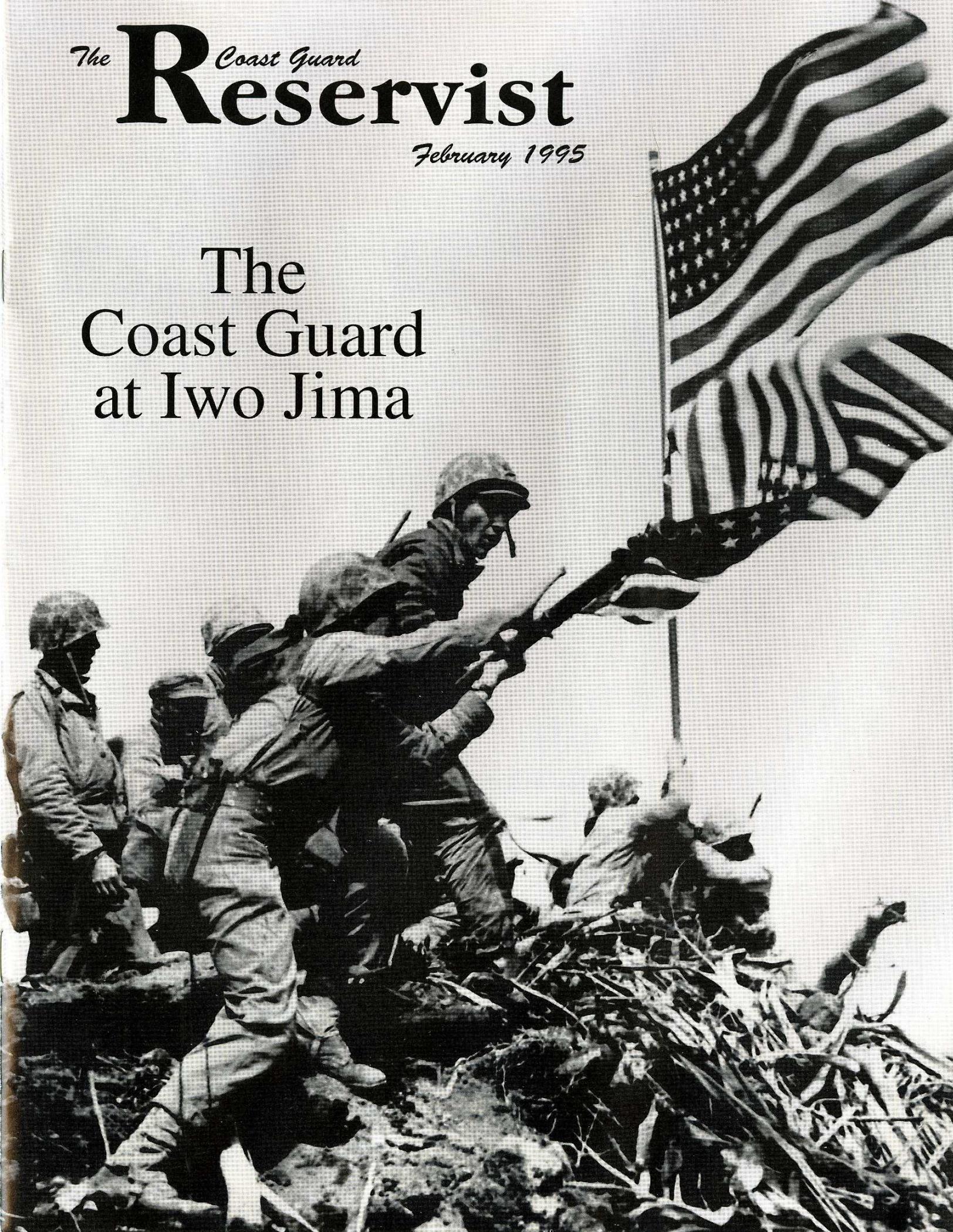


*The* **Reservist** *Coast Guard*

*February 1995*

The  
Coast Guard  
at Iwo Jima



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## On the Cover

The first flag raised atop Mount Suribachi on Iwo Jima is lowered and replaced by a larger flag Feb. 23, 1945. See Page 4. Photo courtesy of Cpl. Dave Ferrier, U.S. Marine Corps, WWII Commemorative Committee.

