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FRA *today*

The magazine of the Fleet Reserve Association

AUGUST 2019

HIGGINS BOATS (LCVP)

INSIDE:

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Assault troops approach Omaha Beach, June 6, 1944. The original caption for this iconic US Coast Guard image reads "INTO THE JAWS OF DEATH — Down the ramp of a Coast Guard landing barge Yankee soldiers storm toward the beach-sweeping fire of Nazi defenders in the D-Day invasion of the French Coast. Troops ahead may be seen lying flay under the deadly machinegun resistance of the Germans. Soon the Nazis were driven back under the overwhelming invasion forces thrown in from Coast Guard and Navy amphibious craft." Photo is from the Army Signal Corps Collection in the U.S. National Archives.

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COVER: Marines with 3rd Battalion, 23rd Regiment, assault a beach using a Turkish Higgins landing boat from the Turkish ship TCG Karamurselbey (NL-124), Mykolayivka, Ukraine, in 2017. Sea Breeze is a multinational maritime exercise held in the Black Sea designed to enhance interoperability of participating nations. Photo by Marine Corps Staff Sgt. Marcin Platek

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The Higgins Boat: the Boat the Won WWII

On D-Day, it was the Higgins boats that transported 34,000 soldiers to Omaha Beach. The day following the invasion, Higgins boats then helped transport 175,000 soldiers and 50,000 vehicles to the shores of Normandy, France.

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The U.S Coast Guard Heritage Museum: Semper Paratus

There are larger, grander, and better-known museums around the country honoring the United States military, but you would be hard pressed to find one more dedicated, beloved, or community oriented.

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Honor Flights for Three Shipmates

The Honors Flight Network is a non-profit organization created in 2004 to honor America's veterans for all their sacrifices. The three-day, all-expense-paid trip includes plane fare from their home state, hotel stay and meals to Washington, DC.



LOYALTY, PROTECTION AND SERVICE

The FRA is a congressionally chartered, nonprofit organization advocating on Capitol Hill for current and former enlisted members of the U.S. Navy, Marine Corps and Coast Guard.

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Finance Matters

Three Tips for Pursuing an Active Retirement.

The First Aerial Atlantic Crossing

This year marks the 100th Anniversary of the very first crossing of the Atlantic Ocean by any aircraft. The crossing was made by U.S. Navy Curtiss (NC) flying boats. That historic first flight started on May 8, 1919, at NAS Rockaway New York with three aircraft, NC-1, NC-3 and NC-4. After many trials that tested man and machine, with the support of more than 50 U.S. Naval warships, NC-4 landed in the harbor at Plymouth, England, 23 days later, at 1:27 p.m. on May 31, 1919.

NC-4's route included stops in: Boston; Halifax, Nova Scotia; Trepassey Bay, Newfoundland; Horta and Ponta Delgada, Azores; Lisbon, Portugal; El Ferrol, Spain and Plymouth, England, in addition to a landing on the Mondego River for repairs.

That was truly an epic feat for the U.S. Navy and the United States of America, but did you know the NC4 was piloted by a U.S. Coast Guardsman? Not many people realize this small but very significant fact.

I was recently speaking to Coast Guard Heritage Museum President and USCG Captain Greg Ketchen (Ret.), who pointed out this not-so-well known fact. The huge flying boats had a wingspan of 126 feet and was crewed by five U.S. Navy aviators and one U.S. Coast Guardsman, Lt. Elmer Stone.

The flight was plagued by unpredictable weather and mechanical failures that downed one of the flying boats for two days. Repairs were made in rolling waves as high as 30 feet.

At one point, NC-4 was virtually lost in the zero-zero fog that was so thick the crew couldn't see from one end of the aircraft to the other. The pilot was totally disoriented and almost put the "Four" into a spin but recovered. The radio officer finally picked up bearings and weather information from a destroyer hidden below in the fog.

The ship flew on to complete history's first aerial crossing of the Atlantic—landing at Lisbon, Portugal on May 27, 1919. It then diverted to Plymouth, England, as a "tip of the hat" to the town from which the pilgrims sailed the Atlantic to America in 1620–299 years earlier. Even though the flight was a point of pride for naval aviation and made front-page news across the United States and around the world, let us never forget the pilot was a Guardsman. Each August, we recognize the founding of the U.S. Coast Guard in 1790—Happy Birthday Coasties! **FRA**

In Loyalty, Protection & Service,
William Stevenson, Editor-in-Chief

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The United States Coast Guard



Tom Snee NED

Wow, what an evolutionary and exciting history this branch of service has. One does not have to read much to learn the differences between the mission of the Department of Defense (specifically the Navy) and the Coast Guard. Both are similar in form and operational structure and they both protect our securities. However, the Coast Guard also ensures maritime safety, a frugal stewardship and is the only military branch that has law enforcement jurisdictions. To merge the Coast Guard with the Navy would not be in our country's best interest, given their contrasting roles. Again, the Navy unlike the Coast Guard does not have federal law enforcement responsibilities. From a monetary perspective, this perhaps would be an easy measure, but it would divide the mission of both services. The DOD's responsibility is to, "Provide military forces needed to deter war and protect the security of our country." The Coast Guard's responsibility is to, "Ensure our nation's maritime safety, security and stewardship." Let's boil this down to the genesis of the Coast Guard in a shortened version.

When early pioneers migrated from fresh water to salt water, via the St. Lawrence Seaway, the expansion of coastal lifesaving and lighthouse services expanded beyond the 95,000 square miles of the Great Lakes. Like many of us who remember those lighthouses on the Great Lakes, the USCG traces its roots back as early as 1716 with the establishment of a lighthouse on Little Brewster Island at the entrance to Boston Harbor. In those days, or in 1789, there were 12 "lights" located within the new colony—the future United States.

The Coast Guard's legacy, since the early lighthouse years, has been passed along to three Federal Agencies. First in 1790, President Washington signed legislation to construct ten vessels or Cutters to enforce federal tariff and trade lanes to prevent smuggling. It was then named the Revenue Cutter Service. The Cutter Service and lighthouse keepers expanded as the nation grew. In 1915, the merger of these two services became what we know today as the Coast Guard. They formed

the maritime service that is dedicated to life saving at sea and in the air, while enforcing maritime laws.

Its actions ensured public notoriety when it was then transferred to the Department of Commerce in 1946, Department of Transportation in 1967 and more recently to the Department of Homeland Security in 2003. Always remember, that the Coast Guard is sometimes the first responder and provider to humanitarian aid for all people in distress either by natural or man-made disasters, both at sea and ashore.

The "coasties" as they are sometimes called, are vigilant in their daily acclaim to its motto, "Semper Paratus" or "Always Ready" for any mission. Yes, during war time and conflicts, it complements the Navy Department. From the pre-revolutionary days to the 21st century of anti-drug deferments, fishery boarding, pollutant incidents, foreign vessel examinations, World Wars, Vietnam and Middle East conflicts, the Coast Guard is there, always ready! Its guardsmen protect and defend more than 100,000 square miles of U.S. coastline and inland waterways from the Arctic to south of the equator. It is still considered to be one of the five U.S. Armed Services, but with law enforcement authority.

From its early days in the Great Lakes, training of future enlisted Coast Guard personnel was learned while at Recruit Training, or "boot camp" at Camp May, New Jersey. Its officers attend the Coast Guard Academy in New London, Connecticut. Its long list of diverse service includes anti-drug searches, escorting passenger vessels, overseeing more than 82 buoys and navigation aids and some of the most modern sophisticated scientific environmental research advancements. The Coast Guard is and remains more than an "orange stripe or a rescue helo" but an international sign of relief or enforcement of safety and protection. There is a lot more to learn about the Coast Guard, but I will close with its motto of service, "Semper Paratus!" **FRA**

In Loyalty, Protection & Service,
NED Thomas J. Snee

Tom is the FRA's National Executive Director at NEDFRA@fra.org

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In our lives, we can all think back to a time when we felt lost and hopeless. Then someone stepped forward to help, to save us. In my life that was the Fleet Reserve Association scholarship fund. Twenty-two years ago, that scholarship saved my life. My father was a casualty of the Vietnam War so there was not enough money for education. There was no way for me to move forward without the FRA.

I promise you that not a day goes by that I don't have thoughts of gratitude for the donors and volunteers who run the scholarship foundation. Some donors left money from their wills and we recipients are especially grateful. We do not get to know who they are, but we know what they are: life savers.

When I salute the American flag, I am saluting the Fleet Reserve Association. You are one of the stars and stripes, no less than that.

Daniel Emmett Clark, son of James W. Clark USMC (Ret.)

Hit the Military Again

I am writing about, "CBO Calls for TRICARE Fees, Smaller Pay Increases and Reduced Benefits," in the March issue. I realize the defense budget is large, but I get tired whenever they want to reduce the budget deficit, the first thing the Congressional Budget Office targets is military spending. Those of us who served to defend our country have sacrificed again and again. When I joined the Navy in, 1955, I was promised a lot of things including free health insurance if I served 20 years. I did my part and now things have changed considerably. No one has the fortitude to do anything about the VA that spent 1.2 billion over budget on the Aurora, Colorado VA complex, which is still not completed. How about doing away with all the free things the government gives away to people who never served in the armed forces? Free things like cell phones, prescriptions, medical care, back and knee braces. How about a 10 to 15 percent cut for all Federal employees? That alone would cut the deficit in half. Now all the Democratic presidential candidates are promising free things like medical care and college tuition. Where is the money going to come from? I suppose they will hit the military again. What the CBO does not understand is that if they keep hitting the military, people will refuse to serve, then what? Personally, me and several of my American Legion buddies at post 31 in Lake City, Iowa think government employees should all take a reduction in salary and benefits and see how they like it.

Sincerely, Charles S. Cole, Sr. PN1 (Ret.) Branch 216

U.S. Armed Guards

I enjoyed reading your piece on the Navy Armed Guard in the April issue of FRA today. Those Liberty Ships you mentioned caught my attention. The Navy purchased sixteen (8 for each coast) of those in the early 1950s for use on the NORAD Line as Radar Platforms. It fell my lot to be assigned to the USS GUARDIAN (YAGR-1) in March 1957, home port Davisville, R.I. I was a YN1 at the time in charge of the Ship's Office until August 1960 when transferred to the National Security Agency at Fort Meade, Md.

The GUARDIAN was later moved from 1st Naval District (thus the "Y") to the Atlantic Fleet and became AGR-1. Due to a "snap roll" affecting Radar Scope readings, the GUARDIAN had approximately 15-18 inches of concrete poured on the main deck area both forward and aft to cure the problem. Several holds in the lower cargo areas were sealed and filled with chromate water. The GUARDIAN was 441 feet long and 58 feet at the beam. Those AGRs had extensive times at sea spending approximately 65-70 percent of their time cruising at 5 knots in a race-track pattern 300-500 miles out to sea on a station. Crew included 14 officers and 130 enlisted. Due to extended periods at sea, we had an allowance for better food which kept sailors happy. In the summer of 1958, we got into a Gulf-Stream flow and caught 33 deep-sea fish 30-38 inches long. Our cook did an excellent job of preparing a gourmet meal.

In the fall of 1959, we rode out a hurricane while on a northern station. Our top (legal) speed was 10.5 knots. The engine had three cylinders, each a different size. Steam pumped in the 1st (larger) then went to the 2nd then 3rd (half the size of #1). Very economical but very slow! Riding out a 2 ½ day hurricane was no fun. You could stand anywhere on the ship and clock the number of turns being made on our single screw (66 turns = 10.5 knots). In the Spring of 1959, I clocked 88 turns per minute on the screw when heading back to Rhode Island. Someone was holding down some safeties!

Probably most of those who served on those AGRs are now gone. I am 87 and still in good health, but lost my wife of 53 years in 2004. Enjoy FRA today. Keep up the good work!

Yours for smooth seas. Jared W. Jenkins, YNCS USN (Ret.)

Submit letters to FRA today at: fratoday@fra.org. Please include "Shipmate Forum" in the subject line. FRA reserves the right to select and edit letters for publication.

