



Capital Area Coast Guard Retiree Council Newsletter
SERVICE CONTINUES



Council co-chairs: CAPT Bud Schneeweis and SCPO Mike White

Issue 18

5 October 2009

ENJOY FALL

Your Council continues to be active, meeting Friday 25 September 2009 at USCG HQ.

Key issues were

Update on Headquarters Support Command Structure

Holiday Party Pre-Planning for 3rd Annual Party

Status of Google List and Membership Outreach

Help Desk Utilization

Website Update

SOP for Council Officers

2009 Holiday Card Development

Discussion of Goals and Services of Capital Area Coast Guard Retiree Council

*** Local Capital Area Coast Guard Retirees are welcome to serve on committees.

A copy of the Council Newsletters, Agendas and minutes are posted on the Council web site, <http://www.uscg.mil/ccs/carc>, and can be downloaded, or may be requested from Council Secretary, Lula Carpenter, ph (703 913 7390) or e-mail: leecarp@verizon.net.

The Council's objective is to publish a quarterly newsletter and provide the **Capital Area Coast Guard Retiree, military and civilian**, with information on Council activities and items of interest to Retirees in the Washington DC, Maryland and Northern Virginia Council area. In addition, items that are time-critical will be sent using the Council "Google" E-Mail list.

All Area Retirees are invited to contribute to the **Newsletter**, attend a Council meeting, and are welcome to communicate with Council members prior to the Council meetings, or to provide informational items of interest to retirees. Please send an e mail, call, or write to the Council Co-Chairs, CAPT Bud Schneeweis and YNCS Mike White, the Council Secretary, Lula Carpenter or to the **Newsletter** editor, (Norm Lemley) 703 528-1660; e-mail: nlemley2@comcast.net.

Please "Pass on" this Newsletter to other USCG military and civilian retirees that may be interested. Additional e-mail /or snail mail addresses and phone numbers for the Council mailing list are very welcome.

All are urged to look at the Capital Area Coast Guard Retiree Council a WEB site,

<http://www.uscg.mil/ccs/carc>. The Council believes that access to this WEB site will enable Retirees to become better informed on the current Coast Guard organization and operations. Suggestions for items to be posted are welcome!!!!

Send them to the Retiree Council webmaster, CAPT Bob Warakomsky, at bpwarakom@cox.net

Your Council looks forward to serving all Coast Guard Retirees, military and civilian, and continues to extend an invitation to attend Council meetings, to participate in Council projects and to keep us informed of your issues and concerns.

At the September meeting a discussion of goals and services of the Capital Area Coast Guard Retiree Council. Further discussion will be held at the December meeting. Thoughts and suggestions as to what the Council might do to better serve the DC Retirees are welcome

Council Meeting Schedule for 2009-2010

Friday - Dec 04, 2009

Friday - Mar 26, 2010

Friday - Jun 25, 2010

Friday - Sep 24, 2010

Friday - Dec 04, 2010

Meetings are normally held at USCG Headquarters in Conference Room B718 beginning at 0900.

3rd Annual Capital Area Retiree Council Holiday Party to be 13 December

The 3rd Annual Capital Area DC Retiree Council Holiday Party to be at Vinson Hall Sunday, 13 December from 4-6:30. MARK YOUR CALENDAR. Cost -\$25 per person \$50 per couple. Remember to Register early. The Commandant and the CG Master Chief of the CG are expected to attend. Last year's Holiday Party was a great success and it was a great opportunity to see old friends and make new ones. The Council looks forward to a large turnout and a festive time. All are welcome!. The Party flyer is attached below. Please forward to anyone you think would like to attend. If you plan to attend please respond by E-mail reply to PaulPeak@aol.com. Please provide your Name, Address, Home Telephone Number, E-mail address, and name of accompanying spouse and/or guests, and make the subject of your E-mail "*SEMPER PARTY*". Please confirm your reservations by mailing a check covering payment for the party to: CAPT Paul Peak, USCG (Ret) Vinson Hall, Apt. 306, McLean, VA 22101-480.

9 September 1942 -- Sad Day for USCG

On 9 September 1942 the Coast Guard-manned weather ship USS Muskeget disappeared without a trace while on weather patrol in the North Atlantic. Her entire crew of 9 officers and 111 enlisted men were lost. It was learned after the war that she had been torpedoed and sunk with all hands by the U-755.

9 September 1943 - CG Participated in Invasion of Salerno, Italy

The invasion of Salerno, Italy began 9 September 1943. Coast Guard units, including LCI(L) Flotilla 4 (a landing craft force manned and commanded entirely by the Coast Guard) participated.

