



EVENING COLORS



A Newsletter for Coast Guard and NOAA Retirees "Semper Paratus"

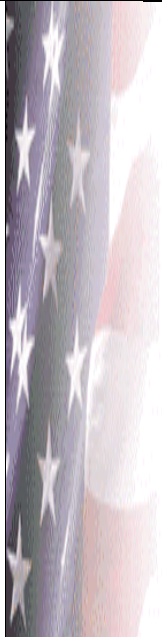
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"AN HONORABLE CAREER OF SERVICE"

ISSUE 4

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Coast Guard Launches Multi-Billion Dollar Plan For New Fleet Of Ships Aircraft, Command Systems For Homeland Security, Other Missions

U. S. Deputy Secretary of Transportation, Michael P. Jackson, joined by U. S. Coast Guard Commandant Thomas H. Collins, announced the award of a landmark contract valued at \$11.04 billion for a fleet of new ships and aircraft, plus improved command and control systems, to meet the service's homeland security and other mission needs. In addition, the contract includes \$5.91 billion for operating, maintenance, and sustainment costs for a value of \$16.95 billion. The contract was awarded to Integrated Coast Guard Systems (ICGS), a joint venture established by Lockheed Martin and Northrop Grumman.

"The Deepwater Program will ensure that the Coast Guard continues to guarantee the nation's maritime security," said Deputy Secretary Jackson. "As America's first line of defense for maritime homeland security, it is critical that the Coast Guard be able to identify and intercept

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targets of interest as far from U. S. shores as possible.”

Known as the ‘Deepwater Program,’ the ICGS award is the largest ever for the U. S. Coast Guard. It calls for the delivery of the first ships and planes – and upgrades to some existing vessels – within the next five years. This is the first time the Coast Guard has bundled procurement of several types of ships, aircraft and other equipment into an integrated procurement program.

The contract may extend up to 30 years. Deepwater will involve the acquisition of up to 91 ships, 35 fixed-wing aircraft, 34 helicopters, 76 unmanned surveillance aircraft, and upgrade of 49 existing cutters and 93 helicopters, in addition to systems for communications, surveillance and command and control.

"The tragic events of September 11th changed the world as we know it. Homeland security, now more than ever, is a mission where we must succeed," said Admiral Collins. "As the leader in Maritime Homeland Defense, the Coast Guard must have the most capable ships, aircraft, sensors and communications technology available to protect our nation and carry out our many missions. The Deepwater Program will give us the necessary tools to create an effective, layered defense of our nation's maritime interests."

The vessels and aircraft included in the ICGS procurement project make up the Coast Guard's primary multi-mission coastal and offshore fleet -- larger Coast Guard cutters and aircraft which serve as the backbone of many missions including drug and illegal migrant interdiction, fisheries enforcement, pollution patrols, and homeland security patrols, boardings and inspections. Command, control and communications systems will be designed not only to integrate operations of the new ships and planes, but also improve coordination of all Coast Guard operations, as well as with other Federal agencies and the Department of Defense.

Of 39 similar navy and coast guard fleets surveyed around the world, the U.S. Coast Guard's vessel fleet is the 37th oldest. The Coast Guard's twelve 1960's era Hamilton class cutters are among the service's aging fleet slated for replacement under the Deepwater contract. The 378-foot Hamilton class are the largest multi-mission, helicopter capable ships operated by the Coast Guard.

Other existing ships that would be replaced include fourteen 1960's vintage 210-foot Reliance class, and a variety of other ships, some dating back from World War II. Aircraft readiness has also been a recurring problem in recent years with expenditures for repairs on the rise, and some of the Coast Guard's existing helicopters cannot operate from the flight decks of some older cutters.

The new ships and planes are coming at an opportune time for the Coast Guard. In addition to increased homeland security responsibilities which involve "pushing our borders back" to protect our ports, waterways, and coastlines, the Coast Guard still has many missions vital to the nation's physical, economic and environmental security. Primary duties include: search and rescue, maritime emergency response, military operations, anti-drug patrols, illegal migrant interdiction, and fisheries enforcement.

The Coast Guard's Deepwater Program that led to the ICGS contract has been in development for five years. The ICGS contract does not include smaller rescue and patrol boats, buoy tenders and workboats, icebreakers, or shore side facilities.

Source: CG Web and Department of Transportation News Release

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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.

Coast Guard busier than ever, Homeland Security Revisited

The Coast Guard has been performing the mission of Homeland Security since its inception more than 200 years ago. Since 1790 it has adapted its operations to meet the needs of the present day and the foreseeable needs of tomorrow.

Many of the “new procedures” that have come to light in the past year have actually been in development for years. This includes Fast-Roping, Marine Safety and Security Teams and Deepwater.

Since September 11 the Coast Guard has been discovering, refining and accelerating these operations to assist it in keeping America’s ports and shores safe and helping prevent another catastrophic event from occurring.

The Coast Guard's homeland security role includes:

- Protect ports, the flow of commerce, and the marine transportation system from terrorism.
- Maintain maritime border security against illegal drugs, illegal aliens, firearms, and weapons of mass destruction.
- Ensure that we can rapidly deploy and re-supply our military assets, both by keeping Coast Guard units at a high state of readiness, and by keeping marine transportation open for the transit assets and personnel from other branches of the armed forces.
- Protect against illegal fishing and indiscriminate destruction of living marine resources, prevention and response to oil and hazardous material spills--both accidental and intentional.
- Coordinate efforts and intelligence with federal, state, and local agencies
- From 11 September 2001 – 17 July 2002 the Coast Guard has:

- Conducted over 35,000 port security patrols.
- Conducted over 3,500 air patrols.
- Conducted over 2,000 boardings of high interest vessels
- Escorted 6,000 vessels in/out of port.
- Conducted over 7,000 Search and Rescue Cases
- Assisted over 10,000 mariners
- Saved 2,275 lives.
- Interdicted 3,326 illegal migrants
- Responded to over 200 pollution cases
- Sea Marshals have escorted over 2,000 vessels
- Maintained over 115 Security Zones
- Seized 108,442 lbs of cocaine
- Seized 28,811 lbs of marijuana
- Largest port security operation since World War II
- Hundreds of cutters, aircraft and small boats manned by thousands of Coast Guard active duty and reserve members are guarding the coast.
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- U. S. Coastline is our longest border and we will remain vigilant. (95,000 mile coast includes Great Lakes and inland waterways.)
- We are often escorting cruise ships in Miami, FL, Honolulu, HI, New Orleans, LA and Hampton Roads, VA. (100 yd security zone is in effect around each vessel.)
- Naval Protection Zone is in effect. (100 yd security zone in effect around all naval vessels. Penalties include forfeiture of vessel, 6 years in prison and \$250,000 fine). First time in effect since W.W.II.
- 96 hour Arrival Notification is in effect. All flagged vessels must provide 96 hour notice to Captain of the Port. (Old requirement was 24 hours). This gives Coast Guard officials more time to check crew, passenger and cargo manifests.
- New York Harbor- Over 2,000 vessels have been boarded since 11 September
- Approx. 10,000 vessels enter the US each year and make approx. 68,000 port calls.
- Since 11 September, Coast Guard has boarded over 10,000 vessels.
- Coast Guard remains at a heightened state of alert at over 361 major ports.
- Currently, there are no indications of a maritime threat.
- Coast Guard is attempting to have a high level of security for our mariners, ports, waterways & facilities with limited disruption to commerce and vessel traffic.
- USCG Investigative Service Special Agents have flown as Air Marshals in support of the DOT and FAA. (Only military personnel allowed to participate in Air Marshal program).
- 4 of 6 Port Security Units were deployed. (New York, Boston, Seattle and LA/LB).
- 115 Security Zones are now in effect.
- Over 2,700 Reservists were recalled to active duty. Port Security Units remain on duty in Cuba providing security to JTF 160 at the US Naval Base
- Since September 11th, the CG Auxiliary has contributed approximately 210,000 volunteer hours to support CG missions. Members of the CG's three strike teams (Atlantic, Pacific & Gulf) and National Strike Force provided support to EPA and local officials.
- CG members from the Pacific Strike Team worked with readiness officials at the Winter Olympics in Salt Lake 95% of our annual commerce comes by ships through our ports. Maritime industries contribute \$742 billion per year to US Gross National Product
- New Initiatives: Maritime Safety and Security Teams (MSST) will be located near Puget Sound and San Pedro in the Pacific Area and in Tidewater, VA and Houston/Galveston in the Atlantic Area. These will be our maritime "SWAT" team.

Source: CG Net



What should you do about the latest tax law changes?



- Amend your 2001 return?
- Adjust your 2002 tax withholding?
- Or do nothing, because you weren't affected?

You can't know what to do until you know what's happened. IRS Publication 3991, Highlights of the Job Creation and Worker Assistance Act of 2002, summarizes the newest tax law provisions, some of them retroactive to last year. There's a new deduction for educators' expenses and a potentially larger child care credit when one spouse is a full-time student or is incapable of self-care.

Business owners will find new tax incentives for Manhattan's New York Liberty Zone and extensions of several expiring tax credits, including two for hiring new workers. There are also two benefits that may apply to already-filed 2001 returns: a special depreciation allowance and a five-year carryback period for a net operating loss.

Work Opportunity Tax Credit Extension

The law extends the Work Opportunity Tax Credit (WOTC) through 2003. The credit equals a percentage of wages paid to a member of a targeted group during the one-year period beginning on the first day the individual began work for the employer. The individuals hired must be from one or more of the following eight targeted groups:

- Families eligible to receive benefits under the Temporary Assistance for Needy Families (TANF) program
- High-risk youth
- Qualified ex-felons
- Vocational rehabilitation referrals
- Qualified summer youth employees
- Qualified veterans
- Families receiving food stamps
- Persons receiving certain Supplemental Security Income (SSI) benefits

Welfare-to-Work Tax Credit Extension

The law extends the Welfare-to-Work Tax Credit for two years, to include wages paid for qualified individuals who begin work on or before December 31, 2003. This credit is a percentage of the first \$20,000 of wages paid to qualified long-term family assistance recipients for the first two years of employment.

Changes to Simplified Employee Pensions (SEPs), 403(b) Plans and IRAs will mean larger retirement accounts for some workers.

Most Forms 1099 (information returns) may now be furnished electronically to taxpayers with their consent, as provided by IRS regulations.

Even before the Job Creation and Worker Assistance Act, many new tax law provisions were taking effect in 2002.

See Pub. 553, "Highlights of 2001 Tax Changes," for details of items enacted last year.
Fact Sheet 2002-05 summarizes changes for 2002 affecting IRAs and retirement plans.
Fact Sheet 2002-06 summarizes education incentives for 2002.

IRS Warns of Scheme to Steal Identity and Financial Data

WASHINGTON – The Internal Revenue Service warned of a fraudulent scheme currently circulating that uses fictitious bank correspondence and IRS forms in an attempt to trick taxpayers into disclosing their personal and banking

data. The information fraudulently obtained is then used to steal the taxpayer's identity and bank account deposits.

The IRS has received reports of the scam surfacing from coast-to-coast, including in Maine, New York, Georgia, North Carolina, Texas, California and the state of Washington. Dozens of U.S. and foreign victims have been identified so far.

In this scam, a letter claiming to be from the taxpayer's bank states that the "bank" is updating its records in order to exempt the taxpayer from reporting interest or having tax withheld on interest paid on his or her bank accounts or other financial dealings.

Legally, banks must report interest to the IRS and taxpayers must include it as income.

