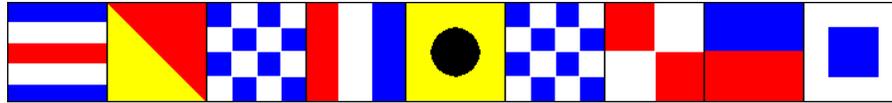
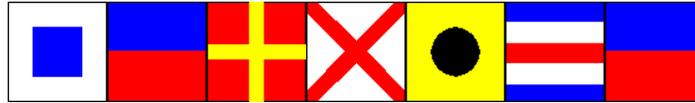




Capital Area Coast Guard Retiree Council Newsletter
SERVICE CONTINUES



Council co-chairs: CAPT David Bernstein and SCPO Mike White

Issue 2011 04

30 September 2011

Happy Holidays

Your Council continues to be active, meeting Friday – September 30 at USCG HQ.

Key issues were

- Briefing by CDR Anderson, RE: CG HQ Project to Improve the CG Retiree CG Relationship
- Briefing by Penny Collins, Fleet Reserve Association (FRA)
- Status of Council HQ Sponsor
- Council Outreach to the Capital Area Coast Guard Retiree Community
- Update on Council Committee Assignments
- Council Event Planning
- 2011 Holiday Party Planning
- Caregivers Guide Update
- Help Desk Utilization
- Website Update
- Promotion of Retiree Participation in USCG Related Events
- Discussion of CG participation in JBM-HH Retiree Appreciation Day activities
- Report on Attendance at JBM-HH Retiree Council meeting on 11 August.

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

CPO Penny Collins USCGR (Ret) was welcomed as a new member of the Capital Area Coast Guard Retiree Council.

CDR Barbara Anderson gave a briefing on the project to improve the CG Retiree/CG Active Duty Relationship. This effort resulted from the recommendations adopted by the National Retiree Council at its May 2011 meeting. The Capital Area Coast Guard Retiree Council provided input to development of the Recommendations. Good progress in being made and her report should be developed to HQ by mid-October. Three issues stressed by the Capital Area Council seemed to be finding favor —

--Written recognition that CG Unit commanders have a clear mandate to provide support to the retired community in their AOR.

- USCG e mail addresses be retained upon retirement to permit easier contact by the USCG
- Coast Guard as well as among one another. Plus, with time, providing CG e mail addresses to those already retired.
- Provision of retiree contact info to CG Unit commanders for those retirees in their AOR to facilitate outreach by the Command to retirees.

Penny Collins, Director for Member Development, Fleet Reserve Association (FRA) briefed the Council on the function goals of FRA, noting they are a member of the of coalition. They have 70,000+ enlisted member from the Sea Services. FRA National Headquarters is at 125 N. West Street Alexandria, VA 22314 ph. 703.683.1400

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.

Since last June several "CG INFO" mini-newsletters have been sent to DC Area Retiree Community.

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 David Bernstein and SCPO 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 – Paul Cojeen at navlarch@erols.com .

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 2011-2012

Friday –Dec 2, 2011
Friday - Mar 27, 2012
Friday - Jun 29, 2012
Friday –Sept 28, 2012
Friday –Nov 30, 2012

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

5th Annual Capitol Area Retiree Council Holiday Party Scheduled

5th Annual Holiday Party, is 4 December 2011, 4-6:30PM. (See attached flyer) Make plans now and make reservations by E-mail 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: "Capital Area Retiree Council" 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 which can be seen on the Council Web site, <http://www.uscg.mil/ccs/carc>, by "clicking" on Upcoming events. Register early so your friends know you will be there. Great chance to see old shipmates. (sorry about the "old" but you know what we mean) Bring a friend. Looking forward to seeing you there!!!!!!!!!!!!

Coast Guard Cutter to Eagle Visit Baltimore Inner Harbor 1-2 October

The Coast Guard Cutter Eagle will be docking in Baltimore's Inner Harbor this weekend.

The visit marks the end of the fall training cruise for the tall ship. Eagle will be open for tours on Saturday and Sunday from 10 a.m. to 7 p.m.

Retiree Appreciation Day, 7 October at Joint Base Ft Meyer - Henderson Hall

DC area Coast Guard Retirees are invited to attend the Joint Base Ft Meyer - Henderson Hall a Retiree Acknowledgement Day (RAD) for all Retirees in the greater Washington DC area at the Fort Meyer Community Activities Center Friday 7 October. Parking is available in the Tri-Service parking lot across McNair Road from the Community/Recreation Center.

The general agenda for the Day with approximate times includes: The Army Band Jazz Ensemble will perform during part of the day.

0830 Registration opens in the main auditorium areas

0830 until about 1130 Table displays, opportunities for individual discussions with representatives of the actives, and Rader Clinic health checks, discussion with representatives, and flu shots.

0930 Boarding of bus for the wreath laying ceremony at the Tomb of the Unknown Soldier will be at about 1000. The bus returns to the Recreation Center about 1030 following the ceremony.

1050 Attendees advised that dining room (in the adjacent troop Dining Facility) will open at

1100 Lunch available at the fixed field ration price (\$4.25) at the Dining Facility for all with DoD IDs and family members. Lunch is also available at the Java Café of the adjacent Bowling Center, at the Officers Club, at the Henderson Hall Marine Club, and at the exchanges on Fort Myer and Henderson Hall.

1145- Free tickets for the raffle will be available at the registration table.

1200-1220 US Army Chorus in Recreation Center Ballroom.

1220 Introduction, Invocation, Retiree recognition, Base Commander remarks, and keynote speaker. The Commander of Rader Clinic will speak on the recent and on-going

changes in the region's Military Health System and the effects on operations and the beneficiaries.

1300+ The RAD will close with the drawing of raffle tickets and distribution of door prizes, donated by Base retail businesses and other activities.

The activities expected to have tables and representatives include the following: :

Arlington National Cemetery
Armed Forces Bank
Army Community Services, Fort Myer
Army Officers Wives Club of the Greater Washington Area
Casualty Assistance Center, Fort Myer
Commissary
Delta Dental
Department of Veterans Affairs
Gold Star Wives of America
JBM-HH Legal Services
Marine Corps Exchange, Henderson Hall
Mercy Medical Airlift Air Compassion for Veterans
Military Order of the Purple Heart, Alexandria
Military Order of the Purple Heart, Reston
MOAA (Northern Virginia Chapter)
NARHA Therapeutic Riding
Rader Clinic
TRICARE

CAPT David Bernstein, Capital Area Retiree Council Co-Chair will be one of the Services members to represent retirees placing the wreath at the Tomb of the Unknown Soldier.

CG Aviation Association's "Roost" in Mobile, AL November 11-13, 2011



CG Aviation Association's 2011 "Roost" is in Mobile, AL November 11-13.

