



# RETIREE NEWSLETTER

*“They Also Serve”*



## USCGC Healy reaches North Pole

The U. S. Coast Guard Cutter Healy, the nation’s largest and most technologically advanced icebreaker, commanded by Captain Dave Visneski, became the second U.S. surface ship to reach the North Pole, and the first to reach the pole unassisted. Thursday, September 6, 2001 at 1012 Greenwich Mean Time, Healy arrived at position 90°00.0’ North Latitude.

Healy was deployed on Arctic East Summer 2001 at the time. The ship arrived at the North Pole as part of a joint international scientific endeavor to explore the Gakkel Ridge Basin and Lomonosov Ridge. As part of this scientific mission, Healy escorted the German R/V Polarstern, as detailed seismic surveys of the mid-oceanic ridge were conducted. During the escort operations, Healy broke open channels in the ice so that the Polarstern could follow, towing their seismic array. Scientists on Healy recovered volcanic rocks from the Gakkel Ridge while also developing a detailed map of the ridge’s topographical features. Thermal vents were discovered while various organisms were also been recovered.

The Coast Guard icebreaker Polar Sea arrived at the North Pole in the summer of 1994 as part of a joint mission involving icebreakers from three separate countries. Healy’s arrival at the North Pole came during the ship’s maiden scientific voyage, and begins to establish its reputation as the nation’s premier polar research vessel.

“It’s been great working with the crew of Healy. This cruise marks the beginning of a new era in Arctic marine research for U.S. Scientists” said Dr. Peter Michael of The University of Tulsa. Dr. Michael was the chief scientist aboard Healy for the Arctic Mid-Ocean Ridge Expedition (AMORE).

Healy’s next port of call will be Tromso, Norway from October 3rd to October 7th. While in Tromso, Healy will embark a new science team, and return to the Arctic for an additional 30-day science mission. The ship will return to its homeport of Seattle, Washington on December 21<sup>st</sup>, where it will begin preparations for a six month deployment in the western Arctic Ocean during the spring and summer of 2002.

## FROM THE CHAIR

### What Can I Do to Help?

I can think of little we retirees can do during this trying time for our beloved nation beyond prayer and a sincere and open display of our patriotism and determination not to be cowed by our attackers.

On a more practical and tangible approach; we can assume that our Coast Guard brothers and sisters, who are currently on active duty, are going to be stressed even more than they have been by increased responsibilities. Some may be called upon to provide additional security to Coast Guard and other facilities or to supplement crews on deploying cutters. This may, at least initially,



Pentagon 9/12/2001

require our Coasties at shore stations to do these things out of hide. I would suggest those retirees who feel they still have the skills and knowledge to do so, offer their services to local commands on a volunteer basis.

It could be as simple as handling telephone calls, beefing up security staffs or providing clerical help. Even if the commands do not need them, when approached, they could leave their names, addresses, phone numbers and areas of proficiency in case of later need.

Al Manning

## Retiree Call Up Requests

Although there has not been an official notification for requesting retirees, we have received a significant number of requests from retirees seeking information or willingness to volunteer to be recalled to active duty, should the need for additional personnel be required. If you know of a retiree who may be interested, please have the member send the following information:

- Name
- Rank/Rate
- Retirement Date
- Special skills & qualifications (both in and out of the CG)
- Contact information (address, phone number(s) and email address either via email to:

[MCPOCG@comdt.uscg.mil](mailto:MCPOCG@comdt.uscg.mil), or by letter to the below address:

Commander (epm)  
 ATTN: Retiree Call up Request  
 U. S. Coast Guard Personnel Command  
 2100 Second St. SW  
 Washington, DC 20593-0001

Washington is compiling a list, and if the need arises, will contact the available members. This in no way offers an assurance or guarantee that every request will be approved, as there are no immediate plans at this time on recall of retirees at this time. The intent here is to develop a possible contingency plan to include known retired members who are willing to return. At this time, there is no specific criteria or additional information available.

