010801	20
MOORES, GERRY	BMCM	20010801	31
MOOSE, GEORGE	QMC	20010407	41
MORELLI, ALBERT	FSC	20010801	20
MOREY, JAMES	BMCS	20010501	21
MORRIS, ALVIN	ET1	20010801	20
MORRIS, GEOFFREY	BM1	20010501	20
MORRISON, CHRISTOPHER	BM2	20010525	06
MORTON, JAMES	TT1	20010801	20
MOSELEY, TODD	AMT1	20010601	20
MULDER, LARRY	BOSN4	20010601	30
MULLEN, DANIEL	PERS2	20010801	21
MUMMERT, DERRICK	MKCM	20010501	20
MUNSEY, ROY	MK1	20010601	20
MURPHY, JAMES	BMCM	20010601	29
MURPHY, PEGGY	QM1	20010501	21
MURPHY, RAYMOND	F&S4	20010801	30
MUSTAIN, BRUCE	CDR	20010701	23
MUTH, RICHARD	CDR	20010701	23
MYERS, DONALD	DC1	20010501	36
NASH, LAWRENCE	LT	20010411	33
NAZARIO, WALTER	YN2	20010516	24
NELSON, CRAIG	CAPT	20010801	30
NEUHAUS, DAVID	LT	20010501	22
NILSEN, GARY	YN1	20010701	38
NINK, ROBERT	BMCM	20010801	30
NORTH, ROBERT	RADM	20010501	34
NOVAK, STEVEN	MKC	20010726	41
ODEGAARD, ROBERT	FSCM	20010801	22
ODOM, JOHN	CAPT	20010701	33
OGAS, ALVARO	ETC	20010801	21
OWENS, HERMAN	HS1	20010501	21
OZZIMO, GREGORY	BMC	20010701	22
PAGE, EDWARD	CAPT	20010601	28
PAKOLA, STEPHEN	MKC	20010601	24
PANKAU, GREGORY	SKCS	20010701	22
PARDI, JUSTIN	MAT4	20010601	26
PARKER, JOHN	RADM	20010701	33

PATTERSON, MARK	SK1	20010701	20
PAULETICH, JAMES	AMT2	20010620	25
PEARLSTEIN, HERBERT	MK1	20010521	41
PECK, JEFFREY	CAPT	20010701	30
PERO, GREGORY	SKC	20010801	20
PERRY, JOSEPH	TCC	20010601	28
PERRY, MONTE	BMCS	20010601	25
PETERSON, KEVIN	CDR	20010801	21
PETERSON, MARK	WEPS4	20010801	24
PETERSON, TODD	MK1	20010701	20
PETKO, ROBERT	CAPT	20010701	28
PILCHER, RICHARD	TCC	20010801	22
POMERLEAU, RICHARD	LT	20010407	27
POST, GARRET	CDR	20010517	37
POST, WOODBURY	BOSN2	20010507	38
POTOCZAK, MICHAEL	FSC	20010701	22
POTTER, ROBIN	FSC	20010731	24
PRIVON, GEORGE	LCDR	20010701	20
PROKES, TERRENCE	CDR	20010801	29
PUCK, BRIAN	MSTC	20010701	20
QUICK, DONALD	LCDR	20010630	41
QUILLEN, JEFFERY	AMT2	20010601	21
RAGONESE, DAVID	PSCS	20010414	33
RAHL, KEVIN	LCDR	20010601	20
RAMSEY, WILLIAM	FSCS	20010501	21
RANDOLPH, MARIANNE	YN1	20010701	21
REGALBUTO, ANTHONY	CAPT	20010701	30
REICHEL, KARL	CAPT	20010209	37
REYNOLDS, WILLIAM	BMCS	20010701	26
RICE, BRUCE	FS1	20010517	36
RICE, TERRY	BMC	20010801	20
RICHARD, THOMAS	FSCM	20010601	20
RILEY, MARK	AMTC	20010501	23
RINGLEY, ROBIN	GM1	20010701	21
ROBERTS, BRUCE	ELC4	20010801	21
ROBINSON, GARY	ETC	20010801	21
ROBY, DELAYNE	ET1	20010701	20
RODENHURST, CHRISTOPHER	ENG4	20010801	23
RODGERS, JOEL	EM1	20010701	21
ROGERS, JAMES	FSC	20010501	22
ROGERS, THOMAS	LCDR	20010601	20
ROSENBERG, ERIC	CDR	20010801	22
ROSS, CHARLES	LCDR	20010715	37
ROSS, JAMES	AVT1	20010801	20
ROTHWELL, MARTIN	ASTC	20010701	23
RUDY, LARRY	LCDR	20010601	20
RUETTEN, BERNARD	AVTC	20010701	20
RUFFIN, ANTHONY	SK1	20010601	20
RUNYON, LEWIS	YN1	20010601	20
RUSH, RAYMOND	BM1	20010611	33
SADOWSKI, JAMES	DC1	20010801	20
SALE, JAMES	EM1	20010710	39
SANTFOURNIER, ROBERT	TCCM	20010513	35
SANTO, ANTHONY	AMT1	20010801	22
SCHLOTZHAUER, STEVEN	MKC	20010601	20
SCHNAPPINGER, CRAIG	CAPT	20010701	26
SCHRADER, CONARD	AVT1	20010701	21
SCHULTZ, THOMAS	PS1	20010522	25
SCHWARTZ, RICHARD	AVT1	20010801	20
SCHWARZ, ARTHUR	FS2	20010501	20
SCOTT, LINDA	YN1	20010601	20
SCRUGGS, ROBERT	LCDR	20010701	20
SEEMAN, ERNEST	CAPT	20010609	40
SEGOVIA, LUIS	AVI2	20010601	30
SEMON, EDWARD	BM1	20010601	20
SERVIN, ALBERT	MK1	20010601	20
SEYMOUR, STEPHEN	BOSN4	20010601	27
SHANKLIN, DAVID	MKC	20010623	41
SHARPE, HERBERT	CAPT	20010701	26
SHAW, GARY	YN2	20010517	35

