



# RETIREE NEWSLETTER

*“They Also Serve”*



## VICE ADMIRAL THOMAS H. COLLINS TO LEAD COAST GUARD

Vice Adm. Thomas H. Collins, a 1968 graduate of the U.S. Coast Guard Academy in New London who returned as an instructor in the humanities department from 1972 to 1976, will earn a fourth star and become the 22nd commandant of the Coast Guard this spring.

President Bush nominated Collins, 55, to the top uniformed job in the service this week. Collins is expected to easily win Senate confirmation and be installed at a change of command ceremony in Washington, D.C., on May 30. Adm. James M. Loy, who has served in the job since May 1998, will retire after the ceremony, which will cap a 42-year career.

“Tom Collins brings a combination of scholarly intelligence, practical experience at sea, and Washington policy expertise to

the critical job of commandant at a time when the Coast Guard is facing a host of new missions,” said Transportation Secretary Norman Y. Mineta.

Collins is an aggressive manager, and known as an innovator. He has stressed that the Coast Guard must move into the Information Age, which will likely be a factor in his decisions as he assumes the duties.

Flag officers and senior government executives in the Coast Guard will get a hint of what to expect in the week leading up to the change of command, when Collins will run a conference for the top leaders of the service. But the incoming commandant will not announce any changes until after formally assuming the job.

Collins served on the cutter USCGC VIGILANT upon graduation, and later commanded the patrol boat Cape Morgan, the Group Long Island Sound office in New Haven, and the 14th Coast Guard District in Hawaii. He has served in a number of assignments at Coast Guard headquarters, most recently as vice commandant.

During his career he also earned a master of arts degree from Wesleyan University and a master of business administration degree at the University of New Haven.

### MCPOCG Charles L. Calhoun

*20 April 1925 to  
24 February 2002*



## CHARLES L. CALHOUN, FIRST MCPOCG CROSSES THE BAR

By Admiral J. M. Loy, Commandant

The Coast Guard announced with regret the death of Master Chief Petty Officer of the Coast Guard Charles L. Calhoun on 24 February 2002 in Santa Rosa, California.

MCPOCG Calhoun became the first Master Chief Petty Officer of the Coast Guard in August 1969. He was selected as MCPOCG by ADM Willard J. Smith, serving as his senior enlisted advisor and later, as ADM Chester P. Benders advisor. He enlisted in the Coast Guard in September 1946. During his almost 30 year career, he served onboard six different cutters, accumulating over 14 years sea time. He served in positions as XPO and OinC on four of these cutters. MCPOCG Calhoun had also served in Vietnam. In addition, other assignments included two tours of recruiting duty and OinC of the Fifth District small boat safety team, Portsmouth, VA. MCPOCG had also previously served in the USN during WWII as a torpedoman.

As MCPOCG, he worked closely with his DOD counterparts, especially the first MCPON Delbert Black whose friendship he valued. Both served in their respective top senior enlisted positions during the challenging times of the Vietnam War. While serving as our first MCPOCG, he was responsible for developing the Command Master Chief program at the district level. Other accomplishments during his tour included expanding a career counseling program, realistic grooming standards, allowing civilian clothing onboard cutters for liberty wear,

## Calhoun Continued from page 1

and a more equitable rations policy for single members at shore units. In addition, he was instrumental in the development of our service dress uniform, as we know it today. He also provided input to develop our central assignment control system. Also during his tenure, he was responsible for improving and developing a lot of the Coast Guards "people" programs, which resulted in better communications and retention efforts within the enlisted community. While serving as MCPOCG, he made visits to Coast Guard personnel in Vietnam, as well as members serving in the European and Mediterranean sections.

He lived by the motto, "never give up." MCPOCG Calhoun's philosophy was, "you should have important goals in your life and make every effort possible to obtain those goals. Set your goals high. He believed an individual was capable of being the best in everything that he or she wanted to accomplish." Needless to say, MCPOCG Calhoun was also a great mentor, friend, and influence on MCPOCG Patton. Funeral services were held in Berlin, Maryland, on 16 March 2002.

## COAST GUARD WARNS IT CAN'T SUSTAIN HEIGHTENED SECURITY

WASHINGTON - The extraordinary security around U.S. ports since Sept. 11 - including armed escort boats for fuel tankers and boardings of suspect vessels on the high seas - "is not sustainable" on the Coast Guard's already-thin budget. The terrorism watch on the ports also comes at great expense to the Coast Guard's other duties, such as search-and-rescue missions, enforcement of fisheries law and efforts against drug smuggling, said Adm. James M. Loy.