DEATH OF CAPT BOBBY C. WILKS, USCG (RET)

Captain Bobby Charles Wilks was a pioneer in the United States Coast Guard, holding the distinction as the first African American Coast Guard aviator, the first African American to reach the rank of captain in the Coast Guard and the first African American to command a Coast Guard air station. He accumulated over 6,000 flight hours in 18 different types of aircraft. He was also the Coast Guard project officer for the procurement of the Sikorsky HH-3 helicopter in the 1960s. Born 12 May 1931 in St. Louis, Missouri, he graduated from Sumner High School in 1947. After receiving his Associates degree from Stowe Teachers college in St. Louis, he was accepted into the US Naval academy, and attended from 1950 to 1951, but returned to Stowe Teachers College to complete his bachelor of arts degree. He then completed his masters degree in education from St. Louis University in 1954, and following a year on the St. Louis board of education, he attended, Coast Guard Officer Candidate School in New London, earning his commission in 1956. His first assignment was a duty officer at Coast Guard Group Baltimore, but he was soon accepted to flight training and earned his aviator wings. Upon completing flight training in 1957, he was designated as Coast Guard Aviator No. 735, and was designated a Coast Guard helicopter pilot two years later.

He served at a variety of Coast Guard air stations, including San Francisco, the Philippines during the early stages of the Vietnam war, Brooklyn, Salem, Massachusetts, and Barbers Point, Hawaii. He held command cadre positions at various units, including executive officer at Air Station Naples, Italy and Coast Guard Support Center, New York, culminating in a second assignment to Air Station Brooklyn. This time as Commanding Officer.

Among his numerous awards is the air medal, earned for initiative, foresight and aeronautical skill while attempting to rendezvous with a Russian vessel 120 miles east of Hilo, Hawaii in heavy weather. His courage, sound judgment and unwavering devotion to duty culminated in the safe medical evacuation of the stricken master, thus saving the man's life.

Additionally, captain Wilks was twice recognized with the helicopter rescue award with the winged-s air rescue emblem for courage and skill while piloting a Sikorsky helicopter in air rescue missions. Other personal awards include the Meritorious Service Medal, the Coast Guard Commendation Medal, the Humanitarian Service Medal, Armed Forces Expeditionary Medal and National Defense Medal, as well as the Vietnam Campaign and Vietnam Service Medals.

Captain Wilks retired in 1986 after 30 years service and settled in Fairfax, Virginia. He is survived by his wife Aida Wilks and son Bobby Sean Wilks.

Retiree Eligibility for Prescription Glasses

If you are retired military, and eligible for other medical services, you are authorized to receive up to 3 pair of Standard Issue spectacles per year. See for details and ordering form: <http://www.med.navy.mil/sites/nostra/order/Pages/Retiree.aspx>

Ensure that the examining facility writes the prescription, and includes your pupillary distance (PD) on the form. There must be a DD771 for each request for eyewear.

The Council "Google" E-Mail List Needs to be Updated.

The Council "Google" e-mail list needs to be updated for a number of reasons. One, computer gremlins seem to have stolen some of the key info. The most of the mail addresses are intact but the associated names, mailing addresses, phone numbers in many

cases are missing.

Please provide the following to Susan Baicar at susanbaicar2@mac.com.

Name/Rank

Addresses

Ph no

current e mail

Spouse

"Coast_Guard_e-newsletter" Mailing List

A Coast Guard e-newsletter mailing list has been established by CG HQTRS. A subscription can be obtained by going to: http://cgls.uscg.mil/mailman/listinfo/coastguard_e-newsletter

Pterodactyl "Roost" Held at E City, October 1-4, 2009

The 2009 Pterodactyl Roost was held at the CG Aviation Logistics Center. The Aviation Technical Training Center, Air Station, Support Center. The last E City roost was in 2003 Vice Admiral Crea, officially retired and turned over her duties as Ancient Albatross.

The HQ Work Life Office and the CG Historian Seeking Volunteers

The HQ Work Life Office and the CG Historian are seeking volunteers. If anyone in Capital Area Retiree community wants to "volunteer", contact Robert Skewes, Robert.L.Skewes@uscg.mil, 202 475 5140 (JEMAL BLDG) or Dr Robert Browning, Robert.M.Browning@uscg.mil 202 372 4650 respectively. The program's new website is rich with work-life tools and associated links that are available to retirees too: www.worklife4you.com (ID: uscg, password: uscg). You can register to receive the monthly work/life e-newsletter.

"Handout" for Retiring Coast Guard Personnel, Military and Civilian

Below is a "Handout" for retiring Coast Guard personnel, military and civilian that provides information on how to associate with the DC Retiree Council. It is a part of the material given to HQ military and civilian "Retirees". It can be used, appropriately amended, by other regional Councils. Please forward it to any DC area USCG retiree thought to be interested in affiliating with the DC Area Retiree Council.