SHEA, JOHN	RDC	20010601	21
SHEAFFER, THOMAS	MK1	20010501	20
SHEAGREN, CHRIS	AMTCS	20010701	24
SHOCKLEY, MARK	BMC	20010801	21
SHORT, SAMUEL	LCDR	20010801	28
SHROUT, GEORGE	AMT2	20010501	20
SHUCK, JOSEPH	ELC2	20010701	24
SHULL, JAMES	BMC	20010701	20
SIMMONS, PRESTON	AVT1	20010410	20
SIMONSEN, CLIFFORD	COMM4	20010801	28
SIMS, MITCHELL	BM1	20010501	20
SKAMARYCZ, LAWRENCE	COMM2	20010801	20
SKIPWORTH, HOWARD	PSS3	20010716	32
SKORDINSKI, MARK	CDR	20010801	21
SMITH, BRAD	ELC4	20010701	25
SMITH, CHARLES	LT	20010501	24
SMITH, DANNY	MK1	20010501	22
SMITH, JAMES	AMTC	20010701	21
SMITH, MELVIN	SKC	20010701	20
SMITH, MITCHELL	AVT2	20010601	20
SMITH, THOMAS	MKC	20010501	21
SMITH, TIMOTHY	LT	20010501	22
SMOLENSKI, MICHAEL	ENG4	20010701	26
SNODGRASS, CURTIS	LT	20010501	20
SOGARD, PHILIP	HS1	20010601	20
SOLAZZO, NICK	PS1	20010630	35
SPAKE, WILLIAM	ET1	20010801	20
SPENCER, DAVID	COMM2	20010801	20
SPRECHER, JOEY	SK1	20010601	20
STANTON, SCOTT	BM1	20010801	20
STAPLETON, TIMOTHY	AMT1	20010420	19
STAVE, JAMES	FS1	20010801	20
STEPHAN, PHILIP	RD1	20010422	31
STEPHENS, KURT	ELC4	20010601	30
STEPHENSON, PHILLIP	CDR	20010701	23
STEVENS, ROBERT	CAPT	20010701	32
STEWART, KENNETH	BMC	20010701	21
STIFF, ROBERT	SK1	20010501	25
STOCKS, GARY	EMC	20010701	20
STOLZENBACH, ROBERT	PS1	20010602	27
STONE, GORDON	PERS3	20010620	41
STRAUSER, JOHN	BOSN4	20010601	30
STURGE, CLAYTON	CDR	20010514	34
SUCHANEK, BRAD	LCDR	20010601	20
SULLIVAN, JOHN	IVCS	20010518	37
SULLIVAN, ROBERT	DCCM	20010601	27
SUMMERS, HERBERT	MK1	20010601	20
SURACE, MICHAEL	MKC	20010701	20
SURPLUS, DAVID	AVTC	20010701	24
SUTTON, GREGG	CAPT	20010701	30
SWANSON, JUDITH	QM1	20010701	20
SWEDBERG, CARL	CAPT	20010701	30
TABER, KENNETH	AMTCS	20010801	28
TAFELSKI, NORMAN	BMCS	20010601	23
TAKASUGI, DAN	CDR	20010701	22
TANKERSLEY, LARRY	GMC	20010801	20
TARR, JAMES	MKC	20010701	20
TATE, ROY	DC2	20010701	22
TAURGRASSO, PAUL	BOSN2	20010701	27
TEESON, DOUGLAS	RADM	20010701	36
TELLINGER, MARC	ENG2	20010701	21
TETER, DANIEL	MKC	20010801	20
THACKER, LARRY	F&S2	20010601	23
THIERBACH, DENNIS	PSCS	20010621	26
THYSELL, KENNETH	CDR	20010701	23
TIPTON, DAVID	YN2	20010601	20
TODD, ROBERT	AST1	20010501	20
TOM, CLARENCE	MK1	20010626	38
TORRES, ALAN	MKCS	20010801	22
TOUPIN, CHRISTOPHER	AVI4	20010801	27
TOWERS, JAMES	LT	20010701	28

