Commandant
U.S. Coast Guard
Washington, D.C.
20591
OFFICIAL BUSINESS

POSTAGE & FEES PAID
U.S. Coast Guard

COAST GUARD RESERVIST
CG 288
Washington, D.C. U.S. COAST GUARD Vol. XVI, No. 10 AUG. 1969

ARMY AWARDS INACTIVE DUTY RESERVIST DISTINGUISHED BADGE

The National Board for the Promotion of Rifle Practice, acting for the Secretary of the Army, has awarded a Coast Guard Reservist the Distinguished Pistol Shot Badge. Chief Port Securityman Frank E. Papuga, USCGR, was notified by Lieutenant Colonel J. S. Smith, USAR (Ret.), the Director of Civilian Marksmanship, that he was awarded the Distinguished Pistol Shot Badge by the Army for excellence in the 1957 National Trophy Individual Pistol Match, 1960 Middle Atlantic Regional, and 1965 and 1968 Quantico, Virginia, Regional Competitions. This is the first time that a Coast Guard Reservist has been awarded this badge.

The award is a symbol of the highest achievement in the field of competitive marksmanship. If PSC Papuga, who is a member of ORTUPS 05-82402, Alexandria, Virginia, had been on active duty when the final point credits were earned, the Commandant would ordinarily have awarded him the Coast Guard Distinguished Pistol Shot Badge. For all practical purposes, the overall dimensions and appearance of the Coast Guard and Army badges are nearly identical.

NOV. 1 DEADLINE DATE FOR FREEDOMS FOUNDATION

Servicemen and women have until November 1 to submit letters to Freedoms Foundation on the subject, "My Hopes For America's Future."

The top prize is $1,000. There will also be 100 other money awards for active duty personnel. Reservists have a chance at an identical number of awards.

Letters must not exceed 500 words. Each letter must be accompanied by the name, rank, service number, full military address, service or reserve component, and full home address of the writer.

Entries should be mailed to Freedoms Foundation, Valley Forge, Pennsylvania 19481.

Notification of winners will be made in February 1970.

Deviation In Travel Excludes Reservists From Benefits

The heirs of military personnel who die while in the performance of duty are usually entitled to receive a death gratuity equal to not more than the lesser amount of $3,000 or 6 months pay. This provision is applicable to reservists, including those killed, or dying from injuries received, while en route between home and training duty site.

A recent Comptroller General Decision (B-166677 of 29 May 1969), ruled against the payment of the death grauity incident to an accident involving a National Guardsman on the road leading to his home about one and a quarter hours after his evening drill. The man had been released from his drill at 9:30 p.m. However, instead of proceeding west toward his home, he turned east for two miles where he stopped at a diner for approximately an hour. Then he proceeded back toward his home. He was between the training unit and his home at the time of the crash. By traveling initially in a direc-

See TRAVEL on page 2

NATIONAL COUNCIL FOR USCG CPO ASSOCIATION ESTABLISHED

The Commandant signs the certificate establishing The National Council for the Coast Guard's Chief Petty Officer Association. Looking on are (left to right): HMCM J. H. Small, By-Laws Secretary; ETCS L. Fortinberry, representing the Headquarters CPO Association; YNCP C. V. Rumford, Secretary-Treasurer; BMCM J. B. Kane, President; and QMCM R. M. Shannon, Vice President. BMCM Kane and YNCP Rumford are both stationed in the Reserve Training Division at Coast Guard Headquarters.

On 7 April 1969, Admiral Willard J. Smith, USCG, officially approved the establishing of a National Council of the Coast Guard Chief Petty Officers' Associations and became the council's first Honorary President. The purpose of the National Council is to establish and coordinate the general policy of the National Chief Petty Officers' Association, and upon request, advise in the administering of existing local associations and the establishment of new ones throughout the country.

Chief Petty Officer Associations have been organized in nearly every Coast Guard District. Membership to each association is open to all Chief Petty Officers of the Coast Guard and its Reserve serving in an active, inactive, or retired status. Through this organization, Coast Guard Chief Petty Officers seek to advance their professional abilities, enhance their value, loyalty and devotion to the Service and promote its unity and morale.

The National Association provides a medium to all affiliated Chapters, enabling them to express and exchange ideas and desires, to preserve the traditions, and to promote the interests of its chief petty officers by acting as a unified body through the National Council direct to the Commandant.

Chief petty officers in the Coast Guard Reserve who are interested in obtaining additional information or becoming members should write to the President of their Coast Guard District's Chief Petty Officers' Association at the address of their Coast Guard District office.