Ingham Declared the National Memorial to Coast Guardsmen Killed in Action in World War II and Vietnam

The Commandant has declared USCGC Ingham the National Memorial to Coast Guardsmen Killed in Action in World War II and Vietnam. These 912 casualties are identified on a memorial plaque on her quarterdeck, according to the Historic Naval Ships Association.

The East Quay Wall at Truman Waterfront in Key West have a new, yet historic resident next month when the U.S. Coast Guard Cutter Ingham arrives in port as the next installment in the Key West floating ships museum. The ship is a National Historic Landmark and has been perfectly preserved.

Launched in 1937, the Ingham was on convoy duty during World War II when it protected supply ships bound for Great Britain. During one of these missions, it sank a German U-boat. The vessel also patrolled the waters around Korea and received a Presidential Unit Citation for its service in Vietnam.

Coast Guardsmen are 1st to Ever Graduate as BUD/SEALS

Two Coast Guardsmen became the first in their service to graduate from the Navy's Basic Underwater Demolition/SEALS training September 3rd.

The graduates, whose names have not been released, have been training since January. They still must go through another six months of training before they officially become SEALs, said Lt. Fred Martin, a spokesman for the Naval Special Warfare Center at Naval Amphibious Base Coronado, Calif. Up next: parachute training, the Junior Officer Training Course and the final SEAL qualification training, which includes cold-weather training in Kodiak, Alaska.

Coast Guard Commandant Adm. Thad Allen wrote proudly about the graduates in his blog.

"Two Guardians made history today," he said. "While they still have an intensive training program to complete before pinning on their Tridents in the spring, this is an impressive accomplishment, and we should all be very proud of our shipmates and their performance representing the U.S. Coast Guard amongst the elite Navy SEALs."

One of the Coast Guardsman graduated as the class officer in charge —the senior ranking member of the class, Martin said.

"They still have a ways to go, but they have handled themselves very well," Martin said.

The Coast Guard originally sent four service members to training, but one dropped out and another was injured before the dreaded Hell Week began. He has since recovered and will start training with a new class next week, Martin said.

The Coast Guard received 16 applications this year from service members who want to join a SEAL class. The applications will be reviewed, and if the candidates meet the Navy admission guidelines, they will be sent for training next year.

U.S. Coast Guard, Northrop Grumman lay keel for 3rd National Security Cutter: First lady Michelle Obama to serve as sponsor

The U.S. Coast Guard and Northrop Grumman laid the keel for the future Coast Guard Cutter Stratton, the service's third National Security Cutter, July 21 at Northrop Grumman Shipbuilding's Gulf Coast shipyard in Pascagoula, Miss.

First lady Michelle Obama will serve as Stratton's sponsor. This is the first time a first lady has ever sponsored a Coast Guard cutter. As the sponsor the first lady will be involved in the life of the cutter. This is Obama's first formal association with a United States Coast Guard cutter and serving as Stratton's sponsor is an extension of her commitment to supporting America's men and women in uniform and their families.

"I am honored to serve as sponsor of the Coast Guard Cutter Stratton, named after one of the most extraordinary women to serve our nation in uniform," said Obama. "Every day, the United States Coast Guard keeps our families and communities safe at home and contributes to the defense of our nation overseas. This vessel will embody the strength of today's military and the enduring courage of our Coast Guard's men and women."

"The keel laying is a significant event in our surface acquisition program," said Rear Adm. Ronald J. Rábago, the Coast Guard's assistant commandant for acquisition. "We are especially proud and honored that this ship will be sponsored by the first lady. We are all pleased and impressed with the dedication of the men and women of the Coast Guard's Gulf

Coast Project Resident Office and of the Pascagoula shipyard. Their commitment to excellence in producing the National Security Cutter class to meet the demands for Coast Guard missions is truly inspiring."

Each of the NSCs will be named for a Coast Guard "legend," including former commandants Adm. Ellsworth P. Bertholf and Adm. Russell Waesche, as well as Founding Father and first U.S. Secretary of the Treasury Alexander Hamilton. Stratton is the namesake of CAPT. Dorothy Stratton who directed the Coast Guard's Women's Reserve, or SPARs, during World War II. Stratton was a professor and dean for women at Purdue University, Ind., and in 1942 she was the first woman accepted into the Coast Guard's Women's Reserve. She and her colleagues helped the Coast Guard live up to its motto *Semper Paratus*, "Always Ready," by working to ensure the service was ready for front-line sea duty in America's war effort. SPARs fulfilled many vital roles during the war and their efforts helped pave the way for women to serve throughout our Armed Forces



The Coast Guard recently accepted the first NSC, Bertholf, which entered service following completion last year. Northrop Grumman Shipbuilding's Gulf Coast shipyard in Pascagoula is under contract to build three NSCs including Waesche, which is approximately 90 percent complete, Stratton, which is more than 20 percent complete, and Hamilton, for which the Coast Guard has procured long leadtime material. In contrast with older cutters the 418-foot long NSCs feature increased range and endurance (60 to 90 day patrol cycles); more powerful armament; larger flight decks; chemical, biological and radiological environmental hazard detection and defense; and improved Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance equipment.