The "bank" correspondence encloses a phony form that purports to come from the IRS and seeks detailed personal and financial data. The letter urges the recipient to fax the completed form to a specific number within 7 days or lose the reporting and withholding exemption, resulting in withholding of 31% on the account's interest. The scheme promoters then use the faxed information to impersonate the taxpayer and gain access to the taxpayer's finances.

One such phony form is labeled "W-9095, Application Form for Certificate Status/Ownership for Withholding Tax." The form requests personal data frequently used to prove identity, including passport number and mother's maiden name. It also asks for sensitive financial data such as bank account numbers, passwords and PIN numbers that can be used to gain access to the accounts.

The fictitious W-9095 appears to be an attempt to mimic the genuine IRS Form W-9, "Request for Taxpayer Identification Number and Certification." The only personal information a genuine W-9 requests is the name, address and Social Security number or employer identification number of the taxpayer.

Another form used in the scam is Form W-8BEN, "Certificate of Foreign Status of Beneficial Owner for United States Tax Withholding." There is a legitimate IRS Form W-8BEN, which is used by banks to ensure that their non-U.S. customers meet the criteria to remain exempt from tax reporting requirements. However, the W-8BEN used by the scam promoters has been altered to ask for personal information much like the W-9095. This altered form targets residents of foreign countries who bank in the United States.

Another totally fictitious IRS form used in this scam is labeled "W-8888." It too asks for information similar to the phony W-9095 and W-8BEN.

The real Forms W-9 and W-8BEN can be found on the IRS's Web site at www.irs.gov.

The Treasury Inspector General for Tax Administration investigates a wide variety of offenses, including the misuse of IRS insignia, seals and symbols and identity theft related to tax administration. Taxpayers who have received a fraudulent letter and form should report this to TIGTA by calling the toll-free fraud referral hotline at 1-800-366-4484, faxing a complaint to 202-927-7018 or writing to the TIGTA Hotline, P.O. Box 589, Ben Franklin Station, Washington, D.C. 20044-0589. TIGTA's Web site is located at www.ustreas.gov/tigta.

Identity theft is a federal crime under the Identity Theft and Assumption Deterrence Act of 1998. Violations of the Act are investigated by federal agencies such the U.S. Secret Service, the FBI and the Postal Inspection Service and are prosecuted by the Department of Justice. Use of the U.S. mail to commit fraud is another federal crime investigated by the Postal Inspection Service.

Identity thieves can use someone's personal data to:

- Take over his or her financial accounts.
- Run up charges on the victim's existing credit cards.
- Apply for loans, credit cards, services or benefits in the victim's name.
- File fraudulent tax returns.

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People who receive the fraudulent letter and form in the mail should immediately contact TIGTA and their financial institution about the attempted fraud. Those who have already been victimized by this scheme should contact the fraud or security department of their creditors, banks and financial institutions, as well as TIGTA and their local police department and postal inspector's office, to report the identity and financial theft.

Additionally, victims should report the identity and financial theft to the fraud units of the 3 credit reporting bureaus:

- Equifax Credit Information Services, Consumer Fraud Division (800-525-6285)
- Experian (888-397-3742)
- Trans Union Fraud Victim Assistance Department (800-680-7289)

A copy of the scam letter and phony W-9095 may be found on the Office of the Comptroller of the Currency's Web site at www.occ.treas.gov. Additional information on identity theft, mail fraud and investigative responsibilities may be found on the following Web sites:

- ⚓ www.ustreas.gov/tigta
- ⚓ www.usps.com/postalinspectors/
- ⚓ fraud/identitytheft
- ⚓ www.consumer.gov/idtheft
- ⚓ www.secretservice.gov/
- ⚓ www.occ.treas.gov

CG Mascots

Continuation of mascots in the Coast Guard. Most people at one time in their career have had an animal around the station, ship, or pier that provided a friendship to all.



"Bozo" in the brig. CG Photo No. 3411, World War II. Original caption states: "Bozo, mascot aboard a Coast Guard combat cutter in the in the Far North, chewed the captain's shoes. Court-martialed and confined to the brig for conduct unbecoming a ship's mascot, 'Bozo' was defiant. But when he stared through the porthole and saw the liberty party getting ready to cast off, he turned on his most repentant expression. The skipper relented and Bozo went ashore in search of more trouble."



"Pete the Pooch," mascot of an 83-foot cutter that sailed in support of the Normandy Invasion. CG Photo No. 4753. The original caption stated: "PETE THE POOCH, ABLE SEAMAN: Pete the Pooch, Le Havre Mooring expert, knows all about ships and the way to moor them. He's handled many vessels in his wartime life, such as this Coast Guard 83-foot cutter about to be tied up. Pete goes into the sea after the line, brings it ashore and then makes the vessel fast. It's all in the day's work of a sea-dog."

Source: CG Historian Web

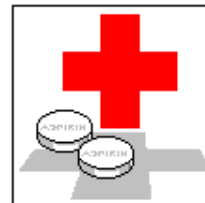
Federal Long Term Care Insurance

Below listed eligibility requirements for the Federal Long Term Care Insurance Program were extracted from the LTC web site at <http://www.ltcfeds.com/> and are provided for your information.

Phone: 1-800-LTC-FEDS (1-800-582-3337), Hearing Impaired (TDD: 1-800-843-3557) from 8:00 a.m.- Midnight, Eastern Time, 7 days a week

E-Mail: info@ltpartners.com
ltp@opm.gov

Web Sites: <http://www.opm.gov/insure/ltp/>
<http://www.ltcfeds.com/>



Please note that Federal Long Term Care Insurance is not a TRICARE program.

1. Eligibility - Who Is Eligible to Apply

a. The Long-Term Care Security Act of 2000 specifies who is eligible to apply for the Federal Program. We call those in the eligible groups the "Federal Family", which includes Federal and Postal employees and annuitants, members and retired members of the uniformed services and their qualified relatives.

b. In addition to being eligible to apply for the Federal Program, you will also have to answer questions about your health on the "underwriting" application. Depending upon those answers and perhaps a review of your medical records and/or an interview with a nurse, you may or may not be eligible to enroll in the Federal Program. For example, if you already need assistance with any of the "Activities of Daily Living" you will not be eligible to enroll.

(1) underwriting - the process of reviewing an individual's health status to determine eligibility for coverage under a long term care insurance plan. The Federal Program uses two levels of underwriting - abbreviated underwriting and full underwriting.

(a) abbreviated underwriting - in this type of underwriting, the long term care insurance application has several health-related questions designed to determine who may be immediately eligible for benefits, or eligible for benefits within a short period of time. In the Federal Program, Federal and Postal employees, members of the uniformed services, and their spouses are subject to abbreviated underwriting.

(b) full underwriting - the type of underwriting that you would undergo if you applied for an individual policy in the private market. Applicants for the Federal Program other than Federal and Postal employees, members of the uniformed services and their spouses will undergo full underwriting. This means that they will have to answer numerous health-related questions. It may also include a review of medical records and/or an interview with a nurse.

(2) activities of daily living (ADLs) - the basic activities of caring for oneself: eating, dressing, bathing, using the bathroom ("toileting"), moving back and forth from a bed to a chair ("transferring"), and remaining continent. Insurance companies use the inability to perform a specified number of ADLs to help determine eligibility for long term care benefits. The Federal Program uses the inability to perform at least 2 of the ADLs listed above.

2. The following groups are included in the Federal Family:

a. Federal and Postal Employees in positions that convey eligibility for the Federal Employees Health Benefits Program (whether or not you are actually enrolled in FEHB). There are two exceptions to this: (1) Tennessee Valley Authority employees are eligible to apply for coverage in the Federal Program even though they may not be eligible for FEHB coverage; and

(2) D.C. Government employees are not eligible to apply for coverage in the Federal Program, even if they may be eligible for FEHB coverage. b. Members of the Uniformed Services who are on active duty or full-time National Guard duty for more than 30 days, as well as members of the Selected Reserve. Members of the Individual Ready Reserve are not eligible.

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c. Federal and Postal Annuitants including surviving spouses of deceased Federal or Postal employees or annuitants who are receiving a survivor annuity, and individuals receiving compensation from the Department of Labor who are separated from Federal service. Retired employees of the D.C. Government are not eligible.

d. Retired members of the uniformed services entitled to retired or retainer pay, and retired military reservists at the time they qualify for an annuity.

3. Qualified Relatives include all of the following groups:

a. Current spouses of Federal or Postal employees or annuitants and current spouses of members or retired members of the uniformed services.

b. Surviving spouses receiving a survivor annuity.

c. Adult children (at least 18 years old, including natural children, adopted children and stepchildren) of living Federal or Postal employees or annuitants or living members or retired members of the uniformed services.

d. Parents, parents-in-law, and stepparents of living Federal or Postal employees or living members of the uniformed services (but those of annuitants or retired members of the uniformed services are not eligible).

Source: Long Term Care Partners web site at <http://www.ltcfeds.com/>



TRICARE SMART Site Offers Easy Access to Products

The TRICARE SMART Site stands ready to help you find and obtain the TRICARE materials you need.

SMART - for **S**tandardized **M**aterials and **R**esearch **T**echnology - is an online collection of the latest and most relevant TRICARE marketing materials, including publications to inform beneficiaries about TRICARE's full range of health care programs and services.

The TRICARE SMART Site provides users with a fully functional, state-of-the-art, online processing center connected to the TRICARE Warehouse. On the SMART Site, you can order informational materials as easily as you do when you shop on your favorite commercial Web site.

You can order TRICARE materials by specifying categories, such as: All Marketing Products; Active Duty; Retirees Under 65; Retirees Over 65; Recruiters; Activated Reserves; DoD/Military Leadership; Demonstration Programs; Lead Agent Support; Service Marketing Support for Army, Navy and Marine Corps; and Stakeholders' Reports.

Once you place an order, you will receive a confirmation screen that you can print out for your records. Even materials no longer available for order may be read and printed from the SMART Site.

The TRICARE SMART Site is designed to provide TRICARE beneficiaries -- as well as military treatment facilities, providers, lead agents and managed care support contractors -- with quick and easy access to the TRICARE publications and other informational materials they need.

For more information, visit the TRICARE SMART Site at www.tricare.osd.mil/smart/index.cfm or call (703) 681-1770.



Memories and Where Are They Now???



David C. Caswell, BMC, Ret. Retired in 1995 and settled with his family in Sterling, AK. He has maintained active involvement with the Boy Scouts of America, his Elks Lodge, and the Peninsula Oilers of the Alaska Baseball League. After being a school bus driver for five years he accepted a position with the Department of Veteran Affairs Readjustment Counseling Service as the Office Manager of the Kenai Vet Center in Soldotna, AK. Recently the Benevolent and Protective Order of Elks, Soldotna Lodge 2706 was pleased to recognize the awarding to David of the Marvin M. Lewis Elks and Scouting Award. On July 10 2001, David was presented the award during a ceremony and reception at the Elks Grand Lodge National Convention in Philadelphia, PA. The award recognizes Elks in good standing who have significantly contributed to the youth of their communities by volunteering in the programs of the Boy Scouts of America. Marvin M. Lewis recipients are Elks who have brought scouting to more youth. These people have assisted local Elks lodges in forming Scouting units, are fully trained in the skills of Scouting, are outstanding role models, and have offered Scouting to all youth.

Editors Note:

One of our senior lead military pay technicians/auditors retired from Federal service on 1 August 2002.

Ms Barbara Decker completed 35 years of Federal Service, 20 of them being with the Retired and Annuitant Services at HRSIC.

