

RETIREE NEWSLETTER

“They Also Serve”

COAST GUARD RETIREE COUNCIL NORTHWEST, SEATTLE, WASHINGTON

VOLUME 6 ISSUE 3

COAST GUARD DAY PLANS IN D13

Seattle: The Coast Guard will be celebrating it's 216th birthday on 4 August of this year and PACNORWEST MWR has begun planning this year's festivities. Below are some particulars about this year's picnic:

This year's District 13 Coast Guard Day celebration will be held at Lord Hill Farms, near Monroe, Washington, on 4 August 2006. Here's a link to their web-site: <http://www.lordhillfarms.com/>

Directions to the picnic grounds are: From I-5 take I-90 East or 20 East to 405 North. Follow 405 North to exit #23 (522 East) to Woodinville. Stay on 522 East to the Monroe/West main St. exit. Exit and enter the roundabout circle and go to the fourth exit out of the circle (road that goes under the overpass). Proceed down this road exactly 3.4 miles from the overpass. Lord Hill Farms is on the right. You'll see signs indicating it's Lord Hill Farms and signs advertising the CG day picnic. Military car stickers are not required to gain access onto the property.

Time of the event will be 1100 - 1500 hours and the meal will be served from 1130 - 1400 hours. Appetizers will be watermelon and assorted bagged chips. The main entrees will be mesquite smoked chicken, hamburgers, cheeseburgers, veggie burgers, hot dogs and a compliment of side-dishes, including potato salad, Caesar salad, corn-on-the-cob, baked beans, and dinner rolls. Beverages - lemonade, bottled water, and assorted sodas. Desserts - fresh baked cookies, ice cream bars and popsicles.

Entertainment activities will be: tetherball, volleyball, horseshoes, kids playground, DJ and event emcee, competition games and races, face painters,

miniature golf, and inflatable jump, climbing wall, and tractor drawn wagon hay rides. Depending on participant's interest, we'll organize a flag football and softball tournament and I'm sure the Chief Warrant's Officer's and Chief Petty Officer's Association will have fundraising activities for all to enjoy. Events they've conducted in the past are dunk tank, beer tent, and bingo. Other activities may also be added.

Tickets. We want everyone to purchase their tickets ahead of time so we're offering incentives to that end. Tickets may be purchase at the MWR office at the Pier 36 fitness center, Monday - Friday, 0730 - 1530 hours. Tickets prices are as follows and may be purchased with check or cash only:

During the month of July - Tickets are not full price yet. CG active duty, retired, reserve, civilian, auxiliary and dependents 13 years of age and older - \$4.00. Dependent children, ages 6 - 12 years of age - \$1.50. Children 5 years and under will be free. Guests (anyone not in the above listed categories, e.g. friends, neighbors, other military service members, extended family members, etc.) - \$7.00.

During the month of August - Tickets will be full price. CG active duty, retired, reserve, civilian, auxiliary and dependents 13 years of age and older - \$5.00. Dependent children, ages 6 - 12 years of age - \$2.00. Children 5 years and under will be free. Guests (anyone not in the above listed categories, e.g. friends, neighbors, other military service members, extended family members, etc.) - \$9.00.

Tickets may also be purchased at the picnic site on the day of the event, but you may want to save a few dollars, so

get your tickets early.

Spokane: The Clear Lake Picnic area, just outside Spokane, will again be the site for this year's Inland Empire version of the Coast Guard Day Picnic. The picnic is open to all active duty CG, CG retirees, Reservists, veterans and CG Auxiliarists who might be interested in joining us for a wonderful day together. QMC Del Clark, the Chairman and Chief Organizer of the annual event has reserved the site, located on the USAF recreation facility, for Saturday, August 5th. For those who haven't been to one of these Spokane area Coast Guard Day picnics, you'll find it a wonderful way to spend an afternoon, reminiscing with old shipmates and being reminded of friends you thought you'd long forgotten. If you've been to any of the last four years' picnics, you know you'll have a great time! Volunteers are needed to assist with arrangements, setup, cleanup, cooking, etc ~ nothing difficult and it won't take too much of your time ~ please contact Del Clark at oldsaltclark@hotmail.com or phone (509) 534-4698. Mark your calendar for Saturday, 5 August and be there!

