



RETIREE NEWSLETTER

"They Also Serve"



CG Launches Multi-Billion Dollar Plan For New Fleet Of Ships, Aircraft

U. S. Deputy Secretary of Transportation, Michael P. Jackson, joined by Admiral Thomas H. Collins, to announced the award of a landmark contract valued at \$11.04 billion for a fleet of new ships and aircraft, plus improved command and control systems, to meet the service's homeland security and other mission

needs. In addition, the contract includes \$5.91 billion for operating, maintenance, and sustainment costs for a value of \$16.95 billion. The contract was awarded to Integrated Coast Guard Systems (ICGS), a joint venture established by Lockheed Martin and Northrop Grumman.

"The Deepwater Program will ensure that the Coast Guard continues to guarantee the nation's maritime security," said Deputy Secretary Jackson. "As America's first line of defense for maritime homeland security, it is critical that the Coast Guard be able to identify and intercept targets of interest as far from U. S. shores as possible."

The ICGS award is the largest ever for the Coast Guard. It calls for the delivery of the first ships and planes – and upgrades to some existing vessels – within the next five years. This is the first time the Coast Guard has bundled procurement of several types of ships, aircraft and other equipment into an integrated procurement program. The contract may extend up to 30 years. Deepwater will involve the acquisition of up to 91 ships, 35 fixed-wing aircraft, 34 helicopters, 76 unmanned surveillance aircraft, and upgrade of 49 existing cutters and 93 helicopters, in addition to systems for communications, surveillance and command and control.

The vessels and aircraft included in the ICGS procurement project make up the Coast Guard's primary multi-mission coastal and offshore fleet — larger cutters and aircraft which serve as the backbone of many missions including drug and illegal migrant interdiction, fisheries enforcement, pollution patrols, and homeland security patrols, boardings and inspections. Command, control and communications systems will be designed not only to integrate operations of the new ships and planes, but also improve coordination of all CG operations, as well as with other Federal agencies and the DoD.

Of 39 similar navy and coast guard fleets surveyed around the world, the U.S. Coast Guard's vessel fleet is the 37th oldest. The Coast Guard's twelve 1960's era Hamilton class cutters are among the service's aging fleet slated for replacement under the Deepwater contract. The 378-foot Hamilton class are the largest multi-mission, helicopter capable ships operated by the service. Other existing ships that would be replaced include fourteen 1960's vintage 210-foot Reliance class, and a variety of other ships, some dating back from World War II. Aircraft readiness has also been a recurring problem in recent years with expenditures for repairs on the rise, and some of the CG's existing helicopters cannot operate from the flight decks of some older cutters.

The new ships and planes are coming at an opportune time for the Coast Guard. In addition to increased homeland security responsibilities which involve "pushing our borders back" to protect our ports, waterways, and coastlines, the Coast Guard still has many missions vital to the nation's physical, economic and environmental security. Primary duties include: search and rescue, maritime emergency response, military operations, anti-drug patrols, illegal migrant interdiction, and fisheries enforcement. The ICGS contract does not include smaller rescue and patrol boats, buoy tenders and workboats, icebreakers, or shore side facilities.

Northern Edge Exercise Takes On Valdez Terrorists

Excerpts from article by Zaz Hollander Anchorage Daily News

Valdez — Terrorists boarded a tugboat near the marine terminal and, despite the efforts of a U.S. Coast Guard negotiator, killed three people before the exercise ended. The terrorists shouldered rocket launchers made from paper tubes. The hostage they threw overboard was actually a stuffed drysuit.



Valdez — where tankers every day take on about 1 million barrels of North Slope crude oil fed from the trans-Alaska pipeline — represents one of few real terrorist targets in

the state. In [this] scenario, terrorists would board a tugboat, take the crew hostage, then use the tug to get aboard a tanker or get into the terminal and strike right at the heart of the oil supply. The military decided late last summer to hold the maritime portions of Northern Edge exercise in Valdez. But when terrorists struck the East Coast on Sept. 11, officials set a new strategy: "If something happens here, we're all kicking ass instead of trying to find out who's in charge," said Lt. Gen. Norty Schwartz, the top military commander in Alaska. The potential threat of attack in Valdez led to other changes at Northern Edge this year. For the first time since Alaska's military began these annual exercises in 1975, agents from the Federal Bureau of Investigation joined in. About a dozen agents, representing evidence teams and SWAT teams that included hostage specialists, were involved.

Participants learned some tough lessons. During [the] exercise, the lead terrorist shot one hostage and threw him overboard, then shot and killed another. The terrorist then told a Coast Guard negotiator he'd shoot two more unless authorities met his demands. As the terrorist moved to shoot them, the Coast Guard fired two warning shots at the tug. They ended the exercise at that point. One of two remaining hostages died; the other survived. Planners invented the worst-case scenario to bump up the tension on the Coast Guard cutter Mustang and pressure decision makers, Dombrowski said. "Sometimes you make one intentionally go bad just to force the thought processes and the what-ifs," he said. Northern Edge 2002 involved more than 7,500 troops in the Air Force, Army, National Guard, Navy, Marines and Coast Guard.