Here's a link: <http://www.aoptero.org/roost11mob/roost11index.php>

Some of the major events that are planned include:

- Friday 11 November 2011 - Veterans Day - Travel to Pensacola to participate in the 100th Anniversary of Naval Aviation. There will be time to visit the National Museum of Naval Aviation and attend the airshow highlighted by the Blue Angels.
- Friday evening: Cocktail reception back at the hotel. Optional patriotic Veteran's Day concert at Battleship Park following the reception.
- Saturday evening-Cocktail hour with entertainment followed by Awards Banquet
- Friday and Saturday: Simulator experience at ATC Mobile plus static displays of current USCG aircraft.
- Golf
- Sunday- Update on Coast Guard Aviation followed by business meeting

COMDT'S 10TH Anniversary Of 9/11 Terrorist Attacks Message

> R 062142Z SEP 11
> FM COMDT COGARD WASHINGTON DC//CCG//
> TO ALCOAST
> BT
> UNCLAS //N01000//
> ALCOAST 415/11
> COMDTNOTE 1000
> SUBJ: SHIPMATES 14: 10TH ANNIVERSARY OF 9/11 TERRORIST ATTACKS
> 1. THE FOLLOWING IS THE COMMANDANTS MESSAGE TO THE SERVICE ON THE
> TENTH ANNIVERSARY OF SEPTEMBER 11TH 2001. ALL COMMANDERS, COMMANDING
> OFFICERS, OFFICERS IN CHARGE, ASSISTANT COMMANDANTS AND DIRECTORS OF
> STAFFS SHALL READ THE FOLLOWING TO ALL HANDS AT QUARTERS AT SOME TIME
> BEFORE SEPTEMBER 10TH 2011:
> 2. THIS WEEK MARKS THE 10TH ANNIVERSARY OF THE TRAGIC EVENTS OF
> SEPTEMBER 11, 2001. THIS IS A DAY TO PAUSE, REFLECT AND HONOR THOSE
> WHO WERE LOST, INCLUDING THE MORE THAN 400 FIRST RESPONDERS WHO MADE
> THE ULTIMATE SACRIFICE WHILE ATTEMPTING TO RESCUE THEIR FELLOW
> CITIZENS, AS WELL AS THE THOUSANDS OF SERVICE MEMBERS WHO HAVE
> SELFLESSLY GIVEN THEIR LIVES IN THE OVERSEAS CONTINGENCY OPERATIONS
> THAT HAVE FOLLOWED. WE WILL NEVER FORGET THEM. THEIR SACRIFICE
> STRENGTHENS OUR COMMITMENT TO SERVE.
> 3. WHILE THE EVENTS OF 9/11 WERE TRAGIC, OUR SERVICE CAN TAKE GREAT
> PRIDE IN OUR RESPONSE. IMMEDIATELY FOLLOWING THE FIRST PLANE
> CRASHING INTO THE WORLD TRADE CENTERS NORTH TOWER, JUNIOR PERSONNEL
> FROM THEN-ACTIVITIES NEW YORK, THOUGH THEY WERE WITNESSING THE
> UNFATHOMABLE, INSTINCTIVELY RESPONDED. THEY WERE ABLE TO MEET THIS
> CHALLENGE BY DRAWING UPON THE LEADERSHIP, TRAINING AND CULTURE PASSED
> DOWN BY OVER TWO CENTURIES OF COAST GUARDSMEN. THEY ALSO LEVERAGED
> OUR STRONG MARITIME PARTNERSHIPS. WHEN THEY PUT OUT THE CALL FOR ALL
> BOATS TO RESPOND TO LOWER MANHATTAN, HUNDREDS OF MERCHANT MARINERS
> PILOTING TUG BOATS, FERRIES AND EVERY OTHER TYPE OF WATERBORNE
> CONVEYANCE FORMED A BOATLIFT THAT SAFELY EVACUATED 500,000 PEOPLE IN
> JUST NINE HOURS - AN AMAZING, HEROIC AND LARGELY UNKNOWN FEAT.
> 4. MEANWHILE, OUR ENTIRE SERVICE SPRANG INTO ACTION. OUR VERSATILE
> CUTTER FLEET WAS REPOSITIONED FROM OFFSHORE TO INSHORE AND SERVED AS
> COMMAND AND CONTROL PLATFORMS IN OUR PORTS. OUR RESERVE AND
> AUXILIARY FORCES MOBILIZED AND REPORTED FOR DUTY - MANY BEFORE THEY
> WERE CALLED - AND OUR CIVILIANS WORKED TIRELESSLY TO SUPPORT THESE
> ENHANCED OPERATIONS. OUR CULTURE OF ADAPTABILITY, AGILITY, AND
> EMPOWERING OUR PEOPLE TO ACT, COMBINED WITH OUR MULTI-MISSION VESSELS
> AND AIRCRAFT ALLOWED US TO QUICKLY SHIFT OUR FOCUS TOWARD CONFRONTING
> THIS NEW THREAT.
> 5. LOOKING BACK, IT IS AMAZING TO SEE HOW OUR SERVICE AND OUR NATION
> HAVE CHANGED SINCE 9/11. ALMOST HALF OF OUR CURRENT ACTIVE DUTY
> MEMBERS JOINED THE SERVICE POST-9/11. EIGHTEEN MONTHS LATER, IN MARCH
> 2003, THE DEPARTMENT OF HOMELAND SECURITY - OUR NEW HOME - WAS
> ESTABLISHED. OUR RESPONSE ALSO PROVED THE VALUE OF THE ACTIVITIES
> CONCEPT, NOW CALLED SECTORS, AND WE HAVE MADE IT THE MODEL FOR HOW WE
> DELIVER COAST GUARD SERVICES TO THE PUBLIC. WE HAVE ENHANCED OUR
> MARITIME DOMAIN AWARENESS THROUGH MEMBERSHIP IN THE INTELLIGENCE
> COMMUNITY, INCREASED VESSEL AND AIRCRAFT PATROLS AND PARTNERSHIPS
> WITH GOVERNMENT AND PRIVATE ENTITIES. WE HAVE ALSO CONSTRUCTED A
> LAYERED MARITIME DEFENSE STRATEGY TO IMPROVE SECURITY OF THE MARITIME
> TRANSPORTATION SYSTEM, STARTING WITH INTERNATIONAL PORT SECURITY.
> 6. OUR CAPABILITIES HAVE ALSO EVOLVED. WE NOW HAVE TEAMS OF HIGHLY
> TRAINED DEPLOYABLE SPECIALIZED FORCES TO PROTECT OUR PORTS AND
> RESPOND TO THE FULL RANGE OF MARITIME THREATS. WE CONTINUE TO
> RECAPITALIZE OUR FLEET WITH NEW AIRCRAFT AND CUTTERS OUTFITTED WITH