For those that may want to stay overnight Fairchild AFB web site www.fafb.af.mil/service_lists/camping_facilities, e.g. RV space, tent space, cabins and Yurts available at a minimal cost.

We do not have CG Day information on any of the other CGD13 and CGD17 commands. We recommend you contact the nearest commands to your location and ask them what they have planned for your area on August 4th. Regardless of where you are, we send you our best wishes for the Coast Guards annual Birthday Party.



OLD COASTIES GATHERING AT PACIFIC BEACH

A collection of "Old Coasties" gathered at Pacific Beach, Washington during mid-week, 12 and 13 April. A good time was had by all. The top story teller was Vince Stauffer and Mike Mattie (MC) roasted everyone in attendance, along with some individual spontaneous roasts from the gathering.

Attendees

- Tom and Mary Ann Bascio
- Ev Black
- Larry and Carolyn Cruz
- Bill Ferguson and wife (don't have her name, last minute attendee)
- Duane and Marianne Fuehr
- Richard (Dutch) and Lyda Holland
- Ron and Carolyn Kunz
- Mike and Faye Mattie
- Don (Red) and Nancy Nolan
- John and Charlene Partyka
- Bob and JoAnn Rhoads
- Bob Wallace
- Phil Smith
- Evelyn Oliver
- Bob and Betty Hellers
- Don Fuehr
- Vince Stauffer
- Gary Morgan

25 Foot Self bailing pulling boat Length 25'6", crew of 9 - 8 oars and coxswain



The Honolulu Advertiser Friday, May 19, 2006 COAST GUARD SHIP HEADED FOR HISTORIC CHINA VISIT

By William Cole
Advertiser Military Writer

The Honolulu-based Coast Guard cutter Rush and its crew of 188 are headed for Shanghai in a historic Coast Guard trip to China. It will also stop in South Korea and Japan on the three-month deployment.

The 378-foot ship and its crew of 188 are heading to Shanghai in the first visit to China by a major Coast Guard vessel since World War II. The three-month deployment will include visits to South Korea and Japan.

It is seen as another way to engage China as the U.S. seeks greater "transparency" from the growing power, and a full restoration of contact between militaries to reduce misunderstanding and the chance of war.

U.S. Air Force Lt. Gen. Daniel P. Leaf, deputy commander of U.S. Pacific Command, said at a business and military gathering in Honolulu on Wednesday that the Coast Guard "has a special connection with nations by being somewhere between the full Department of Defense military and the civilian arm of our government."

The Coast Guard is part of the Department of Homeland Security. "They can do things that no other part of United States official apparatus can do," Leaf said.

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USCGC RUSH (WHEC 723) built in 1969 has served in the Pacific her entire career, stationed in Alameda, California originally and now in Honolulu, Hawaii

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

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The U.S. and China broke off military contact in 2001 after a U.S. Navy spy plane and a Chinese fighter jet collided over the South China Sea. China held the crew for 11 days.

The cutter Rush will participate with other coast guards in at-sea exercises organized by the North Pacific Coast Guard Forum.

PACIFIC-RIM EFFORT

Coast Guards from the United States, China, Japan, South Korea, Russia and Canada comprise the forum, which fosters cooperation to combat drug trafficking and illegal immigration, and to enforce marine security and fisheries rules.

Capt. Dana Ware, commanding officer of the Rush, said he is excited that his ship will represent the United States.

“Team Rush looks forward to what will certainly be a challenging and professionally rewarding deployment in support of the North Pacific Coast Guard Forum,” he said in a statement.

