



Coast Guard Retiree Council — Northwest



RETIREE NEWSLETTER

“They Also Serve”

VOLUME XI ISSUE 2

TRICARE YOUNG ADULT BEGINS; MONTHLY PREMIUMS SET AT \$186

*By Tom Philpott
Stars and Stripes*

Adult children of military members and retirees now can buy TRICARE health insurance coverage out to age 26, and that coverage can be purchased back to Jan. 1 this year.

The cost is steep, however, with the premium set at \$186 a month, or \$2,232 a year, for coverage under the fee-for-service TRICARE Standard plan or the preferred provider network offered under TRICARE Extra.

No other Standard and Extra beneficiaries have to pay a premium. But in approving TRICARE Young Adult (TYA) Congress mandated that premium be set high enough to cover the entire cost. That includes both for medical services and internal administrative costs. So TRICARE officials said they had no other choice than to set premiums at these levels.

Given the premiums, TRICARE officials project only a modest “take rate” the first year of about six percent, or about 14,000 participants out of an eligible population of 233,000 young adult dependents.

For now, TRICARE Standard will be the only TYA option. TRICARE Prime will become another option for TYA enrollees effective Oct. 1, start of the new fiscal year. But to use Prime, young adults will have to live in areas where a TRICARE managed-care network is available.

The monthly premium for TYA Prime will be \$213, or \$2,556 a year, not counting Prime co-pays. That is more than five times what a military family pays to enroll in TRICARE Prime.

There will be no retroactive coverage back to January 2011 offered under the TYA Prime option when it begins next Octobers.

Families with multiple children between age 21 and 26 won’t get a discount either. Each participant will have to pay the full monthly premium, under either Prime or Standard. Additional features -- cost-shares, deductibles and catastrophic cap protection -- will be based on the sponsor’s status and the type of coverage selected.

Retired Navy Chief Hospital Corpsman Henry Popell of Vista, Ca-



lif., had wanted TYA Prime to cover his 20-year-old son, Colin, when he completes his studies in a few years. But Popell is re-considering, given the premium rates, which would total more than \$10,000 over four years of coverage eligibility.

“Wow!” said Popell, when we shared with him the rate. “That’s a hell of a jump” from what he now pays for covering Colin as a fulltime student. “It puts me in a pickle.”

In better economic times, Popell said, he would count on his son landing a job with health benefits after graduate school. In this economy, that’s not at all certain.

“The burden’s going to be on me to provide him with health care because I won’t let him go without,” he added. “TRICARE Prime would be the best way to go. But if we’re talking about \$2,500 a year, that’s a good hunk of money. There would have to be some very compelling reasons for me to continue that [coverage] after he got out of college.”

Details on the TYA program were published April 27 in the Federal Register as an “interim

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final rule.” Though the department solicits comments from beneficiaries and interest groups, the program is starting immediately to accept applications and to extend coverage as applications are approved.

The rule explains that assistant secretary of defense for health affairs, Dr. Jonathan Woodson, “had determined that following the standard practice,” to delay implementation until after a 60-day comment period, “is unnecessary, impractical and contrary to the public interest.”

The final details confirm that Congress failed to deliver to military families what was gained for other families on young adult coverage under the 2009 Patient Protection and Affordable Care Act. As that controversial health reform package moved toward enactment, opponents had warned that it had better not impact prized military health care coverage in any way.

That protectionist posture, however, left military families behind. The health reform law directed other health insurance plans to extend coverage of dependent children out to age 26. TRICARE coverage continued to end at age 21 or age 23 for children attending college fulltime.

Last year the armed services committees considered but rejected the idea of adding TYA as another subsidized feature of the TRICARE benefit. That would have added \$300 million a year to TRICARE costs, which Defense officials complained long have complained are rising dramatically.

So lawmakers opted instead for a full-cost, premium-based TRICARE Young Adult program to take effect Jan. 1, 2011.

Congress imposed two other limitations unique to young adult TRICARE users versus other American young adults: 1) only unmarried dependents are eligible for TYA and 2) young adult dependents are disqualified if they are eligible for medical coverage through an employer-sponsored insurance program.

TRICARE officials needed longer than expected to write implementing regulations. But TYA applicants who pay premiums of \$186 back as far as January can qualify for retroactive coverage under TRICARE Standard coverage if young adults can show their medical receipts.

TYA applicants can find more information, including application forms, online at: www.tricare.mil/tya.

The rule refers to “various premiums” depending on whether the dependent’s sponsor is active duty, retired or eligible under another plan such as TRICARE Reserve Select or TRICARE Reserve Retired. But Austin Camacho, a spokesman for the TRICARE Management Activity headquartered in Falls Church, Va., said there are no different premiums “at this time.”

The Department of Health and Human Services estimates that 1.2 million young adults have taken advantage of expanded dependent coverage to age 26 under national health reform law. Spread across all plan participants, the new coverage likely bumped up insurance premiums for family coverage by \$60 to \$150 a year, according to HHS estimates.

That’s in sharp contrast to what military families will experience.

Proponents on Capitol Hill argue that TYA still will be more affordable than many commercial health insurance plans available for young adults, and that TRICARE will provide more comprehensive coverage too.

Reprinted here with permission of Tom Philpott whose Military Update column appears weekly on the Fleet Reserve Association’s website: www.fra.org.

One retired officer asserts that depending on individual needs, TYA could be a very good deal. “I bought similar coverage for my daughter four years ago when she lost her job,” he says. “It cost me about \$400 a month and did not cover preexisting conditions. TYA apparently does.”

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COAST GUARD RETIREE COUNCIL NORTHWEST
USCG Integrated Support Command
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Seattle, Washington 98134

COAST GUARD DAY FOR PUGET SOUND AREA

By James Graddy, Regional Morale, Well-Being, and Recreation (MWR) Director

USCG Base Seattle MWR

Location: Lord Hill Farms, Snohomish-Monroe, WA.

