



U S Coast Guard NW Retiree Council NEWSLETTER



"They Also Serve"

VOLUME XII ISSUE 2

WITH A SPIRIT AND PROMPTITUDE

The Revenue Cutter Service role in the War of 1812

By Dr. William H Thiesen, Atlantic Area Historian for the USCG

On June 18, 1812, President James Madison signed a declaration of war against Great Britain, officially starting the War of 1812. At that time, the United States government faced the Royal Navy's 600 ships with sixteen navy vessels, a fleet of small U.S. Navy gunboats, fourteen cutters and several smaller revenue vessels.

While heavily armed American privateers and navy warships carried out a war against British ships on the high seas, the domestic maritime force of revenue cutters, navy gunboats and a few trapped American warships waged war against British ships stationed off the East Coast. Throughout the war, the revenue cutters served as frontline units protecting American coastal shipping and combating British privateers, British warships and the Royal Navy barges deployed for shallow water operations.

As they would in future American conflicts, the revenue cutters went in harm's way and participated in the first naval encounters of the war. On June 25, 1812, Norfolk-based cutter *Thomas Jefferson*

captured the British schooner *Patriot* bound from Guadeloupe to Halifax with a cargo of sugar. This was the first maritime capture of the war.

In early summer, revenue cutter master George Brooks armed and manned the cutter *James Madison* in a manner similar to a heavily armed American privateer. Built in 1807 in Baltimore, the cutter *James Madison* originally served in that port before taking up station in Savannah in 1809. At eighty-six feet in length on deck and twenty-two feet wide, *Madison* was one of the largest of the revenue cutters. On July 17, 1812, Brooks announced he was departing Charleston to chase six unescorted British merchantmen sailing up the coast from Jamaica. On July 23, 1812, *Madison* captured the 300-ton British brig *Shamrock* after an eight-hour chase. Bound from London to Amelia Island with a cargo of arms and ammunition, *Shamrock* carried six cannon and a crew of sixteen men. In addition, on August 1, *Madison* captured the Spanish brig *Santa Rosa*, near Amelia Island, and brought it to Savannah for adjudication.

Under the command of former



Four armed barges from frigate HMS Narcissus fire on the Baltimore-based cutter Surveyor on 12 June 1813 in the Battle of Gloucester Point, Virginia. The bravery of the tiny 19-man Surveyor crew so impressed the British sailors that the commander of the barges, Senior Lieutenant John Cririe, returned the captured sword of the Surveyor's commanding officer, Captain Samuel Travis.

With a Spirit Continued on page 2

With a Spirit Continued from page 1

U.S. Navy captain, Master Daniel McNeill, the cutter *Gallatin* also enjoyed early success in capturing British merchantmen bound for Spanish Florida. On August 1, 1812, *Gallatin* took the British brig *General Blake*, sailing from London to Amelia Island, and brought it to Charleston for adjudication. The British ship flew Spanish colors and carried an illegal cargo including African slaves.

During the course of the war, the revenue cutters played an important part in the war effort, however, this brief history only allows space to mention a few of these heroic ships.

Early in the war, the cutters continued to pursue their law enforcement mission in American waters despite more numerous patrols by units of the Royal Navy. For example, during the summer of 1812, a British squadron comprised of 38-gun frigate HMS *Spartan*, 36-gun frigate HMS *Maidstone*, 18-gun brig HMS *Indian* and 12-gun brig HMS *Plumper* patrolled off the Maine coast near the Canadian border. The first battle pitting a revenue cutter against Royal Navy forces took place between the cutter *Commodore Barry* and elements from this squadron.

By the beginning of August 1812, the *Commodore Barry* had rounded up five smuggling vessels in this area and was escorting them back to the customs house for adjudication. On August 2, cutter master Daniel Elliott learned of a Royal Navy patrol and heard distant gunfire as the British captured American vessels not far from his anchorage. For self-defense, Elliott anchored next to the American privateer *Madison* in the harbor of Little River, Maine, east of Machias. Anticipating a British attack, the Americans beached their vessels and set up shore batteries behind defenses improvised from cordwood.

