



Coast Guard Retiree Council — Northwest



RETIREE NEWSLETTER

“They Also Serve”

VOLUME XI ISSUE 4

WHAT COMPELS THE COAST GUARDSMAN

By 13th Coast Guard District Public Affairs

A woman is yelling. I can't tell what she's saying. It sounds like German. Restaurant patrons look uncomfortable, her dialogue frantic and indecipherable. I look at her red mini-van in the parking lot, double parked with the passenger door opened. A road map falls from an opened door to the ground. Oh my god, her husband must have had a heart attack.

The intuition of 21-year-old Nathaniel Ryma, a fireman at Coast Guard Station Yaquina Bay, in Newport, Ore., turned out to be correct. “Everyone just stared at her. I knew something was wrong, and somebody had to act,” said Ryma. He approached and found a man in the vehicle and checked for vital signs. “He wasn't moving. He was dead.”



NEWPORT, Ore. - Fireman Nathaniel Ryma, a Coast Guardsman at Station Yaquina Bay, Newport, Ore., stands forward lookout on a 47 foot motor lifeboat during a first light sea assessment on Oct. 1, 2011. Coast Guardsman assess sea conditions at most major river entrances to set restrictions and better advise mariners.

U.S. Coast Guard photo by Petty Officer 2nd Class Eric J. Chandler.

The man was too large to remove from the seat so Ryma climbed in and began chest compressions. There was no decision to make. He knew what needed to be done and continued CPR for more than 25 minutes. “A lady came out and began giving him breaths, and right before the police and ambulance arrived, he began gasping for air,” said Ryma.

Response crews and vehicles arrived in a flurry of emergency lights and noise, taking over CPR and setting up for defibrillation. Ryma went back into the restaurant to await his dinner. A few minutes later the scene was as quiet as it had been before, as if nothing had happened.

The entire incident would have gone forgotten if not noticed by Sergeant Tom Simpson of the Newport Police Dept. Once the ambulance crew revived the man, Simpson returned and told Ryma that his actions had saved a life. “He was very humble and had simply stepped away when more firefighters and medics arrived, going back to his meal at a nearby restaurant,” said Simpson. Simpson later stopped by Ryma's station and described the young fireman's actions.

With less than a year in service, it was the first time Ryma had administered CPR. “I felt calm. The Coast Guard has trained me to be in control of a situation and handle myself well in high stress. There were a lot of people standing around that didn't know what to do. You can't ever assume that someone else is going to do something,” said Ryma.

On Sept. 23, 2011, In the first year of his career, Ryma saved a man's life. He was the pivotal force in a moment of life or death. The beginning of the first chapter of his life of service.

A few miles south, another Coast Guardsman was beginning a chapter.

What Compels Continued on page 2

What Compels Continued from page 1

Chief Petty Officer Ward Halstead, a Boatswains mate and veteran surfman, held his retirement ceremony at Coast Guard Station Umpqua River, Winchester Bay, Ore. It wasn't his final unit, but the one he had been stationed at the longest, and the community he intended to live in retirement.

Halstead is a search-and-rescue icon of the Pacific Northwest. With 30 years of professional lifesaving service, he is known for his experience and light-heartedness. Halstead has been involved in countless search and rescue cases, as well as credited for training some of the best rescue personnel in his field.

Halstead and his crew rescued three crewmembers of the ocean going tug Primo Brusco after hearing a distress call at 2:24 a.m., on Dec. 30, 2002. They crossed the Umpqua River entrance bar in a 47-foot motor lifeboat with 20-foot breaking waves and 80 mph. winds, conditions on the extreme side of the vessel's operable limitations. The tug capsized in the heavy seas. Halstead and crew searched a debris field for hours during the storm in the dark, and at dawn found three survivors in a life raft.

Years later, the charter vessel Sydney Mae attempted to cross the Umpqua River bar during inclement weather and capsized. Halstead once again got underway with a boat crew and rescued many of the passengers from the hazardous surf zone.

It isn't only the career of Halstead that made him unique. Like Ryma, it is the impulse of taking action to help others. He spent several years in volunteer fire departments where he continued his search and rescue passion while also teaching CPR and first aid in his community. All of these things he did while balancing his Coast Guard duty.

Many coastal stations in the Pacific Northwest are located in old fishing and lumber towns. The kind of place where everybody knows everybody. Out here, if you save a life, it's someone's brother, someone's husband or son, and you are probably going to run into them at the grocery store, diner and gas station.

So on Dec. 30th, Halstead departed lifesaving as his career. With the power of a will to act, the legend of Halstead will continue among the communities lining the Umpqua River, just as Ryma will likely grow in reputation as a Coast Guardsman.

A military service can take an individual and teach them many things, but a prevalence of heroes is more easily attributed to the character of those compelled to join in the first place. This good nature isn't an eight hour a day job, it's a life on a course. The one who acts, the one in a

crowd who knows what to do and the one who is calm among chaos. For them there is no final chapter in a life of service.



COLUMBIA RIVER - Crewmembers of the 47-foot motor lifeboat on the Columbia River Entrance on Feb. 08, 2011. U.S. Coast Guard photo by Coast Guard Station Cape Disappointment.

KODIAK, Alaska - Three MH-60 Jayhawk rescue helicopters attached to Air Station Kodiak fly over Cliff Point on Women's Bay near the Coast Guard base on Kodiak Island Wednesday, Dec. 2, 2009, in 17 mph winds with snow squalls and temperatures in the 30s. U.S. Coast Guard photo Petty Officer 1st Class Sara Francis.