(<http://www.lordhillfarms.com/>)

Date: Tuesday, 9 August 2011.

Time: 1100 - 1500 hours.

Lord Hill Farms

The Coast Guard will be celebrating its 221st birthday this year and, as you all well know, the 4th of August is the official birthday of the Coast Guard, however, we're having the event on 9 August due to the fact that the week of the 4th is the annual Seattle Fleet Week and Seafair festivities. It will be our fifth picnic at Lord Hill Farms (previous events - 2004, 2006, 2007, & 2010) and they do a wonderful job helping our CG family celebrate the Guard's special day, so make it a point to mark your calendar and attend.

DIRECTIONS to the picnic grounds from Seattle are:

From Seattle, take I-90 East or 520 East to 405 North. Follow 405 North to exit #23 (Highway 522 East) to Woodinville. Stay on 522 East to the Monroe/West main St. exit. Exit and enter the roundabout circle and go to the fourth exit out of the circle (road that goes under the overpass). Proceed down this road exactly 3.4 miles from the overpass. Lord Hill Farms is on the right. You'll see signs indicating it's Lord Hill Farms and signs advertising the CG Day picnic. Military car stickers are not required to gain access onto the property.

TIME OF THE EVENT will be 1100 - 1500 hours. The admissions table will open at 1000 hours.

TICKET COSTS. Tickets for this year's picnic will cost \$5.00 for anyone ages 6 years old and up. Children ages 5 years and under are free. Tickets may be purchased at the Base Seattle MWR office located in the Base Seattle Fitness Center, Monday - Friday, 0700 - 1530 hours. Tickets may be purchased with check or cash only. For those that want to mail their payment to us (check only), our address is:

Commanding Officer
Base Seattle MWR
1519 Alaskan Way South
Seattle, WA. 98134-1192
Attn: CG Day

Once we receive your fee, we'll mail you the respective number of wristbands that you will wear to the picnic indicating that you've pre-paid. Please ensure to include your mailing address with your payment.

CATERING. The meal will be served from 1130 - 1400 hours and will include the following:

Starters: Assorted Bagged Chips Sides / Salads: Summer Pasta Salad
Fresh Sliced Watermelon Corn on the Cob

Entrees: Classic Mesquite Smoked Chicken BBQ Baked Beans

Certified Angus Beef Hamburgers/Cheeseburgers Dinner Rolls, Garden Burgers, All Beef Hot Dogs

*Served to order, hot off the grill with all the fixin's!!

Dessert: Ice Cream Bars & Popsicles (Served after lunch.)

Extras: Cotton Candy Stand 300

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Beverages: Lemonade, Bottled Water & Assorted Carbonated Beverages (Available for the entire event.)

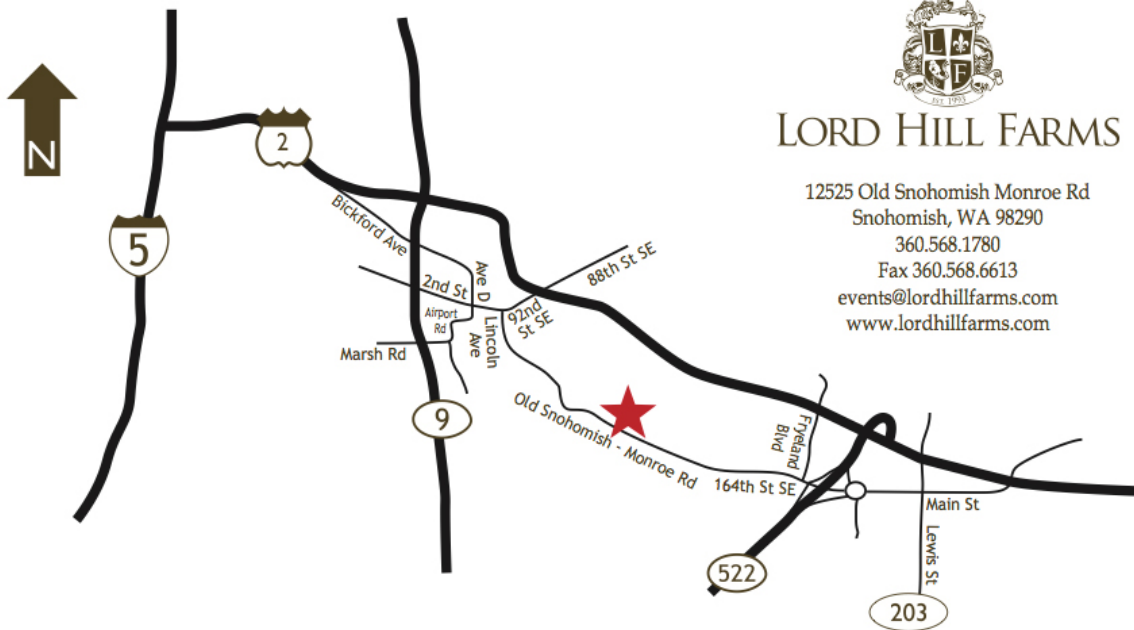
There will also be a No Host/pay as you go bar that will serve beer and wine.

ENTERTAINMENT.

- Sound and PA System with music DJ
- Competition Games and Races with ribbons
- Airbrush Face Painting
- Miniature Golf
- Climbing Wall
- (6) Pedal Boats for the pond!!
- (2) Kiddie Pools with bubble pond
- Giant Inflatable Slide
- Lord Hill Driving Range!!
- Tetherball, volleyball, horseshoes, kids playground, flag football.

We regret we do not have CG Day information by press time for Sector Columbia River, Group Coos Bay, or any unit in CGD17. Please contact those units for their information.

