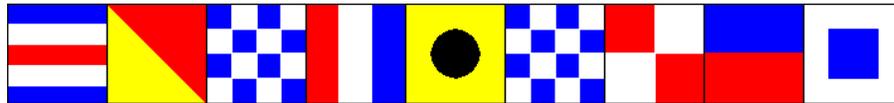




Capital Area Coast Guard Retiree Council Newsletter
SERVICE CONTINUES



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

Issue 22

27 September 2010

ENJOY THE FALL COLORS!!!

Your Council continues to be active, meeting Friday – September 24, 2010 at USCG HQ.

Key issues were

- Introduction of the New National Council Co- Chair RADM Ron Silva
- Dec 2010 Holiday Party Planning
- Status of New Council E mail List.
- Council Outreach to the Capital Area Coast Guard Retiree Community
- Help Desk Utilization

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

A copy of the Council Newsletters, Agendas and Meeting 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 publishes a quarterly newsletter to provide the **Capital Area Coast Guard Retiree Community, military and civilian**, with information of interest to USCG Retirees in the Washington DC, Maryland and Northern Virginia Council area and update DC area retirees on Council activities. In addition, items that are time-critical will be sent using the Council E-Mail list.

All Capitol 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 at e-mail: dcareacgretireecouncil@comcast.net. Please "Pass on" this Newsletter to other USCG military and civilian retirees that may be interested. Additional e-mail / 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 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 bopakom@verizon.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.

Council Meeting Schedule for 2010-2011

Friday - Dec 03, 2010

Friday - Mar 25, 2011

Friday - Jun 24, 2011

Friday - Sep 30, 2011

Friday - Dec 02, 2011

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

New National Retiree Council Co-Chair RADM Ron Silva

National Retiree Council Co-Chair RADM Ron Silva met with the Capital Area Coast Guard Retiree Council and discussed the Capital Area Council's program and activities. The Council took the opportunity to thank RADM Fred Ames for his National Retiree Council service and support of the Capital Area Coast Guard Retiree Council's initiatives.

National Retiree Help Desk (NRHD) Continues to Provide Support to CG Retirees

The National Retiree Help Desk in HQTRS, staffed by CG retirees, continues to provide support to CG retirees and has become a truly National Retiree Help Desk. In addition to watch officers from the DC area there are volunteers from the West Coast, Gulf Coast, Florida, and New England. The National Retiree Help Desk watchstanders field questions received by phone and email to facilitate problem resolution. The Help Desk is not a replacement for Topeka and often the caller is provided the correct contact in Topeka.

The watchstander duties, can be done remotely. In fact, all watchstanders do so remotely from their home or office. People with inquiries can ask their questions either by phone or email. There is a National Retiree Help Desk email system in place (nrhd@gmail.com). Each watchstander has access to this mail box and checks it several times per day. The phone (202-475-5381) directs the caller to leave a voice mail. Watchstanders call into the voice hotline mailbox and access voice inquiries several times per day during their duty. Of course, additional volunteer watchstanders are always welcome

Active Duty RADM Continuation Board

The Secretary has approved the report of the continuation board convened on 25 August 2010 recommending officers on the active duty promotion list (ADPL) for continuation in the grade of rear admiral.

The officers continued are listed below in precedence order.

NAME	UNIT
A. RADM BRIAN M. SALERNO, USCG	CG-DCO
B. RADM WILLIAM D. BAUMGARTNER, USCG	D7(D)
C. RADM PAUL F. ZUKUNFT, USCG	COMDT (CG-5)

4th Annual Capitol Area Retiree Council Holiday Party Scheduled 5 December

Plan now to attend the 4th Annual Capitol Area Retiree Council Holiday Party on 5 December. There was good turnout for the 3rd Annual Capitol Area Retiree Council Holiday Party in 2009. It was great to see old friends and to make new ones. It is always good to see Commandant in informal surroundings and to get an update on the Coast Guard straight from the "Top". Plans are underway for the 4th Annual Holiday Party, 5 December 2010, 4-6PM. Mark your calendar. More Details soon.

