



Coast Guard Retiree Council - Northwest



RETIREE NEWSLETTER

“They Also Serve”

USCGC SPAR Comes to Pacific Northwest

Portland – The U.S. Coast Guard Cutter SPAR (WLB 206) arrived at the Portland Rose Festival June 7th. The state-of-the-art, 225-foot cutter is a Juniper “B” Class Seagoing Buoy Tender, was commissioned on August 12, 2000, and was christened by then U.S. Attorney General Janet Reno during a ceremony at Marinette Marine Corporation, Marinette, WI. The USCGC SPAR was enroute to its new homeport in Kodiak, Alaska at the time of her visit to Oregon.



CGC Spar arriving at Kodiak, AK

The cutter SPAR, commanded by LCDR Joanna Nunan, transited the Columbia and Willamette River with actual SPARs aboard from the Pacific Northwest. The SPAR is named in honor of the 11,000 women who served in the United States Coast Guard during World War II. SPARs were the women’s reserve group that supported the Coast Guard during the war. On November 23, 1942, President Franklin Roosevelt signed

FROM THE CHAIR

During this session of Congress there are many bills pending that address issues that affect retirees. They include but are not limited to veteran’s health care, pay restoration, Veterans survivor benefits and Social Security benefits. Of particular interest are H.R. 303 and S 17 which would allow retired members who have a service-connected disability to receive a portion of their retired pay concurrently with Veteran’s disability compensation. Let your elected officials know your position on these and other pending bills. Your voices do count! Our April meeting was held in Port Angeles. Over 50 individuals attended including retired members from other services. Featured speakers discussed recent changes to the health care system. Many thanks to the presenters and attendees.

In keeping with our objective to meet as many retirees and annuitants, RADM Manning and I are willing to travel and meet with as many of you as possible. Presently we are interested in meeting with retirees and annuitants living in the Spokane/Northern Idaho area. Anyone interested? If so, contact any of the Council members so a date and location can be selected.

*Dana Starkweather
Co-Chairman*

Public Law 722 which created the Women’s Reserve of the U.S. Coast Guard: “to expedite the war effort by providing for the release officers and men for duty at sea and their replacement by women in the shore establishment of the Coast Guard....” Since the Navy nor Coast Guard had ever previously tried to organize a large body of women, the Coast Guard sought help from the academic community. Dorothy Stratton, the former Dean of Women at Purdue University,

was given the rank of Lieutenant Commander and became the director of the Coast Guard Women’s Reserve. The women were called SPARs after the Coast Guard’s motto: Semper Paratus – Always Ready. Women’s Reserves helped set a cornerstone for the future integration of females into the Coast Guard, where all opportunities and jobs exist for women.



Captain Dorothy Stratton

After sailing upriver with the former SPARs and their spouses, the ship tied up at

SPAR Continued from page 1

the Seawall in downtown Portland where she would be open for public visits during the festival. The next day the SPARs were guests at the Admiral's Reception aboard the ship hosted by the Commandant, Admiral and Mrs. Loy.

SPAR's twin diesel engine propulsion system supplies the speed and maneuverability necessary to tend coastal and off-shore buoys in exposed locations. Perhaps the most important advance is the use of a new Dynamic Positioning System (DPS). DPS uses a Differential Global Positioning System to fix positions. Using this technology, the crews will be able to maintain the vessel's position within a 10-meter circle in winds of up to 30 knots and waves of up to 8 feet.

The Coast Guard Cutter Spar arrived in Kodiak Sunday, June 17th. The newest SPAR is the second Coast Guard vessel to bear the name. The first was launched in 1944 and decommissioned in 1997.

Future Force 21

An Opportunity for Change

By Commander Bill Edgar,
Future Force 21 Communications Team

The way the Coast Guard gets, keeps and manages our most important resource, our people, hasn't changed much since its beginnings in World War II. The system we live with today was designed to give us a personnel pyramid with a large number of people at the bottom learning their trades and providing a pool of unskilled labor, and a small number of highly-trained, experienced people at the top setting policy and managing those below them. It was a system that made sense for the needs of a less technological era that required a lot of people to do the large amount of manual labor associated with war fighting and the logistics supporting it.