> ADVANCED SENSORS THAT ARE FULLY INTEROPERABLE WITH BOTH DHS
> COMPONENTS AND DOD ASSETS.
> 7. HOWEVER, WE MUST NEVER FORGET THAT WHAT MADE US STRONG ON 9/11,
> AND WHAT CONTINUES TO MAKE US STRONG TODAY: YOU, THE MEN AND WOMEN OF
> THE U.S. COAST GUARD. YOU ARE THE HEART OF OUR SERVICE. YOUR
> VIGILANCE HELPS ENSURE OUR HOMELAND, PORTS AND WATERWAYS ARE SAFE AND
> SECURE. YOUR DEDICATION TO DUTY KEEPS US SEMPER PARATUS - ALWAYS
> READY - TO SERVE OUR GREAT NATION.
> 8. THROUGHOUT THE WEEK, THE COMPASS BLOG WILL FEATURE STORIES AND
> IMAGERY ON OUR 9/11 RESPONSE AND HOW OUR SERVICE HAS EVOLVED OVER THE
> LAST TEN YEARS. I ENCOURAGE YOU TO VISIT AND LEARN MORE ABOUT THIS
> FORMATIVE DAY IN OUR HISTORY AND TO HONOR THOSE WHO WERE LOST.
> 9. WE ARE COAST GUARDSMEN. WE WORK AS A CREW. WE SERVE AS A FAMILY.
> THIS IS OUR WAY. THIS IS WHO WE ARE. THIS IS WHAT WE DO. STAND A
> TAUT WATCH.
> 10. ADMIRAL BOB PAPP, COMMANDANT, SENDS.
> 11. INTERNET RELEASE IS AUTHORIZED.
> BT
> NNNN
>

**Subject: Shipmates 15 -
Commandant Message on Off-duty Safety & Suicide Prevention**

Shipmates

We all grieve over the loss of a shipmate. The impact of the loss is devastating to the unit and the family. We focus on deaths resulting from operational accidents with determination, compassion, investigation, analysis and corrective actions.

But off-duty mishaps and suicides continue to impact our Service as well. Master Chief Leavitt and I are increasingly alarmed by these losses and we firmly believe that with your engaged and focused leadership, we can prevent most of these incidents.

As Coast Guardsmen we all have a duty to promote safety awareness, recognize warning signs of risky, self-harming or abusive behavior, and take action with the same urgency we undertake to save a life while on-duty. Doing so is fundamental to Master Chief Leavitt's principle of Caring, and my principle of Respecting Your Shipmates.

It is senseless to be vigilant on-duty, then relax our guard and lose someone off-duty to mishap or suicide. An off-duty death hurts our families and communities just as much as an on-duty death. We must put the same effort into preventing them. We have personnel, programs, training and policies dedicated to preventing these incidents*, however, these measures will never be effective without one key ingredient: Your Leadership.

Stand a taut watch, both on duty and off-duty.

Semper Paratus,
Admiral Bob Papp
Commandant

Master Chief Michael Leavitt
Master Chief Petty Officer of the Coast Guard

*The Health, Safety and Work-Life Directorate resources are available at www.uscg.mil/HSWL. Take advantage of these resources and "Don't Let Your Guard Down."

A TRICARE Communications & Customer Service Office Alert

An important news release by the Department of Defense may be found on <http://www.defense.gov>.

The release details the new TRICARE Prime enrollment fees for retirees enrolling in the program beginning Oct. 1, 2011. The enrollment fees for new retirees will increase \$2.50 a month for individuals, and \$5 a month for members and family. The change does not affect active duty service member and their families, survivors of active duty deceased sponsors or medically retired service members and their families, or any retirees and family members currently enrolled in TRICARE Prime. Please go to www.tricare.mil/costs for more information about TRICARE Prime enrollment fees.

Social Security Statements Will No Longer Be Mailed

The Social Security Administration has announced it will save money by not mailing out annual statements to U.S. workers 25 and older, beginning this month.

The move is expected to save about \$30 million in fiscal year 2011 and \$60 million in 2012, says SSA spokeswoman Kia Green. Last year 152 million statements were sent. However, starting early in fiscal year 2012, which begins in October 2011, the government will resume mailing the annual statements to workers age 60 and older who are not yet receiving benefits.

the SSA is working on an online option so that all workers can download their statements. No specific date for that option has been set.

Because the annual statements are typically sent out about three months before a worker's birthday, those born in July and later won't be receiving one this year.

The annual statements provide an estimate of your retirement benefit at various ages, for example, age 62, 66 and 70, the approximate monthly payment if you became disabled, and how much your family would receive if you died. The statements also provide a history of earnings and the federal taxes paid on your wages.

Workers can get an estimate of their retirement benefits online using [SSA's retirement estimator tool](#). However, the estimator doesn't provide all the information that appears in the written statement, such as a complete earnings record. For that, you need to visit a local Social Security office.

<http://www.aarp.org/work/social-security/info-04-2011/social-security-statements-no-longer-mailed.html>

The Reservist Magazine is Going Digital

While Recognizing how important the "Reservist" is to all of its readers, Headquarters indicates that in today's budget climate and with available technology it is time that the magazine move to an all digital publication. The next two issues scheduled for released in calendar year 2011 will be in both formats, paper and digital. Starting in January 2012, the Reservist magazine will be totally digital and available at <http://www.uscg.mil/reservist/>. The goal is to continue to provide an award winning magazine that is enjoyed by all of the Coast

family. Please direct any questions to CDR Collins, Chief, Reserve Information/Evaluation Division, Commandant (CG-1313), U.S. Coast Guard, 2100 2nd Street SW STOP 7801, Washington, DC 20593-7801 or email Ruby.L.Collins@uscg.mil.

The Reservist Magazine's 4th issue of 2011 is available online! This issue honors those who served, and those who made the ultimate sacrifice on 9/11.

<http://uscgreservist.epubxp.com/title/10052>

A Life Led Fully, CAPT Vivian Reece Harned Obituary

Captain Vivian Jean Reese Harned, USCG (Ret.), 91, of Marco Island, FL, died Sunday, July 17, 2011, in Arlington, VA. Captain Harned was born in Johnstown, PA, on December 16, 1919. She graduated from Johnstown High School on May 29, 1935, and from the University of Pittsburg on June 12, 1940, with a Bachelor of Science in Elementary Education, after which she taught fifth grade in East Conemaugh, PA, until her enlistment in the United States Coast Guard on June 27, 1943. After attending basic training and storekeepers school in Palm Beach, FL, she was transferred to New York and later to Manhattan Beach Training Center for Officer Candidate School.