New E mail listing of DC Area Retirees

The number of addresses in the Council's e-mail Distribution Listing for the DC Area Retirees, military and civilian in the Capitol area is now over 400. New and revised contact info for DC Area Retirees should be sent to dcareacgretireecouncil@comcast.net . Please provide:

Name/Rank

Addresses

Ph no

Current e mail

Spouse

From the Commandant Shipmates 7: Safety - Don't Let Your Guard Down

R 202040Z SEP 10

FM COMDT COGARD WASHINGTON DC//CG-00//

TO ALCOAST

BT

UNCLAS //N05100//

ALCOAST 460/10

COMDTNOTE 5100

SUBJ: SHIPMATES 7: SAFETY - DONT LET YOUR GUARD DOWN

1. FOR THE FIRST TIME IN A DECADE, THE NUMBER OF COAST GUARD OPERATIONAL FATALITIES HAS EXCEEDED OUR OFF-DUTY FATALITIES. TO STEM THE TIDE OF FUTURE MISHAPS, I AM ANNOUNCING EXPANSION OF THE LANTAREA "DONT LET YOUR GUARD DOWN" INITIATIVE SERVICE-WIDE. THE INITIATIVE WILL REINFORCE OUR NEED TO BE EVER-VIGILANT, BOTH ON THE JOB AND OFF. IT WILL DEMAND EVERY MEMBERS DIRECT ENGAGEMENT. I HAVE ASKED RADM MARK TEDESCO, THE DIRECTOR OF HEALTH, SAFETY, AND WORK-LIFE, AND THE COAST GUARDS CHIEF SAFETY OFFICER, TO SPEARHEAD OUR EFFORTS. ADDITIONAL DETAILS REGARDING THE CAMPAIGN WILL BE RELEASED WITHIN THE MONTH.

2. SHIPMATES, AS YOU ARE ALL UNDOUBTEDLY AWARE, 2010 HAS BEEN A YEAR IN WHICH OUR OPERATING TEMPO AND THE NATIONS DEMAND FOR OUR SERVICES HAS NECESSITATED MULTIPLE "ALL HANDS ON DECK" EVOLUTIONS. YOU HAVE

DISTINGUISHED YOURSELVES, THE COAST GUARD, AND THE NATION THROUGH YOUR SELFLESS SERVICE NOT ONLY IN RESPONSE TO THE HAITIAN EARTHQUAKE AND THE DEEPWATER HORIZON OIL SPILL, BUT ALSO IN YOUR ACCOMPLISHMENT OF OUR MYRIAD DAY-TO-DAY MISSIONS. IT IS INDEED AN HONOR TO SERVE ALONGSIDE EACH OF YOU. ALONG WITH PRIDE IN OUR SUCCESSES HAS ALSO COME A CONCERN FOR THE SAFETY OF OUR PEOPLE, BOTH ON AND OFF DUTY. WHILE WE HAVE HAD NUMEROUS RECENT SUCCESSES, UNFORTUNATELY, THIS YEAR, OUR SHIPMATES HAVE ALSO EXPERIENCED TRAGIC LOSS OF LIFE AND SERIOUS INJURY ON AND OFF DUTY.

3. SAFETY IS A 24/7 DUTY AND STATE OF MIND. WE AS AN ORGANIZATION MUST CONTINUE TO PLACE SAFETY AT A PREMIUM. WE WILL EXECUTE ALL MISSIONS THE RIGHT WAY, THE SAFE WAY, EVERY TIME. WE WILL EXTEND THIS ETHOS BEYOND OUR PLACES OF WORK TO OUR OFF-DUTY TIME.

4. PROMOTION OF SAFETY BOTH ON-DUTY AND OFF IS IN KEEPING WITH MY GUIDING PRINCIPLES OF HONORING OUR PROFESSION AND RESPECTING OUR SHIPMATES. SAFETY REQUIRES LEADERSHIP, ACCOUNTABILITY, AND SITUATIONAL AWARENESS FOR BOTH YOURSELF AND OTHERS. WHILE ON DUTY, WE OFTEN OPERATE IN AN INHERENTLY DANGEROUS ENVIRONMENT. DESPITE OUR BEST EFFORTS, MISHAPS SOMETIMES OCCUR. MISHAPS ALSO OCCUR OFF-DUTY, WHEN OUR SHIPMATES MIGHT NOT BE EXERCISING THE SAME VIGILANCE THEY DEMONSTRATE ON THE JOB.