Despite the diversion of a large fraction of Coast Guard resources to the antiterrorist efforts, Loy said there remain large potential gaps in maritime security that may take years to close. "I am not about to sit here today and remotely infer that we've got a handle on this, that the maritime component of this national security package is OK. It is not," Loy told a Senate panel. "Do we have adequate inventory" of cutters, boats, aircraft and other equipment? he asked rhetorically. "No we do not."

Heightened security is needed - at much higher cost - to ensure "that a multitiered, container-laden ship trying to get in (to the United States) doesn't have a surprise package," said Sen. John F. Kerry, D-Mass., chairman of the Commerce Committee's transportation subcommittee, which heard several hours of testimony on the topic.

Loy and other maritime security officials said the terrorist attacks on the World Trade Center and the Pentagon should awaken the nation to the fact that its ports are at least as open to sabotage and suicide missions as the airways proved to be.

Since Sept. 11, Loy explained, the Coast Guard has worked on a list of the 50 most sensitive ports - by population, by richness in attractive terrorist targets and other variables -

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and has scrambled from port to port to provide the maximum protection with its limited resources.

The Coast Guard's entire Atlantic fleet, including 28 large cutters, has been diverted from other duties to security assignments that can shift day to day as volatile cargoes come in and out of ports or other threats are seen. "Those are your demands" for special security precautions, said Vice Adm. Thad W. Allen, commander of the Atlantic fleet. "How do you divide them up?"

In the first days after the terrorist attacks, oil tanker shipments to Portland, Maine, were so sharply restricted for several days that supply in the port's tanks were within 16 hours of depletion - threatening a supply cutoff not just to local heating oil customers but also to much of Eastern Canada, which depends on a pipeline through Maine.

Kerry, whose home port of Boston has seen unprecedented delays lately in shipments to its LNG (liquefied natural gas) terminal, said he is "not scared today" about prospective attacks on such dangerous targets. "It's the long term that worries me," he said, because the Coast Guard "cannot possibly" continue its current high-security regime without more vessels, people and other resources.

Kerry said that, for starters, the Coast Guard needs "several hundred million dollars" added to the \$5.2-billion budget for next year that is headed for final action in Congress soon. He noted that the Coast Guard has needed emergency legislation in 7 of the past 10 years in order to make payroll or meet other expenses. "Most of the Coast Guard's ships were built more than 40 years ago,"

The Coast Guard has also worked closely with the Navy to secure the Hampton Roads, Va., area, which includes the world's largest fleet of warships at Norfolk, Va., plus much commercial traffic. Admiral Loy reeled off a series of steps that the Coast Guard has taken to ensure that it provides the best possible port security within its limited resources. For example, Loy said that the Coast Guard now insists on 96 hours' notice - rather than the customary 24 - of a ship's intent to come into a port, and delivery of its manifest of cargo, crew and passengers. "Any one of these freighters out there can become a rogue vessel of some kind, with ambitions for things that we don't want done," Loy said. "I want to know about the crew that's aboard that vessel, wherever it is heading ... I want to know that the third mate has a drug record."

### RETIREE NEWSLETTER

The RETIREE NEWSLETTER is a publication containing news of general interest, suggestions, and information to keep Coast Guard retirees and their dependents informed of recent developments. This publication shall not be considered authority and is non-record material. Comments and suggestions should be directed to the editor, Patrick Wills, care of:

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Customary Coast Guard jobs are getting short shrift so that port security can take priority. One-third of the entire Coast Guard reserve - or 2,700 - has been called up, with many on duty 12-hours-on-12-hours-off. Enforcement of the 200-mile fishing limit and other U.S. fisheries law is down to "close to zero," Patrols to intercept drug-smuggling efforts is at about 25 percent of customary levels. Efforts to prevent illegal immigration have also been cut back sharply, Loy said.

Kerry found irony in the reduced vigilance against the drug trade and illegal immigration - two enterprises that terrorists have successfully exploited. Concerns about the inadequacy of the Coast Guard budget, fleet and other resources - a longstanding complaint of officials from maritime states - have risen sharply since Sept. 11, even as the Coast Guard won praise for scrambling to raise the security net.



