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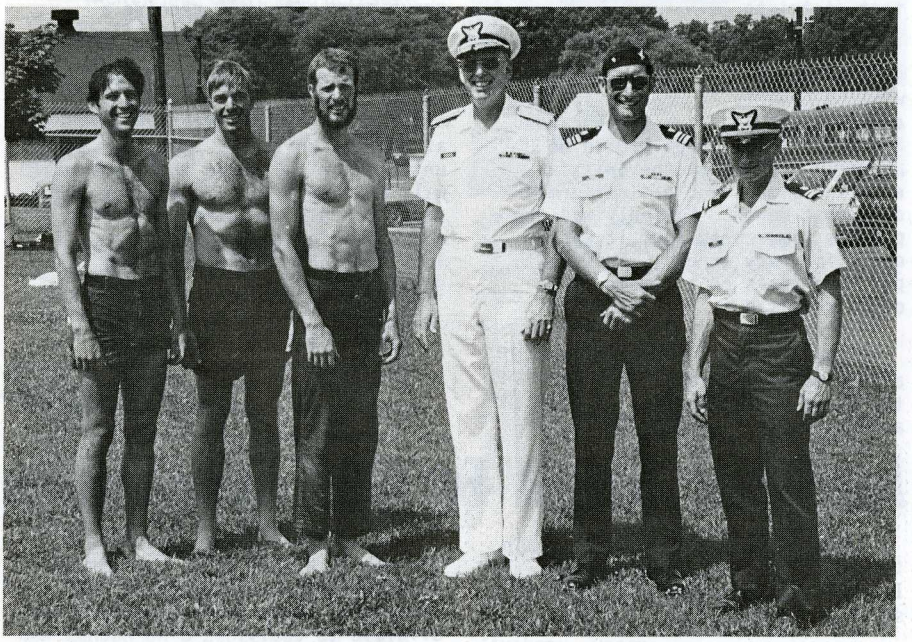
CIOR Congress Meets in Greece; U.S. Team Sweeps Competitions



Coast Guard Reserve members of the U.S. delegation to the CIOR Congress with RADM William S. SCHWOB, USCG, Chief, Office of Reserve, at Fort Meade, MD, training site for the United States team. (From left) LTJGs Larry JAMIESON, Bill RACICOT, Mal HARDING, RADM SCHWOB, LCDR Leonard BROOKS (chief of the U.S. delegation), and LTJG Tony KRANITZ (U.S. team weapons coach).

Reserve officers from twelve NATO countries met in Athens, Greece 18-22 August 1975 for the 28th annual CIOR Congress. CIOR (Inter-allied Confederation of Reserve Officers) is the largest confederation of Reserve Officer Association in the world with over 310,000 members.

A non-political, non-governmental organization established in 1948, CIOR is dedicated to cooperation among the national reserve officers associations in the twelve NATO nations which have Reserve forces -- Belgium, France, the Netherlands, Greece, Denmark, Luxembourg, the United States, Italy, West Germany, the United Kingdom, Canada, and Norway.

An executive committee composed of the organization's officers and delegates from each country conducts the official business of CIOR. The committee meets at least twice a year, including the annual Congress each July or August where one of the member countries serves as host. General James E. FRANK, USAR (Ret.) of San Francisco is the current president of CIOR, with a two-year term running through the 1976 Congress.

Six permanent commissions have been set up to assist the executive committee. Commission I deals with the status of reserve officers and related regulations, education, and training. Commissions II through V are for psychological warfare; public relations; the CIOR constitution and by-laws; and civil defense, respectively. The sixth commission develops and maintains regulations and rules governing the military-athletic competitions held each year in connection with the Congress.

Thirty three-man teams representing the Reserve components of the armed services of the 12 CIOR-

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Boston Reservists Stand Watch Over Seized Bulgarian Trawler

A combination of Regular Coast Guardsmen from Port Safety Station Boston (Mass.) and First Coast Guard District reservists stood security watches for four weeks in Boston over a Bulgarian trawler seized by Coast Guard Cutter VIGILANT on 11 June 1975.

VIGILANT seized the trawler ARGONVT after a search of the ship's hold revealed 512 pounds of lobster taken illegally in American waters southeast of Nantucket Island.

Surveillance of the vessel began as soon as VIGILANT escorted her to Boston Harbor on 13 June. First Coast Guard District reservists, all of whom were under Active Duty for Training orders so that they could exercise law enforcement authority if needed, joined Regulars in round-the-clock shoreside security watches. Groups of four reservists rotated as part of the surveillance team.

On 10 July a Federal District Court judge in Boston arraigned ARGONVT's master, who entered a plea of nolo contendere and was sentenced to a $5000 fine and a one year probation. A $420,000 fine was judged in the civil suit and was paid before the trawler sailed from Boston that evening.