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

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

HISTORIC USCGC MOHAWK SET TO BE SUNK.

Lee County, Florida agrees to obtain the piece of military history for use as an artificial reef 15 miles offshore.



The 165-foot Coast Guard cutter Mohawk, now a floating museum in Key West, should be an artificial reef off Lee County by June 2012. Mohawk was involved in 14 attacks on German U-boats during World War II.

Photo by Brian Lapointe/Special to The News-Press

Written by [Kevin Lollar](#)

By mid-2012, a significant piece of maritime military history could be resting on the sea floor 15 miles off Lee County, Florida.

Miami-Dade Historic Maritime Museum Inc., has agreed to donate the 165-foot World War II Coast Guard cutter Mohawk to Lee County to be scuttled as an artificial reef.

Lee County has also been awarded a \$1.5 million grant from West Coast Inland Navigation District to pay for towing the vessel from Key West, cleaning and sinking it. The preferred destination for Mohawk is the ARC Reef site in 60 feet of water.

“We’re in the process of doing all the logistic things like writing contracts,” said Mike Campbell, the county’s artificial reef coordinator. “We’ve never done a project like this before, so we’re figuring out the process. It’s going to take a while. The bottleneck with reefing ships is always funding, and we’ve made that leap.”

Commissioned in 1935, the “A” class cutter Mohawk served as an escort and ice patrol ship during World War II and was involved in

14 attacks against German U-boats.

Since 2006, Mohawk has been a floating museum in Key West and is being replaced in that role by the 327-foot cutter Ingham.

“When a ship gets to the end of its useful life – Mohawk is 75 years old – it takes a substantial amount of work and money to keep her afloat,” said museum manager Bill Verge, a 23-year Coast Guard veteran. “Mohawk needs \$300,000 worth of work; we just spent \$1 million on Ingham. So this was a business decision.

“Another decision was whether to turn her over for scrap so people can make razor blades out of her or sink her as an artificial reef so her name can go on for another 80 years.”

Artificial reefs provide habitat for fish and bring money into the local economy; a recent study showed that Lee County’s artificial reef system had an economic impact in 2009 of \$104.2 million.

Mohawk will add to the ecological and economic benefits, said Lee County Commissioner Ray Judah, who is also a navigation district commissioner.

“This ship has a lot of history; it played an active role in World War II,” Judah said. “A lot of military vessels that have been sunk as reefs are in deep water. Because Mohawk will be in shallow water, it should be a tremendous dive site for people from all over the world.”

Brent Argabright, owner of Dean’s Dive Center in Fort Myers, agreed.

“I really think this is a great thing,” he said. “It could definitely bring tourism dollars to an area that’s not necessarily known for diving. And the lore of the ship adds to it.”

Although several other vessels have been sunk off Lee County as artificial reefs,

Mohawk Continued on page 4

Mohawk Continued from page 3

Mohawk will be the largest vessel and the only military vessel.

“This is the first ship in your area with an identity and a history,” Verge said. “It’s the last surviving 165-foot ‘A’ class cutter from World War II. We’re going to miss the old gal, but it’s a proper burial for her.”

HISTORIC ABANDONED COAST GUARD RELIC SALVAGED FROM DELTA

By Coast Guard Public Affairs, 11th CGD

SACRAMENTO — Its place in history far greater than its final location would suggest, a decaying former Coast Guard cutter was removed from a muddy bank on the Sacramento Delta today.

Scuttled and left to ruin by its civilian owner more than a decade ago, Cutter 83525 was the only Coast Guard vessel to host a Japanese surrender at the end of World War II. The surrender of the Japanese garrison on Aguijan Island took place aboard the 83525 on Sept. 4, 1945, two days after the Japanese surrender on the USS Missouri. Largely uninhabited, Aguijan Island lies in the southern portion of the Commonwealth of Northern Mariana Islands near Guam.

As part of an ongoing effort to clear abandoned and potentially hazardous commercial vessels from the Sacramento-San Joaquin Delta, the California Department of Resources Recycling and Recovery (CalRecycle), along with the Contra Costa County Sheriff’s Office, today began removal of the former Cutter 83525 from a slough near Fishermans Cut in Contra Costa County. The Coast Guard observed the initial stages of the work and joined the media event following the removal of the relic.

“We’re glad to be able to witness a piece of Coast Guard history being salvaged today as part of a significant cleanup effort on the

delta,” said Lt. Cmdr. Blanca Rosas, Coast Guard Sector San Francisco Assistant Chief of Response. We find this discovery exciting and timely—occurring between two military holidays: Veteran’s Day and Pearl Harbor Day.”

“Our disposal site cleanup program plays an important role in keeping California’s people and environment safe, but it is especially rewarding to also conduct a project of such historical significance,” CalRecycle Director Caroll Mortensen said. “We are grateful for the opportunity to improve the Delta by recovering a ship with a proud past.”



RIO VISTA, Calif. -- Lt. Cmdr. Blanca Rosas, chief, Incident Management Division, Sector San Francisco, talks to media in front of the salvaged bow of the World War II Coast Guard Cutter 83525 after it was removed from the Sacramento-San Joaquin Delta, Wednesday, Nov. 16, 2011. Cutter 83525 was the only cutter to host a Japanese surrender at the end of World War II. It was later sold for private use and abandoned in the delta. U.S. Coast Guard photo by Petty Officer 2nd Class Pamela J. Boehland.