These features enhance Coast Guard and U.S. Navy interoperability under the National Fleet plan. For more information on the National Security Cutter, please visit <http://www.uscg.mil/acquisition/NSC/default.asp>. To learn more about Capt. Dorothy Stratton, please visit <http://www.uscg.mil/history/people/DStrattonBio.asp>.

Billy Richardson USCG RET Paintings Honor CG Life

In a studio littered with completed and half-finished paintings, Billy Richardson sits before one of his latest. It's a bright picture of a Coast Guard aircraft used to conduct astronaut training from Air Station Houston. Beside it is an incomplete painting of an HH-65 Dolphin helicopter to commemorate the recent Dolphin helicopter crash in Hawaii.

Richardson, a 25-year-veteran of the Coast Guard, has been painting since the third grade. His work is now on exhibit at the Museum of the Albemarle as part of a Coast Guard Art exhibit. The main exhibit features art from the Coast Guard Art Program which shows various

roles and history of Coast Guard from the International Ice Patrol to the all-black lifesaving crew at Pea Island.

While Richardson has five paintings that are part of the art program, none of his works were sent as part of that exhibit. Down the hall, five of his paintings are on display along with some hand-painted figurines depicting early Coast Guard aviators and members of the Revenue Cutter Service, the early name for the Coast Guard's maritime law enforcement branch.

His oil paintings on display include a HC-130 takeoff, the first amphibian biplane in the Coast Guard's service, and a 44-foot motor lifeboat in high swells. Along with Richardson's paintings, two other local Coast Guard artists have their work on display. David Lawson has seven of his Coast Guard photos there, and Doug Lane's pencil drawings, mixed material and carved art are also featured.

Richardson, originally from Pleasant Garden outside of Greensboro, wasn't able to pursue his art full-time until after he retired from the Coast Guard and retired from corporate life. Following his retirement as commanding officer of what is now the Aviation Logistics Center, Richardson went on to become an industrial developer, he began a company called Dolphin Systems, and then went on to become a manager with Airship Industries before his retirement about 10 years ago.

Since that retirement he has created somewhere in the area of 300 paintings. His work is a mixture of aircraft, Coast Guard themes and figures.

Back in '46, Eagle was a Sorry Sight

Edward Lowe of North Stonington remembers the first time he saw the three-masted barque that would become the Coast Guard's premier training vessel. Lowe was a member of the original Coast Guards crew that sailed the ship back to New London from Bremerhaven, Germany in 1946.

"She looked like hell," said Lowe,. "lying in the mud, the rigging all shot"., "She had no sails, everything was rotting. The German crew was living on it."

Lowe recalled the reaction when he and his crewmates saw the "rusty old tub" sitting there: "We turned to each other and said, 'What the hell did we come here for?' "

Today, Lowe and Emil Babich, who also sailed on the ship formerly called the "Horst Wessel," will greet the Eagle when she arrives at Fort Trumbull this morning following a four-month training cruise.



Edward Lowe with his model of the U.S. Coast Guard's barque Eagle in his North Stonington home

White House Says No TRICARE Fee Increase

White House Staff informed the National Association for Uniformed Services[®] (NAUS), that the President's 2010 Budget will not include any TRICARE fee increases.

It was widely thought that the Pentagon would continue its attack on TRICARE fees as recommended by the Defense Department's hand-picked 2007 Task Force on the Future of Military Health Care.

First great disaster involving an Atlantic Ocean passenger vessel occurred in 1854

In September 1854, the first great disaster involving an Atlantic Ocean passenger vessel occurred when the steamship SS Arctic sank off Newfoundland; of the more than 400 people on board, only 86 survived.

Coast Guardsman Reflects on Heroism in Gulf

Petty Officer 1st Class Joseph Ruggiero's heroic actions more than five years ago saved lives and earned him the first Purple Heart awarded to a Coast Guardsman since the Vietnam War.

Ruggiero entered the service May 1, 2000, not knowing what the future would hold for him. His father, who served in the U.S. Marines in Vietnam, also served in the federal government for nearly four decades before retiring.

"I always wanted to be a cop or something in law enforcement, especially back then, the Coast Guard wasn't really known for its law enforcement, and it has come a long way," Ruggiero said.

Ruggiero fulfilled those law enforcement goals, deploying overseas four times -- three times to the Persian Gulf and once to the Mediterranean Sea -- during his first four years while assigned to Tactical Law Enforcement Team South, also known as TACLET.

He recalled the fateful events of 2004 when he was attached to the TACLET's Law Enforcement Detachment team 403.