BAKING CONTEST (Desserts only, including cakes, pies, cookies, cobblers, etc.,) We will conduct a baking contest at the picnic and the contest judges will be pre-selected by PACNOR-WEST MWR. Unfortunately, due to our picnic time schedule, there will be a LIMIT TO THE AMOUNT OF ENTRIES we allow. The first 12 Intent to Participate e-mails I receive in my inbox will constitute the baking contest line-up. Trophies will be presented to the bakers of the top three "great-tasting goodies" immediately following the competition, so if you or someone coming with you to the picnic has a dessert baking inclination, e-mail me at: james.a.graddy@uscg.mil and let me know who you are, your phone number, and what you plan on baking. Please place in the subject line: CG Day Picnic Baking Contest.




LORD HILL FARMS
 12525 Old Snohomish Monroe Rd
 Snohomish, WA 98290
 360.568.1780
 Fax 360.568.6613
events@lordhillfarms.com
www.lordhillfarms.com

From the North
 Take I-5 South to Exit 194 (Hwy 2 East/Wenatchee). Take the 88th Street SE Exit to Snohomish. Turn Right on 92nd Street towards Snohomish (turns into 2nd St.) Follow through the first light nad turn left on Lincoln Avenue, which becomes Old Snohomish-Monroe Road (First Heritage Bank is on the corner). Follow for approximately 3 miles and Lord Hill Farms will be on the left.

From the South
 Take 405 North to Exit 23 (Woodinville/Wenatchee) to Hwy 522 East. Head East for 11.5 mile to the Monroe/West Main Street Exit. Follow roundabout around and to under the overpass. Continue West past the gast station for approximately 3 miles. Lord Hill Farms will be on the right.

SPOKANE, WASHINGTON

OUR COAST GUARD PICNIC FOR THIS YEAR.

Paul & Susan Luppert

Mark and save the date: Saturday 13 August.

As always, we will be at the USAF facility at Clear Lake. Picnic Area #3 (same as last year).

Bring whatever you'd like to drink, and bring an appropriate picnic food (salad, desert, side dish, chips, whatever ...) to share. There'll be plenty of hamburgers, hot dogs and chicken on the bar-b-cue.

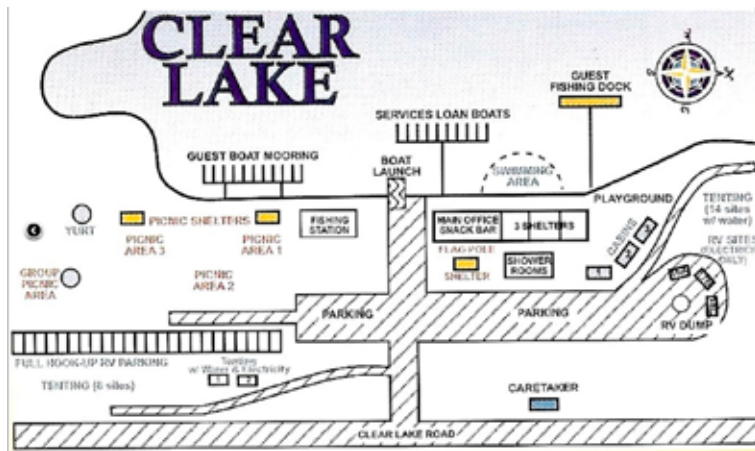
Del Clark works year-round at finding great prizes for the raffle and he's already got some good stuff lined up.

So far Del's bag of prizes includes two telescopes (sounds like really good ones too) and a nautical-themed chess set that Del's wife Paula has been making. If you've been to one of these picnics, you know that Del and Paula always come up a lot of great prizes for the drawings.

Del gets around on one of those little "scooter" devices, so he could probably use a little extra help this year.

If you'd like to help with any part of the picnic, before, during or after, please call him at (509)534-4698.

Should be fun! It always is.



Directions East or West bound on I-90, take Exit 264 (Cheney/ Medical Lakes Exit) and go North. Turn Right onto Clear Lake Road on the North side of I-90. Clear Lake Recreation Area is clearly marked at the corner of Clear Lake and Salnave Rd. The Recreation Area is then just a short distance down Clear Lake Road on the Left. From Fairchild AFB, take Hwy 2 West to Brooks Rd and turn left toward Medical Lakes, Left on Clear Lake and travel about 1 mile to Clear Lake on your right.

This map shows the regional context of Clear Lake. It highlights Hwy 2, Airway Heights, Fairchild AFB, Medical Lake, and Salnave Road. Exit 264 on I-90 is marked. A yellow arrow points to the location of Clear Lake on Salnave Road. A compass rose is in the upper right corner.

HOURS OF OPERATION
 28 April to 24 May
 Thursday - Monday 0800 - 1800
 CLOSED TUES. & WED

25 May - 5 September
 OPEN EVERY DAY
 0800 - 2000

FAIRCHILD AFB SERVICES
 Combat Support & Community Source



HAMILTON & CHASE RETIRE FROM THE FLEET

MARCH 30, 2011

by: LTJG Stephanie Young

Two stalwarts of the Coast Guard's fleet of cutters, Hamilton and Chase, were decommissioned earlier this week after leaving an indelible mark in our service's history. The two 378-foot high endurance cutters, with close to 90 years of experience collectively, were decommissioned to make way for the new fleet of 21st century national security cutters.

Alexander Hamilton, the first U.S. Secretary of the Treasury and founder of the Revenue Cutter Service, was the namesake of both the cutter Hamilton and the class of cutters. Cutter Hamilton was the first of the Hamilton class cutters and was commissioned in March 1967. The cutter has led the service in many missions, including the 1994 search and rescue mission for which they received the Coast Guard Meritorious Unit Commendation for rescuing 135 Haitians after their sailboat capsized and sank. In 1996, Hamilton served as a command and control platform for operation Frontier Shield, intercepting 14 drug-laden vessels carrying more than 115 tons of contraband worth 200 million dollars.