5. THERE IS NO HIGHER COMPLIMENT THAN TO BE CALLED A SHIPMATE AND NO BETTER GOAL THAN BEING A GOOD ONE. BEING A GOOD SHIPMATE MEANS HOLDING YOURSELF AND OTHERS ACCOUNTABLE AND BEING SOMEONE WHO CAN BE COUNTED UPON WHEN THE ALARM SOUNDS. SAFETY IS THE RESPONSIBILITY OF EVERY MEMBER OF THE COAST GUARD FAMILY. DONT LET YOUR GUARD DOWN - BE A GOOD SHIPMATE: WHEN IN DOUBT, ERR ON THE SIDE OF SAFETY AND SPEAK UP WHEN YOU SEE SOMETHING WRONG.

7. STAND A TAUT WATCH...SEMPER PARATUS.

8. RELEASED BY ADM BOB PAPP, COMMANDANT.

9. INTERNET RELEASE IS AUTHORIZED.

BT

USCGC Mackinaw SNAME Ship of the Month

SNAME announced that the USCGC Mackinaw (WLBB-30), a 240-ft vessel designed and built by Marinette Marine Corporation (a FINCANTIERI company), has been designated the SNAME Ship of the Month for June, 2010.

The USCGC Mackinaw is a heavy icebreaker operating in the North American Great Lakes for the United States Coast Guard. She should not be confused with her predecessor, USCGC Mackinaw (WAGB-83), which was decommissioned on June 10, 2006.



Mackinaw was delivered to the Coast Guard on November 18, 2005 and commissioned on June 10, 2006. In addition to her ice-breaking duties, the Mackinaw also serves as an Aids to Navigation platform, performing the same duties as the Seagoing Buoy Tenders (WLB) of the Coast Guard fleet. Mackinaw's other roles include Marine Environmental Protection and Search and Rescue.

One of the Mackinaw's many unique features is the use of two azimuthing ABB Azipods for main propulsion. These podded propulsor units coupled with a bow thruster make the ship exceptionally maneuverable.

Numerous SNAME members contributed to the Design and Construction of the USCGC Mackinaw, WLBB-30. Marinette Marine Corporation, based in Marinette, Wisconsin, employs well over a dozen SNAME Members.

New York City Takes Over Governors Island

After more than a year of negotiations, New York City has reached a deal to take control of Governors Island from the state, moving a prime 172-acre piece of waterfront real estate into the hands of a land-starved city and closer to an ambitious redevelopment, city and state officials announced on Sunday.

The agreement would allow the city to convert much of the former military outpost into a public park. The city also plans to add a high school, some commercial development and potentially a satellite campus for [New York University](#) on Governors Island, which sits a half mile off the southern tip of Manhattan.

Over the years, government efforts at redeveloping the island, long viewed as a rough, underused gem in New York Harbor, have been frustrated by jurisdictional battles, lack of money and unique development constraints.

The city and the state have jointly operated Governors Island since 2003, when the federal government handed over the shuttered military base there after years of lobbying from local leaders.

The island, which still features the historic houses used by officers and more recently built barracks for enlisted men from its years as an Army and a Coast Guard base, has since received more than \$150 million for redevelopment as it was reopened for public use.

Last summer, more than 275,000 visitors took the free ferry service to the island to attend concerts and art festivals, and take advantage of sweeping views of the downtown skyline and the Statue of Liberty. The island also includes a [22-acre national monument](#) centered on two historic fortresses.

The city, which has set aside about 33 acres on the southern half of the island for new construction, is looking for other tenants. New York University recently proposed building a satellite campus on Governors Island, complete with dorms and faculty housing. City officials did announce on Sunday that they have secured the first tenants for the refurbished buildings on the island, including artists' studios and a 400-student public high school set to relocate there this summer.

The city and the state were prohibited from developing housing or a casino under the transfer agreement with the federal government.

Coast Guard Academy Names Professor Ringel Professor Emeritus

Professor Faye J. Ringel was named professor emeritus Aug. 20 at the Coast Guard Academy after more than 20 years of service.

The Professor Emeritus Award recognizes academic and professional faculty members who have made significant contributions to the academy, who have been employed or stationed at the academy continuously for the last 15 years before retirement.

These professors are sought for their advice and counsel, and maintain a professional affiliation with the academy. They may also participate in social functions, lecture series and large projects.

Professor Ringel has taught more than 3,000 cadets during her career, many who went on to distinguished careers in the Coast Guard.

"I cannot imagine a better place to teach, with idealistic, motivated cadets and entertaining, dedicated colleagues," said Ringel.

