

# The Coast Guard Reservist

September-October 1978, Vol. XXV,



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# UNCLAS

Dear Readers,

It is the start of a new fiscal year, my second year as editor, and a new look for the Coast Guard Reservist. This year's Reservist is 1/2" bigger all around. The print is larger, too. I hope you find the new design more attractive and easier to read.

The most important change, I feel, is the addition of UNCLAS. UNCLAS will be a regular feature with no rigid classification. It will serve as a sounding board for your comments, and as a billboard for the accomplishments of individual reservists and units.

Your letters, suggestions, articles and photographs have buoyed me up over the past year and have greatly contributed to the steady improvement of the Reservist. Keep up the good work and keep in touch.

CDR Holmes F. Crouch, USCGR, has chosen to contribute to Coast Guard Welfare his net retirement pay for the next two years.

As a self-employed, licensed IRS tax practitioner in California, CDR Crouch realized that with the addition of retired pay to his normal income, most of his retired pay would have gone for taxes. Since the Coast Guard has meant so much to him, CDR Crouch preferred to see his retired pay put directly into the Coast Guard Welfare fund.

BM1 Kay Burback's ADT experience on the icebreaking tug OJIBWA was featured in the May-June Reservist. Her following letter of thanks to OJIBWA's captain, CWO Bill Lett, could serve as a thank-you to all captains who have broken the ice by being the first to welcome Coast Guard women aboard their ships.

Just a note to say "THANKS!"

Thanks for giving me and other women in the Coast Guard the opportunity to serve on a cutter. It takes a special type of person to break tradition and be the first to try something new.

Thanks for the time that you spent teaching me the extra things that a boatswain's mate should know and can learn only from practical experience.

Thanks for the advice and counseling you gave me on my future plans in the Coast Guard.

BM1 K. A. Burback

PS1 T. Mark Sweeney and MK1 Earl Myers, of Reserve Unit Toledo, were selected for special awards last winter.

PS1 Sweeney received the Outstanding Reservist Award presented by the Toledo Chamber of Commerce. MK1 Myers was selected for the award provided by the Navy League of Toledo, known as the "Chiefs' Award."

Kathy Kiely

Cover: The light on Plum Island has been in continuous operation since 1896. Story on page eight.

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This material is printed as information only and is not authority for action.

Members of the Coast Guard Reserve are invited to submit articles, photographs and artwork to the editor for possible publication. By-lines will be given.

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CG-288

# Admiral's Corner

**RADM Wetmore presents the ROA Award to CGRU Cincinnati. At left are LCDR Dennis Luper, Commanding Officer, and BMC Albert Tattershall.**



Fiscal Year 1979 is now upon us. The programs and accomplishments of one fiscal year are stepping stones that continue into the new year. "How does each year tie in with the next?" you might ask.

In Fiscal Year 1977, a number of Department of Defense studies of the Reserve components were begun which continued into Fiscal Year 1978.

One such study was the Reserve Compensation System Study (RCSS). The RCSS was concerned with identifying ways in which Reserve compensation can be made more attractive to potential career reservists. The results of this study, along with results of other compensation studies, are being reviewed by DOD and combined into a legislative package.

Another important DOD project was the Minuteman Training Study. This study was initiated as a result of increasing concern on the part of Congress and the Department of Defense over a shortage of trained manpower to meet wartime NATO requirements. The study placed major emphasis on the Individual Ready Reserve (IRR) levels in each component. The principal recommendation the study made was to develop programs to encourage reenlistment among members of the IRR. The study also endorsed split IADT training, already used by the Coast Guard in the RK program.

A significant concern of the Coast Guard Reserve is mobilization readiness. The Enlisted Qualification Code project resulted in a formal program which will expand and refine the identification of special skills held by reservists based on their formal training and on-the-job experience. The availability of these codes in the Reserve Personnel Management Information System (RPMIS) will allow training and mobilization planners to match needed skills to the reservists who possess them and to determine where we should reduce or expand training in skills directly related to mobilization requirements.

Moving into the new Fiscal Year, 1979, a major effort is underway to improve retention in the Selected Reserve. The primary objective is to determine what factors motivate an individual to become a Selected reservist and how the Reserve program can persuade its members to remain in the Reserve, either through reenlistment or by entering the Individual Ready Reserve (IRR). To determine these motivating factors, questionnaires are being mailed to a random group of Selected reservists. From their responses, various means of retaining individuals in the Selected Reserve can be developed, which will lead to overall improvement in the Selected Reserve program.

In our continuing program of study and evaluation, exercise RESPOND '78 is being conducted in September and October 1978. This exercise is intended to evaluate the capability of the Ready Reserve to respond to a national emergency. It includes a simulated mobilization of the Selected Reserve. All Selected reservists will be contacted and surveyed regarding their readiness to mobilize. A similar test of the IRR will be made by mailing questionnaire surveys to a representative sample of members of the IRR.