## Security Changes in Districts

Due to recent events, Coast Guard offices throughout the district have changed their security posture. Do not be alarmed to see armed security personnel on the stations. You can expect a 100% ID card check and inspection of your vehicle. Limited staff availability has caused cut backs on some of our administrative assistance. ID cards will not be issued unless they expire within two weeks. If you are experiencing difficulties with TRICARE in reference to DEERS accuracy, contact DEERS at 1-800-538-9552. Issuance of vehicle stickers has been suspended indefinitely. In the future there may need to be further changes on functions such as Medical, Exchange, and Administration.

Please call the unit you plan on visiting before you drive over if you have any questions. Vehicles without vehicle stickers normally will not be allowed on base. We apologize for any inconvenience and we appreciate your understanding during this time.

## Coast Guard Here Is Clearly On Wartime Footing Now

Excerpts from Seattle Post-Intelligencer 9/27/01

Asked yesterday about heightened security along Puget Sound since the terrorist attacks of Sept. 11 and how the 17 Coast Guard vessels patrolling the shoreline are armed, a Coast Guard officer said: "It is not appropriate to talk about (the boats') capabilities." However, he admitted things have changed. "There is definitely a difference in our operations now." Some 30 yards out on the water a 41-foot Coast Guard boat cruised slowly, its crew members carried sidearms, including one with a M-16 automatic rifle strapped to his shoulder. The language coming from the Coast Guard these days — "heightened security posture" and "protecting our assets" — gives one the feeling that this federal agency, is on a wartime footing. Despite a mobilization of the nation's military since the deadly hijackings and attacks on New York and Washington, D.C., war has not been officially declared on the elusive terrorists believed responsible for thousands of deaths.

As of September, the Coast Guard had called up about 200 reservists from the Puget Sound area to bolster a regional Coast Guard Incident Command of another 200 full-time personnel. Their job: handling security duties from southern Puget Sound through the Strait of Juan de Fuca south along the state's Pacific coastline to the Queets River. "Some of the missions we are doing are very sensitive in nature and contain information not appropriate for the general public—with regard to protecting homeland and homeland security,"

While the USCG is evasive about what other types of boats are patrolling and specifically where, they left no doubt that Puget Sound military installations are high on the list. These include the Everett Naval Station, the Puget Sound Naval Shipyard at Bremerton, the Bangor Submarine Base and Whidbey Island Naval Air Station. Large commercial vessels are "assessed" before entering Puget Sound to determine whether they should be boarded. "We have always done safety-type vessel checks, but now we have just added an additional security measure." Another job is monitoring security at ports, such as Seattle, as well as on state ferries and at terminals. The State Patrol also has added personnel to protecting the state ferry fleet and its passengers and crew — one of the patrol's normal jobs. "We're making sure (the public) sees a State Patrol presence on docks and on vessels," said Patrol Lt. Steve McCulley.

### 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:

COAST GUARD RETIREE COUNCIL NORTHWEST  
 USCG Integrated Support Command  
 Worklife (Retiree Council)  
 1519 Alaskan Way South, Bldg. 1  
 Seattle, Washington 98134

## Nation's Oldest Buoy Tender Leaving Service

The United States' oldest buoy tender will be decommissioned in October in Astoria, Ore, after more than 50 years of service. USCGC COWSLIP (WLB 277), commissioned Oct. 17, 1942, was the oldest vessel still servicing the Nation's maritime aids to navigation, as well as one of the oldest commissioned ships in U.S. service. It will be delivered to San Pedro, Calif., in October for possible transfer to another country. Originally scheduled to be decommissioned 27 September, COWSLIP's departure was postponed approximately 30 days due to the heightened port security needs of the nation.

This decommissioning is part of a larger plan to generate savings in the Coast Guard's fiscal year 2002 budget that will best position the Coast Guard to better sustain the fleet that remains to meet present and future threats. COWSLIP represents only one of several aging assets that are being retired from the service. This decommissioning has only been accelerated, COWSLIP was previously scheduled for decommission in January 2003 and replacement with USCGC FIR (WLB 213) during summer 2003.

FIR is part of a new class of 225-foot seagoing buoy tenders – FIR will be a "B" Class – being built for the Coast Guard that include state-of-the-art electronic suites, automated systems, and living arrangements for the optimally sized crew. These ships are being built at Marinette Marine Shipyards in Marinette, Wis. A total of 16 ships are planned and seven have been delivered to date.