Upon graduation from OCS, she was transferred to Coast Guard Headquarters as a dispersing officer. It was there that she met A.E. "Bill" Harned, a fellow officer, whom she would marry nearly 45 years later. She served on active duty until her release on September 21, 1945, joined the Coast Guard Reserve in 1946 and remained active until her retirement on December 16, 1979, as a captain with more than 36 years of service.

After her release from active duty, she worked for the State Department before joining the Army Transportation Corps for two years as part of the United States Occupation Forces in Tokyo, Japan. From there she returned to the State Department, spending the years 1950-1951 in Torquay, England, assigned to the General Agreement on Tariffs and Trade Conference. Later, while vacationing in Albuquerque, NM, she accepted a position as Secretary to the Director of Weapons Effects Tests, AFSWP. She witnessed 28 atomic bomb tests at the Nevada Proving Grounds during her four years there. From there she went to San Francisco, working for the Alcohol, Tobacco, and Firearms Bureau of the Treasury Department. Not caring much for San Francisco, she returned to Washington, D.C., and became an administrative assistant to the Commissioner of the Internal Revenue Service. In 1960, the Internal Revenue Service began developing an automatic data processing system and she became one of nineteen employees, and the only woman, selected for an intensive program to train the programmers and computer systems analysts slated to develop the IRS's first automated system. She stayed with the IRS until her retirement on October 4, 1978, working as systems analyst and later as a management analyst on the Program, Planning and Review Staff.

At her retirement, the Commissioner of the Internal Revenue Service, commented that her work was characterized by a notable readiness to tackle any assignment, no matter how difficult, and determination to see projects through to a successful conclusion and that she should be justifiably proud that she helped to develop the data processing system which makes it possible for the IRS to process the millions of tax returns filed each year.

During those years of civilian work, she also participated in the United States Coast Guard Reserve and the Reserve Officers' Association (ROA), tirelessly promoting the education and training of men and women in the DC area Reserve Units and advocating for the military through her ROA activities. She served as president of the DC Coast Guard ROA Chapter and served many years on its executive committee. She was Alaska's Department National Councilman while she lived in Alaska; from 1977-1978 she was the National Vice President for Naval Services; and in addition to many ad hoc committees, she served on the Rules,

Public Affairs and Department and Chapter Development Committees. She was the first female Coast Guard officer to be elected President of the Navy, Marine Corps, and Coast Guard Section of ROA (1977-1978). In 2004, she was awarded the Rear Admiral Alexander Jackson Career Service Award, the first woman officer and only the second Coast Guard Officer to win this award for lifetime contributions to service, primary association, and nation.

She was a world traveler and after her marriage to CAPT A.E. "Bill" Harned, USCG (Ret.), a resident of Anchorage, AK, on March 15, 1979, in a ceremony performed by the U.S. Senate chaplain in the Assistant Minority Leader's office, she and her husband continued to travel. She eventually saw every continent, including Antarctica. She attended Olympics in Tokyo, Toronto, Calgary, Atlanta, and Los Angeles. Her most notable trip was a 2006 British Airways Supersonic Concorde around the world tour lasting three weeks. Funeral will be at Arlington National Cemetery with full military honors Friday, January 6 @ 1 PM at the Old Post Chapel.

Memorial contributions may be made to United Church of Marco Island or The Reserve Officers Association of The United States.

Remembering Douglas Munro

On an average day in the Coast Guard, 12 lives are saved, 64 search and rescue cases are performed and a host of other actions are part of a Coast Guard day.

The USCG is a service with an abundance of heroes and role models. So why celebrate a single rescue that took place 69 years ago on Sept. 27 every year? Usually, there are more than 50 people who drive for over an hour or more to a tiny cemetery in the landlocked community of Cle Elum, Wash., for a ceremony to remember the story of PO First Class Douglas Munro.

The easy, obvious answer is that Douglas Munro is still, to this day, the only member of the U.S. Coast Guard who has ever been awarded the Medal of Honor. This is certainly special and unique.

However, that is probably not the only reason. The fact that almost 500 Marines were saved that day is also a pretty big reason. That's not only a big number, but think about the wives, children, grandchildren and great grandchildren of those 500 men. They exist bec of Douglas Munro's selfless action.

In January, there was a ceremony on the Coast Guard Cutter Munro in Kodiak, Alaska, to dedicate a bronze bust of Douglas Munro, which is now a part of their exhibit on the ship. One of the people at the ceremony was a woman from Station Kodiak whose grandfather had been rescued that day.

Another special reason is because he was killed in action that day. Even though few Coast Guardsmen are killed in rescue operations, it is almost always dangerous, and it is always a very real possibility that someone will die.

Something that is rarely mentioned about this event is that the highest honor ever awarded to any Coast Guardsman in the entire history of the service was awarded to an enlisted man: a first class petty officer

Obituary for a Hero Another Member of the Greatest Generation Passes Over the Bar

BM1 John C. Cullen, USCG - John C. Cullen, 90, passed away Monday, Aug 29, 2011. Born in Manhattan, N.Y., he was the son of the late Michael and Margaret Cullen. John was a U.S. Coast Guard veteran of World War II, earning a meritorious citation for his performance and outstanding service to the U.S. government June 13, 1942.

His citation reads: "While on patrol at Long Island, N.Y., he discovered several Nazi saboteurs bearing boxes of TNT and other destructive apparatus. Cullen, unarmed and helpless against their menacing threats, cleverly allayed their suspicions and thwarted their subversive intensions by promptly accepting a proffered bribe, then sounding an alarm that led to their eventual capture. He remained on the beach all night as a member of the search party and later offered incriminating testimony before a special military commission conducting trial. His keen presence of mind and discerning judgment in a grave emergency undoubtedly prevented the successful culmination of hostile intrigue designed to sabotage the national war effort. Many lives were saved by his actions."

Cullen received the Legion of Merit for his actions.

Info on Dental Plan Sources

- [Delta Dental coverage](#)
Get the same kind of **dental plans** offered by employer groups-enroll www.myowndentalplan.com
- [HumanaOne Dental Plan](#)
Enroll in a Flexible VA **Dental Plan** Large Network of Providers www.humanaonedental.com
- [Virginia Dental Plans](#)
Dental Plans from \$79.95/yr. That's just \$7/mo! Fees billed annually. www.dentalplans.com
[Save on Cleanings, Checkups & More Dental Insurance Alternative Individual Plans Family Plans](#)
- [Top Dental Plan](#)
Save up to 70% - Use Immediately! From \$6.95 mo. - See Actual Costs. www.1dental.com
- [Aetna Health Plans](#)
Get Aetna Health Insurance Quotes Online. Compare **Plans** & View Rates. aetna.individualhealthquotes.com
- [Cheap Dental Insurance](#)
Free **Dental** Health Insurance Quotes See Low-Cost **Dental** & Health **Plans** www.easierdentalinsurance.com/Dental
- [Dental Care Provider](#)
Emergency Appointments Call Our Bethesda Office. www.montgomerydentalgroupmd.com
- [Washington DC Dentist](#)
New Patient Exam & X-Rays Only \$29 Call Now In Washington DC. www.dcdentalartsoffice.com
- [Affordable Dentist Visits](#)
Shop and Compare Prices for Dentist Office Visits & Local Procedures www.pricedoc.com/Dental