In each new fiscal year problems are pointed out and improvements are implemented. Each year serves as a link in the chain of progress. In FY 79, we will focus our attention on those details that contribute to our mobilization readiness and make it work!

*T. T. Wetmore*

# Brief Comments



Chief Rozon and his wife enjoy the VFW banquet in their honor.

**G**MC Robert J. Rozon, Jr., USCGR was chosen outstanding citizen serviceman of 1978 for Washington state.

Chief Rozon was the first recipient of the newly-established annual award, presented by the Washington Veterans of Foreign Wars. He competed against re-

servists from all the services and the National Guard.

Chief Rozon is assigned to the Thirteenth District Reserve Strike Team. He developed the seven-volume COTP Seattle Oil and Hazardous Substances Contingency Plan, used by Regular and Reserve personnel throughout the Thirteenth District.

**A**ll assignment restrictions based on sex have been abolished in the Coast Guard, the Commandant announced.

One result is that women graduates of the Academy, like their male counterparts, will be assigned sea duty for their initial tours.

Numerical quotas based on sex have been terminated in recruiting. In addition, ratings formerly closed to women, namely fire control technician, gunner's mate and sonar technician, are now open to either sex, as are all officer career fields.

However, actual assignment of

women to Coast Guard units afloat and ashore will be dependent upon whether the design of the unit provides adequate privacy for both sexes in berthing and personal hygiene. Personnel assignment officers must take into account the number of women, if any, that can be accommodated by each unit.

**S**ADT opportunities exist at Headquarters for any second or third class petty officer for periods of 120-180 days. A longer period is possible but not assured. Duty involves converting personnel and medical records to microfilm. No previous experience

is necessary. Duty is at Commandant (G-PO) Microfiche Project. Continuous openings are available.

**T**he new MRN courses for pay grades E-4 through E-6 have replaced the military requirements sections in the Coast Guard Institute's correspondence courses. The MRN courses are now required for servicewide exam competition. All people who were furnished courses without an MRN component should have been sent one automatically in September. Completion of the MRN course is required for competition in the October 1979 servicewide exam. Keep an eye on the Institute's newsletter, the Corresponder, for more information.

**H**ere's a sneak preview of planned changes to the non-resident (correspondence) course system:

Rather than having just one non-resident course for each rate, the Coast Guard is considering a pilot program which will split rating qualifications along functional lines, and offer a course in each functional area. In order to advance, an individual would have to complete one or more of the special area courses which apply to his/her rating, as well as an MRN course for the rate sought.

This method could provide both trainees and their commands with added flexibility in training plans, and enable them to tailor training to the particular work situation.

ESO's and trainees will have to pay close attention to their course completion schedules to assure their readiness for advancement competition.

# Smoking and You

The Reservist does not presume that one short article is enough to persuade the "career smoker" to toss his pack. However, those of you who do smoke cigarettes should be aware of the warning symptoms of smoking-related diseases.

**LUNG CANCER:** 60,000 men and women will die of this disease next year. Ninety percent of them will be smokers. This is because cigarette smoke contains cancer-causing chemicals, or carcinogens. This would be bad enough in itself, but in addition, cigarette smoke paralyzes the cilia, or small hairs, which propel foreign matter out of the lungs to keep them clean. Thus, the carcinogens are trapped in the airways and accumulate, causing cancer.

If you who smoke quit soon enough, the cilia will recover, and the dangerous chemical build-up can be reversed, restoring your lungs to their original healthy condition.

If you do not quit soon enough, you may experience a persistent cough, increased sputum (sometimes bloody), chest pains, shortness of breath, weight loss or weakness. These are all symptoms of lung cancer. Less than ten percent of lung cancer patients survive more than five years.

Smokers run a higher risk of developing other forms of cancer as well. The death rate for cancer of the mouth, larynx or esophagus is four to 10 times

higher for smokers than for non-smokers.

Smokers who experience mouth sores that persist or tend to bleed easily, white patches in the mouth, constant sore throat or lumps in the ear and throat area may have symptoms of oral cancer.

Persistent hoarseness or cough, change in voice pitch or



difficulty breathing and swallowing can indicate laryngeal cancer.

A sensation that food is stuck in the lower throat or chest, or pain or burning on swallowing may point to esophageal cancer.

**RESPIRATORY DISEASE:** The two most common respiratory ailments among smokers are chronic bronchitis and pulmonary emphysema.

Chronic bronchitis is characterized by persistently recur-

ring inflammation of the lining of the air tubes in the lungs, with increased coughing.

In emphysema, the lungs lose elasticity and can no longer expand and contract easily to draw in and force out air. It is a crippling disease, slowly progressive, robbing the body of the ability to take in oxygen.

