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THE ADMIRAL'S CORNER

On the weekend of 18-19 August, I visited three Reserve-manned Coast Guard stations on Lake Michigan and Lake Huron in the Ninth District. These stations and a number of others were closed earlier in the year as a result of budgetary reductions. Subsequently, Congress authorized additional funds to permit reopening the stations on a part-time basis. In all, there are seven stations manned by CG Auxiliarists on weekends only, and the three Reserve-manned stations which are operational "round-the-clock" until the end of the boating season, about 1 October.

The Reserve-manned stations, which became operational in mid-August, are Plum Island,WI, and Manistee and Harbor Beach, MI. At each of the stations, it is a reservist who is the officer-in-charge or the commanding officer. Almost the entire crew is Reserve with only a few Regulars--and these Regulars are assigned to get things underway and provide Station maintenance.

Each station is somewhat unique --Plum Island is on a small island, locally known to be inhabited only by "snakes and the Coast Guard". There is a Reserve CPO who is the officer-in-charge, three Regular petty officers, a Reserve BM3 and five non-rated reservists from the BM School at Yorktown, who are undergoing their on-the-job training for their initial ACDUTRA. The station operates a 30-footer and a 40-footer soon will be assigned.

Manistee CG Station is located in a town of about four thousand people. A Reserve chief warrant officer is assigned as the commanding officer. All but two of the petty officers assigned to that station are reservists.

Harbor Beach CG Station also has two Regular petty officers assigned. The officer-in-charge is a Reserve chief petty officer. Harbor Beach has an unusual problem. The lower portion of the station is covered with several inches of water. The station is about 35 years old, built on pilings. This year the level of Lake Huron has been rising and now the lower floor of the station, as well as its outside walkway are submerged. When I arrived at the road leading to the station, which also is partially under water, I was greeted by a snappy salute from a sharp looking Reserve petty officer who was holding his shoes in his left hand. He handed me my pair of rubber boots and we proceeded from there.

In addition to the obvious expansion of the Coast Guard's search and rescue capabilities by manning these stations--there will be an

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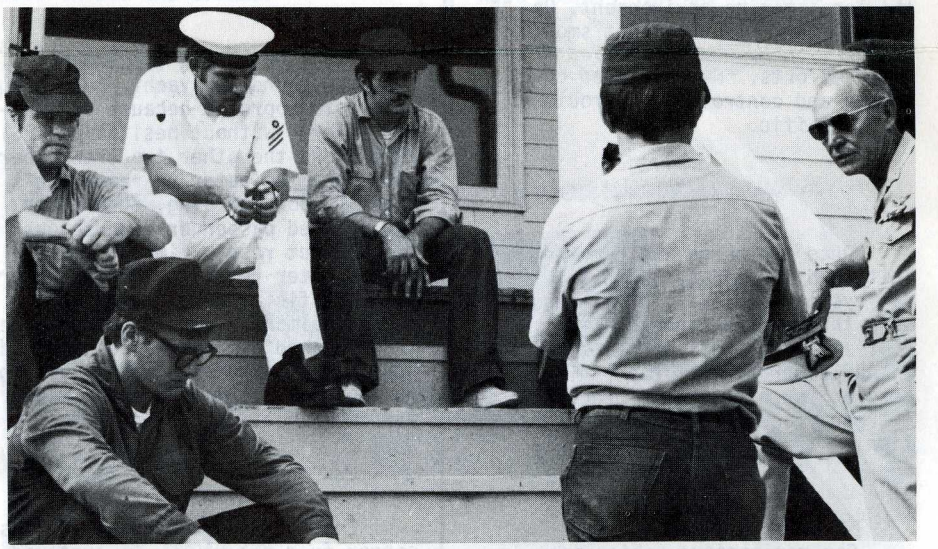


RADM JOHANSEN discusses the importance of "Reserve-manning" at the Great Lakes stations with the crew of the Plum Island Station.

Nine Reservists Receive Awards For Outstanding Duty Performance

Chlorine Barge Crisis

LTJG George H. DeMARRERO, Jr., USCGR, received the Coast Guard Commendation Medal 10 August 1973 in Baton Rouge, LA, for his actions as operations officer during the aftermath of the chlorine barge-bridge collision on the Atchafalaya River in Morgan City, LA, on 10 January 1973. LTJG DeMARRERO is an inactive duty reservist attached to ORTUPS 08-82530 in Baton Rouge. Congressman David Treen of Morgan City and CAPT John F. MUNDY, USCG, on-scene coordinator during the crisis made the presentation.

