



## Coast Guard Retiree Council — Northwest



# RETIREE NEWSLETTER

*"They Also Serve"*

VOLUME VIII ISSUE 3



### **RADM AL MANNING, FORMER CHAIRMAN OF NWRC, NAMED DISTINGUISHED ALUMNI OF USCG ACADEMY!**

Alfred P. Manning, Jr. enlisted in the Coast Guard in 1946 and became an Electronics Technician Petty Officer before entering the Coast Guard Academy in 1947 and graduating in 1951. Following graduation, he served aboard three Coast Guard cutters; the Duane, the Eastwind and the Gen-tian. As his first shore assignment, he served as an instructor at Officer Candidate School in which capacity he profoundly influenced the character and professionalism of a significant number of future officers of the Coast Guard. While assigned to OCS, he pursued a Masters program in Electronics Engineering on his own time. With his new credential, Al Manning started to leave a legacy for generations of Coastguardsmen and mariners to follow. Serving as the Chief of Research and Development at Coast Guard Headquarters, he led the program to develop and install the

Long Range Aids to Navigation or LORAN "C" as it is known in the Mediterranean and Great Britain.

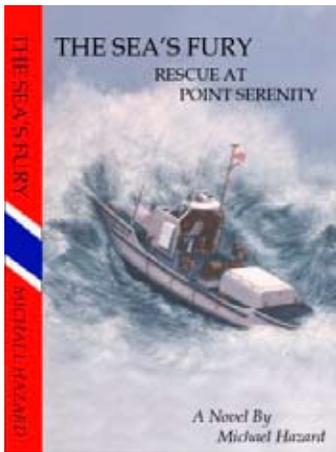
Following his graduation from the Naval War College in Newport, RI in 1971, then Captain Manning assumed command of the Coast Guard Base in Honolulu, Hawaii. Throughout his career, his leadership skills and concern for his people were always in play. This was evidenced at Base Honolulu when he convinced the crew to construct a softball field from a patch of dirt on the base. He felt the field would provide his personnel with an outlet to develop their bodies, minds and leadership skills playing softball instead of partying. When the project was a "go" Al Manning led the volunteers with his pick and shovel. In 2005, the field was rebuilt and renamed the Admiral Manning Memorial Field in tribute to his foresight 30 years earlier. Oh by the way, the first pitch of that season was thrown out by Admiral Manning and his classmates have told me it was a strike!

Captain Manning was promoted to Rear Admiral in 1978 and served as Chief, Office of Research and Development and as Chief Command, Control and Information Systems at Coast Guard Headquarters. Later he became Commander, 11<sup>th</sup> Coast Guard District in Long Beach California before retiring in 1987 as Commander of Coast Guard Forces in the Pacific and Commander of the 14<sup>th</sup> District in Honolulu.

Upon his retirement, Admiral Manning pursued his long standing concern for renewable and alternative sources of energy and was hired as President of Hawaiian Electric Renewable Systems at which he developed two wind farms, one of which is still in use today. He returned to Seattle in 1991 and became very active in many organizations as a volunteer. To name a few, he was Co-Chairman of the of the Coast Guard retiree Council Northwest an organization dedicated to enlightening and assisting regional Coast Guard retirees and their dependents, Director of the Pacific Medical Center which established a Al Manning Spirit of Service Scholarship Award for his commitment to medical care for all, and he also served as a member of the Blue Ribbon Panel on Ferry Safety for the State of Washington.

This has been a small snapshot of Admiral Manning's commitment, and dedication to public service and love of his fellow man. Admiral Manning passed away on February 19, 2006. We are honored to have his wife Claire and 2 of his daughters Maureen and Carol are with us this evening.

Visit our Web site at [www.cgretirenw.org](http://www.cgretirenw.org)



## FORMER CG MK2 NOVEL ON RESCUES IN THE 13TH AND 17TH DISTRICTS

A new book by Coast Guard Novelist Michael Hazard is worth a read.