The death rate from these diseases for those who smoke less than a pack a day is 400 percent higher than for non-smokers; for those who smoke more than a pack a day, 700 percent higher.

**CORONARY HEART DISEASE:** High blood pressure, cholesterol and cigarette smoking are considered to be the major risk factors in heart disease.

Smoking alone can contribute to heart disease, but when combined with one or both of the other major factors, the risk is greatly increased. Smokers also have a stronger likelihood of dying from strokes.

The symptoms of coronary heart disease can remain hidden until a heart attack strikes.

The warning signs of heart attack are unusual squeezing pain under the breast bone which may spread to the shoulder, neck, arm or jaw, accompanied by sweating. Nausea, vomiting and shortness of breath may occur. The symptoms may subside and then return.

by Kathy Kiely

**T**he Coast Guard Reserve did not attain its authorized personnel level of 11,700 by the end of FY 78. The decline in strength experienced earlier this year was reversed; however, the average growth of 50 per month since July was not enough to make up for earlier losses.

Gains made in enlisting new members have been undermined by the increased number of Selected reservists transferring to the IRR or failing to reenlist.

A Department of Defense study confirmed that reservists them-

selves are the greatest factor in recruiting and retaining other reservists.

The help of every reservist is needed to achieve our strength goals in 1979.

**R**eservists will now have a Survivor Benefits Program as a result of legislation signed by the President.

A reservist who has served enough time for retirement but hasn't reached age 60 will have the option of:

a) an immediate annuity

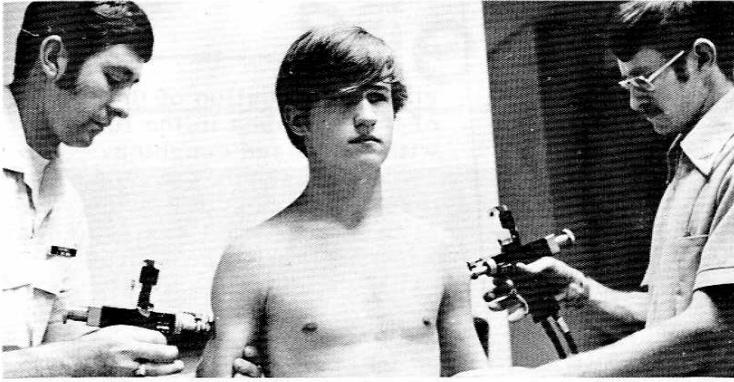
upon his death, whether before or after age 60, or

b) an annuity payable at the time he would have become 60.

A reservist may defer his choice until reaching age 60. If in this case he dies before age 60, his survivors are not eligible for benefits.

The surviving spouse will receive medical and other benefits at the time the reservist retiree would have reached age 60.

Besides the SBP changes, the bill eliminates social security offset for reservists for periods of active duty of 30 consecutive days or less where the social security payments are re-funded.



Graduation came four times on August 18 for the Guinnane family of Detroit.

Peter, Paul, Vincent and Gerard, the Guinnane quadruplets, 17, completed nine weeks of Coast Guard "boot camp" at Cape May. The quads enlisted in the RK program. They have returned home as seniors at Servite High School. Next summer they will complete class A school at the Reserve Training Center in Yorktown, and then begin regular monthly drills with a Detroit Reserve unit.

Their enlistment was so unusual that they were sworn in March 20 by then Rear Admiral Robert H. Scarborough, now the Vice Commandant.

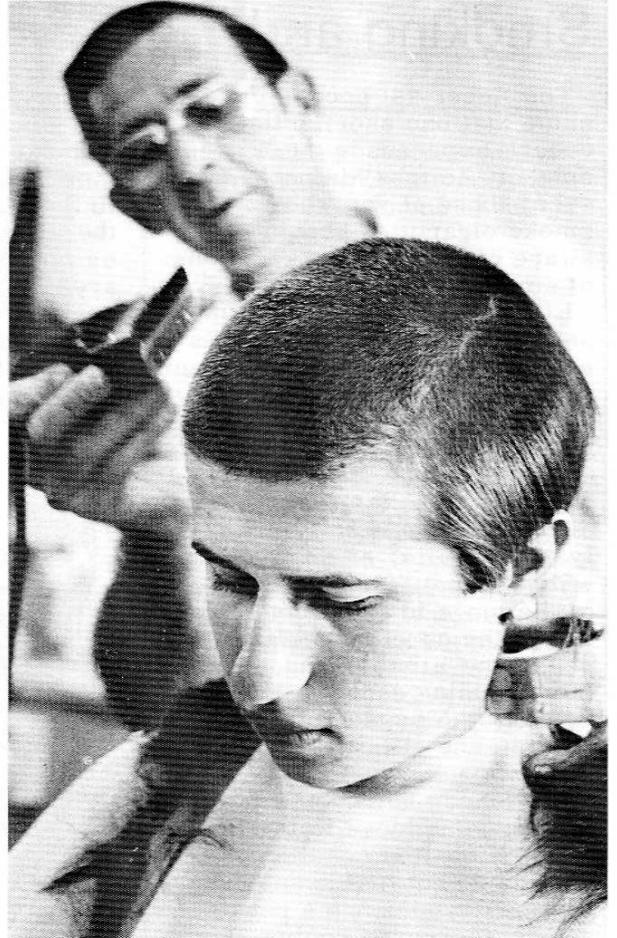
But when they arrived at Cape May June 19 the scenario changed. Their celebrity status was lost. To their company commander, BM1 William Tucker, they were just four more "boots." "When it came time for praise, they got it," Tucker said. "And, when it came time for that extra touch of discipline, they got theirs."