Times have changed...we need fewer unskilled people now because there is less "grunt" work being done. Now the balance of work has shifted to the people in the middle of the old pyramid. A good analogy from the civilian world is that our world of work in the Coast Guard now demands just a few apprentices, a lot of qualified journeymen, and a few masters or craftsmen. This is true of our enlisted force, our officer corps, and our civilian workforce.

Since our system is designed to produce a workforce that looks like a pyramid and now we really need one that looks more like a diamond, we spend a lot of time,

energy and attention fighting the systems we use in order to produce a workforce that meets our needs.

In addition to the change in our internal world of work, the world outside the Coast Guard has changed dramatically as well in the past half century. The demand for talented, skilled people in the workforce has increased, as has the competition for those talented people.

So, we are faced with: the need to change our human resources system to reflect the real world of work in which we operate; the need to retain talented people already in the Coast Guard; and the need to attract new talent into the organization.

Future Force 21 was chartered to find ways to change our human resources system of compensation, retirement, training, assignments and quality of life to meet the needs of the 21st century workforce. Since this is a long-term project, these changes must take place while maintaining the best possible state with existing systems.

It is a three-phase project: Phase I catalogued possible directions and actions; Phase II selected from the myriad actions catalogued in Phase I and identified the investments needed to make them happen; Phase III...the phase we began in late 2000...will implement strategies for change. Phase III is a multi-year effort and is intended to bring about change without creating chaos in our current systems.

One of the key pieces of research driving FF21 is the Defense Science Board Task Force on Human Resource Strategy. In their report, they defined "Essential Force Characteristics"...critical capabilities for the future include:

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. Comments and suggestions should be directed to the editor, Patrick Wills, care of:

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- Independence and Innovation
- Continuous Learning
- Leadership and Business Management
- Languages and Cultural Understanding
- Technical Competence
- Individual Sense of Commitment

These are traits we need in our workforce today and for the foreseeable future! Our Coast Guard will need to recruit and retain the best talent by offering quality career opportunities on par with anything the commercial sector can offer. We need to be ready for “optimal” staffing of units both afloat and ashore...less personnel but with the right skills. We'll need to offer better stability to our personnel allowing the Coast Guard to take advantage of the continuity longer tour lengths offer while offering our personnel the opportunity for better geographic stability. We'll look at alternate crewing schemes along with other ways to reduce the impact of our high operational tempo on readiness and retention. We need to make sure we select and develop our future leaders from all components of our workforce...human competence is essential to every Coast Guard operation.

Many Faces of the Modern Coast Guard



To give you an idea about the scope of the changes needed, the Coast Guard has already submitted legislative change proposals to allow us to keep our people longer (Secretary Rumsfeld recently quipped that there is something fundamentally wrong with a system that routinely sends its most talented and experienced leaders home so young!) with continuation boards for O-4 and O-5; along with the DOD services we are trying to figure out how to change the up or out system; there is a lively debate about the nature of the officer corps...is it to be a corps of specialists as it seems to be evolving toward, or will

we look toward our enlisted force to best meet those technical requirements...with commensurate compensation to recognize the realities of the labor market? Can we manage a technical force with apprentice, journeyman, and masters levels...and do away with the idea of billets as we know it today? What is the proper role of the reserve? Of our civilian workforce? Should we look to better force mixes for our units? All these questions, and more, are on the table.

Our retired workforce makes regular enduring contributions to the health of our service by guiding talented young people toward a Coast Guard career as well as mentoring those currently serving. There may be a need for the experience locked up in our retired force...and creative ways to tap that need to be developed. We will always look to those who have gone before us to help us shape the force of the future with perspective and wisdom.