TRACERS, MANUEL	BOSN2	20010701	24
TRAVIS, JAMES	BMC	20010601	21
TUCKER, RANDALL	LT	20010801	20
TWISS, PATRICK	CDR	20010701	27
TYLER, ROBERT	YN1	20010801	20
UHL, CHARLES	MED3	20010701	26
VANSANT, DAVID	COMM4	20010701	25
VILLARREAL, RICARDO	PS1	20010407	30
VOGT, JOHN	MKC	20010601	23
VOLKE, JAMES	PSS3	20010419	27
WACKER, RICHARD	CDR	20010502	42
WAKEFIELD, FRANK	LCDR	20010801	22
WALKER, JOHN	EMC	20010701	20
WALKER, MICHAEL	AVT1	20010701	20
WALKER, TIMOTHY	BMC	20010801	22
WALL, MELISSA	CDR	20010701	20
WALSH, JOHN	BMC	20000701	19
WALSH, THOMAS	GMCS	20010701	20
WALTERS, GERALD	CDR	20010726	39
WESTON, RONALD	CAPT	20010701	27
WHIPPLE, FRANK	CAPT	20010801	27
WHITE, DAVID	PSC	20010723	24
WHITE, KENNETH	MAT2	20010801	24
WHITNEY, ERIC	ETCM	20010701	28
WHYTE, KIRT	EM1	20010801	20
WIGGINTON, DALE	AVI2	20010801	25
WILKES, MONTY	QM2	20010701	20

WILL, PHILLIP	BM1	20010601	20
WILLIAMS, DAVID	AMT1	20010601	20
WILLIS, STEVEN	LT	20010701	22
WILSHIRE, DANIEL	CDR	20010624	37
WILSON, ROBERT	CDR	20010801	21
WINKELMANHOLLAN, NINA	F&S2	20010801	20
WINN, PATRICK	TCC	20010801	23
WRIGHT, KENNETH	PERS3	20010801	21
WYATT, WENDELL	RD1	20010529	20
YAZBEK, RICHARD	CDR	20010701	23
YOUNG, KEITH	AMT1	20010701	21
YOUNG, YUILLE	CAPT	20010709	42
YOUNGBLOOD, CLAUDE	MK1	20010801	20
ZIMMER, JOSEPH	MKCM	20010702	42



**NOAA Retirements**

SUTTON, DEREK	CDR	20010801	25
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***Congratulations!!!!!!***

**Commandant of the Coast Guard Retiree Council**

The U. S. Coast Guard Retiree Council Program just received a new Co-Chairman this year. Please welcome aboard **RADM Gordon Piche**. RADM Piche retired in 1998 with his last assignment at CGHQ .

A big thank you and a hearty farewell to RADM Bobby Hollingsworth after his many hours of working issues for retirees with the Department of Defense, especially medical coverage for life. RADM Hollingsworth was the Chairman of the USCG Retiree Council and was instrumental in adding a retired enlisted Co-Chairman to reflect the make up of the Council to include paralleling the other armed forces retiree councils.

Listed photo taken at CGHQ on April 10, 2001 (Photo taken by Ann Phillips) with RADM Gordon Piche Co-Chairman, RADM Fred Ames (G-W) Assistant Commandant for Human Resources and MCPO Bill Phillips Co-Chairman, after a meeting discussing retiree issues and plans for next years Coast Guard Retiree Council meetings.



The 2001 issues for Retirees were continued funding for Tricare for life, repeal of the SBP off set of 55% to 35% at age 62 and repeal of concurrent receipt for retirement pay and disability pay. RADM Piche and MCPO Phillips look forward to working the retiree issues for the Coast Guard and visiting retiree chapter meetings.

Check out the web page <http://www.uscg.mil/hq/g%2Dw/g%2Dwp/g%2Dwpm/g%2Dwpm%2D2/retiree%20affairs.htm>

Maintained by Mr. John Byczek at CGHQ.