Most of COWSLIP's crew will reassigned to Coast Guard units around the Astoria area and will receive orders over the next six to eight months to depart summer 2002 for new tours of duty. Several others have already received their orders to depart after the decommissioning for their new tours of duty.

COWSLIP maintained more than 160 buoys along the Oregon and Washington coasts. COWSLIP was responsible for buoys located in: the Columbia River; Coos Bay, Ore.; Newport, Ore.; and Grays Harbor, Wash.

COWSLIP was built at the Marine Iron & Shipbuilding Corporation in Duluth, Minn. The ship's keel was laid Sep. 16, 1941, prior to the attack on Pearl Harbor, Hawaii. She was launched Apr. 11, 1942, and commissioned, Oct. 17 1942. The ship is an "A" Class, 180-foot seagoing buoy tender that originally cost about \$950,000 to build. It has a displacement of roughly 950 tons and is 180-feet long, 37-feet wide, 80-feet tall (including the mast), and draws about 13-feet of water. COWSLIP has a diesel-electric drive system that turns one propeller for a maximum of about 12.5 knots. The design was initiated by the United States Lighthouse Service, which had responsibility for maintaining aids to navigation, prior to its absorption into the Coast Guard in 1939. The Coast Guard built 37 180-foot buoy tenders during the early 1940s.

COWSLIP had several homeports. These include: Boston, Mass., 1942 to 1944; Portland, Maine, 1944 to 1973; Governor's Island, N.Y., 1981 to 1983; Portsmouth, Va., 1984 to 1995; and Astoria, Ore., 1995 to 2001. Originally decommissioned in March 1973, COWSLIP was later sold in 1977. The Coast Guard repurchased COWSLIP in January 1981 following the tragic loss of USCGC BLACKTHORN (WLB 391) and 23 of 50 of BLACKTHORN's crewmembers on Jan. 28, 1980, after it collided with the tanker CAPRICORN and sank in Tamp Bay. COWSLIP was re-commissioned in November 1981.

COWSLIP received an \$8.9 million renovation at the Coast Guard Yard in Curtis Bay, Md. between 1983 and 1984. Better known as the Service Life Extension Program, the ship received a complete overhaul that included all new equipment, reconstruction of the ship's interior spaces, and redesign of the weight handling system.

Several buoy tenders that worked along the Oregon and Washington coasts and called Astoria home preceded COWSLIP. These ships include USCGC CACTUS (WLB 270), USCGC TUPELO (WLB 303), and USCGC IRIS (WLB 395). COWSLIP was also one of the few ships still in U.S. service that was authorized to display World War II service ribbons. The awards are the American Defense Service Medal and the World War II Victory Medal for antisubmarine warfare, aids to navigation, ice breaking, and search and rescue activities along the New England coast from 1942 to 1945.

## New Hearing Aid Program For Retirees

The Department of Defense has initiated a new program called the Retiree-At-Cost Hearing Aid Program (RACHAP), which is available at some military treatment facilities (MTF). The Hanscom Air Force Retiree Newsletter reports that retirees can purchase a hearing aid at government cost under the program, possibly saving 300 percent over a commercial purchase. The MTF must have an audiologist on staff to perform the examination and prescribe the appropriate device. Retirees should call their nearest MTF to determine where the nearest participating MTF is located.



## Uniformed Services Family Health Plan

Eligible uniformed services retirees and their families may enroll in the Uniformed Services Family Health Plan (USFHP), a TRICARE Prime Designated Provider, at any time during the year. Previously, retired military beneficiaries were only allowed to enroll in the popular military health plan during a one-month enrollment period each year. Family members of active duty military have always been able to enroll in USFHP at any time. The USFHP is a Department of Defense-sponsored health plan available to families of active duty military, retirees and their eligible family members, including those age 65 and over. The plan provides TRICARE Prime health care through networks of community-based civilian hospitals and physicians in seven areas of the country:

**\* JOHNS HOPKINS COMMUNITY PHYSICIANS**

*Serving central Maryland and parts of Pennsylvania, Virginia and West Virginia*

**\* MARTIN'S POINT HEALTH CARE**

*Serving Maine and southern New Hampshire*

**\* BRIGHTON MARINE HEALTH CENTER**

*Serving eastern Massachusetts, including Cape Cod, and Rhode Island*

**\* SAINT VINCENT CATHOLIC MEDICAL CENTERS OF NEW YORK**

*Serving parts of New York, all of New Jersey and southern Connecticut*

**\* FAIRVIEW HOSPITAL/CLEVELAND CLINIC HEALTH SYSTEM**

*Serving northeast Ohio*

**\* CHRISTUS HEALTH**

*Serving southeast Texas and southwest Louisiana*

**\* PACMED CLINICS**

*Serving the Puget Sound area of Washington State*



For more information about the DoD-sponsored USFHP health care program, call 1-888-25-USFHP or visit the USFHP Web site at <http://www.usfhp.org>.



## Diabetes Mellitus (Type II) Now A Presumptive Condition for In-Country Vietnam Veterans

Diabetes mellitus (Type II, adult onset) has been added as a presumptive condition for in-country Vietnam veterans. In-country service in Vietnam presumes exposure to the herbicide Agent Orange if the veteran meets the criteria outlined in 38 CFR §3.313 regarding dates of service and the condition being claimed is one listed in 38 CFR §3.307 (6)iii.

*What veterans are affected by this added presumptive condition?*

Honorably discharged veterans who served in the Republic of Vietnam during the period January 9, 1962 through May 7, 1975 and have "adult onset diabetes mellitus". You must have physically served or visited in the Republic of Vietnam, including service in the waters offshore if the conditions of service involved duty or visitation in Vietnam. This means the ship must have come to port in the RPV and you disembarked. This does not include veteran's who served in the Republic of Vietnam during the period February 28, 1961, to January 9, 1962.

*What does presumptive condition mean?*

Normally, the claimant must show proof of relationship between service and the condition being claimed. Under presumption of service connection, VA presumes the relationship, if the condition was diagnosed within the time period specified in 38 CFR §3.307(6)ii and the condition is recognized by 38 CFR §3.309 (e).

*Can I be treated for my diabetes without applying for service connection?*

Yes. You can be treated at any VA Medical Center. You will however, need to show evidence of military service in Vietnam. Usually, a DD Form 214 will serve as proof of service in the Republic of Vietnam.

*How can I apply?*

We would encourage any veteran with in-country Vietnam service and diagnosed diabetes mellitus to contact his or her local VA office for information and assistance on applying for benefits. Or you may apply on-line.

*Where can I get more information about the relationship between diabetes mellitus and possible exposure to Agent Orange?*

Additional information can be found at the Veterans Health Administration web site which is at [www.va.gov](http://www.va.gov) and the National Academy of Sciences Study on Herbicide/Dioxin Exposure and Type 2 Diabetes can be found at the NAS web site at [www.nap.edu/html/diabetes](http://www.nap.edu/html/diabetes).

## TRICARE Senior Prime To End December 31, 2001

With direction from the Fiscal Year 2001 National Defense Authorization Act, the Department of Defense will eliminate the TRICARE Senior Prime program on December 31, 2001 and implement TRICARE for Life as a replacement program. TRICARE Senior Prime enrollment applications received by August 31, 2001 will be accepted for an effective date of September 1, 2001. These enrollees may remain enrolled until December 31, 2001. Enrollees in TRICARE Prime who turn 65 and become entitled to both Medicare and TRICARE and are assigned to an MTF primary care provider, may have priority for TRICARE Plus if capacity exists. Enrollment applications for TRICARE Senior Prime received between September 01, 2001 and December 31, 2001 will be returned. Current enrollees may remain enrolled until December 31, 2001 and will receive a letter that describes their rights and health care options for 2002. Current TRICARE Senior Prime enrollees may continue to utilize the military health care system through the TRICARE for Life program. Information on TRICARE for Life will be mailed in August to age 65 and over Military Health System beneficiaries who are registered in the Defense Enrollment Eligibility Reporting System (DEERS).