Barbara came to the Coast Guard from the Marine Corps Finance Center in Kansas City MO in 1982 and was one of the early civilian employees to come on board when the Coast Guard Pay and Personnel Center relocated from Riverdale MD to Topeka KS.



Barbara has seen a lot of changes over the years here at HRSIC, including the changes in our data processing from the UNISYS to WANG and the eve of CGHRMS. She also witnessed many personnel changes with her co-workers, both military and civilian.

Barbara always placed customer service at the top of her priorities and was a key member of the Retired and Annuitant Service staff. She is looking forward to doing some traveling and possibly doing volunteer work. We wish Barbara all the best and hope that she enjoys her retirement in good health and the satisfaction of knowing that she leaves with her former coworkers' respect and a reputation as a dedicated civil servant.

Retired USCG Captain Jim Donahue, P.E., who resides in Arlington, VA, wrote the following story. He served aboard KUKUI when he was a LT from December 1969 to July 1971. He was the Operations Officer, Navigator and Civil Engineer – the only Civil Engineering billet afloat. KUKUI was the same hull design as the COURIER – which appeared in the July 2002 edition of “Evening Colors.” This article is adapted partly from an article that he authored for the December 1992 – January 1993 edition of “Pacific Shield.”

USCGC KUKUI (WAK 186) – Workhorse of the Pacific

My only sea duty in 30 years of service in the Coast Guard was aboard the CGC KUKUI (WAK 186). Like it's sister ship, CGC COURIER (WAGR-410), it was a unique vessel in many ways. Whereas COURIER was retrofitted several times, KUKUI remained as originally designed, a Maritime Commission C1-M-AV1 type coastal freighter. Constructed by Froeming Brothers, Inc., Milwaukee, WI, it was commissioned on March 11, 1945. It was later acquired by the U.S. Navy and then transferred to the Coast Guard to be permanently assigned to the Fourteenth Coast Guard District and homeported at Base Sand Island.

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KUKUI's primary mission was logistics, maintenance, repair and construction of the LORAN Stations throughout the Pacific. Three hundred and thirty-nine feet in length, KUKUI and COURIER were the largest vessels in the Coast Guard's inventory for many years. Usually deployed for upwards of ten months at a time, KUKUI re-supplied the many LORAN "A" and "C" Stations including chains in Korea, Japan, the Philippines, Hawaii and those stretching south to Eniwetok Atoll. The KUKUI complement included the only civil engineering billet afloat. Often the civil engineer would be dropped off on a remote island with a maintenance and repair (M&R) crew for LORAN station maintenance, repair, or construction purposes. When the project was completed the detachment would then re-embark on KUKUI as it made its logistical run back to Honolulu from a WESTPAC deployment.

I reported on board KUKUI in late December 1969 to serve as its last civil engineer. Plans were well underway to decommission it within two years. The remaining LORAN chains would then be re-supplied by buoytenders and aircraft. Fortunately I had more than five years of shore station design and construction experience. But little did I know that I could have left all the theory I had been taught in college behind me. The assignment aboard KUKUI entailed nothing more than the effective use of plain nuts and bolts, hammers and saws, and concrete and steel construction. I just had to make things happen with my own handpicked crew. Also, I needed to brush up on the navigation, communications and seamanship that I was taught six years previously in OCS as I was also assigned as the "ops boss" and navigator. I would soon discover that this assignment was an engineer's "dream come true." The years of studying mathematics and physics served me well for both my civil engineering duties and celestial navigation. The KUKUI's tracklines often ran between LORAN Stations, so electronic fixes were very poor; thus we relied heavily upon navigating by the sun, moon and stars.

Many of our stops across the Pacific were at the sites of historic WW II battles. Being a World War II buff, I was able to visit the beaches and battlegrounds where many brave Marines and Army soldiers, Navy and Coastguardsmen lost their lives to help keep our world safe and free. French Frigate Shoals, Kure, Midway, Guam, Okinawa, Iwo Jima, Saipan, Eniwetok and Kwajalein Atolls, along with Bataan, Sangley Point, Subic Bay, Yokosuka and Taiwan were regular stops during a typical WESTPAC. The Philippines, Japan, and Taiwan afforded us some play as well as work. R&R was held in these ports which provided the crew with many sightseeing and shopping opportunities. We certainly enjoyed the great taste of Japanese, Philippine and Chinese cuisine and beer. I think my favorite beer was San Miguel – brewed and bottled in the Philippines. Back then quality control was unheard of and some bottles "went down" like water while others often promised us a potent "buzz." Meanwhile, we purchased beautiful Chinese and Philippine handcrafted furniture, pottery, china and clothes as well as stereo equipment and cameras made in Japan for ourselves and our loved ones back home. The buys were phenomenal, as the exchange rate back then was 360 yen to the dollar. KUKUI had three large storage holds that were nearly empty as we completing our WESTPACs, and we could store many personal effects amongst the heavy construction equipment.

We also carried a USPHS doctor aboard KUKUI. He was a new medical school graduate, gaining some first-hand medical experience. One of the most harrowing experiences was when we were backloading heavy construction equipment at a LORAN station. One of my construction workers, EN1 Baker, was severely injured when a towing cable snapped and wrapped around his leg, almost severing it between the hip and knee. Our ship's doctor, LT Jerry Pittman, caught the next "Mike" Boat (LCM) to the beach. Although new to the profession, "Doc" Pittman responded admirably to the emergency and stopped the profuse bleeding. He stitched up Baker at the LORAN Station. We had to leave Baker behind but in the very good care of the LORAN Station's HM3. Later that week a flight arrived and returned him to Tripler Army Hospital, Honolulu, HI. Miraculously, and with exceptional medical care from "Doc" Pittman and the station's corpsman, Baker's leg was saved and it eventually fully healed so that he was fit for full duty.

Hazardous duty? Some of the time. Demanding duty? Most of the time. Rewarding duty? Yes, all of the time. A good friend of mine and a fellow KUKUI shipmate, now retired RADM John Tozzi had seven or eight tours of duty at sea during his 30-year career – including two commands of WHEC-378's. He often recalls his tour aboard KUKUI as one of the best he ever had. Over the years I have met KUKUI sailors who all say the same thing. Once I had a discussion with CAPT Wayne E. Caldwell (CGA '48; now a retired VADM). He also had been assigned aboard KUKUI as the civil engineer. It was no surprise that our "sea stories" were so similar that it was as if time always stood still on KUKUI. The technology and mission had never changed much during its 25 years of service. Neither did its ports-of-call. This was a ship that demanded much from its crew. It was a vessel that had a truly "non-compartmentalized" crew. Whether you were a seaman, fireman, cook or supply clerk; an electronics technician, radioman, yeoman or a storekeeper; a steward or a commissaryman; or one of the "snipe" ratings, we always pulled together as a team to get the job done. And I had it best of all. When I went ashore the C.O. gave me carte blanche authority to handpick my own M&R detachment. I selected the very best volunteers available – which wasn't difficult to do. It was almost like having my

(Continued on page 12)

(Continued from page 11)

own “mini-Seabee” unit. We worked hard and, when the day was over, we would often relax with a good meal prepared by the LORAN station cooks and sip a few “brewskies” on the beach before we turned in at night. This reflected the ultimate in teamwork. It was Total Quality Management before we knew it as such. We empowered our petty officers; asked for and adopted their suggestions, whether they were an E-2 or an E-9; and praised their work when the job was completed. That made good management sense, and it worked extremely well. Teamwork is what got the job done, done right, and done the first time. We had to, for we had no time to spare.

The crew always took great pride in their accomplishments and when we returned to Base Sand Island we knew we had earned our “Bravo-Zulus.” No personnel decorations or medals for us back then. We were just doing our jobs. The decorations were for meant for those Coast Guardsmen that had more hazardous duties such as fighting in Vietnam or saving lives at sea. That was only fair and we fully accepted it. Yet we knew that we were doing our part during the Vietnam War. Our mission was to help keep the LORAN Stations 99.99% operational so that all the military services could safely navigate the Pacific Ocean. And we did it exceptionally well.

February 29, 1972, was a sad day for KUKUI shipmates – present and past. After more than 25 years of faithful service, our cutter was decommissioned. The work and the LORAN re-supply mission would now be done by personnel stationed aboard



buoytenders and in HU-16 and C-130 aircraft. It was a matter of economics. Yet many emotions were felt as the final KUKUI crew turned their trustworthy vessel over to the Philippine Navy at ceremonies conducted at Base Sand Island. Our CO, CDR John C. “Gus” Guthrie, and XO, LCDR Roger Bing, saluted smartly to Philippine CAPT Ponciano T. Bautista and his crew as they disembarked KUKUI at the outermost sea buoy of Honolulu Harbor. The newly commissioned RPI ship MACTAN (TK-90) then made tracks west to its new homeport in Subic Bay.

It certainly was the end of a wonderful era, tradition, and supply ship. Anybody that has served aboard KUKUI will always remember it well. Recently I learned that MACTAN is still a Philippine Navy ship homeported in Subic Bay. The ship is still reliably and safely plying the waters of the Pacific while serving its country’s sailors well into its 57th year. Amazing!

Now reunions are the “stuff” that good memories are made of. They are meant for sailors to relive their glory days of yesteryear while renewing long-term friendships. I have never seen a KUKUI reunion, per se. Nothing like the famous COURIER reunions that are held each year. However, I’ve hosted a few KUKUI “mini-reunions” that have reunited some of our 1970–71 wardroom.

The KUKUI “mini-reunions” have kept at least 10 of us in touch after all these years. Retired RADM John Tozzi, CAPT John Guthrie, CAPT John Miner, CAPT Don DeBok, CDR Harry Messenheimer, LCDR Bill Clark, LCDR Bryan Genez, LTJG Steve Riddle, CWO Leo Sermersheimer and myself have been able to “rub elbows” and recount “sea stories” several times. Also, former RM1 Sarra eventually went on to OCS and eventually “caught up” to me in rank before we both retired as captains a few years ago. I’ve even run across a few of the crew over the years – YNC Coulter, CWO Whitehouse, CWO Snodgrass and YN3 Tryder to name a few. They all have fond memories of serving aboard KUKUI.

Meanwhile, the new CGC KUKUI, a state-of-the-art buoy tender, with minimally manned crew, was commissioned a few years ago and is now homeported at the Integrated Support Command (ISC) Honolulu, HI (formerly Base Sand Island). Also a wing of the ISC’s Unaccompanied Personnel Housing was dedicated as KUKUI Hall in the spring of 1994. Both reflect the rich history and tradition of the CGC KUKUI (WAK 186).

Anybody who has served aboard the KUKUI (WAK 186) can send your names, addresses, e-mail addresses and phone numbers to me at jamesdonahue@eudora.net. I’ll compile a “KUKUI Directory” that we can all share. Who knows, maybe some day we can eventually have a KUKUI Reunion!



NOAA COMMEMORATES 10TH ANNIVERSARY OF HURRICANE ANDREW

Eight days before earning its reputation as one of the costliest, most intense hurricanes ever to strike the United States, Hurricane Andrew was little more than a weak tropical disturbance in the central Atlantic, a seemingly insignificant development in what was shaping up to be a below-normal hurricane season.

August 24, 1992

By the time Andrew smashed into the southeast coast of Florida near 5:00 a.m. EDT, August 24, 1992, it had sustained winds of 165 mph (speed estimate was increased by NOAA in 2002 from the 1992 estimate of 145 mph) and a minimum central pressure of 922 millibars. Andrew was only the third Category 5 (sustained wind speeds greater than 155 mph) hurricane on record to strike the continental United States. The other two category 5 storms were the "Florida Keys 1935 Hurricane," and Hurricane Camille in 1969. Moving quickly through south Florida, Andrew left a legacy of death and destruction in its wake.