A release said the Rush would visit Shanghai “to solidify the working relationship between the United States and China in counter-drug law enforcement operations.”

District 14 Coast Guard officials in Honolulu referred questions about the mission to Pacific area headquarters in California, which could not be reached for comment yesterday.

BEFRIENDING CHINA

Adm. William Fallon, the Hawai'i-based commander of U.S. forces in the Pacific, recently wrapped up a trip to China and was expected to leave for Washington, D.C.

During a week-long tour of Chinese military installations and visits with senior officers, Fallon, a veteran aircraft carrier fighter pilot, got to sit in the cockpit of an FB-7 fighter-bomber, China's most advanced domestically produced warplane.

He invited China to watch the “Valiant Shield” U.S. military exercise in June that will be held near Guam. Three aircraft carriers are expected to take part in exercises that month in the biggest carrier operation in the Pacific since the Vietnam War.

Since taking over Pacific Command in February 2005, Fallon has attempted to rebuild U.S. and China military cooperation.

“In Adm. Fallon's two visits to China he has stressed his desire to expand military-to-military contact,” said Lt. Cmdr. Jason Salata, a spokesman for the command.

“Since November 2005, we have conducted three officer exchanges, two (People's Liberation Army) delegations have visited the U.S., and one U.S. delegation has visited China,” he said.

Salata said the intent of such military contacts is to “foster transparency, seek opportunities to build mutual

understanding and thereby reduce the potential for miscalculation.”

The USS Blue Ridge, an amphibious command ship, visited Shanghai in February 2003, and the destroyer USS Curtis Wilbur made a port call to the eastern city of Qingdao in September.

Reach William Cole at 525-5459 or wcole@honoluluadvertiser.com.



May 22, 2006: The Department of Veterans Affairs (VA) has recently learned that an employee, a data analyst, took home electronic data from VA, which he was not authorized to do. This behavior was in violation of our policies. This data contained identifying information including names, social security numbers, and dates of birth for up to 26.5 million veterans and some spouses, as well as some disability ratings. Importantly, the affected data did not include any of VA's electronic health records nor any financial information. The employee's home was burglarized and this data was stolen. The employee has been placed on administrative leave pending the outcome of an investigation.

Appropriate law enforcement agencies, including the FBI and the VA Inspector General's office, have launched full-scale investigations into this matter. Authorities believe it is unlikely the perpetrators targeted the items because of any knowledge of the data contents. It is possible that they remain unaware of the information which they possess or of how to make use of it. However, out of an abundance of caution, VA is taking all possible steps to protect and inform our veterans.

VA is working with members of Congress, the news media, veterans service organizations, and other government agencies to help ensure that those veterans and their families are aware of the situation and of the steps they may take to protect themselves from misuse of their personal information. VA will send out individual notification letters to veterans to every extent possible. Veterans can also go to www.firstgov.gov to get more information on this matter. This website is being set to handle increased web traffic. Additionally, working with other government agencies, VA has set up a manned call center that veterans may call to get information about this situation and learn more about consumer identity protections. That toll free number is 1-800-FED INFO (333-4636). The call center will be open beginning today, and will operate from 8 am to 9 pm (EDT), Monday-Saturday as long as it is needed. The call center will be able to handle up to 20,000 calls per hour (260,000 calls per day).

Secretary of Veterans Affairs R. James Nicholson has briefed the Attorney General and the Chairman of the Federal Trade Commission, co-chairs of the President's

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Identity Theft Task Force. Task Force members have already taken actions to protect the affected veterans, including working with the credit bureaus to help ensure that veterans receive the free credit report they are entitled to under the law. Additionally, the Task Force will meet today to coordinate the comprehensive Federal response, recommend further ways to protect affected veterans, and increase safeguards to prevent the reoccurrence of such incidents. VA's mission to serve and honor our nation's veterans is one we take very seriously and the 235,000 VA employees are deeply saddened by any concern or anxiety this incident may cause our veterans and their families. We appreciate the service our veterans have given their country and we are working diligently to protect them from any harm as a result of this incident.