CGC 83300 shown here is of the same class as the salvaged 83525 was, shown as she would have looked in her active duty days at sea! Photo provided Ken Laesser

VISION FOR IMPROVED USCG RETIREE SERVICES FUTURE STATE

USCG Retiree Council Northwest

Introduction: The Proposal to Improve the Coast Guard Retiree Program dated 16 February 2011 highlighted the gaps in Coast Guard (CG) Retiree Services support as compared to the other DoD military services. The number of CG retirees and annuitants is expected to increase due to the increased life span of the US population. Additionally, while there are many rights, benefits, and privileges that CG retirees have earned, the big two, retired pay and health care are generating much discussion by lawmakers and policy makers due to the overall economic situation in the US and budget situation in the US government. This is causing much angst among all military retirees and the Military Coalition advocacy organizations. Finally, retiree and veteran issues are becoming more complex requiring professional and qualified staff to handle effectively as the other DoD military services National Retiree Councils have acknowledged. The following are the key elements of a proposed future state for improved CG Retiree Services.

Vision for Improved USCG Retiree Services Future State:

- The CG officially recognizes, as the other military services do, that retired CG personnel are individuals with a continuing military status. They, as well as their family members and survivors, are entitled to certain rights, benefits, and privileges, and have responsibilities arising from these entitlements. The Improved CG Retiree Services Program would provide the leadership, organization, and means to ensure that Retirees are treated as an integral part of the CG (similar to other services) and are served accordingly. The CG will establish and maintain an organization to maintain the integral, mutually beneficial relationship between retirees and the CG.
- The CG retiree and annuitant community is served at the same level and quality as our sister DoD Services. This is accomplished through a strategy of capitalizing on other services' Retiree Service Offices, providing benefits already provided by the DoD military services, supplemented with CG-specific retiree services.
- The best practices of the other DoD services Retiree Services Programs are incorporated into the revised CG Retiree Services Program, compensating for the differences based on size and the culture of the CG.
- Central to the best practices of all the DoD services Retiree Services Programs is the designated role of command leadership at all organizations having designated responsibility for delivery of retiree services.
- All CG retirees and annuitants in the US are supported geographically and have two-way communications with a designated CG Retiree Services Office (RSO) using appropriate communication media and technologies (mail/e-mail/webpage/social media) for CG specific issues or benefits. CG Retiree Services Offices shall have AORs defined by zip code so that there is coverage for all CG retirees in the US.
- CG Retiree Services Offices shall collaborate with all DoD military RSOs in their AOR to facilitate CG Retiree use of services at DoD bases and to establish communications for CG specific retiree issues that are serviced at a DoD RSO.
- All CG Retiree Services (pre-retirement, transition and post-retirement) shall be managed as a consolidated program CG-wide, with a designated Program Manager and all functions coordinated for the most effective and efficient CG Retiree Services.

Retiree Continued on page 6

Retiree Continued from page 5

- The CG Pay and Personnel Center, Topeka is a key CG Retiree Services organization for retired pay and other related support and is part of the consolidated program.
- All non-CG Retiree Services providers and advocacy organizations are identified and operate as an integrated whole to optimize the delivery of CG Retiree Services.
- All CG organizations responsible for Retiree Services shall have their roles, responsibilities and resources clearly defined and communicated CG-wide and to all retirees.
- CG retirees will be made aware of available retiree resources and activities, such as annual Retiree Appreciation Days, provided at DoD bases, especially for non-CG specific benefits.
 - A system of CG Retirees Councils shall be established nationwide, whose primary functions shall be to advise the command that sponsors them on retiree issues, assist the RSO with items to communicate to CG retirees, and to encourage and organize retiree volunteer support for CG and CG retiree activities:
 - National – CCGNRC advise and supports the Commandant for retiree issues
 - Regional – mandatory Retiree Councils to support CG Retiree Service Offices servicing a District or Base AOR and advises the responsible regional commander
 - Local – not mandatory but may be established if sponsored by a local CG command to support the command and/or communities with significant CG retiree populations and advises the responsible local commander

- CG Retirees are afforded opportunities to serve the CG active and retired communities on a voluntary basis at the National, Regional, and Local levels.
- The CG Auxiliary mission is expanded to include the support of Retiree Services Program including the training and providing supplemental staff for the CG Retiree Services Offices.
- Strategic Communications are developed and used to communicate to the CG and the CG retiree and annuitant community the Improved CG Retiree Services Program to ensure its effectiveness.
- Measures and standards are defined and used to determine the adequacy/ effectiveness of CG Retiree Services.

CG MUST BALANCE CUTS WITH ARCTIC MISSION

By [Jill Laster](#) - NavyTimes Staff writer

Congress is ramping up demands for the U.S. to build its icebreaker fleet — although how the Coast Guard will acquire icebreakers while maintaining frontline operations under a tight budget remains in question.

Sen. Mark Begich, D-Alaska, proposed an \$8.7-billion discretionary budget earlier this month for fiscal 2012, in line with the service's request and about \$115 million below fiscal 2011 levels. The Senate version of the authorization bill sets similar funding levels as the House bill, which authorizes \$8.5 billion.

“Senator Begich strongly supports the Coast Guard and thinks its budget needs to be plussed up to account for increased missions in the Arctic,” Begich spokeswoman Julie Hasquet said. “But we also have to respond to demand from the administration and the public to cut spending.”

The Senate's Coast Guard authorization bill, S 1665, requires the service to operate at least

Arctic Continued on page 7

Arctic Continued from page 6

The U.S. Coast Guard Cutter Polar Star breaks ice in the turning basin outside McMurdo Station, Antarctica, Feb. 15, 2006. USCG photo by PA2 Mariana O'Leary

two heavy polar icebreakers at any one time and authorizes it to study building a deep-water sea port in the Arctic.