### Health Care Toll-free numbers, web sites

The following are National toll free numbers and web sites:

Senior Pharmacy Program 1.877.DOD.MEDS (1.877.363.6337) <http://www.tricare.osd.mil/pharmacy/newsenior.htm>

TRICARE For Life 1.888.DOD.LIFE (1.888.363.5433) <http://www.tricare.osd.mil/tfl/>

TRICARE Prime Remote (TPR) (active duty and family members) 1.888.DOD.CARE (1.888.363.2273) <http://www.tricare.osd.mil/remote/>

TRICARE Retiree Dental Plan - Deltal Dental 1.888.838.8737 <http://www.tricare.osd.mil/tricare/beneficiary/supprog.html>

TRICARE Dental Program (TDP) - United Concordia 1.800.866.8499 <http://www.tricare.osd.mil/tricare/beneficiary/supprog.html>

National Mail Order Pharmacy - Merck Medc 1.800.903.4680 [http://www.tricare.osd.mil/pharmacy/mail\\_order.htm](http://www.tricare.osd.mil/pharmacy/mail_order.htm)

Defense Enrollment Eligibility Reporting Systems (DEERS) 1.800.538.9552 <https://www.dmdc.osd.mil/swg/owa/webguard.login?appl=9012&rule=02>

MEDICARE 1-800-MEDICARE (1-800-633-4227) <http://www.medicare.gov/>

[www.medicare.gov/](http://www.medicare.gov/)

TRICARE Regional Toll Free Numbers and Web Sites  
If you don't know your region number, check the regional TRICAP map at <http://www.tricare.osd.mil/regionalinfo/default.cfm>

Northwest (11) 1.800.404.2042 <http://www.tricare.osd.mil/regionalinfo/list.cfm?RegionID=11>

TRICARE Pacific Alaska and Hawaii <http://www.tricare.osd.mil/regionalinfo/list.cfm?RegionID=12>  
WESTPAC <http://www.tricare.osd.mil/regionalinfo/list.cfm?RegionID=15> 1.800.242.6788 1.888.777.8343

Other TRICARE and TRICARE related numbers are available online at <http://www.tricare.osd.mil/tricare/phonenumbers.html>

TRICARE related questions may be sent via E-mail [tTRICARE\\_Help@amedd.army.mil](mailto:tTRICARE_Help@amedd.army.mil) and/or [questions@tma.osd.mil](mailto:questions@tma.osd.mil)

## It's your money! Beware of fake charities

When earthquakes and hurricanes make headlines, you can bet that scam artists all over America take note. A tragedy is a tried and true way for unscrupulous opportunists to solicit money for fake charities.

The scam artists may fly into high gear with phone calls and mailings designed to collect money from sympathetic individuals. Their approaches could be creative and persuasive. An emotional testimonial about earthquake or hurricane victims would move many of us to offer cash donations. According to the Council on Aging, fake relief workers are likely to target older Americans hoping to capitalize on the compassion of those who grew up in the Depression.

It's important for consumers to carefully screen charity solicitations. The scam artists undermine the many legitimate relief organizations that struggle to fund their operations. The federal government recognizes more than 500,000 charities seeking contributions. These groups raise \$143 billion a year. Fake charities have plenty of room to hide.

Raise a red flag when a charity request is unsolicited or comes from an unfamiliar organization. If you're still interested, investigate further. The Federal Trade Commission offers tips for learning whether a telephone solicitor is legitimate:

Ask for identifying information in writing. A legitimate charity will provide its name, address, telephone number and details about how it will use your contribution.

Ask for details. Many states require paid fund-raisers to identify themselves as such and to name the charity for which

**Continued on page 6**

**Coast Guard Retiree Council Northwest RETIREE NEWSLETTER**

### **Charities Continued from page 5**

they are working. If the telephone solicitor refuses to provide this information, hang up and call local authorities.

Watch for similar-sounding names. Fake charities may use names that sound similar to well-known, legitimate charities.

Call a familiar charity. An unscrupulous solicitor may claim he's raising money on behalf of a legitimate charity. Verify this before giving away money.

Watch for tax terms. An organization may use meaningless tax lingo to make you think it's a charity.

