

The

Coast Guard

Reservist

March 1994

Spotlight on Spills

- *San Juan*
- *St. Louis*
- *Longview*

is published monthly by the Commandant of the United States Coast Guard.

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Your Turn

Army Manning Detachment

The December (Remembering World War II) issue brought to mind a question I have puzzled over for years, and that is why in all the references and accounts of Coast Guard WWII activities, I do not recall ever seeing mention made of the Army Manning Detachment.

This operation involved the manning of literally hundreds of U.S.

Army ships in the SW Pacific. These ships were small cargo vessels (FSs), small tankers (Ys), and seagoing tugs (LTs). My understanding at the time was that when these ships first started coming off the ways, they were manned by civilian crews (Army Transport

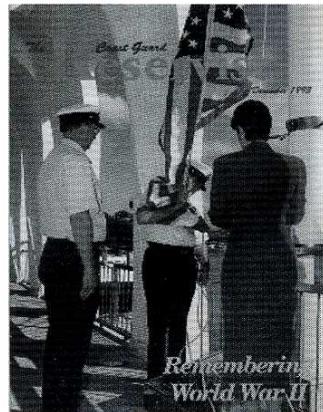
Service). However, the Army soon began having so much trouble with the civilians that they went to the Navy and asked for service personnel. The Navy turned the job over to the Coast Guard.

Headquarters for the Detachment was initially at Alameda, Calif., but then, if memory serves, was relocated to Hollandia, New Guinea, and finally to Tacloban in the Philippines. The crews were made up of four officers and 18 men. The ships operated over the entire theater as the Army island hopped to Manila. They participated in many of the landings. In

fact, a friend of mine on one of the FSs took one of the first kamikaze hits at the invasion of Mindoro.

This was a big operation for the Coast Guard, in which I participated, and I cannot understand why it has not received recognition.

— K.C. McCandless
CDR, USCGR (Ret)
Eliot, Maine



This is not the first letter we've received concerning this matter. CDR McCandless' letter has been forwarded to the Coast Guard Historian.

CG Lady says thanks

Thanks very much for the extra copies of the December *Reservist*. That was an especially attractive issue (even if

it hadn't had my World War II package story). I've received favorable comments from several people I write to and from friends here who saw it. And, yes, some from Coast Guardsmen who hadn't written before. One said she'd been reading my letters for years but my article prompted her to write.

— Lois Bouton
The Coast Guard Lady
Rogers, Ark.

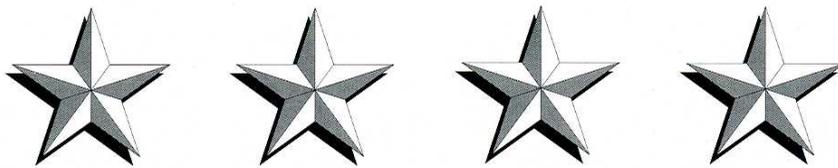
The Coast Guard Lady's WWII story was featured on the back cover of the December 1993 issue.

On the cover

Workers suction oil from the beaches at Escambron, San Juan, Puerto Rico. The tank barge *Morris J. Berman*, carrying 1.5 million gallons of number six fuel oil, ran aground Jan. 7 on a reef several hundred yards off the beach, spilling 618,000 gallons of the fuel. For this and two other recent oil spills across the nation, see story on Page 4. Photo by PA1 Dave Oney, D5 Public Affairs.

Postal change

With this issue, *The Reservist* begins mailing at second-class rates. By converting from first to second class, the CG will be saving thousands of dollars without delaying delivery. The term "second class" is not meant as a comment on our quality — rather, we'll continue to be the "first class" publication you've come to expect! As always, address changes should continue to be made through your district reserve office as second-class mail is not forwardable to the addressee.



Kramek nominated for Commandant



RADM Robert E. Kramek

RADM Robert E. Kramek has been nominated to be the U.S. Coast Guard's 20th Commandant. Pending Senate approval, Kramek will become Commandant June 1, 1994.

Kramek's previous assignments include Chief of Staff at Headquarters, command of the 13th and 7th Districts, Support Center Governors Island, N.Y.; CGC MIDGETT (WHEC 726) and the Haitian Migration Task Force. He was the Drug Czar's Coordinator for the War on Drugs in the Southeast U.S. and Caribbean. He served as Regional Emergency Transportation Coordinator for the Secretary of Transportation in the Pacific Northwest and also commanded MDZ sectors Pacific Northwest and Sector 7 Southeast U.S., Navy Coastal Defense Commands.

A New York City native, he graduated from the CG Academy with a B.S. in Engineering in 1961 and attended post-graduate schools at the University of Michigan, Johns Hopkins University, University of Alaska and the U.S. Naval War College, Newport, R.I.

His awards include the Distinguished Service Medal, two Legion of Merit, the Meritorious Service Medal, four Commendation Medals, Achievement Medal, Unit and Meritorious Unit Commendation, the Special Ops Ribbon with silver star, Humanitarian Service Medal with bronze star, and the Sea Service Ribbon with bronze star.

Kramek, 54, is married to the former Patricia Havard of Washington, DC. They have four children.

Photo courtesy of CGHQ Public Affairs (G-CF-2)

OASD/RA & Commandant send...

CGR birthday greetings



ASSISTANT SECRETARY OF DEFENSE
WASHINGTON, DC 20301-1500

FEB 15 1994

Rear Admiral Gregory A. Penington, USCG
Chief, Office of Readiness and Reserve (G-R)
US Coast Guard Headquarters
2100 2nd Street SW, Room 5100
Washington, DC 20593-0001

Dear Admiral Penington:

This Saturday, February 19th, the United States Coast Guard Reserve celebrates its 53rd birthday. I extend my deepest appreciation to all the men and women of the Coast Guard Reserve for truly outstanding service to our nation.

Over the recent decades, the U.S. Coast Guard and its Reserve component have formed a remarkable team that has distinguished itself in every instance. Past, present and future, the United States Coast Guard will continue as a key element of our defense, and a vital part of America's Total Force.

I wish the Coast Guard Reserve future success and a sincere "Happy Birthday."

Sincerely,

Deborah R. Lee
Deborah R. Lee



THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON, D.C. 20593-0001

FEB 22 1994

Dear Admiral Penington,

I wish to extend my congratulations to the outstanding members of the Coast Guard Reserve as we celebrate the 53rd birthday of the Reserve on 19 February.

The dedication, flexibility, and work ethic consistently demonstrated by reservists in the performance of their military duties have made the Reserve an indispensable component of the U.S. Coast Guard. In addition, reservists continue to offer unique skills and experience that vastly enrich the overall service.