THE ADMIRAL'S CORNER

Frequently, officer and enlisted reservists drop by my office to say hello. During the course of these visits the discussion eventually gets down to what they are doing at their unit and how they view the program.

As a result of these visits and the visits I have made to units, there are a number of things that come through to me. On the positive side are dedication, enthusiasm, hard work, and genuine interest in furthering the goals of the reserve program. Then there are some things that are not so positive -- group commanders and unit commanding officers personally tied down with paperwork on what some refer to as "administrative weekends" -- with the result that some reservists in sections performing duty on other weekends have never seen their commanding officers. Likewise, some regular commands report that they too seldom, if ever, see reserve unit commanders. Some reservists do not seem to be aware of the tie-in between their mobilization assignments and the augmentation training they are performing. Some indicate a near total lack of formal rating training during drill time.

The primary objective of the reserve program is to provide trained personnel -- each of whom is trained in a specific skill to fill a specific need and ready to respond on short notice in the event of war or national emergency. It is essential that key personnel not lose sight of this objective. Seeing to it that an effective balanced training program (Chapter 5, CG-296) is being carried out must be the primary concern. Preoccupation with administrative detail on the part of unit commanders can have a deleterious effect on the overall effectiveness of the training and readiness of the unit and its personnel.

Just looking around my own desk at times, serves to point out to me that it is pretty easy to become bogged down in administrative detail. It also serves to point out that we here at Headquarters appear to be continually imposing new requirements which add rather than reduce the administrative workload in the field. Unfortunately, many of these are beyond our control. For example, by law the Coast Guard is fully responsible for the collection of Servicemen's Group Life Insurance premiums. Experience to date indicates that unless we can come up with an improved method of controlling delinquent accounts at this level, we are going to have to turn to our units for greater assistance. Despite the foregoing, I assure you that we are working to seek ways of reducing the administrative workload. One of these is the simplified attendance reporting system which went into effect on 1 October 1975. We have been testing this system for the past twelve months and have received highly favorable reports from the test districts.

The primary feature of the system -- where administrative time will be greatly reduced -- is the elimination of port-a-punch cards. Formerly, these cards had to be prepared by hand at the unit for each individual who had performed duty that month. Not only was the process time-consuming, it was a cause for many errors. Failure to pay reservists on a timely basis often resulted.

The new pay system promises to aid in solving several problems for the Coast Guard Reserve: to ease the administrative workload at the reserve units and groups and at Headquarters; to speed up the processing of the monthly payroll; and to significantly reduce the number of reservists who are not paid each month as the result of port-a-punch card errors. I am confident that real progress will be made in these areas.

Another action now in process is the development of a Reserve Personnel Management Information System (RPMIS). Eventually, it is anticipated that this system will replace the on-going reserve diary system and will parallel the relatively new PMIS used by the regular Coast Guard.

Within a very short time each reserve unit commanding officer and group commander will receive a questionnaire dealing with findings in the GAO report. One section will contain questions and a request for suggestions on ways and means of reducing the administrative workload at reserve units. I hope that every unit member who reads the "Reservist" will make an effort to provide his input to this and other matters addressed in the questionnaire. I look forward to receiving your suggestions.

W. S. SCHWOB

Applicants Sought For CIOR Competitions

The Coast Guard plans to again take part in events sponsored by the Interallied Confederation of Reserve Officers (CIOR).

The next annual congress and athletic competitions, scheduled for Copenhagen, Denmark, August 1976, will mark the fifth consecutive year of Coast Guard participation.

The athletic events consist of a military triathlon composed of firing of weapons, obstacle run and utility swim, and orienteering.

Orienteering, an overland race using map and compass to arrive at pre-arranged checkpoints, is a sport rapidly growing in worldwide popularity.

The United States intends to enter a 25-man contingent made up of reservists from all armed forces. After initial screening, those Coast Guard Reserve applicants selected will be ordered to Ft. Meade, MD, again this year to join other service candidates for additional training and final U.S. team selection.

Coast Guard Reserve officers who are on active duty, performing inactive duty, or members of the Individual Ready Reserve (IRR) are eligible to apply.

Coast Guard officers on active duty who are selected to compete will be issued TAD orders. Inactive duty officers will be issued active duty for training orders.

Potential competitors should possess superior running endurance--the ability to run five miles in within 32 minutes, for example. Strength, coordination, and swimming ability are also important. A background in the handling of weapons and in outdoor orienteering is helpful but not essential.

A Commandant Notice in the 1710 Series outlining complete details will be distributed in December.

Application letters should be forwarded to Commandant (G-RT) via the chain-of-command to be received prior to 29 February 1976. Screening questionnaires will be furnished to all interested applicants.