The scope of Future Force 21 is hard to capture in a short article. The project's web site has the latest briefs and updates along with a rich repository of associated documents and links. Please visit at www.uscg.mil/ff21. There is a web form (survey) to tell us your ideas, as well as an e-mail address ... please share your ideas for a better future.

Good Government never depends upon laws, but upon the personal qualities of those who govern. The machinery of government is always subordinate to the will of those who administer that machinery. The most important element of government, therefore, is the method of choosing leaders.

Frank Herbert 1976

U.S. Coast Guard Embarks On The Most Expensive Modernization Drive In Its History

By SEAN REILLY Washington Bureau 06/14/01

As the U.S. Coast Guard embarks on the most expensive modernization drive in its history, it risks short-changing the workaday duties that save lives at sea, the agency's top watchdog told a Senate panel. Under the "Deepwater Capability Replacement Project," the Coast Guard wants to spend \$10 billion over the next two decades to replace several hundred aging ships and planes, said Kenneth Mead, inspector general for the federal Transportation Department, at a hearing of the Transportation Appropriations Subcommittee.

But Mead questioned whether the service will have enough money to do that, improve its search-and-rescue abilities, and modernize the radio network that handles distress calls from boaters.

At \$500 million a year, the Deepwater initiative "would crowd out other important missions of the Coast Guard," Mead told Sen. Richard Shelby of Tuscaloosa, the subcommittee's top-ranking Republican. As evidence, Mead produced a chart showing that the Coast Guard is banking on far more money in the next few years than the president's budget office wants to provide.

In the meantime, other functions are increasingly strained, Mead said. Some 90 percent of the Coast Guard's search and rescue stations are so undermanned that crews must work more than 80 hours a week, he said. He added that the radio distress system has some 88 gaps along the nation's coasts where Mayday calls cannot be heard.

None of those areas lie directly off the Mississippi or Alabama coasts, but communications problems in the Coast Guard's Mobile office were implicated in a 1998 accident where two fishermen died after their boat



The Coast Guard's newest cutter Sea Hawk (WPB 87323) is stationed in Carrabelle, Florida.

capsized in the Gulf of Mexico south of the Florida Panhandle.

Adm. James Loy, the Coast

Guard's commandant, acknowledged concerns, but said the service is working on a long-term timetable to bolster readiness. For the first time since 1994, the active-duty enlisted work force is back up to strength, he said, and President Bush's proposed budget for next year includes more money for spare parts and maintenance.

Loy also defended the Deepwater initiative as necessary and carefully planned. Based on history, he said, the Coast Guard will ultimately get more funding in future years than current predictions indicate. While agreeing that an 80-hour workweek is too much, Loy said that schedule includes time for crews to get some sleep and relax. "They're not always out in a 47-footer bouncing around off-shore," he said.

The subcommittee took no action immediately, but could use the testimony from Mead and Loy in writing the Coast Guard's budget for the fiscal year beginning in October. In his own spending plan, Bush proposed raising Coast Guard funding by about 12 percent to \$5.2 billion. The hearing was the first as chairman for Sen. Patty Murry, D-Wash., who replaced Shelby last week when the Democrats took control of the Senate.

In a low-key transition, Shelby congratulated Murray and pledged to work with her and her staff. As the top Republican, Shelby said later, he would continue to help write the annual transportation budget, thus preserving his leeway to steer road money back to Alabama.

Lighthouse Lens Transferred To Oregon State Parks

The Coast Guard transferred the historic Heceta Head Lighthouse lens to Oregon State Parks in a ceremony scheduled on Saturday, June 16, at the lighthouse. The lighthouse is located 12 miles north of Florence, Oregon along Highway 101.