Ringel has published numerous scholarly articles, essays, articles and book reviews; appeared on radio and television programs as a subject matter expert on American gothic, medieval studies, Yiddish folklore, science fiction and fantasy; and moderated panels and conducted workshops around the world. She sits on the editorial board of the Gothic Studies and the Journal of the Fantastic in the Arts.

Ringel was appointed as an assistant professor of English for the department of humanities in 1985 and a full professor of English in 1995. She has served as the adviser to Alpha Lambda Delta, the 4th Class Cadet Honor Society and participated in faculty searches.

She is the academy's plagiarism policy author and subject-matter expert.

In 2006, Ringel was awarded the Coast Guard Academy Distinguished Faculty Award.

Coast Guard has Eleven "Sentinels of the Shore" Up for Sale

In 1852, Congress established the U.S. Lighthouse Board with the chief objective to hire keepers, conduct inspections and maintain standards. The U.S. Coast Guard assumed those duties in 1939.

But now the Coast Guard has many of those lighthouses up for sale. In fact, right now there are eleven on the market.

Historical societies, communities and museums will be first on the consideration, list of potential lighthouse buyers. The purchase cost of a lighthouse is the tip of the expense to an owner.

Their spectacular views and unparalleled settings come with a price tag. Repairs for some will start at a million. Factor in lifetime maintenance of these grand dames and the cost goes up exponentially.

Once the beacons of the harbor, lighthouses are expensive to maintain and their functions have all but been replaced by modern navigational devices.

Standing sentry along the coastlines of the United States are some 700 of these historic lighthouses.

Of those, there are less than fifty with live-in light keepers; those guardians who have chosen solitude over socializing. Both the lighthouses and their light keepers are literally a dying breed.

Without caretakers, these historic structures are succumbing to the ravages of time, the elements and sadly vandalism.

Much like cities who aspire to have old ships and aircraft carriers in their ports for tourism and historical purposes, the new owners of a lighthouse will need deep-pockets and deeper dedication.

Financial grants are available for government-run and non-profit lighthouses but typically not for those that are privately owned.

Recently sold lighthouses fell in a wide price range from \$10,000 to \$260,000. For more information on locating, visiting or sponsoring lighthouse preservation, contact:

The Lighthouse Preservation Society
4 Middle Street
Newburyport, MA 01950 1-800-727-BEAM

Armed Forces Retirement Home (AFRH) in need of Coast Guard uniforms

Ms Sheila Abarr, the public affairs officer for the AFRH in Washington, DC is looking for Coast Guard uniforms (complete or partial) to be used as exhibit displays at the Home. If you're interested in donating a uniform, be it a complete uniform, hats, work uniform, etc - please contact Ms Abarr directly email address sheila.abarr@afrh.gov, phone number (202) 730-3043.

Webcam Picture Taken from HEALY

For those who didn't know, HEALY has a Webcam in the aloft conn and has been sending back some pictures from the Arctic.

In any event, the pictures already sent are worth a look, especially for icebreaker sailors. Healy has link under "FEATURES" on the home page at <http://www.cgretirenw.org>.

Death of a Distinguished CG Hero, Chief Boatswains Mate Richard Patterson

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ALCOAST 204/10

COMDTNOTE 5360

SUBJ: DEATH OF A DISTINGUISHED CG HERO

1. IT IS WITH DEEP REGRET THAT I ANNOUNCE THE PASSING OF CHIEF BOATSWAINS MATE RICHARD PATTERSON, USCG (RET.), A LEGENDARY COAST GUARDSMAN BEST REMEMBERED FOR HIS HEROIC COURAGE UNDER FIRE WHEN THE CUTTER POINT WELCOME (WPB 82329) WAS ATTACKED BY FRIENDLY FIRE FROM U.S. AIR FORCE AIRCRAFT NEAR THE DEMILITARIZED ZONE IN SOUTH VIETNAM ON AUGUST 11, 1966. CHIEF PATTERSON SUCCUMBED TO CANCER ON MONDAY

EVENING, APRIL 12TH,

SURROUNDED BY FAMILY AND FRIENDS.