### *About The Sea's Fury*

In the frigid waters off the coast of southeast Alaska, Coast Guard Petty Officer, Josh Stewart volunteers to attempt a daring underwater rescue of a passenger from a downed seaplane. This incident becomes the catalyst that launches his Coast Guard career as a Rescue Swimmer. After many other life threatening rescues Josh finds himself and the crew of a Coast Guard 44-footer facing their ultimate test of courage and strength in a powerful storm off the Pacific Coast while enroute to save the victims of a ship wreck. Speeding towards the injured and frightened victims, the rescue boat is buffeted by torrential rain and a powerful wind that forms towering waves and a raging sea. But the fierce storm is only one of the obstacles he faces in trying to rescue the stranded survivors who struggle against the power of the ravaging storm in their own isolated and precarious location huddled on a slippery rock precipice. As he attempts to rescue a trapped mother and her son, one final challenge forces

him into a perilous life and death situation. It will take all of his courage, ingenuity and physical stamina to survive this struggle to stay alive in the sea he loves.

### *About Michael Hazard*



Mike Hazard served in the Coast Guard from 1970 through 1976. His first duty assignment took him to Biorka Loran on Biorka Island, fifteen miles west of Sitka, Alaska, for twelve months. He was next attached to Coast Guard Station Neah Bay at Neah Bay, Washington, where he served as a Motor Lifeboat Engineer for nearly two years on CG40501 and CG44364. For his final assignment, he was attached to Boating Safety Detachment 13 (BOSDET 13) at Sandpoint Naval Air Station, Seattle, Washington. He holds an AS degree in Construction Management and a BS in Business from UNLV. He currently works and lives with his family in Las Vegas, Nevada.

## E-MAIL NEWSLETTER

Electronic mail notification resumed with the November 2007 newsletter published by the CG Retiree Council—NW. If you have already signed up for this notification, it is not necessary to submit a change. To add your name, or change your prior e-mail address, use the Retiree Council—NW website: <http://www.cgretirenw.org>. To make the change "click" on **Feedback**.

THE RETIREE NEWSLETTER – A Coast Guard Retiree Council Northwest Publication authorized IAW COMDTINST 1800.5D & COMDTINST M5728.2C. Published at: U. S. Coast Guard Integrated Support Command Seattle, Work-Life Office, Coast Guard Retiree Council Northwest, 1519 Alaskan Way South, Seattle, WA 98134 Phone: (206) 217- 6188. Published three times yearly and circulated to retirees throughout the Pacific Northwest via mail, electronically and on web site ([www.cgretirenw.org](http://www.cgretirenw.org)). The Retiree Newsletter contains news of general interest, suggestions, and information for Coast Guard retirees, spouses, annuitants and retired Coast Guard reservists. The views and opinions expressed are not necessarily those of the Department of Homeland Security or the U. S. Coast Guard. Material is informational only and not authority for action. Editor - Patrick Wills.

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## COAST GUARD AID HELPS WIDOW HELP VETS SCHOLARSHIP TO LET HER PURSUE NURSING STUDIES

By MIKE BARBER, PI Reporter

When her husband, Nathan, was killed while serving with the Coast Guard in Iraq four years ago, Pattie Bruckenthal was home in Seattle, awaiting both him and the birth of their first child.

A daughter, Natalie Harper Bruckenthal -- her name chosen before his death by her dad for him and a writer he liked, Harper Lee -- arrived in the world seven months later, destined to know her dad through the memories of his family and friends and the example of her mom.

Pattie Bruckenthal, then 24, eventually left Seattle, motivated to do something in the spirit of her husband. She wanted to become a nurse, hoping one day to help comfort and heal injured veterans at Walter Reed Army Medical Center in Washington, D.C.

On Tuesday night, Bruckenthal's dream will draw closer to reality when the nonprofit Coast Guard Foundation will award her a full scholarship to George Mason University during ceremonies at the fourth annual "Tribute to the Coast Guard" in the nation's capital. Navy Adm. Mike Mullen, chairman of the Joint Chiefs of Staff, is keynote speaker.

"The war may have taken Nathan from us, but it didn't take away my yearning to help others. I really want to give back to the wounded soldiers," Bruckenthal, now living with her daughter near her mother-in-law, Laurie Bullock, in Ashburn, Va., said in a statement.

Bruckenthal, who was born in Sweden, was out of the country visiting her family there for the summer and unavailable for comment.

"The realization hit me -- like probably so many other wives whose husbands are serving -- that life can change on a dime. One minute I was a happy wife with a husband who loved serving his country in the Coast Guard; the next I was a widow with a newborn. And yet I knew that somehow I had to continue on, to pay things forward, if you will," she said in the statement.

The Coast Guard Foundation provides various programs and projects to the 47,000 members of the Coast

Guard and their families. Bruckenthal is one of two recipients this year of a "Fallen Heroes Scholarship" created specifically for families of Coast Guard personnel who die in the line of duty.