(left to right)...RADM Gordon Piche, RADM Fred Ames (G-W) and MCPO Bill Phillips



THE PLACE TO MEET OLD SHIPMATES [www.fredsplace.org](http://www.fredsplace.org)



**Editors Note:** *In the July Issue of the Newsletter I incorrectly listed **RADM Helmer Pearson** as being deceased on 2 February 2000. The correct year should have been 2001. I send my regrets and apologies to all concerned ~Ron*

LAST NAME	FIRST NAME	RANK	DATE OF DEATH	CITY	STATE
AITCHISON	THOMAS	LT	20010711	GOFFSTOWN	NH
ALARCON	RICHARD	QMC	20010628	SAN ANTONIO	TX
ALDRIDGE	BILL	LCDR	20010729	METAIRIE	LA
ALFONSO	EDUARDO	SS1	20010607	S PORTLAND	ME
ALLEN	ALBERT	RMC	20010621	ORMOND BEACH	FL
ALLEN	WILLIAM	CDR	20010513	KINGWOOD	TX
ALLEY	RICHARD	QMC	20010723	SOUTHPORT	ME
ALLGOR	MYRON	CWO3	20010716	GRETNA	LA
ANDERSON	ANDREW	CWO2	20010531	BOTHELL	WA
ANDREWS	GERALD	MKCS	20010509	NEWPORT NEWS	VA
APPLETON	DENNIS	MK1	20010804	ELBERTA	MI
ASHTON	IRA	BM2	20010621	DOVER	DE
BARD	LEWIS	BMCM	20010531	'ALAMEDA	CA
BATES	EDRIC	LCDR	20010620	GOLDENROD	FL
BATON	JOSEPH	QMC	20010528	EUSTIS	FL
BATTEN	THOMAS	SS1	20010724	CORNERSVILLE	TN
BEAM	JOHN	EM1	20010516	NORCROSS	GA
BECKER	GEORGE	ETC	20010805	MIAMI	FL
BENSEN	TORVAL	RM1	20010806	TRAVERSE CITY	MI
BESSE	EDWARD	BMCS	20010704	PLEASANT HILL	CA
BEVARLY	JAMES	CDR	20010715	LOUISVILLE	KY
BIRD	CRAIG	BM3	20010727	MT LAUREL	NJ
BLOCKER	MELVIN	AD1	20010711	HERNANDO	FL
BOAEN	JOE	SS1	20010319	DOUGLASVILLE	GA
BONIN	RONALD	PS1	20010601	PORT ARTHUR	TX
BOOTH	DANNY	MK1	20010628	HENDRICKS	WV
BREHM	JOHN	ENCM	20010526	PUEBLO	CO
BRONSON	MARK	ETC	20010731	ERIE	PA
BROOKSHIRE	ARCHIE	LCDR	20010519	GRANTS PASS	OR
BROWN	FRANCIS	YNC	20010708	PLYMOUTH	MA
BRYAN	KENNETH	RMCS	20010613	MABANK	TX
CAMPBELL	CHARLES	EN1	20010729	DAUFUSKIE IS	SC
CAMPBELL	LEONARD	BMC	20010714	BELLEVUE	WA
CAPRA	VINCENT	MMC	20010528	PACIFIC GRV	CA
CARNEY	JOHN	CWO4	20010707	GALES FERRY	CT
CASH	JACK	CWO4	20010507	ELKTON	VA
CASKEY	ROBERT	BM1	20010610	GRIFFIN	GA
CAUSLEY	CLYDE	ADCM	20010614	PORT ANGELES	WA
CHINDBLOM	JOHN	QMC	20010703	RED LION	PA
CHIPMAN	ROBERT	LT	20010730	PALO ALTO	CA
CHURCHILL	CHARLES	MKC	20010703	CAMANO ISLAND	WA
CLARK	SAMUEL	CWO4	20010722	BURLEIGH	NJ
CLAYTON	JOHN	CDR	20010521	HONOLULU	HI
CLOUD	JAMES	SK1	20010406	CLINTON	IN
COLAGROSS	JOHN	CSC	20010523	FREMONT	CA
COLBURN	FRANKLIN	CDR	20010410	MIAMI	FL
CONNER	NORMAN	GMC	20010425	ST STEPHEN	SC
CORDICE	CARMELO	CWO2	20010208	PORTLAND	ME
CRAVEN	HUBERT	CWO4	20010408	RIVERSIDE	CA
CRIGGER	SHERRILL	RMCS	20010616	SAN FRANCISCO	CA
DAUFFENBACH	RALPH	ETC	20010715	WAUKESHA	WI