2. CHIEF PATTERSON DISPLAYED THE FINEST QUALITIES OF BRAVERY AND LEADERSHIP UNDER THE ABSOLUTE WORST POSSIBLE CONDITIONS. HE WAS ON HIS WAY TO THE BRIDGE TO RELIEVE THE WATCH WHEN THE SHIP WAS ATTACKED AT 0340. THE FIRST BLAST IGNITED GASOLINE TANKS ON THE FANTAIL AND KNOCKED HIM MOMENTARILY UNCONCIOUS. CHIEF PATTERSON RECOVERED AND BEGAN ASSESSING THE SITUATION AS THE SECOND ATTACK ARRIVED, KILLING THE CO AND SERIOUSLY WOUNDING THE XO. WITHOUT HESITATION AND WITH COMPLETE DISREGARD FOR HIS OWN PERSONAL SAFETY, CHIEF PATTERSON CLIMBED TO THE BRIDGE AND TOOK COMMAND OF THE SHIP AND ITS CREW, ORDERING THEM BELOW DECKS. ALONE ON THE BRIDGE, UNABLE TO EVADE THE WITHERING AIRCRAFT ATTACKS, HE GUIDED THE SHIP TOWARDS A FRIENDLY BASE IN ORDER TO OFFLOAD THE CASUALTIES. WHEN THE SHIP ENCOUNTERED SMALL ARMS FIRE, CHIEF PATTERSON GAVE THE ORDER TO ABANDON SHIP AND ORDERED EACH CREWMEMBER TO ESCORT A WOUNDED SHIPMATE OVER THE SIDE AND REMAIN WITH THAT PERSON UNTIL HELP ARRIVED. HIS STEADFASTNESS KEPT THE CREW CALM WHILE THEY WERE AWAITING RESCUE. FOR HIS ACTIONS THAT DAY CHIEF PATTERSON WAS AWARDED THE BRONZE STAR AND THE PURPLE HEART.

3. BORN IN 1931 IN BEREA, OHIO, CHIEF PATTERSON WAS RAISED BY HIS MOTHER IN MIAMI, FL. BESIDES VIETNAM, HE SERVED AT SEVERAL UNITS IN MARYLAND, VIRGINIA, GEORGIA AND FLORIDA. HE IS SURVIVED BY HIS WIFE, JOAN, TWO DAUGHTERS, TWO SONS, AND SEVERAL GRANDCHILDREN AND GREAT GRANDCHILDREN.

4. AFTER SERVING IN THE COAST GUARD, CHIEF PATTERSON CONTINUED TO BE AN OUTSTANDING ADVOCATE FOR OUR SERVICE AND THE COMMUNITY. FOR THE PAST 17 YEARS HE AND JOAN PROVIDED HOLIDAY MEALS FOR THE NEEDY AND CHRISTMAS GIFTS FOR CHILDREN FROM THE SURROUNDING AREAS.

5. CHIEF PATTERSON WISHED TO BE CREMATED AND HIS ASHES SCATTERED AT SEA. A MEMORIAL SERVICE WILL BE HELD AT 1030 ON 16 JUNE 2010 AT THE CG - VIET NAM - IRAQ MEMORIAL, 44 WATER STREET, HARWICH, MA FOLLOWED BY THE SCATTERING OF HIS ASHES AT COAST GUARD STATION CHATHAM.

6. ADM T. W. ALLEN, COMMANDANT, SENDS.

7. INTERNET RELEASE AUTHORIZED.

8. MINIMIZE CONSIDERED. BT NNNN

Master Chief Petty Officer of the Coast Guard Calls for Tougher PT Standards

The master chief petty officer of the Coast Guard says the service should change how it assesses physical fitness and is calling on deck-plate leaders to motivate those who are not in shape.

MCPOCG Michael Leavitt said in an Aug. 25 interview that he was developing a mechanism for the Coast Guard that would measure fitness better than current weight requirements.

"We need to take a look how we do our evaluation system in regards to physical fitness, and in regards to the weight program," he said. "Those [programs] are reactive. We need a program that's proactive."

Today's Coast Guardsmen are required to weigh in twice annually - in April and October - but that system is often too little, too late for those outside of regulations, he said.

Certain career fields require members to adhere to strict physical standards. Rescue swimmers, for example, must be able to perform 50 push-ups, 60 sit-ups, five pull-ups, five chin-ups and various swim requirements, according to the Coast Guard Helicopter Rescue Swimmer Manual. Leavitt said he was looking at the possibility of a standard fitness measurement that would apply to all Coast Guardsmen.

He did not say whether it would be a career requirement, as other services have. For example, all enlisted sailors and officers must pass the Navy's biannual physical fitness assessment.

Coast Guard Commandant ADM Robert Papp has said the Coast Guard should not adopt mandatory physical fitness, a view which with Leavitt said he agrees. Commanding officers and the chiefs' mess should organize PT sessions for commands, he said.