Bruckenthal's husband, Coast Guard Petty Officer 3rd Class Nathan Bruckenthal, 24, became the first Coast Guardsman killed in combat since the Vietnam War. He died April 24, 2004, stopping a waterborne suicide terrorist attack on two oil wells off Basra, Iraq.

Bruckenthal, on his second deployment to Iraq, and two Navy sailors on a tactical law enforcement team intercepted a dhow -- a sailing ship common in those waters -- headed for the oil wells. The three died as they prepared to board, and explosives in the dhow were detonated.

On June 17, the first Nathan B. Bruckenthal Award for Heroism will be awarded at Camp Lejeune, N.C.

Bruckenthal was a New York transplant; his father, Eric, a Northport, N.Y., police chief.

He met his wife when he was assigned from 2001 to 2003 to the Coast Guard station in Neah Bay, where he volunteered time to help the Makah tribal community.

Pattie Bruckenthal, a Pacific Lutheran University graduate, was a Swedish exchange student in anthropology interning on the Makah reservation there. The couple had sacrificed much together on behalf of Bruckenthal's service. They spent neither of their two wedding anniversaries together as Nate Bruckenthal served in Iraq. Though Pattie Bruckenthal was interested in nursing, the couple could not afford the tuition.

Although Pattie Bruckenthal initially was unhappy after moving, overwhelmed by the many monuments to war dead at Arlington National Cemetery and around Washington, D.C., she is now comfortable there, Bullock said.

"She recognizes the symbolism and honor" the symbols evoke, Bullock said Monday.

Bruckenthal, who has received funds from other sources to start her studies two years ago, has said the scholarship will allow her to attend classes and to her daughter's needs. She is slated to graduate in 2010.

"It's amazing how somebody you don't even know would extend their hand and help somebody else out," Bruckenthal said. "That, I believe, is a true American."

ONLINE

Learn more about the Coast Guard Foundation and the Fallen Heroes Scholarship at [www.cgfdn.org](http://www.cgfdn.org).



Pattie Bruckenthal and her daughter Harper Natalie. USCG photo by PAC Tom Sperduto



## DEBUNKING TRICARE MYTHS

Every day, MOAA's benefits experts help members understand their health care benefits. They've busted the top five TRICARE myths for you here.



*Myth 1: If I have employer-sponsored healthcare, I don't need Medicare Part B to use TRICARE after age 65.*

To be eligible to use your [TRICARE For Life \(TFL\)](#) benefit after age 65 you must have a valid military ID card, be entitled to [Medicare Part A](#), and have purchased Medicare Part B. If you're still employed, or your spouse is, and you are covered by employer sponsored healthcare after age 65, you can opt out of [Medicare Part B](#) without incurring a late enrollment penalty. However, you must purchase Medicare Part B in order to use your TFL benefit.

MOAA's [Aging into Medicare](#) guide can help you understand how these plans work so you can take full advantage of these important health care benefits. It's free for members!

*Myth 2: Long Term Care (LTC) is covered by Medicare or TFL.*

[LTC](#), often confused with skilled nursing facility (SNF) care, is not a TRICARE-covered benefit. Although SNF care can include activities of daily living (ADLs), the intended end result of SNF care is recovery.

*Myth 3: It is difficult to enroll in the TRICARE Mail Order Pharmacy (TMOP).*

The [Member Choice Center](#) provides an easy way to enroll and transfer your prescriptions by calling toll-free (877)363-1433.

*Myth 4: As a Guard/Reserve retiree, my health care begins with TFL.*

A Guard/Reserve retiree's entitlement to health care begins upon receipt of retired pay.

For more Guard and Reserve retiree information, read MOAA's publication [Military Entitlements: Benefits for Guard & Reserve](#), which is free for members!

*Myth 5: When I age into TFL so does my spouse.*

Each person ages into [TFL](#) upon turning age 65.

## COMPENSATION PANEL RECOMMENDS TRICARE CHANGES

By Jim Garamone

American Forces Press Service

The Quadrennial Review of Military Compensation has recommended fee changes to TRICARE, the military's health care system.

The recommendations would mostly affect retirees and will not affect active-duty servicemembers or their dependents, retired Air Force Brig. Gen. Jan D. "Denny" Eakle, the director of the study, said in a Pentagon briefing Aug. 5.