Vice Adm. Manson K. Brown, commander, Pacific Area, and Capt. Matthew J. Gimple, commanding officer, U.S. Coast Guard Cutter Hamilton, stand with the oldest and newest crew members of the Hamilton after the cutter was awarded the Unit Commendation medal during its decommissioning ceremony. U.S. Coast Guard photo by Petty Officer 2nd Class Sondra-Kay Kneen-Rivera.

"Indeed there is a special relationship that exists between the sailor and the ship. Especially a ship with as long and distinguished a service

record as this cutter, Hamilton," said Vice Adm. Manson Brown, commander, Pacific Area at Hamilton's decommissioning. "Hamilton's sustained performance for over 44 years is a testament to the closeness of that relationship between cutter and crew. And I know that each and every sailor that has served on Hamilton takes great pride in her now legendary accomplishments."

Salmon Portland Chase served as President Abraham Lincoln's Secretary of the Treasury, and is the namesake of Chase, a cutter that bears an equally storied history. Chase was the fourth of Hamilton Class Cutters, and commissioned in March 1968. During the course of it's service, Chase earned several notable awards including the Navy Meritorious Unit Commendation, Armed Forces Expeditionary Medal and Vietnam Service Medal. In 1999 the crew of Chase seized 15,432 pounds of cocaine, the second largest cocaine bust in the service's history.

A crewmember aboard U.S. Coast Guard Cutter Chase lowers the National Ensign during the cutter's decommissioning ceremony held earlier this week. U.S. Coast Guard photo by Petty Officer 2nd Class Sondra-Kay Kneen-Rivera.



"Your 43-year legacy of outstanding service honors our profession by epitomizing the dedication and professionalism that are hallmarks of the Coast Guard," said Adm. Bob Papp, Coast Guard Commandant, to the Chase's current and past crew in announcing the cutter's decommissioning. "Once a Chaser, always a Chaser."

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Both cutters deployed to Vietnam as part of Operation Market Time, and Hamilton, the first high endurance cutter to arrive off the coast of Vietnam in 1969, fired more than 4,600 rounds of gunfire alone in support of U.S. and Vietnamese troops.

As the new 418-foot national security cutters becomes the flagship of the fleet, their crews must always remember the legacy of those who sailed the high seas aboard Hamilton and Chase, and a small part of this legacy will continue as Hamilton will become the namesake of the fourth national security cutter.

There is no doubt that the cutter's past is deeply ingrained in the service's memory, and whether you were aboard Hamilton – "Semper Primus: Always First" – or aboard Chase – "There is no work better than ours" – your memories, and the cutter's memories, will live on.



ALASKAN NAMED ENLISTED COASTIE OF THE YEAR

NavyTimes 28 April 2011

JUNEAU, Alaska — A city resident has been named the Coast Guard's 2010 Enlisted Person of the Year.

Petty Officer 1st Class Troy Brevik is an aviation maintenance technician based in Sitka who was cited for his thorough work on maintaining helicopters and streamlining operations at the Air Station.

Coast Guard Commandant Adm. Robert Papp chose Brevik for the award, saying in a statement that he excelled in leading the crews he worked with and facilitated the transition to a new type of helicopter.

The statement also recognized Brevik's service as a volunteer firefighter, where he assisted 70 people.

Brevik will be honored at a ceremony in Washington this week.



Coast Guard Petty Officer 1st Class Troy Brevik, an Air Station Sitka aviation maintenance technician, is presented a plaque from Rear Adm. Christopher Colvin Feb. 18, 2011, in recognition of his being selected as the Alaska Coast Guardsman of the year. Brevik and members representing all branches of the military were honored at the 34th Armed Services YMCA of Alaska Annual Salute to the Military. U.S. Coast Guard photo by Petty Officer 1st Class David Mosley.

ASTORIA, ORE., OFFICIALLY RECOGNIZED AS COAST GUARD CITY



ASTORIA, Ore. — Rear Adm. Gary T. Blore, Coast Guard 13th District Commander, shakes hands with Astoria Mayor Willis Van Dusen at Astoria's bicentennial celebration, May 21, 2011. Mayor Van Dusen accepted a certificate officially recognizing Astoria as a Coast Guard City. USCG photo by Petty Officer 3rd Class Nate Littlejohn

COAST GUARD LAUNCHES FIRST FAST RESPONSE CUTTER

by: LTJG Stephanie Young

In May, the first of the Coast Guard's fast response Sentinel class cutters, Coast Guard Cutter Bernard C. Webber, entered the water and now sits pier-side in Lockport, La.



Boatswain's Mate First Class Bernard Webber in 1952." (Official USCG Photo.)

The initial entry of the new cutter into water marks the beginning of its journey towards operating in support of vital missions throughout the Caribbean Sea and Gulf of Mexico, including port, waterways and coastal security, fishery patrols, search and

rescue and national defense.

It took a total of three days to get the 154-foot Bernard C. Webber from the fabrication shop to the water. You can see the process play out in the photos below.



The total evolution to move Coast Guard Cutter Bernard C. Webber took three days. Here, Webber is shown on day one, exiting the fabrication shop on the way to the pier where the launch will occur. U.S. Coast Guard photo.

Following the commissioning of CGC Bernard C. Webber, all of the anticipated 58 fast response cutters in the Sentinel class will bear the names of Coast Guard heroes who served in the enlisted ranks.

The Coast Guard's history shines with such acts of bravery that the "father" of the Coast



On day two of three, Coast Guard Cutter Bernard C. Webber was towed across Highway 308 in Lockport, La to the pier. U.S. Coast Guard photo.

Guard Alexander Hamilton speaks of and these acts will forever be remembered as the Coast Guard's new Sentinel-class cutters take the namesake of Coast Guard heroes and their valiant deeds.