"[Commanding officers] have a lot of authority and leadership that we should be taking down to the deck plates and making them work out," Leavitt said. "It is a leadership issue for PT. So why make it a requirement?" COMDINST M6200.1A requires commanders to allow their subordinates three hours each week for voluntary PT.

During his command tours, Leavitt made PT mandatory for his crew members, he said.

Leaders not only need to tell their people to work out, but also must practice what they preach, he said. "If [Coast Guardsmen] see 'old master chief' out there working out, then they'll think, 'Well, it has to be important.' " Leavitt said he thought about half of the service's members work out, but that the other half doesn't make it a priority.

"There is going to be that 40 to 50 percent who you're going to have to hook and snare to get them to work out," he said.

Bad habits, such as too much time on the couch, overeating and smoking - a habit Leavitt describes as disgusting - are problems that contribute to poor fitness for many Coast Guardsmen, he said, but he wants the service's leaders to motivate members to get and stay fit.

He stressed that despite the service's high operational tempo, its members need to make time to be physically active.

"I'm an advocate for fitness. I'm not going to say I'm a poster child ... but I break free. As busy as I am, I still break free. Is it a time issue? No. It's never been a time issue." Leavitt said details of the new program are still being worked out and that more information can be expected in the coming months.

DC CPOA to Sponsor USCG Flags Across America 12th Annual Veterans Day Event

The DC CPOA is sponsoring the 12th Annual Veterans Day USCG Flags Across America event Saturday November 6, 10 AM, Arlington Cemetery, Coast Guard Hill.



Participants should muster and registration at Fort Myer, Old Post Chapel (Bring Military ID to get onto Fort Myer). Early birds come for coffee beginning at 0830. Wear your USCG FAA t-shirt from last year — and/or buy a new one.

Plan of the Day: Caravan to Coast Guard Hill (rare opportunity to drive into Arlington National Cemetery), patriotic program, flag placement on USCG graves, raffle & refreshments. Bring the family and make a day of it! Civilian casual attire; uniform optional. For more info contact: SCPO Jon Ostrowski: 703-235-1601; Jon.R.Ostrowski@uscg.mil YNC Jake Cuomo, 202-282-8239, Jacob.Cuomo@dhs.gov Web: www.uscgflags.org

More Homeland Security Missions for Coast Guard

The gap between homeland security and more traditional missions performed by the Coast Guard increased from 10 percent to 12 percent in 2009 over the previous year, but the service projects that gap will narrow in 2010.

The annual mission performance review by Department of Homeland Security's Inspector General office showed that the Coast Guard devoted 56 percent of its resource hours - the number of hours aircraft and vessels are in use - to homeland security missions. By far the greatest percentage was taken by ports, waterways and coastal security missions - 25 percent of all Coast Guard resource hours.

Other homeland security missions include illegal drug interdiction (11 percent), undocumented migrant interdiction (11 percent) and defense readiness (8 percent).

Non-homeland security missions garnered 44 percent of resource hours. Those tasks include aids-to- navigation (14 percent), living marine resources (13 percent), search and rescue (8 percent), and marine safety (7 percent) missions.

Homeland security missions took their highest share of resource hours in 2003 and 2004, when the service devoted 62 percent and 63 percent, respectively, to those roles.

September 7, 1934 a day in Coast Guard History –

Surfboats and lifeboats from Coast Guard stations Shark River, Squan Beach, Sandy Hook and others responded to a deadly fire aboard the liner Morro Castle, rescuing 129 survivors. Cutters Tampa and Cahoon also responded. After failing to get the Morro Castle under tow due to the worsening weather, they recovered as many victims from the water as they could. All told over 250 Coast Guardsmen participated in the rescue and recovery effort. Eventually this maritime disaster led to a Senate investigation and subsequent changes in maritime safety regulations for US passenger ships. Ultimately, these requirements were incorporated into the Safety of Life at Sea Treaty(SOLAS)

September 9, 1942-- a Sad Day in Coast Guard History

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.

September 24 1943 -- a Day in Coast Guard History

On September 24 1943-The Coast Guard-manned USS LST-167 and the USS LST-334 with a partial Coast Guard crew landed troops during the invasion of Vella Lavella in the central Solomons despite fierce resistance from the Japanese defenders...

Naval History - September 9

September 9, 1841 first iron ship authorized by Congress1940.

