



Coast Guard Retiree Council — Northwest



RETIREE NEWSLETTER

"They Also Serve"

VOLUME XII ISSUE 2

COAST GUARD COMMISSIONS FAST- RESPONSE CUTTER

By [Mark D. Faram](#) - NavyTimes Staff writer Apr 15, 2012

MIAMI — The Coast Guard officially brought the new fast-response cutter to operational status as the first ship in that class was commissioned Saturday.

The cutter Bernard C. Webber was put in service by its crew of 21 Coast Guardsmen. It will be commanded by Lt. Cmdr. Herb Eggert, who has been working on the fast-response cutter program since the service first started designing the ship in the mid-2000s.

The event — long traditional in the sea services — was held at the Port of Miami with senior city and government and service officials in attendance.

The day started with an ominous tone with rain and overcast skies. The sun began to fight it's way through the cloud cover during the



ceremony.

The ship is named for former the late Chief Warrant Officer Bernard C. Weber. In fact, the entire class of fast-response cutters will be named for the Coast Guard's enlisted heroes.

Webber was a first class boatswain's mate assigned to the Coast Guard in Chatham, Mass., on May 9, 1952, when the 503-foot tanker S.S. Pendleton broke in half off Cape Cod from 60-foot seas and 70-knot winds. Webber and a crew of three Coast Guardsmen braved the elements to cross a sand bar to reach the sinking ship aboard CG 36500 and saved 32 of the



[CGC Webber on page 2](#)

CGC Webber continued from page 1

The Coast Guard Cutter Webber, the Coast Guard's first Sentinel Class patrol boat, arrives at Coast Guard Sector Miami Feb. 9, 2012. The 154-foot Webber is a Fast Response Cutter capable of independently deploying to conduct missions such as ports, waterways, and coastal security, fishery patrols, drug and illegal migrant law enforcement, search and rescue, and national defense along the Gulf of Mexico and throughout the Caribbean. U.S. Coast Guard photo by Petty Officer 1st Class Jennifer Johnson.

33-man crew. All four were awarded the Coast Guard's Gold Lifesaving Medal.

With the legacy of Webber in mind, the crew brought the ship to life in the shadows of the large ocean liners and commercial vessels that normally come from Miami's seaport.

The \$88 million, 154-foot Webber is bigger and far more advanced than the older island patrol boats which have been in service since the mid-1980s. Service leaders make no bones about the fact the new addition is badly needed because of well-documented maintenance problems with the aging 110-foot cutters this class of ship will replace.

"I do love that new cutter smell," said Commandant of the Coast Guard, Adm. Robert J. Papp. "We just don't get too much of that new cutter smell in our service as our recapitalization is moving slow — much too slow — and that's what makes today so significant to the Coast Guard as we finally have our new patrol boat."

Along with engine breakdowns, Papp said the current class of patrol boats have technology that is "half a century old, in some cases. A lot of the living conditions on those older cutters just aren't what we want our young patriots who step aboard to serve their country to live in."

But in the Coast Guard's Seventh District, all that is changing, now according to Rear Adm. William D. Baumgartner, commander of the Miami-based district.

"It's a major step forward from the 110-foot that it replaces," Baumgartner said. "It's got more speed and range as that significantly helps our ability to do our missions here in the Seventh District."

He said the Webber — 44-feet longer than its predecessor and with a hull designed to give the

CGC Webber Continued on page 3

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COAST GUARD RETIREE COUNCIL NORTHWEST
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1519 Alaskan Way South, Bldg. 1
Seattle, Washington 98134

CGC Webber continued from page 2

vessel better “seakeeping ability,” Coast Guard’s parlance for saying the ship can handle rough seas and still stay on station and be effective — will significantly expand the patrol capability in his district.

The Webber’s crew quarters are light years ahead of its predecessors, and has four .50-caliber machine guns and a remote-operated 25mm gyroscope-stabilized chain gun located on the ship’s bow for protection.

Baumgartner says the new class of ship will “expand the footprint” of the service not only with the range of the vessel, which can stay out nearly a month without resupply, but also the state of the art electronic suite that can communicate with other U.S. law-enforcement agencies and vessels as well as being sophisticated to operate easily with U.S. and other country’s naval vessels.