The Coast Guard is committed to maintaining a highly trained and responsive Reserve force. We look forward to celebrating many more anniversaries with the men and women of the Coast Guard Reserve.

Sincerely,

Bill

J. W. KIME
Admiral, U. S. Coast Guard

RADM Gregory A. Penington, USCG
Chief, Office of Readiness and Reserve
U.S. Coast Guard
2100 2nd Street S.W.
Washington, DC 20593-0001

San Juan Puerto Rico

The new year had just been ushered in. It was the height of tourist season. But that festive atmosphere changed overnight when a barge carrying more than 1.5 million gallons of oil ran aground here, spilling 750,000 gallons and blackening several miles of this Caribbean island's resort beaches. The *Morris J. Berman* was being pulled by the tugboat *Emily S.* around 4 a.m. Jan. 7 when a line snapped, sending the *Berman* crashing into a reef 150 yards offshore Punta Escambron Beach, rupturing some of the barge's nine oil tanks.

The spill, about one-seventh the size of the *Exxon Valdez* spill, was the worst of its kind in Puerto Rico since 1973. Oil lapped onto beaches while a thin oil sheen spread out north of San Juan for 20-square miles.

The incident occurred about two miles from the Old San Juan historic district, just offshore from posh hotels. While the ensuing cleanup acted as a tourist attraction for some, it sent others scurrying for other unaffected areas of the island and other Caribbean destinations.

Meanwhile, about 260 Coast Guard personnel were mobilized for spill cleanup including 16 reservists. The Coast Guard supervised the positioning

of a second barge to remove the remaining oil, as helicopters shuttled pumps, hoses and other equipment onto the crippled vessel. Divers inspected the barge from below, and private contracting crews hired by the barge's owner worked furiously stringing booms across hotel beach lagoons stained by thick gobs of oil.

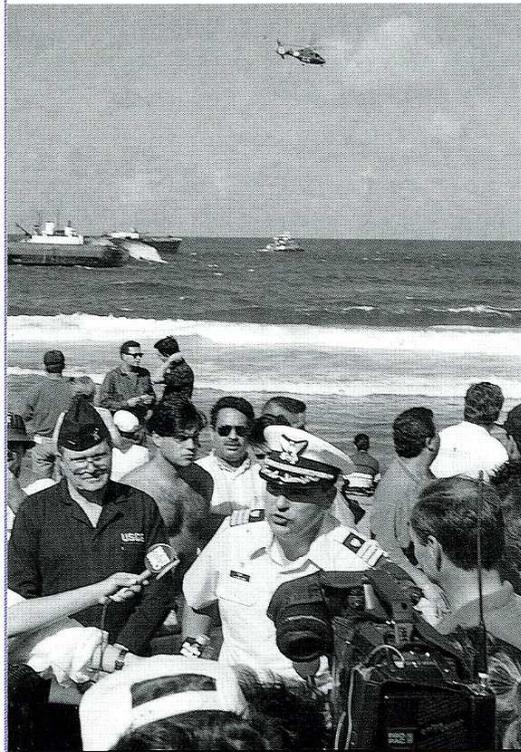
"I called 16 reservists and they said, 'we're here and we're ready'...they were very responsive," said YN1 Cathy Larracuenta, Reserve Stationkeeper, RU Base San Juan.

Twelve of the reservists were requested by MSO San Juan for up to 30 days. Others were helping out the Coast Guard's Gulf Strike Team and at the Forward Command Post. Reservists monitored civilian work teams on safety procedures, surveyed the site for remaining waste disposal, acted as on-scene translators and handled logistic support of supplies.

"It was a great challenge, a great experience and opportunity to lend a hand to the active duty," said LCDR Arturo Aviles, CO of RU Base San Juan.

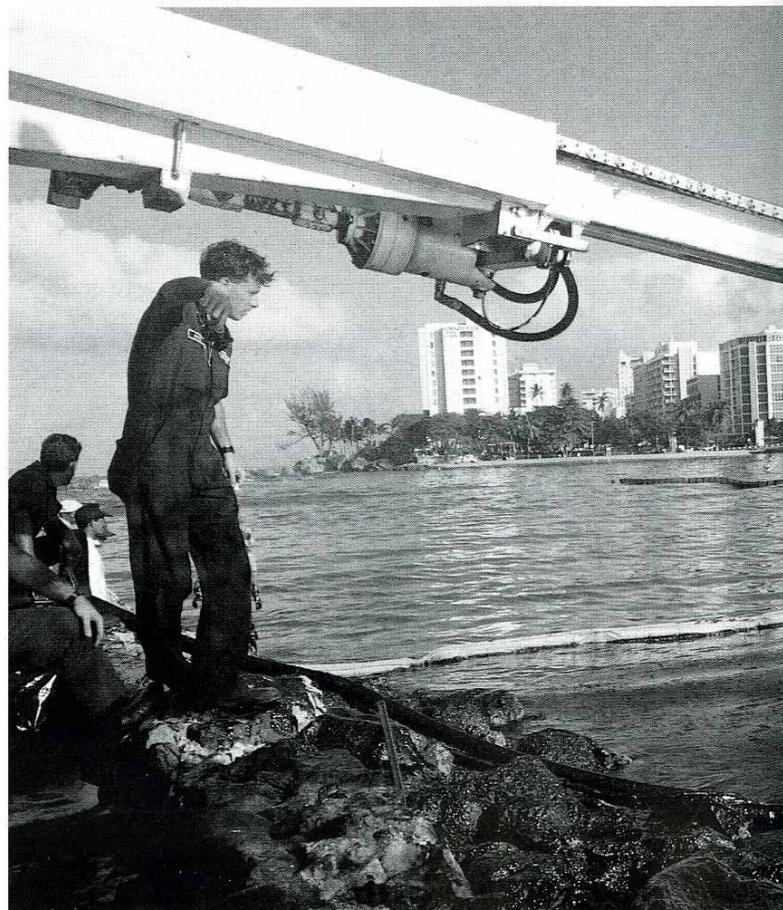
Once refloated, the *Morris J. Berman* was towed some 20 miles out to sea where it was sunk in about 6000 feet of water.

Photos by CWO2 J. Snyder, National Strike Force



Above: CDR Bob Ross, San Juan oil spill On Scene Coordinator, holds a news conference on Point Escambron, Puerto Rico. The *Morris J. Berman* is in the background.

Right: A petty officer directs the placement of an oil skimmer in the waters off Point Escambron.



St. Louis Missouri

The Coast Guard stepped in to help when a Clark Refining & Marketing Inc. tank leaked 242,000 gallons of gasoline, of which 100,000 ended up in the nearby Mississippi River Jan. 18.