"We had heard the usual boot camp horror stories," Paul said. "But we weren't too worried; our grandfather is a 20-year veteran of the British Army."

How did the brothers wind up in the same recruit company? "Companies are formed in alphabetical order, so that's how it fell out," Tucker said. "Even quadruplets are placed in alphabetical order."

Has anything unusual happened because they're quads? "Yes, we were in a nautical terms class and just happened to be picked as lookouts at the same time," Paul said. "The instructor did a double take and just stared for a minute or two before continuing with class."

"We still can't tell them apart," said Keith



Makin, a recruit from Baltimore, MD. "One night they nearly drove a security watchstander from a neighboring squad bay crazy. Paul relieved Gerard after a two-hour watch and the guy thought the same man had the watch all night."

"The Guinmanes seem to be good leaders," Tucker says. "They'll make excellent petty officers." The quads demonstrated their leadership as early as the second week of training. "We taught everyone else in the company how to spit shine their shoes," Gerard said.

But their shoeshine technique, learned in a Canadian Cadet Corps just across the border from Detroit, almost got them into trouble. "One of the other company commanders thought we were cheating by using floor wax. He filed a protest, but the battalion commander scraped our shoes with a knife and proved that it was plain old shoe polish."

What part of the recruit training curriculum was the most fun for the quads? "The boats," they all said in unison. They learned helmsmanship together aboard a 31-foot utility boat in the middle of Cape May Harbor.

What was the worst part? "The first two

# BOOT CAMP TIMES FOUR

by PAC Dale L. Puckett, USCG

photos by PAC Puckett and PAC Robert Jones, USCG



weeks," Gerard said. "We hadn't settled down yet and we got yelled at a lot."

And the hardest? "Getting ready for inspections," Paul said. "We had to get everything done real fast. It was impossible. And, no sooner than we were done, it was 'hurry up and wait'."

What's made the biggest impression on the Guinanes? "Jumping into the swimming pool with your uniform on and then inflating your pants to turn them into a life preserver," Pete said. "When I get back to school in Detroit I'm going to show everybody how to do it."

The Guinanes are happy to be Coast Guardsmen. "It seems to be the most easy going and friendliest service," they all agreed.

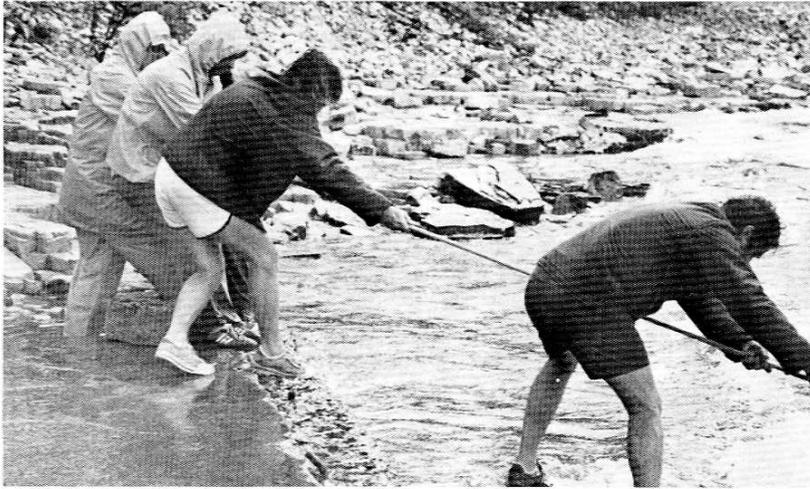
What's the most important thing they've learned? "Lifesaving is probably the most important subject," Paul said. "But the Coast Guard history course sure gives you a pride in your service." All four of the Guinanes believe the self-confidence they gained was the most important product of boot camp.