TRAVEL from page 1

tion opposite to his home, he placed himself outside the scope of the statute which requires direct travel from the place of training to the residence.

A similar decision was rendered two years ago in the case of a Coast Guard Reserve officer scheduled for active duty for training. He left his home a day early intending to visit relatives living near his ACDUTRA location. He drove through the city where he was to report and stayed overnight at the suburban home of his brother. A few hours before his reporting time, he died as a result of a heart attack. Because he had bypassed the location of his ACDUTRA and had not officially reported, the Comptroller General ruled that he was not traveling directly from his residence to his duty station.

These cases can be coupled with last year's hospitalization of an enlisted man who decided to drive his own car to ACDUTRA. He was severely injured at a time that was an hour sooner than he would have had to leave his hometown by commercial aircraft in sufficient time to report at his training site. Because the auto crash occurred prior to to the commencement of constructive travel time, he was ineligible for pay, allowances, and medical treatment at Government expense.

These unfortunate events *do* happen. Reservists should take extreme care to avoid hazardous traveling conditions and utilize the methods and routes that can be interpreted as within the meaning of the law which would authorize benefits should they be accident victims.

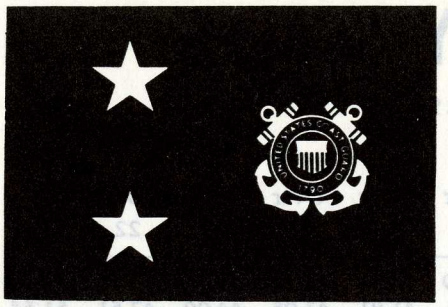
Ready Reservists

Every month thousands of Americans put on the uniform of their respective services and devote a few hours of their time to attending training and drill periods of their Reserve units. These are the men of the Ready Reserve, available for call to active duty in any emergency declared by the President or Congress.

The value of a strong reserve was readily apparent during the crises in Berlin, Cuba and, most recently, Vietnam. The show of force needed to help keep the lid on world trouble spots such as these can be provided only by a strong regular force, backed by a trained ready Reserve force.

Whether actually called to active duty

See RESERVISTS on page 3



THE ADMIRAL'S CORNER

Very real progress has been made in the Coast Guard Reserve program over the past several years. As you know, solid, well-founded requirements for the Reserve strength have been established by the Coast Guard with the completion of the Reserve Training Concepts and Force Analysis Study. Some action has already been taken in implementing the plans which resulted from this study. We are taking steps to further implement the recommendations in the coming fiscal year.

One of the major recommendations was the initiation of a new program for obligated enlisted men, which is referred to as the RP program. Initial training duty which consists of basic training and Class A School, lasts from 5 to approximately 11 months depending on the length of the school. The remainder of the six-year obligation is served as a member of a Selected Reserve training unit (ORTU) scheduling 48 drills and two weeks of ACDUTRA annually.

This new enlistment program was started during fiscal year 1969 by converting the fourth quarter scheduled input for the 2X6 program to the new RP program. During fiscal year 1970, the new RP program will be expanded further and will have an input of 1336 men, 62% of our total enlisted input. The remainder of our 2164 total enlisted input will be enlisted in the 5-month RL program. Eventually, when facility and support personnel constraints are overcome, all of our enlisted input will be to the RP program. The use of this enlistment program will go far towards helping us meet our petty officer requirement since Reservists will come to the Organization Reserve Training Units with a strong technical background and a running start on advancement.

To permit this substantial increase in Class A School quotas, there will be a major reallocation of Reserve program resources. Personnel assigned to support regular service Class A Schools will be greatly increased, the Port Security and Boatswain's Mate Class A Schools will be established at RTC, Yorktown, Virginia, and more stationkeepers will be assigned to ORTU training sites. The offsetting resources for these changes will come from eliminating the use of the USCGC LAMAR, reducing the crew of the USCGC TANAGER, and reducing the number of cruises aboard regular service high endurance cutters. This reallocation of resources is required to support the new enlisted RP program. It is made possible by the increase in relative size of the port security mission, and the decrease of the vessel augmentation-mission in the Reserve program.

The restructuring of ORTU's was recently started by members of my staff with assistance from the Office of Operations. The results of this restructuring will be a closer match between our units and our mobilization requirements, and it will structure our units to gain full benefit from their training potential.