Rear Admiral Erroll Brown, commander of the 13th Coast Guard District, transferred ownership of the lighthouse lens to Oregon Congressman Peter DeFazio (D-Springfield); Tim Wood, Field Operations Manager of Oregon State Parks and Recreation Department; and Jeff Farm, Central/Western Oregon Area Manager of OSPRD. Defazio was instrumental in the transfer and repair of the lighthouse and its special lens. In 1994, DeFazio secured legislation transferring the lighthouse, including its Fresnel lens, from the Coast Guard to Oregon Department of Parks and Recreation, which now maintains the lighthouse facility. However, the Coast Guard continued to operate the first-order

classical Fresnel lens, the most powerful marine beacon on the Oregon coast.

Last June, the beacon was shut off because of its deteriorating base. DeFazio persuaded the Coast Guard to fix the lighthouse because it is an important state and local attraction. The Coast Guard maintained the lighthouse from its establishment in 1894 to mid-1995 when it was transferred to Oregon State Parks. It was named after Captain Don Bruno de Heceta, a captain in the Royal Navy of Spain who commanded an expedition to explore the Northwest coast in 1775.

The Fresnel lens was made by Chance Brothers of England and was installed in 1893 and has been in operation since 1894. The lens is made up of approximately 640 pieces of two-inch thick prisms. The main light is a 1,000 watt bulb, is magnified through prisms to put out 4.5 million candle power, which is visible for 21 miles. The top of the lens is 205 feet above sea level.

Repairs to the glass by the Coast Guard began in February and were completed at the end of March. The cost of the repairs was \$55,000. The United States Postal Service issued a commemorative cancellation stamp of the lighthouse at the event.



**Pharmacy Benefit
Changes Effective 01 April**

Changes to the TRICARE pharmacy program simplifying the co-payment structure for prescription drugs provided to eligible beneficiaries. Prior to this change TRICARE pharmacy benefit coverage was based on beneficiary category (active duty family members or retirees), choice of pharmacy service used (civilian or military pharmacy), and TRICARE program used (Prime, Extra, or Standard).

This change structures the TRICARE pharmacy benefit to pharmacy service used and drug status (generic or brand name). There are four TRICARE pharmacy service choices: use of Military Treatment Facility (MTF) pharmacies, the National Mail Order Pharmacy (NMOP) civilian retail TRICARE network pharmacies and non-TRICARE network civilian pharmacies.

TRICARE eligible beneficiaries will have no copayment when using MTF pharmacies. For NMOP

there will be a 3 dollar generic and 9 dollar brand name charge per prescription for up to a 90 day supply. The same 3 and 9 dollar charge will apply for each prescription for up to a 30 day supply at TRICARE civilian retail network pharmacies. Use of a non-TRICARE network pharmacy will result in the following: for TRICARE standard users the cost will be the greater of 9 dollars or 20 percent of prescription cost after the standard deductible is met for up to a 30 day supply. TRICARE prime users will have their costs factored under their point-of-service option (a deductible and co-payment applied).



Additional information on the new TRICARE pharmacy benefits can be found on the TRICARE web site at <http://www.tricare.osd.mil>. Or by contacting a MLC health benefits advisor at 1-800-9-HBA-HBA (800-942-2422).



**Join The Coast Guard Family
And Celebrate CG Day
At A Local Picnic**

Group/CGAS North Bend, Oregon is sponsoring a picnic to be held August 4, 2001 at Laverne County Park. Activities should begin around 1100 hours. Laverne Park is about 15 miles East of Coos Bay and has numerous campsites with or without hookups. AMTCM Beardsley, CMC, states "a number of us will be camping the entire weekend." Contact the CMC at (541) 756-9239.

Group/CGAS Astoria, Oregon will hold their picnic on August 1, 2001 at Cullaby Lake picnic area. Assorted games and water activities along with a helo rescue demo in Cullaby Lake. Group/MSO Portland, Oregon will hold their picnic on August 4, 2001. Group/CGAS Port Angeles, Washington picnic information was not available at publication time.