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ON & OFF *capitol hill*

News & Notes **L***from the Fleet Reserve Association's Legislative Team*



John Davis DLP

National Defense Authorization Act Spending Levels

As you receive this issue of Congress will be starting its August recess. Both the House and Senate have passed their version of the National Defense Authorization Act (NDAA). Neither bill has a TRICRE fee increase. However the Senate version allows for the Administration's proposal for drastic cuts in military medical staff. Included in this issue is a side-by-side chart comparing key provisions in the two bills. Another major difference between the

two bills (H.R.2500/S.1790) is the "top-line" spending for the Pentagon. The Senate bill authorizes \$750 billion and the House bill authorizes \$733 billion. Usually the differences are resolved in the conference committee. The FRA is disappointed that concurrent receipt amendments in House and Senate and Window's Tax repeal amendment in the Senate were not called for a vote. See NDAA story on page 10, for more details.

FRA Joins Conference call with President and VA Secretary

FRA staff, ADVP Brian Condon participated in a conference call with President Trump and Department of Veterans Affairs (VA) Secretary Robert Wilkie to discuss implementation of the VA MISSION Act. President Trump discussed the enactment of the VA Accountability act that allows VA management to discharge VA employees for bad conduct. He mentioned the MISSION Act has enabled the VA to add more doctors, nurses and physician assistants, expand telehealth, streamline VA claims and the interoperability of medical records between the DOD and VA. Secretary Wilkie spoke about the importance of the GI Bill going back to post World War II and its

transformative effect on society. He also talked about the VA being in a period of transformation.

The President noted the VA MISSION Act's impact on reducing wait times for veterans to see a doctor. The President mentioned his executive order for the DOD and the VA to work together to combat suicide and the formation of a task force to study the issue and develop "best practices" to combat suicide. He stated that VA funding has increased to ensure adequate funding for DOD and VA health care resource sharing in delivering seamless, cost effective, quality services to personnel wounded in combat and other veterans and their families.

President Trump Signs Agent Orange Bill into Law

President Donald Trump signed the Blue Water Navy Vietnam Veterans Act (H.R.299) into law. Last year, the House unanimously passed the bill only to have it stall in the Senate Veterans Affairs Committee. The U.S. Court of Appeals for the Federal Circuit in Washington D.C. ruled in favor of Agent Orange/Blue Water Navy veterans in *Procopio v Wilkie* court decision this past January. The Department of Justice declined to appeal the decision, so the House and Senate passed the FRA-supported legislation unanimously. This court case argued on behalf of Blue Water Veterans saying that Navy veteran, Mr. Procopio, who never stepped foot on land in Vietnam, was exposed to Agent Orange during his military service off the coast of the Republic of Vietnam. Due to this exposure, he developed medical conditions consistent with other veterans who served on land and were exposed to Agent Orange and therefore be entitled to a presumptive category and be eligible for benefits. This legislation essentially codifies the Procopio decision into law. The FRA is listed as a Friend of the Court by the petitioner Blue Water Navy Veteran, Mr. Procopio.

Agent Orange was an herbicide used during the Vietnam era that has been known to be associated with certain health

issues in people who have been exposed to its chemical components. The Agent Orange Act of 1991 stipulated that if a veteran served in Vietnam between 1962 and 1975 and has a disease that has been associated with exposure to Agent Orange, they are automatically presumed to have been exposed and, therefore, qualify for VA disability compensation. This included Blue Water Navy veterans who served off the coast until 2001 when the Department of Veterans Affairs arbitrarily changed the interpretation of the law allowing the presumption based on "boots on the ground." The legislation and the court decision bring back this presumption of exposure to Agent Orange to veterans who served offshore of Vietnam.

The bill also covers veterans who served in the Korean Demilitarized Zone between Sept. 1, 1967, and Aug. 31, 1971, as well as children with spina bifida born to veterans who served in Thailand between January 1962 and May 1975. The FRA wants to thank the Shipmates who repeatedly used the FRA Action Center to urge their legislators to pass this legislation. (www.fra.org/FRA/Web/Content/VotervoiceFullInfo.aspx)

VA MISSION Act Implementation

The FRA-supported VA MISSION Act was signed into law on June 6, 2018, NED Tom Snee and DLP John Davis attended the bill signing ceremony at the White House. A year later, the law is being implemented by the Department of Veterans Affairs (VA). Under the new law, the Veterans Health Administration will undergo structural changes that give veterans greater access to the health care they earned.

Fully implementing this new law is going to take years. Among other things, the VA has to integrate community care programs, update payment systems and conduct a review of the department's assets and infrastructure. These major changes to VA structure are scheduled over the next several years with progress review dates for accountability.

Another important provision of the new law is the expansion of the VA Caregiver Program that was expanded to include benefits for all badly disabled veterans. Previously it applied to veterans disabled after 9/11/2001. The FRA will continue to monitor implementation of all these important provisions of this law to ensure that veterans continue to benefit from this new law.

Senate Confirms Marine Corps Commandant

Lt. General David Berger has been confirmed by the Senate to be the next (37th) Commandant of the Marine Corps. He will assume leadership of the Marine Corps on July 11 when the current Commandant Bob Neller will step down. Berger was commissioned as a Marine infantry officer in 1981, and before his current assignment he commanded U.S. Marine Corps Forces, Pacific. He also deployed to Afghanistan and Iraq. Berger is set for a promotion to four-star general as Commandant.



Acting SecDef Resigns

Acting Secretary of Defense Patrick M. Shanahan, who was nominated by President Trump to be Secretary of Defense, abruptly resigned from the Department of Defense, citing an upcoming story in the news media about family domestic abuse. Mark T. Esper, the secretary of the Army, became the new acting Defense secretary.

National Defense Authorization Act Action

The House and Senate have passed their versions of the FY2020 National Defense Authorization Act (NDAA-H.R.2500/S.1790). Debate on passage of the Senate bill was blocked when Senate Democrats demanded that the first amendment to be considered had to be an amendment limiting Presidential war powers. An agreement was finally reached and the Senate was able to pass the bill.

One of the major differences between the House NDAA and the Senate NDAA is the top-line spending for the Department of Defense (DOD). The House provides for \$733 billion and the Senate bill (S.1790) provides \$750 billion. It should be noted that neither spending level will occur unless Congress eliminates or raises the spending caps on sequestration. The key provisions in the House bill include:

- No TRICARE fee increase.
- Prohibiting DoD from realigning or reducing military medical end strength until analyses are conducted on combat readiness, quality of care and the availability of health care services for beneficiaries.
- Pay increase that keeps pace with civilian pay (3.1%).
- Continue reforms of sexual assault and prevention.
- Increase end strength for Navy and Marine Corps.
- Cut \$1.2 billion in military personnel funding.
- Prohibit the Marine Corps from segregating men and women in boot camp within five years at Parris Island and within eight years at San Diego.
- Require DoD to conduct a review policy and submit a report on suicide among members of the Armed Forces.
- Require DoD to develop an assessment tool to measure health and safety hazards in DOD housing to include privatized housing.
- Mandate exposures to burn pits and blast events to be recorded in a service member's medical record.
- Increase maximum reimbursement amount from \$500 to \$1,000 for state licensure and certification of a military spouse due to relocation.

The FRA opposes the controversial plan to cut more than 17,000 military medical billets over three years and welcomes the two-year delay provided in the House markup to determine the impact on access and quality of care for beneficiaries.

Sen. Jon Tester (Mont.) filed an amendment at FRA's

request that expands concurrent receipt. The Senate did not consider the concurrent receipt amendment nor an amendment to repeal the SBP/DIC offset also known as the Widow's Tax, sponsored by Sen. Susan Collins (Maine). The House also failed to consider an amendment to expand concurrent receipt, sponsored by Rep. Gus Bilirakis (Fla.). Unlike the House version the Senate version allows proposed drastic cuts to military medical staff. Other provisions in the Senate bill include:

- No TRICARE fee increases.
- Increases military end strength by 7,700 (Navy 5,000 & Marines 100).
- Increases active duty pay (3.1%), which keeps pace with civilian pay increases.
- Expands active duty parental leave benefits.
- Beef up oversight of privatized military housing.
- Provides military justice provisions aimed at better prosecuting sexual assault.
- Increases military construction spending for military housing and day care centers.
- Increases employment opportunities for military spouses.

The FRA opposes the proposed drastic cuts in military medical staff. The Defense Department's FY2020 budget calls for the elimination of about 18,000 military medical positions from the current 130,000. FRA is concerned that such drastic cuts could impact access and quality of care for retirees, active duty members and their families. These proposed cuts could also impact combat casualty care capabilities. Members are urged to use the FRA Action Center (www.fra.org) to ask their legislators to support a delay in cuts to military medical staff until a study can determine the impact on the system.

Now that both chambers have passed their version of the NDAA, a conference committee will be appointed to resolve the differences between the two bills. Once that occurs, both chambers will vote on the final bill, and if approved by both, the bill will go to the President to be signed into law or be vetoed. Members can refer to NDAA chart for comparison of key provisions.

In related news, Congressional leaders have started negotiations on lifting the spending caps on Defense and non-defense spending known as sequestration. Members can also weigh in on this issue on the FRA Action Center.

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What's the first image that comes into your mind when you think of wealth and prosperity? For many of us, it's tall, shining stacks of gold. For families like the Rockefellers, Carnegies and Tiffanys, that gold took the form of \$5 U.S. Gold Liberties, struck by the U.S. Mint in 90% pure American gold.

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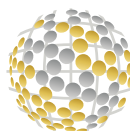
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Discharge Petition for SBP/DIC Offset Repeal

Rep. Joe Wilson (S.C.), sponsor of the FRA-supported SBP/DIC offset repeal (H.R.553), has filed a Discharge Petition for the legislation. A discharge petition allows a bill to be released from committee and sent to the House floor for a vote if a majority of Representatives (218) approves the petition. The SBP/DIC offset for survivors, is sometimes referred to as the Military Widows Tax.

Eliminating the DIC dollar-for-dollar offset to SBP annuities for eligible survivors would correct an inequity that has existed for many years. Each payment serves a different purpose: DIC is a special

compensation paid by the Department of Veterans Affairs (VA) to the survivor when a military member's death is service-connected. SBP annuities are paid by the Department of Defense, reflect the longevity of the service of the military member. They are usually calculated at 55 percent of covered retired pay for retirees who elect to participate. It ensures their family has a guaranteed income after his/her death.

Members are urged to use the FRA Action Center to contact their U.S. Representative to ask them to support the discharge petition.

FRA Hosts 21st Annual Coast Guard Caucus Breakfast

The Fleet Reserve Association hosted the 21st annual Coast Guard Caucus Breakfast. It is an event meant to expand awareness of the Coast Guard's missions, remarkable service to our nation



and promote dialogue between members of Congress and key Coast Guard leaders. Coast Guard Commandant Admiral Karl Schultz was the keynote speaker at the event.

The Commandant said he did not want the Coast Guard to be held hostage again during budget battles on Capitol Hill and his primary focus is improving readiness. He noted that the Coast Guard has personnel in the Persian Gulf, AFRICOM and in the South China Sea. He also mentioned their important work to intercept illegal drugs coming into the United States. The commandant engaged Representatives in attendance and Master Chief Petty Officer of the Coast Guard (MCPOCG) Jason Vanderhaven. There were several Coast Guard officers and senior enlisted leaders who discussed the needs of Coast Guard personnel.

The legislators who were in attendance included Reps. Debbie Wasserman Schultz (Fla.), John Garamendi (Calif.), Duncan Hunter (Calif.), Bobby Scott (Va.), Ted Yoho (Fla.), Ralph Abraham (La.), Neal Dunn (Fla.), Carol Miller (W.Va.), and Joe Courtney (Conn.).

Bipartisan Veterans Bills Pass the House

Before adjourning for the 4th of July week, the House passed the BRAVE Act (H.R.2109) and H.R.2196, which is a bill to reduce the credit hour requirement for the Department of Veterans Affairs (VA) STEM (Science, Technology, Engineering, and Math) Scholarship program. The bills are sponsored by Reps. Kathleen Rice (N.Y.) and Andy Barr (Ky.).

These bills are intended to encourage more veterans to pursue advanced degrees in high-need fields of study and incentivize companies to hire more veterans. H.R.2109 would encourage companies to hire veterans by allowing the VA to give preference to prospective contractors based on the number of veterans they employ. H.R.2196 would ensure that the scholarship program Congress provided for student veterans in STEM programs can be used in the way Congress intended and more importantly, ensure that student veterans in these important degree programs receive the support they need to pursue their dreams. The proposals now go to the Senate for further consideration.