"Most of the gasoline leaked onto ice, so the Coast Guard was able to contain it with plastic booms before it spread," said MK1 Chris Schulz of MSO St. Louis. He added that gasoline spills can be more difficult to clean up than oil spills because gasoline ignites at a lower temperature.

The Coast Guard's quick-response Gulf Strike Team from Mobile, Ala. provided technical assistance and equipment where needed while Clark had a private contractor doing most of the cleanup. The Coast Guard also established a safety zone on the river, ensuring river traffic kept a safe distance and slow speed. CDR R.K. Wiebusch, CO of RU MSO St. Louis, said four reservists were on hand the weekend of Jan. 22 to monitor and assist active MSO personnel.

Originally, Clark officials thought the extreme cold cracked a pipe resulting in the leak. An investigation revealed a seven-foot crack in the bottom of the tank. On-site officials speculated that last summer's flooding may have created a void under the tank and pressure within the tank caused the damage.

Longview Washington

Approximately 5,000 gallons of diesel fuel was spilled from a grain ship on the Columbia River Jan. 10. The spill occurred when a barge overfilled the fuel tank aboard the 639-foot *An Ping 6* sending the fuel at least 25 miles downstream toward the Pacific Ocean and washing ashore on the banks of Crim, Hump and Fisher Islands.

Fifteen reservists from MSO Portland, Ore. responded with CGC BLUEBELL, equipped with the Vessel of Opportunity Skimming System (VOSS), Pacific Strike Team, pollution response personnel and investigators, as well. Approximately 80 contracted cleanup personnel were at the scene while the Coast Guard responded.

Floating booms were set up to confine most of the fuel and protect it from environmentally sensitive areas. The Coast Guard also set up a no-wake zone for 11 miles downstream from Longview.

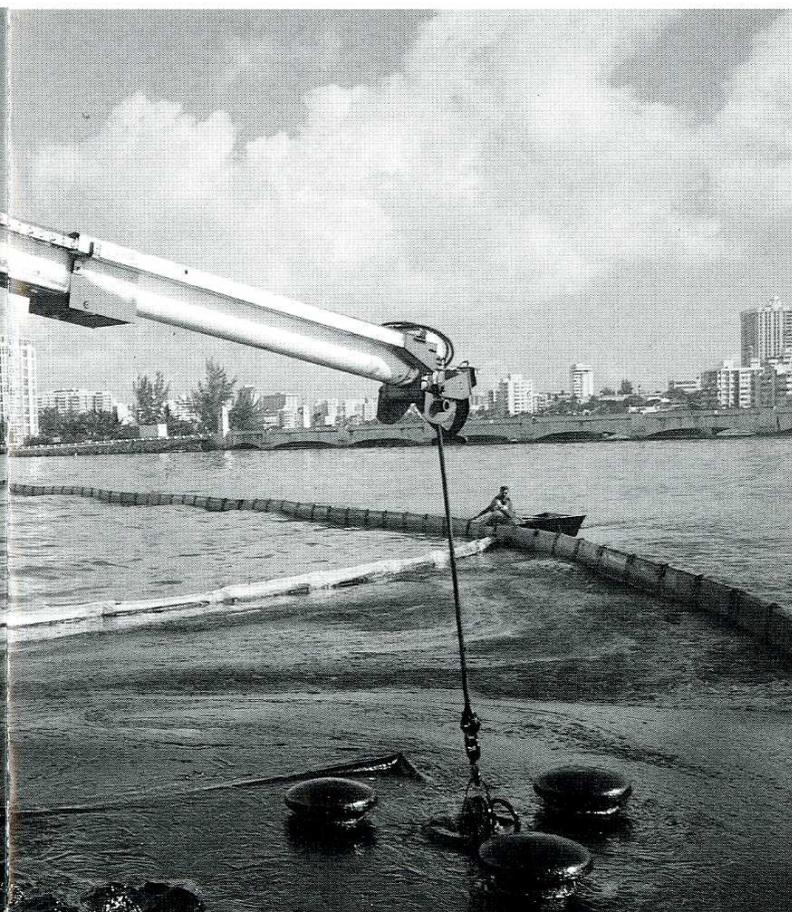
Exxon Valdez What We Learned

March 24 is the fifth anniversary of the *Exxon Valdez* disaster that spilled 10.8 million gallons of crude oil into Alaska's Prince William Sound — the largest oil spill in American history. What has changed since then? What have we learned?

When an oil spill occurred recently in San Juan, it was precisely the type of event Congress anticipated in passing the Oil Pollution Prevention, Response, Liability and Compensation Act in 1990 (OPA 90). It not only set up rapid response teams within the Coast Guard, it dramatically increased the financial liability of the responsible polluting party, allowed for claims for certain damages and removal costs resulting from the spills and required shipping firms to prepare "worst-case" spill response plans.

OPA 90 also requires that new barges be double hulled and gives full authority to a federal on-scene coordinator chosen by the Coast Guard. The Coast Guard and international maritime community are also trying to develop a Safety Management Code to reduce human error and shoddy management.

Coast Guard Reservists were heavily involved with the *Exxon Valdez* cleanup during the summers of 1989-1991.





An Interview With

Deborah R. Lee

Assistant Secretary of Defense for Reserve Affairs

The Honorable Deborah R. Lee is Assistant Secretary of Defense for Reserve Affairs (OASD/RA). Prior to assuming her current duties, Ms. Lee served as a professional staff member on the House Armed Services Committee for ten years. She has consistently expressed her interest in the Coast Guard Reserve, meeting with the Commandant, Chief, Office of Readiness & Reserve and the Reserve flag officers at Coast Guard Headquarters and visiting Governors Island in December. The Reservist interviewed Ms. Lee Jan. 27 at her Pentagon office.

What are your three top goals as Assistant Secretary of Defense for Reserve Affairs?

My first and most important goal is I'd like to be able to look back at the end of my tenure and say that I made a mark toward making the Reserve components more of a full partner with the active components in the Total Force. When we talk about full partnership, to me that means reviewing the roles and missions that the Reserves have, and can take on in the future, and try to maximize their utilization in the Total Force. We are going to be using Reserves to minimize the risks associated with the active draw down and also to control our peacetime costs.

The second goal is to improve and maintain the readiness of the Reserve components in the future. As we look to rely on Reserve components more, we're going to have to make sure reservists are ready to

go when we need them. Now for some, that means they'll have to be at the highest level of readiness — ready to go on day one. Others won't need to be quite as ready, but will need to be ready to go on their scheduled deployment day. So, readiness is a very, very important concern and I will be watching that closely.