Report any suspicious solicitations to local authorities or by mail to the Federal Trade Commission, Consumer Response Center, 600 Pennsylvania Ave. NW, Washington, D.C. 20580.

Anyone who's tried to raise money for charity knows how tough it is. The demands always seem to exceed the available dollars. By keeping an eye out for fake fund-raisers, we can short-circuit the greedy and protect the needy.

## **CG Security Tight in Ports Throughout Nation**

PORTSMOUTH, Va. – Ships from the aircraft carrier Theodore Roosevelt battle group got underway escorted to sea by Hampton Roads Coast Guard cutters and boats. Farther north, Coast Guard activity in the New York City area intensified even further, with 12 cutters still plying the harbor. More than 400 reservists, including 119 port security specialists, have been recalled to assist with the security, rescue and recovery operations in an operation now known as Operation Guarding Liberty.

Among the missions was providing waterborne security for a Congressional delegation that visited workers at the World Trade Center site (the largest such delegation ever to visit a single state). Much of the increased activity has been concentrated in the northeast, where approximately 1,600 active duty, reserve and civilian Coast Guard men and women are securing the port and supporting FEMA and New York City officials with rescue efforts.

One example of the stepped-up tempo comes from the galley, or cafeteria, at Coast Guard Activities New York. It now serves 1,700 meals every day – up from the normal 300. And in Boston, the 110-foot cutter Jefferson Island and the 270-foot cutter Spencer are joined in regular patrols by reserve Port Security Unit 307 from St. Petersburg, Fla. At the same time, normal Coast Guard operations in the area – search-and-rescue, law enforcement, and fisheries enforcement – continued as usual.

Elsewhere in the country, Coast Guard members have also been dealing with tighter security, in addition to their normal missions. A total of about 1,800 Coast Guard reservists have been recalled nationwide.

In the Great Lakes region, the Coast Guard is patrolling areas along the shores of the lakes and has recalled 101 of 741 reservists in the area to help with the increased load. In cooperation with Canadian authorities, Coast Guard personnel are boarding foreign-flagged ships at Montreal, Quebec, then conducting checks of manifests and crew lists as the ships get underway. Coast Guard helicopters also are increasing security in Chicago, Ill., and Buffalo, N.Y. Delays have been minimal, and traffic in the St. Lawrence Seaway is described as light.

In the Gulf of Mexico and the Midwest, Coast Guard units have also stepped up security, with the Captain of the Port in Houston and Galveston establishing safety zones around liquefied gas ships and cruise ships transiting the area. Watercraft less than 50 feet in length are barred from entering a 500-yard zone surrounding such ships; the Coast Guard also has established 100-yard safety zones around moored cruise ships.

A security zone is also in place for the Louisiana Offshore Oil Port (LOOP) and surrounding areas including Morgan City, Grand Isle, Freshwater City, and areas of the lower Mississippi River. So far, 672 reservists have been called up to help with operations in the Gulf of Mexico and the navigable rivers of the nation's heartland.

In Florida and the southeast, the Coast Guard has undertaken similarly stepped-up operations. Approximately 400 reservists have been recalled to beef up staffing in the area at small boat stations and marine safety offices. Among the recalled reservists are members of the St. Petersburg-based



port security unit, which has been patrolling Boston harbor since Friday.

The Coast Guard Auxiliary, the service's volunteer branch, also is being asked to volunteer more of their time to augment small boat station search and rescue crews.

Coast Guard waterborne patrols have been significantly increased in the past weeks and additional port security measures have been put in place by the respective Coast Guard Captain of the Ports in every major port and waterway throughout the Great Lakes, East Coast, Pacific Coast, Gulf Coast and along the navigable inland rivers and waterways throughout the country.



*On Patrol in New York Harbor after World Trade Center Attack*

## Travel wisely Space A flights continue

*by Cynthia Bauer Air Mobility Command Public Affairs*

SCOTT AIR FORCE BASE, Ill. (AFPN) — Air Mobility Command is still operating passenger flights for military and other eligible travelers. There are fewer flights and a few changes that passengers need to remember when they are planning to use military aircraft or contract aircraft for either official or space-available travel.