On August 3, the British sent in five armed barges with approximately 250 officers and men to attack the small American force. The British paid dearly for the attack on the *Commodore*

Barry, suffering several dead and wounded, but the attackers carried the day. A local Maine fisherman witnessed the battle, recounting that at “*about 1 p.m. five launches of men (about 250) started from them [Royal Navy warships] for the harbor. In a few minutes the firing commenced and continued for nearly two hours, then it ceased.*” All but three of the cutter’s crew escaped into the woods, and these three cuttermen became the first U.S. sea service prisoners of the war and the first POWs in Coast Guard history. The British sent the three men to Halifax, where they were the first revenue cuttermen incarcerated at the British military prison on Melville Island.

During the seventeenth and eighteenth centuries, the French developed a naval strategy termed *guerre de course* that relied on warships or armed vessels to attack enemy merchant shipping. Not a mandated mission of the Treasury Department’s cutters during the war, only the *James Madison* pursued this strategy. To increase the offensive capability of the *Madison*, Master George Brooks added four extra cannon, including short-range carronades, to the standard cutter armament of six guns. Brooks also more than tripled the cutter’s usual complement of fifteen men to support boarding operations and accommodate prize crews

With a Spirit Continued on page 3

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Healy Continued from page 2

for captured vessels. Brooks had turned the *Madison* into a tool for carrying out *guerre de course* tactics against the British.

On August 13, 1812, *James Madison* set sail on a cruise out of Savannah, in company with privateers *Paul Jones* and *Spencer*, to prey on British merchantmen. By August 22, the *James Madison* located a British convoy and attacked that night. According to reports, Captain Brooks mistook the 32-gun frigate HMS *Barbados* for a large merchantman, ordered the cutter to fire several guns and attempted to board the British warship before realizing his error. For seven hours afterward, the *Barbados* chased the *Madison*, which jettisoned two guns to escape, but the wind eventually died. The frigate finally captured the cutter after deploying barges to tow the enemy warship to the cutter's position. *Barbados's* captain, Thomas Huskinsson, noted that he had already chased *Madison* once before and complimented the cutter on its fast sailing qualities.

After the capture of the *James Madison*, the ship-of-the-line HMS *Polyphemus* sent a prize crew of officers and twenty men on board the cutter to sail it to England. On October 7, 1812, *James Madison's* captors formally designated the cuttermen as "prisoners of war" and processed the men for parole or internment. The British paroled Brooks and his officers and, on November 24, 1812, they arrived by ship at New York. The British sent nine of *Madison's* enlisted men to Halifax and four of them to Boston. They placed the rest of the crew in prison at Chatham, England. Four men considered black slaves were captured with *Madison* as well as three men described as "mulatto," who were free "men of color" employed as members of the crew. One of the latter group, fifteen-year-old Beloner Pault ranks as the youngest POW in the history of the U.S. Coast Guard. On May 28, 1813, *Madison* seaman John Barber (or Bearbere) died on board the British hospital ship *Le Pegase* at Chatham. Historians consider him the first

Coast Guardsman to die in captivity.

The Norfolk-based cutter *Thomas Jefferson* distinguished itself many times during the war. It did so once again in April 1813. The enforcement of a British blockade of the Chesapeake Bay early in 1813 saw Royal Navy warships and their armed barges patrolling parts of the Hampton Roads area in search of unlucky American merchantmen.