My third goal is accessibility. As we look to rely more on the Reserves in the future, we must be sure that we can gain access to them when they are needed, both through voluntary and involuntary means. In order to launch our efforts in that regard, we have established, at the Secretary of Defense's direction, an accessibility working group, which I chair. We are looking at the whole range of contingencies and ways that we can utilize Reserves and gain access to Reserves in those contingencies. This includes everything — all out war to peacetime operations, humanitarian assistance to domestic emergency relief such as earthquakes and hurricanes, and community action.

As Assistant Secretary of Defense for Reserve Affairs, what is your relationship to the Coast Guard Reserve, which falls under the Department of Transportation?

I am the top policy advisor to the Secretary of Defense on all matters pertaining to the Reserve components. And, of course, the Coast Guard Reserve is one of our Reserve components which, in times of war, will come under the Navy. So, what

I hope to do is to work closely with the Commandant of the Coast Guard and also with my counterparts in the Department of Transportation to ensure that the Coast Guard Reserve is in sync with our wartime needs as a military.

The Senate Armed Services Committee on the National Defense Authorization Act for FY94 recently tasked your office with a study of future Naval Reserve roles & missions. You have invited the Coast Guard to participate in that study. What is the purpose of the study? What impact could the study have on the Coast Guard Reserve?

The purpose of the study is, on behalf of the Naval Reserve, to try to take a "start from scratch" look at what our wartime needs are for the total Navy, and then determine what portion of that can be contributed by the Naval Reserve. At the same time, we will be looking at what the Naval Reserve can do in terms of additional missions in peacetime operations, domestic assistance, as well as in a major regional contingency type of scenario.

Because the Coast Guard Reserve is very important from the standpoint of port security, it was my notion that this would be an appropriate time to also take an in-depth look at the Coast Guard Reserve to see what are the appropriate wartime requirements. So that's what we hope to do.

The Coast Guard Reserve has a lengthy history of responding to peacetime contingencies. Will the DoD Reserve components also be tasked with peacetime missions in the future? Does legal authority exist for such a role?

I believe we will see increasing use of the Reserves here at home. As you point out, you do have a long history in the Coast Guard Reserve of this kind of civic action and domestic emergency assistance. In fact, your Secretary [of Transportation] has the authority to call up Coast Guard Reservists involuntarily in the case of an emergency. We in the Department of Defense are aiming toward a similar authority. That accessibility study group that I mentioned earlier is looking very specifically at what changes in the law and what changes to the current call-up authority might be in order. After all, the authority currently on the books was the creation of the Cold War era. It's time to take a fresh look.

The Coast Guard Selected Reserve has been drastically reduced over the last three years (33 percent overall). How does this compare to DoD Reserve downsizing? How will

these reductions impact on the military readiness of the United States?

All of the [DoD] Reserve components have been downsized in recent years and they will all continue to be downsized in future years. The Sea Services, and by this I mean specifically the Coast Guard Reserve and Naval Reserve, have perhaps taken among the largest percentage reduction when you look across the Reserve components.

In the aggregate, under the Bottom-Up Review, the Reserve components generally are not going to be reduced as much as the active components. This means the Reserve components will have a larger role and a larger slice of a smaller defense mission in the future. (The Coast Guard Reserve was not in the Bottom-Up Review.) The philosophy was, as we reduce the active force, let's see how we can plug in Reserve capabilities to minimize the risks and control our costs. Reserves can't do everything, but there are many things that they can do, so let's actively look for those ways. Overall, the DoD Reserves will have a more responsible and larger slice of the total mission.

Recently you visited a Coast Guard station on Governors Island, N.Y. and took a ride with

a Reserve boat crew. What did you gain from that experience? Do you have plans to visit more Coast Guard Reserve units in the future?

Yes, just as a general matter, I try to get out in the field as much as I possibly can. In addition to going to Governors Island, I also had the opportunity for briefings at [Coast Guard] Headquarters. This helped me to understand a little bit more in-depth about the business of the Coast Guard. Later this year, I'm hoping to go down to Florida to observe one of the space shuttle launches which is another mission that the Coast Guard Reserve performs in terms of waterside security.

At Governors Island, I was very struck by what I felt was the quality of the reservists with whom I met. They knew their business and knew it very, very well. I also was struck by the camaraderie between the reservists themselves, but perhaps more important, between the reservists and the active duty. This is not always the case in other Reserve components, but it most certainly was the case in the Coast Guard Reserve. And I think there are some lessons learned there that I can perhaps put to good use with the other Reserve components here in DoD.



Photo by PA3 Charles E. Smith III, D1 (dpa/sr)

Honorary coxswain Deborah R. Lee took control of a Station New York utility boat with the assistance of Coast Guard Reservist George Latourette. Lee visited Governors Island, N.Y. Dec. 14.



Tip ' the Hat



Medals & Awards

CG Commendation Medal

CDR Robert H. Verschure (w/"O"), D1
CWO3 W. R. Taylor (w/"O"), D7
BM1 Gregory J. Satchwell (w/"O"), D1
CWO4 Garry Ortner, D8

CG Achievement Medal

LCDR A. F. Kirwan, D7
ENS R. K. Grant (w/"O"), D7
CWO4 S. A. Niedbala, D7
CWO2 C. L. Dennis, D7
YNCM Clarence Junkins, D8
YNCS V. Gugliotta, D7
MKC M. T. Oquendo (w/"O"), D7
PS2 A. Carrillo, D7
BM2 K. C. Coombs, D7
TT2 N. S. Kapp, D7
MK2 J. T. Vocelle, D7
SK3 M. Stovall, D8

CG Letter of Commendation

LT J. R. Zuppardo, D7
MKC D. L. Reinert, D7

Commandant's Letter of Commendation

LCDR D. Preau, D8
CDR J. Brown, D8
LT C. Moran, D8
LTJG T. Rosario, D5
LTJG J. Duckworth, D8
ENS R. Condit, D8
CWO2 J. Gore, D8
PSCS M. Brunson, D8
YNCS B. McCall, D8
YN2 D. West, D8

CG Unit Commendation w/"O" Device

RU MSO Miami

CG Meritorious Unit Comm. w/"O" Device

RU Station Port Canaveral
RU Base Mayport

Congratulations...

- **SK1 Steven Bayus** was named RU Atlanta's Outstanding Reservist for the year 1993.
- **PS3 Eric C. Beck** was named RU Portage, Mich. Outstanding Person of the Year for 1994.
- **MK3 Billy Taylor** was named 1993 Reservist of the Year by Detachment Hobucken, N.C.

RU Chattanooga Reservist wipes out competition

BM3 Christopher P. Fox, of RU Chattanooga, Tenn., dominated the 25 to 30 age group during the United States Masters Swimming Association Southeastern Championship swim meet, held at the University of Tennessee at Knoxville recently.