Last but not least: did the girls in the company like them? "We didn't get a chance to find out; we were too busy," Paul said. "Besides, we couldn't afford the \$350 dollar fraternization penalty!"

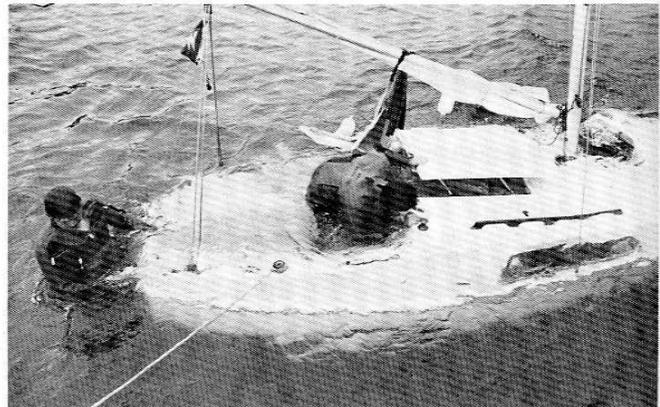
Kay Gallotta, a Reserve recruit from Attleboro, MA, put the Guinanes in perspective. "They're good friends and a great bunch of guys, but they're no big deal!"

From long-haired high schoolers to squared-away reservists-- the Guinanes had no trouble making the transition.





# GUARDIANS OF DEATH'S DOOR



photos and reporting by John Ackermann,  
the Door County Advocate



On a speck of land in the middle of the most dangerous straits in Lake Michigan live 18 men who call themselves the "Guardians of Death's Door."

They are not agents of Saint Peter or the devil waiting to haul the unsuspecting off to eternity, but rather a group of young Coast Guard reservists who stand ready on Plum Island to come to the aid of mariners who find themselves the victims of these unpredictable waters.

The Coast Guard station on Plum Island, near the Door county, Wisconsin, mainland, was set up in the late 19th century to provide aid to navigation. It has a lighthouse and range lights and serves as a

lifesaving station.

While search and rescue can be strenuous or even exciting, routine maintenance work is the norm at Plum Island.

Station Plum Island is one of four Coast Guard facilities in the country that is manned exclusively by reservists. Many of them are college students, who spend part or all of the season (May to November) at the station. In addition, reservists often come to the island for a period of two or more weeks of active duty.

QM1 John Slavens, Officer in Charge, said "This is a great place for someone who likes nature, to be off by himself. The isolation of the island isn't



**Coastguardsmen Scott Donnelly, center, Dan Schillinger and Ralph Lund attempt to refloat a submerged sailboat.**



always a negative thing--it allows you to concentrate on things that can be done without a lot of outside influences, like studying."

The volunteer nature of the station is reflected in the lack of military formality evident. Everyone at the station knows what has to be done, and they all work at doing it without long chains of formal orders.

Despite its rare moments of great excitement and tremendous periods of drudgery, a fair percentage of the men on the island return again for a second year. The place has a beauty and quiet that grows on you, and seems to lure men back time and time again.

# “A SAILOR’S LIFE FOR ME ”

by SABM Annika Mondorf, USCGR



While other high school girls were taking biology labs, cheering at football games and going to proms, I was on the wide-open seas, sailing around the world with my family.

For five years, my family and I have lived aboard our fifty-foot oceangoing sailing yacht, the *Pipistrelle*. We sailed across the Atlantic, through the North Sea, and down to the Mediterranean; from the Statue of Liberty to the fjords of Scandinavia. We encountered flying fish, icebergs, submarines-- and what we were sure was a pirate ship!

Our sailing adventure started when I was thirteen. We spent the first year sailing down the inland waterways of the East Coast. We felt we were officially baptized sailors after our first real adventure -- riding out a three day hurricane, with thirty-foot waves, off the coast of Cape Fear, North Carolina. After that, we felt we could handle anything.

The next year, we traveled to the Bahamas and also took several short trips on inland waterways around the United States -- seeing sights that most tourists miss. Then in May of 1975, we decided to cross the Atlantic.

After traveling for sixty-four days on our transatlantic journey, and covering 3,700 miles, we finally sighted land: Portugal! We put in at the port of Horta for a short time, then sailed up to Marbella, Spain, where we docked for the winter and rested up before continuing our European cruise.

Has my education suffered? Hardly! I've taught myself everything from sail patching to

geometry postulates. Apart from holding an accredited high school diploma from the American School of Chicago, I'm fluent in Swedish and Spanish, and can speak several other languages well. I'm also capable of navigating a boat almost anywhere.

Adventures were common on our trips, but none so exciting as when we saw our pirates. It was a breezy day; the *Pipistrelle* was heading toward the Straits of Gibraltar. My brother Peter was scanning the horizon with our binoculars when he spotted an old wooden ship.