"We were deployed over to the Persian Gulf in late February, and were scheduled to stay until early June," he said. "On the morning of April 23, we deployed on a coastal Navy patrol craft called the USS Firebolt that was deployed to the Persian Gulf in the spring of 2004."

Firebolt and Ruggiero's detachment arrived in the northern Arabian Gulf on the morning of April 24.

They were tasked with maintaining and establishing a security zone around the Khawr al Amaya Oil Terminal by cautioning and redirecting vessels, mostly local fishing boats called dhows, to remain two miles clear of the structure.

In the evening, the crew, comprising two Coast Guardsman and five Navy sailors, left the Firebolt on a rigid hull inflatable boat to conduct patrols around the terminal. "We were tasked that day, along with the Australian navy, to clear out the fishing dhows around the oil platform," he explained.

When they arrived at the oil terminal, they set up a two-mile security zone, passing out information pamphlets to dhows in a two-mile vicinity. They conducted a visit, board, search and seizure mission on board a 400-foot ship, but mostly interdicted dhows, Ruggiero said.

After securing these vessels, they were tasked to check out an incoming vessel on the other side of the terminal platform. This unidentified vessel was traveling on a course that would bring it too close to the oil terminal for comfort.

Something wasn't right.

"We came around on the other side of the platform.

This is where the significance of this came in. This boat was very different than the norm you would see over there," Ruggiero said. The "norm," Ruggiero said, was a boat that was "nothing pretty to look at, that's all wood in construction with in-board engines." Ruggiero, who was serving his second tour in the Persian Gulf, was familiar with the fishing boats, and was immediately on guard when his crew approached the vessel.

"As we were approaching this vessel, I noticed that it looked brand new. It had a brand-new paint job, outboard engines, and no fishing gear on the deck whatsoever. All I could see was one person on deck," he said.

Ruggiero said the crew aboard a dhow typically will have five to 15 people, depending on the length of the vessel.

The vessel, maintaining a speed of about 20 knots, forced the crew to maintain a relatively safe distance of 10 to 15 feet from the vessel.

Ruggiero noted that the incoming vessel had outboard engines, unmarked, and possibly too small for the 30-foot vessel.

"The outboards were loud and putting out a very smoky exhaust," he recalled. "That was just one indicator that the boat was loaded with something heavy or the engines may have been too small, or unequipped for that size of a vessel."

In just 45 seconds, everything changed. As the crew pulled alongside the vessel, due to the language barrier, they used hand signals to gain the attention of the boat's driver and inform him to slow or stop. Instead, he sped away from the oil terminal, but then quickly returned, and moved toward the oil terminal at full speed.

"We then looped around the vessel to gain a better position," Ruggiero said. "We again tried to establish communications with the man on the vessel when he suddenly turned the boat very sharp and was heading directly toward us. [We] attempted to turn away from the vessel and opened up a distance of 15 to 20 feet when the vessel then exploded."

In the Face of Danger

"When the explosion happened, I was basically looking at the boat," he said. The blast capsized the boat, "throwing everyone into the water in all different directions."

"I was later told by my shipmates and other Navy sailors, as soon as the blast went off, they were about 150 yards from us; they didn't see anyone emerge from the water for at least a full minute," Ruggiero said.

Leaning on his prior service and training, "I first pulled my lanyard on my life jacket, when the only thing that happened was air escaping from it causing it not to inflate," he said. "I then tried to stop spinning in the water," which was caused by forcefully being thrown into the water. Ruggiero knew he needed to let his natural buoyancy take over to help him reach the surface.

When he reached the surface, he looked around, attempting to gain his bearings, and saw that his boat was capsized. His first instinct was to search for the remaining crew. While looking for his fellow crew members and dodging the falling debris, he realized his lifejacket was in shreds.

"As I was turning around in the water trying to see if anything or anyone was around me, my hand hit the hose to my camel pack, which is normally used to hold drinking water," Ruggiero said. "But knowing I drank most of the water early in the day I blew air into the hose, which inflated the bladder resulting in it becoming a modified flotation device."

Despite being wounded in the explosion -- his eardrums appeared to be ruptured, his right arm was wounded and face was bleeding and swollen from the blast -- Ruggiero remained calm. He needed to help his fellow crew members.

The first person Ruggiero found after coming to the surface was Coast Guardsman Petty Officer 3rd Class Nathan Bruckenthal. "The back of his head was hit many times," he recalled, and Bruckenthal was falling in and out of consciousness.

While swimming with Bruckenthal on his chest, Ruggiero then saw the coxswain, Navy Petty Officer 1st Class A.R. Daley, whose arm was badly injured. After swimming with Bruckenthal and locating Daley alongside the boat, his first intention was to take them both toward the Firebolt.