Fox finished first place in the 50-yard freestyle, the 50 and 100-yard breast stroke, in the 100-yard free medley, and second place in the 100-yard freestyle and 50 and 100-yard backstroke.

In addition, Fox also received the high point award for swimmers in the 25 to 30 age group.

Retirements

CDR Robert H. Verschure, D1
CDR Thomas J. McKey, D13
LCDR Donald M. Roskoph, D9
CWO4 Leonard E. Renquin, D9
MKC Howard E. Herst, D11
MKC James E. Arnold, D13
PSC James H. Pritting, D11
PS1 Norman H. Hoover, D2
MK1 Stephen S. Rankin, D11
ET1 Randolph L. Salmans, D11
HS1 Michael W. Bond, D9
PA1 Richard S. Sexton, D1
AE1 John E. Cavuoto, D7
MST1 Robert L. Benway, D1
EM2 Roberto Lugo, D7
SK2 Terry H. Cox, D1
SS2 Jerry J. Gospodnetich, D11
SSC William R. Roberts, D11

Taps

CAPT Tad D. Kelley, USCGR (Ret.), passed away Dec. 12, 1993 in Danville, Calif. He is survived by his wife Joan Kelley of Danville, Calif.

CDR Kenneth D. Bell, USCGR (Ret.), passed away Dec. 26, 1993. He is survived by his wife Hazel C. Bell of Virginia Beach, Va.

SK1 Sherman P. Kelsay, USCGR (Ret.), passed away Dec. 20, 1993 in Dallas, Texas. He is survived by his wife Theresa L. Kelsay of Garland, Texas.

BM2 Kenneth Stob, USCGR, passed away Sept. 14, 1993 in Hopkins, Mich. He is survived by his wife Gracia L. Stob of Hopkins, Mich.

AE2 Roosevelt Allen, USCGR, passed away Nov. 24, 1993 in Savannah, Ga. He is survived by Margaret Allen of Savannah, Ga.

PS3 Percy A. Bates, USCGR, passed away Nov. 7 in Del Rio, Texas. He is survived by Mr. & Mrs. Percy Bates of Houston, Texas.

Leitner sets world record

CDR James Leitner, CO of RU MSO Galveston, set a world record in the "Snatch the Total" event at the International Weightlifting Federation World Championship in Atlanta Sept. 11. Leitner set the record with a snatch of 264 pounds and a clean jerk of 330 pounds.

2nd



RU Louisville rescues snowbound citizens

By LCDR Chuck Polk
RESERVE GROUP OHIO VALLEY

LOUISVILLE, Ky. – As they awoke the morning of Sunday, Jan. 16, Midwesterners heard weather forecasts of a major winter storm due to arrive that day, with predictions in the Ohio Valley ranging from 6-10 inches of snow. By mid-evening, the National Weather Service had revised their estimates to freezing rain during the night turning into more than one inch of snow beginning early Monday.

But by midnight the freezing rain had begun turning to heavy snow and by the time the snow finally ended late that morning, Louisville, Ky had received its heaviest snowfall in history at over 16 inches, a disaster for the city. Record low temperatures throughout the week and power outages to over 20,000 residents compounded the problems facing the community.

SN Matt Buckman of RU Louisville, a veteran of last summer's Midwest flood relief effort, called his XO, LT Mark Newton to suggest a plan to assist the city. The unit has a 6-passenger, heavy-duty, 4-wheel drive truck normally used for Aids-to-Navigation work that now sat buried in snow near downtown Louisville. Buckman proposed a plan to use the truck to aid those stranded by the storm.

Early Tuesday, after receiving approval from LCDR Larry Dodson, the unit CO, and coordinating with the 2nd District, Buckman somehow proceeded down-town in his 2-wheel drive sedan, stopping first to pick up tire chains, Mustang suits and other rescue equipment. Finally he made it to the truck and literally dug it out.

From that point, Buckman made an arduous 10-mile trek to pick up LT Mark Newton the unit XO. Together they answered their first call to pick up two nurses and transported them to their beleaguered hospital.

By then, calls were going out all over the area for anyone with 4-wheel drive vehicles to assist the paralyzed city, which in some areas was covered with up to 20 inches of snow and even higher drifts.

Buckman continued until 8 p.m. Tuesday when he was relieved by PS1 Ralph Dunn and PS2 Glenn Powell, also veterans of the Midwest floods. From that point on, the rescue work was performed in 12-hour shifts.

On Tuesday night the temperatures dropped to an all-time record of minus 22 degrees with wind chills in excess of minus 45 degrees.

Undaunted, Dunn and Powell rescued eight stranded motorists along with several very cold pedestrians throughout the cruel night. Although the truck performed unbelievably well, it was difficult to keep the cold out, but the two reservists continued their lifesaving efforts.

During the following three days, Buckman worked during the day while Dunn and MKC Roger Davis covered the nights. They not only transported medical and emergency personnel, but medical and blood supplies as well. They also provided daily transportation to the city's command center for retired reservist CWO4 B. J. Anderson, the aide to Louisville Mayor Jerry Abramson.

During the four-day emergency, the Coast Guard crews logged over 140 man-hours and drove more than 1,000 miles. When they stood down Friday evening, they had rescued 84 persons and covered not only Louisville but surrounding communities up to 45 miles out.

A grateful City of Louisville plans to honor the Coast Guardsmen for their efforts.

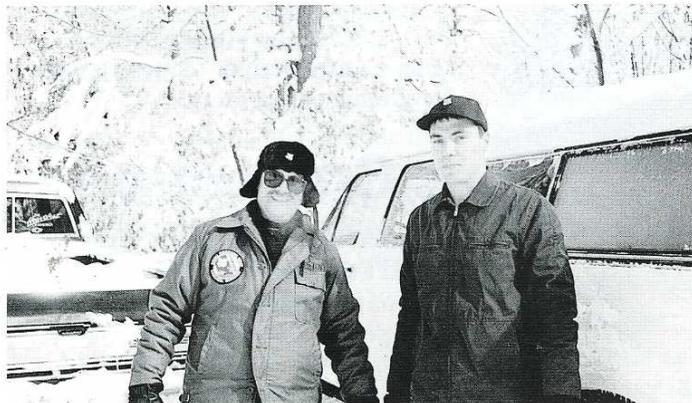


Photo courtesy of Janet Bauer

LT Mark Newton and SN Matthew Buckman used RU Louisville's 4-wheel-drive truck to aid the frozen city.

Coast to Coast Reserve



Proud parent joins in Coast Guard spirit

By **ENS Rich Condit**
D8 RESERVE TRAINING STAFF

GALVESTON, Texas — In recognition of the work SN Steven Shaffer has done as a member of a boat crew at RU Base Galveston, his father David Shaffer made a replica of the 41-foot Utility Boat.