“It’s a huge capability for a ship of this size,” Baumgartner said. “It’s a significant game-changer for us in reliability and ability to accomplish our missions.”

Webber will spend the next few months in Miami. It arrived Feb. 9 from Lockport, La.’s Bollinger Shipyard, where all of the fast-response cutters are being constructed.

Baumgartner says the plan now is that a new cutter will arrive in Miami about every 90 days.

“The first six will be homeported in Miami and they’ll operate throughout the Seventh District, wherever we need them,” he said. “After that, the plan is to put the next six in Key West, Fla., and the six after that will base out of San Juan, Puerto Rico.”



USCGC Alert (WMEC 630) U.S. Coast Guard photo by Petty Officer 2nd Class Brian Hancock.

COAST GUARD FLEET TO ARRIVE IN PORTLAND FOR ROSE FESTIVAL

*Information from LT Luke Elder
Domestic Vessel Inspections Branch
U.S. Coast Guard Marine Safety Unit Portland*

PORTLAND, Ore. — The Rose Festival is scheduled to be great as usual. Locally all active, retired and auxiliary personnel from all the military services are invited. There will be a number of games as well other attractions for the children. Food to feed all guests will include hamburgers and a variety of sausage and hot dogs. Cakes, cookies and all sort of desserts are on the menu. The picnic will be held on the CG base in Portland.

Coast Guard cutters, response boats, and a motor lifeboat are scheduled to arrive in Portland, Wednesday, June 6, in celebration of the Rose Festival.

Coast Guard Cutters ALERT out of Astoria, Ore., HENRY BLAKE, homeported in Everett, Wash., ADELIE from Port Angeles, Wash., and Coast Guard Station Grays Harbor, Wash., 52-foot motor lifeboat INVINCIBLE II, are scheduled to arrive at the Tom McCall Waterfront Park on the Willamette River, just north of the Morrison Bridge, from 3-4 p.m.

Response boat crews from Coast Guard MSST Seattle and Station Portland will patrol the river and maintain a security zone throughout the week.

Rose Festival Continued on page 4

Rose Festival continued from page 3



*CGC Henry Blake (WLM 563)
USCG photo by PA3 Adam Eggers*

Other units
in port
for fleet
week are:
USN: USS
DEWEY
(DDG
105), USS
WILLIAM

P. LAWRENCE (DDG 110). Canadian: HMCS
Oriole.



*USCGC Adelie (WPB 87333)
USCG Photo by Phil Gilston*

The cutters and motor lifeboat will remain at
Tom McCall Waterfront Park through Sunday,
June 10, and are scheduled to be open to the
public for tours at the following times:

Wednesday, June 6th:

USCGC ALERT, USCGC HENRY BLAKE,
USCGC ADELIE, and MLB INVINCIBLE II
from Station Grays Harbor arrive in port with a
Portland Fireboat escort.

Thursday, June 7, 9:30 a.m. - 4:00 p.m.

Friday, June 8, 9:30 a.m. - 3:00 p.m.

All Enlisted "Meet the Fleet" Party at The



*USCGC MLB Invincible II USCG
photo by PA3 Kurt Fredrickson*

Tiffany
Center (1410
SW Morrison
Street). 2100
- 2400. All
enlisted and
retirees are
invited.

**Saturday, June
9, 12:30-3:30
p.m.**

American
Legion BBQ
and Open Beer
Garden at The
American
Legion Hall
(1830 SE
122nd Avenue).
1300 - 0030.

All are invited.

Retirees are welcome. Beer and food are free,
but you must pay for hard drinks.

**Sunday, June 10, 9:00 -11:30 a.m., and 12:30-
3:30 p.m.**

Cutter ALERT will be closed to tours Saturday
and Sunday due to special events. Tour schedules
are tentative and subject to change.

The Coast Guard cordially invites you, your
friends and family to come aboard!

Entrance to all of these events is free to anyone
in uniform. The uniform for all events is
Trops with Combo cover. In addition to these
(military-only) events, there are many other fun
activities going on during Fleet Week including
the Grand Floral Parade on Saturday, concerts,
and CityFair. Members in uniform get in free to
the vast majority of these events.