We all came running to the deck because we had heard stories of how these modern pirates from North Africa would come aboard ships, tie up the crews, and take all of the valuables. We kept a wary eye on the ship, and breathed a deep sigh of relief when it passed us by.

Whenever we docked for a long period of time, I usually found odd jobs on shore to keep me busy. In Spain, I worked in a jeans boutique, and in Sweden, I was an au pair girl-- taking care of the children and doing daily chores in the home of a local family.

Last year, though, I decided it was time for me to go out on my own. So with high hopes, \$500, and a one-way ticket to New York, I left the *Pipistrelle* in England and boarded a 747. My family sailed on to the Caribbean.

Since the sea is in my blood, I joined the Coast Guard Reserve. January 9, 1978 I began basic training with the aim of becoming a boatswain's mate.

My time spent at the Recruit Training Center

The uniform's changed, but the work's pretty much the same: Annika Mondorf at home on Pipistrelle, left, and at work at MSO St. Croix.



at Cape May is another experience I wouldn't trade for anything in the world. As one of 11 women out of 68 recruits, I worked hard to represent my company always squared away, and by our sixth week I made the title of Regimental Recruit Commander, highest ranked recruit on the base. It was a great honor which I held to graduation, March 10, 1978.

When BM school started I was chosen assistant Class Leader. As the weeks sailed by I worked hard at my studies and graduated fourth out of 20.

My family and Pipistrelle were now moored in the Virgin Islands. I transferred my on-the-job training to Christiansted, St. Croix. I used my nine days leave to get reacquainted with my family and fall into the island routine. All I talked about was how devoted I was to the demanding life of a Coastie.

My lazy days were finally over on June 26th as I dressed proudly in my tropical uniform. I remember my little brother's look of admiration as I squared my combination hat upon my long hair, now neatly arranged above my collar.

I reported to Marine Safety Detachment, St. Croix, a detachment of the Marine Safety Office in San Juan, Puerto Rico. BM1 Gregory was determined to perfect my boatswain's mate skills, and he took me under his wing and encouraged me. I tagged along where ever he went, assisting on ship boardings, oilspill investigation, SAR, A to N, and the maintenance of our small boat, a 19-foot Boston Whaler.

During a morning of ship boardings at Hess Oil Virgin Islands, the western hemisphere's largest oil refinery, we boarded a Swedish tanker. She was in compliance; however, a definite communication gap existed, preventing the completion of our boarding. Putting my best Swedish to use I surprised everyone. From then on I assisted on all Scandinavian vessel boardings.

My first oil spill, although called minor, was major in my experience. Dressed in coveralls we collected samples, took photographs and spent a week monitoring the clean-up, requesting statements, and explaining the day-to-day progress in pollution reports.

All these experiences made me more and more proficient. I was a boatswain's mate at work and I loved it. Unfortunately my time at MSO St. Croix passed rapidly. Just as I fell into place I was released from active duty.

Never have I felt so dedicated, devoted, and determined to pursue a career as I have after becoming acquainted with the Coast Guard. I am confident that I will make a hard working boatswain's mate. In the meantime I study my correspondence course and continue to look forward to my monthly drills in San Juan, P.R.





TRACEN Alameda

## RTSB Alameda

# Top-notch Training for Reservists

by BM3 Janet A. Edson, USCGR

TRACEN Alameda brings to mind nearly bald young men running to classes, or standing at attention in the chow line. It conjures a picture of diligent lads who hit the grinder at 0530 for morning calisthenics or who roll up both sleeves for those famous shots at the infirmary.

But there's another vital part of TRACEN Alameda: a training program which calls for discipline and hard work; not as much physical effort as recruit training, but a sheer mental effort.

That training program is the Reserve Training Schools Branch (RTSB). For the past four years, this program has grown into a quality training ground for Pacific Area reservists. At one time a summer-only program, the schools have expanded into a year-round facility.

Improvements and additions to the schools' curriculum have flourished since the year-round concept was initiated. The staff constantly works to keep abreast of new regulations and changing roles in the Coast Guard Reserve. When the 1972 Rules of the Road finally became effective in July of 1977, RTSB's Small Boat Operations staff had al-

ready been teaching the new regulations, preparing their student coxswains for the change.

Staff and students are provided with top-notch training materials from the library and training aids department. CAPT Paul Meyer, Commanding Officer of TRACEN Alameda, notes "We (RTSB) have one of the best libraries for training in the Coast Guard. Our training aids are excellent and current with the state of the art." The students and staff members agree.

When analysis shows that there's a need for training in any particular area, RTSB will rewrite an old course or develop a new one. Boatswain's Mate Basic is a new addition to the wide variety of basic classes. Before, reservists had to go to Yorktown for this course, a hardship for many. An offshoot of Small Boat Operations, Small Unit SAR was unveiled last year. This challenging course begins with a week of intensive classroom preparation, followed by a week of actually running mock SAR cases. Marine Environment and Systems is another recent addition to RTSB's variety of classes.