*(Continued from page 29)*

DAVENPORT	JAMES	CWO2	20010606	BUCKNER	MO
DONALDSON	GEORGE	LCDR	20010806	DEER PARK	NY
DONALDSON	JOHN	BMCM	20010518	ASTORIA	OR
DOUGLAS	JOHN	CWO2	20010613	RUNGE	TX
DOYLE	EDWARD	MKCS	20010519	SAVANNAH	GA
DRAPEAU	ARTHUR	BM1	20010701	BEAUMONT	TX
DURHAM	WILLIAM	CDR	20010812	ALEXANDRIA	VA
ELLIOTT	MAYNARD	CWO3	20010609	HILLSBORO	OH
ESELU	T	BM1	20010630	AIEA	HI
ESPINOSA	ALFREDO	SS1	20010711	CORPUS CHRISTI	TX
ETHERIDGE	JOHN	CS1	20010425	GRIFFIN	GA
FAVREAU	WILLIAM	BMC	20010629	CURRIE	NC
FINCH	JACK	CS1	20010510	MORGAN CITY	LA
FLYNN	JOHN	CDR	20010405	HUNTINGTON BC	CA
FRAZEE	LOUIS	RDC	20010706	BURLEY	ID
FREYTAG	HEINZ	CWO3	20010516	RIVIERA BEACH	FL
FUGATE	WILBUR	CAPT	20010705	ALEXANDRIA	VA
FULLERTON	EDWARD	CDR	20010421	WALPOLE	MA
FURBEE	CLARENCE	ETC	20010410	CLARKSBURG	WV
GARCIA	LEROY	BM1	20010426	MODESTO	CA
GARMON	CHARLES	HMC	20010408	ARAB	AL
GARRETT	WILLIAM	MK1	20010511	NEW LONDON	CT
GLACKIN	JOSEPH	EMC	20010626	WARRENTON	OR
GOFF	WAYNE	CAPT	20010531	SCOTTS VALLEY	CA
GRAINGER	ARCH	CWO4	20010705	BROCKTON	MA
GRAY	KERMIT	GMC	20010812	WINSTON SALEM	NC
GUILL	SAMUEL	CAPT	20010609	PORT TOWNSEND	WA
GURR	LARRY	ET1	20010730	BRANFORD F	L
HALDERMAN	DAVID	FT1	20010808	BRENTWOOD	NY
HALL	LEMUEL	MKCS	20010525	ELIZABETH CITY	NC
HALLOCK	LLOYD	EN1	20010610	NEW PORT RICHEY	FL
HASKETT	RALPH	CWO4	20010501	NEWPORT	NC
HAUGHTON	CARLTON	MKC	20010608	DELTONA	FL
HAYES	JOHN	QMCM	20010803	PORTSMOUTH	NH
HAZEN	CHARLIE	BMC	20010702	NAPA	CA
HERRINGTON	RAYMOND	LCDR	20010505	MOBILE	AL
HINDERLIE	ARTHUR	BMCS	20010731	NORTH BEND	OR
HOCKENBERRY	WILTON	CWO4	20010523	SURFSIDE BCH	SC
HOFFMAN	WILLIAM	BMCM	20010724	MEADVIEW	AZ
HOLLOWAY	HOWARD	LTJG	20010609	GUERNEVILLE	CA
KELLETT	JOHN	GM1	20010326	SPARTANBURG	SC
KENNEDY	LEON	CWO3	20010507	DANVERS	MA
KILLIAN	ERNEST	CWO3	20010705	ISLIP	NY
KOLLAR	DONALD	MK1	20010711	WEBB CITY	MO
KRENNERICH	EDWARD	DCC	20010505	ROCKLAND	ME
LACROIX	ALVIN	CS1	20010419	NEW ORLEANS	LA
LAPCHAK	JOHN	MKC	20010802	BLOOMSBURG	PA
LAWRENCE	LAURA	CDR	20010506	VIRGINIA BEACH	VA
LEE	JAMES	AOC	20010805	PATERSON	NJ
LEGACHINSKY	CHARLES	CS1	20010531	COOS BAY	OR
LINGLEY	RINER	FIC	20010720	FREEDOM	ME
LIVINGSTON	ALFRED	CWO4	20010420	LITHIA SPRGS	GA
LOCKHART	RODGER	LT	20010818	LAS VEGAS	NV
LUNA	PAUL	HMCM	20010701	NASHVILLE	TN
MACCALLUM	ROBERT	RDC	20010608	DELRAY BEACH	FL
MANGOSING	NICOLAS	SD1	20010803	MONTROSE	CA
MARTIN	ROB	BMC	20010606	BARNWELL	SC
MAXWELL	JOHN	BMC	20010531	ST PETERSBURG	FL
MAY	PAUL	CS1	20010723	ALACHUA	FL
MCLANE	WILLIAM	QMCM	20010617	MERLIN	OR
MCNABB	WAYMAN	LCDR	20010614	TULSA	OK
MCWHORTER	ORLIEN	YNM	20010712	CINCINNATI	OH
MEDLIN	TOM	BM1	20010818	N MYRTLE BEACH	SC