## LAST, 7 CYCLONE-CLASS PATROL VESSELS GO TO COAST GUARD

By Patricia Kime  
Navy Times Staff Writer

The seven remaining, Cyclone class patrol vessels operated by the Navy under the jurisdiction of Special Operations Command are being reassigned to support Coast Guard homeland-defense operations.

The ships, known as Patrol Coastal's (PC's), will join six that were transferred in November 2001 to the control of the Coast Guard.

The PCs, run by a Navy crew and designed to carry a nine-man SEAL Ram, have swapped the SEALs for Coast Guard law-enforcement personnel, and have been participating in port-security and homeland-defense operations in both the Atlantic and Pacific. On the East Coast, four PCs have performed operations from Boston to the Gulf of Mexico on the West Coast; two PCs have covered the shore area from Seattle to San Diego.

Of the new vessels, five will be assigned to East Coast operations and two to the West Coast. During operations and law-enforcement training exercises, the ships fall under the tactical jurisdiction of the Coast Guard and fly both Navy and Coast Guard ensigns. During maintenance periods or

routine training, they will remain under Navy command and be paid for with Navy funds, said Coast Guard spokesman Lt. Cmdr. Brendan McPherson. "This is, a win-win situation for the Coast Guard," McPherson said. "Not only does it add some very valuable home-security platforms to the Coast Guard, it will allow us in the long term to Free up some of our cutters. They will be able to return to their other functions, which include operations we also consider homeland-security missions like drug interdiction and migrant interdiction.

After Sept 11, the Coast Guard assigned more than 60 percent of its fleet to patrol the nations 95,000 miles of coastline and nearly 300 ports. The cash-strapped service, which eliminated a number of ships and aircraft in fiscal 2002 to cut costs, called up more than a third of its reserves, asked service members to work overtime and relied on relationships with the Navy, local law-enforcement and port authorities to meet increased maritime-security demands.

The PCs carry a variety of weapons, including two 25 mm Bushmaster guns, several machine guns, two grenade launchers and six Stinger missiles. They can reach speeds of up to 35 knots and have a shallow draft, making them useful for port operations or other missions close to shore. They cost \$3 million a year each to operate, and the Navy will continue paying operations and crew costs.

### EXCERPTS OF REMARKS BY PRESIDENT BUSH ON HOMELAND SECURITY

*Southern Maine Technical College, SOUTH PORTLAND, Maine (Jan. 26) - President Bush spoke after touring the Coast Guard cutter Tahoma.*

THE PRESIDENT: Thank you all very much for coming. It's nice to be back in — I guess my second home. I've got some things on my mind, and I want to share them with the good people of Maine. One thing the world is learning, something I already knew, we've got a fabulous military run by fine people. Admiral Loy, thank you for your leadership. I appreciate it.

First, I want to talk about the Coast Guard. Now, you probably think I've had a sweet spot in my heart for the Coast Guard because when I spend the night at 41's house down the coast ...I wake up and see the Cutter sitting out there. Well, that has some good reason why I support the Coast Guard so strong. But I saw how the Coast Guard has responded after 9/11 and I know how important the Coast Guard is for the safety and security and the well-being of our American citizens.

This is a fine group of people, who don't get nearly as much appreciation from the American people as they should. And I'm here today to say thanks, on behalf of all the citizens who appreciate the long hours you put in, the daring rescues you accomplish and the fine service you provide to our country. Oh, yes, we're on guard in America.

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**President Bush Continued from page 3**

But the Coast Guard has got more missions than that. Admiral Loy told me that right off the coast of my state, of Texas, the Coast Guard enacted one of the largest marijuana busts in history just the other day.

The Coast Guard chopper, the Coast Guard crew from Air Station Cape Cod — Coast Guardsmen who I had a chance to thank personally today — rescued five fishermen from a 74 foot fishing vessel called the Covered Wagon, that sank in heavy seas. Five human souls returned back to land because of the bravery of people who wear the Coast Guard uniform.

Such bravery is not an isolated event. After all, this story was repeated 4,000 times last year. The Coast Guard, the men and women who accomplish the mission, seized over 60 tons of cocaine last year. They responded to over 11,000 oil spills. They're working around the globe with the Department of Defense. Today, the Coast Guard is conducting maritime intercept operations in the Persian Gulf, and providing waterside security in Guantanamo Bay.