UNITED STATES COAST GUARD

U.S. Department of Homeland Security

MARINE SAFETY ALERT

Assistant Commandant for Marine Safety, Security and Stewardship

September 1, 2011 Alert 04
Washington, DC

MARINER'S SAFETY ENDANGERED WHEN VHF RADIO DISTRESS ALERTS BY DIGITAL SELECTIVE CALLING (DSC) LACK LOCATION AND IDENTIFICATION INFORMATION

As the Coast Guard's new marine radio network Rescue 21 becomes operational throughout the U.S., rescue centers can now receive instant distress alerts from commonly used DSC-capable VHF marine radios. However, approximately 90% of VHF DSC distress alerts received by the Coast Guard do not contain position information, and approximately 60% do not contain a registered identity. The Coast Guard cannot effectively respond to a DSC distress alert sent from such a radio. This means that search and rescue efforts may normally be suspended when no communications with the distressed vessel can be established, no further information or means of contacting the vessel can be obtained from other sources, and no position information is known.

HELP US HELP YOU

FIRST Obtain a Maritime Mobile Installation Identity (MMSI) and enter it into your radio. MMSI numbers are issued by the Federal Communications Commission if your vessel otherwise requires a station license, or BOATUS, (<http://www.boatus.com/mmsi>), Sea Tow (<http://www.seatow.com/mmsi>), or the U.S. Power Squadrons (<http://www.usps.org/php/mmsi>). Ensure any information originally provided is updated as changes occur. FCC regulations require that DSC-equipped radios "use MMSIs assigned by the Commission or its designees" (47 CFR 80.103(b)). **THEN** interconnect your radio to a GPS receiver using a two-wire NMEA 0183 interface on all DSC equipped marine radios and on most GPS receivers. Instructions should be provided in the radio and GPS operators manual. Further information is provided and will be routinely updated in <http://www.navcen.uscg.gov/?pageName=mtDsc>. Developed by the Spectrum Management and Telecommunications Policy Division (CG-652), United States Coast Guard Headquarters, Washington, DC. Questions should be directed to Mr. Russell Levin at (202) 475 3555 or Russell.S.Levin@uscg.mil.

ITEM RE RETIREE CDR ANDERSON ETC<<<

MRA Calls for New Assistant Secretary at DOD

National President Catherine L. La Valle has written to Secretary of Defense Panetta requesting a new position at DOD that would consolidate all issues relating to military retirees. Ms. La Valle requests that the Secretary either seek the appointment of an Assistant Secretary of Defense for Military Retiree Affairs or consolidate existing resources to place the necessary focus on issues affecting military retirees, their families and survivors.

Selection of Chief Medical Officer of the Coast Guard

The Commandant has asked the Surgeon General to assign CAPT Maura Dollymore, USPHS, as Chief Medical Officer (CMO) of the U. S. Coast Guard / Director of Health, Safety, and Work Life, and to promote her to rear admiral, upper half, upon assumption of these duties. Capt Maura Dollymore will relieve RADM Mark Tedesco in 2012.

Presently, CAPT Dollymore is serving as Chief, Office of Health Services (CG-112).

Coast Guard Academy Recognized as Top College

The U.S. Coast Guard Academy was recognized as one of the top institutions of higher learning by U.S. News & World Report, The Princeton Review and Forbes Magazine.

The academy was ranked first in the Regional Colleges (North) category in the 2012 edition of U.S. News and World Report's Best Colleges issue for the second consecutive year. The academy is also featured in The Princeton Review's Best in the Northeast section on PrincetonReview.com and ranked highly in Forbes Magazine's America's Best Colleges 2011 edition.

The academy's Department of Management was also recognized by the Association to Advance Collegiate Schools of Business for its ability to "leverage size to assure success."

"Although we do not focus specifically on rankings, we believe they are important in highlighting the high quality of our institution, our programs and our people," said Kurt Colella, dean of academics. "Our culture is focused on continual improvement and never being complacent or satisfied. These rankings are a validation of that attitude."

Coast Guard Awards Ingalls Shipbuilding Contract for Fifth National Security Cutter

The U.S. Coast Guard has awarded Huntington Ingalls Industries a contract worth approximately \$482 million for the production of the fifth National Security Cutter (WMSL 754).

Construction of the ship, to be named James, is scheduled to begin this spring at the Ingalls Shipbuilding shipyard in Pascagoula, Miss. following prefabrication.

Captain Joshua James, the namesake of the cutter, served in the U.S. Life Saving Service for nearly sixty years. The U.S. Life Saving Service is a predecessor service of the U.S. Coast Guard. Patrolling the shores of Hull, Mass., James participated in his first rescue at age 15 and received his first of many lifesaving medals at the age of 23. In 1876 James became the keeper of four lifesaving stations in Hull, including Point Allerton. During his career, James was credited with saving more than 600 people and has been hailed as the world's most celebrated lifesaver.

"The contract award for production and delivery of the fifth NSC is an important step forward in the Coast Guard's efforts to recapitalize its aging surface fleet," said Rear Adm. Bruce Baffer, the Coast Guard Acquisition Directorate's program executive officer. "The NSC is desperately needed to replace the service's 40-year-old high endurance cutters and to be able to perform today's challenging homeland security missions."

"Ingalls has continued ship-to-ship performance improvements on the National Security Cutter program, and this contract affirms the Coast Guard's confidence in our shipbuilders," said Ingalls Shipbuilding President Irwin F. Edenzon. "We focus every day on meeting our

safety, quality, cost and schedule goals. We're doing it right and doing it better, and we intend to keep meeting our commitments to our U.S. Coast Guard customer."

Ingalls has delivered the first three NSCs, which are the flagship of the Coast Guard's cutter fleet, designed to replace the 378-foot Hamilton-class High-Endurance Cutters, which entered service during the 1960s. Stratton (WMSL 752), the third of eight planned ships in this new class of highly capable, technologically advanced multi-mission cutters, was delivered to the Coast Guard on Sept. 2. Bertholf (WMSL 750) and Waesche (WMSL 751) have been commissioned and are successfully executing Coast Guard missions.

The start-of-fabrication milestone, signifying 100 tons of steel have been cut, took place for the fourth cutter, Hamilton (WMSL 753), on Aug. 29. This same milestone for WMSL 754 is scheduled for second quarter 2012, with delivery expected in mid-2015.