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Coast Guard Coin Legislation

The United States Coast Guard Commemorative Coin Act (H.R.1257-S. 509) has been introduced in the House and Senate and is sponsored by Rep. Joe Courtney (Conn.) and Sen. Mike Murphy (Conn.) respectively. This bill directs the Department of the Treasury to mint and issue in commemoration of the U.S. Coast Guard (1) \$5 gold coins, (2) \$1 silver coins and (3) half-dollar clad coins. The design of such coins shall be emblematic of the traditions, history and heritage of the Coast Guard and its role in securing the United States since 1790. The issuance of such coins is restricted to the one-year period beginning on Jan. 1, 2020.

Despite its significant role in our national defense, the U.S. Coast Guard is the only uniformed service without

a national museum to showcase its 229-year history. Legislation was passed authorizing the National Museum to be located in New London, Connecticut. Construction on the museum is scheduled to begin next year.

This bipartisan bill would honor all those who have served in the Coast Guard by the minting of a special commemorative coin. The proceeds from sales would be used to support the development and operation of the museum via the National Coast Guard Museum Association, a nonprofit organization dedicated to supporting the facility and to expand awareness of the important history, service and missions of the Coast Guard.

Members are encouraged use the FRA Action Center on the website (www.fra.org) **FRA**

Issue	House (H.R.2500)	Senate (S.1790)	Comments
TRICARE Fee Increase	No fee TRICARE increase	No TRICARE fee increase	FRA will continue to monitor legislative process to ensure a fee increase is not enacted.
Cuts to Medical Staff	Delays proposed cuts to military medical staff until FY 2021 and requires study to review impact. (Section 716)	Allows for the proposed elimination of about 18,000 military medical positions from the current 130,000.	FRA opposes proposed drastic cuts in military medical staff. FRA is concerned that such cuts could impact access and quality of care for beneficiaries. These proposed cuts could also impact combat casualty care capabilities. FRA supports the House provision.
Active Duty Pay	Increase pay 3.1 % Effective December 31, 2020	Increase pay 3.1 % Effective December 31, 2020	Both bills increase pay to keep pace with civilian pay. FRA supports increases that at least keep pace with civilian pay.
Commissaries and Exchanges	Requires Congressional approval to consolidate Exchanges and Commissaries. Also mandates GAO study in 2020. (Section 631).	Requires Congressional approval to consolidate Exchanges and Commissaries (Section 641).	FRA supports House and Senate provisions and opposes consolidation and of Commissaries and Exchanges.
Burn Pit Accountability	Requires service members exposed to toxic airborne chemicals to be registered in burn pit registry. (Section 705)	Similar to House provision and allows VA and DoD to share information (Section 717)	FRA supports the House and Senate provisions.
Improved Oversight of Military Privatized Housing	Creates tenant bill of rights, and allow tenants to withhold BAH. (Section 2811)	Similar to House provision (Section 3011).	FRA supports the House and Senate provisions

*Provisions reported on are based on House legislation (HR 2500) that passed the House.

**Provisions reported on are based on Senate legislation (S. 1790) that was approved by Senate.

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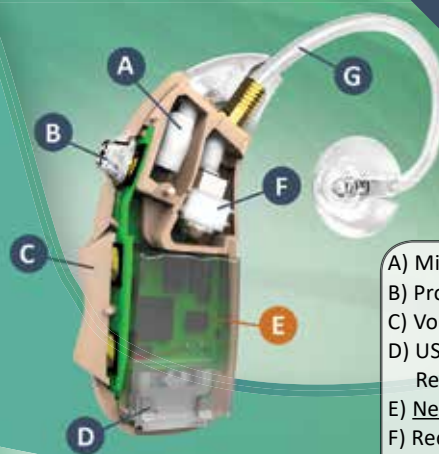


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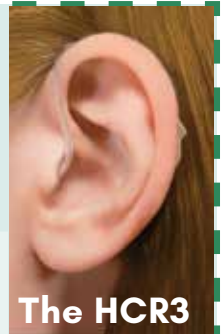
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The Higgins The Boat tha

By W.D. Stevenson

In his biography of Andrew J. Higgins, Jerry Strahan illustrates an independent, polarizing character, a strong-willed fellow who was born in Columbus, Nebraska in 1886. Higgins had a vision, a drive and a real passion for boats that would last him all his life. He built his first boat in the basement of his house and had to knock down an exterior wall just to launch it. His drive for success kept him going through good times and bad. Few know that he was also quite the inventor. In fact, he was just inducted into the National Inventors Hall of Fame this year.



Boat (LCVP) t Won WWII



Troops approaching Omaha Beach in an LCVP on June 6, 1944. Photo courtesy of U.S. National Archives.



Photo courtesy of The National WWII Museum.

At the age of 32, Higgins and several partners started the A.J. Higgins Lumber and Export Company. The company's mission was to process local timber and import hardwoods from Central America, Africa and the Philippines. The imported logs were wholesaled to lumber distributors across the South.

After some successful — and more unsuccessful — amphibious or marine-related ventures with names such as Swamp Cat and Beachmaster, Higgins and his colleagues became proficient at producing shallow draft workboats of all sizes for maritime operations in the southern Louisiana.

Then Came the Great Flood

The Mississippi Flood of 1927 was the most destructive river flood in the history of the United States. The path of destruction was nearly 27,000 square miles and had 30 feet of water in some places. Higgins' shallow water boats were used to save valuable equipment that was marooned up and down the Ohio and Mississippi rivers. The experience gained from transporting large farm equipment on a ramped platform connected between two boats helped Higgins develop his unique landing craft. He was able to prove to the U.S. Army Corps of Engineers, the U.S. Coast Guard and the folks who lived along the waterways that his low-draft boats worked. The company

started receiving large orders for this new type of boat that was supporting the swamp-based oil industry of Louisiana. Higgins named the crafts Eureka, even though they were called "Spoonbills." It was the prequel to the yet-to-be-famous, Higgins-designed Landing Craft Vehicle Personnel (LCVP) landing crafts of WWII. By the '30s, there were hundreds of specially built industrial boats designed and produced by the newly named Higgins Industries Inc.

Higgins Industries was located in New Orleans and was known for producing the largest number of Patrol Torpedo, or PT, boats and landing craft during WWII. The modest sized plants received the largest government contract during WWII to deliver assault craft, and were responsible for building more than 20,000 boats. By the conclusion of the war, 92 percent of the Navy's active vessels had been designed by Higgins Industries. HI also trained naval officers and personnel on how to use their special boats.

HI employed more than 30,000 people located at seven plants in New Orleans and was one of the largest contributors to this country's overall military success at the time. Higgins Industries employed some of the best people, who were dedicated to the cause of winning the war.

"The thing that makes Andrew Higgins so unique to me, is that as an inventor, his workforce was the



Photo courtesy of The National WWII Museum.

first in New Orleans to be racially integrated. His employees included undrafted white males, women, African Americans, the elderly and handicapped persons. All were paid equal wages according to their job rating,” said Michael Oister, CEO of the National Inventors Hall of Fame. “We like to bring some of these silent giants to the minds of young kids as role models. We felt Andrew was a perfect role model as an inventor.”

Changing Shore Landings Forever

The military craft that HII delivered were fast and the special design of the Landing Craft Vehicle Personnel allowed troops to land on the beaches of Normandy and other places throughout the Mediterranean and Pacific theaters of the war. There was a groove on the underside of the hull that enclosed part of the propeller. This is what enabled the craft to operate in about three feet of water without damaging the blades. Initially, separate landing craft were used for troops and vehicles—Landing Craft Personnel (L)s and LCVs, or Landing Craft, Vehicle. The LCP(L) was designed without a ramp so troops unloaded over the side, but that exposed the men to hostile fire. Higgins combined the LCP(L) and LCV’s designs into the Landing Craft Vehicle and Personnel or LCVP, which is the most famous of Higgins’ designs — often referred to as the Higgins boat. It allowed

infantry or small vehicles to exit through a front drop ramp. The Higgins boats were the ideal type of craft for the island-hopping war fronts of WWII.

Higgins boats changed the way that war was fought. Previously, troops would have to attack heavily defended ports to land on an enemy’s shore. But by using Higgins boats, armies could unload across an open beachfront and have more options in choosing their attack points. This also stretched out the defending armies into a less concentrated line of defense that had to cover more shoreline. President Eisenhower was said to have referred to Andrew J. Higgins as “the man who won the war for us.”

Higgins Boats in the Pacific Theater

Code name Operation Watchtower was also known as the Battle of Guadalcanal. It was the military campaign fought between Aug. 7, 1942, and Feb. 9, 1943, on and around the island of Guadalcanal in the Solomon Islands. It was the first major offensive by Allied forces against the Japanese Empire and included the first major amphibious landings by U.S. Marines using the LCP(L), which meant there was no front drop ramp, so troops had to exit over the sides of the craft.

Bad weather provided good cover, so Allied expeditionary forces arrived unseen on the night of Aug. 6, 1942, and took the defenders by surprise in the morning. This has been called the “Midnight



A jeep rolls off a landing boat at Fedala harbor in Morocco during the landing operations of the U.S. task forces there during Operation Torch. Photo courtesy of the Library of Congress.

Raid on Guadalcanal.” A Japanese aircraft missed spotting the ships because of severe storms and heavy clouds. The landing force split into two groups, with one assaulting Guadalcanal and the other Tulagi and Florida. There were 3,000 U.S. Marines who, with some difficulty, secured the three islands. The Japanese defenders were nearly killed to the last man. The Marines suffered a loss of 122 men. Following the success of Operation Watchtower, Higgins boats were also used in Iwo Jima, Okinawa, Korea, Vietnam and the Philippines during WWII.

Higgins Boats in the Mediterranean Theater

Operation Torch was conducted from Nov. 8 to 16, 1942. It was the first jointly planned amphibious invasion into Nazi-occupied Northern Africa. The U.S. and British forces landed at beaches in Morocco, as well as in Oran and Algiers in Algeria. This was when the front drop ramp was used on a modified version of the LCP to get vehicles and troops ashore.

The operation was commanded by General Dwight D. Eisenhower and was designed as a

pincer movement, which is a coordinated military attack from two directions. The American landing was at Morocco’s Atlantic coast and the Anglo-American landings were on Algeria’s Mediterranean coast. The primary objective was to secure bridgeheads for opening a second front to the rear of German and Italian forces battling the British in Libya and Egypt.

Operation Torch marked the largest American campaign to date in the Mediterranean theater. It was also the first major joint operation carried out by the United States and the United Kingdom during World War II. The joint forces seized the offensive following three years of German and Italian forces controlling the tempo of the war.

Higgins Boats in the European Theater

Operation Overlord took place on June 6, 1944 and is better known as D-Day. This was a joint landing by U.S., Canadian and British troops and was the most successful amphibious invasion to date. Although the soldiers hit the beaches using a variety of landing craft, the most important was the Higgins boat, primarily made from plywood and quarter-inch steel armor. The LCP was created

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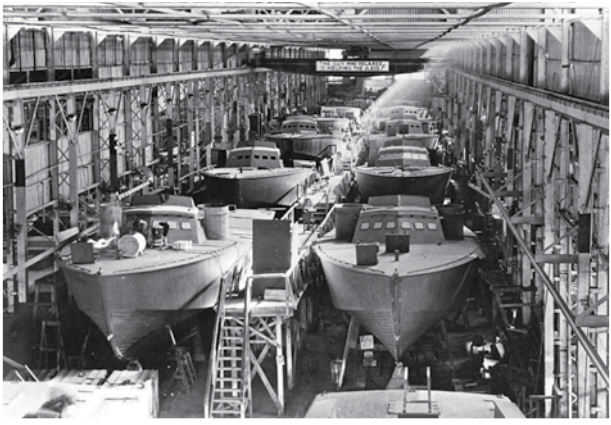


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(ABOVE) PT boats are being mass produced in the Higgins Industries Louisiana factories. (RIGHT) Andrew J. Higgins was a New Orleans-based boat builder and inventor. His best-known boat was the Landing Craft, Vehicle, Personnel (LCVP), or Higgins Boat, that was used to land American troops on the beaches of Normandy on D-Day. Photos from Smithsonian National Museum of American History



for the landing of U.S. troops on Omaha and Utah beaches., and could hold 12 troops, a jeep and 8,100 pounds of cargo, or 36 combat-equipped soldiers. On D-Day, it was the Higgins boats that transported 34,000 soldiers to Omaha Beach. The day following the invasion, Higgins boats then helped transport 175,000 soldiers and 50,000 vehicles to the shores of Normandy, France.