Concerning the grade and rank structure of the Reserve, the recommendations to establish pay grades E-8 and E-9, and to promote a number of Warrant Officers to the permanent grade of LTJG are being prepared by my staff for implementation. A directive announcing the Warrant to LTJG program is expected to be issued soon and will call for the selection of up to 30 best qualified applicants. One of the problems in developing the E-8 and E-9 grades is the preparation of examinations in specialties outside those for which the regular service has examinations, such as Port Security. Nevertheless, this program will be in effect prior to the third quarter of fiscal year 1970.

In the related area of reserve officer promotions, the Coast Guard sponsored bill concerning this subject basically:

1. Calls for a best qualified promotion system for Reserve officers in an active status who are not serving on active duty,
2. Limits the tenure of Reserve Rear Admirals to five years,
3. Eliminates the restriction on the promotion of SPAR officers on inactive duty above the grade of Captain,
4. Provides for SPARs to compete among themselves for promotion, and
5. Eliminates the present dual promotion system for those Reserve officers serving on active duty.

This bill has now been referred by the Bureau of The Budget to the Department of Defense. It is understood that DOD will interpose no objection to it. Two very similar bills have been introduced to the House; one by Congressman Rogers of Florida and the other by Congressman Bray of Indiana. We trust, as you do, that the "best qualified" promotion system can soon be made a feature of our program.

JOHN D. McCUBBIN

RESERVISTS from page 2

or not, the mere existence of a strong, trained, available Reserve force is a significant factor in our world military position.

In the past our Reserve forces have played an important role in our military preparedness. Today and in the future they play an even more vital role in preventing full-scale war.

However, the Reserve is only as strong as the trained men who serve in it. Your country needs your experience in the Reserve — not only for the remainder of your military obligation, but for longer when you are willing to serve again.

Of course, you aren't expected to remain available for active duty with no consideration. Ready Reservists receive pay for training and drill periods and for active duty for training. Promotions are made in the Reserve just as in the regular establishment and technical training available cannot only help you in your Reserve assignment, but may be of definite value in your civilian occupation.

While you're in the Reserve and advance in rank or move to a warrant or commissioned status, you have a source of substantial and dependable income. Then when you reach the age of 60, and have met the necessary requirements, you become eligible for retirement benefits, including pay. (AFPS)

WARREN D. ANDREWS MEMORIAL FUND

A group of Coast Guard officers has established a private trust fund for the widow and six children of Commander Warren D. Andrews, USCG, who was killed 7 May 1969 by a stray bullet in Washington, D. C. as he walked innocently past the scene of a struggle between a police officer and a robbery suspect. Commander Andrews graduated from Officer Candidate School on 28 August 1952, and among his assignments, was that of instructor at the Merchant Marine Safety School, at USCG Reserve Training Center, Yorktown, Virginia from January 1960 to February 1965. Gifts to the fund, which lists Mrs. Andrews as beneficiary, may be mailed to the WARREN D. ANDREWS MEMORIAL FUND, P. O. Box 998, Ben Franklin Station, Washington, D. C. 20044 until 30 September 1969.

NEW INDIVIDUAL DRILL PAY SCALES

The table below indicates the new daily basic pay rates, which became effective 1 July 1969.