Earlier today, I had the pleasure of going on board the Tahoma, the Coast Guard vessel that was the command vessel on site in New York Harbor the day the enemy hit us. They stayed there for 40 days, on alert 24 hours a day, making sure that not only the traffic flowed smoothly, but the people were safe.

When it comes to securing our homeland, and helping people along the coast, the Coast Guard has got a vital and significant mission. And, therefore, the budget that I send to the United States Congress will have the largest increase in spending for the Coast Guard in our nation's history.

We must make sure that our Coast Guard has got a modern fleet of vessels. We must make sure that port security is as strong as possible. We must make sure there's additional operating money available for the extended missions of the Coast Guard. And we must make sure those who wear our uniforms are well paid.

I'll have other priorities in my budget. One of the biggest, of course, is to make sure the homeland is secure. You know, none of us ever dreamt that we'd have a two-front war to fight: one overseas and one at home. But we do. That's reality. And as a result, we must respond, and continue to respond, and stay on alert, and help defend America. The biggest chore I have, my biggest job, is to make sure our homeland is secure.

Every morning I go into the Oval Office, and what a thrill it is to walk into that grand office. And I sit at the desk that other Presidents have sat at, Roosevelt, Reagan. And I look at the — I look at a threat assessment. The enemy still wants to hit us. And, therefore, this nation must do everything in our power to prevent it.

There is nothing more important for me and the federal government to do everything within the Constitution of the United States — and I emphasize we will not let the terrorists tear down our Constitution we will do everything within the Constitution to protect the innocent Americans, the innocent



*President Bush salutes as he disembarks the CGC Tahoma after his tour Jan. 25. White House photo by Eric Draper.*

moms and dads, the people who yearn for freedom and normalcy in their life.

You know, when the enemy hit us, they must have not known what they were doing. I like to tell people, they must have been watching too much TV, because they didn't understand America. They were watching some of those shows, that one can get the wrong impression about how materialistic we might be, how selfish we might be as a people. But that's not the way we are. Not only are we patient and determined and resolute to defend values we love, starting with the value of freedom, this good nation understands that in order to fight evil, you do so with acts of kindness and goodness.

People say to me, what can I do, Mr. President, to help? And my answer is, if you want to fight evil, do something good in your neighborhood. If you want to fight evil, be a part of the goodness of the country, by loving a child who may have lost a parent, by walking across the street to a shut-in and say, somebody cares about you. If you want to be a part of the war against terror, go to your church or synagogue and mosque, and ask the question, how can we love a neighbor in need, and then feed somebody. If you want to be a part of the war on terror, help a teacher, get involved with your public education, mentor a child.

You see, the great strength of America is not only our military. The true strength of America is the million acts of kindness and decency and compassion that define the soul and character of our country on a daily basis.

No, when the enemy struck us, little did they realize that out of the terrible evil would come such good. Our job is not only to win the war overseas, our job is not only to protect the homeland, to make sure we can live peacefully; our job is to fight evil on a daily basis, by loving a neighbor just like you'd like to be loved yourself.

And that's what happening all across the country. And for those of you who do that, I want to thank you from the bottom of my heart. And I want to thank you from the bottom of my heart. And I want to thank you for giving me a chance to be the President of the greatest nation on the face of the earth.

God bless.

## NEW PHARMACY POLICY

This new policy affects all clinics **without** pharmacists, i.e., Honolulu, Ketchikan, Juneau, Sitka, San Pedro, Astoria, Humboldt Bay, North Bend, and Port Angeles.

**BACKGROUND:** Coast Guard pharmacies have filled prescriptions written by outside providers for all categories of eligible beneficiaries because in many locations there was no other low-cost alternative. Changes implemented as a result of NDAA 2001 provide two options:

- 1) National Mail Order Pharmacy (NMOP) with co-pays of \$3 for generic medications and \$9 for trade name for a 90-day supply; or
- 2) TRICARE retail network pharmacy with co-pays of \$3 for generic and \$9 for trade name for a 30-day supply. Active duty members have \$0 co-pay when using either option.

The civilian, military, and federal sector standard of care (with the exception of the Coast Guard) all require a licensed pharmacist provide oversight of pharmacy operations. Discontinuing filling prescriptions from outside providers will decrease the potential for medication errors, drug interactions, and help ensure quality health care for our beneficiaries. It also aligns our clinics with the recognized standard of care and complies with the Presidential Commission on Medication Errors.