Ingalls builds the NSC hulls and mechanical and electrical systems, while Lockheed Martin builds and integrates the command, control, communications, computers, intelligence, surveillance and reconnaissance (C4ISR) capabilities.

The Legend class National Security Cutter is 418 feet long with an operational range of 12,000 nautical miles, a top speed of 28 knots and a 60-day endurance. These cutters routinely conduct operations from South America to the Bering Sea where their combination of range, speed, and ability to operate in extreme weather provides the mission flexibility necessary to conduct alien migrant interdiction operations, domestic fisheries protection, search and rescue, counter-narcotics and homeland security operations at great distances from shore keeping threats far from the U.S. mainland.

Two National Security Cutters, the Coast Guard Cutter Bertholf and the Coast Guard Cutter Waesche, have been commissioned and the third, Stratton, was delivered Sept. 2. Eight National Security Cutters are planned.

FRA Announces Survey on Proposed Changes to Military Retirement

As part of its mission to bring the enlisted voice to Capitol Hill, the Fleet Reserve Association (FRA) is conducting an online survey, available at www.fra.org/survey, to gauge current and former military personnel's views on proposals to "civilianize" military retirement.

Proposals released by the Defense Business Board (DBB) recommend doing away with the current military retirement program and implementing a system similar to a 401(k) retirement benefit. The current retirement plan is only available to service members who serve for 20 years or more, but the DBB's "Modernizing the Military Retirement System" report suggests a 401(k)-type benefit would provide some level of retirement benefit to more service members, even those who've only served for a short time.

FRA believes such a plan would compromise the value of military retirement and negatively impact military recruiting and retention. The Association contends that military retirement benefits should reflect the enormous commitment shipmates and others make when they serve a career in the military and FRA strongly opposes the civilianization of military benefits. "We're hearing a real sense of frustration from our members about these proposals," said Joe Barnes, FRA's national executive director. "Even though these are just recommendations at this point, the DBB's ideas represent a real threat to the value of military retirement benefits. Survey responses and comments from our members strengthen our position when we testify before Congress or meet one-on-one with lawmakers and their staff."

FRA will share the survey results with elected officials on Capitol Hill and leaders within the Departments of Defense and Homeland Security – ensuring these key decision-makers

understand the enlisted perspective.

Coast Guard Holds Ceremony to Recognize Helicopter's Enhanced Capabilities

The Coast Guard held a ceremony recognizing the enhanced mission capabilities of the MH-65D Dolphin Short Range Recovery Helicopter fleet on Sept. 16.

The helicopters have been upgraded with a series of overhauls by replacing obsolete components and unsupportable equipment with modern digital systems.

The Dolphin upgrades include digital avionics components, including a new flight navigation system, new digital computer displays and embedded GPS. These upgrades are critical to the helicopter's continued safe and effective flight performance. They also provide the crew with improved situational awareness and enhanced navigation and communications.

RADM John Korn, Coast Guard assistant commandant for acquisition, RADM Dean Lee, commander of the Coast Guard's 5th District and Rep. Frank LoBiondo each gave remarks at the ceremony.

"By adding digital equipment that is smaller and lighter than the old equipment, the Delta upgrade decreases the weight of the helicopter," said Korn at the ceremony "this, in turn, makes it more fuel efficient to stay on scene longer."

Air Station Atlantic City's crew maintains the Coast Guard's largest MH-65D fleet with 10 newly updated Dolphins responsible for supporting missions throughout New York, New Jersey, Pennsylvania, Delaware, Maryland, Washington, D.C., and parts of Virginia. The air station's crew members support a wide range of Coast Guard missions, including search and rescue, law enforcement, port security and marine environmental protection.

1st Coast Guard Maritime Enforcement Rating Force Master Chief Master Chief Retires

Master Chief Petty Officer Gordon Muise recently retired as the first Coast Guard maritime enforcement rating force master chief during a ceremony commemorating 32 years of service.

Muise, a Suffolk resident, assumed the duties in December 2008. Muise was responsible for ensuring the rate is comprised with the necessary structure, staffing and training requirements. The maritime enforcement rating is one of the newest in the Coast Guard and is comprised of professionals well grounded in knowledge and skills pertaining to law enforcement and security duties.

Veterans Affairs has re-launched an improved website for wounded warriors -- the [National Resource Directory](#).

The Department of Veterans Affairs has re-launched an improved website for wounded warriors -- the [National Resource Directory](#). The website contains information about VA benefits, including disability benefits, pensions, health care insurance and the GI Bill. <https://www.nationalresourcedirectory.gov/>.

Coast Guard Ceremony in Ocean City Honors Historian

The U.S. Coast Guard honored a city historian with a posthumous public service award at the city's historic Fourth Street Lifesaving Station. The public event was the most significant at this Ocean City landmark since the city bought it last year.

Retired VADM Jim Hull presented the award to Ocean City resident Dorothy Wilkinson, wife of author and historian William Wilkinson during a formal ceremony on the shady lawn of the station. A color guard from Coast Guard Group Atlantic City and dignitaries from the Coast Guard Headquarters in Washington also attended.

William Wilkinson, 84, was a Harvard University graduate and U.S. Army veteran who wrote numerous books about naval and maritime history. He served as former chairman of a federal advisory panel for naval history. He died in 2009.

His wife said Wilkinson was enthralled with the sea even as a boy. One of his favorite childhood books was Kenneth Grahame's "The Wind in the Willows. He even tried to enlist in the U.S. Navy but was rejected because of his poor eyesight" she said.

Wilkinson also was honored for one of his last works, "American Coastal Rescue Craft."

The book is considered an authoritative reference and an important addition to Coast Guard history, Hull said.

The setting was appropriate as the Lifesaving Service was a forerunner to the U.S. Coast Guard. The station was built in 1885 at a strategic part of the island to rescue mariners in distress.

The city is getting \$1.5 million in state grants to restore the station, which was converted into a four-bedroom home. Supporters created a nonprofit group dedicated to the landmark. The station was slated for demolition by a private developer to make way for duplex condominiums before the city purchased it. The building routinely made the list of the 10 most-endangered historic sites in New Jersey.

"It was an 11th-hour rescue. That's fitting because it's what we do," RADM William Lee said. He is commander of the Fifth Coast Guard District, which includes New Jersey and the other Mid-Atlantic states.

Ocean City resident John Loeper, who heads the nonprofit, took the opportunity to show off a new artifact at the station, a cannon cart built from specifications gleaned from the National Archives.

From TRICARE September 2011 Healthy Living e-Newsletter

Here is what you will learn about in this month's [e-Newsletter](#).