These armed barge patrols would meet their match on April 11, 1813, in the James River. On that day, cutter *Thomas Jefferson* together with a pilot boat and a contingent of local militiamen overhauled three Royal Navy barges. The armed barges attempted to escape up the James, but the *Thomas Jefferson* ran them down so fast that the flotilla hove to. Just as Captain William Ham was about to order his gunners to fire a broadside, the British commander ordered the white flag raised and surrendered. Ham ordered the nearly sixty British officers and men ashore under an armed guard of about forty riflemen. The cutter and militiamen also repatriated the crew of the American merchantman *Flight*, captured earlier by the British barges. The *Alexandria Gazette* reported, "*the loss of so many men and barges at this time will embarrass the enemy not a little, as it will weaken very considerably his means of annoyance.*"

Beginning in early 1813, the British blockade of the East Coast had brought the naval war to home shores, especially in the Chesapeake Bay. On June 12, 1813, Captain Samuel Travis anchored Cutter *Surveyor* off Gloucester Point, near Yorktown, Virginia. The customs collector for the port of Baltimore built the *Surveyor* to serve the Baltimore station and commissioned it in 1807; however, during the British blockade, it served in the southern Chesapeake Bay. *Surveyor* measured sixty-eight feet on deck, nineteen feet wide, and drew about six feet of water; and it carried a crew of about twenty-five officers and men, and a main armament of six

With a Spirit Continued on page 4

With a Spirit Continued from page 3

cannon. Not knowing the proximity of British naval forces to his cutter, Captain Travis set out a picket boat with a small crew and installed boarding netting around the cutter's deck.

At about midnight that evening, four Royal Navy boats carrying a party of nearly fifty British officers and men from the frigate HMS *Narcissus* approached through the evening haze with muffled oars. They managed to close within 150 yards of the cutter before the picket boat detected them and fired a warning shot. The British navigated their boats away from *Surveyor's* main guns, rendering them ineffective. Travis armed each man with two muskets and ordered them to wait until the British rowed within about fifty yards, when he gave the word to fire. The *Surveyor's* crew of eighteen men fought stubbornly, with seven men sustaining wounds, and managed to kill three attackers and wound seven more. However, the British boarding party gained the cutter's deck, overwhelmed the outnumbered crew and captured the cutter.

The lieutenant in charge of the attacking flotilla later returned Travis's sword, commending him for the valiant defense of his ship in the face of overwhelming enemy forces: *"Your gallant and desperate attempt to defend your vessel against more than double your number excited such admiration on the part of your opponents as I have seldom witnessed, and induced me to return you the sword you had so ably used...I am at a loss which to admire most, the previous arrangement on board the Surveyor or the determined manner in which her deck was disputed inch-by-inch."*

On June 21, 1813, nearly ten days after *Surveyor's* capture, Acting Treasury Secretary William Jones wrote the Baltimore customs collector that *"as a Revenue Cutter can be of no use in the waters of the Chesapeake, during the continuance of the present state of things [British blockade], it will be proper for you to inform the officers and crew of the "Surveyor"*

that they are to consider themselves as being no longer in the service of the United States." By

this time, Travis and his crew were prisoners on board the British 44-gun frigate HMS *Junon*,

anchored near the mouth of the James River. On August 7, 1813, the British paroled Captain Travis at Washington, North Carolina. He returned to Virginia after his release and lived in Williamsburg for much of the remainder of his life. The rest of the cuttermen fared far worse than Travis. The British sent two of *Surveyor's* junior officers and sixteen of its enlisted men to the military prison on Melville Island at Halifax.

During the British blockade of the North Carolina coast, the revenue cutter *Mercury* proved the value of small maneuverable vessels on the East Coast's inland waterways. Homeported in the city of New Bern, North Carolina, *Mercury* was perfect for operating in North Carolina's shallow coastal waters. The cutter's master, David Wallace, came from a prominent family from the state's Outer Banks and he had an intimate knowledge of the coast. By late May 1813, the British blockade began to encircle the Southern port cities, including Ocracoke, North Carolina. Located next to a channel through the Outer Banks that served as the main entrance to North Carolina's inland sounds and exposed to enemy attack, Ocracoke proved easy prey for British attackers.