These acts performed by men and women in the course of their everyday duties displayed devotion to duty and responsibility to the citizens of the nation for which they served. For some, their life-saving actions and heroic efforts resulted in the ultimate sacrifice of their life.

From the 19-year old, just one year out of boot camp, who remained aboard his sinking vessel so his crew could escape, to the lighthouse keeper who rowed two hours in a squall as she searched for a naval aviator whose plane went down, these heroes evinced astounding, and enormously humbling acts of bravery.

For many of these heroes, their powerful stories have long gone untold. But, with the arrival of the new Fast Response Cutter (FRC), their names and legends will enter the collective conscious of our service as all 58 planned FRCs will be named for the service's heroes. The names of the first 14 FRC:

Bernard C. Webber
Richard Etheridge
William Flores
Robert Yered
Margaret Norvell
Paul Clark
Charles David

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**Charles Sexton
Kathleen Moore
Joseph Napier**



Coast Guard Cutter Bernard C. Webber settles into the water with the rigging attached. For the first part of the launch the cutter was kept rigged while the an inspection took place. If everything is satisfactory, the rigging is detached. USCG photo.

**William Trump
Isaac Mayo
Richard Dixon
Heriberto Hernandez**

As individuals these valiant men and women earned a Purple Heart, Bronze Star, Gold Lifesaving Medal, Silver Star, Navy Cross and Marine Corps Medal. These medals represent their personal bravery and sacrifice, but their legacy and the service's legacy will carry on in the form of the Coast Guard's newest patrol boats. Their names will continue to stand for freedom and the country for which they so loved.

"There is no better embodiment of the Commandant's vision of the Coast Guard being defined by its missions, people and heritage than the naming of the new FRC's after Coast Guard heroes," said Master Chief Michael P. Leavitt, Master Chief Petty Officer of the Coast Guard. "We honor these heroes who have given so much and inspire future Coast Guard men and women."



CGC Midgett interdicts a 35-foot self-propelled semi-submersible vessel (SPSS) carrying approximately 6,000 kilograms of cocaine on Jan. 20, 2011. The SPSS was located 335-miles off the coast of Costa Rica. USCG photo by CCGC Midgett.

CGC MIDGETT CATCHES SUBMERSIBLE

The Coast Guard Cutter Midgett returned from a multi-mission patrol in the Eastern Pacific Ocean, Tuesday, where they interdicted a 35-foot self propelled semi-submersible (SPSS) vessel carrying approximately 6,000 kilograms of cocaine, more than 335 miles off the coast of Costa Rica, on 20 Jan 2011.



Self propelled semi-submersibles are a class of vessel used for smuggling large loads of narcotics across the ocean from South America to Central America. The vessels ride very low in the water, and are generally made of fiberglass making them very difficult to detect either visually or by radar.

When law enforcement assets arrive on scene, no movement was visible on the SPSS. Cutter Midgett dispatched a boarding team in its small boat, attempted to hail the vessel in English and Spanish, and knocked on the hull with no response. After three hours alongside the vessel, night had fallen and for the safety of the boarding team it was decided that the vessel board would be delayed until the next day. Suddenly, the hatch atop the central conning tower swung open and hands were visible as one of the crewmembers slowly came out of the SPSS.

Cutter Midgett's law enforcement team closed with the vessel, and ordered all personnel out of the SPSS onto the hull. SPSS crews are known to scuttle their vessels upon evacuation, therefore Cutter Midgett prepared for people to be thrown or to jump into the water. Cutter Midgett immediately put its second small boat in the water, and the two law enforcement teams quickly brought all four SPSS

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crewmembers safely onboard the cutter.

Once onboard, the SPSS crew stated that the vessel was from Colombia and the purpose of the voyage was to transport cocaine.

The next morning, upon entry into the vessel, an estimated 300 bales of contraband was discovered. The boarding team removed one of the 20 kilogram bales from the SPSS and a sample tested positive for cocaine.

GOV. GREGOIRE SIGNS LEGISLATION SIMPLIFYING HIRING OF WASHINGTON VETERANS:

*Washington State is the First in the
Nation to Allow Corporate Veterans' Preference
Programs*

<http://www.hireamericasheroes.org/index.php/news/hire-americas-heroes-news/27-gov-gregoire-signs-legislation-simplifying-hiring-of-washington-veterans>



(Dateline 20 April 2011) A historic addition to Washington's regulatory code was signed today that could open doors to

broader hiring of veterans by private business. When Governor Gregoire signed HB1432/SB5841, permitting private employers to exercise a voluntary veterans' preference in employment, Washington became the first state in the country to honor our veterans with this kind of employment preference.



Pictured from left: Ted Wicorek, J.W. Johnson, Booker Stallworth, Mike Gregoire, Gov. Christine Gregoire, Jim Robinson, Marjorie James, Rep. Jay Rodne, Sen. Jeff Baxter, David Black Jr., and Tom Hinman.

Similar to long-standing programs in Federal or state governments and public agencies, the measure allows, but does not require, corporate employers to give veterans preference in the hiring process. Bill sponsors hope to help reduce the jobless rate among veterans seeking civilian careers in these difficult economic times.*

Introduced by Representative Jay Rodne (R-North Bend), a US Marine Corps veteran decorated for service in Somalia and the Persian Gulf, HB 1432 passed the House 94-4 and received a unanimous 49-0 vote in the Senate. This legislation does not have any impact on the state budget. In fact, this measure could funnel thousands of federal dollars back to Washington through Work Opportunity Tax Credits to businesses who hire qualifying veterans.