“With increased energy development and maritime activity, our nation must ensure that the Coast Guard has the capabilities to operate in the Arctic waters,” Begich said during a Senate subcommittee hearing this summer on the Arctic. “That includes icebreakers, which we are sorely lacking.”

The Coast Guard estimates it will need at least three heavy and three medium icebreakers to meet minimum mission requirements as the polar ice cap melts.

The service has three polar icebreakers — one is inactive, and another isn't expected to return to operations until 2013.

The Senate authorization bill cuts \$200 million from acquisitions, to about \$1.4 billion.

Hasquet said cutting acquisitions is “not ideal as the Coast Guard has major needs for vessels and aircraft.”

“We are separately looking for ways to address the critical need for the Coast Guard to modernize its aging cutter fleet and maintain icebreaker capability,” she said.

Leasing an icebreaker?

Some lawmakers on Capitol Hill are suggesting the Coast Guard lease hulls instead of building icebreakers.

Legislation introduced Oct. 5 in the House calls for the service to sign long-term leases to build its icebreaker fleet.

The House bill, HR 3113, requires the Coast Guard to enter lease agreements for two icebreakers within four years, with each lease required to last 10 years. The bill was introduced by Rep. Don Young, R-Alaska, who said the U.S. is being beaten in the race for the Arctic “by the likes of China and Russia.”

“In these difficult budgetary times, leasing should be considered as an option to relieve stress on annual budgets,” Young said in a statement announcing the bill. “My legislation does that while modernizing our icebreaker fleet so that we are able to compete with any other country in the world.”

Papp: Arctic resources needed

Coast Guard Commandant Adm. Bob Papp and other service leaders have pushed in recent years for Congress to provide resources so the service can prepare for bigger Arctic missions.

Papp told Navy Times in September that the Coast Guard “currently has zero resources to apply in the Arctic on a full-time basis.”

“We don't have a distress response system up there, and it's very hard to get word down to south Alaska in terms of providing responses for just even simple search and rescue,” Papp said. “And even if we do get the word, the closest air station is in Kodiak. That's, at a minimum, about a 10-hour transit.”

Papp told Navy Times that until now, the 17th District — which oversees Coast Guard operations in Alaska — has governed the service's response to diminishing ice and its effect on operations. But a national-level team

Arctic Continued on page 8

Arctic Continued from page 7

of experts, he said, has been put together to determine how the Coast Guard will advocate for resources and put them in Alaska.

“We don’t have any command and control, or anybody permanently up [on Alaska’s northern slope],” Papp said. “We don’t even have a hangar where we could put a couple of helicopters or an aircraft.

“There has to be some level of minimal Coast Guard resources up there to be able to sustain a forward operating base.”



PREVENT COLDS WITH THIS NATURAL MINERAL

*By Shari Lopatin
TriWest Healthcare Alliance*

Feel yourself developing the sniffles? Better take some zinc.

Zinc is an element in the earth’s crust—one of the most common, in fact. And while too much zinc is dangerous, the human body needs zinc for certain functions. One of the most important is to keep your immune system strong, according to the Centers for Disease Control and Prevention.

By boosting your intake of zinc, you could help ward off colds.

Just make sure you’re getting your recommended intake of zinc. Remember, too much could prove harmful to your body.



Recommended Dietary Allowances (RDAs) for Zinc

Age	Male	Female	If you’re pregnant	If you’re breastfeeding
0–6 months	2 mg	2 mg		
7–12 months	3 mg	3 mg		
1–3 years	3 mg	3 mg		
4–8 years	5 mg	5 mg		
9–13 years	8 mg	8 mg		
14–18 years	11 mg	9 mg	12 mg	13 mg
19+ years	11 mg	8 mg	11 mg	12 mg

* Source: National Institutes of Health, Office of Dietary Supplements

Which foods contain zinc?

Try eating some of these foods listed from the National Institutes of Health, which are naturally high in zinc:

- Oysters or crab
- Baked beans, canned
- Raisin bran cereal
- Cashews
- Lowfat yogurt and fruit
- Chicken leg
- Red meats, such as beef or pork

For more information on healthy eating, visit TriWest.com/eathealthy.

STRESS AND YOU:

A RECIPE FOR SUCCESS

*by Brian P. Smith
TriWest Healthcare Alliance*

Books of recipes fill row upon row in book stores and libraries across the country. No matter what you might be cooking, there is no shortage of ingredients to try and instructions to follow.

Just like each chef works hard to build a recipe for the best sauce, cake or steak, each family can work at developing a unique recipe for dealing with all kinds of stress.

Deployments = Missing Ingredients

You gather your ingredients and start following the steps. What happens when a loved one, a key ingredient of your family, isn’t there? From

TRICARE Continued on page 9

TRICARE Continued from page 8

the deployment to the welcome home—and every step along the way—the military family has no shortage of challenges and stresses.

Like a soufflé, your family’s emotional balance is delicate. Everyday stress and change can be very powerful forces, affecting family members and straining relationships.

Don’t Let it Simmer – Get Help

Feeling overwhelmed? There is an entire behavioral health resource library filled with coping techniques and self-assessments. At TriWest.com/BH, these resources are available to you online, whenever you need. From parenting issues to relationships to anxiety and depression, you can learn more about what can cause these feelings and what you can do in these situations.