DO YOU LIVE IN BELLINGHAM, ANACORTES, MT. VERNON OR THE SURROUNDING AREA IN WASHINGTON STATE?

CG Retiree Council – Northwest Board of Trustee members would like to hear from you. CWO4 Bruce Brady (Bellingham) and MKCS Tracy Black (Anacortes) would like to hear from you. They are interested in opening a direct line of communication between the retirees in this area and the Board of Trustees.

If you are interested in an informal meeting (centrally located) with these representatives they maybe contacted at:

CWO4 Bruce Brady, telephone (360) 201-1450 or email wagb-4@comcast.net

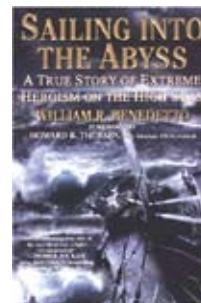
MKCS Tracy Black, telephone (360) 293-7527 or email grumpysnipe@comcast.net

Wouldn't it be nice to meet with past shipmates for an hour or two to swap sea tales and renew acquaintances?



43 Foot FCI 43501 - 43505 Completed by April 1987 Length 43'6" x Beam 9'6" x Draft 3'3" 2 Caterpillar diesels 750 BHP Twin screw 39+ knots Designed and constructed by Tempest Marine for the Coast Guard. The boats are V-bottom monohull

2006 U. S. MARITIME LITERATURE AWARD -- SAILING INTO THE ABYSS



“Retired CWO-4 William R. Benedetto, author of SAILING INTO THE ABYSS, reports that his book has been selected for the 2006 United States Maritime Literature Award—details at <http://www.usmaritimeawards.com/>. The Award follows favorable book reviews by newspapers/magazines; enthusiastic endorsements by numerous high-ranking officers, NY Times best-selling authors, and others; and the top rating by readers on Amazon.com.”

William R. Benedetto
CWO-4, USCG (Ret)
Oregon Trial Lawyer (Ret)

PORTLAND, OREGON RETIREE DAY

Mark your calendar to attend the Portland Retiree Day on October 14, 2006. The host for this gathering will be Commanding Officer, CG Sector, Portland and CG Retiree Council – Northwest, Board of Trustees.

Date: 14 October 2006.
Time: 10 a.m. (old salts 1000 hours)
Place: CG Sector, Swan Is.

Master of Ceremony: LCDR Ralph Preston, Council Rep.

The Council Co chair, CAPT Dana Starkweather will present the group with a briefing of the Retiree Councils goal and past events. The Coast Guard has seen numerous changes in the last couple of years in its mission and responsibility. CG Sector Portland will bring us up to date with a briefing.

Representative from various organizations e.g., U. S. Department of Veterans Affairs, Oregon Department of Veterans Affairs and Tri care have been asked to join in the Retiree Day events. Bring your spouse. This is a good time to meet and renew friendships, swap “Sea Stories” and the like. If you know someone who is nearing Coast Guard retirement see that they are informed of this meeting.

Lunch will be available at a nominal cost of \$3.55 per person. To ensure that the CG Galley is prepared to serve everyone, **RSVP, Ms. SHELLY SOPER, Secretary to Commanding Officer, CG Sector Portland by calling 503) 240 9314.**

Come and enjoy.

PUSH TO CUT VA BENEFITS

Larry Scott | April 26, 2006

Vets' Commission Chair, General Terry Scott, wants to study if vets should get VA compensation and Social Security disability at the same time with the aim of reducing benefits. In an unconstitutional move, he asked Congress to interpret its own law so he would have the power to launch study.

The next step in dismantling veterans' benefits could be a payment reduction, known as an offset, for veterans receiving [disability compensation](#) and [Social Security](#).