Twenty-three deaths are directly attributed to the storm. More than 135,000 single family and mobile homes were destroyed or damaged, 160,000 people were left homeless and 86,000 lost their jobs. Total damage caused by Hurricane Andrew was estimated near \$25 billion (1992 dollars).

August 24, 2002

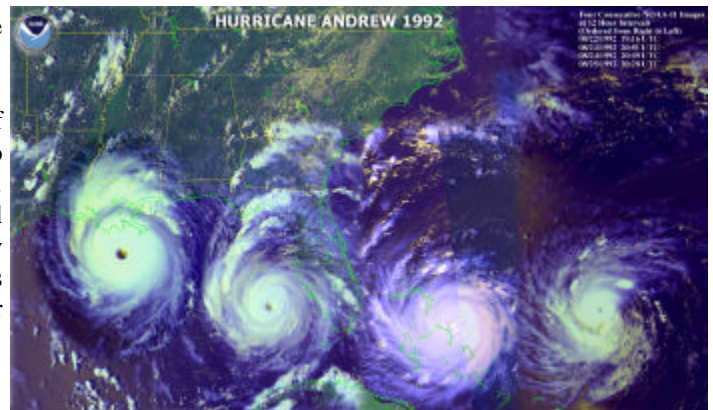
Numerous advances have taken place in the 10 years since Hurricane Andrew ripped into the Florida and Louisiana coastlines. NOAA scientists and their colleagues in the academic community and private sector, have made significant strides in understanding and forecasting of tropical weather systems.

During the last decade, faster computers and more sophisticated computer models have allowed forecasters to provide more realistic projections. Twenty-four hour track forecasts have improved by more than 20 percent giving emergency managers the opportunity to refine evacuation planning.

Since Andrew, NOAA's National Weather Service completed a \$4.5 billion modernization program, which includes a new generation of Geostationary Operational Environmental Satellites (GOES) with higher resolution imagery to monitor hurricanes and gather global climate data; a nationwide network of NEXRAD (Next Generation Radar) Doppler radar systems; Automated Surface Observing System (ASOS) to provide continuously updated surface weather observations; and, a network of powerful workstations with an Advanced Interactive Weather Processing System (AWIPS) to tie all of the observational data together.

A Gulfstream (NOAA G-IV) jet aircraft has since been employed to fly in the environment around tropical cyclones. The G-IVs collect valuable information from 45,000 foot altitude, which complements the hurricane data provided by the NOAA WP-3C "Orion" aircraft and the WC-130H "Hercules" aircraft flown by the U.S. Air Force Reserve 53rd Weather Reconnaissance Squadron.

"Recent advances in technology and improved understanding of tropical weather systems, have clearly enhanced our ability to forecast and warn for tropical storms and hurricanes," said Brig. Gen. Jack Kelly, USAF (ret.), director, NOAA National Weather Service. "Hurricane Andrew brought with it many challenges, which this new technology addresses. Our focus is on the future and continuing improvements that support our mission and help us save lives.



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 or after one year of loss, the annuitant SSN and phone number. And most important –

PLEASE WRITE CLEARLY!

Job Assistance for US Veterans

By Sgt. 1st Class Kathleen T. Rhem, USA
American Forces Press Service

WASHINGTON, Aug. 1, 2002 -- Legislation passed by the House of Representatives and pending in the Senate is designed to improve the Department of Labor's role in helping veterans find jobs.

The Jobs for Veterans Act, H.R. 4015, passed the House 409-0 May 21. The bill redesigns a Labor Department program called the Veterans Employment and Training Service.

Darryl Kehrer called the Jobs for Veterans Act "one super piece of legislation." Kehrer is the staff director for the benefits subcommittee of the House Veterans Affairs Committee. He spoke in New Orleans July 31 to more than 450 attendees at the DoD Worldwide Transition Assistance Program Training Conference.

Kehrer described the current program as "good people trapped in a very bad system." He said seven out of 10 veterans who use the current DOL program do not get jobs through it.

"That's an embarrassment to the people at the point of service who are doing the work, and it's an embarrassment to the business community who are losing good, skilled people," he said.

The current system doesn't work because there are no rewards for success or penalties for failure, Kehrer explained. The House bill aims to fix the system through "results, incentives, accountability and flexibility," he said.

Enactment of the Jobs for Veterans bill also would give former service members first priority in all DOL-funded employment-training programs, and it would create the president's national Hire Veterans Committee, he noted.

Kehrer quoted Subcommittee Chairman Mike Simpson of Idaho as saying it's fine for employers to hire transitioning service members for patriotic reasons, but patriotism isn't the best reason to hire veterans.

"Hiring former members of our military is a good business decision," Simpson said in a subcommittee hearing July 19. "Their reliability, initiative and leadership qualities are the best we'll find anywhere. Indeed, they are a unique national resource that we must harness."

That hearing was on expanding the Transition Assistance Program in overseas locations. DoD and service transition assistance managers testified that Labor Department assistance at overseas bases would greatly help the program,

Kehrer said.

As a result, Simpson asked Labor Secretary Elaine Chao to "help service members overseas get jobs before they separate," Kehrer said.

"I want the young Americans stationed at the 38th parallel in Korea, or Afghanistan, or Kuwait, to get the same comprehensive post-service job assistance from the Labor Department as the service member stationed in the U.S.," Simpson said in the hearing.

Editor's Note, Another source for searching for Employment with the Federal Government is www.opm.gov.

You've achieved success in your field when you don't know whether what you're doing is work or play.

Warren Beatty

Help Wanted:

Sea Scout Ship 13, Stockton, California, is seeking volunteer assistance from former USCG personnel, who may reside in the Central California area. If you feel that you could work with high-school age male and female youth, helping them build strong citizenship and character values, please call either Mark Brunk at 916-284-9815, Charlie Riedmuller at 707-763-3752, or Robert French at 209-477-4417. Ship 13 assets include Sea Scout Base Stockton, located at 3100 Monte Diablo Avenue, telephone 209-937-9922, SSS Morris, a former USCG MEC, and SSS Reliance, the former USCGC SORREL (WLB-296). Last year, SSS Reliance went to Victoria, B.C., Seattle, Portland, Astoria, Newport, Coos Bay and San Francisco for a three week summer cruise. This year, SSS Reliance went for a two week cruise to Long Beach, Catalina, Monterey, Santa Cruz and San Francisco. Next year, Ship 13 plans to cruise for five weeks to Glacier Bay, and other Alaskan/Washington/Oregon points of interest, aboard SSS Reliance. Ship 13 meets Monday evening at 1900. Our sister unit, Ship 82 meets Thursday evening at 1800.

Thank you,

Mark R. Brunk, CWO2, USCG Ret



Reunions and Notices



USS CALLAWAY (APA-35) will have a reunion on 7 – 11 October 2002 in Charleston, SC. Please contact Wallace Shipp, 5319 Manning Place NW, Washington DC 20016-5311, Tel: (202) 363-3663.

C G C Cape Fairweather

First Reunion of WPB 95214 - Cape Fairweather crew members is contemplated for October 2002, in Orlando Florida, depending on response. Any ex-crewmembers interested, please contact CDR Harry Oldford, E-mail HARBARONE@aol.com or 407-834-8245.

USS CAVALIER (APA-37) Joint Reunion USCG/USN crews (1947-1968) on 29 September – 3 Oct 2002 at the San Remo Hotel, Las Vegas, NV. Please contact CWO4 John E. Giles, USCG (Ret.), P.O. Box 325, Pacific City, OR 97135, Tel: (503)965-6732 or Email: jegiles@oregoncoast.com

The USCGC Courier (WAGR-410, WTR-410)

Association will have its next reunion in RHODES, GREECE, Celebrating the 50th anniversary of going to Rhodes and begin broadcasting for the Voice of America, and continued for 12 years. Reunion date: 11 through 18th of October 2002 at the Hotel Mediterranean. Banquet (Gala Dinner) Approx. 80 in attendance at this time. Tours/sightseeing planned. The Courier was probably the only U. S. Ship that was stationed out of the USA for that long period. It was known as the Strangest Ship in the World. Contact Gil Riggs, P.O. Box 28, San Rafael, NM 87051, Tel: 505 287 3338 or Dave Newell, Email: dnewell3@charter.net

USCGC WESTWIND (WAGB-281) Reunion

Date: August 9, 10, and 11 2002. Location: Philadelphia, PA, please contact Alex Mavica, 13 Knightsbridge Court, Nanuet, NY 10954 Tel: 845 352 7040, Fax 845 352 7440 Email: amavica@aol.com

Reunion Posting USS/USCGC LANSING (DE/DER-388, WDE-488) October 16-20, 2002. Best Western Landmark Hotel, Metairie LA (New Orleans). Please contact: Terry A. Moberg, 902 Cindy St., Brainerd MN 56401-3959 and Tel 218 829 3288. Email tmoberg@brainerd.net, Web contact www.uslansing.org

U. S. Coast Guard Combat Veterans Assn. Reunion to be held in Reno Nevada, Oct 28-Nov 01 2002. Please contact for info or application for membership: Patrick E. Ramsey, 552 Stanley Spencer Mt. Rd., Gastonia, NC 28056, Tel Toll Free: 1-866-242-8277

The 1951 Class of Nevis High School, Nevis Minnesota are looking for Carl Selstead who they reported as joining the USCG in the 1950 era. They want to invite him to an all class reunion and the high school's centennial recognition.

Information can be reported directly to the High School at 218 652 9200 or to me, CWO2 Retired Orville O. Sullivan at 360 892 6664 or write at address 9107 NE 9th Street, Vancouver, WA 98664-3237

Coast Guard Combat Vets launch new Web site

The Coast Guard Combat Veterans Association is a Non-Profit Corporation of Active Duty Members, Retired Members, Reserve Members, and Honorably Discharged Former Members of the United States Coast Guard who served in, or provided direct support to combat situations recognized by an appropriate military award while serving as a member of the United States Coast Guard.

The United States Coast Guard has participated in every war, declared and undeclared, since 1790. Its combat veterans have contributed outstanding service and many paid the ultimate price for safeguarding the freedom of the nation.

The Coast Guard Combat Veterans Association is dedicated to extending the knowledge of the Coast Guards service and participation in the those significant historical events in United States history. The CGCVA provides a living link between the present and past so that the future may learn and develop from it. <http://www.coastguardcombatvets.com/>

Attention Coast Guard Retirees: The Ninth Coast Guard District has joined forces with Turner Publishing Company to publish an action-packed hardbound book that will document the remarkable history of the Coast Guard on the Great Lakes and honor those who have proudly served. A history of the Ninth Coast Guard District, exciting personal experience stories and photographs will be featured in this upcoming publication. This coffee table-size book will feature each of the district's many ships, stations and facilities along with a section featuring the commanders of the District. This is your opportunity to be part of this once-in-a-lifetime publication. For an order sheet, please call the Ninth District Public Affairs Office at (216) 902-6020.



The North Texas Coast Guard Association holds its semi-annual "Salty Dog Luncheon" at noon on the last Saturday of April and October of every year at the Mercado Juarez Restaurant, 1901 W. Northwest Hwy, Dallas, TX 75220.