FEDS TO SELL GOVERNORS ISLAND TO N.Y.

By RICHARD PYLE, Associated Press Writer

NEW YORK (AP) Tue Apr 2, 2002 - It's where New York City dumped the dirt from its first subway excavation, where Walt Disney was locked up for going AWOL, where Reagan met Gorbachev.

That's just part of the last hundred years of history on Governors Island, the 172-acre teardrop of land that sits in New York Harbor with a view of Manhattan and the Statue of Liberty.

On Monday, President Bush opened a new chapter, announcing that the federal government had decided to sell the former military base — home to the only golf course with a Manhattan zip code — to the city and state of New York for a “nominal fee” to be determined.

Mayor Michael Bloomberg said the move will allow New York to move part of City University of New York to the island, where it will help train teachers and alleviate overcrowding.

“On behalf of the people of New York, thank you,” said Gov. George Pataki, who twice mistakenly called it Ellis Island before correcting himself. “This is great news for New York.”

Pataki aides said the island could be in New York's possession as early as this fall. The governor had shown the island to Bush when the president took a helicopter tour of lower Manhattan after the collapse of the World Trade Center.

The decision ends uncertainty over the status of the island that has been populated mostly by birds since the U.S. Coast Guard closed its headquarters there in 1997, the last act of a 242-year military presence.

Then-President Clinton offered in 1995 to transfer the island to New York for \$1 if state and city officials would come up with a plan that would include public access.

Otherwise, the island was to be put on the auction block and sold at fair market value, now estimated at between \$300 million and \$500 million. But delays and squabbling prevented the deal from being completed.

Just before leaving office, Clinton granted national monument status to two forts on the island. The Justice Department later said existing law stipulating that the island be sold overrode Clinton's declaration.



At its peak, Governors Island was the largest command in the USCG, home to over 5,000 sailors and a dozen units. It is arguably some of the most valuable and beautiful real estate in the nation.

Governors Island's history mirrors that of New York City itself. Known by 17th century Dutch settlers as Nutten Island for its nut trees, the island was bought from local American Indians in 1637 for two ax-heads and a few beads and nails.

It served the Dutch, the British and finally the Americans as a military base. Its name comes from its use as a home for the British colonial governor.

In 1776, occupying Continental troops were driven off by the British, but helped to buy time for Gen. George Washington to evacuate his army from Brooklyn to Manhattan. In the War of 1812, the island's two forts — Fort Jay and Castle Williams — discouraged a British attack on the city.

Knowing that the Island's location was critical to the nation's defense, New York state gave it to the United States Army in 1800. Gen. Ulysses S. Grant lived there a decade before he led Union forces to victory in the Civil War.

Castle Williams was turned into a military stockade. Walt Disney was detained there for going AWOL during World War I, boxer Rocky Graziano during World War II.

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

Between 1901 and 1908, Governors Island's original 90-acre size doubled with 4.8 million cubic yards of landfill from the city's first subway line.

In 1909, aviation pioneer Wilbur Wright took off from the island for a flight around the Statue of Liberty. The television comedy duo of Dick and Tom Smothers were born on the island in the 1930s.

In 1988, President Reagan and then-Soviet President Mikhail Gorbachev held a summit on the island. After two hours of talks, Reagan summed up the mood. "Read our smiles."

WWW.HUH?: NEW ONLINE VA BENEFITS GUIDE AVAILABLE

By Sgt. 1st Class Kathleen T. Rhem, USA

WASHINGTON, May 14, 2002 — The Department of Veterans Affairs has made its comprehensive benefits guide available for free on the Internet.

[Federal Benefits for Veterans and Dependents](#) is a 100-page handbook describing benefits provided by the VA and an overview of programs and services for veterans provided by other federal agencies.

VA officials estimate most of America's 25 million veterans qualify for at least some VA benefits, but many are unaware of their entitlements. This handbook includes a listing of toll-free numbers, World Wide Web information resources, and VA facilities.

Most veterans are eligible for healthcare and burial benefits. Many are also eligible for home loan guarantees, educational assistance, vocational rehabilitation, life insurance, and compensation for service-connected disabilities.

This guide explains how to access many of these benefits online. For instance, it provides a Web address and instructions for enrolling via the Internet into the VA healthcare system. The book describes in detail the priority for care and services available. Separate sections describe specialized services available to Gulf War veterans and those exposed to Agent Orange or radiation. The Montgomery GI Bill and other education benefits are explained in depth. Burial benefits and employment service are also covered, as are rate charts for the various forms of compensation VA provides.