Dedicated Coast Guardsmen Help at National Scout Jamboree

In July approximately 140 members of the U.S. Coast Guard participated in the contingent of the Joint Task Force - National Scout Jamboree, at FORT A.P. HILL, Va,

CDR Jeff Westling, in charge of the Coast Guard element of the Armed Forces Adventure Area noted they all paid their own way to the jamboree.

The 'Coasties' included active duty, reserve, auxiliary, retirees and civilians

An ALLCOAST went out asking for volunteer support of JTF-NSJ for the 2010 National Scout Jamboree. Applications were accepted and reviewed to match up the requirements and needs with the talent available.

The oil spill in the Gulf of Mexico took its toll on the list of volunteers but the Coasties responded.

"One of our challenges was that roughly 35 members who had volunteered were called to duty in the Gulf and some have just returned from the Gulf with some first-hand experience," said Westling. "One of our chief warrant officers had been one of the watchstanders at the National Incident Center in support of ADM Allen. We're showcasing some of those activities in our Maritime Environmental Protection section."

The youngest member of JTF-NSJ Task Force Coast Guard, active duty Seaman Tom McArthur, 21, is an Eagle Scout from Atlanta.

The oldest member, DCAPT Frederick Carney, a retired Coast Guard Reserve officer, will turn 94 in September. Carney, who joined the Coast Guard Auxiliary six years ago, earned his Eagle Scout in 1934.

He commanded two U.S. Navy ships in the Pacific in World War II. He has attended every National Scout Jamboree since 1950 except two. Carney is from Memphis, Tenn.

Coast Guard Academy's First Black Graduate Honored

CDR Merle J. Smith Jr. USCGR RET was recently honored in Washington, D.C., as the senior black graduate from the U.S. Coast Guard Academy.

In 1966, Smith became the school's first black graduate. He served 13 years on active duty and nine years in the reserve, retiring as a commander in 1988. He now teaches criminal justice at the Academy and lives in Mystic with his wife, Lynda.

The late August event brought together the senior living black graduates and the first black female graduates from the nation's service academies. It was held by the U.S. Air Force Academy Way of Life Alumni Group.

"This was a first-of-its-kind reunion," Smith said. "Everybody was amazed that this had never occurred before and we look forward to it becoming a standard."

Smith, 66, was in the public spotlight in 2006 when he acted as the civilian defense counsel for the first cadet who was court-martialed for sexual assault.

CG Effort to Find Aviators Entombed in Ice Since 1942 Not Successful

It was December 1942 and the height of World War II when 3 Coast Guard aviators were listed as missing after their plane lost radio contact - and presumably crashed - during a storm off the southeast coast of Greenland.

68 years later, the Coast Guard commissioned a private recovery team to try to locate, excavate and repatriate the three men entombed in a J2F-4 Grumman Duck biplane in a glacier here. The team set out in August with an arsenal of top-of-the-line technology: ground- penetrating radar, which can detect metallic objects close to the surface; advanced ice-melting equipment, which can pinpoint buried objects as it dissolves the ice around them; and a camera that can take pictures from inside deep hollows of ice.

The team also installed two GPS devices that will track the movement of the glacier in question. The goal was to find the servicemen before their relatives are dead and the ice where they are buried moves out to sea.

"Any branch of service wants to recover their fallen members, if they can," said John Long, a Coast Guard master chief petty officer and the head of the "Duck Hunt" recovery mission. "It's the right thing to do," he said.

The 15-member team, including three from the Coast Guard and a reporter, had expected to spend no more than five days investigating six sites that had been identified as promising. But relentless rain, harsh winds and low visibility kept helicopters grounded, leaving the team stuck on the ice and unable to explore all the sites. Eleven days passed before everyone was able to return to the airport in Kulusuk.

The recovery effort began three years ago, when Chief Long began piecing together historic clues.

The original 1943 accident report included a hand-drawn map from Col. Bernt Balchen, the American polar aviator who ran a training base in Greenland during the war. Chief Long determined that the crash had taken place within a three-square-mile area about 2,300 feet above Koge Bay.

In 2008, Mr. Long ordered an aerial survey of the region using Essex ground-penetrating radar, which transmitted electromagnetic waves from a P-3 Orion airplane flying 3,500 feet above the glacier. A large metallic object like the J2F-4 Grumman Duck - which would be a valuable artifact to recover, since only 32 of them were made - would show up as a white blotch. Of the blotches on the Essex map, three coincided with the coordinates on Colonel Balchen's map, and one had the shape of a biplane.