Reservists Help Kickoff Operation Sail

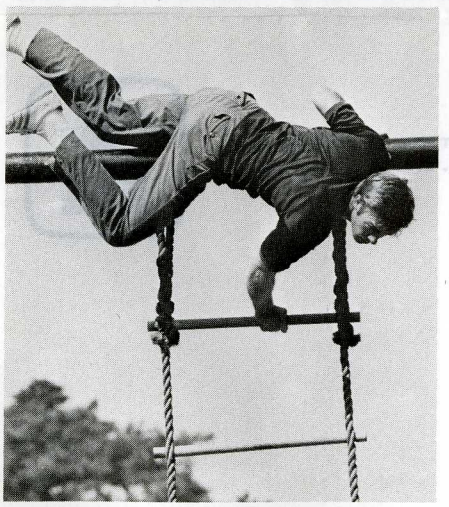
EAGLE, the Coast Guard Academy's sail-powered training vessel, visited New York for ten days in late August to begin activities for next summer's Operation Sail '76.

U. S. Coast Guard EAGLE (WIX 327) sailed from New London to New York on 29 August with a skeleton crew augmented by Coast Guard reservists since no cadets were available. She was moored at the South Street Seaport Museum until 8 September while 24,600 visitors toured the vessel and viewed displays on boating safety and aids to navigation set up on the pier.

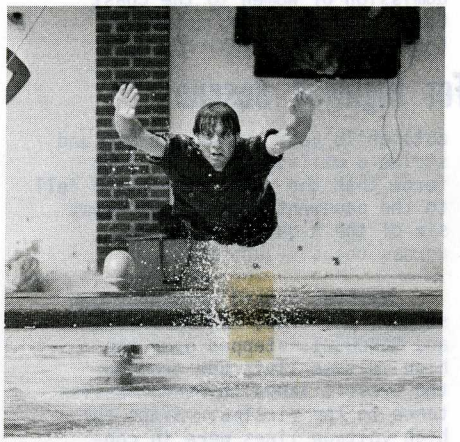
Twenty-one Coast Guard reservists--three officers and eighteen enlisted men--augmented EAGLE on the voyage to New York City. Once there, the reservists stood in-port watches and joined Coast Guard auxiliarists as guides for ship tours. They also helped man the pierside display booth and distributed recruiting information.

Extensive coverage by local newspapers and television publicized the activities beginning Operation Sail which will be climaxed by a marine parade in New York Harbor on the Fourth of July. All of the so-called Tall Ships--the 17 or 18 large sailing vessels such as EAGLE still in existence--have been invited to participate. Additionally, over 200 other sailing vessels of all sizes will take part in the parade from the harbor to the George Washington Bridge and return.

Two officers and seven enlisted reservists made the return trip to New London on 8 September on board EAGLE at the request of her commanding officer. In a message to the Third Coast Guard District, the commanding officer said the success of the visit was "in large measure due to the dedication of Coast Guard reservists and members of Coast Guard auxiliary. The devotion to duty demonstrated by both reservists and auxiliarists is deeply appreciated."



LTJG Bill RACICOT gets over one of the obstacles in a trial run of the obstacle course.



LTJG Larry JAMIESON is flat out in a racing dive during the utility swim portion of the obstacle course event.

CIOR, from page 1

member nations took part in the 1975 military-athletic competitions. Teams representing the United States swept the first four places in the overall competitions, while the two other U.S. teams also placed well, finishing eighth and eleventh respectively.

Three Coast Guardsmen, all veterans of previous CIOR competitions -- LTJG William P. RACICOT, USCGR; LTJG Malvin E. HARDING, USCGR; and LTJG Lawrence E. JAMIESON, USCGR -- were among the 18 competitors of the 25-member U.S. delegation. The delegation was composed of six three-man teams, one three-man alternate team, the chief of the delegation, the team captain, and two coaches.

LCDR Leonard P. BROOKS, USCGR, a former participant in the competition, served as chief of the U.S. delegation for the second consecutive year. LTJG Anthony K. KRANITZ, USCGR, another former competitor, was the U.S. weapons coach.

In addition to the sweep of the top four places in the overall competition, U.S. teams won first place trophies in the obstacle course, swimming, team marksmanship, and individual pistol events. The United States sweep marked the best performance by any nation since the U.S. domination at the 1972 competition in Washington, D.C.

The three days of competition included weapons firing (pistol, rifle, and machine gun), a 500-meter obstacle event (composed of running and utility swim obstacles), and an eight-mile orienteering run (land navigation using map and compass with a first aid test and a hand grenade-throwing event).

RADM William S. SCHWOB, USCG, Chief, Office of Reserve, attended the Congress as the senior Coast Guard representative. Copenhagen is scheduled as the site of the 1976 Congress and competitions, while the 30th Congress in 1977 is planned for London.