The [Veterans' Disability Benefits Commission](#) (VDBC) was established by Public Law 108-136 and signed into being by President Bush in November 2003. The VDBC's charter states they are to study "whether a veteran's disability or death should be compensated" and at what level if any.

Since the VDBC was first established it was obvious to veterans and veterans' service organizations (VSOs) that the Commission had one thing in mind and that was cutting [veterans' benefits](#). The VDBC is made up of 13 political appointees. Four were appointed by Democratic members of Congress, four more by Republican members and the other five by President Bush. The VDBC is truly a 9-4 politically stacked deck even though they like to refer to themselves as bipartisan. The legality of the VDBC has been questioned by some VSOs.

As the VDBC's meetings progressed, veterans began to notice a "secretive" quality to the workings of the Commission. Last fall the VDBC issued a list of questions they would study. They asked for input and gave veterans just a few days, over a holiday weekend, to respond. The questions signaled the direction of the VDBC. One question was: "Does the disability benefit provided affect a veteran's incentive to work?"

Now, "secretive" has taken on a new meaning. In a recent editorial written by Arthur H. Wilson, National Adjutant for the Disabled American Veterans (DAV) we find: "Optimism was in short supply at the Commission's March 16-17 meeting as some of its members maneuvered to authorize collecting data about Social Security Disability Insurance (SSDI) benefits paid to veterans who also receive VA disability compensation. That was done with a view toward an offset [reduction] of disability insurance if the veteran receives disability compensation from the VA."

Wilson continues: "A move to sidestep proper procedures and hold a secret ballot on the matter was postponed, but the issue is expected to resurface at the commission's meeting in May. If so, it could lay the groundwork for cutting or eliminating veterans' benefits as a way of saving the government money. The idea that disability compensation is some kind of income security or welfare program cheapens the service and sacrifice of disabled veterans. That kind of thinking might also open the door to cutting off VA compensation when a disabled veteran becomes eligible for Social Security retirement benefits. Veterans' benefits are separate and distinct from Social Security, so receiving payments under both programs is not dual compensation for the same disability, as some have tried to argue."



It appears the VDBC is about evenly split on the idea of studying the SSDI issue. But the Chairman, retired [Army](#) Lt. General Terry Scott, is adamant about getting this on the agenda and wants the power to move forward. And, he wants the help of Congress to push his agenda. Scott has taken the liberty of writing to Congress asking them to interpret their own law that established the VDBC.

This presents a problem. It is unconstitutional for Congress to interpret its own laws. Congress passes laws and the courts interpret them. But, this hasn't stopped General Scott.

In an email to the House and Senate Armed Services and Veterans' Affairs Committees, General Scott writes: "Some Commissioners believe that this charge [the VDBC's charter] should be interpreted broadly to mean all related benefits received by disabled veterans under the laws of the United States to include...SSDI payments...the Chairman would appreciate clarification of the intent of Congress in writing or in person during the next Commission public meeting May 19, 2006"

General Scott's request has raised major concerns among the VSOs. Christopher J. Clay, General Counsel for the DAV, has written to the four chairmen involved. In part, Clay's letter states: "...[General Scott's] request, if honored...would violate one of the fundamental principles which have guided the government of the United States for more than 200 years. That principle is the separation of powers...Congress exercises the sole power to enact laws while the Judicial and Executive Branches have the power to say what those laws mean...neither a committee of either the House or Senate nor the full Congress may interpret a statute after it is enacted, without passing a new law...The DAV is unaware of any precedent for the congressional interpretations requested by the Commission Chairman. If the Committee responds to the Chairman's inquiry, it will set a precedent that the courts are no longer the sole arbiters of disputes over our laws."

Now, veterans play the waiting game. Will any of the four Congressional committees respond to General Scott's request and interpret their own law? Will General Scott get enough votes from VDBC members to push ahead with his idea to study a Social Security offset (reduction) for veterans' disability compensation? We will know by May 19.