Before doing so, he scanned the surroundings and found Navy Petty Officer 1st Class Michael J. Pernaselli floating face down 50 yards away. Pernaselli was the leading boatswain's mate and a machine-gun operator on board the Firebolt. Ruggiero secured Bruckenthal and Daley on the boat and swam toward Pernaselli. With the current's strength of eight knots, Ruggiero swiftly reached Pernaselli's location. However, once there, he discovered Pernaselli was dead on impact.

"Right then and there I realized that we only worked with this Navy group not even a day, we really didn't know anyone personally. The only person that I knew was Mike Pernaselli," he said.

On instinct, without regard to his personal injuries, Ruggiero started to tow Pernaselli's body against the current that had aided him swiftly through the water nearly five minutes earlier. After swimming against the current and fighting to see and breathe through the rotor wash from the helicopter above for nearly 20 minutes, he arrived at the capsized boat.

The helicopter was barely 15 feet above him and was involved in trying to help Navy Petty Officer 2nd Class Christopher E. Watts by lowering a cable to pull him out of the water.

As three other crew members were being rescued, including Bruckenthal and Daley, Ruggiero waited aboard the capsized boat trying to regain his breath.

"I straddled the keel of the capsized [boat] and pulled Mike's body across my legs," he said.

"I later re-entered the water from the capsized [boat] with Mike's body and started swimming back towards the Firebolt where I was assisted by two shipmates, who jumped into the water from the Firebolt. The three of us, while pulling Mike's body, eventually made it close enough to the Firebolt where we were given a line and pulled in towards the ship," Ruggiero said.

He later learned that his team member's actions that day prevented a large-scale attack that would have caused severe damage to the oil pipeline or destruction of the offshore oil terminals.

In the explosion, Ruggiero's fellow Coast Guardsman, Bruckenthal, and two sailors, Pernaselli and Watts, were killed, and four others wounded.

"We are all indebted to the boatcrew involved that fateful day, for they put others before themselves," said Captain Gail Kulisch, acting commander for the Deployable Operations Group, the Coast Guard command responsible for overseeing tactical law enforcement teams. "BM1 Ruggiero's heroic attempts to save the crew and his actions epitomize our service's core values."

A Salute to Heroes

Ruggiero was awarded the Purple Heart for injuries sustained while defending the terminal, and the Bronze Star with a Combat "V" for Valor for his rescue efforts. Ruggiero's shipmate team member and friend, Bruckenthal, was posthumously given the same awards.

"I returned to the Persian Gulf by choice about a year and a half after the attack," Ruggiero said. "I conducted missions around the oil terminals and actually lived on one of the terminals for about two weeks training Iraqi marines on how to conduct boardings."

Today, Ruggiero still deals with lingering effects from the explosion. He said that for nearly a year and a half after the explosion his biggest concern was difficulty hearing and bleeding from his ears. He currently is having dental work completed to realign his jaw.

Building of Coast Guard HQ Facility Contracted for at St. Elizabeth's Redevelopment

The federal government has picked Clark Construction Group of Bethesda to build a new headquarters for the Coast Guard on the grounds of St. Elizabeth's Hospital in Southeast Washington, the first step in one of the region's largest redevelopment projects.

The \$435 million contract, awarded by the General Services Administration, which oversees the government's real estate operations, is the initial phase of a broader \$3.4 billion effort to turn the hospital's sprawling campus east of the Anacostia River into the headquarters for the Department of Homeland Security.

A groundbreaking for the Coast Guard's facility will be held soon, although GSA officials would not say exactly when, and the service is expected to move to the new buildings in late 2013 or early 2014.

The Homeland Security headquarters will bring together at one secure location more than 14,000 employees currently scattered around the region. But putting the heavily fortified facility in one of the city's poorest neighborhoods has stirred some opposition.

Historic preservation advocates worry that the project could ruin the panoramic views of the city from hospital, which is a national landmark. Others say that the high-security facility will create an unwelcoming feeling in the mostly residential neighborhood adjacent to the site.

The plans call for building most of the Homeland Security facility on the hospital's vacant western campus, which is owned by the federal government. One large building would be constructed on the eastern campus, which is owned by the District. To the tract it owns, the city hopes to lure private businesses, restaurants and shops. There is likely to be a child-care center and gym on the site. The plans also include new parking and roads and widening Martin Luther King Jr. Avenue, the gateway to Anacostia.