The Allies had established a foothold on the French coastline by the end of the day. The operation was ultimately successful and marked the beginning of the liberation of Western Europe from Nazi control. It came at great human cost; nearly 10,500 Allied troops were estimated to have been killed, wounded or reported missing.

Inventor Ahead of his Time

The Higgins boat's importance to the success of D-Day has earned Higgins a place in the National Inventors Hall of Fame. Andrew Higgins holds 18 different patents with the U.S. Patent and Trademark Office in Alexandria, Virginia, which includes the National Inventors Hall of Fame exhibit. There, visitors can see that patent No.

US 2,144,111, filed in 1936, is a schematic and detailed explanation for a flat bottomed, shallow water boat hull design. Patent No. US 2,341,866, filed in 1944, is for a front drop ramp that "relates to landing boats of particular military significance for transporting trucks, field pieces and other equipment to a beach, and landing them on the beach without the benefit of wharves or docks."

Higgins passed in 1952, but his sons continued the business throughout the '50s, and continued to pitch amphibious vehicles to the U.S. armed forces. They also produced pleasure craft, furniture, camping trailers, helicopters, airplanes and many other items, some still in use today. The Higgins family sold off Higgins Industries in 1959. There are about 200 Higgins boats known to still exist; the whereabouts of other Higgins amphibious vehicle prototypes are unknown.

On June 6, 2001, Congress commissioned a Gold Medal of Honor for Andrew Jackson Higgins to recognize the efforts he and his workers made during the war. The act was officially cited as the "Andrew Jackson Higgins Gold Medal Act". **FRA**

FRA & LA FRA 2019 ANNUAL CONVENTION NEWS

Greeting Shipmates and Auxiliary Members

Memphis, Tennessee has been selected as the site for the 2019 National Convention by the National Committee. The hotel selected is the Crowne Plaza Memphis East at 2625 Thousand Oaks Blvd., Memphis, TN 38118. The dates are from September 22–29, 2019. It is located I-240 and Perkins 8 miles from the Memphis International Airport and 16 minutes from downtown & 13 minutes from Graceland.

There is on-site self-parking which is complimentary. Complimentary airport transportation to and from the hotel and within a five-mile radius of the hotel.

Room Rates are \$99.00 (without Breakfast) plus 17.75% tax and the City of Memphis Hotel Tourism Fee of \$2.00 per day or \$109.00 (which includes a Full and Complete Breakfast). Room rates apply for up to three days prior and three days following the convention dates.

The cut-off date for the block of rooms will be held until Sunday, September 1, 2019. Reservation requests received after 5:00 PM local time at the hotel on the cut-off date will be accepted based on guest room availability at the Group rate.

Telephone Number: Crowne Plaza Worldwide Reservations 844-750-1135.

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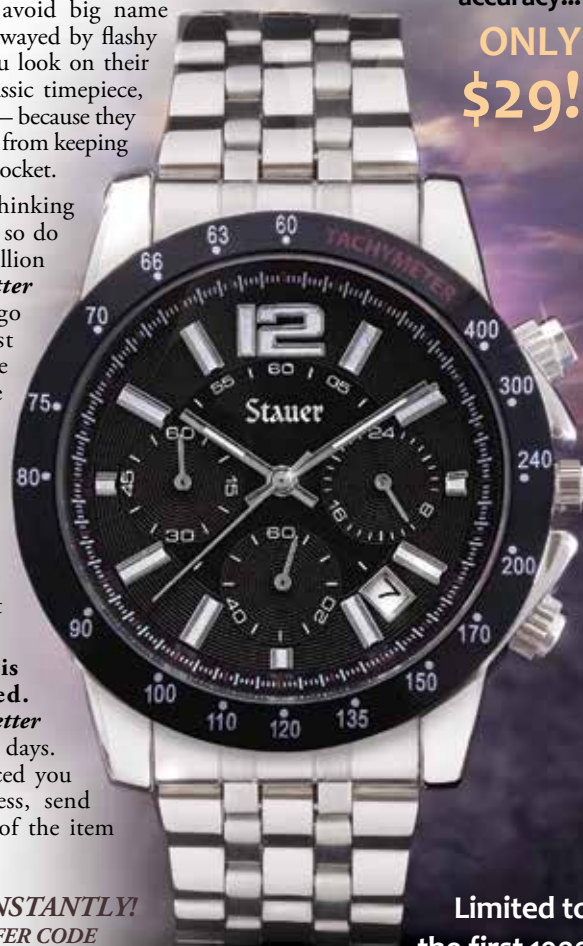
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The U.S. Coast Guard Heritage Museum: *Semper Paratus*

By Ann Norvell Gray

There are larger, more grand and better-known museums around the country honoring the United States military, but you would be hard pressed to find one more dedicated, beloved or community oriented than the U.S. Coast Guard Heritage Museum in Barnstable, Massachusetts—Cape Cod’s largest community. If you imagine the Cape as a flexed left arm, Barnstable straddles the Cape about where the shoulder muscle and the bicep meet. The Museum overlooks Barnstable Harbor to the north.

Cape Cod and the Coast Guard

The history of the Coast Guard is intricately and permanently connected to the seafaring life of Cape Cod. As the Coasties among you already know, that history began with the Revenue-Marine, later the Revenue Cutter Service, which was established to enforce the collection of tariffs and protect the financial life’s blood of the new nation from swarms of smugglers.

The Coast Guard Act of 1915 combined rescue, navigation, and lighthouse operation responsibilities into the USCG. The fishing industry on the Cape has been the local equivalent of the family farm. They, the merchant mariners, and the recreational sailors and cruisers have depended on the skills and

courage of the Coast Guard and its predecessor organizations for safety in those challenging seas.

Since its early role in ensuring the revenue stream of a new nation, the Coast Guard has protected all of America’s coastlines from enemies foreign and domestic. Intrepid and always prepared, its shipmates have rounded up lawbreakers, watched over the law abiding, and rescued the crews and passengers of working fishing boats, rum runners, pleasure cruisers, hijackers, legitimate cargo ships, drug smugglers, human traffickers and vessels of all manner of purpose and description.

The Museum’s Creation

Around the turn of the 21st century, inspired by the relationship between the Cape and the Guard, long-time Cape residents CDR Maurice Gibbs (Ret.), President Emeritus of the Nantucket Lifesaving Museum, and Lou Cataldo, a WW II Navy veteran and local historian, were the “driving force” behind the creation of a museum dedicated to the preservation of that history, and of the organizations that preceded the establishment of the Guard. Three former Coasties joined the effort, and the project was underway. In an act of elegant reference to those early enforcers of revenue sources, Barnstable’s historic U.S. Customs House, built in 1856, was



Captions waiting for new art from museum



restored and the U.S. Coast Guard Heritage Museum opened in the renovated building in 2005.

The Building

The handsome Italianate building, sturdy and nearly square, is a modest but fine example of the many customs houses designed by Ammi B. Young, then Supervising Architect of the U.S. Treasury Department. Its hipped roof, strong granite base, and three-over-three arched windows on all four sides give it the classical grace and sense of permanence that symbolize the ambitions of a new nation. The Customs House is on the National Register of Historic Places, and is now owned by the town of Barnstable and leased to the Museum. In November of 2017, the Massachusetts Historical Commission recognized the building's rehabilitation and restoration with the 2017 Massachusetts Historical Commission Preservation Award.¹

The wide square footprint enables the exhibits to be spread around the rooms, and visitors can walk among them, following their own interests. Because of those large arched windows and the polished wood floors, the exhibits on both floors seem grounded and are awash in natural light. The lower floor introduces the visitor to the Guard's 18th and 19th century beginnings. Among its displays are uniforms and weapons of the Revenue Cutter Service, and a Beach Cart donated by the Orleans Society.

Second floor exhibits include installations covering the Guard's small boats, its participation in wars from WW II through the present day, and women in its service. There are sections dedicated to Coast Guard aviation and to artifacts of the US Lighthouse Service. Throughout the museum, visitors can examine a fine collection of ship's models, including a 50-inch model of the U.S. Revenue Cutter Fessenden, made by Master Model Maker

Leading Acid Reflux Pill Becomes an Anti-Aging Phenomenon

Clinical studies show breakthrough acid reflux treatment also helps maintain vital health and helps protect users from the serious conditions that accompany aging such as fatigue and poor cardiovascular health



by David Waxman
Seattle Washington:

A clinical study on a leading acid reflux pill shows that its key ingredient relieves digestive symptoms while suppressing the inflammation that contributes to premature aging in men and women.

And, if consumer sales are any indication of a product's effectiveness, this 'acid reflux pill turned anti-aging phenomenon' is nothing short of a miracle.

Sold under the brand name AloeCure, it was already backed by clinical data documenting its ability to provide all day and night relief from heartburn, acid reflux, constipation, irritable bowel, gas, bloating, and more.

But soon doctors started reporting some incredible results...

"With AloeCure, my patients started reporting less joint pain, more energy, better sleep, stronger immune systems... even less stress and better skin, hair, and nails" explains Dr. Liza Leal; a leading integrative health specialist and company spokesperson.

AloeCure contains an active ingredient that helps improve digestion by acting as a natural acid-buffer that improves the pH balance of your stomach.

Scientists now believe that this acid imbalance is what contributes to painful inflammation throughout the rest of the body.

The daily allowance of AloeCure has shown to calm this inflammation which is why AloeCure is so effective.

Relieving other stressful symptoms related to GI health like pain, bloating, fatigue, cramping, constipation, diarrhea, heartburn, and nausea.

Now, backed with new clinical studies, AloeCure is being recommended by doctors everywhere to help improve digestion, calm painful inflammation, soothe joint pain, and even reduce the appearance of wrinkles – helping patients to look and feel decades younger.

FIX YOUR GUT & FIGHT INFLAMMATION

Since hitting the market, sales for AloeCure have taken off and there are some very good reasons why.

To start, the clinical studies have been impressive. Participants taking the active ingredient in AloeCure saw a stunning 100% improvement in digestive symptoms, which includes fast and lasting relief from reflux.

Users also experienced higher energy levels and endurance, relief from chronic discomfort and better sleep. Some even reported healthier looking skin, hair, and nails.

A healthy gut is the key to a reducing swelling and inflammation that can wreak havoc on the human body. Doctors say this is why AloeCure works on so many aspects of your health.

AloeCure's active ingredient is made from the healing compound found in Aloe vera. It is both safe and healthy. There are also no known side effects.

Scientists believe that it helps improve digestive and immune health by acting as a natural acid-buffer that improves the pH balance of your stomach.

Research has shown that this acid imbalance contributes to painful inflammation throughout your entire body and is why AloeCure seems to be so effective.

EXCITING RESULTS FROM PATIENTS

To date over 5 million bottles of AloeCure have been sold, and the community seeking non-pharma therapy for their GI health continues to grow.

According to Dr. Leal, her patients are absolutely thrilled with their results and are often shocked by how fast it works.

"For the first time in years, they are free from concerns about their digestion and almost every other aspect of their health," says Dr. Leal, "and I recommend it to everyone who wants to improve GI health without resorting to drugs, surgery, or OTC medications."

"I was always in 'indigestion hell.' Doctors put me on all sorts of antacid remedies. Nothing worked. Dr. Leal recommended I try AloeCure. And something remarkable happened... Not only were all the issues I had with my stomach gone - completely gone - but I felt less joint pain and I was able to actually sleep through the night."

With so much positive feedback, it's easy to see why the community of believers is growing and sales for the new pill are soaring.

THE SCIENCE BEHIND ALOECURE

AloeCure is a pill that's taken just once daily. The pill is small. Easy to swallow. There are no harmful side effects and it does not require a prescription.

The active ingredient is a rare Aloe Vera component known as acemannan.

Made from 100% organic Aloe Vera, AloeCure uses a proprietary process that results in the highest quality, most bio-available levels of acemannan known to exist.

According to Dr. Leal and several of her colleagues, improving the pH balance of your stomach and restoring gut health is the key to revitalizing your entire body.

When your digestive system isn't healthy, it

causes unwanted stress on your immune system, which results in inflammation in the rest of the body.

The recommended daily allowance of acemannan in AloeCure has been proven to support digestive health, and calm painful inflammation without side effects or drugs.

This would explain why so many users are experiencing impressive results so quickly.

REVITALIZE YOUR ENTIRE BODY

With daily use, AloeCure helps users look and feel decades younger and defend against some of the painful inflammation that accompanies aging and can make life hard.