But, what we don't have to wait for is knowing that General Terry Scott and other members of the VDBC want to cut veterans' benefits and will try to hold secret votes and try to get Congress to interpret its own laws – an effort that is, by nature, unconstitutional.

General Scott must be reminded that veterans' disability compensation is not welfare. It is not to be confused with welfare. It is not to be confused with any other sort of compensation. Veterans receive disability compensation because they earned it. Many earned it on the field of battle. They don't deserve to lose it in a commission hearing.



TRICARE
RETIREE
DENTAL
PROGRAM

IMPROVED WITH INTERACTIVE
VOICE AND FRIENDLY WEB SITE

by Nancy White

New automated telephone services and an improved, easy-to-use web site provide both visitors and enrollees with complete, comprehensive information about the TRICARE Retiree Dental Program (TRDP).

Automated features added to the redesigned Interactive Voice Response telephone system, or "IVR," include the ability to request a list of dentists in a specific area, including specialists, be faxed or mailed. Callers can also get a complete breakdown of TRDP covered services, including time limitations; streamlined navigation through the automated telephone system makes it easier than ever for TRDP enrollees to obtain such information as their eligibility; status of a claim, maximum used to date and remaining deductible amount.

The IVR at (888) 838-8737 is available for automated services 24 hours a day, seven days a week. Callers who wish to speak directly to a customer service associate can dial the IVR Monday through Friday during the hours of 6:00 a.m. to 6:00 p.m. PST.

Those with Internet capability can log on to the TRDP's dedicated, customer-friendly web site at www.trdp.org and take a "virtual tour" of the program. Further navigation through the web site allows users to enroll in the TRDP, find a local network dentist through the online dentist search function, download a claim form, view or print the entire benefits booklet, and click on "Related Sites" to get the latest dental health updates and find useful links to important government and health information.

There is also an online Customer Inquiry Form that allows customers to contact Delta electronically during a time that is convenient for them and to get prompt responses to their specific questions about the TRDP—all within reach of their computer.

Another convenient feature of the TRDP web site is the online Consumer Tool Kit. Much like the IVR, this self-service tool for enrollees allows them to verify their eligibility, get up-to-date benefits information, verify maximums and deductibles used to date, review processed claims and reimbursements, and even print extra ID cards for themselves and their enrolled family members.



Reminder: THE COAST GUARD LIGHTSHIP SAILORS ASSOCIATION will hold its second ever West Coast reunion in Seattle on October 5th to 7th at the Best Western Executive Hotel located at 200 Taylor Avenue North (near the Space Needle). Reservations call: (206) 448-9444 or (800) 351-9444. For details visit the LSA website at: www.uscglightsailsors.org or contact Fred A Pelger at 1107 East Saguaro Drive, Globe, Arizona 85501-2047 (LSA Treasurer.)

FROM THE DESK OF THE
SECRETARY

Ev Black

One of the many tasks of the Secretary is to publish and distribute the CG Retiree Council – NW newsletter. Until the April 2006 issue everything had been moving along with only a minor glitch now and then. In the past 4-5 years distribution of the newsletter has been modified to include electronic mailing. A color copy is available for viewing on the Council web site, www.cgretirenw.org

Coast Guard (PSC) Topeka provides mailing labels upon request. Two volunteers from the Board of Trustees update these labels by removing those retirees who have recently notified the Council of an address change, postal returns showing the retiree no longer lives at the address provided and retirees who recently "crossed the bar." Two (2) separate email data bases are maintained, but are not compatible with each other. Incorporation into one should be completed in time for distribution of the October 2006 newsletter.

The Comptroller's office, ISC Seattle notified the Council shortly before printing the April newsletter it could no longer be done locally because of excessive cost. It was recommended to have printing done by the Government Printing Office, Seattle. To meet the Council's obligation to Northwest retirees, the staffs of ISC Seattle Worklife, Personnel Branch and with ETCM Tim Lackey's assistance, a solution was found. After numerous telephone calls and meeting with GPO staff and the responsible ISC Seattle staff, a contract for production was completed.