In mid-summer, an ominous threat loomed on the horizon, as a Royal Navy squadron appeared off shore. On July 12, 1813, the British launched a surprise attack. Fifteen armed barges, supporting approximately 1,000 British officers and enlisted men, captured two American privateer brigs, but *Mercury* managed to escape with the local customs house papers and bonds

**With a Spirit Continued on page 5**

With a Spirit Continued from page 4

by “crowding upon her every inch of canvas she had, and by cutting away her long boat.” The British had hoped to take the cutter, so their barge flotilla could enter Pamlico Sound and capture the city of New Bern. *Mercury* thwarted those plans by outrunning the barges, sailing directly to New Bern and warning city officials of probable attack by British troops. *Mercury*’s early warning allowed locals the time to muster the necessary army and militia forces to defend the city and the British reversed their invasion plans. New Bern’s newspaper, the *Carolina Federal Republican*, wrote, “*Captain David Wallace of the Revenue Cutter, merits the highest praise for his vigilance, address and good conduct in getting the Cutter away from the enemy, and bringing us the most speedy intelligence of our danger.*” Afterward, *Mercury* remained active in North Carolina waters. On November 12, 1814, the cutter captured the ship *Fox*, used as a tender by ship-of-the-line HMS *Ramilles*, and delivered to New Bern the vessel and its crew of a Royal Navy midshipman and seven enlisted men.

To keep regional waters secure for American commerce also meant fighting British privateers that patrolled off East Coast ports and preyed on American merchantmen. The engagement between *Vigilant* and the British privateer *Dart* proved one of the most impressive captures of an enemy ship by a revenue cutter. It involved the sloop *Dart*, formerly an American ship captured by the British and converted into a privateer. The heavily armed raider carried one twelve, two nine and two six-pound cannon, as well as four swivel guns. By October 1813, *Dart* had amassed an impressive capture record of over twenty American merchantmen. Similar to other cutters, the *Vigilant* measured sixty feet on deck and nineteen feet wide and carried an armament of six cannon. The cutter had a crew of seventeen and its master, John Cahoon, came from a prominent shipping family of Newport, Rhode Island.

News of the privateer arrived in Newport on



Captain John Cahoon's crew on board the cutter Vigilant open fire on the British privateer Dart on the east end of Block Island, off the coast of Rhode Island in October 1813. The Dart had captured more than 20 American merchantmen. Cuttermen eventually board the privateer in what is described as "one of the most impressive captures of an enemy ship by a revenue cutter" and "the last known use of an armed boarding party by a revenue cutter during the Age of Sail."

October 4, 1813, so Captain Cahoon prepared the cutter for a fight. He raised an armed contingent of local militia to supplement the cutter's crew for boarding and sailing home any captured vessels. *Vigilant* sailed out of Newport and located *Dart* that evening off the east end of Block Island. In the dark of night, Cahoon pursued the armed privateer and ordered *Vigilant*'s cannon fired at the raider. After firing a broadside, Cahoon steered the cutter alongside the enemy vessel, while *Vigilant*'s men boarded the privateer and chased the enemy crew below decks. Cahoon's crew took the *Dart* and sailed the enemy privateer back to Newport.

This would not be the last vessel taken by *Vigilant*, but it proved to be the last combat use of boarding by a revenue cutter in the Age of Sail. The newspaper *Columbian Patriot* boasted, “*Captain Cahoon, with the volunteers under his command, deserve the highest credit for the spirit and promptitude with which this affair was conducted; and it is of the utmost importance, as it is probable she [Dart] would, but for this, have been almost a constant visitor during the ensuing season, when the mischief she would have done is incalculable.*”

With a Spirit Continued on page 6

With a Spirit Continued from page 5

On October 10, 1814, news arrived in New Haven that a privateer in Long Island Sound had captured an American merchantmen. Cutter captain Frederick Lee showed no hesitation in pursuing the enemy. He assembled local militia to join his cutter and sailed into the night to re-capture the American vessel and take the British vessel as well. The next morning, Lee found his cutter dangerously close to the 18-gun brig HMS *Dispatch* and a tender and managed to escape capture from armed enemy barges by running the cutter onto the north shore of Long Island, near Baiting Hollow. The cutter's crew and militia stripped the cutter of its sails, dragged *Eagle's* cannon up Long Island's shoreline bluffs and duelled with the British warship. After they exhausted their large shot, *Eagle's* men tore up the ship's logbook to use as wadding and fired back the enemy shot that lodged in the hull. During the engagement, the British fire tore away the cutter's flag three times, but crewmembers volunteered to replace it each time. This gun duel ended without a decisive outcome, however, an American captive on board the captured merchantman recounted that the battle damaged *Eagle* appeared to be a complete wreck.