"As our veterans return from their overseas duties, it's important for them to be reintegrated back into our communities. Employment can be a critical vehicle for this transition," said Representative Rodne. *"House Bill 1432 simply permits employers to give veterans preference in employment decisions, but it's not a requirement. This would provide our veterans with more employment opportunities and is an appropriate way to honor their service and sacrifices."*

In expressing support for this legislation, MG Lowenberg, Adjutant General of the Washington National Guard and Director of the Washington Military Department, said *"Employers recognize that hiring veterans is good for business and enhances their bottom line, but they're reluctant to give a preference to veterans for fear of legal challenge.... The provisions of HB 1432 will create a level playing field for veterans making the transition from military service to private employment."*

The veterans' employment preference legislation is a key initiative of Hire America's Heroes, whose purpose is to expand employment options in corporate America for former service members. Marjorie James, President of Hire America's Heroes, said *"We are on a campaign to cut barriers impacting employment of veterans in private business"*

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and are proud that Washington has shown leadership at the national level. Hopefully other states will follow this example and make it easier to hire those who have so faithfully served our country." Hire America's Heroes continues to work closely with Senator Patty Murray (D-WA) on veteran employment issues, particularly in her role as Chairman of the Senate Veterans' Affairs Committee.

Joining Hire America's Heroes in supporting this bill were the Association of Washington Business and the Washington State Council of the Society for Human Resource Management. David H. Black, Attorney from Jackson Lewis LLP's Seattle office was essential in drafting the legislation. The Washington Veterans' Legislative Coalition, Washington Military Department, Helmets to Hardhats, Tacoma-Pierce County Chamber, Washington Retail Association, Boeing, and Allied Waste Services also endorsed the measure.

* In her March 16, 2011 report as Chairman of the Senate Committee on Veterans' Affairs, Senator Patty Murray stated: "Last Friday (ie March 11) we saw annual unemployment numbers that tell the story of the challenge we face. Young veterans aged 18-24 returning from Iraq and Afghanistan have an unemployment rate of nearly 22% and Reserve and National Guard members have an unemployment rate of 14%."

KODIAK-BASED PILOT RECOGNIZED AS PILOT OF THE YEAR BY HELICOPTER ASSOCIATION INTERNATIONAL

By USCG Public Affairs Detachment Kodiak

The Helicopter Association International announced the Salute to Excellence award winners for 2011 recognizing a Coast Guard Air Station Kodiak MH-60 Jayhawk helicopter pilot for the Pilot of the Year award which will be presented at the HAI Salute to Excellence banquet March 7 in Orlando, Fla.

Lt. Audie Andry, a Paoli, Ind., resident, won this award for demonstrating exceptional airmanship



Coast Guard LT Audie Andry poses with an MH-60 Jayhawk helicopter in St. Paul, Alaska, Jan. 31, 2011, after he received notification he will receive the Helicopter Association International 2011 Salute to Excellence Pilot of the Year award. Andry received this award for demonstrating exceptional airmanship and decisive action in landing a Sikorsky HH-60J safely aboard the Coast Guard Cutter Healy after it suffered a main-transmission input failure while in a 40-foot hover 100 feet from the ship at night. USCG photo.

and decisive action in landing a Sikorsky MH-60 Jayhawk helicopter safely aboard the Coast Guard Cutter Healy near Kodiak after it suffered a main-transmission input failure while in a 40-foot hover 100 feet from the ship at night Sept. 30, 2010.

"We were at a hover waiting for the green light to land on the cutter and we heard a loud howl in the aircraft," said Andry. "It sounded like wind coming thru a vent, but it was louder than it should have been. It lasted for two to three seconds maybe and by the time I was thinking, what is that noise, it turned into a high pitched squeal."

As the aircraft yawed, the rotor began to droop and the plane started to descend. Andry directed the nose of the aircraft toward the ship's deck.

"I reduced the collective a little bit to try and get the rotor rpm back," said Andry. "As I was doing this, the other pilot was transmitting to the ship to clear the deck. Once the deck was clear, I was able to concentrate on landing."

The aircraft moved forward and gained some momentum, but it was very sloppy due to the low motor rpm according to Andry. There was

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Kodiak Continued from page 11

a fairly strong wind which helped in moving the aircraft forward, but the winds coming across the ship's super structure caused a lot of turbulence.

"We started losing tail rotor efficiency as we came over the deck of the aircraft," said Andry. "And at that point, it was happening so fast, there was no chance of changing our decision. As we hit, which was a little bit sideways, there was a second or two we all paused to make sure all three wheels were on the deck."

The Pilot of the Year award honors an outstanding single feat performed by a helicopter pilot during the year or extraordinary professionalism over a period of time.

"I look at this award and think the organization was looking at this one event, this one time and saying to me that I did a good job," said Andry. "I respect the organization and it's nice to see something positive come out of an event that could have had a much more negative outcome."

The Salute to Excellence awards program, now in its 50th year, recognizes outstanding achievement performed by individuals or companies in the international helicopter community. For information about the 2011 Salute to Excellence awards banquet and ceremony, visit www.rotor.com.

BELLEVUE, WASH., NATIVE NAMED DISTINGUISHED HONOR GRADUATE AT CGA

USCG Public Affairs

The Coast Guard Academy announced recently that First Class Cadet Nathanael Crum of Bellevue, Wash., was named the Distinguished Honor Graduate for the Class of 2011.

Crum is a member of the men's varsity cross country, indoor and outdoor track teams. He is graduating from the academy with a degree in Civil Engineering.

Crum is a 2007 graduate of Sammamish High School in Bellevue and the son of Francis and Joanne Crum.



First Class Cadet Nathanael Crum of Bellevue, Washington Distinguished Honor Graduate for the Class of 2011. USCG Photo

After graduation, Crum is scheduled to report to flight school, and once complete, he will fly Coast Guard aircraft at one of our air stations throughout the continental U.S., Alaska, Hawaii or Puerto Rico.

The distinguished graduate designation recognizes the cadet who graduates with the highest Military Precedence List Average. Crum will give an address to the graduating class during commencement May 18.