Many of the parts had to be tediously hand made. To achieve as close a likeness as possible, the elder Shaffer enlisted the assistance of BM2 David Adcock from Station Mobile. Adcock ensured that the finished product matched as closely as possible the actual 41-

foot UTB moored at Base Galveston, right down to the hull numbers.

The elder Shaffer had always wanted to be a Coast Guardsman but when he entered the service, Coast Guard enlistments were scarce.

Instead, he enlisted in the U.S. Navy and participated in the Bay of Pigs Invasion and the Cuban missile blockade as a member of the Commander Service Squadron Sixth Fleet.

David Shaffer and his wife Lois presented the model boat to RU Base Galveston in a small dockside ceremony.



U.S. Coast Guard Photo

A model of RU Base Galveston's 41-foot UTB is presented to the unit by David and Lois Shaffer. Pictured left to right: BM2 David Adcock, SN R. Heib, SN Steven Shaffer, CDR James Leitner, CO, RU Base Galveston and the Shaffers.



RU South Shore assists local television station

By **LT George Pazak**
RU SOUTH SHORE

GARY, Ind. — When a violent storm caused the transmitting towers of the local public television station WYIN, channel 56 in Northwest Indiana to become inoperable, reservists from RU South Shore were more than willing to help.

As the only Coast Guard Reserve unit in Indiana, the unit has always responded to local community affairs such as boat shows, triathlons and fund raisers.

Since WYIN is a public station, a telethon was held to raise money for the repair of the towers. LT George Pazak, Readiness Officer of the unit, requested volunteers to help the station man the phone bank during the telethon. Pazak, SKC Martin Harper, MK1 Ronald Recktenwall, SK2 Thomas Fuss, YN3 Benetta Hartfield and DC3 Nancy Roby responded.

Thanks partly to their willingness to help, the station was able to raise a large sum of money to use for the needed repairs.

Correction

In the last issue we incorrectly stated that the new 47-foot Motor Lifeboat was equipped with a 450-horsepower Detroit Diesel engine.

In fact, the vessel has **two** 450 horsepower Detroit Diesel engines. We regret the error.

11th



By CDR Michael Jackson
VTU NORTHERN CALIFORNIA

NORTHRIDGE, Calif. — Following the earthquake that struck Northridge, Calif. Jan. 21, SK3 Don Orrantia, a reservist on extended active duty at the 11th district office, was dispatched to the Federal Emergency Management Agency (FEMA) Disaster Field Office (DFO) in Pasadena, Calif.

The next day he was joined by CDR Mike Jackson, USCGR from Alameda, Calif. As transportation coordinators, their job was to act on all related items, from scheduling transportation for incoming disaster medical assistance teams, mis-

Reservists keep transportation moving after earthquake

sion accomplishment, and arranging for shuttle services to take earthquake victims to disaster assistance centers.

They collected requests, evaluated priorities, scheduled support and dispatched available assets.

The requests often involved several types of transportation from various agencies. A typical request might require coordinating civilian ground, Coast Guard and U.S. Air Force air transportation in Hawaii and the same in reverse order for their arrival in California.

Lead times were usually limited

to same day response. They also collected related information such as road closures and mass transit ridership usage, keeping key officials well informed.

Both Orrantia and Jackson provided a valuable service and performed exceptionally well during the round-the-clock schedule and primitive conditions, including aftershocks reaching 5.0 on the Richter scale. As a result, they were both extended on active duty beyond their original termination dates.

14th



Submitted by LT Dave Allen
D14, GUAM

GUAM — The Coast Guard in Guam is so committed to keeping the waters of Guam clean, their dedication extends far beyond the military duties of those assigned to and augmenting Marine Safety Office Guam.

Each month reserve, active duty and retired sailors get together to clean the reefs and beaches surrounding Guam. These efforts often include SCUBA dives and beach walks. Guam's year-round sunny weather allows these efforts to continue regardless of the season.

One of the leading proponents of the clean-up effort is Pete Peterson, a retired RMCS and owner of Micronesia Diver's Association on Guam.

Peterson started "Reef Relief" dives six years ago to combat the

Recycling the nautical way

effects of years of neglect by both the military and civilian community. He offers volunteers a free boat ride to sites in need of attention and provides the necessary gear to collect the trash. His boat trips almost always include Coast Guard volunteers.

LTJG Dave Allen of RU Guam has made five Reef Relief trips. "The most common find is beer and soda cans. We find an awful lot of household items, golf balls and tires as well. We occasionally find relics from WWII," said Allen.

The Coast Guard commitment to cleaner reefs and beaches is essential to the preservation of both the ecological life on the island as well as the survival of the tourism industry. Participation from Guam's Coast Guard community also promotes good rapport with the

civilian community.

In the past year, the Coast Guard made a massive clean-up effort at its adopted village of Malessa that filled the bed of a three-quarter ton truck. ENS Cassie Calametti, RU Guam's Training Officer, participated in the clean-up.

Calametti said they found "just a tremendous amount of military junk, as well as the usual trash. You couldn't tell from the beach just how cluttered it was down there. We had a great time, though, and the village really appreciated our help."

The commitment to a cleaner Guam translates into a commitment to being good neighbors. The Coast Guard family on Guam is doing their best to make the place they work a better place to live.

USCG Essay Contest



The U.S. Naval Institute will award cash prizes of \$1,000, \$750 and \$500 to the authors of the three winning essays in its annual CG Essay Contest. The contest encourages discussion on current issues and new directions for the CG.

Essay Contest Rules

- Essays must be original, not longer than 3,000 words.
- Essays should be typewritten, double-spaced, on 8-1/2" x 11" paper. An IBM-compatible disk and illustrations should be included.
- Include address, phone number, biographical sketch and social security number with each entry.
- The Naval Institute Editorial Board will judge the competition; letters notifying the three award winners will be mailed on or about Sept. 30, 1994.
- USNI will publish winning essays in Proceedings, its monthly magazine. Some entries not awarded prizes may also be selected for publication and authors will be compensated at regular rates.
- Essays must be postmarked on or before June 1, 1994 and mailed to: Editor-In-Chief, Proceedings (USCG Contest), U.S. Naval Institute, 118 Maryland Ave., Annapolis, MD 21402-5035.

ATTENTION PS's

New Training Available



Did you graduate from PS "A" School between 1988-91? Are you a Direct Petty Officer recruited since '90 who attended REBI, but not a follow-on two week PS Rating specific course? If you answered yes to either question, consider attending the PS Direct Entry Course (PSDE). Three convenings are planned for '94 at RTC Yorktown, Va.: May 9-20, Aug. 1-12 and Aug. 22-Sept. 2. This course is so new it is not listed in COMDTINST 1571.11I (FY94 ADT and "A" School Course Schedules). The course delivers training based upon the latest Marine Safety related PS performance quals and provides training that meets OSHA's 24-hour minimum training requirements for HAZWOPER. For specific details about the new course, call LCDR William McHenry, RTC Yorktown at (804) 898-2346.