*(Continued on page 31)*

*(Continued from page 30)*

MELLOR	NORMAN	BMCM	20010529	PORTSMOUTH	RI
MILLER	JAMES	CSC	20010511	FORDYCE	AR
MILLER	JOHN	CWO4	20010523	OLYMPIA	WA
MITCHELL	NOLAN	ENC	20010708	MESA	AZ
MOHLER	HARRY	CWO2	20010710	AMERICUS	GA
MONTPELIER	WILFRED	PSCS	20010813	MARLTON	NJ
MORRISON	CHRISTOPHER	BM2	20010525	BUCHANAN	TN
NEWELL	TYRA	CSCS	20010708	ELIZABETH CITY	NC
NICHOLSON	NEAL	LCDR	20010526	OCALA	FL
NIGBUR	WILLIAM	AD1	20010628	MESA	AZ
NIX	WARREN	CWO4	20010801	ELIZABETH CIT	NC
NORMAN	RICHARD	BMC	20010430	SARASOTA	FL
OLSON	GERALD	LCDR	20010813	MADISON	FL
OREILLY	CHARLES	LCDR	20010711	ROCKPORT	MA
OROURKE	MORRIS	BMC	20010501	WESTERLY	RI
PEARCE	JAMES	MKC	20010520	JACKSONVILLE	FL
PETROSKI	EDWARD	CWO4	20010616	CARRABELLE	FL
PISCATELLI	ROBERT	PSC	20010608	HAMDEN	CT
POTTER	ROBIN	FSC	20010731	HIGHLANDS	NJ
POWELL	RAYMOND	ADC	20010527	WINFALL	NC
PRITCHETT	GEORGE	MU2	20010506	NEW LONDON	CT
PUGH	FRANKY	SA	20010617	SANTURCE	PR
PURCELL	LEWIS	LCDR	20010523	RENTON	WA
REARDON	THOMAS	CSCS	20010609	HOLBROOK	MA
REED	GLEN	LCDR	20010520	FRONT ROYAL	VA
RICHARDSON	JOSEPH	CWO4	20010406	WACHAPREAGUE	VA
RICHTER	GEORGE	ADCS	20010530	SAVANNAH	GA
RUMLEY	WILLIAM	CWO4	20010507	WASHINGTON	NC
RUSH	BENJAMIN	LCDR	20010811	SAN RAFAEL	CA
RUSSELL	LARRY	LCDR	20010719	LAFAYETTE	LA
RUSSELL	ROBERT	CAPT	20010506	SANDWICH	MA
SALUD	EVANGELINO	SS1	20010706	CARSON	CA
SCHIAVI	MEDIO	BMC	20010625	S PLAINFIELD	NJ
SCHOLLMEYER	ARNO	SS1	20010605	RIDGE	NY
SCHOLTZ	GUSTAVE	CWO4	20010510	E HAVEN	CT
SCHULTE	EARL	ENC	20010520	NEEDVILLE	TX
SHAEFFER	ROBERT	DCCS	20010505	GULFPORT	MS
SHAY	THOMAS	BM1	20010807	CARTERT	NJ
SMELTZER	JOSEPH	AOC	20010708	CLIFTON PARK	NY
SMITH	CARLTON	LCDR	20010809	KITTY HAWK	NC
SNOW	JOHN	EMC	20010811	WILMINGTON	CA
SPAITE	ROBERT	AT1	20010516	PLACERVILLE	CA
STEWART	FRANK	CWO3	20010715	TRIPOLI	IA
SWANSON	ROBERT	QMCS	20010628	SCOTTSDALE	AZ
TAYLOR	JAMES	CDR	20010624	DONNA	TX
TAYLOR	ROBERT	TTCM	20010531	ILWACO	WA
TEMPLE	FRANCIS	CWO4	20010710	NORWALK	CA
THORINGTON	MALACHI	BMCM	20010609	VALKARIA	FL
TRAINA	PHILIP	ETC	20010421	MOORESVILLE	IN
TREIB	SEYMOUR	CAPT	20010701	SAFETY HARBOR	FL
TREMLET	ALBERT	CWO4	20010602	MERRITT IS	FL
WARREN	BILLY	CWO4	20010617	ELIZABETH CIT	NC
WATTS	KENNETH	MKCM	20010426	ASTORIA	OR
WERTIS	JOHN	PSCS	20010520	MIAMI	FL
WHEELER	EDWARD	CDR	20010614	SAN BERNARDINO	CA
WHITE	MAURICE	CWO4	20010319	BROOKLYN	NY
WILLIAMS	LOYD	CWO3	20010627	CONCORD	CA
WRAY	FRANCIS	ENCM	20010503	SAN DIEGO	CA
YEOMANS	HAROLD	BMC	20010706	BEAUFORT	NC