The MPA is calculated using the cadet's cumulative grade point average, military precedence index and physical fitness exams.

The Coast Guard Academy offers an educational experience which emphasizes academics, physical fitness, character and leadership, in order to graduate officers of the highest caliber. Graduates go directly to positions of leadership and obligate eight years of service, five of which must be active duty.

1ST MAJOR DRUG BUST FOR NEW COAST GUARD BOAT

Thursday, February 17, 2011

by: LT Connie Braesch



The new 45-foot Response Boat Medium was delivered to Coast Guard Station San Juan May 29, 2009. The RB-M replaces the 41-foot Utility Boats with improvements in performance, crew efficiency and operational availability. To date, 48 of 105 RB-M's ordered have been delivered to units across the U.S. Coast Guard. U.S. Coast Guard photo courtesy of Station San Juan.

As the Coast Guard continues its recapitalization efforts, one of the service's newest platforms is making its mark as a highly capable, multi-mission asset.

The 45-foot Response Boat-Medium conducted its first major drug interdiction a few weeks ago aiming to not only complement the Coast Guard's ability to intercept suspect go-fast vessels but also to put a dent in counter drug operations.

When U.S. Customs and Border Protection Caribbean Air and Marine Branch surveillance aircraft detected an 18-foot yola traveling towards Puerto Rico without any navigation lights on the evening of January 30, the Coast Guard launched Station San Juan's RB-M and Coast Guard Cutter Matinicus to intercept the suspect vessel.

First on scene and being directed by a CBP helicopter, the RB-M approached the suspect vessel as the passengers aboard began to throw cargo overboard. Upon intercept, the RB-M crew embarked the two Dominicans, dewatered the unstable boat to prevent it from sinking, and recovered two suitcases of contraband from the water. After a first-light search, the Matinicus crew recovered one other suitcase. A field test

sample indicated that the suitcases contained cocaine.

Working jointly with Caribbean Corridor Strike Force partners, the custody of the two Dominicans and the 95 bricks of cocaine were transferred to Immigration and Customs Enforcement Homeland Security Investigations agents for further investigations Jan. 31.



SAN JUAN, Puerto Rico - Ninety-five kilograms of cocaine was seized by U.S. Coast Guard and Customs and Border Protection officers working for the Caribbean Corridor Strike Force. Photo courtesy of Customs and Border Protection.



part of a time-honored tradition, a "Snowflake" decal was placed on Station San Juan's RB-M on Feb. 14, representing the station's cocaine interdiction. U.S. Coast Guard photo by Ricardo Castrodad.

"The 45-foot RB-M has continued to exceed all of our expectations," said Senior Chief Petty Officer Robert Pump, Station San Juan officer-in-charge. "This interdiction is one more example of the amount of utility that was designed into this boat. The designers and builders should be proud that their efforts have resulted in an outstanding multi-mission platform that will capably safeguard our maritime domain."

FIRST WOMAN TO COMMAND U.S. MILITARY SERVICE ACADEMY TAKES THE HELM

USCG Headquarters Public Affairs

A woman took command of a U.S. military service academy for the first time in history when Rear Adm. Sandra Stosz took over as the Superintendent of the U.S. Coast Guard Academy in New London, Conn., on Friday June 3rd.



“We are extremely proud to be the first service with a woman at the helm of our academy,” said U.S. Coast Guard commandant, Adm. Robert J. Papp. “The Coast Guard has always led by allowing women equal access to all our jobs and assignments.”

Stosz took over as the school continues to see an increase in minority admissions, growing from 12 percent in 2008 to 24 percent in 2010.

“While historically important, this assignment is really just part of a natural progression in an ongoing process of creating a service environment where our entire workforce can contribute their best and feel they have equal opportunity to do so,” said Stosz. “We’ll know the nation has succeeded in its efforts when there are no more firsts like this one and I am remembered as the 40th superintendent of the Coast Guard Academy, not the first female superintendent.”

Under the command of the previous superintendent, Rear Adm. J. Scott Burhoe, the school was ranked as a top college by the New England Association of Schools and Colleges and listed as the number one college in the northeast by U.S. News and World Report. The school had five Fulbright and three Truman scholars during his tenure.

“A diverse Coast Guard ensures we benefit from talents, abilities, ideas and viewpoints of a workforce drawn from the richness of American society; to

best serve our country, we should be a reflection of it,” said Burhoe, who is scheduled to retire July 1.

Stosz was responsible for policy affecting the recruitment and training of more than 8,000 Coast Guard reserve members in her last assignment. She has also commanded the Coast Guard’s only recruit training center in Cape May, N.J. and was the first female commanding officer of a Coast Guard cutter on the Great Lakes, the Coast Guard Cutter Katmai Bay.

Stosz is a 1982 graduate of the U.S. Coast Guard Academy and the first female academy graduate to reach the rank of rear admiral.

WHY THE BERTHOLF MATTERS TO ALASKA

By REAR ADMIRAL CHRISTOPHER C. COLVIN

The U.S. Coast Guard Cutter Bertholf stopped into the State Capitol for a brief port visit earlier this week. It was the first Alaskan port visit for this new class of ship that will become critically important to Alaska. Symbolic of its importance, Governor Parnell went aboard and graciously thanked the crew for their service to Alaska and the Nation. The Bertholf was named after the first “commandant” of the Coast Guard, Commodore Ellsworth Price Bertholf who led the Coast Guard from 1911-1919.

Of course Coast Guard cutters patrolled Alaska long before Bertholf’s time as Commandant. After the Senate ratified the treaty-purchase of Alaska from Russia on April 9, 1867, the Cutter Lincoln was dispatched north to carry the United States Flag and first U.S. agent to Sitka. Bertholf is famous for his participation in the Alaskan Overland Expedition as a junior officer aboard Revenue Cutter BEAR in 1897. The Overland Expedition began when the White House received word that eight whaling ships and crews were trapped in heavy ice above Point Barrow, Alaska.