Many clinics have been marketing the convenience of the NMOP and TRICARE network pharmacies for several months. Their proactive approach will make this transition even easier.

Questions...please call or email.

Jean Dominguez  
Chief, Health & Safety Division  
MLCPAC (k)  
phone: 510-437-3957

## PUGET SOUND GOLF ASSOCIATION GEARING UP

If you are new to the area or want to get involved with other golfers having fun on the local fairways it's time you joined the Puget Sound Golf Association. We are in the process of picking dates and lining up courses to play in the greater Puget Sound area.

Our first event is scheduled for 18 March at McChord AFB. The format and cost is still being determined but the date is a go. Dates for future events will be sent out as they get finalized.

The dues for this year are \$40, \$20 for Handicap and \$20 for association membership. You do not have to get your

handicap through the Golf Association but you do need to be a member of the Golf Association in order to get the benefits of the association, like reduced green fees and association prizes. If you chose to get your Handicap elsewhere the dues to the Association are \$20. The camaraderie is a side benefit that we are giving away free to those that love to play and lie about their golf games.

### Some clarifications for this year:

- If you want to get your handicap through the Puget Sound Golf Association we need your money by the end of Jan. We need a minimum number of members to keep our club affiliation as well as some time to ensure that everyone is registered in time to meet handicap cutoff dates.

- Get your dues and Handicap registration to CWO Duane Ridderman, LCDR Evan Watanabe, or CDR Joe Rodriguez at Pier 36, or LCDR Andy Connor or Lt Andy Clyburn at the Federal Building. Checks should be made payable to Puget Sound Golf Association.

Pass this on to others, retired as well, that you know that may be interested in joining the organization. Start practicing those putts!

If you want to get information directly from the association simply reply to this e-mail and I'll add you to the list. Future updates for general consumption will be in the MWR Newsletter.

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## VA WILL USE THREE-TIERED CO-PAYMENT SYSTEM FOR OUTPATIENT CARE

Veterans who now make co-payments for outpatient health care through the VA will have lower bills, and in some cases, no bills at all, under new rules. [Stars and Stripes](#) reports that the VA has set up a three-tiered co-payment system. The first tier will be for preventive-care visits and will cost veterans nothing; it includes flu shots, laboratory tests, certain radiology services, hepatitis C screenings and numerous other preventive services. The second tier is for primary-care outpatient visits and will require a \$15 co-payment. The final tier co-payment is \$50 and includes specialty outpatient care, such as outpatient surgery, audiology and optometry. Another VA regulation will increase the co-payment some veterans make for outpatient medications from \$2 to \$7 for each 30-day supply, with maximum annual out-of-pocket payment of \$840 for veterans in certain enrollment priorities. The VA is proposing no changes to hospital care co-payments.

## INDEFINITE REENLISTMENT POLICY

In 2001, the Commandant announced in his Stroke-of-the-Pen the Indefinite Reenlistment Program. It noted that all enlisted members with over 10 years of service are considered Career Coast Guardsmen and will re-enlist indefinitely. Members would be able to request voluntary separation at any time if they have met all service obligations.

The change provides that all active duty members, E-4 and above, with at least 10 years of active duty, who desire to continue on active duty, are required to reenlist for an indefinite period upon completion of any obligated service that takes them beyond their 10-year anniversary date. Enlisted members entering an indefinite reenlistment will have their expected active duty termination date set to reflect 30 years from their active duty base date. Members serving on indefinite reenlistments may request voluntary separation or retirement, provided they have met all service obligations incurred for advancement, permanent change of station orders, and advanced or specialized training or election of a career status bonus. Members must request separation no less than 6 months prior to the requested separation date.

For anyone who has ever tried to write and communicate effectively a policy change, you know that can be a very daunting task. What may seem very clear to those who develop policy, is all too often misinterpreted by those distant from the discussions and explanations during its development. Recent feedback from members, including a Career Intentions Survey, indicated some misunderstanding of the change and impact on the individual.

This change was a move to parallel the management of our enlisted workforce with the officer workforce. Its objective was to treat enlisted members, who have already made a substantial career commitment, as mature individuals and give them considerably more flexibility over their lives and careers. This is in keeping with Future Force 21 objectives and a policy change the US Army pioneered very effectively.