## My Favorite Lighthouse

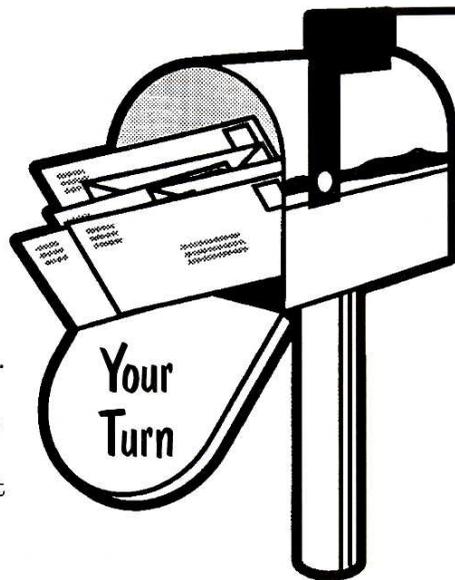
My congratulations for another impressive issue of *The Reservist*. The lighthouse theme came across quite clearly (December 1994), leaving the reader with an appreciation of our lighthouses' diverse beauty, history and aficionados. I am especially pleased with your page design. The fold out is a bold innovation, and the prudent application of three and four-color art enhances your message. In future issues, you might want to pay a bit more attention to text contrast against 4-color backgrounds (e.g., features on the New London Ledge light, the Point Retreat Lighthouse, and the Umpqua River Lighthouse).

The Haiti text was illuminating, and made me proud of my fellow Coast Guard members. My hat is off to you for the quality of your "Team Coast Guard in Haiti" photo spread. The high quality of the original photos is obvious through the quality of the reproduction, and again the layout is pleasing.

— BM1 Mark Allen  
RU Station St. Inigoes, Md.

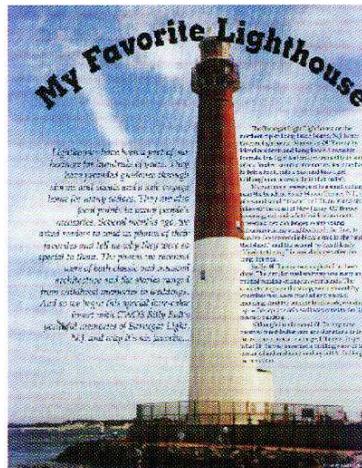
Congratulations on the job you are doing with the magazine. It is interesting, attractive and most important, informative. A special tip o' the cap for your December issue, in particular the feature on lighthouses. Well-balanced with regard to locations, but several have sentimental value to me. During my tour of duty in Alaska in 1952-53, on *CGC Storis*, and in the Civil Engineering Section, 17th District, I had the opportunity to visit Eldred Rock, Sentinel Island, and Point Retreat Lighthouses on several occasions. Your pictures brought back memories of two of the most enjoyable and rewarding years of my life.

— CDR Herbert Crane, USCGR(Ret.)  
Troy, Mich.



Thank you to all those who contributed to the December 1994 issue of *The Coast Guard Reservist*. It will travel with us in 1995 and hopefully we will track your tour of Michigan lighthouses. We receive every issue of our *Reservist* with appreciation. Smooth Sailings.

— MK1 F.R. Magrows  
Winter Park, Fla.



Congratulations on the "My Favorite Lighthouse" story appearing in the December 1994 issue. Most of the photographs were legible but the story copy on some were very hard to read. The one on Point Retreat Lighthouse looks like the print is smeared and can't be deciphered. Printing in reverse is sometimes very hard to achieve

readable copy. Just thought I'd let you know.

— CDR R.L. Stambach, USCGR(Ret.)  
Fort Myers, Fla.

*Editor's note: Thank you to all who contributed to "My Favorite Lighthouse." We published every submission received and are well aware of the illegibility of a few. Despite making what we thought were corrections to our proofs, some were still difficult to read. As they say, hindsight is always 20/20.*

## Carferries & USCG strange training facilities in D9

The December 1994 issue of *The Reservist* was excellent! Your Editors Turn column brought back many of the good (and bad) times I spent in the 9th District. The Pere Marquette carferries in Ludington, Mich. were used by the Coast Guard during World War II to provide on-the-job training to certain Coast Guardsmen. As a young Motor Machinist Mate Second Class, I spent the winter months of 1943-44 on those coal-burning carferries. It was so cold, I almost went over-the-hill.

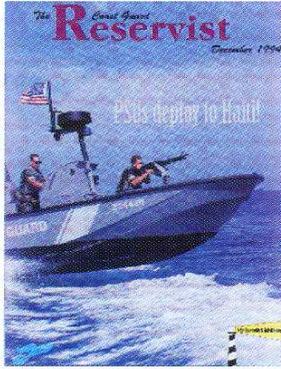
The 9th District, then headquartered in Chicago, had quite a few strange training facilities — the dormitory leased from the University of Chicago; the old Civilian Conservation Corps camp at Grand Haven, Mich.; the children's camps leased from the Kellogg Foundation (of Kellogg's Corn Flakes fame) around Battle Creek, Mich. Is it too much to hope that someone in the present day Coast Guard will dig into the files and, for posterity, write about these odd-ball facilities?