In Seattle CG Day activities will be on Saturday, July 28th from 1100 to 1500 at the Nile Temple Country Club, 6601 244th Street SW, Mountlake Terrace. For infor-

Picnic Continued from page 5

mation contact LT Jerry Hubbard, District Thirteen at (206) 220-7222 or Rick Hester, ISC Seattle (206) 217-6357 and look for our flyers! **WATCH the CG Retiree Council - NW website, www.cgretirenw.com for last minute updates.**

October Meeting of the Northwest Retiree Council Changes Location

The 13 October 2001 meeting of the Coast Guard Retiree Council Northwest was originally scheduled to be held at MSO Portland, Oregon. RADM Erroll M. Brown, Commander of the 13th Coast Guard District has requested to meet with the council members at our next gathering. Consequentially, our October meeting will be held at 10:30 AM in the Bear Room at ISC Seattle, Washington. Please make note and plan to join us there.

Don't Ever Dial Area Code 809

Sandi Van Handel, AT&T Field Service Manager

MAJOR SCAM: Don't respond to Emails, phone calls, or web pages which tell you to call an "809" Phone Number. This is a very important issue because it this scam is spreading *extremely* quickly and can easily cost you \$24100 or more, and is difficult to avoid unless you are aware of it. We'd like to thank Verizon for bringing this scam to our attention. This scam has also been identified by the National Fraud Information Center and is costing victims a lot of money. There are lots of different permutations of this scam, but **HERE'S HOW IT WORKS:** You will receive a message on your answering machine or your pager, which asks you to call a number beginning with area code 809. The reason you're asked to call varies. It can be to receive information about a family member who has been ill, to tell you someone has been arrested, died, to let you know you have won a wonderful prize, etc. In each case, you are told to call the 809 number right away. Since there are so many new area codes these days, people unknowingly return these calls. If you call from the US, you will apparently be charged \$2,425 per-minute. Or, you'll get a long recorded message. The point is, they will try to keep you on the phone as long as possible to increase the charges. Unfortunately, when you get your phone bill, you'll often be charged more than \$24,100.00.

WHY IT WORKS: The 809 area code is located in the British Virgin Islands (The Bahamas). The 809 area code can be used as a "pay-per-call" number, similar to 900 numbers in the US. Since 809 is not in the US, it is

not covered by U.S. regulations of 900 numbers, which require that you be notified and warned of charges and rates involved when you call a "pay-per-call" number. There is also no requirement that the company provide a time period during which you may terminate the call without being charged. Further, whereas many U.S. hones have 900 number blocking to avoid these kinds of charges, 900 number blocking will not prevent calls to the 809 area code. We recommend that no matter how you get the message, if you are asked to call a number with an 809 area code that you don't recognize and/or investigate further and just disregard the message. Be wary of email or calls asking you to call an 809 area code number. It's important to prevent becoming a victim of this scam, since trying to fight the charges afterwards can become A real nightmare. That's because you did actually make the call. If you complain, both your local phone company and your long distance carrier will not want to get involved and will most likely tell you that they are simply providing the billing for the foreign company. You'll end up dealing with a foreign company that argues they have done nothing wrong. Please forward this entire message to your friends, family and colleagues to help them become aware of this scam.

Better Late Than Never, Officer Gets Bronze Star

By Robert A. Hamilton, The Day, 5/26/2001

Waterford — Almost four decades after he helped to win a pitched gun battle on the South China Sea, Roger W. Hassard of 38 Beacon Hill Drive has finally had a formal presentation of the Bronze Medal he won for his heroics as captain of a Coast Guard cutter in the Vietnam War.



Rear Adm. Douglas Hunter Teeson, superintendent of the U.S. Coast Guard Academy in New London, presented it to the retired commander during a formal ceremony known as a dining in for this week's graduates. This award was earned decades ago, and only recently was the record set straight, said Teeson, who was a swab at the school when Hassard was an upperclassman. The admiral said he was proud to be able to present the medal to one of the Coast Guard's heroes.

Hassard shrugged off the admiral's comments as a bit of an exaggeration, though he said it differed markedly from the photocopied citation he received from a clerk after he returned from the war.