The tug BAYOU KING, pushing four barges in high water on the Atchafalaya, collided with a barge carrying 1100 tons of chlorine, forcing it under the western span of the Southern Pacific Railroad Bridge across Warwick Bay. Both the bridge and waterway were impassable and Morgan City was placed in imminent danger from the chlorine threat. The city was partially evacuated.

LTJG DeMARRERO was called to active duty on 10 January and served as operations officer until 21 January. A tow boat operator in civilian life with a unique knowledge of the local marine environment, DeMARRERO was able to effect smooth cooperation between local and Coast Guard efforts. He developed check points and controls to re-route river traffic.

Once the barge was removed, he initiated and managed a vessel traffic system for moving backlogged vessels through the congested area. Utilizing his local contacts, LTJG DeMARRERO provided for berthing and messing for his men and procured emergency equipment for the operation.

For meritorious achievement in the performance of these duties, LTJG DeMARRERO was presented with the Commendation Medal.

PS1 Phillip J. WRIGHT Displays Medal

For Saving a Life

PS1 Phillip J. WRIGHT of ORTUPS 12-82830 of the Twelfth District has been presented with the Coast Guard Commendation Medal by the Commanding Officer of Group/Base San Francisco. Petty Officer WRIGHT, augmenting aboard a 40-foot UTB,and two regular crew members, were recommended for the medal after having been credited with saving the life of a passenger aboard the private Yacht RACHEL II in San Francisco Bay.

Directed to aid the RACHEL II, the crew found the yacht, but were unable to approach because of shallow water. Without hesitation, PS1 WRIGHT and the other two crewmembers went into the water to reach the yacht. Upon boarding, they found the injured passenger unconscious and without respiration or heartbeat. After reviving the passenger with artificial respiration and cardio-pulmonary resuscitation, the three placed him in a stretcher and swam back to the UTB for evacuation to the Martinez Marina and a waiting ambulance.

Enroute to the marina, the passenger from the RACHEL II suffered several heart attacks, which necessitated continued artificial respiration and resuscitation.

The injured passenger was delivered to the hospital with an excellent chance to survive. The three crewmembers returned to the RACHEL II to successfully refloat it.

By his actions, Petty Officer WRIGHT displayed the outstanding initiative, courage and professional competence that has come to be expected from members of the Coast Guard Reserve.

Waterfront Surveys

The Los Angeles Field Coordination Group, consisting of the Senior Officials of the Department of Transportation in the Los Angeles area, held its third joint awards ceremony 28 June aboard the USCGC Burton Island at Long Beach, CA.

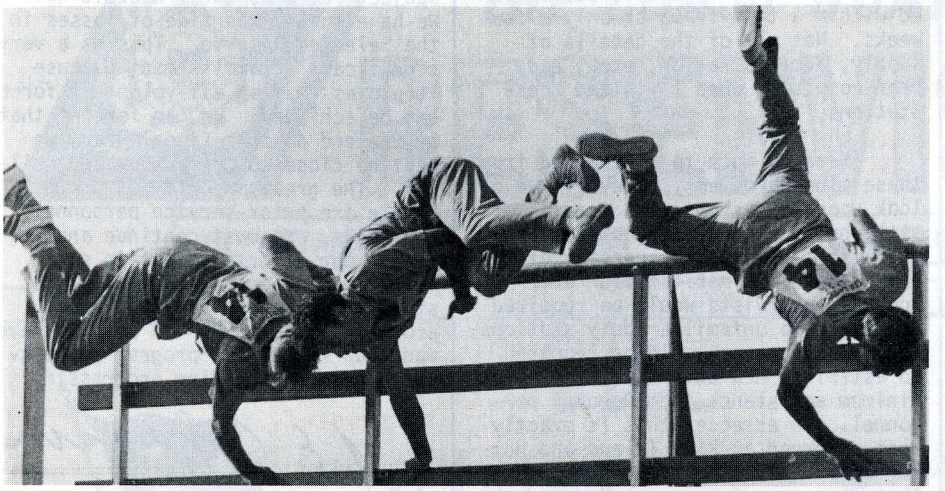
The purpose of the ceremony was to give recognition of outstanding achievement within the various elements of the Department. RADM James W. WILLIAMS, Commander, Eleventh District, was the senior Coast Guard representative present.