After fighting for two days, HMS *Dispatch* departed in search of reinforcements. Meanwhile, Lee patched up and refloated his damaged cutter. On October 13, the British gun brig and its tender returned with the 32-gun frigate HMS *Narcissus*. Later that day, the Royal Navy flotilla delivered an overwhelming force of seven armed barges, whose numerous officers and men fought off Lee's crew and volunteer militia to capture the damaged cutter. Lee later commented: "*The officers and crew, together with the volunteers, on board the cutter, have done their duty as became American sailors.*"

On Christmas Eve, 1814, representatives of the United States and Great Britain signed the peace treaty, the Treaty of Ghent, at a

ceremony in Ghent, Belgium; however, in North America the war continued in full effect until February 1815. On February 11, the sloop HMS *Favorite* flew the white flag and delivered the peace treaty to New York City. The war officially ended when President Madison signed the treaty on the February 16, 1815.

Before the war, the revenue cutter fleet served primarily as a maritime police force, enforcing U.S. trade laws and tariffs, and interdicting maritime smuggling. However, the War of 1812 solidified the cutters' naval role and new wartime missions, including high seas combat, port and coastal security, reconnaissance, commerce protection and shallow-water combat operations.



Modern Cuttermen from Maritime Safety and Security Team Honolulu clearing spaces aboard the USS Ogden (LPD-5). U.S. Coast Guard photo by Petty Officer 2nd Class Eric J. Chandler.



The Treaty of Ghent (8 Stat. 218), signed on 24 December 1814, in Ghent (modern-day Belgium), was the peace treaty that ended the War of 1812 between the United States and Great Britain. The treaty largely restored relations between the two nations to status quo ante bellum, with no loss of territory either way. Because of the era's slow communications it took weeks for news of the peace treaty to reach the United States; the Battle of New Orleans was fought after it was signed. However the treaty was not in effect until it was ratified by both sides in February, 1815, a month after the battle ended.

BMCM THOMAS D. McADAMS HONORED WITH BUILDING DEDICATED AT NORTH BEND

CGD13 Public Affairs



NORTH BEND, Ore. — Coast Guard Master Chief Petty Officer Thomas D. McAdams, USCG, retired, gives a heartfelt speech during a building dedication ceremony at Group/Air Station North Bend, July 19, 2012. The group's new Engineering and Rescue Swimmer building was formally dedicated to McAdams who served over 26 years in the Coast Guard, earning a Gold Life Saving Medal and the Coast Guard Medal in addition to many other medals and saving many lives in the Pacific Northwest.

U.S. Coast Guard photo by Petty Officer 3rd Class Nate Littlejohn

NORTH BEND, Ore. — Coast Guard Group / Air Station North Bend formally dedicated a building to Master Chief retired Thomas D. McAdams during a dedication ceremony at the air station, July 19, 2012.

Many family members of McAdams, as well as Coast Guard senior leadership officials, including Vice Adm. John P. Currier, Vice Commandant of the Coast Guard, attended the ceremony to honor McAdams.

McAdams' famed Coast Guard career as a boat driver earned him the Gold Lifesaving Medal, Coast Guard Medal, Legion of Merit, Coast Guard Commendation Medal, Coast Guard Achievement Medal, Coast Guard Unit Commendation Ribbon, as well as many personal awards.

McAdams is well known for his tremendous record of lives saved in the Pacific Northwest.