So the original impetus behind the indefinite reenlistment was to treat our enlisted members like the professionals they are — and upon which the Coast Guard is critically dependent to perform its missions. In essence, this is nothing more than an ‘open-ended contract,’ and should have great value to both the member (considerably more control over their career choices) and the Coast Guard (improves the ‘employment environment’ and significantly cuts down on the administrative reenlistment paperwork burden!). There is absolutely nothing requiring enlisted members to commit to a 20-year, 30-year or any length career for that matter!

The policy of just a six month advanced notification for career separation/retirement dates should provide more flexibility for the member and family than trying to anticipate a separation or retirement date years ahead at the time of reenlistment/extension. Situations do change with time and our people today indicate they desire more ‘control’ over their careers.

## “MARK YOUR CALENDARS” FOR THE 2002 COAST GUARD PICNIC.

This year’s picnic will be held on **SATURDAY 10 AUGUST 2002** at North Fort Lewis Shoreline Park on American Lake. Mr. Rick Hester, ISC Seattle MWR Supervisor, is the point of contact and can be reached at (206) 217-6357.

We’ll provide additional picnic details (cost, events, time, etc) in the July Retiree Newsletter as they are developed.

## NEW RAPIDS/DEERS ID CARDS POV DECALS WEEKEND ISSUING HOURS

Effective October 2001, ISC Seattle (PERSRU) changed their weekend issuing hours for Rapids/DEERS ID Cards and POV Decals. The new hours are from 0800 - 1130 and from 1230 - 1500 on the 1st and 3rd weekends of the month. If a holiday falls on a Monday or Friday of the 1st or 3rd weekend, then the office will be closed and open the following weekend. Please see the following weekend dates below that we will be open for FY02.

### NEW WEEKEND ID CARDS & POV DECALS ISSUING HOURS (0800 - 1130 / 1230 - 1500)

5 - 6 January 2002	6 - 7 April 2002	13 - 14 July 2002
26 - 27 January 2002	20 - 21 April 2002	20 - 21 July 2002
2 - 3 February 2002	4 - 5 May 2002	3 - 4 August 2002
23 - 24 February 2002	18 - 19 May 2002	17 - 18 August 2002
2 - 3 March 2002	1 - 2 June 2002	7 - 8 September 2002
16 - 17 March 2002	15 - 16 June 2002	21 - 22 September 2002

## “THE SOLUTION”

Does the First Amendment give us the right to desecrate the American flag?

Or is the flag a sacred symbol of our nation, deserving protection by law?

Tough call?

For those who want to light Glory on fire, stomp all over it, or spit on it to make some sort of ‘statement,’ I say let them do it. But under one condition: they **MUST** get permission from three sponsors.



First, you need permission of a war veteran...Perhaps a Marine who fought at Iwo Jima? The American flag was raised over Mount Surabachi upon the bodies of thousands of dead buddies. Each night spent on Iwo Jima meant half of everyone you knew would be dead tomorrow, a coin flip away

from a bloody end upon a patch of sand your mother couldn't find on a map.

Or maybe ask a Vietnam vet who spent years tortured in a small, filthy cell unfit for a dog. Or a Korean War soldier who helped rescue half a nation from Communism, or a Desert Storm warrior who repulsed a bloody dictator from raping and pillaging an innocent country. That flag represented your mother and father, your sister and brother, your friends, neighbors, and everyone at home. I wonder what they would say if someone asked them permission to burn the American flag?

Second, you need a signature from an immigrant. Their brothers and sisters may still languish in their native land, often under tyranny, poverty and misery. Or maybe they died on the way here, never to touch our shores. Some have seen friends and family get tortured and murdered by their own government for daring to do things we take for granted every day. For those who risked everything simply for the chance to become an American, what kind of feelings do they have for the flag when they Pledge Allegiance the first time? Go to a naturalization ceremony and see for yourself, the tears of pride, the thanks, the love and respect of this nation, as they finally embrace the American flag as their own. Ask one of them if it would be OK to burn the flag or spit on it.

Third, you should get the signature of a mother. Not just any mother. You need a mother of someone who gave their life for America. It doesn't even have to be from a war. It could be a cop. Or a fireman. Maybe a Secret Service or NSA agent. Then again, it could be a common foot soldier as well. When that son or daughter is laid to rest, their family is given one gift by the American people; an American flag. Go on. I dare you! Ask that mother if you can spit on her flag. Away from family, away from the precious shores of home, in the face of overwhelming odds and often in the face of death, the American flag inspires those who believe in the American dream, the American promise, the American vision...