Students play a large role in the improvements and additions at RTSB Alameda, through formal

critiques and informal suggestions. "I really feel our suggestions are taken into account," one student said. "Communication between student and staff is open and encouraged."

This communication not only helps the curricula in the long run, but helps each student's training immediately. "The staff is always there when I want them," comments one trainee. "If I have a question they can't answer, they look it up and get back to me." Another student, returning for his third class at Alameda, simply states, "I've never had a bad instructor." The two officers and nine enlisted men on RTSB's permanent staff have been awarded six medals in the past three years.

This combination of an available, attentive staff, a challenging and up-to-date variety of schools, and an ever improving facility has unquestionably brought top-notch training to the Pacific Area. Some Regular Coast Guardsmen are now being sent through the Reserve Small Boat Operations course. The Regulars receive the same leadership training offered at RTSB. The new Small Unit SAR class was audited by the National SAR school and consideration is being given to creating the same type of SAR school for the Regular Coast Guard.

"After three years of reading critiques from students, I know that this is the best training there is," observes CAPT Meyer. Students have mentioned time and again that their classes here were as challenging and informative as any college course. Others have written to inform the staff that their training at RTSB has helped in their civilian professions.

CAPT Meyer urges Reserve units to use the resources that are available to them at RTSB:

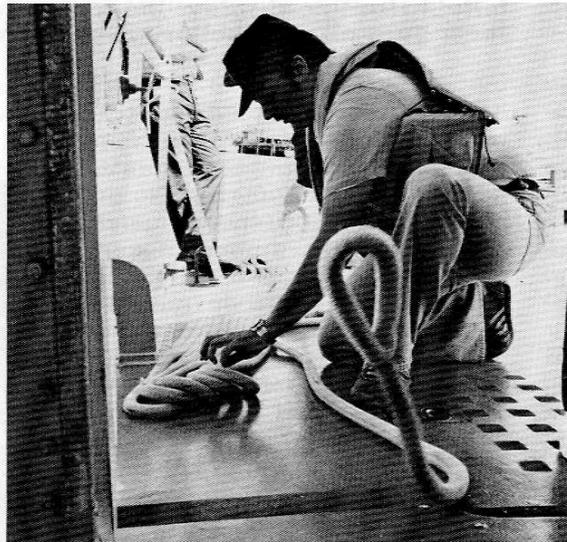
the classrooms, library and MK shop.

The training facility as a whole caters to students' need to study. The library and classrooms are open until late at night, and the study hall is never closed. Night classes are scheduled as needed and many instructors are available after hours to assist students. Such details assure students that RTSB works for them.

Since there are more classes offered in the summer months, RTSB uses SADT personnel to support the program and supplement the crew of instructors. Several "summer staffers" return year after year.

Off-season and summer prove to be different school experiences. Summer creates a fast-paced tempo. There's a wide variety of people to meet and learn from. Off-season, on the other hand, provides a quiet atmosphere with only one to three classes at a time. "I would not come back to a summer session," one reservist has decided. "People are more relaxed in the off-season, and there's lots of quiet for study."

No matter which season Coast Guard reservists arrive at RTSB, they can expect to meet a challenging two weeks of quality training. Since Reserve training at Alameda has become a year-round endeavor, the program has seen great improvements. "I encourage the continuance of year-round training at RTSB," says CAPT Meyer, "I also encourage the use of our facilities and staff by all reservists in our region." With the successful innovations at RTSB in the past several years, this momentum can only grow and enhance the entire Coast Guard Reserve program.



**Reserve student fakes a line.**  
(photo by SNBM Linda Chevalier )



## RESERVISTS WIN THE BATTLE OF WARENDORF

by LTJG Bill Lance, USCGR

174 Reserve officers representing nine NATO countries met in Warendorf, West Germany in August to participate in the 1978 CIOR ("Military Olympic") competition. A United States team placed second overall. Finishing in the top spot were athletes from West Germany.

The United States team had trained at Ft. Meade, MD during July. Reserve officers from as far away as Hawaii came to compete for one of 18 coveted CIOR U. S. team positions.

The CIOR competition consists of several events, including swimming and land obstacle courses, an orienteering event and a shooting event. Each nation's competitors are divided into three-man teams, who compete as a group in each event. The American second place team included LT Malvin E. Harding, USCGR, CAPT Dennis Manske (Air National Guard) and CAPT Walter F. Conner, USMCR. LT Harding scored a perfect submachine gun score which helped catapult his team into second place.

Three members of the U. S. Army Reserve, competing for the first time in CIOR, took first place in the novice category.