What if one-to-one help was available online, 24 hours a day? What if it were available to service

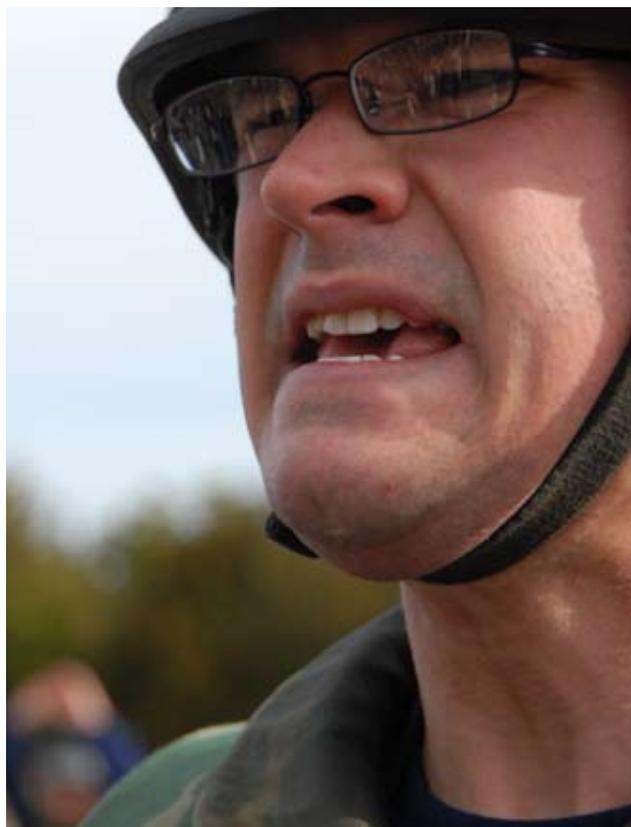
members and their families at no cost?

You can at TriWest.com/OnlineCare. When eligible, the TRICARE Assistance Program (TRIAP) is an online videoconference option for help with problems associated with day-to-day living. TRIAP video counseling is:

- private
- non-reportable
- available in the U.S.

If you find yourself in a crisis situation and need to speak with someone immediately, you can call the **Behavioral Health Crisis Line at 1-866-284-3743**.

Deployments, lengthy separations and the stresses of everyday life can affect how you feel. Use your resources; with the right ingredients of family communication alongside medical and emotional care under your TRICARE coverage, you can help serve up a well-balanced family.



A candidate at the Deployable Operations Group assessment struggles with the rigourous of high-stress, in specialized law enforcement service in the Coast Guard. (Coast Guard photo/ Petty Officer 2nd Class Lauren Jorgensen)

TRIWEST BRINGS TRICARE TOOLS TO YOUR SMARTPHONE

*By Brian P. Smith
TriWest Healthcare Alliance*

Your smartphone can now be used for more than texting friends or flinging birds. With TriWest’s mobile account you can get closer to your health care.



TriWest Mobile App

Get answers to your general TRICARE questions whether you’re relaxing at home, standing in line or waiting at the doctor’s office. Download the TriWest mobile app (TriWest.com/GoMobile) for iPhone®, iPad® or Android™. You will have easy access to information such as:

- Preventive care schedules
- Deployment-related healthcare checklists

TRICARE Mobile Continued on page 10

TRICARE Mobile Continued from page 9

Urgent and emergency care guidelines
Steps to take after a life-changing event

TriWest Mobile Website

Need to take care of healthcare business when you're away from your computer? Formatted to fit your phone, TriWest's mobile site (m.TriWest.com) lets you log into your secure TriWest.com account to view your:

- Specialty care referrals and authorizations
- Claims
- Fees or premiums due (and make a one-time payment when eligible)

Text QuickAlerts

Prefer text rather than email? TriWest now has text QuickAlert notifications. When you choose to receive QuickAlerts via text, you are notified as soon as your referral, authorization or claim is processed or if a fee is due. You choose which types of notifications you want to see.

When your text arrives, if you have an Internet connection, the link takes you directly to log in and see your account. No need to wait until you can get to your computer; when you get the text that your specialty care was authorized, view the referral information, contact your provider and make your appointment.

Next Steps

You need a current TriWest.com account to select text QuickAlerts and to log into the mobile site. The same login information is used for both the full site and the mobile site.



You must be logged into the full site (TriWest.com) to change your communication

preferences and select text QuickAlerts.

Text QuickAlerts are only available on participating carriers. Standard text messaging rates will apply, based on your cell phone service. View more information at TriWest.com/GoMobile.

MAKING WAVES: CAPT ELEANOR L'ECUYER

Written by Petty Officer 1st Class Judy L. Silverstein, 7th Coast Guard District Public Affairs.

November 23, 2011: On this important date for women in the military – the anniversary of the SPARs – the Coast Guard celebrates all of these trailblazing women by highlighting the noteworthy efforts of Capt. Eleanor C. L'Ecuyer.

During World War II, women sought to contribute to the war effort, often taking jobs at factories to backfill behind men who had shipped out overseas. In 1942, landmark legislation allowed them to serve their country as members of the armed forces.



CDR Eleanor L'Ecuyer and LCDR Vivian Reese, both of Washington, D.C., visited Palm Beach recently to make preparations for a 25th SPAR anniversary reunion. They are shown reading a 1943 press clipping describing the training being conducted at the Palm Beach-Biltmore Hotel. The reunion will be held at the hotel 20-24 November 1967.