COAST GUARD DIVERSITY STRATEGIC PLAN IMPLEMENTATION

FM COMDT COGARD WASHINGTON DC//CG-00//
TO ALCOAST
BT

UNCLAS //N01000//

ALCOAST 500/09

COMDTNOTE 1000

SUBJ: COAST GUARD DIVERSITY STRATEGIC PLAN IMPLEMENTATION

1. THIS ALCOAST ANNOUNCES THE IMPLEMENTATION OF THE COAST GUARD DIVERSITY STRATEGIC PLAN.

2. THIS PLAN SETS OUT AN AMBITIOUS ROAD MAP FOR CHANGE IN MANAGING DIVERSITY IN THE COAST GUARD AND ACHIEVING OUR DIVERSITY VISION - THE COAST GUARD WILL BE RECOGNIZED AS THE EMPLOYER OF CHOICE IN THE FEDERAL GOVERNMENT FOR RECRUITING, RETAINING AND SUSTAINING A READY, DIVERSE AND HIGHLY-SKILLED TOTAL WORKFORCE. WE WILL FOSTER AN ENVIRONMENT IN WHICH EVERY INDIVIDUAL HAS THE OPPORTUNITY TO PROSPER AND CONTRIBUTE TO COAST GUARD MISSIONS.

3. I AM COMMITTED TO ACHIEVING A WORKFORCE THAT IS DIVERSE AND WHOSE COMPOSITION INCLUDES REPRESENTATION OF WOMEN, MEN, MINORITIES, NON-MINORITIES, PEOPLE WITH DISABILITIES, AND VETERANS. AS A CAPSTONE DOCUMENT, THE DIVERSITY STRATEGIC PLAN SETS CLEAR GOALS AND OBJECTIVES THAT COMMANDING OFFICERS AT EVERY UNIT SHALL USE TO DEVELOP THEIR OWN DIVERSITY ACTION PLANS.

4. I AM DIRECTING THE CHIEF OF STAFF, DEPUTY COMMANDANT FOR OPERATIONS, COMMANDER, ATLANTIC AREA, AND COMMANDER, PACIFIC AREA, TO DEVELOP AND IMPLEMENT SUPPORTING DIVERSITY ACTION PLANS RELEVANT TO THEIR ORGANIZATIONAL FOCUS IN ACCORDANCE WITH THE OVER-ARCHING DIVERSITY STRATEGIC PLAN GOALS AND INITIATIVES. QUARTERLY STATUS REPORTS SHALL BE PROVIDED TO CG-1.

FORMAT FOR REPORTS WILL BE PROVIDED VIA SEPCOR.

5. THE DIVERSITY STRATEGIC PLAN BUILDS UPON THE SIGNIFICANT PROGRESS WE HAVE MADE OVER THE PAST YEAR AND PROVIDES DIRECTION FOR OUR COLLECTIVE EFFORTS TO MAKE THE COAST GUARD A LEADER IN DIVERSITY MANAGEMENT WITHIN THE GOVERNMENT AND A MODEL FOR THE NATION. EVERY COAST GUARD MEMBER SHALL HEED THE CALL FOR CHANGE AND FOLLOW THESE FIVE BASIC GOALS:

A. ASSURE A DIVERSE WORKFORCE THROUGH ALL-HANDS COMMITMENT WITH LEADERSHIP ACCOUNTABILITY B. FULLY UTILIZE COMMUNICATION AND FOCUS GROUPS TO IMPROVE THE WORKFORCE CULTURAL CLIMATE C. EXPAND OUTREACH TO ACHIEVE ACCESS OPPORTUNITY FOR UNDERREPRESENTED POPULATIONS D. EQUITABLE HIRING AND CAREER OPPORTUNITY FOR ALL EMPLOYEES E. OPTIMIZE TRAINING AND EDUCATION TO UNDERSCORE THE VALUE OF WORKFORCE DIVERSITY 6. THE DIVERSITY STRATEGIC PLAN CAN BE ACCESSED ON THE CG-12B WEBSITE AT [HTTP://WWW.USCG.MIL/DIVERSITY/](http://www.uscg.mil/diversity/)
7. I EXPECT YOUR FULL SUPPORT, AND MORE IMPORTANTLY, YOUR ACTIVE PARTICIPATION TOWARD ACHIEVING THE GOALS DEFINED IN OUR DIVERSITY STRATEGIC

PLAN. THIS IS AN ALL-HANDS EVOLUTION THAT REQUIRES A DEDICATED EFFORT BY ALL OUR COAST GUARD EMPLOYEES.

8. POINT OF CONTACT: CDR WILLIAM MAKELL, CG-12B, PHONE: (202) 475-5246.

9. ADM THAD ALLEN, COMMANDANT SENDS.

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CG Decommissions Port Security Class

The U.S. Coast Guard decommissioned the port security course September 4, 2009 at a final graduation ceremony. The ceremony took place at the Coast Guard Training Center, Yorktown.

The Port Security A School was commissioned at the Yorktown Training Center in 1969 and only consisted of 21 reserve students. The final graduation consisted of 20 reserve students.

The Port Security Specialist rating covered only reserve personnel who perform vital missions for the Coast Guard and have since World War I. Their vital role in the Coast Guard has been to safeguard critical and vital ports of commerce, both overseas and in the United States, against any threat of terrorism or other acts of maritime crime.