The book can be purchased through the Government Printing Office for \$5 for U.S.-based customers and \$6.25 for those overseas by calling toll-free (866) 512-1800. By providing it online at www.va.gov/opa/feature/, the VA hopes to make the information available to more veterans.



TRICARE HELP E-MAIL SERVICE (THEMS)

WHAT IS THEMS? THEMS is a free e-mail service that provides quick answers to TRICARE questions. Clinical questions should be referred to your primary care provider.

WHO RESPONDS TO E-MAIL REQUESTS? The US Army Medical Command TRICARE staff. In some cases, referrals are made to other agencies for a response. For cases referred to other agencies, inquirers are informed who will respond to their inquiries. Information is kept confidential, and we track each e-mail inquiry to ensure answers are provided quickly and professionally.

WHEN WILL I RECEIVE A REPLY? In most cases, responses are provided within 1 - 2 business days. If an e-mail requires research or referral to other agencies, it may take longer; but, you can expect an interim response within 3 - 5 business days.

HOW CAN I USE THE HELPADDRESS? The e-mail service can be accessed worldwide from any computer connected to the Internet. The e-mail address is: TRICARE_help@amedd.army.mil

Questions & Answers

What is a BCAC? Beneficiary Counseling and Assistance Coordinators (BCAC's) are TRICARE experts, located at each military treatment facility (MTF), who can assist you with TRICARE questions and concerns. A BCAC listing can be located at the following website: <http://www.tricare.osd.mil/tricare/beneficiary/BCACDirectory.htm>

How do I obtain emergency care through TRICARE? Anyone covered by TRICARE should seek treatment at the nearest emergency room right away if care is needed, in the judgment of a prudent layperson, to safeguard life, limb, or eyesight. If you're a TRICARE Prime enrollee and use a civilian emergency room you must notify your Primary Care Manager (PCM) or Health Care Finder at the TRICARE Service Center, within 24 hours or as soon

TRICARE Continued from page 3

as reasonably possible. In addition, any follow-up care related to the visit must be scheduled with your PCM.

Was the Catastrophic Cap reduced for Retirees? Yes, the catastrophic cap for retirees and their families was reduced from \$7,500 to \$3,000 per fiscal year effective October 30, 2000. Once accumulated deductibles, co-payments, and cost shares have reached the catastrophic cap. TRICARE will pay providers the entire allowed amount for covered services.

Will I be reimbursed for travel expenses to see a specialist? The Fiscal Year 2001 National Defense Authorization Act provided non-active duty TRICARE Prime beneficiaries with reimbursement for "reasonable" travel expenses when referred by their PCM more than 100 miles for medically necessary non-emergent care. The referring MTF is responsible for issuing the travel authorization for MTF enrolled beneficiaries. If a civilian PCM is referring the Prime enrollee, the Lead Agent Office will issue the travel authorization. TRICARE Prime Remote for Active Duty Family Members Program (TPRADFM) was scheduled for implementation in Apr 2002 but has been delayed.

What happens until the program is implemented? The interim "waived charges" benefit, which is retroactive to Oct. 30, 2000, will remain in effect until the implementation of the TPRADFM (target implementation September 2002). This interim benefit waives cost shares, co-payments, and deductibles for active duty family members who accompany their sponsors on assignment to remote locations, and reside with those sponsors.

What are the priorities for care in MTFs? By law, the priorities for care are:

1. Active duty personnel
 2. Active duty family members enrolled in TRICARE Prime
 3. Retirees and their family members, and survivors enrolled in TRICARE Prime
 4. Active duty family members not enrolled in TRICARE Prime
 5. Retirees and their family members, and survivors not enrolled in TRICARE Prime
- Non-enrolled persons eligible for military health care may be seen at military hospitals and clinics on a space-available basis.

If I have a grievance for services under the TRICARE program, whom can I contact? Grievances for MTF care should be reported to the MTF BCAC or Health Benefits Advisor, the MTF Commander, or the

regional Lead Agent BCAC. The regional Managed Care Support Contractor is responsible for addressing grievances involving civilian network providers.

How can I find out more information about the TRICARE program? In addition to THEMS, here are some other information resources regarding TRICARE: TRICARE Service Centers and BCACs or Health Benefits Advisors (HBAs) at military treatment facilities or Lead Agent Offices. TRICARE also has a website available at <http://www.tricare.osd.mil>.

After August 1, 2002, all claims for beneficiaries with expired or non-existent I.D. cards will be denied until their eligibility information is updated. In many cases, this will involve the issuance of a new military I.D. card, something that some beneficiaries may not have had done for over twenty or thirty years.

The best way to verify TRICARE eligibility in DEERS and to obtain a current I.D. card is to go to an I.D. card issuing facility with information — a DD form 214 is ideal — that can be used to establish the entitlement. Medal of honor recipients who can not obtain a copy of a DD form 214 indicating the medal of honor status should bring the medal of honor citation to the I.D. card facility, if possible.