Additional information about Fleet Week and the
Rose Festival can be found at:

<http://www.rosefestival.org/events/fleet/>



USS Dewey (DDG 105) USN Photo



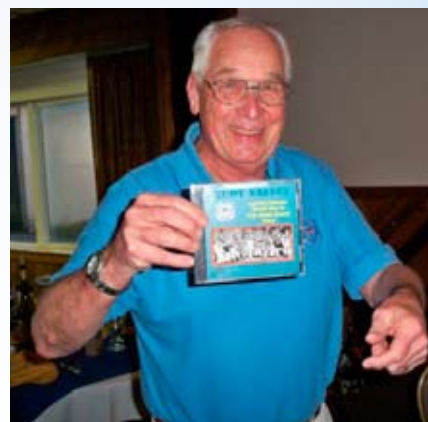
USS William P Lawrence (DDG 110) USN Photo

Rose Festival Continued on page 5

Rose Festival Continued from page 4



Larry & Carolyn Cruz
Mike & Faye Mattie
Phil Smith & Evelyn Oliver
Ron & Carolyn Kunz
Tim & Linda Stone
Tom & Mary Ann Bascio
Vince Stauffer



Tim Stone

OLD SALTS GATHER ON PACIFIC BEACH

SKCM Mike Mattie, USCG (retired)

The weather was good (for Pacific Beach standards) the food was excellent, and of course the company was outstanding as Old Salts of the 13th Coast Guard District gathered for a reunion during the Second week of April 2012. Attendees were some of the best known sailors who served the District in the 60's-70's and helped shape the leaders of the 80's-90's *(including the editor of this newsletter who gained his competency under their mentorship.)*

Below are a few pictures for your enjoyment.

Pacific Beach 2012 attendees

Bert (Mac) & Sally McKinney
Bill & Carol Ferguson
Bob & Jo An Rhoads
Carl & Margaret Cummins
Carl & Pat Johnson
Dick Shank
Don & Nancy Nolan
Don Fuehr
Duane & Marianne Fuehr
Gary Morgan
George & Ruth Sloan
Harold Willard
Bob & Jo An Rhoads



Del & Peg Johnson



Bob Rhoads, Vince Stauffer, Larry Cruz, Bill Ferguson, Mac McKinney.



Mike and Faye Mattie



Ron Kunz, Don Nolan, Phil Smith

All Photos from SKCM Mattie, USCG (Retired)

Old Salts Continued on page 6

Old Salts Continued from page 5



Margaret & Carl Cummings



Harold Willard, Don Fuher



Ruth & George Sloan



Larry Cruz, Pat & Carl Johnson, Ron Kunz



Tom Bascio, Dick Shank



Gary Morgan

SETTING MEDICAL APPOINTMENTS THROUGH TRICARE ONLINE

By Brian P. Smith

TriWest Healthcare Alliance

Would you rather go online instead of waiting in line?

TRICARE Online (TOL) provides quick and easy access to medical and pharmacy services at certain military treatment facilities (MTF). To see if which services are available at your location, visit TRICAREOnline.com to get started.

TOL, the Department of Defense's online healthcare portal, allows authorized family members to use a Common Access Card (CAC) or DoD Self-Service (DS) Logon to:

Schedule, view and cancel primary care or certain specialty appointments at MTFs

Request prescription refills for MTF pickup or schedule home delivery

View, download and print laboratory results, outpatient medication profiles and allergy profiles.

Note: Not all services are available at every location.

Logging into TRICARE Online

If you don't already have a DS Logon username and password, you can visit your local TRICARE Service Center to start the process. Not sure if you have a DS Logon? Visit myaccess.dmdc.osd.mil/dsaccess.

Appointments Continued on page 7

Appointments Continued from page 6

If you don't have a DS Logon, you can also create an account by going to TRICAREOnline.com and following the steps under "Create Account." If you have a CAC, you have to register your CAC before you log in. Follow the prompts on the site to get started.

TRICARE Information on the Go

When you need to get to your TriWest account information on the go, you can use TriWest's mobile site and text QuickAlerts to bring smart tools directly to your smartphone (and other mobile devices). Register for your secure TriWest.com account today to access your account from your phone, from your tablet – anywhere with an Internet connection, whenever you need. Get started at m.TriWest.com.

And while you're at it, why not take the next step and go paperless? You can "turn off" your referral and authorization letters, claims and fee statements when you register at TriWest.com. Get your information without having to wait on the mail—login at TriWest.com to Go Green today!