Graduates of the A School will enforce maritime laws and regulations, serve in port security units that will deploy in support of the Department of Defense operations, work in safety and security maritime teams, as well as work with the marine industry to increase the security enterprises.

In January of 2010, the new maritime enforcement specialist rating will take effect, which will execute the current duties of the Port Security Specialists.

The new Maritime Enforcement A School will be located at the Coast Guard Maritime Law Enforcement Academy at the Federal Law Enforcement Training Center in Charleston, S.C. The first class of graduates will graduate in spring, 2010.

"The decision was made to phase out, over a certain time period, the port security specialist rate and merge it with maritime enforcement specialists, an active duty and reserve rating" said Master Chief Petty Officer Gordon Muise, maritime enforcement specialist rating force master chief. "This new merger and school gives the reservist in the new rate the ability to receive the same training as their active duty counterparts."

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SERVICE CONTINUES

Capital Area Coast Guard Retiree Council
U.S. Coast Guard Headquarters (HSC)
2100 Second St. S.W
Washington, DC 20593

Congratulations on Your Retirement!

On behalf of all the Council members and the USCG DC area retirees welcome to the USCG DC area retiree family.

The Capital Area Coast Guard Retiree Council congratulates you on your well earned retirement and wishes you well in future.

USCG military, both active duty and reserve, and civilian retirees are represented on the Council.

The Council:

- Meets quarterly at HQ
- Monitors issues of interest to USCG retirees, military, both active duty and reserve, and civilian
- Maintains a Capital Area Coast Guard Retiree Council Website
<http://www.uscg.mil/ccs/carc>
- Developed and manage the CGHQs National Retiree Help Desk. Retirees and/or family members may contact the help desk via our email address at nrhdesk@gmail.com, or by phone at 1-866-664-6245 (toll free), ext. 5-5381 (enter extension number immediately upon hearing the voice), or 1-202-475-5381. The purpose is to provide retirees and their families with quick access to resources within and outside the Coast Guard to answer their questions or concerns. The Help Desk Watch is stood by Watch standers from our various regional councils.
- Provides timely notice of issues of interest to Capital Area Coast Guard Retiree via the Council "Google" e mail list and posts them on the Council web site.
- Issues a quarterly Newsletter
- Participates actively in the National Coast Guard Retiree Council Annual Meetings
- Sponsors an Annual Holiday Party

If you are going to continue residing in the DC area, we hope you elect to be included on the Council e mail list and take an active interest in your Council.

To get added to the mail list you should contact Susan Baicar at susanbaicar2@mac.com. Please provide the following:

Name/Rank
Addresses
Ph no
e mail
Spouse name

Your Capital Area Coast Guard Retiree Council



Capital Area Coast Guard Retiree Council
SERVICE CONTINUES

**INVITATION
to the
2009 COAST GUARD RETIREE HOLIDAY PARTY**

The National Capital Area Coast Guard Retire Council is sponsoring a 2009 traditional Coast Guard Retiree Holiday Party.

- ❖ **TIME:** Sunday, 13 December 2009, from 4:00 PM – 6:30 PM
- ❖ **PLACE:** *Penthouse Lounge, VINSON HALL
6251 Old Dominion Drive
McLean, Virginia 22101*
- ❖ **Directions:** *Can be found at <http://www.vinsonhall.org/>*
- ❖ **ATTIRE:** Informal: Men – Suit or Jacket with tie; Women – Holiday Festive
- ❖ **BILL OF FARE:**
 - Carving Station, with turkey and ham
 - Grand buffet of heavy hors d'oeuvres
 - Holiday party cake
 - Beverages-- Egnog (spiked and not), coffee and tea
 - Cash Bar
- ❖ **COST:** \$25.00 per person \$50 per couple

Coast Guard Retirees and local Coast Guard members in the Washington DC Area, both military and civilian, are cordially invited to attend. A list of those that have indicated they will attend may be found on the web site: <http://www.uscg.mil/ccs/carc>

If you wish to attend please respond by E-mail reply to PaulPeak@aol.com. Please provide your Name, Address, Home Telephone Number, E-mail address, and name of accompanying spouse and/or guests, and make the subject of your E-mail “SEMPER PARTY**”. Please confirm your reservations by mailing a check covering payment for the party to:**

**CAPT Paul Peak, USCG (Ret)
Vinson Hall, Apt. 306
6251 Old Dominion Drive
McLean, VA 22101-4807**

Checks should be made out to: “Coast Guard Retiree Fund” and should be marked “SEMPER PARTY”

When your reservation is confirmed your name and the name of your guest will be added to the attendee list.

If you have questions, or for further information, please contact:

**CAPT Bud Schneeweis, USCG (Ret), Chair, Retiree Council
(703) 300-0811 or wshneeweis@cox.net**