Seven Coast Guard reservists were among those receiving awards. CAPT Aubrey J. JONES, USCGR, Commanding Officer of the Terminal Island, CA, TRACOR, received the Coast Guard Commendation Medal for "meritorious achievement and superior performance in the sponsorship and supervision of a number of surveys" in the Southern California coastal areas.

LCDR Richard L. SKOK, USCGR, PSC Richard T. CANCELLIER, USCGR, and PS2 Thomas B. MARTIN, USCGR, were awarded the C.G. Achievement Medal. They were cited, respectively, for implementing the Waterfront Facility Survey, outstanding contributions to the Coastal Survey on Harbor Programs, and obtaining civilian cooperation for various California coastal and harbor surveys.

Letters of Commendation were presented to LCDR R. O. GRISWOLD, USCGR, LCDR R.L. PENDLETON, USCGR, and LT R. F. RIFE, USCGR, for their performances in the planning and implementation of the Southern California Coastal Survey.

CGR Continues Enviable Record In CIOR Military Competitions



A day of trials...over and down

LCDR BROOKS shows determination as exemplified by CGR in CIOR.

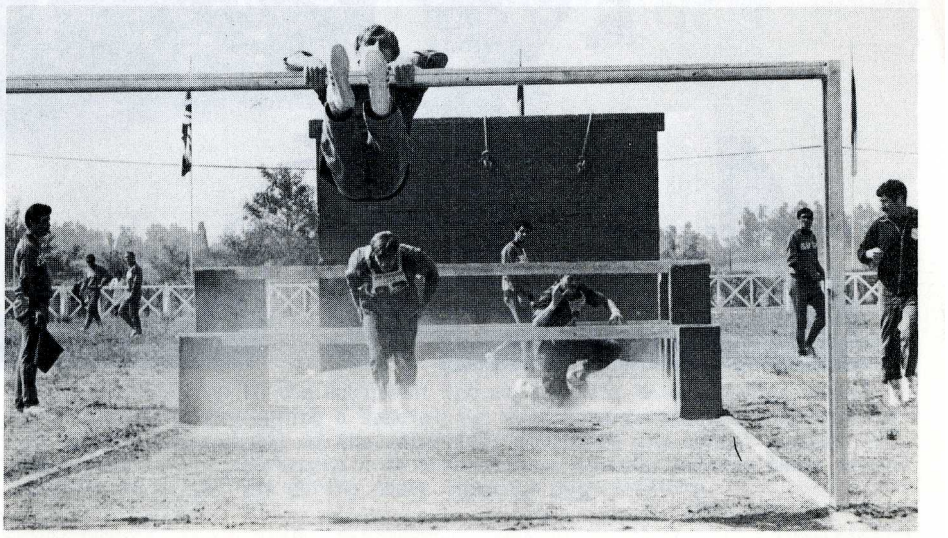
Seven Coast Guard Reserve officers participated on United States' teams in the recent Interallied Confederation of Reserve Officers (CIOR) competitions held in Rome, Italy, during the week of 6-10 August. The seven officers continued the enviable record established in 1972, the first year of Coast Guard involvement, by contributing to the winning of 15 of the 70 total awards presented for both team and individual performances.

Although a team from Italy captured the coveted first place trophy, USA teams placed second, third, fifth and seventh in the overall competitions. ENS Anthony K. KRANITZ, assigned to the Office of Boating Safety at Coast Guard Headquarters, was a member of the top US team, taking additional second place honors in the weapons event. LTJGs Gregory L. PALMER (Auxiliary Division HQ) and William P. RACICOT's (Reserve Training, HQ) team won the swimming event, placing fifth in the overall competition. LTJG Norbert J. NORMAN (Reserve Programs, HQ) was a member of the seventh place team which had the distinction of winning the combined obstacle event. LCDR Leonard P. BROOKS, an inactive duty Reserve officer from Portland, Oregon, was one of three Reserve officers who participated on the US team competing in the over-35 years of age category. In addition to placing first in this division, LCDR BROOKS was a member of a special US team which took second place honors in the first aid event. Although their team received no trophies, LTJG Malvin E. HARDING and ENS Lawrence E. JAMIESON, both assigned to Port Safety Station Seattle, performed admirably, placing in the upper half in all the events.