COLON CANCER AND SCREENINGS: WHY THEY'RE IMPORTANT

By Shari Lopatin

TriWest Healthcare Alliance

When colon cancer is found early and treated, nine out of 10 people will hit that five-year survival rate, according to the Centers for Disease Control and Prevention.

In fact, more than half of *all* deaths from colon cancer could be prevented if everyone older than 50 was screened regularly. However, as of 2008, only 63 percent of adults ages 50-75 had

been screened.

How Do Screenings Save Lives?

The colon is the body's large intestine. Sometimes, pre-cancerous growths—or polyps, as they're often called—can develop inside the colon. These polyps have been known to form up to 10 years before invasive cancer develops, according to the CDC.

Colon cancer screenings can detect these polyps before they become life-threatening, allowing doctors to surgically remove them.

Types of Screenings

Some of the most common colon cancer screening tests are:

Colonoscopy: Doctors use a thin, long, lighted tube to check inside the colon for polyps. Doctors can actually remove polyps during this test. It's recommended only once every 10 years.

Stool test: Doctors will provide their patients with a test kit. At home, the patient uses a stick or brush to obtain a small amount of the stool. The doctor or lab can then check the stool for anything unusual.

Flexible sigmoidoscopy: Doctors will use a short, thin, lighted tube to check for polyps inside the colon and rectum. This will only need to be done once every five years.

TRICARE Covers ...

TRICARE covers colon cancer screenings, at no cost to you. So it's easy to take advantage of them.

TRICARE will cover one colonoscopy every 10 years, in conjunction with CDC guidelines. Additionally, talk to your doctor to see which other screenings are right for you. TRICARE covers a variety of screening tests for colon cancer, depending on your doctor's recommendations.

For more information on colon cancer prevention, visit TriWest.com/Colon.



Pacific Northwest Coast Guard Ball

Saturday, September 29th, 2012

1700 No-Host Cocktails

1800 Dinner

Hosted by
Navy League of the United States - Lake
Washington Council

Westin Hotel - Bellevue
(across from Bellevue Square)
600 Bellevue Way
Bellevue, WA 98004



Register now for the Pacific Northwest Coast Guard Ball!

The Pacific Northwest Coast Guard Ball, hosted by the Navy League of the U.S.-Lake Washington Council, will take place at the Bellevue (WA) Westin Hotel, 600 Bellevue Way NE • Bellevue, WA 98004 on Sept. 29, 2012. This formal event will feature a great dinner, fine beverages, service toasting, honors for outstanding Coast Guard performers, a senior USCG Flag Officer as keynoter, dancing, fellowship, and a lot of fun.

Price: Varies by status and rate/rank. See details on the registration page.

Register here: www.lakewashnlus.org/cgb/

Dress: Dinner Dress Blue or Service Equivalent for Active Duty & Formal Attire for Civilians. Auxiliary Personnel may wear Dinner Dress Blue or Formal Attire. Please see Chapter 3 (pgs. 3-1, 3-4 & 3-6) of the USCG Uniform Manual for clarification

The Westin has a limited number of discounted rooms available for Ball attendees who wish to stay overnight on Sept. 29th, at \$149 for single or double occupancy. To reserve, call 888-627-8084 and mention the Pacific Northwest Coast Guard Ball.



OREGON'S OLDEST COAST GUARD VETERAN HONORED

By Jessica Porter, KCBY News Published: May 31, 2012



Colleen Cowlan embraces Larry Eastman after helping him fit into a U.S. Coast Guard uniform ahead of the Memorial Day parade in Coos Bay, Ore. Thursday, May 24, 2012. At 102 years old, Eastman is the oldest USCG veteran in Oregon and will be the grand marshal for the parade. United States Coast Guardsman LTJG Ian Leonard, background, helped procure the uniform for Eastman. Eastman's first rescue was in 1936 on the Rogue River Reef, Eastman said. Four pirates snuck out to a ship that ran aground in a skiff to see what they could pillage. Once they boarded the ship, "They lost their skiff!" Eastman said. "They were stranded and we had to put up a beach apparatus to rescue the pirates." (AP Photo/The World, Benjamin Brayfield)

COOS BAY, Ore. - Larry Eastman may not be able to hear well these days, but that hasn't stopped him from painting nearly everything inside of his apartment.