During a tour at the Coast Guard Motor Lifeboat School in Ilwaco, Wash., McAdams wrote the textbook used to train future boat-driving lifesavers. He served for over 26 years, retiring in 1977.

The McAdams Multipurpose Building facilitates Engineering and Rescue Swimmer operations.

BMCM JOHN E. DUNN RETIRES FROM STATION COOS BAY

CGD13 Public Affairs



CHARLESTON, Ore. - Vice Adm. John P. Currier, Vice Commandant of the Coast Guard, pins a Commendation Medal on Master Chief Petty Officer John E. Dunn, career Boatswain's Mate, during a retirement ceremony held for Dunn at Station Coos Bay in Charleston, July 20, 2012.

U.S. Coast Guard photo by Petty Officer 3rd Class Nate Littlejohn

CHARLESTON, Ore. — Master Chief Petty Officer John E. Dunn, career Boatswain's Mate, retired after 30 years of service in the U.S. Coast Guard during a ceremony held at Station Coos Bay in Charleston, July 20th.

Vice Admiral John P. Currier, Vice Commandant and 2nd-in-command for the Coast Guard, traveled from Washington D.C. to preside over the ceremony.

A true legend in the Pacific Northwest, Dunn specialized not only in operating boats in heavy weather and surf conditions, but in interacting with and leading people.



TRICARE TRAVEL TIPS: KEEPING YOU COVERED

Brian P. Smith, TriWest Healthcare Alliance

When you're leaving on vacation or changing duty stations, TRICARE is your medical coverage. These five small steps can help you avoid unexpected issues during your travels – even if you change TRICARE regions.

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No matter which TRICARE program you use, your Defense Enrollment Eligibility Reporting System (DEERS) record is the key to your military health care eligibility. If your address changes for more than 60 days, you can log into milConnect (milconnect.dmdc.mil) to update DEERS.

When moving to a new location, don't disenroll from TRICARE Prime before you move. You can transfer your enrollment if TRICARE Prime is available at your new location. You will have to choose a new primary care manager (PCM). No matter if you're moving across town or across the county, you can find instructions for transferring your enrollment at TRICARE.mi

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Before you hit the road, take care of your family's routine health care like annual exams or required immunizations. Getting routine care at your new location before your enrollment is transferred can lead to claims issues and out-of-pocket expenses.

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WHY YOUR REFERRAL MATTERS

Brian P. Smith

TriWest Healthcare Alliance

You went to your primary care manager and she suggested you go see a specialist. Maybe it's for an evaluation; maybe it's for a specific treatment. You just know you need to make another appointment and you want to make it quickly.

TriWest Continued on page 9

TriWest Continued from page 8

Whether this is your first referral or your fiftieth, having all your information before making the appointment can save you time and money. Quickly start managing your referral information when you register on TriWest.com.

What's a referral?

When you need care that your primary doctor can't provide, you will get a referral to see someone else. The request for a referral goes to TriWest Healthcare Alliance and TriWest processes the referral and matches your needed care with a local network specialist (when available). If you live near a military installation with a medical clinic, and that medical clinic offers the specialty care, you may be assigned to the military clinic for care.

When your referral request is authorized, TriWest will let you know:

The name and contact information of your network specialist

The expiration date of your referral (if you don't make your appointment within the time allowed, you may have to go back to your primary doctor for a new referral).

You contact the network specialist and make your appointment. Network providers will submit claims to TriWest and send any results back to your primary doctor.

TRICARE Standard and TRICARE Extra plans don't require referrals or primary care managers. There are, however, higher out-of-pocket costs for care under those plans

How do I get my specialist's information?

Register for a TriWest.com account, and you will receive an email when your referral is processed – usually within a day or two of your primary doctor submitting the request. Then, you can log into your TriWest.com account to view your specialist. Go to TriWest.com/Register.

You can also choose to get a letter with your specialist information, but that could arrive 10 days after the request is made.

Why is it important to know my assigned specialist?