All Coastie veterans, active, reserve, or retired who either live in the North Texas area or who just happen to be in the area are welcome. We'll raise a glass to anybody who holds red racing stripes on a white or black hull in reverence. For further info contact Sam Goforth, Public Affairs Specialist, North Texas Coast Guard Association at goforths@swbell.net



The **USCGC/USS Rockaway W-377** held its first ever Reunion on April 26-28 in Orlando Florida. In attendance were 100 (53 Coast Guardsman and 5 US Navy) along with 42 guests. Memories (sea stories) were told and re-told.

For anyone who has not attended or whose ship has never had one, go to a reunion or get a committee up and start one. There is a lot of hard work but well rewarding. I believe if the Commandant had been there and wanted a ships crew he would have had a full complement.

Frank Carlsson, CWO2, USCG, Ret.

USCGC's Absecon and Chincoteague second reunion will be held Oct 3 - 6, 2002, in downtown Norfolk, VA, at the Radisson Hotel, across from Scope Convention Center, 700 Montebello Ave, Norfolk, VA. 23510, [757] 627-5555, Toll Free: 1-800-333-3333. Anyone [both Navy and Coast Guard] who served on either Vessel from date of Commissioning in 1943 to Decommissioning in 1972, when both Cutters were turned over to South Vietnam, are welcome to attend [families included]. On **Thursday**, Oct 3, from 3 pm to 7 pm, the **Hotel is hosting a reception:** Hors-d'oeuvre, beer and wine will be included. All reunion attendees are welcome. At our **Banquet Saturday night**, Oct 5, the former Commandant, **Admiral James M. Loy** will be the **Special Keynote Speaker** Those interested contact John R. Peters, 905 Laconia Court, VA. Beach VA. 23464, [757] 479-0000, e-mail odupeters@aol.com or Harry S. Huggins, 5411 Greenfield Drive, Portsmouth, VA 23703, [757] 484-3700. e-mail muzz4poppi@cs.com

Come be a part of Maritime history. Join the Indian River Life Saving Station Foundation. For more information contact:

Indian River Lifesaving Station
130 Coastal highway
Rehoboth Beach, DE 19971
(302) 227-0478 www.iriss.org, or dspf@splus.net

The Ancient Order of the Pterodactyl, a Coast Guard Aviation fraternal organization, will hold its Annual Roost at the Adams Mark Hotel in Mobile, AL from 10 to 14 October 2002. The Roost is open to all current or former CG aviation personnel and others interested in preserving Coast Guard aviation history. For further information contact CAPT Bob Watterson at (261) 639-1798 or rjbobw@bellsouth.net. Information and registration forms are also available at our Website - www.aoptero.org

Kings Point, NY is pleased to announce that they will be holding their thirteenth annual **Service Academy Night** this fall. Date: Wednesday, November 13 2002, Place: Danversport Yacht Club, Danvers, MA. School and service reps attending: U.S. Naval Academy, U.S. Military Academy, U.S. Air Force Academy, U.S. Merchant Marine Academy, **U.S. Coast Guard Academy**, Massachusetts National Guard, Massachusetts Maritime Academy, Maine Maritime Academy, Navy ROTC, Army ROTC, Air Force ROTC, Norwich University, The Citadel, Valley Forge Military Academy, Virginia Military Institute, and New York State Maritime Academy. A Congressional staff member will be on hand to discuss the Federal Academy appointment and nomination process. Students (9-12) and their parents can take advantage of this unique opportunity. For more information please contact CAPT Ed Bryant, USCGR, (Ret.), U. S. Naval Academy, Phone 978-356-5453, Email captec29@aol.com.

CGC Coos Bay W-376 joint reunion with USS Coos Bay in Seattle, Wa. October 13th thru 17th, Best Western Executive Inn. Contact Bill Forte 111 Riverfront Dr. Cashmere, Wa. 98815 or e-mail blf1111@aol.com

*Good communication is as stimulating as black coffee,
and just as hard to sleep after.*

Anne Morrow Lindbergh

Reunion notice MENDOTA: If you have not received a flyer on the upcoming MENDOTA Reunion on 10/25-27/02, Please contact Jack Wilson at JLWSRW@AOL.COM.



Locator



Bryan R. Parker CWO, USCG, Ret. would like to locate anyone that served with him while in the Coast Guard. His duty stations were as follows: Boot Camp-Cape May-Delta 49, CGL Cherokee-Norfolk, Engineman School-Groton, CGC Absecon-Norfolk, CGC Matagorda-Hono, Portsmouth HarSta-New Castle NH, CGC Reliance-Corpus Christi, ComEastArea Trg. Det.-NY, CGC Durable Brownsville, CGC Spike-Mayport FL, CG LorSta Kure Island, CGC Pt. Baker Port Aransas TX. Please contact at 2302 Quail Trail, Brownsville, TX 78520. Tel: 956-541-9665, or Email brekrap@cs.com

SKCS Henry E. O'Briant, Ret. would like to locate a couple of old shipmates; **John Cutright CWO (F&S)**. He was stationed with Henry in the early to mid 60's at TRACEN Groton, CT and believes he was originally from West Virginia. Second is **John Gates, CWO (Ship's clerk??)**. Jack believes he went from YN1 to SKC then CWO. He was stationed with him on the USCGC WINNEBAGO out of Hono in the late 50's. Originally from CA. Any info please contact Henry at johank@reconnect.com, or snail mail; 15 Stenton Ave., Westerly, RI.

YNC Don Basins USCG (Ret.) would like to get in touch with ADC **Oliver W. Howell USCG (Ret.)** whose last duty station was CGAS Miami. If anyone knows of where-a-bouts of Ollie or his family they can contact by e-mail: Wickiesdad@aol.com

James Maguire would like to find **DCC Bill Ribbing**. They were stationed together at Base Yorktown in 1976. If out there please contact James at 2809 Denison, Ct. Cocoa, FL 32926, Email: maguir_j@bellsouth.net

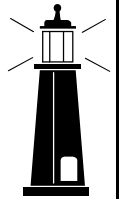
David L. Sprague (AD1 Ret.) is looking for **Joe Bryant (ADC)**. They have been stationed together several times and last time David heard, Joe was in Florida. Please contact at 360-580-7942

LCDR Joe Dowdell (Ret) would like to hear from **AMTCM Charles Caddy** (boot camp class X-RAY 16), who retired 2001 Oct 01. Please write to 318 Arthur St., DeLeon Springs, Fl 32130 or email at Jdowdell50@aol.com.

Vincent Presley, GM1 (Ret) would like to get in touch with the following old shipmates: **Kenneth Raymond (SSC Ret?)**, **William Martin (GM1 Ret)**, and **Robert Wilhelm (GM1 Ret)**. Email address is vpresley83@vol.com. If anyone knows where they are, please let them know Vincent is looking for them.

Phil Cook, SKC, USCG Ret. Would like to get in contact with **Jerry Palmer, CHSPCK, W4, USCG Ret.** Please contact via Pat Giordano, 395 Upham Street, Melrose, MA 02176, Phone 781-662-9324

NAUTICAL TRIVIA



Bamboozle

In today's CG, when you intentionally deceive someone, usually as a joke, you are said to have bamboozled them. The word was used in the days of sail also, but the intent was not hilarity. Bamboozle meant to deceive a passing vessel as to your ship's origin or nationality by flying an ensign other than your own - a common practice of pirates.

Bitter End, The

1) As any able-bodied seaman can tell you, a turn of a line around a bitt, those wooden or iron posts sticking through a ship's deck, is called a bitter. Thus the last of the line secured to the bitts is known as the bitter end. Nautical usage has somewhat expanded the original definition in that today the end of any line, secured to bitts or not, is called a bitter end.

The landlubbing phrases "stick to the bitter end" and "faithful to the bitter end" are derivations of the nautical term and refer to anyone who insists on adhering to a course of action without regard to consequences.

2) From the old Norse word "bitt" or beam. A pair of posts fixed on the deck of a ship for securing lines. "Bitter" became a term for a single turn of a cable around the bitts, which was usually the very end of the rope. It became applied to a situation when a person was at the last extremity or very end of his resources. A parallel definition comes from the end of a rope that sometimes hangs over the side of a ship and is closest to the ocean. It's very end is "salty" or "bitter" since it often trails in the water.



USCG Retirements



Name	Rank	Date of Retirement	Years of Service
ADAMS, JOHN	CDR	20020701	36
ALDRICH, JEFFREY	AVT1	20020601	20
ALEXANDER, DAVID	BOSN4	20020701	29
ALLEN, DAVID	AMTCM	20020501	29
AMES, FRED	RADM	20020701	34
APPLEGATE, GREGORY	TT1	20020701	21
ARMSTRONG, DONALD	AMTC	20020701	21
ASBURY, KEVIN	LCDR	20020601	20
ATADERO, ROBERT	LCDR	20020701	22
BANIK, DAVID	LT	20020601	27
BANNISTER, WILLIAM	AMT2	20020423	06
BARELA, RONALD	LCDR	20020507	32
BARTHOLET, MICHAEL	MKC	20020601	20
BARTLETT, FREDERICK	LCDR	20020701	24
BARTLETT, MARTY	BM1	20020601	20
BEAMON, JOHN	LT	20020701	22
BEAUVAIS, ERNEST	DC1	20020701	20
BECK, DENNIS	CAPT	20020701	30
BECK, LARRY	TCCS	20020601	23
BEERS, ANDREW	AVT1	20020601	20
BEFORT, DONALD	RD2	20011101	22
BELL, WILLIAM	AMT1	20020701	20
BELLAIRS, DAVID	ENG2	20020701	20
BENNER, GARY	BMC	20020601	20
BENNETT, WILLIAM	CAPT	20020701	27
BENNIS, RICHARD	RALH	20020501	30
BERRYMAN, JAMES	DCC	20020601	22
BESPALCO, MARK	SK1	20020501	20
BIGGERS, DAVID	ELC4	20020701	26
BLAIR, JANET	YN2	20020506	29
BLAKEMORE, DOUGLAS	LCDR	20020601	20
BLUMFELDER, MARK	CAPT	20020701	27
BOCHENEK, JOSEPH	IVCS	20020608	38
BOTZ, JOHN	MKC	20020701	20
BOUDREAU, WILLIAM	BMCM	20020701	21
BOYD, DAVID	LCDR	20020601	20
BRADFORD, BENNY	MK1	20020524	12
BRAGER, JEFFREY	CDR	20020701	24
BRAME, PHILLIP	BM1	20020601	21
BRANDON, WILLIAM	QM1	20020601	20
BREAR, DAVID	BMC	20020701	23
BROOKS, BARBARA	PERS4	20020407	29
BROUHARD, BARRY	ENG4	20020701	29
BROWNING, MICHAEL	MKC	20020601	21
BRYANT, ROSS	LCDR	20020601	20
BUIE, GREGORY	LCDR	20020601	20
BURNSIDE, PHILLIP	AVT1	20020410	09
BURRIS, ROBERT	LCDR	20020701	20
CARCHIA, STEPHEN	AMT2	20020701	22
CARTER, BOBBY	AMT1	20020701	22
CARTER, VICTOR	TC1	20020501	20
CATE, DAVID	BM1	20020701	21
CERVANTES, RENATO	FSCS	20020419	40
CHAMBERS, SCOTT	QMC	20020501	20
CHILES, ROBERT	AMTCS	20020701	22
CHIVERS, ROGER	ASTCS	20020601	24
CHRISTENSEN, KEITH	LCDR	20020701	27
CIRONE, PETER	HSC	20020606	33
CLARKE, ROBERT	LT	20020601	20
COLLEY, TERRY	FS3	20020501	20
COLSON, RONALD	AVT2	20020601	20
CONOLEY, ANDREW	BM1	20020501	20
CONROY, BRIAN	LCDR	20020701	21
COOK, GARY	MED2	20020701	20
COOPER, OREN	HSC	20020627	34
CORPORON, STEVEN	CDR	20020701	20
CORTES, TONY	LT	20020601	20
COX, DANIEL	HS1	20020601	20
CRAWFORD, GREGORY	BMC	20020601	20
CROFTON, PHILIP	EMC	20020601	21