Photo by Ursula Seeman, Palm Beach Post Times

Frustrated by her clerical work as a civilian in 1944, Eleanor C. L'Ecuyer volunteered to join the Coast Guard in Boston, in the midst of her workday at Boston Edison Company.

"I went for a walk at the suggestion of my boss and came back a member of the Coast Guard," she said beaming, some seven decades later.

L'Ecuyer, 90, served as a pharmacist's mate at Coast Guard Air Station Port Angeles, Wash., until her discharge in 1946. While many women made their personal marks upon the Coast Guard, L'Ecuyer, an articulate gal with a sharp wit, forever impacted policies and increased opportunities for women serving in the Coast Guard.

Making Waves Continued on page 11



Making Waves Continued from page 10

Following her discharge after the war, L'Ecuyer returned to Boston, activating her G.I. Bill benefits and earning a law degree at Suffolk University. But finding employment as a female attorney proved challenging against the backdrop of 1950. Marriage and birthrates were increasing in post-war America. A postage stamp cost \$.03, a dozen eggs \$.65, the average household income was \$3, 216 and the average home cost \$14, 500. While nearly one million women entered the workforce each year, most found employment in the clerical field.

Employment prospects in law looked bleak, but thumbing through the newspaper one day, an ad caught L'Ecuyer's attention. It sought Coast Guard veterans for direct commission, who had received additional specialty training in the post-war years. However, L'Ecuyer was told by recruiters, the ad applied to males only. Undaunted, she made her case.

"They let me take the test anyway, thinking I'd fail," she said.

A few months passed while the venerable L'Ecuyer took a slew of physical exams. Ironically, on Apr. 1, 1951, she received two letters bearing good news.

"First I learned I'd passed the Coast Guard test," she said. "Later that day, I learned I'd passed the Massachusetts Bar."

Ensign L'Ecuyer was told she'd received a commission, but women could not attend Officer Candidate School. "Eventually, someone realized I was a lawyer, and I was promoted to lieutenant junior grade," she said.

Assigned to Washington, D.C., she became the first female attorney hired by the United States Coast Guard, though she did not directly serve in that role. Her legal training would serve her – and future generations of female Coasties – very well. She wrote successful challenges to several policies that would increase career potential for women in the Coast Guard. One was her determination that being pregnant was not a disabling condition and therefore, should not be grounds for discharging women. Another

Making Waves Continued on page 12

Making Waves Continued from page 11

was that couples should be allowed to co-locate. Another challenge she filed questioned the policy limiting women to serving only 20 years.

“After that one, the commandant asked if I had any other paperwork I might want to follow,” said L’Ecuyer, smiling.

She served until 1971, rising to the rank of captain – the highest rank a woman could achieve at the time. She also holds the distinction of being the longest serving SPAR. Yet, when asked if she realized how her determinations had impacted future generations, she turned reflective.

“It was the right thing to do, and the time had come” she said. “I put my law degree to good use.”

L’Ecuyer made another – perhaps more visible – impact on the Coast Guard. In the 1970s, she was responsible for upgrading women’s uniforms, which had not been revamped although the men’s uniforms had. A stylish change to the timeworn Navy style came about after she contacted a friend working in Hollywood. The result was a meeting between L’Ecuyer and eight-time Academy-award winning costume designer, Edith Head. Though L’Ecuyer went to Hollywood on her own time, and Head agreed to re-design the uniforms free of charge, the effort raised a few eyebrows.

“My boss said, a bit angrily, ‘I doubt we can afford that,’” she recalled. “I simply told him, ‘I don’t know why not, she’s agreed to do it free of charge.’ And then it was done,” she said.

L’Ecuyer retired prior to implementation of the stylish tailoring changes, but recalled working with the famed costume designer.

“We sat on the floor of her Hollywood office looking through photographs I’d brought,” she said. “I remember the sketch pad, the scraps of material and the mannequins,” she said. “Suddenly, there was a knock at her door. Miss Head reminded her secretary that she’d been

told to hold all calls,” said L’Ecuyer. “‘But it’s Katie Hepburn on the phone,’ said the secretary.”

Head took the call, but spent ample time sketching her ideas for Coast Guard uniform changes, tucking her feet under her as L’Ecuyer explained the photos. She recalls the racing stripe on Coast Guard cutters caught the eye of the celebrity costume designer. That led to the inclusion of a smart light blue ascot with the signature Coast Guard racing stripe. Other changes included the addition of a light blue, short-sleeved polyester top with gold-tone buttons, pockets and a sewn-on belt in the back.

“She was fascinating...definitely one of the more interesting people I met while in the Coast Guard,” said L’Ecuyer.

L’Ecuyer made her most indelible mark on policies regulating the service of women. At the time, she made a few waves, but forever impacted women serving the nation’s oldest continuous seagoing service. “That,” said the Sun City Center, Fla., resident “makes me proud.”

Like the SPARs, of which she was a loyal member, L’Ecuyer’s legacy is worth noting.

Author’s note: The perseverance of women such as Capt. Eleanor L’Ecuyer has made it so much easier for women to serve. On this week of Thanksgiving, and as a member of the Coast Guard Reserve myself, I offer my personal gratitude for her groundbreaking efforts.