If it is not possible for a beneficiary to go to an I.D. card facility, he or she should call the department of defense toll-free reverification line @ (800) 361-2620 for guidance. Information about the nearest I.D. card facility can be found on the world wide web at <http://www.dmdc.osd.mil/rsl> or by calling tricare's toll-free number (888) 363-5433.

ALASKA CG CHIEF HEADS TO D.C.

JUNEAU — The 17th District Commander of the Coast Guard has been nominated to serve as vice commandant of the service.

President Bush nominated Rear Admiral Thomas Barrett for the promotion to Vice Admiral, the Coast Guard said. The nomination is subject to Senate confirmation. Admiral Barrett will be stationed at Coast Guard headquarters in Washington.

Admiral Barrett will be relieved in Juneau by Rear Admiral James Underwood, who is currently national security adviser to Secretary of Transportation Norman Mineta. Underwood previously commanded the CGC Sweetbrier in Cordova. The change of command took place May 6th in Juneau.

AN INTERESTING QUESTION!

By Jim Gill, USCG Lightship Association

An interesting question came to me recently. Why do we not refer to our ships (Coast Guard Lightships) with names? Lightships never really had names, only numbers. The problem is that all but one or two lightships manned more than one station. In the case of NANTUCKET, over a period of many years, twenty six different ships were used to cover that station.



LV-505 was known as SCOTLAND, 1945-47. Before and after that it was RELIEF. So

that brings up another MUCH larger problem. How many lightships were known as RELIEF? I really don't know, but there were plenty! At least 40.

To further confuse everybody, when the USCG took over the USLHS, all the lightships were given an additional "500" number but used in conjunction with the old number. Thus Lightship 100 became lightship 100/523. Why then, when the USCG built their own lightships, were they numbered; 189, 196, 604, 605, 612 and 613? Don't ask. I haven't a clue.

My own ship, LV-612, served four stations. SAN FRANCISCO, BLUNTS REEF, PORTLAND and NANTUCKET. Within the reasonable life-span of our current membership, those four stations represent eleven ships. If I said I served in NANTUCKET, what ship do I mean -112/534, the ship that served there during 112's one year refit (can't recall her number), 612 or 613?

It's one of the ingredients that make lightship research a very tangled web. Here's something that may be of help. Go to the web and enter the following; www.uscg.mil/hq/g-cp/history/LightshipIndex.html. Bookmark the web site and use it for quick reference. This is the "Lightship Index" and will tell you more than you want to know about every lightship (U.S.) there ever was. Presto! You're a lightship expert in just a few clicks. Even here there is a flaw. To be a complete research tool the "Index" should have included the "Station List" which would show every lightship station and all the ships that served on each station. There IS such a list but unfortunately it was not included in the "Index". The number vs. name

issue is, of course, important only to purists, historians and lightship sailors. Only a handful of lightship sailors can remember the number of their ship but most certainly know the station name. Perhaps that is the way it should be. In a few more years all of us old lightship sailors will be gone and there will be nothing left. Only the numbers.

BET YOU DIDN'T KNOW THE ANSWER TO THIS QUESTION!

What is the origin of the saying "You have to go out, but you do not have to come back"?

A: A letter to the editor of the old Coast Guard Magazine written by CBM Clarence P. Brady, USCG (Ret.) which was published in the March 1954 (page 2) issue, states that the first person to make this remark was Patrick Etheridge. Brady knew him when both were stationed at the Cape Hatteras LSS. Brady tells the story as follows:

"A ship was stranded off Cape Hatteras on the Diamond Shoals and one of the life saving crew reported the fact that this ship had run ashore on the dangerous shoals. The old skipper gave the command to man the lifeboat and one of the men shouted out that we might make it out to the wreck but we would never make it back. The old skipper looked around and said, *'The Blue Book says we've got to go out and it doesn't say a damn thing about having to come back.'*"

Etheridge was not exaggerating. The Regulations of the Life-Saving Service of 1899, Article VI "Action at Wrecks," section 252, page 58, state that:

"In attempting a rescue the keeper will select either the boat, breeches buoy, or life car, as in his judgment is best suited to effectively cope with the existing conditions. If the device first selected fails after such trial as satisfies him that no further attempt with it is feasible, he will resort to one of the others, and if that fails, then to the remaining one, and he will not desist from his efforts until by actual trial the impossibility of effecting a rescue is demonstrated. The statement of the keeper that he did not try to use the boat because the sea or surf was too heavy will not be accepted unless attempts to launch it were actually made and failed, or unless the conformation of the coast—as bluffs, precipitous banks, etc.—is such as to unquestionable preclude the use of a boat."

This section of the Regulations remained in force after the creation of the Coast Guard in 1915. The new Instructions for United States Coast Guard Stations, 1934 edition, copied Section 252 word for word as it appeared in 1899. [1934 Instructions for United States Coast Guard Stations, Paragraph 28, page 4].