President McKinley directed the famous Revenue Cutter Bear to head north to rescue the sailors. Unfortunately, due to the lateness of the season, the Bear became stymied by heavy ice in December near Nunivak Island. Lieutenants Jarvis, Bertholf and the ship’s surgeon Dr. Samuel Call volunteered to forge ahead and attempt to rescue the sailors. Disembarking Bear, the intrepid trio raced north 1500 miles by dogsled, in the dead of the Arctic winter, herding 300 reindeer. In March of 1898 they arrived on scene and saved 265 starving sailors.

The rescue was followed closely by media throughout the United States. Congress presented Bertholf, Jarvis

and Call specially minted gold medals commemorating their remarkable feat. Aptly named for a ship expected to routinely patrol Alaskan waters; the Seventeenth Coast Guard District looks forward to seeing how well Bertholf will perform in the extreme weather and vast distances of the challenging Alaskan maritime operating environment. Eight, new, 418' Bertholf class cutters are planned to be built to replace the twelve, aging Hamilton class cutters that served Alaska so well for so many years.

When the cruise ship Prinsedam sank in the Gulf of Alaska in 1980, it was the Hamilton class cutters Boutwell and Mellon that responded to rescue 520 passengers and crew.

When the oil tanker Exxon Valdez ran aground in Prince William Sound in 1989, it was the Hamilton class cutter Rush that provided seaborne and airborne command and control. When the fishing vessel Alaska Ranger sank far out in the Aleutians in 2008, it was the Hamilton class cutter Munro that responded and rescued 20 of 42 surviving crew members.

Just this past February when the fishing vessel Terrigail was driven aground in heavy surf north of Unalaska Island, it was the Hamilton class cutter Morgenthau that responded and rescued all five crew members. And in February, Hamilton said goodbye to Juneau and Alaska making her last Alaskan port call in the State Capitol before heading south to be decommissioned.

Not only did Hamilton class cutters conduct major rescues and serve prominently in major events in Alaska, the Hamilton class cutters ushered in a new era of fisheries management in 1976 known as the Magnuson Stevens Fisheries Conservation Management Act (FCMA). These 378' cutters enforced the FCMA and helped preserve the world's largest, most sustainable biomass in the Bering Sea and Gulf of Alaska. This was at a time in the late-70's and early-80's when foreign fishing vessels were ruthlessly vacuuming the Bering Sea clean of fish. What remarkable service Hamilton class cutters have provided to Alaska and the Nation.

Their day job was to help maintain the Bering Sea and Gulf of Alaska fisheries biomass; the model of fisheries sustainability for the world. Their night job was responding to and making incredible rescues in horrendous weather conditions long before Deadliest Catch became a household name.

Hamilton class cutters have returned the lives of many Alaskans that would otherwise have been lost to the sea and helped sustain the remarkable Alaskan fisheries industry that feeds much of the Nation and the world.

Unfortunately, when fish are gone they seem to be gone forever as demonstrated by the results of various

nations overfishing the unpatrolled, unregulated, international "donut" area of the Central Bering Sea. In the adjacent United States Exclusive Economic Zone the regulated, sustainable fisheries industry protected by Coast Guard Cutters has become a two billion dollar a year enterprise that catches and processes more metric tons of fish in Alaska than the rest of the United States combined.

Two billion dollars is important. Protecting the environment is important. Saving lives is priceless. And now Hamilton, commissioned in 1967 has passed the flag to Bertholf. Fewer and fewer Hamilton class cutters will be seen in Alaskan waters over the next several years. The "378's" as Coasties affectionately call them, built in the late 60's and early 70's will all be decommissioned during the next few years.

Bertholf, Waesche and Stratton, are the first three of the Hamilton class replacements. A fourth is currently being built with arrangements being made to build a fifth. Eventually the Nation plans to build eight Bertholf class cutters. For Alaska, it is important that the eight new Bertholf class cutters come on line as quickly as possible.

The Bering Sea and Gulf of Alaska routinely see "no name" hurricane force storms for over half the year. The challenge of man versus extreme weather in Alaskan waters is well-documented by the popular TV show Deadliest Catch. With the exception of the Bertholf and Hamilton class cutters plus one old Navy ship, Coast Guard Cutter Alex Haley home ported in Kodiak, no other Coast Guard cutters are capable of safely and effectively operating year round in the Bering Sea and Gulf of Alaska. As Hamilton class cutters quietly fade away, much of the future safety and success of the Alaskan maritime rides with the aptly named Bertholf.

The Bertholf is the latest in a long line of cutters that have protected, defended and helped preserve the Alaskan way of life. And with "at best" only eight Bertholf class cutters to replace 12 Hamilton class cutters; and with essentially no other cutters capable of safely and effectively operating year round in Alaska, the Bertholf class becomes even more important to Alaska. That's why Bertholf "matters" to Alaska; because the maritime is critically important to Alaska.

After all, Alaska, with more coastline than the rest of the Nation combined, is the Nation's foremost maritime State.

RADM Colvin is the Seventeenth Coast Guard District commander based in Juneau. During his afloat career Rear Admiral Colvin conducted Alaskan patrols aboard Hamilton and sister ships Morgenthau, Sherman, and Midgett. He was also assigned to Mohawk and commanded Cape Upright, Diligence and Hamilton class cutter Dallas.

Coast Guard Retiree Council Northwest Newsletter

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



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

"Jaws of Death" A Coast Guard-manned LCVP from the USS Samuel Chase disembarks troops of the U.S. Army's First Division on the morning of 6 June 1944 at Omaha Beach. photo by CPHOM Robert F. Sargent, USCG