**National Safe
Boating Week is
June 5-11, 1994**

**This year's theme is
"Boat Smart,
Boat Safe,
Boat Sober"**

ALDISTs / ALCOASTs / COMDTINSTs

Distribution of 1993 W-2 Forms	ALCOAST 106/93
Presidential Nomination (for Commandant Selectee) ...	ALCOAST 007/94
SELRES Downsizing Plan Implementation	ALDIST 344/93
Guidance for Implementation of Transition Programs For Members of the Coast Guard SELRES ..	ALDIST 345/93
Procedures for Submitting & Processing Requests for Reserve Transition Benefits	COMDTINST M1001.37
Enlisted High Year Tenure (HYT) [for active/reserve]	COMDTINST 1040.10
Reserve Officer Authorization Listing	ALDIST 001/94
HQ Reserve Advancement Announcement	ALDIST 002/94
1994 Inactive Duty Captain, Commander and Commander Selectee Pay Assignment Panel Report ...	ALDIST 008/94
1994 Inactive Duty Chief Warrant officer Pay Assignment Panel Report	ALDIST 009/94
Ready Reserve Direct Commission (RRDC) Officer Program	ALDIST 021/94
Chief Petty Officer (CPO) Academy (Reserve Course), Second Convening	ALDIST 023/94
Requests for information; T/B Morris J. Berman Oil Spill of 7 Jan 94, San Juan, P.R. ...	ALDIST 024/94
Reserve Officer Promotion Authorization Listing (ROPAL)	ALDIST 027/94
Reserve Officers Association Congressional Award	ALDIST 029/94

letin Board

M-I-C-K-E-Y in your future?

A new Armed Forces Recreation Center has opened in Orlando, Fla. *Shades of Green on Walt Disney World Resort*, formerly Disney Inn, has 288 large rooms and easy access to transportation to various parts of Disney World. *Shades of Green* opened in early February 1994, and is funded through non-appropriated monies. No tax money is being used for this new hotel.

Military ID card holders or DoD personnel will find the rates appreciably lower than the prices formerly charged by the commercial hotel. Rooms are priced according to ranks. Military personnel, active, retired, Guard & Reserve and family members may now make reservations by calling (407) 824-3600 or FAX (407) 824-3665. See you real soon!

Sea Stories Wanted

The Coast Guard Historian is currently trying to gather service related anecdotes, sea stories, and tall tales for the historical files. The Commandant's Bulletin, along with The Reservist, have both offered to publish the most interesting stories so that they can be shared with the rest of the world. Anyone that would like to share his or her experiences should write no more than 500 words and send to:

U.S. Coast Guard
Public Affairs (G-CP-1B)
2100 Second Street, SW
Washington, D.C. 20593-0001



USCG Posters..

This WWII Coast Guard commemorative poster depicted here is color and 23 by 36 inches. It is available for \$5 per poster plus \$3.50

shipping and handling (per order). Other Armed Forces posters are also available. Write for catalogue or send orders to: Posters, Inc. 214 Maple Street, Holyoke, MA 01040, Phone: (413) 534-7371. FAX: (413) 534-2414.

CG Mutual Assistance

CG Mutual Assistance provided grants and loans to reservists of nearly \$105,000 during 1993. Two reservists received grants amounting to \$3,100 and 135 reservists received loans totalling \$102,000. More details are available through your local Mutual Assistance Rep.

• Earn Good Salary

• Earn Retirement Benefit

• Satisfy Your Annual Training Requirement

Operation Summerstock 94

Coast Guard Reservists have a golden opportunity during the Summer of 1994 to help run Great Lakes Stations in the billets listed at right. Personnel HL, Law Enforcement or boarding team qualified preferred but not required. Submit a Request for Reserve Orders (CG-3453) via the chain of command to arrive at CCGD Nine (rpersru) no later than April 1, 1994. The address is:

Commander (rpersru)
Ninth Coast Guard District
1240 E. Ninth Street
Cleveland, OH 44199-2060

Summerstock Billet List*

Alexandria Bay, N.Y.(7)	Harbor Beach, Mich.(10)	Washington Island, Wis.(10)	Manistee, Mich.(9)
(41 UTB) BM1* BM3 MK3 SN SN FN FN	(41 UTB) SS2* BM1* BM2 BM3 BM3 MK2 MK2 SN SN FN	(41 UTB) SS2* BM1* BM2 BM3 MK2 MK3 SN SN FN	(41 UTB) SS2* BM1* BM3 MK1* MK2 SN SN FN
Frankfort, Mich.(3)	Niagara, N.Y.(4)	Belle Isle, Mich.(4)	Portage, Mich.(1)
(44' MLB) SS2* SN SN	(44' MLB) SS2* BM2 MK3 FN	(41' UTB) BM3 MK2 MK3 SN	(44' MLB) MK2

Early application is strongly advised.

* Billet runs from May 9 until Sept. 16. All other billets are from May 16 until Sept. 9. Reservists able to complete only part of the period are encouraged to apply, but preference will be given to applicants who can stay entire period.



It's there for you!

Navy League of the U.S.

The Navy League of the United States, founded in 1902, has not only been a powerful advocate for naval

seapower but a prominent supporter of the multi-missioned Coast Guard as well. The Navy League's *Sea Power Magazine* and annual *Almanac of Seapower* regularly feature articles and information about the Coast Guard. Many Coast Guard units in the field, including Reserve units, work with the Naval Sea Cadet Corps, the Navy League's youth program.

The Navy League also sponsors awards for Coast Guard units and personnel, including the *Thomas E. Morris Coast Guard Reserve Trophy* for the Reserve unit demonstrating the best mobilization readiness. League Councils throughout the country have "adopted" over three dozen Coast Guard ships and units, honoring local personnel and providing a link to the local civilian community through events and activities. The Councils also support the Coast Guard Mutual Assistance Fund, to which reservists may apply for assistance. At its national convention in 1993, the Navy League adopted the following policy position:

The Navy League affirms its full support for the Coast Guard's multi-mission role, including its significant and continuing national security responsibilities...The Navy League...considers it imperative that the scope of the Coast Guard's activities be fully recognized, and that it be provided the personnel and funding needed to carry out its current missions and any additional responsibilities it may be assigned.