Highlighted Health Topics

- What You Should Know About Cholesterol
- Get Label Savvy

Featured Healthy Recipes

- Weeknight Beef Skillet Casserole
- Quick Bean Salad
- Apple-Blueberry Cobbler

Stay Healthy with Health Net

- Managing Your Diabetes

Tips for Wellness

- Healthy Eating
- Shopping Smart

[NEW! Health Risk Assessment](#)

The assessment acts like your very own personal health coach by evaluating your health behaviors and history and generating a personal action plan focused on improving your top health risks. You will also have access to interactive tools, recipes, videos and a complete medical library to compliment your tailored action plan. Get your personalized action plan and start living healthier today!

Kodiak Aircrew Stands Ready in Cordova

Coast Guard Air Station Kodiak helicopter crews provide a vital forward deployed presence in Cordova during the summer months to mitigate risks posed by increased fishing and tourist traffic throughout the Prince William Sound and the Gulf of Alaska region. The air station also assists other Coast Guard units by providing logistics support, such as maintaining aids to navigation, which further reduces risks to mariners, as well as conducting search and rescue and law enforcement missions.

Deployments begin in May and last through September.

This year, crews and aircraft from Air Station Sitka helped stand the watch. While the MH-60 Jayhawk helicopter and crew from Kodiak stood the majority of the watch, Kodiak's MH-65 Dolphin helicopters and crews are finishing out the season. The Cordova deployment is expected to wrap up by the end of the month and the Dolphin helicopter and crew will return to Kodiak at that time.

During the 2011 season, aircrews conducted more than 10 aids to navigation missions, more than 10 fishery law enforcement patrols and more than 10 search and rescue cases. More than nine lives were saved during the five months the aircrews were deployed to Cordova.

Willow Home from Far North

The Newport-based U.S. Coast Guard Cutter Willow returned home from a 43-day Arctic patrol last week after conducting maritime safety and security exchanges with the Canadian Navy and Coast Guard along with elements of the Royal Danish Navy.

Willow and a team of Coast Guard divers participated in elements of Operation Nanook. The operation was in the northernmost region of the high Arctic in the vicinity of Cornwallis Island, Baffin Island, Lancaster Sound and the Barrow Strait area, approximately 2,300 miles northeast of Willow's homeport.

Under the direction of Canada's Joint Task Force North, the cutter's participation was meant to hone its ability to work with ships from other nations and to provide experience in the harsh Arctic environment.

"It's great we had a chance to set a mark for today's cutterman," said LCDR Brian Donahue, commanding officer of Willow. "Our mission was to gain experience, and we now have 46 crew members that have just that. It was a product of good teamwork."

Willow is one of two Juniper class sea-going buoy tenders homeported in Newport and has a crew of 46 including nine officers and 37 enlisted personnel.

Navy's First Joint High-Speed Vessel Christened

USNS Spearhead, the first of Navy's joint high-speed vessels designed for rapid intra-theater transport of troops and military equipment, was christened Sept. 17 during a ceremony at Austal USA in Mobile, Ala.



Military Sealift Command will own and operate Spearhead and the other joint high-speed vessels, or JHSVs, that are under contract to be built for the Navy. Spearhead will be crewed by 22 civil service mariners working for MSC who will operate, navigate and maintain the ship.

"USNS Spearhead and her MSC crew will be indispensable as they perform critical logistics and fleet support missions around the world," said Rear Adm. Mark H. Buzby, commander, Military Sealift Command, during his address to an audience of more than 1,200 people including leaders from the military services, Congress and maritime industry. U.S. Sen. Jeff Sessions served as the principal speaker at the ceremony.

The 338-foot-long aluminum catamarans are designed to be fast, flexible and maneuverable, even in shallow waters, making them ideal for transporting troops and equipment quickly within a theater of operations.

The JHSVs are capable of transporting 600 short tons of military troops, vehicles, supplies and equipment 1,200 nautical miles at an average speed of 35 knots and can operate in shallow-draft, austere ports and waterways, providing U.S. forces added mobility and flexibility. The JHSVs' aviation flight decks can support day and night flight operations. Each JHSV also has sleeping accommodations for up to 146 personnel and airline-style seating for up to 312.

Following acceptance trials, delivery to the Navy and operational testing, Spearhead will be based in Little Creek, Va., and is expected to begin conducting missions for the Navy in the first quarter of fiscal year 2013.

The Navy honored the ship's original U.S. Army-chosen name and sponsor after the decision earlier this year to transfer five JHSVs originally slated to be owned and operated by the Army to the Navy.

As MSC assets, all of the JHSVs will be civilian-crewed. The first four - including Spearhead - will be crewed by federally employed civil service mariners while the remaining will be crewed

by civilian mariners working for private companies under contract to MSC. Military mission personnel will embark as required by the mission sponsors.

MSC operates approximately 110 noncombatant, U.S. merchant mariner-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world, and move military cargo and supplies used by deployed U.S. forces and coalition partners.

Final Oil-Spill Report Chastises BP and Others

Federal investigators released their final report Wednesday on the causes of the Deepwater Horizon drilling-rig explosion in the Gulf of Mexico last year, castigating BP PLC and its contractors for risky decisions and criticizing the government for oversight gaps.

The report-issued by the Bureau of Ocean Energy Management, Regulation and Enforcement-contains dozens of recommendations to improve safety in the offshore oil industry. These include changes to ensure gas isn't sucked into engines and to strengthen the blowout preventer, a set of valves designed to be the last line of defense if a crew loses control of a well.

The government also wants to require operators to more thoroughly report well-control problems, which would allow the government for the first time to determine if particular companies have more near-misses.

The report says government regulations could be strengthened and suggests more unannounced inspections on deep-water rigs. The Wall Street Journal reported last year that the agency had largely stopped conducting surprise inspections.

More broadly, the report finds that the death of 11 workers aboard the Deepwater Horizon, and the oil spill that followed, "were the result of poor risk management, last minute changes to plans, failure to observe and respond to critical indicators, inadequate well control response, and insufficient emergency bridge response training." It finds fault with BP, which owned the well and was in charge of operations; drilling-rig owner Transocean Ltd.; and Halliburton Co., which ran the cementing operations.

The report resulted from a 17-month investigation by the Bureau of Ocean Energy Management and was the most exhaustive of several attempts to determine the cause of the disaster.

The findings don't stray far from earlier reports, including faulting BP for seeking to save time and cut costs without considering the ramifications.

Still, the report was at times highly critical in its language, blaming the crew of the drilling rig for continuing its work on the well after encountering multiple hazards and signs of trouble. It noted that BP failed to investigate the reasons for a "kick," or uncontrolled flow of gas and oil up the well, that occurred about a month and a half before the explosion.

The lead cause of the incident was a failure of the cement at the bottom of the well to stop oil and gas from flowing up, the report finds. The report concluded that the "precise reasons" for the failure of the cement couldn't be determined.