HAS YOUR DEPENDENT(S) IDENTIFICATION CARD EXPIRED?

Like your drivers license, dependent identification cards need to be renewed before the expiration date. Medicare eligible dependents need to renew their ID card upon reaching age 65. Take the time now to check this information. If your card is near expiration, approximately one month, contact the nearest card issuing activity to your home. Call ahead for hours and days of operation.

WASHINGTON:

Seattle	206 217 6510	13th CG District
	206 553 7656	NOAA Pacific Marine Center
Tacoma	253 982 2855	McChord AFB
	253 967 5065	Fort Lewis
Bangor	360 396 5732	NSB
Bremerton	360 476 7488	Puget Sound Ship Yard
Spokane	509 247 2701	Fairchild AFB
	509 327 3346	Naval/Marine Corp Reserve Center
Yakima	509 575 6935	Marine Corp Reserve Center
	509 577 3207	Yakima Firing Range
Everett	425 304 4256	Naval Station Everett
Port Angeles	360 457 2215/2216	CGAS Port Angeles
Vancouver	360 906 4159	HQ, Army Reserve 104th Div.
Whidbey Is.	360 257 1390	Naval Air Station

OREGON:

Eugene	541 686 9266	Naval/Marine Corp Reserve Center
Bend	541 388 6280/6270	Bill Healey Armory
Klamath Falls	541 885 61336142	173 MSF/DPMA - ANG
Salem	503 584 3957	Adjutant General ARNG
Portland	503 285 4566	Naval/Marine Corp Reserve Center
Central Pt.	866 477 1553	Naval Reserve Center
Astoria	503 861 6206/6205	CG Group Astoria
Coos Bay	541 756 9220	CG Group North Bend

MONTANA:

Great Falls	406 731 4155	Malmstrom AFB
Helena	406 324 3249	ARNG
Billings	406 248 2090	Naval Reserve Center

IDAHO:

Boise	208 422 6289/6236	Naval/Marine Corp Reserve Center
Mt. Home	208 828 2133	Mt. Home AFG - USAF
Lewiston	208 799 5041	National Guard Armory - ARNG
Pocatello	208 238 0490	Naval Reserve Center

ALASKA:

Fairbanks	907 353 2195/2243	Ft. Wainwright
Anchorage	907 384 0332	Ft. Richardson
	907 552 2276/2846	Elmendorf AFB
Juneau	907 463 2162/2165	Federal Bldg. USCG
Kodiak	907 487 5170	ISC Kodiak - USCG
Nome	907 443 6253	National Guard Armory - ARNG
Ketchikan	907 228 0213/0313	CG Group Ketchikan
Sitka	907 966 5434	CG ISC Sitka

CG DAY PICNIC'S/ACTIVITIES IN THE NORTHWEST

Port Angeles, Washington:

Date: August 9th (Friday)
Time: 11:00 – 16:00 (4 p.m.)
Place: Fairview Grange – located east of Port Angeles
on Lake Farm Road (follow the signs)
Cost: Active duty – Free
AD dependents - \$3.00 for family
Retired & Auxiliary - \$5.00 for family
Beer - \$2.00 all day
Games, food, music and a way to meet and make new friends

Seattle, Washington:

Date: August 10th (Saturday)
Time: 11:00 – 16:00 (4 p.m.)
Place: Shoreline Park on American Lake, Fort Lewis. Take
exit 120 off I-5 (Ft Lewis/North Ft Lewis) follow signs
to North Ft Lewis. Have ID card for entry. Go to first
light (San Francisco Ave.) take a right. Follow road to
the left, taking a right at Shoreline Beach Dr.
Cost: Adults (CG AD, Retired, Reserve, Civilian, Auxiliary
and Dependents
13 years and older) - \$4.00
Dependent children (6-12 years old) - \$2.00
All children 5 years and younger – Free
Guests (anyone not in one of the above categories –
friends, neighbors,
Other military, extended family, etc) - \$8.00
Catering will be provided by Fort Lewis Caterers.
Complimentary soft drinks bottled water and beer Music,
kayaking, paddle boats, face painting, bingo and more
Chief's Baking Contest

Spokane, Washington:

Date: Saturday, August 17th
Time: 10:00 - 19:00
Place: Clear Lake – USAF Recreation Resort Site.
(509 299 5129/247 2511
Take exit 264 off I-90 (west) to South 14824 Clear Lake
Road. Cheney, WA.
Food: POTLUCK, BYOB
Come and celebrate CG Day by meeting old friends and
making new ones. Clear Lake has facilities for RV's and
tent camping (gates close at 6:00 p.m.).
Points of Contact: QMC Del Clark, retired (509) 534-4698
and Petty Officer Mark Janssen, CG Recruiting Station
Spokane (509) 927-0993

Portland, Oregon

Date: Sunday August 4th
Time: 12:00 (noon)
Place: USCG Base - 6767 North Basin Avenue (Swan Island)
Cost: \$3/person or \$6/car max
Traditional events include the CPO sponsored beverage (beer
and soft drinks) tent, children's games, pot luck side dishes
(Hor D'Oeuvers P-Z Desserts H-O
Salads A-G Single Chips/Pretzels)
Officers will operate the barbeque grill, there will be a

“Royal Flush” dunk tank, chicken drop bingo, silent auction,
music and more.