Name	Rank	Date of Retirement	Years of Service
CULVER, ANNETA	QM1	20020701	20
CULVER, DAVID	LCDR	20020601	20
CUSHING, DOUGLAS	TCC	20020701	28
DAMITER, WILLIAM	SN	20000628	02
DAUGHERTY, DONALD	EM1	20020701	20
DAVIS, GERALD	CAPT	20020701	28
DAVIS, RICKY	MK1	20020601	20
DAVIS, WILBERT	MKCM	20020701	30
DAWE, MICHAEL	CDR	20020701	30
DEBORD, DONALD	YN2	20020601	20
DETTWILLER, EDWARD	ENG4	20020612	41
DEVINE, MICHAEL	CAPT	20020701	27
DEXTER, HARVEY	CDR	20020701	26
DOHERTY, TIM	CAPT	20020701	30
DOOLEY, MICHAEL	BOSN2	20020701	22
DOYLE, SIDNEY	F&S4	20020501	30
DRONET, DEREK	EM2	20020601	20
DRUMGOOLE, JAMES	SKC	20020601	22
DURHAM, JON	MKC	20020701	21
DUTTON, JOHN	ENG2	20020701	20
EAMES, GREGORY	MK1	20020601	21
EARLY, JOHN	LCDR	20020601	20
EDGAR, WILLIAM	CDR	20020701	24
EGAN, DENNIS	CAPT	20020701	30
FAULKNER, DONALD	EM1	20020601	20
FEICKERT, PAUL	BM1	20020601	20
FELS, WILLIAM	CAPT	20020701	30
FENDLEY, MATTHEW	MK2	20020501	20
FIELDS, GARY	CDR	20020410	38
FLYNN, JOHN	MKC	20020424	40
FLYNN, STEPHEN	CDR	20020701	20
FREE, MICHAEL	MAT3	20020601	26
FULLER, PAUL	EMC	20020701	20
FUNK, ERIK	CAPT	20020701	27
GAGARING, EDGARDO	SKCM	20020601	30
GANSLE, PAUL	LCDR	20020509	35
GARNETT, WILLIAM	YN1	20001201	22
GAUTHIER, DENNIS	PERS2	20020601	26
GIBSON, KENNETH	BOSN2	20020701	21
GIRARD, GERALD	CDR	20020701	23
GIRASOLI, MICHAEL	MK3	20020423	04
GLOMB, MATTHEW	CDR	20020701	20
GOMER, DAVID	GMCM	20020701	30
GONZALES, JOHNNY	PERS2	20020601	23
GRANDELLI, PATRICK	LT	20020701	21
GRIEDER, BRIAN	EMCS	20020601	24
GRIFFIN, RICKY	YNC	20020701	22
GUYER, DAVID	TC1	20020501	20
HABEL, JOSEPH	BMC	20020601	22
HAFLIGER, MICHAEL	AMT1	20020701	20
HAINES, TIMOTHY	DC1	20020601	20
HALL, RANDALL	LT	20020601	20
HANSEN, JAMES	DC1	20020701	20
HANSON, ARTHUR	CAPT	20020701	26
HARRISON, KENNETH	TCC	20020601	22
HARRISON, PATRICIA	YN2	20020701	20
HARSH, CHRISTOPHER	AMT1	20020601	20
HATFIELD, DOUGLAS	LCDR	20020701	20
HAYS, JEFFERY	LCDR	20020601	26
HEINRICH, GLENN	TCC	20020701	20
HELLENSTELL, RICHARD	MST1	20020507	25
HENRY, WAYDE	MSTC	20020701	20
HENSLEE, NORMAN	CAPT	20020701	30
HESKETT, BOBBY	AVT2	20020701	20
HICKMAN, BRIAN	FSC	20020501	20
HINMAN, RAY	SK1	20020601	20
HIRST, DEAN	PSS3	20020625	32
HOFFMAN, CHARLES	ENG4	20010401	30
HOLMAN, CHARLES	CDR	20020701	23
HOLMES, DALE	TT1	20020601	20

HOOD, HUBERT	CDR	20020701	36	MULLICAN, JAMES	GMC	20020601	20
HOPKINS, THOMAS	AMTCS	20020601	25	MUMMERT, CHRISTOPHER	MKCS	20020701	22
HORACEK, PETER	TTC	20020701	21	MURRY, CHARLES	BMC	20020601	20
HORNER, DANIEL	MKC	20020501	22	NACCARA, GEORGE	RADM	20020701	33
HOULDEN, PAUL	BMCS	20020519	33	NANCARROW, KURT	CDR	20020501	22
HOWARD, CHARLES	LCDR	20020701	26	NASITKA, STANLEY	CAPT	20020418	37
HOWARD, DAVID	MK1	20020601	20	NEIGHBOURS, BRIAN	ENG4	20020701	27
HUDNALL, NORRIS	YN1	20020701	20	NESTOR, ROBERT	YN1	20020601	21
HUGHES, GREGORY	LCDR	20020701	25	NEWELL, STEVEN	CAPT	20020701	27
HUNTER, ALICE	SK1	20020601	25	NEWINS, JOHN	MK1	20020701	20
HUTCHINSON, RICHARD	QMC	20020601	20	NG, JIMMY	CAPT	20020701	30
HUTMACHER, WILLIAM	CAPT	20020701	27	NOBLE, TIMOTHY	AVT1	20020601	20
HUTTON, JAMES	ENG2	20020601	21	OLSEN, CHRISTOPHER	LT	20020701	20
INSLEY, THOMAS	PS1	20020628	29	ONEILL, THOMAS	BMCM	20020412	33
IRSIK, BERNARD	AMTCM	20020501	30	OSHEA, JOHN	CAPT	20020701	29
JACEK, DANIEL	MK1	20020501	20	OWENS, THOMAS	LT	20020501	20
JAHN, MICHAEL	MK1	20020601	20	PAAR, THOMAS	CAPT	20020701	30
JOHNS, THOMAS	CAPT	20020601	27	PASCALE, MICHAEL	AST1	20020601	20
JOHNSON, GORDON	PERS2	20020413	41	PATTERSON, DEAN	BM1	20020501	20
JOHNSON, MACEO	EM1	20020601	20	PEARSON, GEARLD	BM1	20020501	20
JONES, JOSEPH	CAPT	20020601	29	PENA, EMITERIO	DC1	20020518	41
JORDAN, BRIAN	LCDR	20020701	24	PETERS, STEVEN	ENG4	20020701	26
JOSIAH, TIMOTHY	VADM	20020601	32	PETERSEN, WOODROW	TTCM	20020618	33
KAZ, SHELDON	COMM4	20020601	29	PETTIGREW, FAWN	LT	20020601	21
KEAVENY, RANDY	BMC	20020601	24	POAD, DENNIS	DC1	20020601	25
KEHR, GLENN	MK1	20020701	21	POLK, MICHAEL	LT	20020601	20
KELLY, THOMAS	MK2	20020619	35	POULIN, JOSEPH	LT	20020601	24
KESSLER, IRA	HS1	20020601	20	POULTER, KEITH	MKC	20020701	20
KIMMEL, JOHN	COMM4	20020501	23	PRATT, CHARLES	CDR	20020701	23
KING, FREDERICK	BMC	20020511	34	RAMSEY, KEVIN	BM2	20020601	22
KLEPPIN, JERRY	PS1	20020519	28	RAU, TOM	QMCS	20020512	27
KOONTZ, THOMAS	CDR	20020701	23	REINHART, MYLES	AMTCS	20020424	21
KORNGIEBEL, ROBERT	EM2	20020501	20	REYES, FREDERICK	LT	20020701	20
KOSKI, DUANE	PSC	20020630	33	RICE, TERRY	CAPT	20020701	30
KRETSCH, ROBERT	MK1	20020701	20	ROBERSON, BERNARD	SK1	20020701	20
KRUSTI, VICTOR	F&S2	20020701	20	ROBERTS, THERON	AMT1	20020501	20
KUHANECK, THOMAS	LCDR	20020601	20	ROBISON, GARY	MKC	20020501	20
KUNKLE, JAMES	CDR	20020408	38	ROPER, ALVIS	PSC	20020512	35
KUYKENDALL, DOUGLAS	QMC	20020701	20	ROSA, EDGARDO	LT	20020601	20
KUZDZAL, ANTHONY	LT	20020613	32	ROSARIO, ELISEO	AMTC	20020701	21
LABONTE, CHRIS	MKC	20020701	20	RUSSELL, WILLIAM	MST2	20020701	20
LANE, DANIEL	PS1	20020619	35	RUYLE, GERALD	PS2	20020527	31
LAPKIEWICZ, RICHARD	ETCM	20020701	30	RYPKA, WILLIAM	LCDR	20020701	21
LAROSE, GEORGE	MK1	20020415	40	SARGENT, SCOTT	FSC	20020601	20
LASKOWSKI, JAMES	BOSN4	20020501	27	SCHENK, GARY	LCDR	20020701	30
LEA, RAYMOND	FS1	20020601	21	SCHLIEPER, DERRICK	MKC	20020601	21
LEIMBACH, WAYNE	PS1	20020503	32	SCHMIDLIN, WALTER	CAPT	20020426	36
LEMAY, DAVID	MKC	20020601	22	SCHMIERMUND, DARRYL	BMCS	20020501	20
LEONARD, WILLIAM	HSCS	20020501	26	SCHNEIDER, RANDALL	LCDR	20020501	20
LEWIS, DAVID	F&S3	20020601	27	SCHWARTZ, JOHN	YNC	20020701	20
LIMOS, ELMER	LT	20020701	22	SCOTT, NIEL	ENG4	20020601	27
LINDQUIST, KURT	FT1	20020701	21	SEDA, PATRICK	AMT1	20020601	21
LINSON, ROGER	PSC	20020601	30	SHELTON, GREGORY	ET1	20020601	20
LOCKE, ROBERT	SK1	20020601	20	SHIELDS, STEVEN	COMM2	20020608	20
LOOMIS, BRIAN	AST1	20020701	18	SHORES, ROBERT	PSCS	20020518	38
LOPEZ, GEORGE	EM1	20020608	41	SKIRCHAK, MICHAEL	CAPT	20020601	32
LOWRIE, DAVE	EM1	20020621	34	SLABINSKI, ROBERT	HSC	20020701	20
LUTCHE, WILMER	LT	20020402	36	SLACK, BILLY	CAPT	20020701	30
MAHAFFEY, JAMES	ETC	20020601	22	SLAUGHTER, JIM	ET1	20020508	34
MAHLSTEDT, MICHAEL	MKC	20020501	20	SMITH, EVERETTE	GMC	20020601	20
MALAIS, STEVEN	BM1	20020501	20	SMITH, MAX	ET1	20020701	20
MANN, HERBERT	BMCS	20020501	30	SMITH, SAMUEL	ETCM	20020701	30
MARTIN, BRIAN	MST3	20020413	09	SOMMA, RUDOLPH	PS1	20020501	36
MARTIN, GARY	HSC	20020601	21	SOUZA, JOSE	ETC	20020501	21
MASIERO, DAVID	CDR	20020701	23	SOUZA, JOHN	LCDR	20020601	20
MAUCH, STEVEN	EMC	20020701	22	SPARKS, MICHAEL	LT	20020501	22
MCDUGALL, JOHN	PS1	20020511	29	SPAULDING, HOMER	DCCS	20020623	34
MCFADEN, ROBERT	LT	20020420	40	SPEICH, RICHARD	MK1	20020501	20
MCSHANE, JOHN	AVI2	20020501	20	SPRAGUE, RAYMOND	FSC	20020501	22
MELILLO, RALPH	PSC	20020617	30	STALKER, ROBERT	FS1	20020601	20
MESA, JESUS	ELC4	20020701	30	STANLEY, JAMES	FSC	20020701	24
MESSIMER, STEVEN	LT	20020601	22	STATON, ROBERT	CAPT	20020502	37
MILHOLLIN, CHARLES	LCDR	20020501	20	STEPHENSON, MICHAEL	SKCS	20020601	22
MINICA, ROBERT	AMT2	20020501	20	STPIERRE, KEVIN	QM1	20020601	21
MONTEITH, MICHAEL	CDR	20020701	24	SURMAN, HARRY	FS1	20020611	26
MOONEY, JOEL	FS1	20020701	20	SWAIN, GORDON	CAPT	20020609	38
MOORE, MYRON	TC1	20020701	21	SZUMOWSKI, MARK	AMT1	20020501	23
MORRISON, GREGORY	EMC	20020601	21	TALLADA, BRUCE	MK2	20020501	20