"Retiree fees ought to relate to how much the plan is worth," she said. "The ... higher-value plans should have higher premiums associated with them."

The panel believes fees need to be fair to all retired military members, General Eakle said. "They ought to reflect how much income an individual has, so that if they make more money and are therefore better able to pay for a system, they should do so," she said.

One problem is the fee structure for TRICARE has not changed in 13 years. "When TRICARE started out in 1995, military members, retirees were charged \$230 per individual, \$460 per family," she said. "Today in 2008, they're charged \$230 per individual, \$460 per family."

In 1995, servicemembers paid 27 percent of their health care cost. Today that share is less than 12 percent.

Over-65 military retirees -- those using the "TRICARE for Life" program -- have been paying the Medicare Part B program fee of 25 percent, but this is due to rise.

"Essentially what this says to you is that we are asking our older retirees, who are in fact the least likely to hold jobs and therefore have the lowest incomes, to pay the most for their system," General Eakle said.

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TRICARE continued from page 5

But TRICARE for Life is a much more generous program than TRICARE Prime. "We believe we need to get some parity between our older and our younger retirees," General Eakle said.

The panel wants to redress some of this imbalance. "We believe that the under-65 retirees should begin paying 40 percent of the Medicare Part B premium using the same fee structure that is laid on by the Medicare system," General Eakle said, adding that this should bring the system into a semblance of parity.

"In addition, we believe that the under-65 retirees, who elect to use TRICARE Standard and Extra need to pay a small fee for that," she said. "And we would suggest to the department that that fee be set at 15 percent of the Medicare Part B. We think the family rate should be set at double the individual rate and that the premium increase needs to be phased in over four years."

Other recommendations include using the Medicare deductible rate -- \$135 per person in 2008 -- for TRICARE. The panel also recommended to the department that all co-pays and co-insurance for any preventive service be provided at no cost to all members and retirees who have access to TRICARE.

The final panel recommendation to the Department of Defense is to establish an open enrollment period for TRICARE, General Eakle said.

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TO ALCOAST  
ALCOAST 425/08  
COMDTNOTE 4000

## LOGISTICS TRANSFORMATION CORNERSTONES

1. Purpose. This is the first in a series of five messages emphasizing the importance of the logistics transformation program to Coast Guard modernization. The series will discuss in detail the four cornerstones of logistics transformation.

2. Background. In January 2004, we began the process of aligning the Coast Guard field operational capabilities to improve readiness and

mission performance with the implementation of sector commands. The sector commands established a single commander responsible for all missions with an integrated command center to provide a common operating picture in support of the sectors and all operational units.



3. Action taken. I instituted my ten Commandant Intent Action orders, which form the foundation for the Coast Guard modernization to improve Coast Guard mission support and mission execution capabilities. One of the primary motivations of the Coast Guard modernization is to provide the field the best support possible. Consistent with the Coast Guard modernization, there are four cornerstones of our common business approach to mission support. They are

- (1) A service-wide commitment to configuration management,
- (2) Total asset visibility across the Coast Guard through an enterprise it system,
- (3) A bi-level support system consisting of only unit and depot levels, and
- (4) A single point of accountability for asset support through the establishment of asset Product Line Managers (plm).

4. The expectations of our nation demand a unified and disciplined approach to mission support. This is achieved by a common, documented business model delivered to and maintained by our logistics and service centers to execute a unified logistics information management architecture. The logistics transformation program will provide that common business model to meet the mission execution controls of our strategic trident, which includes our shore based forces, long range mobile platforms (I.E. large cutters and aircraft), and the deployable operations group. It is only through this common approach to mission support, with sound business management and accountability, which will provide our field operators the tools they need to carry out the mission, that we will improve the effectiveness, flexibility and safety of all Coast Guard guardians operating on the front line. This will allow us to meet our statu-

tory requirements, while remaining agile in an ever changing global environment. I challenge each of you to embrace the changes necessary to bring this vision into reality.

5. In the coming weeks additional ALCOAST messages will be released discussing each of the four cornerstones in greater detail. True change requires understanding and it is my intent to help all of us understand the important principles of our new business approach to providing the best possible mission support to the field.