## NOAA Taps

HELLMAN

WILBERT

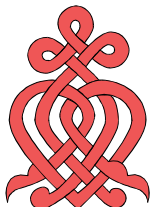
LT 20010612

CAMARILLO

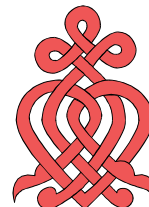
CA

### "Remember Me" (song by Deanna Edwards)

Remember me whenever you see a sunrise,  
Remember me whenever you see a star,  
Remember me whenever you see a rainbow  
Or woods in autumn colors from afar.



Remember me whenever you see the roses  
Or seagulls sailing high in a sky of blue.  
Remember me whenever you see waves  
Shining in the sun.  
And remember, I'll be remembering you!



Remember me whenever you see a teardrop,  
Or meadows still wet with the morning dew.  
Remember me whenever you feel love  
Growing in your heart.  
And remember, I'll be remembering you!

### Dependent TAPS

Erma Jean Walkup Stephenson, wife of F&S Charles C. Stephenson	3 August 2000	Collinsville, TX
Nathanial A. Malli, son of BMC David Saucedo and YN2 Andrea Saucedo	27 June 2001	Lewes, DE
Doris A. Loher, wife of CWO Victor Loher and mother of LCDR Victor A Loher	28 May 2001	Palm Harbor, FL
Virginia Resseguie, wife of ENC Bruce Resseguie	13 June 2001	Bakersfield, CA
Elizabeth L. Moore, wife of EMCM Richard F. Moore	6 June 2001	Kennerdell, PA
Wanda Palo, wife of BMCM Carl E. Palo	25 January 2001	Pensacola, FL
Lottie Slenzo, wife of John J. Slenzo	4 June 2001	Marshallberg, NC
Donna J. Pabst, wife of CPO Joseph E. Pabst, daughter of Joelyn J. Pabst	4 July 2001	Spring Valley, CA
Hattie "Babe" Small, wife of HMCM James H. Small	11 June 2001	Riedsville, NC
Trenda M. Shanaman, wife of RMC Scott M. Shanaman	29 August 2001	New Orleans, LA

If you have lost a loved one and would like their name printed in Dependent TAPS, please contact the Editor with their name, date of death, your name and retired rank, and city/state of residence. You can write the Editor at USCG Retiree Newsletter, HRSIC (RAS), 444 SE Quincy Street, Topeka, KS 66683; or e-mail the Editor at: "HRSIC-rasnewsletter@hric.uscg.mil". You may also fax your request to (785)-339-3791.



## The new booklet "Information for Survivors of USCG, USCGR, and NOAA Retirees" is now available.

The booklet provides excellent information on:

- ⚓ **How to file a death report**
- ⚓ **How to claim final retired pay due**
- ⚓ **How to get the elected survivor annuity started**
- ⚓ **How to claim other federal benefits that may be due such as:**



- **Department of Veterans Affairs Entitlements**
- **Dependency Indemnity Compensation**
- **Social Security**
- **ID Cards**
- **Burial Flags**

Also, if you elected to provide an annuity under the Survivor Benefit Plan you may participate in the new **"Express Annuity Start"** program. This program provides an opportunity for you to assist your spouse in completing the Application for Annuity (CG HRSIC-1884) found on pages 18 and 19 in the new booklet. If your SBP annuity and final retired pay due are to be paid to the same beneficiary, the Form 1884 will suffice for both. The Application should be returned to us and it will be retained in your retired file. Upon report of death the information on the Application will be verified for accuracy and the annuity will be started without delay. Taking advantage of this new program now should be a tremendous help to your survivor during a very stressful time.

You may obtain the booklet in one of the following ways:

On the web: <http://www.uscg.mil/hq/hrsic/>

Order By Fax: 785-339-3770

Order By e-mail: [hrsic-ras@hrsic.uscg.mil](mailto:hrsic-ras@hrsic.uscg.mil)

Order By mail: COMMANDING OFFICER (RAS)  
USCG HRSIC ATTN: SURVIVOR PKT  
444 SE QUINCY ST  
TOPEKA KS 66683-3591



Please provide your name, rank, ssn, address and phone number if ordering by mail, email, or fax.