The three days of competition included the firing of three weapons (pistol, rifle and sub-machine gun), a 500-meter obstacle course, first aid and an eight-mile orienteering run (land navigation with map and compass). Over one hundred officers representing the Reserve components of Belgium, Denmark, Italy, France, Great Britain, Norway, West Germany and the Netherlands participated in the "triathlon" competition which is part of the CIOR Congress held each year in one of the 14 NATO countries. RADM Charles J. HANKS, USCGR, the senior inactive duty Reserve admiral, attended this year's Congress in Rome as the official representative of the Chief, Office of Reserve.

Next year, Norway will serve as host country for the Congress. Interested Reserve officers should initiate a personal training program in anticipation of next year's competitions.

Coast Guard CIOR: (front row, from left) ENS KRANITZ, LTJG NORMAN, ENS JAMISON; (back row) LTJGs RACICOT, PALMER and HARDING, and LCDR BROOKS.



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The Admiral's Corner

...From Page One

estimated 5-6,000 boats in the general area of Manistee at the height of the Salmon Derby which began on 18 August--there are a great many benefits which can be derived from this program. The training opportunities are excellent. The boatswain's mates, enginemen, cooks, etc., are having the experience of actually performing their duties--there is absolutely nothing that has to be simulated. The chief warrant officer and the chief petty officers running the stations are gaining valuable experience in leadership that can not be duplicated in any other type of Reserve activity. The petty officers are having to learn and accomplish such things as ordering supplies, maintaining records, completing boarding and assistance reports, etc. All of these activities are routinely required of active duty personnel, but reservists seldom have the complete responsibility for doing these things. These reservists are becoming a more important part of the "One Coast Guard" every day they man these stations.

The boating public in the areas of the Reserve-manned stations are extremely pleased to have the stations remanned. In fact, it was their displeasure about the closing of the stations that prompted Congressional action to restore funding for the stations (under the Reserve and Auxiliary manning concept). The Coast Guard, too, is learning by this program. For example, when the Congress proposed the reopening of these stations on a Reserve-manned basis, the Ninth District began planning for the operation of Manistee Station. Because of the additional lead time available, Manistee Station is more completely squared away than the other stations. The Manistee Station sign proclaims it is "RESERVE AUGMENTED" in large letters. At Plum Island and Harbor Beach Stations, the reopenings were accomplished within a time-frame of only a few weeks. Not all of the details of supply, administration, etc., had been completed when I visited these stations.

There is much to be learned from these minor problems, however. We can look upon this short time manning of stations as a sort of "mobilization exercise". In the perspective of the Coast Guard, if mobilization ever occurs, reservists would be required to report to unfamiliar duty stations, and in some cases would be required to establish new units--with only the minimum assistance from Regular personnel. In essence, this is exactly what occurred at Plum Island and Harbor Beac[illegible]t thing is that the [illegible]ceeded in making the un[illegible]nal--ready to do the job--[illegible] a very short time, with good assistance from the active duty force, and with relatively minor problems to be overcome.

I believe that the operation of the Reserve-manned Ninth Coast Guard District Stations will prove to be a true credit to the capability of the Coast Guard Reserve and mark a historic milestone on the road to "One Coast Guard".

In a sense, this is a "demonstration project". It is possible that the operation of these stations in this manner may set a pattern for the similar operation of other stations or facilities that are seasonally manned. This remains to be determined following evaluation of the project. One thing is certain, this is excellent training under operational conditions for those reservists who are involved. I fully expect that they will do an outstanding job consistent with Coast Guard tradition.

I would like to shift to another subject for a moment - recruiting. We have turned the tide of losses in the Selected Reserve. This is a very significant accomplishment because it proves that an all-volunteer force can be achieved. We can foresee that by the end of this fiscal year, we will be close to our authorized ceiling. The great majority of our new people are prior-service personnel and SPARs. We must continue and increase our efforts to obtain non-prior service enlistees - they are still the backbone of our overall program. "WELL DONE" to all who have made our recruiting program successful - keep up the fine progress.

J. E. Johansen

Coast Guard Reservist

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All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.

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