Grade		Under 2	Over 2	Over 3	Over 4	Over 6	Over 8	Over 10	Over 12	Over 14	Over 16	Over 18	Over 20	Over 22	Over 26
		YEARS OF SERVICE													
RADM	O-7	40.24	42.99	42.99	—	44.90	44.90	47.51	47.51	49.89	54.88	58.66	58.66	58.66	58.66
CAPT	O-6	29.82	32.78	34.92	34.92	34.92	34.92	34.92	34.92	36.11	41.81	43.95	44.90	47.51	51.54
CDR	O-5	23.85	28.03	29.94	29.94	29.94	29.94	30.87	32.52	34.69	37.29	39.43	40.61	42.04	42.04
LCDR	O-4	20.12	24.48	26.13	26.13	26.60	27.79	29.68	31.35	32.70	34.21	35.16	35.16	35.16	35.16
LT	O-3	18.70	20.90	22.32	24.72	25.89	26.83	28.27	29.68	30.40	30.40	30.40	30.40	30.40	30.40
LTJG	O-2	14.99	17.80	21.38	22.09	22.55	22.55	22.55	22.55	22.55	22.55	22.55	22.55	22.55	22.55
ENS	O-1	12.88	14.26	17.80	17.80	17.80	17.80	17.80	17.80	17.80	17.80	17.80	17.80	17.80	17.80
CWO 4	W-4	19.04	20.43	20.43	20.90	21.84	22.80	23.75	25.43	26.60	27.55	28.27	29.21	30.18	32.52
CWO 3	W-3	17.31	18.78	18.78	19.01	19.24	20.65	21.84	22.55	23.27	23.97	24.72	25.66	26.60	27.55
CWO 2	W-2	15.16	16.39	16.39	16.87	17.80	18.78	19.49	20.19	20.90	21.62	22.32	23.03	23.97	23.97
CWO 1	W-1	12.63	14.49	14.49	15.69	16.39	17.10	17.80	18.53	19.24	19.95	20.65	21.38	21.38	21.38
CPO	E-7	11.41	13.67	14.18	14.68	15.18	15.66	16.16	16.68	17.42	17.91	18.41	18.66	19.91	22.40
PO 1	E-6	9.83	11.94	12.43	12.94	13.44	13.93	14.44	15.18	15.66	16.16	16.42	16.42	16.42	16.42
PO 2	E-5	8.49	10.46	10.96	11.44	12.19	12.69	13.19	13.67	13.93	13.93	13.93	13.93	13.92	13.93
PO 3	E-4	7.14	8.95	9.45	10.19	10.70	10.70	10.70	10.70	10.70	10.70	10.70	10.70	10.70	10.70
SN	E-3	5.17	7.21	7.71	8.21	8.21	8.21	8.21	8.21	8.21	8.21	8.21	8.21	8.21	8.21
SA	E-2	4.26	5.97	5.97	5.97	5.97	5.97	5.97	5.97	5.97	5.97	5.97	5.97	5.97	5.97
SR	E-1	4.11	5.46	5.46	5.46	5.46	5.46	5.46	5.46	5.46	5.46	5.46	5.46	5.46	5.46

SEATTLE COAST GUARD VETERAN RETIRES

Members of ORTUAG 13-83914, Seattle, Washington recently bid farewell to Chief Damage Controlman Rex A. Bliss, USCGR (Ret.). Chief Bliss, 60, who entered the Service in 1942, ended his Coast Guard career during retirement ceremonies at the Coast Guard Organized Reserve Training Center, Sand Point Naval Air Station in Seattle.

A resident of Seattle since he was six, Chief Bliss enlisted as a Chief Carpenter's Mate and was immediately stationed with the Thirteenth Coast Guard District's Inspection Service, responsible for insuring safety and security aboard many locally based ships. After assisting with the outfitting of some of the "Wind" class icebreakers built in Seattle for the Coast Guard, he sailed to Greenland aboard the USCGC EASTWIND. There, he was instrumental in the capture and occupation of a German weather station.

In 1942 the EASTWIND, after capturing the German weather station on Little Koldewey Island followed some information discovered there and found the German naval transport EXTERNSTEINE stranded in ice about ten miles off Shannon Island near Greenland. The ship and her crew were taken without incident as men from the EASTWIND walked across the ice to board her. Chief Bliss was one of those men.

Chief Damage Controlman R. A. Bliss, USCGR (Ret.).

After the EASTWIND broke EXTERNSTEINE (or Eastbreeze as she was affectionately called by her new crew) loose, Chief Bliss rode the vessel to Boston as "Prize" Boatswain. The incident won national acclaim for both the Chief and the EASTWIND. EXTERNSTEINE was subsequently converted for use in the United States Navy and was renamed the USS CALLO.

During the remainder of World War II, Chief Bliss saw service in nearly every theatre of that conflict including many South Pacific battles with the Japanese. He was released from active duty in 1946 and joined the Naval Reserve in Bremerton.

It took Mr. Bliss over ten years to return to the Coast Guard uniform, but he once again donned the uniform of a Chief in 1957. He has spent the last five years at Sand Point Naval Air Station with ORTUAG 13-83914.

Chief Bliss has been employed by Seattle City Light Co. for the past 12 years and indicates he will stay with that company. "But," he stated emphatically, "If the Coast Guard needs me, they know where to find me."

The Coast Guard RESERVIST

Published monthly in Washington, D.C., by the Commandant, U.S. Coast Guard. Reference to directives, regulations, and orders is for information only and does not by publication herein constitute authority for action. Inquiries about the Coast Guard Reserve should be addressed to the Commandant (R), Coast Guard Headquarters Sta. 2-0, 1300 E St. NW, Washington, D.C. 20591.

ADMIRAL W. J. SMITH
Commandant, U.S. Coast Guard

RADM J. D. McCUBBIN
Chief, Office of Reserve

LTJG W. H. SCHMIDT
Editor

All photographs are official Coast Guard material unless otherwise designated.