If you don't go to a TRICARE network specialist (or the military clinic if you're assigned to go there), you could end up paying out-of-pocket for your care.

If you're wondering if there are network specialists near you, you can use TriWest's Provider Directory. Find providers by specialty, location or name. When you're at your desktop or laptop, go to TriWest.com/ProviderDirectory. When you're on the go, bookmark m.TriWest.com in your mobile device to use the interactive provider directory.

CHANGES TO RETIREE COUNCIL NORTHWEST WEB SITE

I've done a minor reorganization of our "CG RESOURCE LINKS" page due to the change by Coast Guard Public Affairs nationally to what's termed a "digital newsroom." This CG effort is a work in progress, so you may run into errors or strange displays on some links.

Under "USCG NEWS & FEATURE WEBSITES," I've added some CG District "blog" links I hadn't known about before. These items go beyond the usual CG hard-news releases and focus on the everyday activities of units and people – features that don't normally generate headlines but may be of interest to those served.

Please have a look and let fly with any suggestions you have.

Thanks,

LCDR Phil Johnson, USCGR (Ret.)
Co-chair & Webmaster
Coast Guard Retiree Council Northwest
<http://www.cgretirenw.org>

13TH DISTRICT DAMAGE CONTROL CPO BECOMES FIRST FEMALE MATERIAL MAINTENANCE SPECIALTY CWO IN USCG

CGD13 Public Affairs

SEATTLE — Chief Warrant Officer Laura E. Freeman, a 1993 graduate of Mount Pleasant High School in Concord, N.C., became the first female Material Maintenance Specialty (MAT) warrant officer in Coast Guard history during a ceremony in Kent, Wash., June 1, 2012.

Before the promotion ceremony Freeman held the rank of chief damage controlman, which is a position predominantly held by men. With her promotion to MAT, she is the only female of nearly 50 males to hold the position within the Coast Guard.

Warrant officers serving in the MAT specialty are operational and technical specialists in the field of repair, maintenance, damage control and firefighting aboard ships and shore units. They organize and supervise personnel in ship repair and maintenance activities including electric arc welding, oxyacetylene welding and cutting, woodworking, metal working, piping and drainage, and boat repairs to name a few.

Freeman is currently stationed at the Response Boat-Medium Production facility in Kent, which is responsible for developing the 45-foot RB-Ms. The RB-M replaces the aging 41-foot Utility Boats.

Freeman enlisted in the Coast Guard in March 1995 and attended Basic Training in Cape



Chief Warrant Officer Laura E. Freeman, center, has her shoulder boards placed on by her daughter Peyton and father John Hatley in a promotion ceremony held in Kent, Wash., June 1, 2012. Freeman became the first female Coast Guardsman to reach the rank of CWO Material Maintenance Specialty. U.S. Coast Guard photo by Petty Officer 3rd Class Nathan W. Bradshaw.

May, N.J. Her previous assignments include Coast Guard Group Key West, Fla.; Coast Guard Cutter Mohawk, based in Key West; Training Center Yorktown, Va.; Marine Safety Office Boston; Coast Guard Cutter Sherman, based in Alameda, Calif.; Integrated Support Command Alameda, Facilities Division; Pacific Area Training Team, located in Alameda; and most recently the Coast Guard Cutter Polar Star, based in Seattle.

Freeman's personal awards include three Coast Guard Achievement Medals, two Letter of Commendation Medals and the Permanent Cutterman Insignia, along with many other service awards. She's been married to her husband Craig for 10

years, and together they have three children.

Freeman will transfer due to her promotion and serve as the housing officer at Coast Guard Base Portsmouth, in Portsmouth, Va.



JUNEAU, Alaska — Gary Sinise, of "CSI: NY" fame, gives two thumbs-up to a crowd of Juneau-area Coast Guardsmen and family members while standing next to Drew Dix, a Vietnam-era Medal of Honor recipient, and Rear Adm. Thomas Ostebo, 17th Coast Guard District commander, during a meet-and-greet at Coast Guard Station Juneau June 22, 2012.