6. ADM Thad Allen, Commandant, sends.

## REUNION 2009

### ALL WEATHER SHIPS AND ALL OTHER CG SHIPS PRIOR TO 1975

This reunion is open to all Coast Guard ships built prior to 1975. The reunion will be held at Harrah's Hotel/Casino 219 North Center Street, Reno, Nevada. The date for the reunion is Sunday 26 April to Wednesday evening Dinner on the 29<sup>th</sup> April 2009. The 2009 rate for rooms will be \$72.00 plus tax. You may call Harrah's Hotel's central reservations at 1-888-726-6311 and ask for Reno and identify yourselves with Group Code [so5cgc](#) to receive the special rate. The cut-off date for making reservations is 25 March 2009 after that date it will be on an available basis at the prevailing hotel rate. Cancellation policy is 72 hours prior to arrival to avoid a charge of first night's room and tax. The reunion hospitality room will be located on the second floor of the East Tower. Your registration fee will cover food and drinks during the reunion in the hospitality room including the Wednesday night Banquet. There will be a no host bar during Wednesday night banquet. A Thursday morning farewell brunch will be a separate charge for those wishing to stay for a last visit with old shipmates and newfound friends.

We look forward to you bringing any memorabilia or pictures you may have to share with others. Harrah's provides Valet and self parking along with complementary shuttle service to and from the Airport. VIP Limousine service is also available. Mail completed registration forms to; Doak

Walker. To find a copy of the **Registration Form** or to contact Doak Walker go to [www.255wpg.org](http://www.255wpg.org) or email at [cgcutter@gci.net](mailto:cgcutter@gci.net). This form is also available on [www.cgretirenw.org](http://www.cgretirenw.org).

## VA OPENING 10 RURAL OUTREACH CLINICS

The Department of Veterans Affairs (VA) will open 10 new Rural Outreach Clinics by 2009 to increase the convince of care for thousands of veterans living in rural areas.

The clinics provide primary care services, case management and mental health services. The 10 new clinics are to be located in:

- Aroostook County, Maine
- Houston County, Ga.
- Juneau County, Alaska
- Wasco County, Ore.
- Winnemucca, Nev.
- Yreka, Ca.
- Ututado, P. R.
- Lagrange, Tex.
- Montezuma Creek, Utah
- Manistique, Mich.

The VA has in operation Community out Patient Clinics (COPC) in Washington, Oregon, Idaho, Montana and Alaska. To enroll in one of these COPC's you must be enrolled in the VA Health care system as a service connected disabled veteran. If you are receiving treatment at a VA Medical Center e.g. Seattle, WA. Spokane, WA., Walla Walla, WA., Portland, OR., Roseburg, OR., Boise, ID., Ft Hamilton, MT or Anchorage, AK., contact that Center or your Primary Care Physician. This information is also available on the VA web site, [www.va.gov](http://www.va.gov). and click on Medical/Health care.

Within the boundaries of the five (5) state area covered by the CG Retiree Council – Northwest, the COPC's are: **Washington** COPC's are located in Bellevue, Bremerton, Federal Way, Port Angeles, Richland, Seattle (North), Sedro-Woolley, Wenatchee and Yakima. **Oregon** locations are Bandon, Bend, Brookings, Eugene, Klamath Falls, Salem and Warrenton. **Idaho** locations are Caldwell, Coeur d' alene, Lewiston, Pocatello and Twin Falls. **Montana** locations are Anaconda, Billings, Bozeman, Cut Bank, Glasgow, Glendive, Great Falls, Kalispell, Lewiston, Miles City and Missoula. **Alaska** locations are Anchorage, Fairbanks, Soldotna and Wasilla.

## ***Coast Guard Retiree Council Northwest Newsletter***

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



**PRSR STD**  
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## **HOW WE SERVED... YESTERDAY IN THE U. S. COAST GUARD**



*Lightship Nantucket Sunk by RMS Olympic by Charles Mazoujian*

*One of the most monotonous, arduous and dangerous duties that the early Coast Guard performed was manning lightships. The Nantucket station, established in 1854, had become the major beacon that guided vessels from Europe to New York and other Atlantic coast ports. Duty at the station was hazardous because many of the large steamers, using the beacon as a navigating aid, steered directly toward the lightship. This danger was compounded by the frequent and heavy fogs in the area. On May 15, 1934, Nantucket was struck by the passenger liner Olympic, sister ship to the Titanic. Olympic, nearly 75 times larger than the lightship and traveling at about 20 knots, struck it broadside in heavy fog and drove it to the bottom. Boats from Olympic were immediately put over, but the lightship sank within minutes, killing seven of the eleven crewmembers.*