Point of Contact: CWO Douglas Burrows at (503) 240-2552

Astoria, Oregon:

Date: August 2nd
Time: 10:00
Place: Cullaby Lake
Cost: TBA
We will have a helicopter show up and conduct a rescue
demonstration and we will have plenty of food and games
to go around.
Point of Contact: LTjg Michael J. Rasch telephone (503)
861-6229

Port Orford, Oregon:

Port Orford Lifeboat Station Museum. We are not having a
formal picnic, but an all-day (August 4th, 10 am to 3:30 pm)
open house and a special flag pole dedication ceremony.
The family of CPO Billy Fritts, USCG, stationed at the Port
Orford Lifeboat Station in 1942, has endowed the museum
with a flagpole in memory of the late Chief.
Point of Contact: www.portorfordlifeboatstation.org.
Telephone 541 332 0521

Juneau, Alaska:

Date: August 3rd, (Saturday)
Time: Welcoming announcement and food at 1200 (noon)
Early arrivals ok.
Place: Sandy Beach, Douglas, Alaska
All members of Team Coast Guard (active, retired, reservists,
civilian
Employees, Auxiliarists, along with the rest of the Military
community are welcome.
Point of Contact: SKC T. Whitehead, 907 463 2113

Anchorage, Alaska:

MSO Anchorage is having their CG Day picnic on August
2nd at Otter Lake Lodge, which is located on Ft. Richardson
Army Post.
The lodge is about 4000 sqft so there will be plenty of room
if the WX turns. The Lodge sits hill side to the lake with
spectacular view of the mountains. One may also see a bald
eagle with a fresh rainbow trout, or catch a glimpse of the
local black bear named “Crash” and her two cubs. Our
events are: BBQ to include the catch of the Day (halibut,
compliments of TC1 T. Dew), fishing tournament, canoe
race, face painting, jumping Jupiter, volleyball and of course
having a good time with friends.

Ketchikan, Alaska:

Station Ketchikan is going on a camping trip out to Helm
Bay. We have rented the USFS cabins, and plan to set up a
tent city (20 people or so). We will depart the station on
August 2nd and return on August 4th. We plan on fishing,
hiking, crabbing, eating and camping for our celebration. It
is 6 miles north off the Northern end of our island, so it is
easily accessible to any boat owners. We plan on having
the duty section being able to come out, pending SAR or L/
E ops, and spend some time too. Everyone interested in
spending some time with us and our families are invited.
We may also be able to arrange transport out if necessary.

NEW “OPD” VALVE MANDATED FOR ALL SMALL PROPANE CYLINDERS

OPD Valves Required on all Cylinders 4# - 40# by April, 2002

On April 1, 2002, federal law requires update of all 4 to 40 pound vertical non-stationary Department of Transportation (DOT) propane cylinders to be equipped with new Overflow Protection Device (OPD) valves. It will be illegal to refill most portable cylinders not equipped with the new style OPD-fitted valves. The previously ubiquitous POL (bullet nose, left-hand thread) valve has been replaced by a new valve fitted with an overfill prevention device (OPD) and a Type 1 fitting for connecting pigtails.

How it Works

1. Liquid propane (*dark blue in illustration at left*) fills the cylinder through the OPD valve.
2. At a safe level, the float cam (*yellow*) triggers the pin (*orange*) to fall into the recess of the cam, sealing this path off and preventing any more liquid propane from entering the cylinder.
3. The propane builds up pressure in the chamber (*center spring*) and pushes the piston arm up to form a seal, effectively stopping the filling process.
4. Using propane from the cylinder resets the OPD for the next fill.

The 1998 Liquefied Petroleum Gas Code section of National Fire Protection Association (NFPA) Standard 58 called for the installation of OPDs on all 4 to 40 pound vertical DOT cylinders manufactured after September 1, 1998. The 2001 version of the same code states that horizontal cylinders are exempt from an overfill protection device (OPD) retrofit as long as the cylinder was manufactured prior to Oct. 1, 1998. That means that these cylinders can be legally recertified after 12 years without making modifications. The tanks mounted to motor homes (designated as ASME tanks) are not subject to this regulation.