The Coast Guard Veteran says his memories of service inspire his paintings.

At 102, he is Oregon's oldest Coast Guard veteran. He led the Coos Bay Memorial Day parade Saturday.

When asked about his time in the Coast Guard, he immediately starts talking about the boats he was on during the war.

"It was an 80 footer and there was only six of them built at that time that could go up to 30 knots. They had four converted air craft engines in them and that was during the war. We had to patrol the straight there," Eastman said.

Eastman served in the Coast Guard 24 years.

When World War II broke out he was transferred to North Bend to monitor ship movements.

The lighthouse from the many years served at the Umpqua River Lifeboat Station is often seen in his work.

"He has taught me that no matter how young you are or how old you are your experience in life is going to make you who you become," Colleen Cowan, a friend said.

His friends and family say Larry was never really recognized for his service.

They love to hear about the dozens of rescues and shipwrecks Larry assisted in and are excited Coos Bay honored such a proud veteran.

BURROWS ISLAND LIGHTHOUSE LOOKS FOR CREWMEMBERS!



Did you serve at Burrows Island Lighthouse near Anacortes, WA, or visit the Station during your career? If so, the Northwest Schooner Society would like to hear from you. NWSS volunteers are old hands at historic boat restoration and in 2011 took on the job of rehabilitating the lighthouse, keepers' quarters, and boathouse.

Work on the Victorian/Craftsman duplex will accelerate in 2012 as more volunteers, materials, and equipment make their way ashore. Any

Lighthouse Continued on page 10

Lighthouse Continued from page 9

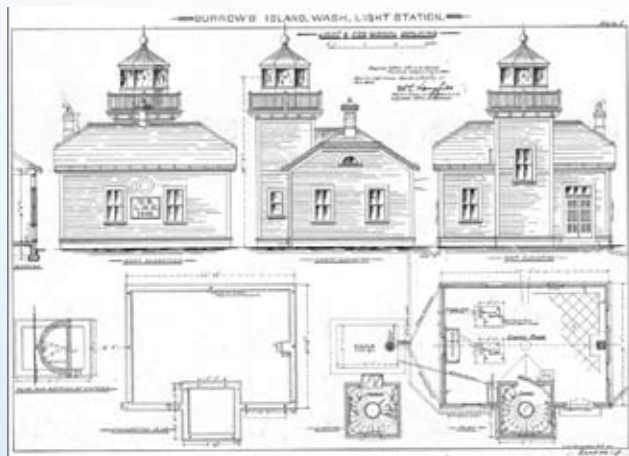
photographs of the light station before it was automated in 1974 would be extremely helpful to the restoration efforts.

Burrows Island Light Station, built in 1906, is the oldest effectively intact wooden station in Washington State and its rehabilitation is a long-term project.

Please visit <http://www.burrowsislandlighthouse.com> and look over the progress the volunteers made last year. You can also become a member of the Society online.

Please contact john@burrowsislandlighthouse.com for more information and to send photographs.

Northwest Schooner Society
Burrows Island Lighthouse
P.O. Box 75421
Seattle, WA 98175
206.577.7233



"Cutter James Madison captures the armed British Brig Shamrock, 23 July 1812."

BI-CENTENNIAL WAR OF 1812

The Coast Guard Historian's Office

On **June 18, 1812**, the United States declared war on Great Britain officially launching the War of 1812. In the 200 years since, it has become a forgotten war, perhaps best remembered by school children as when *The Star-Spangled Banner* was written. Yet, the War of 1812 was strategically important to the future of American diplomacy, a reinforced independence from Great Britain, and the country's westward expansion.

Several events provoked **President James Madison** to request action from Congress to enter a war with one of the world's most powerful nations, less than thirty years after the Revolutionary War ended. Uppermost was the unlawful impressment of American sailors into a British Navy eager to replenish its ranks during the lengthy Napoleonic Wars. Great Britain also restricted America's right, as a neutral country, to trade with France.

On the home front, Americans were embracing the concept of "**Manifest Destiny**." Migrations into the Northwest Territory provoked confrontations with Native American tribes. The British supported the rights of the Indians to maintain and defend their territories, but Americans were eager to push them westward and claim their land. The war is best remembered by Canada, a friend to both Indians and Great Britain, and on whose border many battles took place.