Name and Rank \_\_\_\_\_

SSN \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

# DIRECTORY ASSISTANCE

## Coast Guard/NOAA Retired Pay & Annuities



**For information on:**

- CHANGE OF ADDRESS FOR RAS
- CHANGE OF ADDRESS FOR NEWSLETTER
- START, STOP OR CHANGE OF ALLOTMENTS

**Write or Call us at:**  
 Commanding Officer (RAS)  
 Coast Guard Human Resources  
 Service & Information Center  
 444 SE Quincy Street  
 Topeka, KS 66683-3591

Toll Free 1-800-772-8724  
 Commercial (785)339-3415

FAX (785)339-3770



**You must write or FAX us for requests to:**

- Change SITW
- Change FITW

**Write to:**  
 Commanding Officer (RAS)  
 Coast Guard Human Resources  
 Service & Information Center  
 444 SE Quincy Street  
 Topeka, KS 66683-3591

Or FAX to:  
 (785)339-3770



To make these changes we must have a written request!



## Report of Death



**To report the death of a Coast Guard, NOAA retiree/annuitant, or a Lighthousekeeper call: 1-800-772-8724**

**Or write:**  
 Commanding Officer(RAS)  
 Coast Guard Human Resources  
 Service & Information Center  
 444 SE Quincy Street  
 Topeka, KS 66683-3591

Commercial: (785)339-3415  
 FAX: (785)339-3770



## DEERS

Find DEERS & RAPIDS information on the web at:  
[www.dmdc.osd.mil](http://www.dmdc.osd.mil)



**Call your local ID issuing office or call:**  
 Toll Free: 1-800-538-9552  
 In CA: 1-800-334-4162  
 In AK & HI: 1-800-527-5602



## TRICARE/Medical Benefits



Call your CG Health Benefits Advisor at:

1-800-942-2422



Visit the TRICARE web site at:

[www.tricare.osd.mil/](http://www.tricare.osd.mil/)

## Final Active Duty Pay

Visit the "SES web page at:  
[www.uscg.mil/hq/hrsic/ses.htm](http://www.uscg.mil/hq/hrsic/ses.htm)



For information on Severance Pay, Separation Pay, Disability Severance Pay, LES's, IRS Form W-2, while on Active Duty prior to separation/retirement call or write:

Commercial: (785)339-3550



Commanding Officer (SES)  
Coast Guard Human Resources  
Service & Information Center  
444 SE Quincy Street  
Topeka, KS 66683-3591



## Service Records



For copies of DD214's, personnel records, medical & dental records, and service medals - requests must be in writing and include complete name, rank, SSN, dates of service and date of birth. Write to:



National Personnel Records Center  
9700 Page Avenue  
St. Louis, MO 63132-5100

Commercial: (314)538-4141



Visit the National Personnel Records Center web site at:

[www.nara.gov/regional/mpr.html](http://www.nara.gov/regional/mpr.html)



## Social Security

Visit the Social Security Administration's web page at:  
[www.ssa.gov/SSA\\_home.html](http://www.ssa.gov/SSA_home.html)



For information about Social Security benefits contact your local Social Security Office or call Toll Free:

1-800-772-1213



## VA Benefits



For information about available VA benefits contact your local VA office or call Toll Free:

General Information: 1-800-827-1000  
Insurance Information: 1-800-669-8477  
Headstones: 1-800-697-6947



Visit the VA's web page at: [www.va.gov/](http://www.va.gov/)

## Veteran's Group Life Insurance (VGLI)

Find information on insurance coverage for veterans including VGLI on the VA's website at:  
[www.va.gov/benefits/insurfaq.htm](http://www.va.gov/benefits/insurfaq.htm)

For information on VGLI coverage costs and renewal options write or call:

OSGLI  
213 Washington Street  
Newark, NJ 07102



1-800-419-1473



## Travel Claims



Visit the TVL web page at:  
[www.uscg.mil/hq/hrsic/tvl.htm](http://www.uscg.mil/hq/hrsic/tvl.htm)

For information, call Toll Free: 1-888-872-4885  
Or write: Coast Guard Human Resources  
Service & Information Center (TVL)  
444 SE Quincy Street  
Topeka, KS 66683-3591

US DEPARTMENT OF TRANSPORTATION  
**UNITED STATES COAST GUARD**  
COMMANDING OFFICER(RAS)  
COAST GUARD HUMAN RESOURCES  
SERVICE & INFORMATION CENTER  
444 SE QUINCY ST  
TOPEKA KS 66683-3591  
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*We're on the web!*  
[www.uscg.mil/hq/hrsic](http://www.uscg.mil/hq/hrsic)