To bring the publishing and distribution into the 21st Century a decision was made to have GPO print, label and sort for mailing by "zip code". This included reopening a "bulk mail" permit held by CG Headquarters. Changing to "bulk mail" rate will substantially reduce the postage cost of mailing 4000 newsletters. In addition to this cost saving, two (2) volunteers, MCPO-CG Phil Smith, Tim Lackey and I have reduced our stress level for putting the newsletter on the street. It will probably take over a year to estimate the overall results of this change.

The Council web site www.cgretirenw.org is updated with new information from time to time. Updates usually are notice of changes to medical, pay information, identification cards, military humor or human interest articles (these notifications are informational only and not authority for action). EMCM Ken Laesser, the web master has recently added a block for email registration. You may use this new method or complete and mail the "email registration form" located in the newsletter.

WORLD WAR II CG D-DAY VETERAN REUNITED WITH HIS HISTORIC WARTIME CUTTER

Office of Public Affairs US Coast Guard 13th District

A World War II Coast Guard veteran, Wilfred "Bud" Eberhart, 84, who participated in the D-Day Invasion at Normandy, France in 1944 will be reunited with his 83-foot wooden cutter during ceremonies at 10 am on June 6 (Tue.) at the Historic Ships Wharf at South Lake Union Park. Eberhart, originally from Mitchell, Illinois, will once again go aboard "his boat," which as the USCG-11 was one of 60 cutters that were part of Coast Guard Rescue Flotilla 1 during the historic landing.

The cutter, on which Eberhart served off Omaha Beach more than 60 years ago, was discovered recently moored in Lake Union. After decommissioning in 1962, the historic cutter was purchased, brought to Seattle, converted to a yacht and cruised Puget Sound waters for the past 40 years. Owned by Ray Holland of Seattle, it is now named Tiburon.

The D-Day cutter along with another WWII era 83-footer, CG-83527, stationed in Tacoma from 1945 until the early 1960s, will be on public exhibit at the Park on June 3 and 4. Tours will be available from 11 am to 5 pm both days. Both boats are the last of the surviving wooden Coast Guard cutters in nearly original military condition. To complete the multi-generational collection of Coast Guard Cutters in attendance, the recently commissioned 87-foot cutter Terrapin will also be available for tours on June 5 and 6. Coast Guard helicopter flyovers are also anticipate throughout the four day event.

Special veterans' commemorations and memorial services featuring both cutters are planned for June 5 and 6. The D-Day participation of Coast Guard Rescue Flotilla 1 will be recognized at 62nd anniversary ceremonies scheduled for June 6 at 10 am at the Historic Ships Wharf.

Furthermore WWII Coast Guard veteran Eberhart, along with other Guardsmen who served on 83-foot cutters until they were decommissioned in the early 1960's will be honored. Mike Gregorie, First Gentleman of Washington State and a Vietnam War veteran, will provide key note comments among others.

Appropriately the Park site, its moorage and armory building served as the Naval Reserve Center in Seattle from 1941 to 1998, and was used for training hundreds of Navy, Marine and Coast Guard reservists. The formerly federal government-owned property was turned over to the City of Seattle in 2002 for development as a maritime heritage-themed waterfront park.

In his early 20's during the war, Eberhart was a Signalman Third Class on the crew of his cutter off Omaha Beach on D-Day and afterward. Eberhart and other RESFLO 1 crews rescued a total of 1438 soldiers, sailors and others on D-Day and the days that followed the historic invasion. Eberhart is believed to be the sole surviving crewman of his cutter who participated in the D-Day landing.

"I can't believe that my old boat has survived for more than 60 years," said Eberhart. "It's going to be a dream come true to stand at the helm [steering wheel station] again on the 62nd anniversary of the D-Day landing and when I was aboard."