SECURING OUR BORDERS: BIOMETRICS AT SEA

*Written by Lt. j.g. Al Sowers, Coast Guard’s
Office of C4 & Sensors Capabilities.*

The U.S. Coast Guard is the first-line protector of our nation’s 95,000 miles of coastline. In its law enforcement mission, verifying the identity of foreign nationals detained aboard a Coast Guard vessel following an interdiction or boarding at sea is especially important. Helping

Biometrics Continued on page 13

Swimmer Continued from page 12

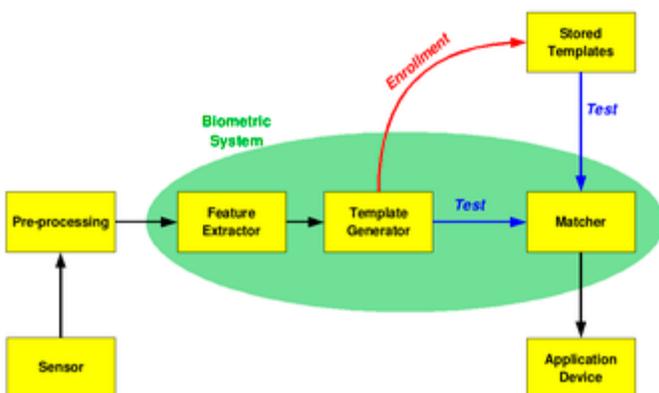


Sen. Susan Collins meets with crewmembers from the CGC Dolphin at Base Support Unit Miami Feb. 18, 2011. POIC Joshua Roach (right) along with the Dolphin's CO, Lt. j.g. Ken Franklin, discussed biometrics as well as the roles and responsibilities of a patrol boat crew. U.S. Coast Guard photo by Petty Officer 2nd Class Nick Ameen.

Biometrics Continued from page 12

boarding team members to rapidly identify suspected migrants or smugglers at sea is one key piece of technology - biometrics.

As a relative newcomer to the technology, Nov. 19 marks the five-year anniversary of the first ever biometric taken at sea by the Coast Guard. Led by the Coast Guard's Operations Directorate and Research and Development Center, the Coast Guard established a pilot project aboard its cutters operating in The Mona Passage, west of Puerto Rico, in November 2006. Increasing demands on law enforcement, homeland security and defense missions highlighted the need for expanded use and more advanced technologies to collect and transfer biometric data.



Today, the Biometrics at Sea System is being used aboard 20 Coast Guard cutters operating in The Mona Passage and southern Florida. Coast Guard Patrol Forces in Southwest Asia, supporting Operation New Dawn, are also in the process of implementing mobile biometric capabilities.

A biometric profile consists of biographic data, finger prints and a facial portrait. The biometric file is then sent through the Department of Homeland Security biometric database, where it is searched against their stored files. The results of the search are then sent back to the Coast Guard for proper law enforcement action to be taken.

Lt j.g. Ken Franklin, commanding officer of Coast Guard cutter Dolphin, currently uses the Biometrics at Sea System aboard his 87-foot patrol boat.

“Biometrics at Sea has increased our situational awareness aboard the cutter,” said Franklin. “The quicker we can collect and transmit biometrics data, the quicker we know amplifying information regarding migrants and suspected smugglers. We use this information to adjust our security posture and ultimately attain disposition.”

While the system has been used for the past five years, the Coast Guard is looking to improve its capability in the near future. Testing is currently underway for the service to upgrade to the 10-print system, which is fast becoming the international standard for law enforcement. The 10-print system, consisting of all 10 fingers, would be a dramatic improvement from the current two-print system that the Coast Guard uses now. The Coast Guard is also researching the possible implementation of adding facial and iris recognition to the 10-print system.

Robert Mocny, director of U.S. Visitor and Immigrant Status Indicator Technology, said the biometrics check against the Automated Biometric Identification System allows the

Biometrics Continued on page 14

Biometrics Continued from page 13

Coast Guard to quickly identify migrants for such things as previous deportation orders or criminal warrants.

“This partnership at sea serves as a valuable deterrent to prevent those from risking their lives by taking a dangerous voyage to the U.S.,” said Mocny. “We know biometrics is the wave of the future as far as identification and US-VISIT will continue to support the Coast Guard as they explore the use of other biometrics at sea such as face and iris.”

Since the Biometric at Sea System was implemented in 2006, the Coast Guard has collected more than 4,000 biometrics, resulting in more than 850 prosecutions. Additionally, illegal migration flow in The Mona Passage is down nearly 75 percent. In 2011 alone, the system has helped facilitate the prosecution of more than 85 individuals for human smuggling, illegal entry or illegal re-entry into the U.S.

With the success of the Biometrics at Sea System, the Coast Guard’s Office of Law Enforcement looks forward to expanding the use of biometrics to other sections of the maritime border which will help the service take another step in DHS’s comprehensive strategy to secure the nation’s borders.

**ATTENTION ALL CG RETIREES
(AND DEPENDENTS) HELP
WANTED - POOR PAY - GREAT
REWARDS**

Headquarters Retiree Program Coordinator's Office. Email: nrhdesk@gmail.com Commercial: 202-475-5381 or toll free 866-664-6245

The Capital Area Regional Local Council coordinates the watchlist for volunteers standing duty on the National Help Desk. We have many volunteers - throughout the US - that checks the voice mailbox and incoming email and helps or refers the retiree with their inquiries.