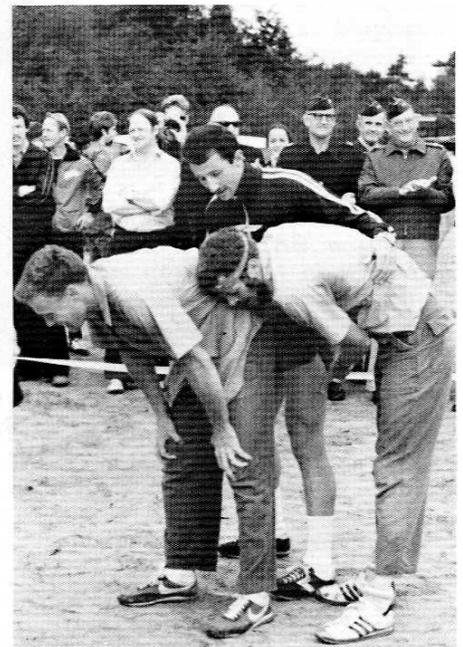
left: LT Harding displays the reason for it all. center: The U.S. team goes all out. bottom: Even winning can be agony.

The CIOR military competition was organized more than twenty years ago as part of the annual NATO Reserve Congress to promote a spirit of sportsmanship and fraternity among Reserve officers.

Any Reserve officer is eligible to participate. Selection of the team is on a competitive basis, but you don't have to be a superstar to meet the minimum qualifications for the tryouts. You just have to be an all-around competitor who can run five miles in less than 32-1/2 minutes and swim 50 meters in less than 36 seconds.

Next year the tryouts will take place at Ft. Sam Houston, TX in July, with the competitions taking place August 26 through September 1 in France.

COMDTNOTE 1571 will be issued in November with application details. If you're interested, you're encouraged to apply!





U.S. COAST GUARD  
SECOND DISTRICT  
KANSAS CITY, MISSOURI



Despite popular misconceptions, boats with wheels are not really needed in the landlocked Second District. Thousands of miles of rivers and lakes keep the BOSDETs busy on the waterfront.

## ROLLING ON THE RIVER

by ENS B.R. Conaway, USCGR

Augmentation is a word all reservists know. It's a fancy word which simply means doing jobs that career Guardsmen do every day.

In the Second District, reservists mainly augment the MSO and BOSDET missions of the Coast Guard. Reserve units in the Second District use their 17-foot Monarks with twin 65 Mercury outboards to perform BOSDET duty on the lakes and rivers of the midwestern states. In the third quarter of FY-1978, 343 Reserve small boat missions were completed, with 203 in the boating safety field alone.

On a clear and hot Labor Day weekend, I decided to ride along with two reservists from CGRU St. Louis II. Their mission was BOSDET patrol on the Kaskaskia River in southwestern Illinois. I drove behind their boat trailer, passing corn fields and grazing cattle. It seemed absurd to see a Coast Guard boat where there appeared to be no water. Over an hour later we found some.

The Kaskaskia River bisects the Mississippi River at the Kaskaskia lock and dam. It is

primarily used by riverboats to transport coal in barges to the Mississippi. As with any body of water accessible to riverboats, the recreational boaters were not far behind. When pleasure boating and commercial activity share the same water problems can arise.

Reservists BM1 Golding and RD3 Buchanan seemed pleased to have a "deskjockey" from the District Reserve division along. They filled me in on boating safety procedures as we sped towards the dam.

It was a beautiful day. The pleasure boaters and water skiers were out full force. At the lock and dam we tied up, received some inside information from the lockmaster, and headed back upstream.

As we cruised along, BM1 Golding spied a 16-footer without I. D. numbers on the hull. We did a quick 360 degree turn and motioned it to stop. I marveled at our similarity to a state trooper stopping a speeding motorist on the highway. "Put your engine in neutral, we're coming alongside," said BM1 Golding. The two reservists then began their standard inspection for registration, PFD's, fire extinguisher, and

other items. With the inspection over, Buchanan and Golding wrote up a report of boarding slip. Coast Guard literature on safe boating was given, a few pleasantries exchanged, and we were on our way once again.

During the course of the day we boarded various small boats at random. Golding and Buchanan explained to me that BOSDET teams were there to serve the people. The reservists placed much emphasis on educating the boating public. They were courteous, efficient, and professional in their relations with boaters.

Most recreational boaters expressed satisfaction with the Coast Guard on patrol. They were cooperative and pleased to see safety stressed. The commercial boaters were grateful too. It was apparent as we headed for shore that day that the two could live in harmony on the Kaskaskia.

Before leaving I asked Petty Officer Golding, a computer operator for a private firm, why he was in the Reserve. "Heck, I just have a good time doing this," he replied. That's part of what the Coast Guard Reserve is all about.