There are limits on how much propane can be put into a cylinder. Because propane expands, as it gets warmer, it is important not to exceed a cylinder's proper filling limit. A properly filled cylinder will have a vapor space left in the top of the cylinder to allow room for expansion of the liquid with a change in atmospheric temperature. Currently proper refilling is dependent on the operator; it is possible to overfill the cylinder by inaccurate weighing, ignoring the presence of liquid propane at the fixed-level gauge, or relying on a float-type dial gauge. The OPD helps prevent potentially hazardous conditions caused by cylinders that may have been overfilled.

OPDs are intended to reduce the danger associated with these kinds of possible errors, by automatically stopping the refilling process without the operator's intervention. The new OPD valves prevent overfilling of gas cylinders, making filling and using gas cylinders safer than ever before. The OPD consists of a float mechanism attached to the cylinder's refilling valve that cuts off the flow of propane as soon as the propane level reaches the container's rated 80 percent liquid capacity. The presence of an OPD does not relieve the operator from the duty of determining the proper fill level by one of the other standard methods.

OPD-equipped cylinders have a special triangular hand wheel, which cannot be removed, and are marked with the letters “OPD” on the valve body. They are equipped with Type 1 fittings, also called Quick Connection Coupling (QCC) fittings that allow connections of the pigtails without the use of tools. This coupling is designed so that no propane flows unless the mating connector is fully inserted. These cylinders use the plastic hand nut that fits over the 1 5/16 inch outside right hand Acme threads for the new-style hose fittings. QCC-equipped valves also have inside left-hand threads that will accommodate the old POL fittings.

Retrofitting older POL equipped propane cylinders is possible in most cases; however, the expense may be close to the same as purchasing a new cylinder instead. It is recommended that you check with your local propane dealer to make sure the correct valve is installed in your old cylinder. In some cases it is not possible to replace the old valve with an OPD replacement valve. If you have any questions you should check with your local LP gas dealer. Remember to properly dispose of any old propane cylinders. Many companies that sell new cylinders will accept your old ones for disposal (possibly for a small disposal fee). Do not throw any propane cylinders into the garbage since they are considered a hazardous material.



UNDERSTANDING RETIREE DENTAL HEALTH CARE BENEFITS PROGRAMS.

TRICARE Retiree Dental Program (TRDP): Dental health care benefits are available to eligible retiree family members through the TRICARE Retiree Dental Program (TRDP), administered by Delta Dental. Information regarding coverage and plans is available online at the Delta Dental website at <http://www.ddpdelta.org/>

A special enrollment offer is available for those members who enroll within 90 days of their retirement from active duty. Recent changes in the TRDP have provided for an enhanced benefits plan, which provides for more extensive coverage. Enrollment is made easy by calling Delta at 1 (888) 336-3260, or by using their online registration at <http://www.ddpdelta.org/cgi-bin/enrollment.asp>

In addition to online enrollment, the website also enables you to check premium rates for your ZIP code, print claims form, view a payment chart, and check the Frequently Asked Questions list for answers to most questions you may have about the program.

Delta Dental may also be contacted by E-mail:

Enrollment: ddpenroll@delta.org

Customer service: ddpservice@delta.org

Premium Payment Inquiries: ddpbilling@delta.org

Other Delta Dental contact information:

Enrollment (new enrollments, changes & related correspondence) 1 (888) 838-8737
Monday - Friday (excluding holidays) 7 a.m. - 5 p.m. PST

Customer Service (claims, eligibility inquiries & related correspondence) 1 (888) 336-3260
Monday - Friday (excluding holidays) 8:15 a.m. - 4:30 p.m. PST

Interactive Voice Response (IVR) 1 (888) 336-3260
Available around the clock Monday - Saturday



Emergency Management is needed as disasters come in all shapes and sizes, from fires to bridge collapses, single persons injuries to hundreds at sea!

COLLEGE PARTNERSHIP WILL AID IN U.S. COAST GUARD DEGREE COMPLETION

OREGON CITY – Clackamas Community College is entering into a landmark agreement with the U.S. Coast Guard. CCC will work with the USCG to help Coast Guard personnel earn associate's degrees in Emergency Management. A signing ceremony marking this groundbreaking partnership will take place at 3 p.m., Wednesday, June 12, in the Gregory Forum.

CCC's partnership with the Coast Guard builds on an agreement the college reached with the Oregon Emergency Management (OEM) office four years ago. CCC in partnership with the OEM developed an associate's degree in Emergency Management (EM). It is the first associate degree in EM in the nation developed in partnership with a state Emergency Management office.