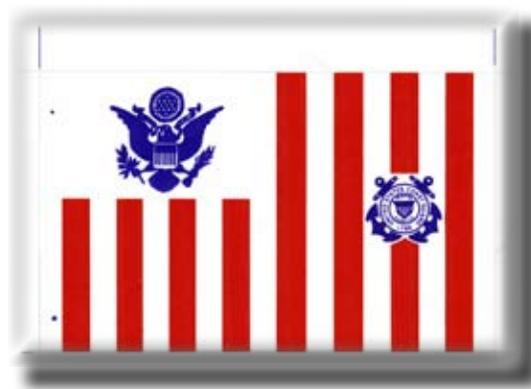
HUMAN RESOURCES

PERSONNEL
MANAGEMENT

CG-12

The system is setup so the volunteers can easily access the voice and email boxes from the comfort of their home anywhere internet access is available. The "watch" extends from Monday morning to the following Monday morning. All that is required is for the watchstander to check in several times a day in order to provide quality service to our retired community. An extensive Watchstander's Guide helps you assist our members.

Interested? Please contact either CAPT Bud Schneeweis, USCG (Ret) at buds@moaa.org -or- YNCS Mike White, USCG (Ret). at mike-white09@verizon.net. Visit the following web site for additional information: <http://www.uscg.mil/hr/cg122/Compensation/Retirees/HelpDesk.asp>



The Coast Guard Ensign (flag) was first flown by the Revenue Cutter Service in 1799 to distinguish revenue cutters from merchant ships. The order stated the Ensign would be "sixteen perpendicular stripes (for the number of states in the United States at the time), alternate red and white, the union of the ensign to be the arms of the United States in a dark blue on a white field."

This ensign became familiar in American waters and served as the sign of authority for the Revenue Cutter Service until the early 20th century. The ensign was originally intended to be flown only on revenue cutters and boats connected with the Customs Service but over the years it was found flying atop custom houses as well, and the practice became a requirement in 1874. On 7 June 1910, President William Howard Taft issued an Executive Order adding an emblem to (or "defacing") the ensign flown by the Revenue cutters to distinguish it from what is now called the Customs Ensign flown from the custom houses. The emblem was changed to the official seal of the U.S. Coast Guard in 1927.

The purpose of the ensign is to allow ship captains to easily recognize those vessels having legal authority to stop and board them. It is flown only as a symbol of law enforcement authority and is never carried as a parade standard.



A BRIEF HISTORY OF USCGC CAMPELL (WHEC 32)

By Ken Laesser, <http://www.laesser.org/>

Launched 3 June 1936 L 327' x W 41' x D12'6"

The fifth CAMPBELL, CG-32, was the longest lived and the most famous. Built at the Philadelphia Navy Yard in 1936, USS CAMPBELL CG-32 earned the title "Queen of the Seas" during her illustrious forty-six year career which spanned World War II, the Korean and Vietnam Wars. CAMPBELL and five sister ships each saw extensive action as convoy escorts during the Battle of the Atlantic throughout 1942-1943.

Capable of maintaining a twenty knot speed in seas that slowed destroyers, these ships were ideal for protecting shipping in the mid Atlantic sector. Direction finding equipment and Asdic (early sonar) provided the primary anti-submarine defense. In February 1943 CAMPBELL was detailed to escort Convoy ON-166 and to provide Search-and-Rescue for any ships in distress. In the early morning hours of February 21st, the convoy was surrounded by a German U-Boat "Wolf Pack". U-606 torpedoed and sank the SS NIELSON ALONSO. Dispatched to assist, CAMPBELL rescued fifty survivors and then turned to attack another boat, U-753, damaging it so badly that the U-Boat had to withdraw from the wolf pack.

Throughout the 21st and 22nd, CAMPBELL attacked several U-Boats inflicting damage and driving off the attackers. Later on the 22nd U-606, having sustained heavy depth charge damage, surfaced in the midst of the convoy at-

tempting a daring surface attack. CAMPBELL struck the sub a glancing blow that gashed CAMPBELL's hull in the engine room below the waterline. CAMPBELL fought on, dropping two depth charges which exploded and lifted the sub four feet out of the water.

The crew brought all guns to bear on the subs, fighting on until water in the engine room shorted out all electricity. At the same time CAMPBELL lost power and the searchlights illuminating the sub went out, the U-Boat Commander ordered the sub abandoned. CAMPBELL ceased fire and lowered boats to rescue the subs survivors. CAMPBELL, disabled in the attack, was towed to port nine days later. She was repaired, rejoining the fleet for convoy duty until the German surrender. She was subsequently transferred to the Pacific to serve as an Amphibious Flagship until the end of the war. After World War II, CAMPBELL returned to peacetime duties under the Treasury Department and was designated a Coast Guard Cutter. All Coast Guard vessels since that time have borne the title U.S. Coast Guard Cutter (USCGC) rather than the USS title of U.S. NAVY ships. CAMPBELL was twice more called to combat action, in Korean and Vietnamese waters. During Operation Market-Time, CAMPBELL destroyed or damaged 105 Viet Cong structures and steamed over thirty-two thousand miles in the Vietnamese War Zone. CAMPBELL was assigned to Search-and-Rescue, Maritime Law Enforcement, Military Readiness, and Ocean Station duties. She was homeported in New York City until 1969 when she moved to Portland, Maine. In 1974 her homeport was again changed, this time to Port Angeles, Washington. There she continued her peacetime duties until decommissioned in 1982. At the time of decommissioning, CAMPBELL was the oldest active continually commissioned vessel in the United States Fleet.

For more information of the various cutters of the USCG and their histories, visit Ken Laesser's web site at <http://www.laesser.org/>.

Coast Guard Retiree Council Northwest Newsletter

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



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

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



The fifth ship named CAMPBELL, CGC Campell WHEC-32, the "Queen of the Seas " was the longest lived 1936-1982 and the most famous ending her long career at Port Angeles, Washington. USCG Photo