TALLMAN, ROBERT	BMCS	20020701	24
TAYLOR, JOHN	DC2	20020701	20
TAYLOR, JOHN	LCDR	20020405	34
TEICHERT, ERNEST	CAPT	20020605	36
THOMAS, DAVID	DCC	20020601	24
THOMAS, WILLARD	SKC	20020701	22
THOMPSON, DAVID	YN2	20020601	20
TINGLEY, PAUL	LCDR	20020601	20
TOLL, DEE	DCC	20020701	25
TOWN, JAMES	PERS3	20020701	21
TRANT, DONALD	BM2	20020701	20
TRESE, JOHN	BM1	20020601	20
TUPAY, EDMUND	LCDR	20020601	20
TYRON, JOSEPH	HSC	20020701	25
UNGER, WILLIAM	AVT1	20020601	25
VALES, ERNESTO	BMC	20020701	22
VAUGHN, THOMAS	TTC	20020701	20
VAZQUEZ, FELIX	HS1	20020701	20
VAZQUEZ, MARK	LCDR	20020601	20
VEGA, JESUS	BMCS	20020601	30
VIENS, RICHARD	ETCS	20020601	20
VILLAMIL, JESUS	BM2	20020701	25
VINCENT, CLYDE	SK1	20020601	22
WALKER, JOSEPH	CAPT	20020701	34
WALSH, PATRICK	TCC	20020701	21
WARDACH, JOSEPH	MKC	20020701	25
WEAVER, WILLIAM	BM2	20020701	22
WEBER, JOHN	CDR	20020601	20
WEIDMAN, GARY	ETC	20020601	21
WENTZLER, MATHIAS	ENG3	20020501	25
WHITE, JAMES	ETC	20020601	20
WHITE, ROBERT	LT	20020503	38
WHITEHEAD, ANTHONY	ETC	20020501	23
WHITMAN, RONALD	BMC	20020601	22
WHORTON, ROGER	CAPT	20020501	30
WILLIAMS, CHARLES	CAPT	20020701	30
WILLIAMS, DAVID	LCDR	20020501	19
WISSMAN, WILLIAM	CAPT	20020701	30
WOMACK, SHARILYN	TC1	20020406	25
WOOD, BRUCE	TCCS	20020501	28
YEAROUT, THOMAS	CAPT	20020701	30
YEATER, JEFFERY	EMC	20020601	20
YOUNG, DANNY	YNC	20020501	22

NOAA

OCLOCK, JAMES	CDR	20020501	28
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Retraction

In our first edition of the October Evening Colors we had listed LCDR Michael Foley as deceased. The good Commander is alive and well serving our country upon recall aboard the USCGC CHASE. Error in listing was due to a glitch in our computer system and is being addressed. I send my regrets to his family and friends of any misunderstanding and concerns caused.

~Ron



A salute to you
as you retire
from the military.

SBP Info Online

The following links on the Survivor Benefit Plan (SBP) and the Reserve Component Survivor Benefit Plan (RCSBP) are provided to help you understand the Plans and how important it is to all retirement eligible personnel and their families. As always, if you would like further information, or have specific questions about either of these programs, please contact us by phone, toll-free at: 1-800-772-8724; via fax at: (785)339-3770; email at HRSIC-RAS@hrsic.uscg.mil, or write to us at:

Commanding Officer (RAS)
U.S. Coast Guard Human Resources Service
& Information Center
444 SE Quincy Street
Topeka, Kansas 66683-3591

http://www.uscg.mil/hq/hrsic/sbp_rcsbp.htm

<http://www.afpc.randolph.af.mil/retsepcalc/eomain.htm>

<http://arpc.afrc.af.mil/dpsse/index.htm>

<http://www.afpc.randolph.af.mil/>

https://osprey.manpower.usmc.mil/manpower/mi/MRA_OFCT.nsf/mmst/Survivor+Benefit+Plan+Home

<http://www.odcsper.army.mil/Directorates/retire/retire1.asp>



LAST NAME	FIRST NAME	RANK	DATE OF DEATH	CITY	STATE
ABNEY	GEORGE	LCDR	20020527	ATHENS	GA
ACAYAN	CEFERINO	EMCS	20020614	FEDERAL WAY	WA
ANDREWS	ROBERT	LCDR	20020608	KITTERY	ME
ANGRISANI	ROBERT	LCDR	20020519	WALKERSVILLE	MD
ANTHONY	RUSSELL	TTC	20020429	EAST MORICHES	NY
BARBER	ROBERT	CAPT	20020501	MELBOURNE	FL
BEAULIEU	BERNARD	CAPT	20020710	HANSON	MA
BECKWITH	DOUGLAS	QML	20020315	PHILIPPINES	RP
BEIDL	KARL	ENCM	20020506	REDDING	CA
BISCUTI	PHILIP	PHCS	20020716	N WALES	PA
BLAND	HENRY	CSC	20020416	EDWARD	NC
BOARDMAN	ROBERT	CAPT	20020717	EAST LYME	CT
BOICE	LARRY	YNCM	20020603	DUNNELLON	FL
BOURNE	GEORGE	CDR	20020502	SALT LAKE CIT	UT
BOWLBY	DONALD	YNC	20020510	CHICO	CA
BRIDGES	TOMMIE	BMC	20020527	TOM RIVER	NJ
BRIDGES	WALTER	FTC	20020513	ANAHEIM	CA
BROOKS	JAMES	QMC	20020626	DALE CITY	VA
BUENAVISTA	PRO	SD1	20020423	PHILIPPINES	RP
BUNTING	JOHN	CWO4	20020504	OCEAN CITY	MD
BURDEN	PAUL	CWO3	20020511	AUBURN	CA
BURRUS	JOE	BMC	20020413	LAKE BUTLER	FL
CAIN	BOBBY	BM1	20020503	LAGUNA PK	TX
CARDACI	PHILIP	CAPT	20020626	FAIRFAX STA	VA
CARNEY	ROBERT	CWO2	20020708	MELBOURNE	FL
CATHEY	JULIAN	BMC	20020503	VALDEZ	AK
CAVERLY	ROBERT	BMCM	20020412	MAYSVILLE	NC
COLTON	JOHN	LT	20020605	SUMNER	WA
CONKLIN	JACK	BM2	20020513	TRAVERSE CITY	MI
CONWAY	RICHARD	CS1	20020405	CAPE MAY	NJ
CORCORAN	DAVID	AT1	20020517	BREWSTER	MA
CROOK	WILSON	BMCM	20020519	DAMARISCOTTA	ME
CROWE	JOHN	BMC	20020615	CORPUS CHRISTI	TX
CURTIN	THOMAS	CAPT	20020505	MONROE TWP	NJ
DAVIS	HILLARD	MK1	20020527	KLANNAPOLIS	NC
DAVIS	NOEL	BM1	20020603	MOREHEAD CITY	NC
DAVIS	ROLLAND	QMCM	20020531	WATSONVILLE	CA
DEAN	CHARLES	RMCN	20020530	ENGLEWOOD	FL
DEANTONI	RICHARD	DC1	20020706	NAVADA	MO
DRAINE	EDWIN	CAPT	20020524	DALLAS	TX
DUCK	FLOYD	CWO2	20020606	HARRISON	AR
EASTER	CLARENCE	CAPT	20020426	TRUMBULL	CT
ERWIN	EDWARD	LCDR	20020420	FT LAUDERDALE	FL
FAULHABER	PAUL	CDR	20020618	PUNTA GORDA	FL
FERGUSON	MACK	MK1	20020610	HILLSBORO	MO
FIFE	AUSTIN	BTC	20020620	HIGH SPRINGS	FL
FINN	CHARLES	CWO4	20020527	BRANDON	FL
FRAZER	HARRY	CAPT	20020717	LEWES	DE
GERALD	DAVID	EM1	20020417	TUSCALOOSA	AL
GOSNELL	JOHN	MKCS	20020328	PALM HARBOR	FL
GRATHWOHL	GARY	ETC	20020613	CINCINNATI	OH
GREGG	HARRY	CAPT	20020412	INDIAN HARBOR	FL
GREGORY	WILLIAM	CWO4	20020505	CHESAPEAKE	VA
HALSEY	ETHAN	LT	20020506	ROCKLIN	CA
HAMPTON	LUCIAN	ENCS	20020613	VA BEACH	VA
HANSEN	GERALD	ENC	20020629	BROOMFIELD	CO
HARDING	JOHN	CAPT	20020702	WESTON	CT
HAWLEY	JOHN	CAPT	20020520	COUPEVILLE	WA
HAYWOOD	CHARLES	BMC	20020519	VIRGINIA BCH	VA
HAZARD	RODERICK	GMCS	20020502	MOORE	OK
HENSON	WALTER	CAPT	20020511	HOUSTON	TX
HERMAN	JAMES	CWO3	20020501	NORTH CAPE MA	NJ
HEYTING	DARRELL	LTJG	20020507	EDMONDS	WA
HILL	EARNEST	AMC	20020621	HONOLULU	HI
HILL	MICHAEL	BMC	20020527	SALEM	OR

(Continued on page 22)

(Continued from page 21)