To move the project forward, the Coast Guard hired a private contractor, Luciano Sapienza, chief executive of North South Polar Recoveries of Jersey City. In 1992, he was part of the expedition that recovered the "Glacier Girl", a P-38 Lightning airplane downed over Greenland in 1942.

With most ground-penetrating radar, "we would have to set up a grid and go from point A to B, physically marking on the ice where we picked up a reading," Ms. McKinley said. With the Mala, exact coordinates are tracked via GPS. "It is like driving a boat over the surface of the ice with a fish finder," Ms. McKinley said.

The radar detects anything metallic, as well as bedrock and crevasses, within the first few hundred feet. The readout shows a cross-section of the ground on a black and white screen with hyperbola-shaped anomalies. When Ms. McKinley found an anomaly that looked promising, she marked the spot for drilling. Altogether, she was able to mark 10 spots before the rain made the ice too slushy.

Weege Smith, 57, a specialist in building custom field instruments, moved in next, operating a powerful ice-melter. The contraption siphoned water from a well Mr. Smith had dug and heated it to 180 degrees. Mr. Smith sprayed the hot water on the target area, digging a shaft 130 feet deep.

Unfortunately, "the ice melted with no resistance the whole way down," Mr. Smith said. Resistance, he said, would have indicated "that we hit something and it was time to take a look."

On the third day of drilling, he did feel some resistance, so it was time to bring in the subsurface camera. Designed by Alberto Behar, 42, an electrical engineer at the NASA Jet Propulsion Laboratory, the camera has a fish-eye lens surrounded by 27 LEDs that could illuminate the shaft Mr. Smith had made and transmit real-time images. Any indication of the J2F-4's metal, oil or paint chips would prompt Mr. Smith to drill more holes.

While all this was going on, two other teams set out to find the other candidate sites on the glacier, carefully navigating sinkholes, snow bridges and eight-foot crevasses. They marked the secondary locations and installed two permanent GPS units, which track the movement and speed of the glacier.

"One of the biggest challenges to this mission was not knowing how fast the glacier is moving or in which direction," Dr. Behar said. His GPS units send signals via satellite every four hours to a remote receiver in Los Angeles. Eventually, the data will give Mr. Sapienza's team a better idea of how far the plane may have traveled since the crash.

After four days of drilling in freezing rain and wind, the scientists saw no indication at the primary site that the anomalies detected by radar were anything but large crevasses. Effectively, the team was able to rule out this location and focus on other sites.

Time is running out for the Coast Guard, which has already spent \$579,000 on the Grumman Duck recovery effort, including \$314,000 for the recent trip. With warmer temperatures, scientists say, the glacier and plane are advancing more quickly toward the ocean than previously estimated.

"This is the warmest summer Greenland has seen in 150 years," Ms. McKinley said.

Mr. Sapienza said: "We are disappointed we couldn't do more, but we learned a great deal and the Coast Guard is on track for the next steps. These men made the ultimate sacrifice, and it's our duty to bring them home."

IHO – Arctic maritime safety information services

The International Hydrographic Organization (IHO) issued an [announcement](#) stating that it, the IMO, and the World Meteorological Organization (WMO) have established five new Arctic NAVAREAs/METAREAs as part of the expansion of the IMO/IHO World-Wide Navigational Warning Service (WWNWS) into Arctic waters. Through 31 May 2011, navigational warnings and meteorological warnings and forecasts for these new areas will be provided on an intermittent basis. Regular broadcasts are planned starting 01 June 2011.

National Resource Directory for Service Members and Veterans

The U.S. Departments of Defense, Labor and Veterans' Affairs have teamed up to create an online National Resource Directory (NRD) that provides service members, veterans and their families with access to thousands of resources to support recovery, rehabilitation and community reintegration. The NRD is available at www.nationalresourcedirectory.gov and

provides information on benefits and compensation, education and training, employment, caregiver support, homeless assistance and other relevant subjects.

The NRD is also a great resource for those who support service members and veterans, and recently made a "state widget" available that allows individuals and organizations to display resources tailored by state and subject area on their own websites, blogs or Facebook fan pages. The NRD state widget, available at www.nationalresourcedirectory.gov/stateWidget/index, can display resources by either popularity or by newest additions to the site and is automatically updated when new information is added to the NRD.