It felt good to have it finally presented formally, Hassard

said. And it was an opportunity to tell the cadets that they wear many hats when they graduate, and one of them is as a member of the armed forces. It's something they have to be prepared for, because it can happen.

He knows from experience - about one-third of his classmates from the academy who graduated in 1963 wound up in Vietnam. The Coast Guard was an important force in the Vietnam War, staffing 26 fast patrol boats and several large high endurance cutters that boarded almost 250,000 vessels trying to sneak into Vietnamese waters, cutting off the flow of war supplies. The Coast Guard ships cruised an estimated 5.5 million miles and participated in nearly 6,000 naval gunfire missions. The Coast Guard said it has records of 11 major engagements involving its forces during the war, including the one involving the USCGC Point Gammon on Jan. 1, 1967, off An Xuyen Province.

Since the previous March, then-Lt. Hassard had been in command of the Point Gammon, an 82-foot craft



armed with five .50-caliber machine guns and an 81-millimeter trigger-fired mortar. The

crew picked up a mayday from a Navy patrol craft that had come under fire and been partially disabled when it tried to stop a steel-hulled trawler. Hassard rushed to the scene, along with another Navy patrol craft. Raked by fire themselves, the two ships managed to damage the enemy craft to the point it exploded and sank.

We were all running dark, so the problem was trying to shoot the enemy and not shoot each other, Hassard said. And we were very close to shore, where our charts were not too reliable, so we were worried about running aground.

The citation for the incident reads in part: Lieutenant Hassard's intelligent and courageous response, cool demeanor under fire, and unyielding dedication to duty reflected great credit upon him and were in keeping with the highest traditions of the United States Naval Service.

Hassard remained on station until March 1967, when he transferred to the Naval Post Graduate School in Monterey, Calif., to begin work on his master's degree in electrical engineering. When he arrived he was called to the superintendent's office, where a secretary handed

him a plain manila envelope containing his temporary citation a photocopy signed by the Commander in Chief of the Pacific Fleet and a hinged blue box containing his Bronze Star.

She didn't even take it out of the box, Hassard said. It wasn't a very good way to receive it. Last fall at the academy homecoming he ran into Loy, who also has a Bronze Star, which brought back memories of his own award. Later, he mentioned to a friend, a retired Coast Guard lawyer, the circumstances about how he received his award. The friend suggested he write to Loy about at least receiving a permanent citation.

Within three weeks, Hassard received a formal citation signed by Secretary of the Navy Richard Danzig, mounted in a thick blue folder similar to a college diploma. This is something I can pass down to the kids, Hassard said. I think it shows we have a commandant who can really get things done.

But that was not the end. Teeson contacted Hassard about doing a formal ceremony to present the medal at the 2001 dining-in, an evening full Coast Guard members past and present recounting their sea stories. Hassard used the occasion to remind the cadets that when he graduated, he and his fellow cadets would never have conceived being in command of a cutter off the coast of a war-torn country within a few years. But it happens, Hassard told the cadets. And even though it was an unpopular war, you don't turn a boat down. You get your orders, and you go.

Attention former Lightship Sailors

A coin has been struck to honor all individuals who served on the many lightships over the years. The coins are numbered and look like the below photo.



To everyone interested in buying one, the price for the coin (which includes S/H and a \$2 donation to the Lightship Association) is only \$10. Each additional coin ordered is an additional \$5. If you are interested contact:

Dennis M. Cosmo Jr.
2 Steere Rd.
Greenville, R.I. 02828

Any other questions regarding information, his e-mail address is wlv613@hotmail.com

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Web Site for USCG Retiree

Council NW: www.cgretenw.com

The 58 year old USCGC Storis (WMEC 38) is the oldest ship in the current Coast Guard Fleet.



c/o COMMANDING OFFICER
USCG Integrated Support Command
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Coast Guard Retiree Council Northwest Newsletter