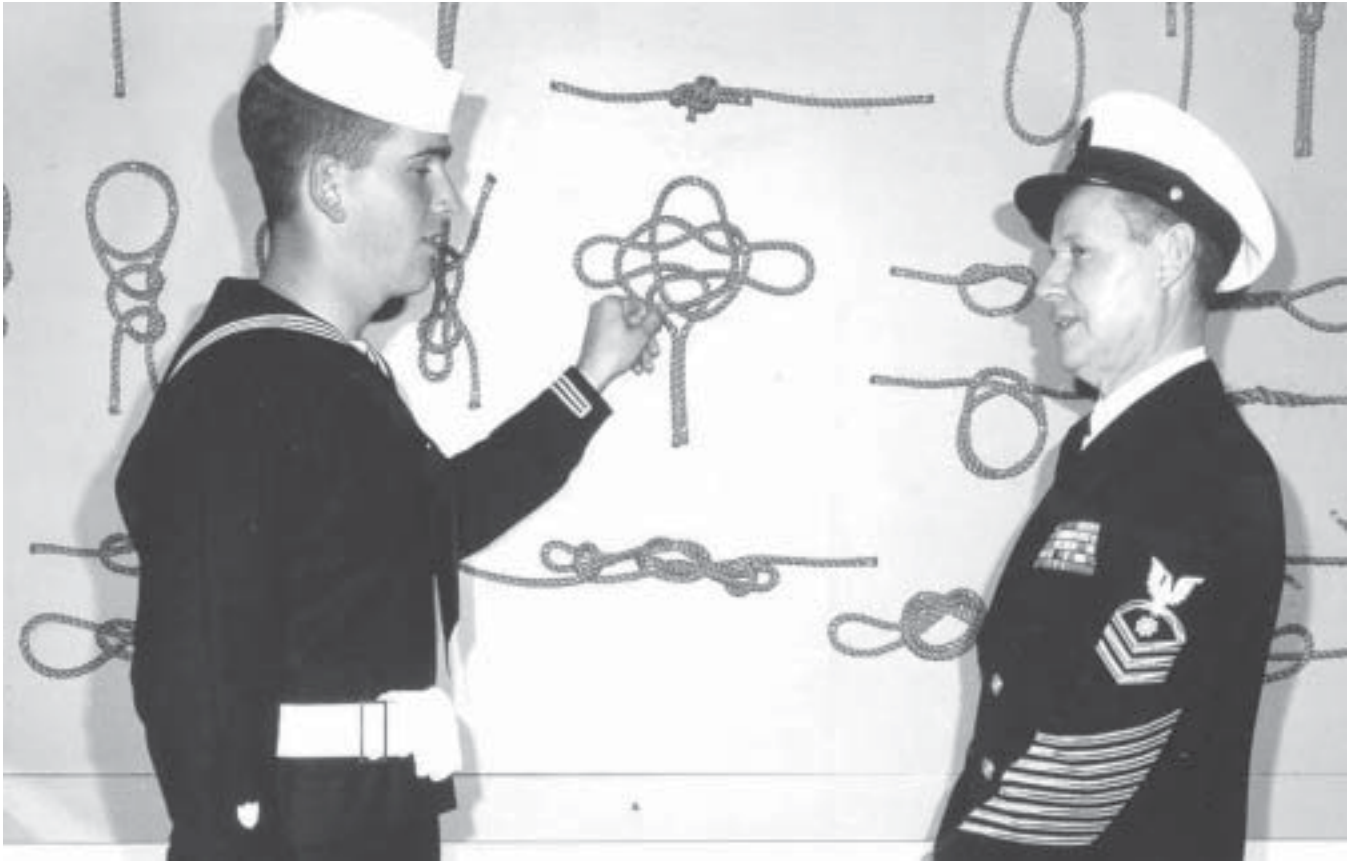
Since its inception, the state and the college have done concerted outreach to partner with state EM training programs. To date, agreements have been reached with Texas, Georgia and Virginia, enabling students in those states to earn their associate's degree in EM.

In January CCC staff met with a USCG representative to discuss the adaptation of the EM degree for use by the USCG that would incorporate coursework at CCC and training at Coast Guard sites. Completion of the USCG training program would be equivalent to completing Oregon's EM degree. The signing ceremony Wednesday formalizes this agreement.

This partnership marks the first formal degree program the Coast Guard has established with a college. The agreement opens the way for 35,000 active, retired and reserve USCG personnel to earn their associate's degree at CCC. Dick Ashbaugh, chairman of the Criminal Justice and Emergency Management Department, Kelly Jo Jensen, of the Oregon

Emergency Management office and Coast Guard Lt. Michael Bennett have been instrumental in reaching this agreement. Coast Guard personnel, along with those from OEM, the Federal Emergency Management Agency, area law enforcement agencies and CCC will attend this ceremony. For more information, please call 503-657-6958, ext. 2538.

Remembering Yesterday in the U. S. Coast Guard



SN Larry M. McBreen (left) in a friendly discussion with QMC John "Champ" Smith (right) regarding seamanship and knot tying. Smith was a 33-year veteran of the Coast Guard. photo dated 25 February 1959; photo number 13CGD-022059-02.



Coast Guard Retiree Council Northwest Newsletter
c/o COMMANDING OFFICER
USCG Integrated Support Command
Attn: Work Life (Retiree Council)
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