U.S. Coast Guard photo by Petty Officer 3rd Class Grant DeVuyst.



“SALUTE TO LOCAL HEROES NIGHT”

The Seattle Storm women's professional basketball team is hosting a “Salute To Local Heroes Night” on Sunday, 16 Sep 2012, at 1800 hours; they'll be competing against the Connecticut Sun. All military members, their families, and friends will receive the special discounted group rate of 42% off the face value of the tickets.

Below is the link you may use in order to purchase tickets. The link will bring you directly to the Storm's “Exclusive Offers” website, where you can select your tickets. You'll be required to use the password “heroes” in the purchasing process.

<https://oss.ticketmaster.com/html/go.html?l=E&N&t=storm&o=4565358&g=768>

The Storm has also created some fun for the kids. Children brought to the game will have some amazing on-court experiences available for them to partake in. These experiences range from being able to sit on the bench during warm-ups to receiving an autographed ball from one of the players as they're announced onto the court! So get to the stadium early, before the game starts, for some pre-game fun and excitement.

If interested, please follow the link above to get started. Base Seattle MWR will not be selling tickets to this event. If you have questions you may contact the Seattle Storm's representative, Mr. Eric Melch, at telephone number (206) 272-2704 or e-mail: emelch@stormbasketball.com.

Respectfully,

James “Art” Graddy Jr.
Regional Morale, Well-Being, and Recreation
(MWR) Director USCG Base Seattle
MWR Work Tel. : 206-217-6357

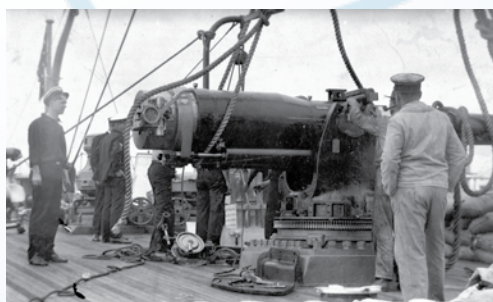


Cmdr. Rich Condit, of the Coast Guard Office of Boat Forces, and Chief Warrant Officer Mark Helmers, of the 17th Coast Guard District response division, watch a prototype amphibious vessel, developed by Tyler Rentals of Ketchikan, Alaska, while standing on an ice floe 10 miles off the coast of Barrow Aug.

13, 2012. Coast Guard Research and Development Center personnel initiated an evaluation of amphibious vessels in the Arctic to document challenges associated with operating craft in the extreme environment. U.S. Coast Guard photo by Petty Officer 3rd Class Grant DeVuyst.



KODIAK, Alaska - Drew Dix, a retired Army major and Vietnam-era medal of honor recipient (left), actor Gary Sinise (center) and Capt. Bill Deal, commanding officer of Coast Guard Air Station Kodiak, stand with crews from the air station for a photo during a United Service Organization visit to Coast Guard Base Kodiak June 25, 2012. Dix and Sinise visited Kodiak in 2010 and returned to talk with crews and put on another performance with the Lt. Dan Band sponsored by the United Service Organization and TriWest Healthcare Alliance. U.S. Coast Guard photo by Petty Officer 3rd Class Jonathan Klingenberg.



CGC Modoc main battery. Prohibition era USCG Photo.

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*



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U. S. COAST GUARD

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



USS Spencer, CG (WPG-36); Photo No. 2337-42 NYBOS; 1 June 1942; photographer unknown. Spencer transferred to Navy control on 11 September 1941 and began duty as a convoy escort. She sailed as the flagship of the only US-led convoy escort group on the North Atlantic, Ocean Escort Group A-3. Although Spencer was commanded by a Coast Guard officer, Commander Harold S. Berdine, and her crew was entirely Coast Guard, the Escort Group Commander, a US Navy officer, Captain Paul R. Heineman, USN, flew his flag on board Spencer. Escort Group A-3 was a collection of Coast Guard cutters, US Navy destroyers, and British and Canadian corvettes.