“AMC-operated missions are now under tighter security restrictions because of the recent terrorist attacks,” said Cindy Rothenbach, a traffic management specialist with the passenger policy branch at AMC. “Because of the need for heightened security at our passenger terminals, we now have enhanced passenger processing measures.”

Under the new procedures, all passengers must present two forms of identification when checking in for a flight. One of those IDs must have a passenger photo. Any sharp-edged objects, regardless of length, must be placed in checked

baggage where they will be inaccessible to the passenger.

“All hand-carried items are subject to 100-percent inspection,” said Rothenbach. Checked bags will also be randomly inspected for all AMC missions.

Rothenbach said that passengers may experience a slowdown in processing and recommends official and space-A passengers call the appropriate AMC terminal for flight status. Travelers may need to show up at passenger terminals up to three hours prior to takeoff.

“Passengers leaving on space-A flights from military terminals should also be aware of current force protection conditions which may cause delays in accessing military installations,” she said.

Rothenbach said that there have been no reductions on Patriot Express flights to the Atlantic or Pacific theaters from AMC gateways at commercial terminals. But travelers need to understand there are additional precautions at those airports, and they should plan their arrival time accordingly.

A consideration for space-A travelers is that for the foreseeable future, there will be fewer flights and fewer seats available.

“Since AMC-owned aircraft are being called into service to support higher-priority missions, space-A seating may be harder to get,” Rothenbach said. “But space-A is still available, and travelers should check with the nearest passenger terminal for the latest information.”

*I am well aware of the toil and blood and treasure it will cost us to maintain this declaration, and support and defend these states. Yet through all the gloom I see the rays of ravishing light and glory. I can see that the end is worth all the means..*

John Adams, July 2, 1776



*USCGC Tahoma running VTS service in NYC after attack on the World Trade Center*

# Retiree Council Members

## CO-CHAIRPERSONS

**RADM Alfred P. Manning, Jr.**  
4751 91<sup>st</sup> Ave SE  
Mercer Island, WA 98040  
(206) 230-9284, FAX (206) 230-9286  
e-mail: [alpmanning@home.com](mailto:alpmanning@home.com)  
**CAPT Dana W. Starkweather**  
16910 N.E. 88<sup>th</sup> Street  
Redmond, WA 98052  
(425) 882-8517  
e-mail: [Starkwx@juno.com](mailto:Starkwx@juno.com)

## SECRETARY

**YNCS Ev A. Black**  
6920 California Ave SW, #11  
Seattle, WA 98136-1965  
(206) 935-6350  
e-mail: [EvBlack@home.com](mailto:EvBlack@home.com)

## MEMBERS

**ATCM Charles H. Craig**  
10421 196<sup>th</sup> St. Ct. East  
Graham, WA 98338  
e-mail: [puma@pacifier.com](mailto:puma@pacifier.com)  
**CWO A. R. Espejo**  
11905 59<sup>th</sup> Avenue West  
Mukilteo, WA 98275  
(425) 315-1166  
e-mail: [res03daq@gte.net](mailto:res03daq@gte.net)

**CAPT Albert D. Grantham**  
15703 SE 45<sup>th</sup> Court  
Bellevue, WA 98006-3222  
(425) 641-8577

e-mail: [algrantham@uswest.net](mailto:algrantham@uswest.net)

**ETCM Timothy M. Lackey**  
1836 South 245<sup>th</sup> Place  
Des Moines, WA 98198-8646  
(206) 870-6269

e-mail: [Lbtimothy@uswest.net](mailto:Lbtimothy@uswest.net)

**CAPT Richard F. Malm**  
911 87<sup>th</sup> Ave NE  
Medina, WA 98039-4834  
(425) 455-5738

e-mail: [RFMalm@aol.com](mailto:RFMalm@aol.com)

**Mrs. Myrna Hackney**  
(Widow CAPT R.V. Hackney)  
13355 SE 43<sup>rd</sup> Place  
Bellevue, WA 98006  
(425) 643 8268

e-mail: [MLHackney@aol.com](mailto:MLHackney@aol.com)