By buffering stomach acid and restoring gut health, AloeCure calms painful inflammation and will help improve digestion... soothe aching joints... reduce the appearance of wrinkles and help restore hair and nails ... manage cholesterol and oxidative stress... and improve sleep and brain function... without side effects or expense.

Readers can now reclaim their energy, vitality, and youth regardless of age or current level of health.

One AloeCure Capsule Daily

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- Helps Calm Painful Inflammation
- Soothes Stiff & Aching Joints
- Reduces appearance of Wrinkles & Increases Elasticity
- Manages Cholesterol & Oxidative Stress
- Supports Healthy Immune System
- Improves Sleep & Brain Function

HOW TO GET ALOECURE

Due to the enormous interest consumers have shown in AloeCure, the company has decided to extend their nationwide savings event for a little while longer. Here's how it works...

Call the AloeCure number and speak to a live person in the US. Callers will be greeted by a knowledgeable and friendly person approved to offer up to 3 FREE bottles of AloeCure with your order. AloeCure's Toll-Free number is 1-800-328-8919. Only a limited discounted supply of AloeCure is currently available.

Consumers who miss out on the current product inventory will have to wait until more becomes available and that could take weeks. They will also not be guaranteed any additional savings. The company advises not to wait. Call 1-800-328-8919 today.



Captions waiting for new art from museum



Mike Maynard, USCG (Ret.) and an honorary board member of the Museum. There is also a gift shop on the ground level.

Rescuing the USS Pendleton

Of particular note, is a special exhibit on the second floor honoring the heroes of the rescue of the SS Fort Mercer and the SS Pendleton. Many shipmates already know the story quite well, but for the others among you, here is what happened. In the winter of 1952, pummeled by a huge nor'easter, the two WWII T2 tanker ships split apart, both of them doomed by the same design flaw in the hulls. Although the Pendleton broke first, it couldn't get out an SOS. When the Fort Mercer split and called for help, the available Coast Guard cutters and air support from the Chatham Lifeboat Station sped to her rescue. Only small boats remained at the station when the broken Pendleton was spotted.

The New England Historical Society has posted a harrowing description of the rescue of the Pendleton survivors. If there was ever any doubt about the courage and determination of Coxswain Bernard Webber and his three volunteers aboard the 36-foot

CG-36500 that put out into blinding snow and 60-foot seas, crossed the treacherous Chatham Bar and brought back 31 survivors in a vessel designed for 12, this gripping story consigns that doubt to the rubbish heap once and for all.²

The Museum Today

The U.S. Coast Guard Heritage Museum is a 501(c)(3) organization. It is led, staffed and supported almost entirely by volunteers, but receives support from the business community as well. At its opening, money was tight. The generosity of many supporters supplied the collections to be shown. A history written by Francis Broadhurst, the organization's secretary, describes it thus:

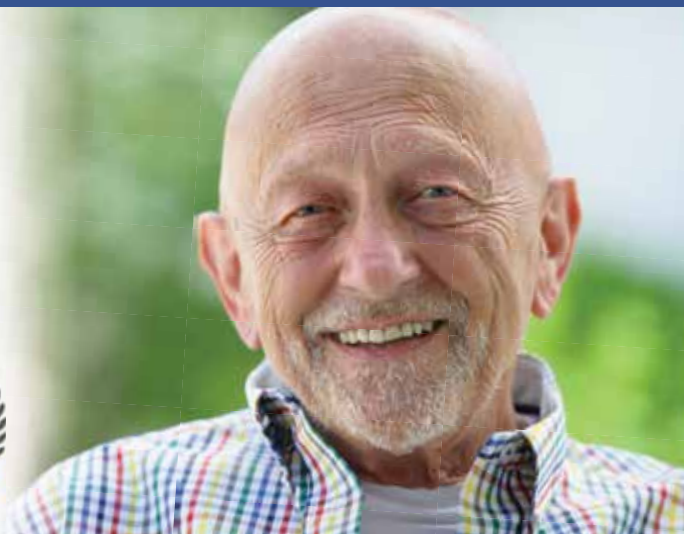
[Founder] Maurice Gibbs and Jeremy Slavitz, Curator of the Nantucket Life-Saving Museum, brought dozens of exhibits on loan from the Egan Foundation. Orleans Historical Society donated the Beach Cart last used on Cape Cod for a breeches buoy rescue in 1962. Ex-Army officer Richard Boonisar, a major collector of Revenue Marine, Lighthouse and Life-Saving Service memorabilia, loaned his magnificent collection of historical artifacts, which remain a centerpiece of our exhibits.

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... One of our most prominent donors was Gold Medal Recipient Bernard Webber (WO, USCG Ret) hero of the Pendleton Rescue...Mr. Webber donated his uniforms, medals and ribbons dating back to service as a teenager in the Merchant Marine in WWII, [and in] the Korean and Vietnam conflicts...In true Coast Guard fashion [all the volunteers] see something that needs to be done and they do it!³

During the off season from the first of November until the Museum reopens each May, teams of volunteers work to clean up the museum and renovate spaces, to stuff envelopes and handle paperwork, to maintain or improve the exhibits, and to work out and install any new ones planned for the next season. During the winter of 2018-19, the crews installed a new artifact computer system and spruced up their office and storage spaces. Every April, the Heritage Museum participates in the Cape Cod Festival of Museums. Their most recent entry included a “selfie booth,” where children could put on Coast Guard outfits and hats and have their pictures taken in front of a suitably nautical backdrop. That booth is part of the Museum’s displays this season.

Because the Museum depends on donations for its support and on its dedicated leadership and a committed army of local volunteers for its operations, and because it is situated in a place rich in maritime



ABOVE: Captions waiting for new art from museum



culture, it is continually engaged with the community. Its life force is fueled by the willingness to serve, the impulse to protect, and the can-do attitude of the Coast Guard. And for definitive evidence the warm-hearted welcome extended to visitors, take a look at the smiling face of Sam Adams, the Museum’s handsome resident Samoyed, who will likely accept a scratch behind the ears. He is undoubtedly Semper Paratus. **FRA**

SOURCES

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2. The Heroic Rescue of the Pendleton Crew, 1952, accessible at www.newenglandhistoricalsociety.com/heroic-rescue-pendleton-crew-1952
3. Broadhurst, Francis I., “A History of How, When, and Why we began: Who our founders were and What we are about,” PDF, access on www.coastguardheritagemuseum.org/museum-history.html

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Modesto Branch 197

Honors Three Navy Veterans

Story and photos by Leonard E. Churilla

The Honors Flight Network is a non-profit organization created in 2004 to honor America's veterans for all their sacrifices. The three-day, all-expense-paid trip includes plane fare from their home state, hotel stay and meals to Washington, DC. There they are transported by bus to the Washington monument, Lincoln Memorial, World War II, Korean and Vietnam War memorials, Arlington National Cemetery and other points of interest. Guardians are selected to help veterans throughout their visit, although they have to pay their own way. Throughout the United States more than 600,000 veterans have thus far been so honored.

Top priority is given to the most senior veterans, World War II survivors, along with those who may be terminally ill. Of all the wars in recent memory, it was World War II that truly threatened our very existence as a nation and as a culturally diverse society. According to the Department of Veterans Affairs, an estimated 640 WWII veterans dies each day.

The next priority is for those veterans who served during the Korean Conflict and then the Vietnam War. Veterans who would like to apply for this honors flight in central California need to go online to cvhonorflight.org to fill out the application. Additional information can be obtained by calling (559) 299-9887. Assistance is given to those veterans who are unable to get around by themselves. In central California flights leave from Fresno to Washington, DC and are generally given twice a year, in April and September.



Mike Stavrakakis

Mike is the most recent Shipmate from Branch 197 of Modesto, Calif. to be selected to go on the Honors Flight to Washington, DC in April of this year. Stavrakakis was born July 20, 1928 in Hanna, Wyoming. He graduated from Hanna High School in 1947 and attended Modesto Junior College in 1950-1951. He joined the Navy in 1951 and served until 1955 when he was released from active duty and served again from 1961 to 1962. He attained the rank of Engine Man Second Class on his second enlistment and was released from active duty in Alameda, Calif. in 1962.

Stavrakakis served with flight crews on P2 aircraft and the USS NEPTUNE. Highlights of his time in service were the landings at Inchon, Korea during that conflict, the landing at Iwo Jima Island, nuclear testing at Christmas Island and missile testing on Johnson Island during "Operation Dominic."

Mike joined the Fleet Reserve Association in November 2007. His advice for young people, "Serve your country, freedom is not free."



Dale Wild

Dale, president of Branch 197 was one of those honored on a special flight to Washington, DC in April 2018. "I thoroughly enjoyed the three-day tour visiting the National Memorial and other special sites," said Wild. Born in Placerville, California on July 10, 1939, he graduated from Oakdale High School in 1957 and later attended Modesto Junior College from 1982 to 1984.

"I had always planned to join the navy since I was very young," Wild said, "and signed up right from high school in 1957." Some of his duty stations were with VS-30 in Norfolk, Virginia and Key West, Florida. He was also with the squadrons (VP-19), 47 and 31, as well as (VA-125) out of Lemoore, Calif. He also saw duty aboard the aircraft carrier USS MIDWAY (CVA-41) and attained the rank of Aviation Ordnance Man First Class before retiring from the Navy in 1982.

Memorable events included a goodwill cruise to the Mediterranean in 1959, duty at Key West, Florida during the Cuban Missile Crisis, deployment to Adak, Alaska for nine months, pre-commissioning of the crew aboard the UDSD MIDWAY in 1969 and four deployments to Vietnam. "As an Aviation Ordnance Man, I was in charge of the weapons elevator shop with the purpose of keeping 12 elevators up and operating continuously," Wild emphasized.

"The highlight of my trip to Washington was visiting the Vietnam Memorial Wall."



Francis Barclay

Francis "Frank" was a participant in the Honors Flight program in April, 2017 along with 15 other veterans from the Modesto area. Barclay was born Jan. 1, 1931 in Quincy, Massachusetts. He joined the U.S. Navy on Jan. 15, 1949, eventually attaining the rank of Boatswains Mate First Class. Frank served aboard the USS Philippine Sea (CV-47), in Korea in 1950 and Bangor, Washington in a torpedo retrieving squadron. He also served aboard several PCF swift boats in Vietnam.

Another highlight of Barclay's navy career was serving as a boot camp instructor from 1965 to 1967. Later, he graduated from Southwestern College in 1970 and then joined the Fleet Reserve Association in 1972. **FRA**

New Hemp Technology Is 450% Better For Discomfort Relief Than Regular Hemp Oil

Next generation hemp technology soothes joint discomfort, aches and sore muscles 5Xs better than hemp oil; now available in the U.S. without a prescription.

Americans are rejoicing about a brand-new technology that gets the goods on the health benefits of hemp.

A next generation hemp technology is now available across the nation and can be purchased without a prescription.

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So you can say goodbye to pills, oils and creams.

Canna LS contains pure "full spectrum hemp," which works to relieve joint discomfort, restore sharp memory, and support a healthy normal inflammatory response, to name a few. And since it has no THC, it heals without the "high."

Exciting new scientific research shows that hemp contains special molecules called cannabinoids which bind to receptor sites in the brain and body. When taken orally, hemp activates these receptors

Why This New Technology Is Better Than Hemp

Unfortunately, most hemp found on the market can't deliver a fraction of these results. "The problem is, most hemp formulas come in oil form," according to Chief Technologist Mi Hwa Kim of The Green Gardener. "Oil doesn't breach the cell membrane, which is where the real healing happens. Our body is 80% water, our cells 90%. And you know what they say about oil and water — they don't mix."

This is why **Canna LS** contains a unique "water soluble" system. The technology is shown to improve absorption in the cells by 450%, quickly boosting the body's cannabinoid levels.

"The other problem is that most of these formulas only contain a single compound extract," says Ms. Kim. "Hemp's full spectrum of cannabinoids are shown to work synergistically. In short, they work better together. It's called the "entourage effect." Most miss out on the full effects because they are missing some of the best rejuvenating compounds within the hemp plant. This is why we've made **Canna LS** with "full spectrum" hemp."

"Finally, most hemp formulas are made on foreign farms with pesticides, or grown using non-organic seeds and processes. We've grown

the hemp in **Canna LS** at a 100% organic American farm, under strict agricultural guidelines. It's grown without pesticides or GMOs. And it's grown to contain no THC."