Following its D-Day service, the cutter was re-designated CG-83366 and redeployed first from Europe to the Atlantic Coast and then through the Panama Canal to its permanent duty station at Santa Barbara, California. After almost 20 years of active patrol, search and rescue, and marine safety and enforcement service, the cutter was decommissioned in 1961 and sold into the civilian market as surplus



*SEATTLE - World War II veteran and former Coast Guardsman, Wilfred "Bud" Eberhart, recounts his time aboard the 83 foot cutter USCG11 during a D-Day remembrance ceremony.
Photo by Petty Officer Shawn Eggert, USCG*

in 1963. It was subsequently purchased by Holland and sailed up the West Coast to Seattle. Converted to a yacht, the former Coast Guard cutter has been used for recreational cruising in the Pacific Northwest for more than 40 years.

The CG-83366 now Tiburon was built in 1942 by Wheeler Shipbuilding Company of Brooklyn, New York, the 67th under the company's WWII total contract for 230 cutters. Its sister cutter, CG-83527, was built in 1944 and is the third from the last in the total production run. It is owned by Combatant Craft of America -CCA, a Port Ludlow-based non profit military maritime heritage and education organization.

Following its service in Florida, the CG-83527 was transferred through the Panama Canal to the Pacific Coast, ending up in Puget Sound and its permanent duty station in Tacoma. On active duty from 1945 until 1962, it provided Coast Guard patrol, search and rescue, and marine safety and enforcement services in the south Puget Sound area.

Sold as surplus in 1964, the cutter was purchased by a private owner and taken down the coast to Alameda, California in the east San Francisco Bay area where it became a live-aboard for the next 30 years. Upon the death of its owner, it was donated to a patrol boats museum in Rio Vista in the Sacramento River delta area. The former CG-83527 was rediscovered in 2003 by Dan Withers, CCoA president, and purchased by the nonprofit group. During 2004 it was prepared for its 1200 mile return voyage to its former Puget Sound home waters, a voyage completed late that summer. "Once we discovered this cutter had long Coast Guard active duty history in Tacoma," said Withers, "we just had to bring it back to Puget Sound and its old homeport."

Undergoing continued restoration to its early 1960's military configuration, last summer the CG-83527 helped lead 26 sailing and other heritage vessels into Tacoma during the city's five-day-long Tall Ships Tacoma festival on the Thea Foss Waterway. This summer, in addition to appearing at the D-Day Commemoration in Seattle; it will be visiting and on exhibit at several north Puget Sound ports where 83-foot cutters were assigned from the late 1940s to early 1960s. These wartime and peacetime Coast Guard station ports were at Bellingham, Friday Harbor, Port Angeles and Port Townsend.

The four day World War II exhibit of the two 83-foot cutters at South Lake Union Park, and the reunion with their Coast Guard veteran crewmen, is being sponsored by Combatant Craft of America in cooperation with Coast Guard 83-Foot Sailors Association and the Thirteenth Coast Guard District. Other co-sponsoring organizations are the Center for Wooden Boats, Puget Sound Maritime Historical Society and the Seattle Department of Parks and Recreation.

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



The 83300 is the first of a large family of Patrol Boats. The 83 footer story began in 1940 when the first of 230 cutters was built for the USCG. The wooden cutters were used for convoy duty in the Gulf and ASW patrol off the east coast of the U.S. Sixty cutters participated in the Normandy invasion as RESFLO 1 where they rescued 1,437 men and one woman.. The surrender of the last Japanese bastion in the Marianas took place on the deck of the 83434 when the Japanese formally surrendered the island of Aquijan. After the war, sixty-one of the 83 footer fleet was utilized by the Coast Guard for Search and Rescue. During the cold war, most were assigned to Harbor Entrance Patrol duty. The last 83 footer, the WPB-83484, was decommissioned on April 15, 1963



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