**CAPT Gene W. Miller**  
4457 142<sup>nd</sup> Ave SE  
Bellevue, WA 98006  
(425) 746-5043

e-mail: [Genocapt@aol.com](mailto:Genocapt@aol.com)

**RDCM Gordon M. Penix**  
129 NE 158<sup>th</sup> Street  
Seattle, WA 98115  
(206) 362-4744

e-mail: [Gpenix@sprynet.com](mailto:Gpenix@sprynet.com)

**LCDR Ralph H. Preston**  
15729 NE Eugene Street  
Portland, OR 97230  
(503) 256-3595

e-mail: [Rbarbwire@cs.com](mailto:Rbarbwire@cs.com)

**MCPO-CG P. F. (Phil) Smith**  
1807 NE 80<sup>th</sup> Street  
Seattle, WA 98115  
(206) 522-9378

e-mail: [philfsmith@home.com](mailto:philfsmith@home.com)

**YNCS W. R. (Bob) Wallace**  
14611 64<sup>th</sup> Ave SE  
Snohomish, WA 98290  
(425) 338-2358

email: [Bob\\_Wallace@msn.com](mailto:Bob_Wallace@msn.com)

**LCDR David L. Maxson**  
Representative, ISC Seattle  
1519 Alaskan Way S., Bldg 1  
Seattle, WA 98134  
(206) 217-6610

e-mail: [dmaxson@Pacnorwest.uscg.mil](mailto:dmaxson@Pacnorwest.uscg.mil)

**CAPT Roger Pike**  
136 Horizon View Drive  
Sequim, WA 98382  
(360) 681-3742

e-mail: [rpik42@hotmail.com](mailto:rpik42@hotmail.com)

Web Site for USCG Retiree

Council NW: [www.cgretirenw.com](http://www.cgretirenw.com)

*The thirty-two year old USCGC RUSH (WHEC 723) is one of the ageing Coast Guard Fleet patrolling the Pacific.*



*USCG Integrated Support Command  
Attn: Work Life (Retiree Council)  
1519 Alaskan Way South, Bldg. 1  
Seattle, Washington 98134*

**c/o COMMANDING OFFICER  
Coast Guard Retiree Council Northwest Newsletter**



# Coast Guard Retiree Council Northwest Feedback

The Retiree Council wants to be sure it is meeting the needs of the retirees and annuitants of the Northwest. To that end please take a moment to answer the following questions. When returning your "Feedback" please fold the sheet in thirds, seal, **stamp** and return to the address shown.

1. Council Newsletter/website:

- a. Do you receive the Newsletter by: (postal service) (website) (email) {circle 1}
- b. Do you prefer to receive by: (postal service) (website) (email) {circle 1}
- c. Rate the quality of the Newsletter: 1(lowest) 2 3 4 5 6 7 8 9 10 (highest)
- d. Does photo quality effect your feelings of the Newsletter: (yes) (no) {circle 1}
- e. Do you like the content of the Newsletter: (yes) (no) {circle 1}
- f. What would you like to see, knowing the Newsletter is limited to 8 pages?  
\_\_\_\_\_
- g. Have you visited our website, [www.cgretirenw.com](http://www.cgretirenw.com): (yes) (no) {circle 1}
- h. What would you like to see on the website.  
\_\_\_\_\_

2. Group meeting with Council or Council member(s): (Council members are willing to meet with groups of retirees/annuitants. Minimum number of participants would be 10).

- a. Have you attended a Group meeting with the Council or member(s): (yes) (no) {circle 1}.
- b. Cities being considered for meeting are {circle 1 of your choice}: Seattle; Port Angeles; Yakima; Spokane; Tri-Cities; Aberdeen; Portland, Oregon; Astoria; Newport; Ketchikan, Alaska; Juneau; Kodiak Is.; Anchorage. Other cities:  
\_\_\_\_\_

c. Suggested topics for discussion at a Group meeting:  
\_\_\_\_\_  
\_\_\_\_\_

**Commanding Officer  
U. S. Coast Guard Integrated Support Command  
Worklife (Attn: Retiree Council)  
1519 Alaskan Way South, Bldg. 1  
Seattle, Washington. 98134**