Americans who don't appreciate the flag don't appreciate this nation. And those who appreciate this nation appreciate the American flag. So if you want to desecrate the American flag, before you spit on it or before you burn it, I have a simple request. Just ask permission. Not from the Constitution. Not from some obscure law. Not from the politicians or the pundits. Instead, ask those who have defended our nation so that we may be free today. Ask those who struggled to reach our shores so that they may join us in the American dream. And ask those who clutch a flag in place of their sacrificed sons and daughters, given to this nation so that others may be free. For we cannot ask permission from those who died wishing they could, just once...or once again...see, touch or kiss the flag that stands for our nation, the United States of America...the greatest nation on earth.

Go ahead. Ask. I dare you!

Author: Unknown

## There's no Cold War Medal for Legal Wear on Uniform

By Staff Sgt. Marcia Triggs, USA  
Special to the American Forces Press Service

WASHINGTON, Jan. 31, 2002 — The Department of Defense will not be creating a Cold War Service medal, and commemorative medals being sold by private vendors are not authorized for wear on military uniforms, defense officials said.

"After careful consideration, it was decided not to create a medal," said Brad Loo, deputy director of Officer and Enlisted Management Personnel for the Office of the Secretary of Defense. "Throughout the Cold War years, commanders used a full spectrum of individual, unit and service awards to recognize the achievements and sacrifices of service members," he said. Former Secretary of Defense William Cohen approved a Cold War Recognition Certificate in 1999, and the Army, as executive agent, has been responsible for issuing them to any eligible applicant.

The certificate recognizes all service members and federal employees who faithfully served in the U.S. military during the Cold War era, Loo added. For certificate purposes, that era is the end of World War II, Sept. 2, 1945, to the collapse of the Soviet Union, Dec. 26, 1991.

Last year, someone began sending e-mail to people informing them of the approval of a Cold War medal, as shown in an attached picture, said Arlette King, chief of policy for the Army Award Branch. "We've tried to correct the issue by putting out messages on our Web site stating that there is not an authorized medal," King said. Several different designs of medals are offered on the Internet — and even at military clothing sales stores. "This is America. Anyone can purchase the commemorative medal from private vendors, just not wear it on his or her uniform."

It's illegal to wear unauthorized medals on a military uniform, said Master Sgt. Kittie Messman, uniform policy noncommissioned officer for the Office of the Army Deputy Chief of Staff for Personnel. Messman cited Title 18, Section 704, "Military Medal or Decorations": "Whoever knowingly wears a medal not authorized by Congress ... shall be fined or imprisoned not more than six months or both."

The only official site to apply for a Cold War Recognition Certificate is the Army's at [coldwar.army.mil/](http://coldwar.army.mil/). Any other sites offering certificates, replicas or other commemoratives for sale are neither official nor endorsed by DoD or the services.

### Coast Guard Retiree Council Northwest Officers e-mail:

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**Would you like to receive the Coast Guard Retiree Council Northwest Newsletter by e-mail instead of through the postal service?**

Through the e-mail we would forward to you a PDF format copy of this newsletter that will arrive earlier than the printed form. It will also have most of the pictures included in the newsletter displayed in color versus the black and white that comes from the "hard copy" version. Most importantly, if you elect to receive the copy by e-mail, we can save the printing and mailing costs needed to produce and distribute your copy thus making more funds available to the council for other important projects.

What do you have to do to get the newsletter via the e-mail? The fastest and cheapest approach is to simply send Ev Black an e-mail message at [evblack@attbi.com](mailto:evblack@attbi.com) and let him know your wishes. Be sure to include your full name and mailing address so he can mark the membership roster correctly.

The old reliable way of mailing still works too. Simply tear off this page from the newsletter that contains your correct mailing address and mail it to the Council address shown below. Please sign the below statement to indicate your wishes and Ev will mark the membership roster accordingly.

Either way, thank you for your interest and support of the Retiree Council.

*I wish to receive this newsletter by e-mail in the future.*

\_\_\_\_\_  
*Signature*

*My e-mail address is:* \_\_\_\_\_

*The Olympic Torch makes its way across the 17th Coast Guard District under the watchful eye of a 47' MLB*



**Coast Guard Retiree Council Northwest Newsletter**  
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