1812 Continued on page 11

1812 Continued from page 10

During the War of 1812 the nation's revenue cutters primary wartime mission was supporting and augmenting the Navy with its shallow-draft cutters. As Treasury Secretary Albert Gallatin noted after the war began the Navy did not have "small, fast sailing vessels" because there were "but six vessels belonging to the Navy, under the size of frigates; and that number is inadequate..."

The cutters distinguished themselves during the war early but suffered significant losses. It was a cutter, *Jefferson*, that captured the first British merchant vessel of the war when it seized the *Patriot* in June, 1812. The following month the cutter *James Madison* captured the British *Shamrock*. One of the more hotly contested wartime engagements of the war for the Revenue Marine was between the cutter *Surveyor*, commanded by Revenue Captain Samuel Travis, and boarding parties deployed from the British frigate HMS *Narcissus*. Although *Surveyor* was captured after a bloody skirmish, the British commander considered his combat opponent to have shown such bravery that he returned Captain Travis' surrendered sword. Another cutter, *Commodore Barry*, was captured by British assault forces on 3 August 1812 after her crew put up a stout defense.

The defense of the cutter *Eagle* against the attack of the British brig HMS *Dispatch* and an accompanying sloop was one of the more dramatic incidents of the war. With the cutter run purposely aground on Long Island, the crew dragged some of the cutter's guns onto a high bluff. From there *Eagle's* crew, with the support of some local militia, fought the British from mid-morning until late afternoon. When the cuttermen exhausted their large shot, so the popular legend goes, they tore up the cutter's logbook to use as wads and fired back at their enemy with spent British cannon balls.

The war left few legacies for the small service. They suffered their first prisoners-of-war taken by the enemy--the only POWs the service had until World War II. Their treatment by their captors and then by an seemingly uncaring Treasury Department after the war led to

controversy about their status as veterans, a controversy not fully settled until the creation of the Coast Guard in 1915. Despite that and the grievous losses, however, the cutters proved they could lay alongside an enemy, fight on the decks in hand-to-hand combat and spill blood with the greatest naval force of the time. The War of 1812 was a difficult and dangerous war for the cutters but one that firmly established the protection of the nation's coast and its coastal waters as one of the service's most important and long-lasing missions. Even to this day cutters specialize in and continue to serve in littoral or "brown water" combat operations.

COAST GUARD OBSERVES NATIONAL SAFE BOATING WEEK

Petty Officer 3rd Class Grant Devuyst, D17 Public Affairs

JUNEAU, Alaska — The Coast Guard joined the rest of the nation in observing National Safe Boating Week starting May 19, 2012.

National Safe Boating Week is lead by the North American Safe Boating Campaign, and their slogan for the event is "Ready, set, wear it!" Throughout the state of Alaska, Coast Guard active duty personnel and Auxiliarists hosted a variety of events to promote boating safety.

The use of life jackets, emergency beacons, flares, float plans and appropriate communications devices are advised for anyone operating watercraft. To ensure compliance with boating safety requirements, Coast Guard Auxiliarists will be offering boat inspections and safety classes in many coastal Alaskan towns through the week and into the summer.

"Alaska is a beautiful place to live. Its vastness offers a wide variety of outdoor activities for people to participate in," said Rear Adm. Thomas Ostebo, commander, 17th Coast Guard District. "I encourage anyone who plans on going out on the water to wear life jackets at all times."

Coast Guard Retiree Council Northwest Newsletter

c/o COMMANDING OFFICER
USCG Base Seattle
Attn: Work Life (Retiree Council)
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Seattle, Washington 98134



PRSRT STD
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U. S. COAST GUARD
PERMIT NO. G-157

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



"COAST GUARD IN VIETNAM: Five white 311-foot cutters of the recently established Coast Guard Squadron Three assigned to "Market Time" coastal surveillance in South Vietnam are tied up alongside Navy repair ship USS JASON (AR-8) after arriving at Subic Bay, P.I. From the left are the USCGC HALF MOON, USCGC YAKUTAT, USCGC GRESHAM, USCGC BARATARIA, and USCGC BERING STRAIT"
Coast Guard Photo Rel. No. 6201; 4 August 1967; photo by CDR Richard Morse, USCG, commanding officer of Barataria.