The report says Transocean wasn't at fault for failing to maintain the blowout preventer. But it does criticize Transocean for two critical failures. Rather than sending the escaping gas overboard, Transocean personnel used a piece of equipment that kept the gas on the rig, allowing it to ignite. The report says Transocean's well-control manual was ambiguous and there should have been better training. It also faults a Transocean worker for failing to promptly alert engine operators that gas was detected.

BP said it agreed with the report's core findings and said the accident occurred because of multiple causes by multiple parties. The U.K.-based oil giant said it has owned up to its responsibility since the beginning and continues "to encourage other parties to acknowledge their roles in the accident and make changes to help prevent similar accidents in the future."

Halliburton and Transocean have yet to respond to the report's findings.

Investors reacted to the report by acquiring BP shares-which were up 4.2% to \$37.98 in afternoon trading on the New York Stock Exchange. Analysts with Houston-based energy-research firm Tudor, Pickering, Holt & Co. said the final report would allow the U.S. Department of Justice to move forward with its review of the incident-and help inform the settlement discussions between BP and its contractors, which are enmeshed in a legal battle over their share of blame.

Transocean shares were up 1.9% to \$57.58. Halliburton, which is suing BP for allegedly omitting critical data that the oil-field-services provider says led to a bad cementing job, saw its shares fall nearly 1% to \$39.16. At the time of the lawsuit, filed earlier this month, BP said Halliburton was trying to divert attention from its role in the blow-out.

Analysts with FBR Capital Markets said the selloff in Halliburton shares was unwarranted because relatively little new information about its potential liability came out in Wednesday's report. "We believe that the contents of this report are unlikely to have a substantial impact on the value of Halliburton's eventual settlement with BP," the analysts said.

The oil industry is particularly focused on this report because the Bureau of Ocean Energy Management, which handled the investigation along with the U.S. Coast Guard, has regulatory oversight over offshore operations. While other investigations have been higher-profile, the recommendations in this report could change how the offshore oil industry operates in the Gulf of Mexico, a prolific oil and natural-gas region.

One of the key recommendations was a call for more standardization in procedures that caused confusion during the incident and the subsequent spill. For example, the report said the Bureau of Ocean Energy Management, Regulation and Enforcement should work with industry to develop a standardized procedure for a critical test of cement barriers, with a guide on how the results should be interpreted. If the crew had correctly interpreted the results of the so-called negative test it conducted, the blowout may have been averted, the report said.

Rep. Ed Markey (D., Mass.) in a statement called for a hearing at the Natural Resources Committee with the companies involved in the disaster to answer questions about the report.

The report had been delayed several times and missed two deadlines. Tensions between the Bureau of Ocean Energy Management's lead investigator, J. David Dykes, and people at the agency's headquarters in Washington grew contentious in recent months after the report was written by investigators in the New Orleans office, according to people in the agency. At issue

was the wording of the report, the person familiar with the report said, but it is unclear if the dispute was over the substance of the findings.

Mr. Dykes left the agency this month after a 12-year government career. Efforts to reach Mr. Dykes were unsuccessful.

Perry Jennings, president of the union that represents Bureau of Ocean Energy Management workers in the Gulf region, said the reaction to Mr. Dykes's departure has been "shock and indignation. It's a serious loss to us as an agency. He was a straight shooter." Mr. Jennings and other government officials said Mr. Dykes took a job with Chevron Corp.

Soon after the Deepwater Horizon exploded into flames, the Coast Guard and Minerals Management Service- the former name of the Bureau of Ocean Energy Management- convened a joint investigative team. Led by Mr. Dykes and Coast Guard Captain Hung M. Nguyen, the panel held hearings for 28 days, questioning survivors, government regulators and engineers and managers from BP and its contractors. Transcripts from these hearings formed the basis of several other investigations.

Coast Guard Orders More Boats from Marinette Marine

The U.S. Coast Guard taps Marinette Marine again, awarding it eleven more medium-sized response boats.

The boats, known as RBMs, are part of a multi-year contract to build up to 250 ships at a value of \$600 million. The boats are equipped with state-of-the-art technology and can maneuver at higher speeds than similar boats in the current fleet. This new order will start rolling out in the first quarter of 2013.

RADM Continuation Board Results

The Secretary has approved the report of the continuation board convened on 1 September 2011 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 RONALD J. RABAGO	COMDT (CG-4)
B. RADM STEVEN H. RATTI	J3 SOUTHCOM
C. RADM DANIEL A. NEPTUN	CGD ONE

CG Presents Award for Heroic Rescue in Puget Sound

The Coast Guard presented the Silver Life Saving Medal to Petty Officer 1st Class Juston L. Heacox and the Certificate of Valor to Barney McGinley for their heroic effort that saved two lives off of Point No Point State Park in Hansville, Wash., July 26, 2010.

Heacox and McGinley were on the beach when they heard screams coming from two boys who were caught in a rip current approximately 200 yards from shore.

The two men waded out into the 52-degree water toward the boys. They provided instruction for them to swim toward shore at an angle in an effort to draw them closer. While struggling to keep their footing in the strong current, Heacox and McGinley were able to reach the boys with a rope, which they carried from shore.

Upon return to shore, Heacox and McGinley treated the boys for hypothermia and exhaustion. Despite their own hypothermic conditions they remained on scene and ensured the boy's conditions were properly treated.

The Silver Lifesaving Medal is awarded by the Commandant of the Coast Guard to any person who rescues, or endeavors to rescue, any other person from drowning, shipwreck, or other peril of water. Since 1874, approximately 1,900 Silver Lifesaving Medals have been awarded.

Clearwater Becomes Florida's first Coast Guard City

Clearwater has been named the nation's newest Coast Guard City, joining a dozen other cities with the federal designation. U.S. Rep. C. W. Bill Young met Wednesday with the City Council to announce the honor, the first in Florida.

The city began applying for the honor in 2007. Clearwater claims two U.S. Coast Guard facilities. Air Station Clearwater, the branch's largest, operates outside the city limits next to the St. Petersburg-Clearwater International Airport and supports missions across the Gulf of Mexico and Caribbean islands. The other base, Station Sand Key, launches search-and-rescue missions and covers 2,000 square miles between John's Pass and Aripeka.

Funeral Notices

Standard Honors Funeral of Barbara Blondin, Wife of Carmin Blondin, CDR, USCG (RET) The interment was 28 September 2011. The service was chapel service followed by a brief graveside service inside Arlington National Cemetery, Section 69.

Standard Honors Funeral of George F. Rodgers, LCDR, USCG (RET) The interment was for 30 September 2011. The service was a chapel service followed by a brief graveside service inside Arlington National Cemetery, Section 60.

Full Honors Funeral of Eldren P. Nalley, LT, USCG (DIS) He passed away on 11 June 2011. His wife, Ethel Nalley, survives him. The Full Honors funeral was 30 September 2011.