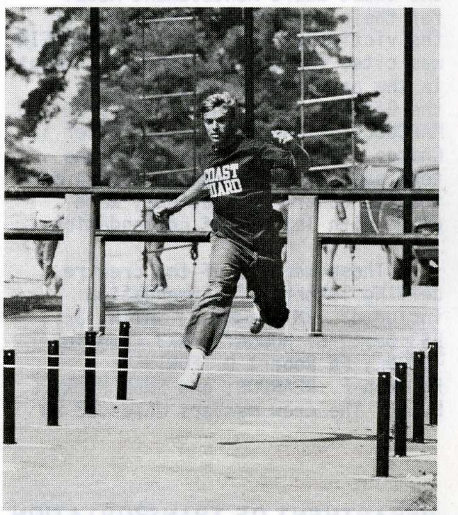
ADMINMAN Update Changes Initiated

A new procedure to update the Administrative Manual for the Coast Guard Reserve, CG-296, has been initiated by the Office of Reserve.

In lieu of issuing Commandant Notices that provide for future changes to CG-296, the new procedure will publish such information immediately as an amendment to the ADMINMAN. Thus a Notice will not be needed.

This change in procedure is designed to provide reservists in the field, as well as administrators at the district and headquarters level, with a manual which is more up-to-date.

Amendment 35 to CG-296 dated 2 September 1975 is the first change published under the new procedure. The amendment contains changes to Chapter 5 (Selective Service System Reserve Training Program) and Chapter 8 (Inter-Service Training Unit Assignments).



LTJG Bill RACICOT runs the trip wires during an obstacle course run.

Coast Guard Academy Opens Doors to Women

Women will be admitted to the U.S. Coast Guard Academy, New London, Connecticut, beginning with the class entering next July. Admiral Owen W. Siler, Commandant of the Coast Guard, announced the decision - a first for an American Service Academy - on 11 August.

The decision to admit women to the Academy was based on the many contributions expected from women in the peacetime missions of the Coast Guard such as marine environmental protection, law and treaty enforcement, boating safety, aids to navigation and life saving. Current statutes do not bar the admission of women to the Coast Guard Academy - thus action by Congress is not required.

The decision is in keeping with the strong commitment of the leadership of the Department of Transportation to assure equal rights for women, the Commandant said.

Of the 452 CG women on active duty at the present time, there are 32 officers and 420 enlisted.

Appointments to the 100-year old Coast Guard Academy are tendered solely on the basis of an annual nationwide competition. There are no Congressional appointments, as at the other service academies, nor are there any geographical quotas. Deadline for submitting applications to the Academy for the Class of 1980 is December 15, 1975.

Boat Crew Honored For Highway Rescue

Eight Seventh Coast Guard District reservists have been commended for their actions in helping the victims of a serious traffic accident in Miami Beach, FL, in October 1974.

The eight men, all from Coast Guard Reserve Unit Miami II, were serving as the boat crew aboard CG-31911 on 12 Oct 1974, deployed from Coast Guard Base Miami Beach on a training exercise.

PSC Robert B. GRIFFIN and BM2 Joseph C. MARCUCCI both earned the Coast Guard Achievement Medal for their actions in the rescue of the victims of the accident. GRIFFIN was cited for outstanding achievement in the performance of his duties as the Officer in Charge of the crew and MARCUCCI as the assistant Officer in Charge. Members of the crew, who took part in the dramatic rescue and traffic control operations, were cited with letters of commendation.

Those members of the crew receiving letters of commendation included: RM1 Sammy L. SMITH, Jr.; PS3 David C. HOWGATE; MK3 Camelio TIRONE; FN Robert D. FORTNEY; FN John F. REARDON; and SNBM Ricky L. LUSK. The crew members observed an automobile veer out of control and strike a utility pole with such force that the pole snapped and fell to the pavement dropping at least six of the high voltage lines across the six-lane highway.

Without regard for their own safety, the crew, led by GRIFFIN and MARCUCCI, stepped over the high voltage lines and crossed the traffic lanes to render assistance to the victims. Since the high voltage lines were in contact with the vehicle, a boat hook was used to remove the lines. Other assistance included first aid to the injured and the posting of traffic controllers to alert other motorists to the danger of the high voltage wires.

The crew members were cited for initiative, aggressiveness and unwavering devotion to duty, in keeping with the highest traditions of the Coast Guard and the Coast Guard Reserve.

GRIFFIN and MARCUCCI were cited for their initiative, diligence, aggressiveness and unwavering devotion to duty, in keeping with the same high traditions.

Coast Guard Reservist

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Commandant, U.S. Coast Guard

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Chief, Office of Reserve

LTJG D.K. SECREST
Editor

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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