For further information about the Navy League or Navy League membership, call (703) 528-1775 or write:

**Navy League of the United States
2300 Wilson Boulevard
Arlington, VA 22201-9989**

Sea AirSpace Exposition

1994

The Navy League's annual Sea-Air-Space Systems and Technology Exposition will take place March 29-31, 1994 at the Sheraton Washington Hotel, Washington, DC. An event that draws members of all the Sea Services across the country, the expo features 150 exhibits showing the latest in high-tech products and services related to sea defense. Other highlights of Sea-Air-Space include:

- Four professional seminars, including a presentation on *Coast Guard Programs and Budget*.
- Prominent speakers from the Coast Guard, Navy, Marine Corps, and Department of Defense.
- Reception, luncheons and banquet (tickets required).

For info. about exhibits, call (703) 318-0300. For info. regarding ticketed events, call (703) 525-6188.

An award-winning team...



The Headquarters Reserve Training and Performance Analysis Branch (G-RST-2) recently was awarded the Outstanding Military Training Organization award from the National Society for Performance and Instruction, Armed Forces Chapter. This award recognizes the military, civilian or contract organization which has best demonstrated technical expertise in the science of training and/or improvement and which contributed to the mission of the organization. Front row, left to right: CWO3 Susan Krisher, LCDR Michael Kopito, CWO2 Thomas Brooks, Susan Watkins. Back row, l to r: LCDR Michael Price, LT Lee Foresman and LT Robert Stohlman.

Photo by PA2 E. Kruska, G-RS-1

On Deck

By MCPO Forrest W. Croom

Command Enlisted Advisor
Coast Guard Reserve



Questions or comments? Write or call:
Commandant (G-R CEA), USCG Headquarters, 2100 2nd St. SW, Washington,
D.C. 20593. (202) 267-6844 Fax: (202) 267-4553 E-mail: F Croom/G-RPost

The last few months have been the most difficult times of a career which has been fun, challenging and interesting. Sometimes good fortune smiles on people, and sometimes the smiles are not as happy as they appear. Behind the smiles are concerns and sorrow which cannot be put away without some heartache. Directing people to go home when they are good performers and doing everything being asked of them is one of the most difficult things to do for anyone in a position of leadership.

We have downsized today to 8,000 personnel in the Reserve program, from 12,300 in 1990. The most recent cut of 2500, which began last January, was not an easy one. This time we literally cut into the bone. But we had to get to 8,000. Many meetings were held and we looked at many different ways of getting to where we had to go. In the end we selected the Professional Growth Points, because it was the most equitable and fair of all the systems we could think of. We even tried to make exceptions where the qualified watchstander, boat crewman, coxswain or engineer would cause extensive damage to the watchbill, but it didn't get the numbers down enough.

A hard decision was in order and it was made. It did not resolve the problems of vacant watch/quarter and station bill billets, but it was fair and equitable across the board. This was a case where rank with all its privileges also had to accept the responsibility that goes with it. We not only let people go, we let friends, co-workers, and colleagues go.

Now I turn to the present and another problem: wrong addresses for reservists. Recently, a package was mailed to each Master/Senior Chief Petty Officer in the SELRES. A number were returned with no forwarding address. The Coast Guard Institute mailed copies of the new CPO guidelines for Initiations; many

were returned with no forwarding address. Personnel and Pay Center (PPC) has mailed LES's and other information and at least 200 have been returned without forwarding addresses.

The information mailed is valuable to reservists and needs to be delivered. Some of the information will determine the status of the reservist, whether one stays, goes or even in some cases, gets paid. If any solid information comes from this column this time, it's keep your address current with PPC, Headquarters, District and Unit. Your own welfare in the U.S. Coast Guard depends on it. In fact, policy requires it as long as you are a member of the Reserve program — SELRES or IRR. (See *Reserve Administration & Training Manual, COMDTINST M1001.27A, Chapter 5, Section A, Page 1*).

In the next month or so, solicitations for my successor will be published via ALDIST. Master Chief Petty

Officers in the Reserve program will be encouraged to submit a package to serve for no less than two years on SADT as Command Enlisted Advisor, Reserve Forces, United States Coast Guard. What an opportunity for some fortunate individual to serve our Service in a time of need! I envy my successor, because of the challenges I see on the horizon. However, my time for serving is about over; this means someone else has the honor. My very best wishes

go with all of you in your quest. I'm available to answer any questions you may have, so feel free to inquire. I'm Semper Paratus to serve.

"If any solid information comes from this column this time, it's keep your address current with PPC, Headquarters, District and Unit. Your own welfare in the U.S. Coast Guard depends on it. In fact, policy requires it as long as you are a member of the Reserve program — SELRES or IRR."



It started as nothing more than a source of part-time income. Ten years earlier I had gotten out of the Navy after four years of service, vowing never to have anything to do with the military again. But my young, growing family, like a nest of chirping baby birds with their mouths open for food, needed more income, and, at the time, the Coast Guard Reserve was looking for prior service members. The opportunity arose to join and make a few extra dollars, and so I took it.

Now, after a total of 24 years of military service the government says to me, "enough." And now, after all of these years, I have just realized that the attraction wasn't the money at all. The attraction to the Coast Guard Reserve was the comradeship, the knowledge gained, the sense of mission, the experience and the experiences. Oh, those magnificent experiences.

I was most fortunate to have been a public affairs specialist at Governors Island, N.Y. If ever there was an ideal place to participate in public affairs events, it is unquestionably in New York City. I had a ringside seat for everything. Indeed, in many cases I was in the ring itself for spectacular celebrations and worldwide news events in which the Coast Guard was involved, observing major personalities from the worlds of

Reflections Upon A Reservist's Retirement

By PA1 William A. Stone
USCGR(RET.)

entertainment, news and politics. I witnessed history being made and then I was able to write about them, photograph them, and get the stories and photos published with my name as author. What a feeling of accomplishment. What a sense of pride. I could not have been able to do that anywhere else.

I occasionally think about certain inspirational Coast Guard Reserve officers, all now retired, too. They saw a talent in me and guided and encouraged me to lateral from ET to PA, where I was infinitely happier and far more productive for the Coast Guard. There was nothing in it for them to gain personally.

They did it for me.

That is the way it was with most of the members I've been stationed with, both officer and enlisted alike. It's a camaraderie unparalleled in the civilian world.

As with most things, we don't miss them until they are gone. I knew that sooner or later I would be gone from the program to make room for younger reservists. What I didn't know was that I would feel the sense of loss the way I do.

But it's not sadness that I feel. I've been very fortunate. It is gratitude for the grand opportunity I had. Thanks...and so long Coast Guard Reserve. 

U.S. Department of Transportation

Commandant (G-RS-1)
United States Coast Guard
2100 Second St. S.W.
Washington, D.C. 20593-0001