How It Works

The key to hemp's health benefits is the Endocannabinoid System, a network of receptors in the cells. The system is there to maintain homeostasis (balance). In response to toxins in our body, it releases cannabinoids to set things back to their natural state.

"It's really an amazing God-given system that's been completely overlooked," says Ms. Kim. "Our bodies are practically designed to work with the compounds in hemp, which is why we needed a technology like **Canna LS** that unleashes its full potential."

Over time, with aging, the endocannabinoid system eventually burns out. Fewer cannabinoids are released, so the body's levels deplete. The result is, all sorts of symptoms of aging like age-related memory loss, blurry vision, joint discomfort, and much more.

"This is why there's almost nothing hemp can't do and no health concern it can't address," says Mi Hwa. "The trouble is, most hemp formulas are just not absorbable enough for the cell, so they fail to activate the endocannabinoid system. This is why they don't deliver anything close to the full range of potential results."

Fortunately, **Canna LS** is clinically shown to enter the cell membrane 450% more powerfully. This is how it boosts cannabinoid levels fast, helping to relieve joint discomfort... restore foggy memory... and support healthy blood sugar. And what most people really love is that the "pearl" gel is easier to take than taking a pill or oil.

Not Yet Sold In Stores

Full-spectrum hemp, like **Canna LS**, is available nationwide. However, several major pharmaceutical companies are currently testing hemp in clinical settings, which means it may require a prescription in the future. It's advised to get **Canna LS** while you can.

Taking All The Risk Off Consumers

A large percentage of men and women using **Canna LS** experience truly amazing results.



That's why it's now being sold with a guarantee that goes way beyond the industry standard. "We can only make this guarantee because we are 100% certain our customers will be satisfied," says Ms. Kim. We want to take full risk off consumers. So in addition to offering substantial discounts for first-time customers, we also make them a huge promise that ensures they don't have to risk a cent."

Here's how it works: Take **Canna LS** exactly as directed, and you must be thrilled with the results! Otherwise, simply return the bottles and any unused portion within 90 days of purchase.

Where To Find Canna LS

This is the official nationwide release of **Canna LS** hemp technology. And so, the company is offering a special discount supply to anyone who calls. An Order Hotline has been set up for local readers to call. This gives everyone an equal chance to try **Canna LS** hemp extract. All you have to do is call TOLL FREE at 1-866-256-2857. The company will do the rest. Use Promo Code FRAT819CAN when you call in.

Important: Due to hemp's growing popularity and recent media exposure, phone lines are often busy. If you call and do not immediately get through, please be patient and call back.

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The FRA congratulates the following Shipmates who became Life Members during the second quarter of 2019. This listing, which is arranged alphabetically and by the month joined, includes their branch number or Member-At-Large (MAL) designation. Call 1-800-FRA-1924 to learn how you can become a Life Member of the FRA.

APRIL

Ernie Anderson	289
Anthony J. Aras	229
Franklin D. Ball	54
Robert Barrett	MAL
Enrique Baylon	MAL
Michael Lee Berry	290
Kenneth J. Binder	61
Joe E. Burnside	11
Brian Davey Carlin	24
Paul William Carroll	24
Gorman N. Chapman	382
Jimmy W. Chavis	MAL
Roger L. Christopher	382
Patricia J. Cobb	214
Harold M. Collins	175
John R. Cooper	166
William T. Craig Jr.	242
Orville Lee Daley	MAL
James D. DePietro	MAL
David Diaz	MAL
Daniel R. Dodds	177
John Donaldson	60
Mario K. Flores	MAL
Kenneth L. Foster	61
Joseph Gaidry	MAL
John T. Gifford	29
Bryan D. Ginter	163
Lester E. Gordon	91
Theodore F. Greene	MAL
Gene M. Haas	91
John Handegan	223
Bruce L. Hargraves	MAL
Terry Harman	24
Thomas G. Harsha	MAL
Daniel Hegarty	MAL
Barry H. Henry	MAL
Billy W. Jones	MAL
Berry C. Kelly	175
Joseph M. Koerner	MAL
Thomas R. LaMay	24
Euin C. Leonard	89
William H. Lienhop Jr.	89
Raymond N. Long	28
Jerry H. Luzadder Jr.	53
Chris Mandeville	93
Carl Marciniak	156
James McCracken	226
Roderic L. McIntire	MAL
Stanley C. Misiuk	72
Van P. Monteith	261
Richard Morgan	24
William J. Pachak	MAL
William H. Plantz	08
Robinhood C. Prudencio	MAL
Francis A. Schrotberger	276

Jack L. Shirley	MAL
Jerry L. Starkey	11
Kevin D. Streittmatter	162
Warren M. Swaar	20
Kirk R. Towner	24
Forrest R. Vaughn	99
Debra J. Wagner	MAL
David L. Waller	MAL
Robert R. Wayland	24
Paul M. Williams	MAL
Donald W. Wilson	MAL
William Worsham	MAL
Glenn R. Wright	MAL
Kerry A. Wymetalek	55
Minoru M. Yoneda	124
Michael E. Zealor	22
Andrew Zeller	24

MAY

Deogracias P. Abiera	84
John R. Alcaide	MAL
Manuel Alegre	MAL
Sotero O. Arce	84
Larry Arnold	23
Richard E. Atteberry	281
Mike Batnick	104
Dana S. Bell	99
Michael J. Black	269
Theodore J. Bradley	90
Maurice I. Caldwell	99
Dave Cherry	61
James L. Connell	57
Bruce R. Cook	MAL
Duane R. Coolman	40
Michael S. Coppinger	59
Richard L. Corkhum	130
Tyrone E. Cottingham	MAL
Mack G. Cox	264
Robert B. Cross	MAL
David Current	MAL
Donald H. Cushman	214
James M. Dasilva	60
Russell John Dawson	70
Tim H. Downie	MAL
Stephen M. Fincher	MAL
Leonard J. Fritz	115
Richard R. Fuller	93
Darryl S. Girtz	MAL
David Goldsmith	24
Maureen T. Gonzalez	269
Charles L. Gray	MAL
Teresa H. Gurnett	MAL
Elmer Harlow	289
Gregory E. Hausler	298
Micheal J. Herren	MAL
Pete G. Hommel	MAL

Clifford A. Horn	177
Mark Hyman	24
Marion Ingram	94
Jeffrey K. Johnkins	37
Donald Kightlinger	248
Alice J. Kline	91
T.C. Lamson	20
Daniel J. Materna	24
Charles M. McDonough	60
William J. McElreavy	MAL
Gerald W. Mealey	106
Wendell R. Melton	MAL
Arthur L. Merola	226
Michael D. Neubarth	136
Daniel O'Connell	24
Gary L. Park	MAL
Alejo C. Perez Jr.	94
James R. Peters	91
Ronica Pineiro	24
French D. Pope Sr.	MAL
Stephan Postemski	MAL
Don A. Read	93
Norvan W. Roediger	59
Terry Rudisill	61
Giacomo W. Salvato	MAL
Holver J. Sandbeck	156
William D. Saxton	197
Newton L. Sloan	MAL
Ralph D. Stephens	166
James Stuart	MAL
Barry Tuovinen	289
Stephen J. Vekasy	MAL
Thomas B. Vergne	163
Kenneth W. Voigt	273
Franklin A. Walters	89
Moyier B. Webb	MAL
David Wedler	MAL
Ron Workman	269

JUNE

Jon A. Anderson	126
Michael S. Armistead	46
Edward Barsness	91
Carl J. Bonenfant	31
Lawrence J. Borgmeyer	161
Donald B. Boyer	MAL
Emma Brooks	130
Donald J. Broussard	208
Chris S. Burns Jr.	257
Roscoe Byrd	MAL
Melvyn Caras	247
Harry Carter	MAL
Cas Castrence	MAL
Dalbert O. Cramer	99
Richard A. Cronk	MAL
Anthony R. Damiano	MAL

Joseph P. Duke	177
Jimmy D. Durham	MAL
Joseph S. Dziewit	93
Robert Ely	MAL
William Essex	MAL
Kevin D. Evans	MAL
William S. Frazier	91
Gilberto Garcia	94
Dennis James Geiger	46
Dennis P. Halley	161
Claude D. Hanson	346
Gary P. Hayes	276
Willie C. Hill Sr.	98
Charles Holland	274
Tracy P. Hoskins	166
Jaime Ibanez-Estevéz	24
David A. Johnston	269
Christopher T. Kaiser	MAL
Tyrone R. Keller	01
Eugene F. Leafly	163
Jorge P. Leano	175
William J. Maillet	86
Eduardo D. Malana	99
Robert E. Meade Jr.	177
Maurice Molinaro	MAL
Kenneth G. Morgan	MAL
James H. O'Quin	268
William W. Olin	MAL
Elwin J. Osentowski	91
Alfred Pac	MAL
Max Padilla	166
John W. Peltier	MAL
John R. Penick	91
John F. Pfuhl	24
Dale Alan Prewitt	177
Jesse R. Rearick	85
Gary Reed	29
George A. Ripsom	MAL
Sonny B. Sales	302
Ricardo L. Santiago	93
Antonio T. Santos Jr.	MAL
Thomas A. Seiler	311
Ronald C. Smith	29
Donn Steffenson	136
Jon R. Stephens	315
Curtis L. Taylor	86
Nate A. Thomas	161
Kenneth D. Tomlinson	MAL
Roderick B. Van Gordon	268
Richard P. Vannatter	166
Luise E. Walker	MAL
Michael S. Warman	183
Gerald B. Watkins	126
Charles J. Weber	136
Eduardo E. Wheeler	24
Tom Zalusky	136

The FRA Membership Information Update Project



Christina
Hitchcock

By now, you should know about the FRA's project to update our members' contact information and produce a membership directory. We partnered with a publishing company to reach out to every member on file to invite Shipmates to verify and update their contact information. We needed to ensure that we have all your current contact information. It reduces wasted mail costs and enables FRA to effectively reach out about current and future initiatives.

We also want to assure you, our publishing partner adheres to a contracted, strict privacy policy and cannot use your information for any purpose other than this data verification project. The company, based in Texas, mailed several postcards to each shipmate's address. They also sent emails, if we had the information. The cards and email stop once they hear from you. If you did not get a card or email and would like to be included in the FRA Member Directory, there is still time, simply call 800-338-7794.

To date, more than half of our Shipmates responded, but that leaves more than half of our total membership still unconfirmed. We would very much like to hear from you. Only the data verification team in Texas will include you in the FRA Directory. They can walk you through the process of confirming or updating your information. They will also ask about your military service and awards you may have received. This is optional but is information FRA HQ did not previously maintain. It will help us provide relevant information to you. After they verify your information, they will ask if you're interested in purchasing FRA related gear and the Member Directory. The directory costs \$119.89 + \$19.95 S&H. The sweatshirt and T-shirt are \$59.59 + \$12.95 S&H each. There are other products available. You are under no obligation to buy anything and your update will be sent to HQ. Also, you can opt-out of being included in the printed directory and your updated information will be updated.

As a membership-driven organization, we depend on accurate information to be able to communicate with Shipmates. We depend on the ability to stay connected with as many Shipmates as possible. If you've spoken with the data verification team, "Thank you." Please ask your fellow Shipmates to be sure to verify and update their information. Every effort made helps us to better communicate with you. This is a major undertaking that we feel is essential because our membership is so dependent on the accuracy of the records.

Alternatively, if you are more comfortable updating your own information, log into your FRA member profile on the FRA website (www.fra.org) and confirm your telephone number, email address or update your privacy preferences. Your Username is your Member ID Number and your password was on your last renewal letter. Many of our members telephone numbers and email addresses are no longer current, that is why this project is so essential. We are very sensitive to Shipmates' privacy concerns and want to provide every assurance that your information is not being sold or used for unsolicited sales pitches from random third-party companies.

If you would prefer to update your record directly with us, please call Member Services at FRA National HQ at, 800-372-1924. We will walk through your contact information in detail and show you how to log into the website to manage your content.

To those of you who have already participated, you have our sincere thanks for your time and we hope you enjoy the end results. For everyone else who have been meaning to get to it, the window of opportunity will soon be closed. We hope you will set aside a few minutes to get it done. **FRA**

Yours in Loyalty, Protection, and Service,

Christina Hitchcock

Christina is the FRA's Director of Membership. She can be reached at ChristinaH@fra.org or 703-683-1400 (Ext. 123)

MEMBERSHIP APPLICATION

Membership is open to all current and former enlisted sea service (USN, USMC, USCG) personnel.