HOGUE	PHILIP	CAPT	20020413	CHARLOTTESVILLE	VA
HOWARD	HERBERT	AD1	20020503	MORGANTOWN	KY
HUNSUCKER	JAMES	LCDR	20020514	JACKSONVILLE	FL
HUNTER	JOHN	SD1	20020609	INDIANAPOLIS	IN
HUTCHINS	JONATHAN	RMC	20020429	TUSTIN	MI
INNIS	DAVID	CAPT	20020429	BRENHAM	TX
JACKSON	JAMES	BMC	20020523	FT PIERCE	FL
JAMES	WILLIAM	CWO3	20020527	NEWPORT NEWS	VA
JONES	PAUL	SS1	20020515	PACOLET	SC
JOYNER	ERNEST	AD1	20020505	SAN ANTONIO	FL
LACKEY	WILLIAM	SK1	20020524	SHARON	PA
LANGLIE	ARTHUR	CAPT	20020524	SEATTLE	WA
LEE	ROBERT	ETCS	20020509	GOODYEAR	AZ
LELLS	ARTHUR	CWO2	20020604	CORPUS CHRIST	TX
LESTER	WILLIAM	BMC	20020517	CONCORD	CA
LINDUSKA	FRANCIS	CDR	20020408	GLEN ELLYN	IL
LINTHICUM	LEO	AEC	20020707	COLORADO SPGS	CO
LOCE	ARTHUR	BM3	20020705	PALM HARBOR	FL
MADERE	JOSEPH	CS1	20020421	LA PLACE	LA
MARKLE	WILLIAM	CAPT	20020524	SIDNEY	NE
MARTIN	BRIAN	MST3	20020413	CHICAGO	IL
MARTIN	TERRY	CWO3	20020523	SALINAS	CA
MARTINEZ	TOBIAS	BMC	20020531	CAMDENTON	MO
MCCORMICK	WILLIAM	EMCM	20020416	AUSTIN	TX
MCDANIEL	SYLVESTER	SN	20020704	MANSFIELD	MO
MCFARLAND	FRANK	CWO2	20020714	HURST	TX
MEAD	ALBERT	BMCS	20020506	OLDSMAR	FL
MESSURA	RONALD	CWO4	20020519	MERRITT ISL	FL
MILLER	CARL	LCDR	20020408	DAVIE	FL
MOBLEY	GERALD	TT1	20020620	HAMMOND	OR
MOYER	JACK	QMC	20020529	NEW WINDSOR	NY
MURRELL	ROBERT	CWO4	20020627	TULSA	OK
MYERS	ROBERT	WO1	20020618	SATELLITE BEACH	FL
MYERS	MICHAEL	CWO4	20020722	ALVIN	TX
NELSON	RICHARD	CAPT	20020416	NAPERVILLE	IL
NEMIROW	DANIEL	ATCS	20020505	EDMONDS	WA
NEPOMUCENO	ANTONIO	SS1	20020520	BRONX	NY
NORTHTRUP	EDWARD	ATC	20020503	ELMIRA	NY
OFARRELL	JAMES	FIC	20020507	GLENDALE	AZ
PICKARD	DALE	RMC	20020617	HAMILTON	MT
RADLEY	EUGENE	EN1	20020506	BONNEY LAKE	WA
RAY	BEMON	CWO3	20020611	MESA	AZ
RECELY	EDWARD	CWO4	20020703	PENSACOLA	FL
REILLY	RUSSELL	BMC	20020623	CALAIS	ME
REINHART	MYLES	AMTCS	20020424	WEST LINN	OR
RIVERA	FRANCISCO	FN	20020626	WILMINGTON	DE
ROTHUS	VICTOR	LT	20020620	CHARLOTTE	NC
ROWE	MARK	ETC	20020516	BAINBRIDGE IS	WA
RUHDE	ALBERT	AECM	20020424	ROGERS	AR
SANDERS	JOHN	RDC	20020421	COLD SPRING	TX
SCHULER	ROBERT	YNCM	20020623	MIAMI	FL
SEITZ	THOMAS	YNCM	20020624	VIRGINIA BCH	VA
SHAYS	RONALD	LCDR	20020613	ALACHUA	FL
SHIELDS	STEVEN	CWO2	20020609	LA PLATA	MD
SMITH	ROBERT	BMC	20020501	ELGIN	IL
SNIDER	CARL	AM2	20020616	FARMINGTON	MO
SOMMERS	JOHN	LT	20020519	PLEASANT HILL	CA
SOUTHERN	ROY	SKC	20020508	HENDERSON	NV
STANFIELD	ROBERT	BMCS	20020414	GRIFFIN	GA
STEPHEN	ROBERT	CWO4	20020612	CHEBOYGAN	MI
STEPHENSON	CHARLES	CWO4	20020507	COLLINSVILLE	TX
STEWART	JACK	CDR	20020527	FLORISSANT	MO
SUSKI	HENRY	CAPT	20020620	CHESAPEAKE	VA
SUYDAM	VERNON	BMLC	20020424	EASTPORT	NY
TAYLOR	MILTON	YNCS	20020713	PARKSLEY	VA
THOMPSON	JOHN	ENCM	20020618	NEW PT RICHEY	FL
THORRINGTON	WILLIAM	CWO3	20020624	MANITOWOC	WI
TODD	GEORGE	CWO4	20020626	GAINESVILLE	FL
TOWNSEND	ROBERT	CWO2	20020715	SANTA MARIA	CA
TUCKER	LLEWELLYN	CDR	20020615	PITTSFIELD	MA
TUGMAN	WILLIAM	BMCM	20020605	BEAUFORT	NC
TYSON	THOMAS	MKC	20020424	YAZOO CITY	MS
VALDEFIERA	FRANCISCO	SSC	20020516	GRESHAM	OR
WALKER	CHARLES	SS1	20020420	AMHEREST	NY

(Continued on page 23)

(Taps Continued from page 22)

WALTON	LEWIS	ET2	20020512	PHILADELPHIA	PA
WASHINGTON	MILLARD	YNC	20020420	LOS ANGELES	CA
WHITCOMB	CHESTER	RMCM	20020601	KALAHEO	HI
WHITE	JAMES	BT1	20020409	SOUTH PORTLAND	ME
WILLIAMSON	JOHN	LT	20020427	CHARLOTTE	NC
WILSON	GEORGE	YNC	20020423	ORELAND	PA
WIX	WILLIAM	ENC	20020704	BROOKSVILLE	FL
WOOD	JACK	DC2	20020527	WEST POINT	CA
WOODARD	JOHN	YNCM	20020608	VIRGINIA BCH	VA
WOOLFOLK	VIRGIL	CDR	20020504	DALLAS	TX

NOAA

NELSON	CHRIS	LCDR	20020709	BOULDER	CO
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Dependent TAPS

Frances M. Newman, wife of CAPT Carroll T. Newman	7 June 2002	Lacombe, LA
Frances V. Ellis, wife of QMC Robert P. Ellis	3 May 2001	Wellington, NV
Ida T. Cason, wife of BMC Edward N. Cason	2 June 2002	Knotts Island, NC
Jeannie W. Harding, wife of CWO4 Richard J. Harding	7 May 2002	Elizabeth City, NC
Marilyn V. Middendorf, wife of BMC Edward W. Middendorf	20 July 2002	Howard Beach, NY
Jean Drexler, wife of LCDR Willian C. Drexler	6 June 2002	Oakdale, CT
Georgia L. Malinovsky, wife of CWO3 Casimir Malinovsky	22 June 2002	Ocala, FL
Nancee L. Sipp, wife of CWO3 Gerald F. Sipp	5 December 2001	Howard City, MI
Eric B. Shelley, son of TCCM James M. Shelley	10 February 2001	Heber Springs, AR
Marietta M. Flemmings, wife of Vernard Flemmings	23 July 2002	Woolwich, ME
Lizzie A. Gilmore, wife of CS1 Earl Gilmore	13 August 2002	Philadelphia, PA
Sheila L. Brandt, wife of EMC Carl A. Brandt	9 August 2002	San Jose, CA

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@hrsic.uscg.mil". You may also fax your request to (785)-339-3772.

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, Call or Fax 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
 Email: HRSIC-RAS@HRSIC.USCG.MIL
 FAX (785)339-3770



You may submit by letter,
Email, Phone or Fax us for
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Exception: Must submit a W4/W4P if claiming 10 or more exemptions or claiming simple exempt status.

- Change SITW
- Change FITW
- Change Banking Info

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 Coast Guard Human Resources
 Service & Information Center
 444 SE Quincy Street
 Topeka, KS 66683-3591

Or FAX to:
 (785)339-3770



Report of Death



Find DEERS & RAPIDS information on the web at:
www.dmdc.osd.mil

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



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



Visit the TRICARE web site at:
 "www.tricare.osd.mil/"



Call your CG Health Benefits Advisor at:



1-800-942-2422

Final Active Duty Pay



Visit the "SES
 web page at:
 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



Service



Visit the National Personnel
 Records Center web site at:
 www.nara.gov/regional/mpr.html



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-

2050

Social

Visit the Social Security
 Administration's web page at:
 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



Visit the VA's web page at: www.va.gov/

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



Veteran's Group Life Insurance

Find information on insurance coverage
 for veterans including VGLI on the VA's
 website at www.insurance.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

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

HOW IS OUR CUSTOMER SERVICE?

Please help us measure your satisfaction with our service. The information you provide is strictly confidential and will be combined with many other responses and used for statistical analysis. We appreciate and value your reply, which will help us improve our service to you.

Please rate us in the following customer service areas:

Telephone Inquiries - In rating our telephone inquiry service, please consider:

	Never		Usually		Always
* Are you able to reach us easily by phone?	1	2	3	4	5
* Are our employees helpful & courteous?	1	2	3	4	5
* Are our employees knowledgeable?	1	2	3	4	5

Written Correspondence - In rating our written correspondence, please consider:

	Never		Usually		Always
* Is our correspondence clear?	1	2	3	4	5
* Do we respond to you in a timely fashion?	1	2	3	4	5
* Do you receive the Retiree Newsletter?	1	2	3	4	5
* Do you read the Retiree Newsletter?	1	2	3	4	5
* Is the Retiree Newsletter informative and helpful?	1	2	3	4	5

Payroll Delivery - In rating our payroll delivery, please consider:

	Never		Usually		Always
* Does your pay arrive on time?	1	2	3	4	5

USCG/NOAA Pay Statements (Sent only when a change has been made to your account.)

	Never		Usually		Always
* When received, does your pay statement explain your pay entitlements & deductions satisfactorily?	1	2	3	4	5

Customer Expectations

	Never		Usually		Always
* Are we meeting your needs and expectations?	1	2	3	4	5

Comments: (please include your name if you'd like a response:

Please mail or fax form as follows:

Fax: 785-339-3770

Mail: COMMANDING OFFICER (RAS)
 USCG HRSIC ATTN: CUSTOMER SURVEY
 444 SE QUINCY ST
 TOPEKA KS 66683-3591

WHEN THE TIME COMES, WILL YOUR SURVIVOR KNOW -----?



- ↓ 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

After a retiree dies the survivor is faced with applying for many benefits, with little knowledge of the often very confusing processes. All this happens while they are trying to deal with overwhelming grief. To help answer the many questions during that stressful time we have simplified our Survivor Information Booklet. By taking the time now to review this booklet, gather the supporting documents that are required and filing them in a location from which they can be readily retrieved, you can help to ease the stress that is experienced during this time. To further assist your survivors, we have initiated an Express Annuity Start system to simplify the processing and expedite payment of benefits. To take advantage of this new system, fill out the Form HRSIC-1884, (found in booklet or website) sign, date and return to us.

The booklet "**Information for Survivors of USCG, USCGR, and NOAA Retirees**" is available now on our web page: <http://www.uscg.mil/hq/hrsic/manuals-pubs-newsletters/ras/survivorguide.pdf>

NOTE: For those requesting by mail, booklets are being printed at this time. After submitting your request please be patient and they will be mailed as soon as available.

You may order by providing the following information to us either by mail, fax, or E-mail:

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USCG HRSIC ATTN: SURVIVOR PKT
444 SE QUINCY
TOPEKA KS 66683-3591

Fax to:

785-339-3770

E-Mail:

hrsic-ras@hrsic.uscg.mil

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