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- A legislative team fighting for your pay and benefits on Capitol Hill
- Use of the Action Center at www.fra.org to share your opinions directly with Congress
- Eligibility for you and your family to apply for the FRA education scholarships
- Access to expert staff to answer your legislative questions
- Representation on disability or other VA claims
- Discounts on products and services
- Camaraderie with other service members

Your dues include a subscription to the association magazine. *FRA*today is your most reliable source of association information. Topics covered are: military pay, health care, and benefits. Some great association information and items of interest to you and your family are included.

In addition to the magazine, please choose to receive any or all of the following member benefits:

- ☐ **NewsBytes:** the weekly email newsletter update of legislative and association activities

I certify I meet the FRA eligibility requirements of being a current or former enlisted member of the Navy, Marine Corps or Coast Guard.

Service: ☐ USN ☐ USMC ☐ USCG

Status: ☐ Active ☐ Reserve ☐ Retired ☐ Veteran

NAME

PHONE

RATE / RANK

DATE OF BIRTH (MM/DD/YY) SSN (optional)

STREET ADDRESS

SPOUSE'S NAME

SUITE / SPACE / LOT

☐ Branch # _____ ☐ Closest Branch ☐ Member-at-Large

CITY

Are you a previous FRA member?

STATE

ZIP CODE

☐ No ☐ Yes, previous member # _____

EMAIL ADDRESS

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All memberships includes a subscription to *FRA*today magazine, a \$40 value.

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☐ American Express ☐ Check-enclosed

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EXP. DATE

SIGNATURE

DATE

SPONSORED BY

NAME

MEMBER NO.

BRANCH NO.

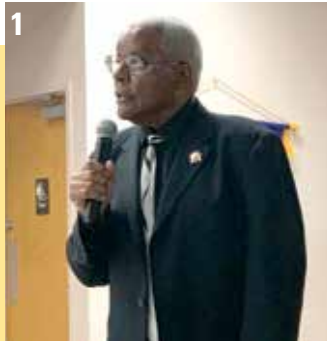
AUGUST 2019

LIFE MEMBERSHIP RATES

Active Duty \$400
Age 40 & younger... \$450
Ages 41 to 50 \$425
Ages 51 to 60 \$390
Ages 61 to 70 \$340
Ages 71 to 80 \$260
Ages 81 to 99 \$200
Ages 100 and older FREE

1. BRANCH 208, JACKSONVILLE, N.C.

Camp Lejeune Branch President Raymond Applewhite was the guest speaker during the Southeastern North Carolina Rotary District Conference. The Conference was held in Swansboro, North Carolina on April 25, 2019.

**2. BRANCH 269, GOOSE CREEK, S.C.**

(L to R) PNP Virgil Courneya, MC PNP Don Mucheck, Charleston Mayor John Tecklenburg, PNP Helen Courneya and the Mayor's wife Sandy al participated in the USS Hobson Memorial Service.

**3. BRANCH 197, MODESTO, CALIF.**

Members of Cub Scout Troop 10 of Riverbank, California helped plant flags over the graves of veterans at Santa Nella National Cemetery

**4. BRANCH 89, ATLANTA, GA.**

Shipmate and lifetime member Hilbert "Bee" Laidlaw (R) receives his 45-years continuous membership pin from Membership Chairman Wayne Barron (L) during a recent reunion for Naval Air Station Atlanta.

**5. BRANCH 295, SAN ANGELO, TEXAS**

The remains of Navy sailor Hale McKissack were laid to rest at Fairview Cemetery in Winters on May 4th. (L to R) Jim Stansbury (PBP-295), Dan Patridge (PBP-295), Cathleen Gruetznar (RVPSC), Robert Mistishen (BP-295), Terry Cook (BS-295), Sandra Van Zant (VSO for Runnels County, Texas) and Dave Yearwood (served in WWII, Korea and Vietnam). Photo by Eric Stansbury.

**6. BRANCH 130, INDIANAPOLIS, IND.**

(R) PRPNC Robert Melson presents Annabelle Fuller the first Rosemary E. Posekany Americanism Award—a North Central Region award. Fuller's mother (L) Angela joins the presentation.



Submit a photo for Shipmate News by email as a high-quality attachment in jpeg format to FRAtoday@fra.org. All images should be 3 inches square minimum at 300dpi. Please include a brief description and include the names of those pictured.



7. BRANCH 307, GULF PORT, MISS.

(L to R) Old Naval Home Branch Secretary Bob Rutherford presents Paul Mayne his 50-year continuous membership certificate along with Branch VP "Pete" Petersen. The Branch has seven 50-year plus members included in their 49 total Life Membership members. Photo by Diana Dopp.

8. BRANCH 309, NEWARK, DEL.

Shipmates shown serving beverages to patients, families and staff at the VA Hospital in Wilmington, Delaware. During this annual event, the Branch donates all the beverages, ice and voluntary services from their booth.

(L to R) Shipmates Jim Jackson, Barry Connolly, Jeff Thaxton, Branch President Phil Puschel and Lyman Brenner.

9. PATROL SQUADRON 60, NORFOLK, VA.

The Navy P3 Squadron Patrol Squadron 60 had its reunion in Dayton, Ohio at Wright-Patterson AFB. The squadron existed between 1971-1994 at NAS Glenview, Illinois. It started out with P2 Neptunes and finished with P3 Orions.

10. BRANCH 126, JACKSONVILLE, FLA.

Branch President James J Thomas presents a \$1000 Scholarship Award to Jared Marsano. He will be attending Flagler College in St. Augustine, Florida this Fall. This is one of the four scholarships awarded by Branch 126 in 2019.

11. BRANCH 146, JOHNSONVILLE, PA.

(L to R) Branch VP Charlie Glass, Branch Secretary Joe Millman, 12th grade winner Brandon Gero, 10th grade winner Alexandria Elmore, 9th grade winner Madison Ward, 11th grade winner Bianca Martinez and Branch MAA, Otto Blavier received FRA medals during the NJROTC Annual Awards Banquet on May 15, at Boyertown High School. Pictured at podium is NJROTC senior instructor LCDR Robert Hayman

12. BRANCH 276, OMAHA, NEB.

First place Essay Winners from Marian High School receive their awards. (L to R) Lady Peggy Watkins, Branch Secretary Don Watkins, Sara Lighthard (11 grade), Naomi Delkamiller (10th grade) and Branch President Frank Schrotberger. Delkamiller was also the 3rd place winner for North Central Region.

In Memoriam

Name	Rating	Branch			
Albrecht, Lewis A.	ATCS, USN	201	Farwig, George J.	HTC, USN	161
Amig, Michael A.	LT, USN	290	Felske, Phillip Melvin	GMGC, USN	MAL
Argomanez, Raul	HTCS, USN	53	Fish, J. R.	ETC, USCG	MAL
Arnold, Charles J.	AO2, USN	MAL	Frink, Andrew M.	MGYSGT, USMC	254
Askea, Joseph E.	ET1, USN	89	Gaustad, Eugene A.	ADJC, USN	136
Athey, George A.	OSCM, USN	290	Gervasi, Louis S.	GMG1, USN	MAL
Backman, Bryce J.	RMCM, USN	MAL	Getz, Randolph Elmer	MMCM, USN	MAL
Bailey, Kenneth K.	AE1, USN	210	Glenn, Daniel R.	SMCS, USN	MAL
Baldwin, Francis X.	QMCM, USN	192	Gordon, Hardin G.	POCS, USN	61
Baumbach, Robert C.	EMCM, USN	MAL	Green, Maynard W.	POC, USN	MAL
Bender, Gary F.	WTCS, USN	MAL	Green, John T.	SK3, USN	229
Boulter, Clement S.	RM1(SS), USN	MAL	Greenwood, Richard L.	LCDR, USN	276
Bourgeois, William L.	POCS, USN	210	Grimm William F.	CAPT, USN	61
Braden, Glen A.	SMC, USN	53	Guenard, John R.	UT1, USN	MAL
Broughton, Richard O.	CTRCS, USN	210	Hamarlund, Raymond W.	USN	137
Brown, William	MSC, USN	MAL	Hamel, Normand O.	SKC, USN	MAL
Brown, James W.	CEC, USN	MAL	Harrell, Bill	SKC, USN	MAL
Camanag, Constantino B.	HMC, USN	MAL	Harris Virgil C.	AVCM, USN	94
Campbell, Robert G.	CPO, USN	MAL	Haught, Gordon R.	ABEC, USN	MAL
Cantrell, James R.	SKCS, USN	24	Havlis, Albert F.	TMC, USN	28
Carnutt, Phyllis M.	Y2C, USN	275	Henderson, Charles W.	CPO, USN	MAL
Castle, Bob F.	RMC, USN	230	Hinck John A.	MGYSGT, USMC	MAL
Cayo, Richard F.	BTCL, USN	MAL	Hoffman, Robert D.	JOC, USN	MAL
Chambers, Robert F.	ADR1, USN	101	Hughes, James E.	GMC, USN	105
Chandler, Paul J.	ADRC, USN	MAL	Hunton, Herbert R.	GYSGT, USMC	MAL
Chumbley, William T.	CTTCS, USN	MAL	Johnson, Clayton J.	DSCS, USN	MAL
Claybrook, Sam	LCDR, USN	47	Johnson, Harry F.	GMGC, USN	105
Corcoran, John E. HON Mem.	CAPT, USN	181	Johnson, Arliss V.	YNC, USMC	MAL
Coykendall, Robert T.	HM1, USN	298	Jones, Harry E.	BMC, USN	MAL
Crawford, Tommy J.	YNC, USN	MAL	Kaiser, Dale P.	DCCS, USCG	MAL
Dalton, Jack D.	SKCS, USN	234	Kaiser, Eric P.	HMC, USN	166
Dana, William E.	FTCS, USN	MAL	Keene, Robert E.	HM1, USN	MAL
De martine, Anthony	CPO, USN	MAL	Kelley, Wayne S.	BUC, USN	MAL
Decourley, Charles D.	CTIC, USN	161	Kincaid, Willis L.	ADC, USN	101
Delaney, Richard M.	AMHC, USN	93	Klein, Robert T.	CPO, USN	181
Deysher, Elton R.	CT1, USN	MAL	Kotlarz, Alfred C.	AGCS, USN	12
Doyle, Kevin J.	AC1, USN	90	Kuhner, Pat R.	ENCS, USN	14
Dyer, Marvin E.	MMC, USN	89	Lawson, Gene O.	BMC, USN	117
Edwards, George R.	SDC, USNR	MAL	Leene, Stephen F.	BTCS, USN	29
Elser, Raymond E.	BRCM, USN	55	Leger, Elvin J.	RMCS, USN	281
Emery, Norman S.	HMC, USN	163	Licht, Lloyd H.	PH1, USN	MAL
			Litten, Robert D.	CWO4, USN	MAL

Names in **red** indicate 50 year continuous members. Any names in **bold** indicate past national officers. To report a Shipmate death, please email: mserfra@fra.org or telephone at 703-683-1400 ext 1.

In Memoriam

Loo, Warren T.F.	E7, USN	46
Love, William B.	CTCS, USN	102
Lowd, Charles R.	PN1, USN	22
Lowe, James E.	MSGT, USMC	MAL
Lumpkin, Hugh J.	HMC, USN	MAL
Lutman, Arthur H.	AME1, USNR	MAL
Mann, James O.	BMC, USN	146
Marcellino, Elden A.	SKC, USN	42
Mark, Joseph J.	MSC, USNR	MAL
Maskulak, Michael J.	LCDR, USN	20
Mathrusse, John	USN	46
Mattingly William H.	CAPT, USNR	MAL
Mayes, Paul O.	AE1, USN	166
McBride, Fred A.	YNC, USN	11
McCarty, Hubert D.	AZCS, USN	MAL
McClelland, Ronald J.	AMSC, USN	290
McDonough, Fred	PO1, USN	86
McFadden, Alonzo	YNC, USN	MAL
McIntire, Virgil L.	ENC(SS), USN	MAL
McKinley, Gordon K.	ADC, USN	291
Missasi, Michael M.	ABCS, USN	229
Morgan, Arthur G.	AVCM, USN	MAL
Murphy, Donald L.	RM1, USN	67
Nelson, Ernest D.	SKC, USN	136
Nelson, Verone D.	SKCS, USN	316
Newman, Jack	PNC, USN	97
Norman, Melvin M.	IC1, USN	60
Oliver, Richard A.	ATC, USN	91
Olson, Stanley R.	CPO, USN	136
Orth, James Charles	ISC, USNR	67
Ousey, Jay B.	CTTC, USN	MAL
Pappan, Rubinie N.	AKC, USN	61
Parkin, John	ABFAN, USN	274
Payne, Phillip A.	ADRC, USN	101
Piatt, Robert A.	Airman, USN	MAL
Pillon, James W.	CTRC, USN	MAL
Prudhomme, Alfred R.	RMC, USNR	31
Roberts, Charles C.	HMCM, USN	MAL
Rowe, Robert F	POC, USN	MAL
Ryan, Henry J.	LCDR, USN	MAL
Sallee, John W.	HMCS, USN	141
Sarmiento	Marcial, DKCS, USN	84

Saunooke, William S.	POC, USN	11
Schuck, John L.	ATCS, USN	261
Sheppard, Charles T.	CMC, USN	MAL
Shoemaker, Frank R.	YNCS/TAR, USNR	89
Siedlicke, David W.	MSCS, USN	285
Slater, Warren H.	ATC, USN	61
Slye, William R.	LTJG, USNR	24
Smith, Morris E.	TMC, USN	89
Stauss, Gilbert R.	1STSGT, USMC	MAL
Stone, Delmas B.	HMCS, USN	MAL
Sulima, Michael P.	HM1, USN	24
Tait, William F.	LT, USN	115
Tharp, Robert G.	ADC, USN	MAL
Thompson, William	MSGT, USMC	MAL
Timmons, Leroy	AFCM, USN	97
Trujillo, Paul	PO1, USN	289
Ussery John E.	AZCM/MCPO, USN	MAL
Waite, Clive E.	TMCS(SS), USN	68
Watson, George	PO1, USN	91
Weaver, Frank D.	ADCS, USN	136
Wentworth, Beuford, B.	LT, USN	MAL
Whitehead, Dean, C.	ENCM, USN	99
Wightman, Ralph G.	ADR1, USN	31
Wilken Richard F.	CSC, USN	316
Wilkinson, Robert C.	SH2, USN	85
Willis, Perry R.	OSC, USN	MAL
Willis Frederick R.	AFCM(AW), USN	99
Wilson Glenn	AMS1, USN	161
Wyner, Eugene	CM1, USN	42
Yaack, Margaret F.	PN1, USN	MAL
Younce, David	BMCM, USN	06

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Benefits Insurance Services LLC



REUNIONS

USS Saufley (DD 465)

9/9/2019-9/12/2019
Saint Augustine, Fla.
Contact: Richard Bonnett
Telephone: 301-674-0181
Email: RichardLeoBonnett@gmail.com

USS Fort Snelling (LSD-30)

9/11/2019-9/15/2019
Minneapolis-St. Paul, Minn.
Contact: Robert & Kathy Bergant
Telephone: 262-782-7876
Email: rkbergant@yahoo.com

USS Bristol DD857

9/23/2019-9/27/2019
Lancaster, PA.
Contact: Paul Ratcliffe
Telephone: 973-309-4040
Email: pd_ratcliffe@msn.com

USS Fiske (DD/DDR-842)

9/24/2019-9/26/2019
Saratoga Springs, N.Y.
Contact: James Rapson
Email: Sm1ret@nycap.rr.com
Email: jrrapson@cox.net

USS Holder (DD/DDE 819, DE 401)

9/25/2019-9/28/2019
Louisville, Ky.
Contact: Jim Debarrios
Telephone: 831-458-9062
Email: ussholder_dde918@hotmail.com

USS Richard L Page (DEG/FFG-5)

9/26/2019-9/29/2019
St. Louis, Mo.
Contact: Dale Kerkman
Telephone: 262-909-4144
Email: pagedegffg5@yahoo.com

Mine Division 113 - Vietnam

10/3/2019-10/6/2019
St. Petersburg, Fla.
Telephone: 501-620-0593

Navy Nuclear Weapons Association

10/7/2019 - 10/11/2019
Jacksonville, FL
Contact: Bob Fischer
Telephone: 386-569-5586
Email: skipreel@gmail.com

Naval Training Center Bainbridge, MD

10/10/2019-10/14/2019
Columbus, Ga.
Telephone: 423-313-3775
Email: kali8824z@aol.com

Navy Lithographers Association

10/16/2019-10/20/2019
Dumfries, Va.
Telephone: 5402957631
Email: navylithographers@gmail.com

USS Maury (AGS16)


10/16/2019-10/20/2019
Branson, Mo.
Contact: Frank Burgess
Telephone: 336-918-3998
Email: bburgess12@aol.com

USS Cook (DE/FF 1083)

10/25/2019-10/27/2019
San Diego, Cal.
Telephone: 619-222-6440
Email: baraniecki@verizon.net

A list of Reunions is at: www.fra.org/Reunions.
All Reunions/LookingFor... must be submitted online, via email to reunions@fra.org or in writing to FRA Reunions/LookingFor... at 125 N. West St. Alexandria, VA 22314. Include your Member ID and a daytime telephone number. For help, contact FRA Member Services at 800-FRA-1924.

The FRA would like to extend an invitation to reunion organizers to join us at the FRA National Convention from Sept. 26-28. In conjunction with the FRA National Convention, the FRA director of membership will be holding a roundtable to discuss how the FRA can support your reunion goals. If you would like to hold a reunion and have not yet selected a location, or date, the FRA may have additional meeting space for both day and evening events for groups under 45.



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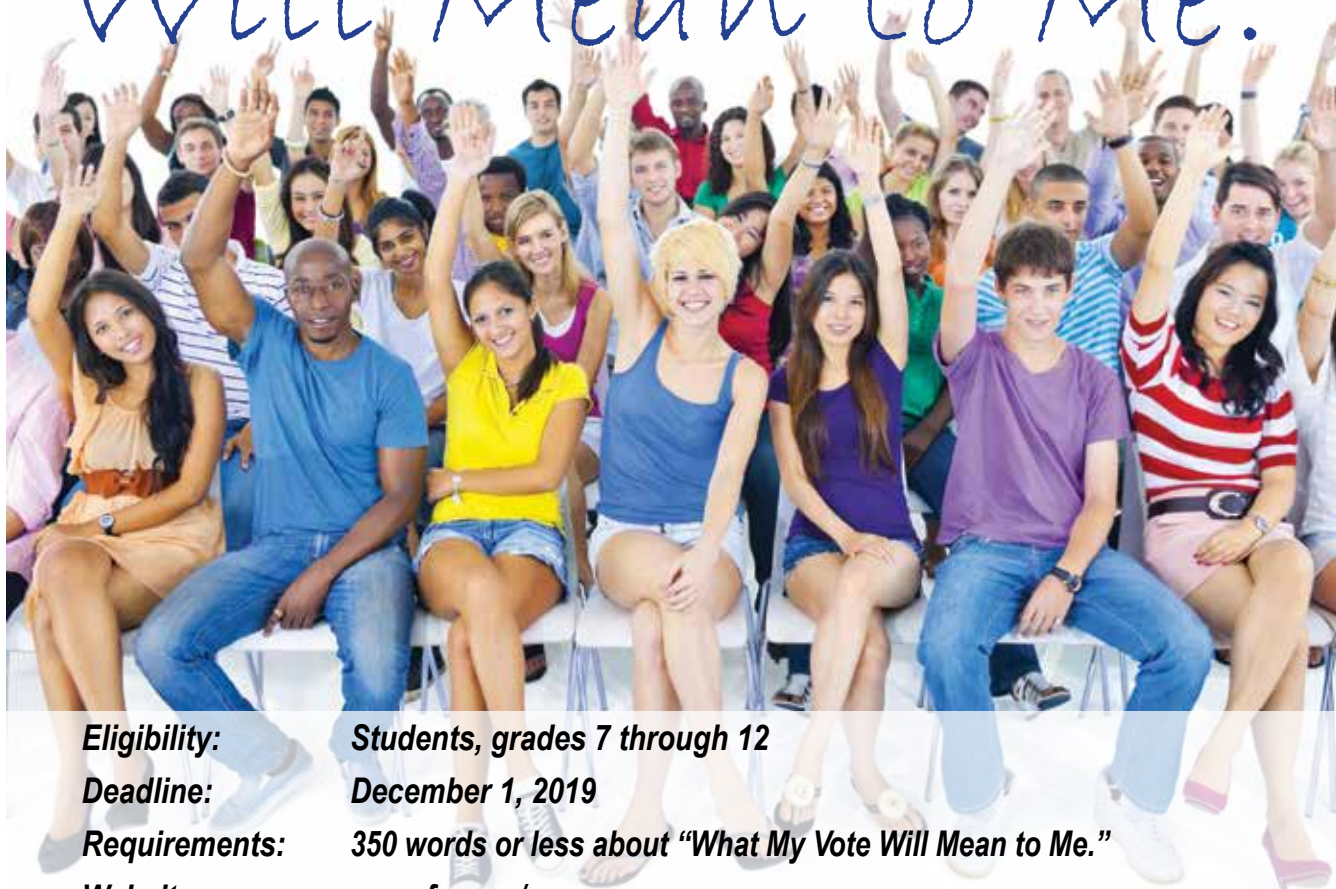
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Message from Northeast/



I would like to thank the members of the Northeast/New England Region for selecting me as the regional president. In 2013, the merger of the Northeast and New England Regions became official. Despite the fact that this new Region has a few strikes against it, such as; an aging population, limited resources to recruit new members and many miles separating the five units, there has always been a bond between us. We are striving to keep this region alive and well. As with any new adventure, we have had our “bumps in information and articles online.

Please check out the Facebook page: Fleet Reserve Association NE/NEng Region, hosted by FRA NVP Donna Jansky. It is open to anyone and is very informative. The information is not only about this region, but also other Branches and Units. There is some very interesting and helpful information available. **FRA**

In Loyalty, Protection and Service,
PNP Cindy Rodham Tuck

.....
Cindy is the LA FRA's Regional President for the Northeast/
New England Region, as well as an LA FRA PNP.

Three Tips for Pursuing an Active Retirement



Carl M. Trevisan, CFP®



Stephen M. Bearce

Retirement today is active—a time to reinvent yourself, pursue your passions, or do what you find especially rewarding.

The freedom to do that requires careful planning, says Will Larson, Retirement Planning Strategist for Wells Fargo Advisors. Here, he provides his top three ideas to consider when it comes to preparing for active, fulfilling retirement years.

1. Have a clear, focused plan.

During most of your working life, it's fine to plan based on realistic estimates of what your retirement might be like. "About five years before you retire, though, you should get very accurate and detailed with the assumptions about how you'll live and what you want to accomplish," Larson says.

Along with creating a detailed estimate of your costs in retirement, this is also the time to plan out what you want in this next chapter—and how you'll afford it.

"For some people, recognizing that you can retire is often more powerful than the act itself," Larson says. Which means that when you no longer need to work, you might choose to work anyway, for the sheer enjoyment—or choose to work at a job you're passionate about but have never had the freedom to try before. A side benefit: Continuing to work can help you delay using your retirement savings.

2. Let your finances inform your lifestyle changes.

Once you make the switch to retirement, you might also need to adjust the way you think about your money. In your working years, you save for retirement and focus on accumulating assets. In retirement, you take actions that help give you a reliable, sustainable cash flow and keep your spending and expenses in line with that cash flow.

It's crucial to develop a clear picture of your income potential before entering retirement. That income potential will drive the decisions you make about working and spending during retirement. "The answers will help you determine whether your



retirement vacations are to Paris, France, or Paris, Texas," says Larson.

3. Prepare for the psychological shift.

Larson often asks this question of clients who are considering retirement: "It's Tuesday at 9:45 in the morning, and you're retired. What are you doing?" The question is designed to spur thought. How will you restructure your life when your day is potentially filled with free time?

To help clients get ready for the shift, Larson often suggests that they consider easing into changes slowly—perhaps working reduced hours for the years leading to retirement or using vacation days to try out a retirement lifestyle. For some, this transition phase leads to new expectations around retirement—and new goals for their life in retirement.

Larson tells his clients that planning for retirement "isn't complicated but it is complex" due to the many inter-related components. For a fulfilling retirement, start planning those details early and carry out your plan deliberately. **FRA**

This article was written by/for Wells Fargo Advisors and provided courtesy of Carl M. Trevisan, Managing Director-Investments and Stephen M. Bearce, First Vice President-Investments in Alexandria, VA at 800-247-8602.

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