— CDR Rolf Bjornson, USCGR(Ret.)  
Massapequa, N.Y.

## Calling upon retirees

You guys are doing a great job with *The Reservist*. Keep it up. For many of us, it's one of the few contacts we have with the Coast Guard after we go on the retired list. For some of us, that's not the best of situations. We would still rather be helping the Coast Guard meet its mission somehow.

I wonder what other RET-2 people think about being called to active duty without pay? There are lots of RET-2 people who can afford the time and would be willing to accept such assignments even if it did not affect their eventual retirement by providing them with extra retirements points. Even though



such procedures would require a change in regulations, perhaps it's time. The Coast Guard has literally hundreds of years of experience upon which to draw. What a great way to save money in an era of shrinking budgets, while providing the Coast Guard with personnel it cannot otherwise afford.

— LCDR R.Schlenker  
USCGR(Ret.)  
Okinawa, Japan

*Editor's note: Good idea! Ret-2s are encouraged to contact local districts/commands for potential opportunities.*

## Enjoys Reservist

Just a short note to let you know how much I look forward to receiving *The Reservist* each month. Each issue seems to top the previous one and September's Citizen-Sailor issue, with all the occupations was just superb — the layout, the photos, the size of the magazine. Don't know how you do it with such a small staff and a monthly issue — but somehow it comes out better and better. I pass your magazine on to several of our chapter members who were in the Coast Guard on active duty at one time in their careers and they value getting it.

— HMCM E. Ratner, USNR (Ret.)  
Westbury, N.Y.

## USCG & Olympics '96

Two issues of *The Reservist* have mentioned the 1996 Olympic Games in Atlanta, most recently on the December Bulletin Board....: *19 Months to Go Until The Games Begin In Atlanta. USCG will be there...will you?* I would love to, but haven't seen anything published on rates, specialties, qualifications needed. I'm looking forward to hearing more on this.

— BM1 Kim Richards, USCGR  
RU Chicago

*Editor's note: We do not have the info. you request yet. Watch the USCGR Bulletin Board.*

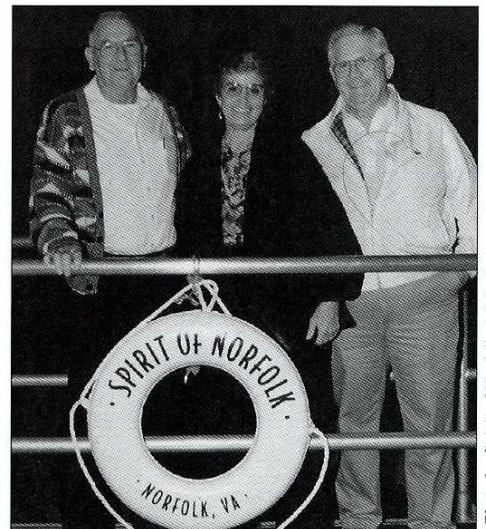
## Truly great Americans!

Well, I finally did it! I am writing to *The Reservist* after thinking about doing so for many years. I would like to see a story (or contest) to find out who is the senior CG Reservist; in other words, who has been in the longest period of time. This coming May 26, 1995, will give me 40 years of service. I am thinking of hanging up my hat, but I also thought of doing that when I had 20, then 30 and now, at 40, I am still borderline [as a Selected Reservist in Category H]

What makes me stay in are the truly great Americans, both regular and reserve that I have met. It is amazing, I think, to belong to an organization (our Coast Guard) for four decades and have to search the deep corners of my mind to try to think of a person I met in the Coast Guard that I did not like or respect. My good friend, DC2 George Clancy, who appeared in the September '94 "Citizen-Sailor" issue (the farrier), is one example — a fine young man with a beautiful family. My wife of 32 years, Cheryl, and all the other spouses put in as much time as we. They are a good crew also.

— BMCS Antonio P. Gambale  
RU Support Center Boston

## RTC Yorktown Reunion



*Paul Sullivan, left, Maxine Cavanaugh, center, and Paul Faulhaber, right, board the "Spirit of Norfolk" for a dinner cruise recently in conjunction with the 5th annual RTC Yorktown reunion.*

# The Coast Guard At

# Iwo Jima



**By Dr. Robert Browning**  
U.S. COAST GUARD HISTORIAN

The raising of the American flag on Iwo Jima in February 1945, marked the culmination of two years of hard fighting that had progressed 3,500 miles across the Pacific. With this island in Allied hands, they now stood poised to strike directly at Japan. The Coast Guard had played an integral part in each of the invasions during the Pacific campaign and advanced with the other services every step of the way.

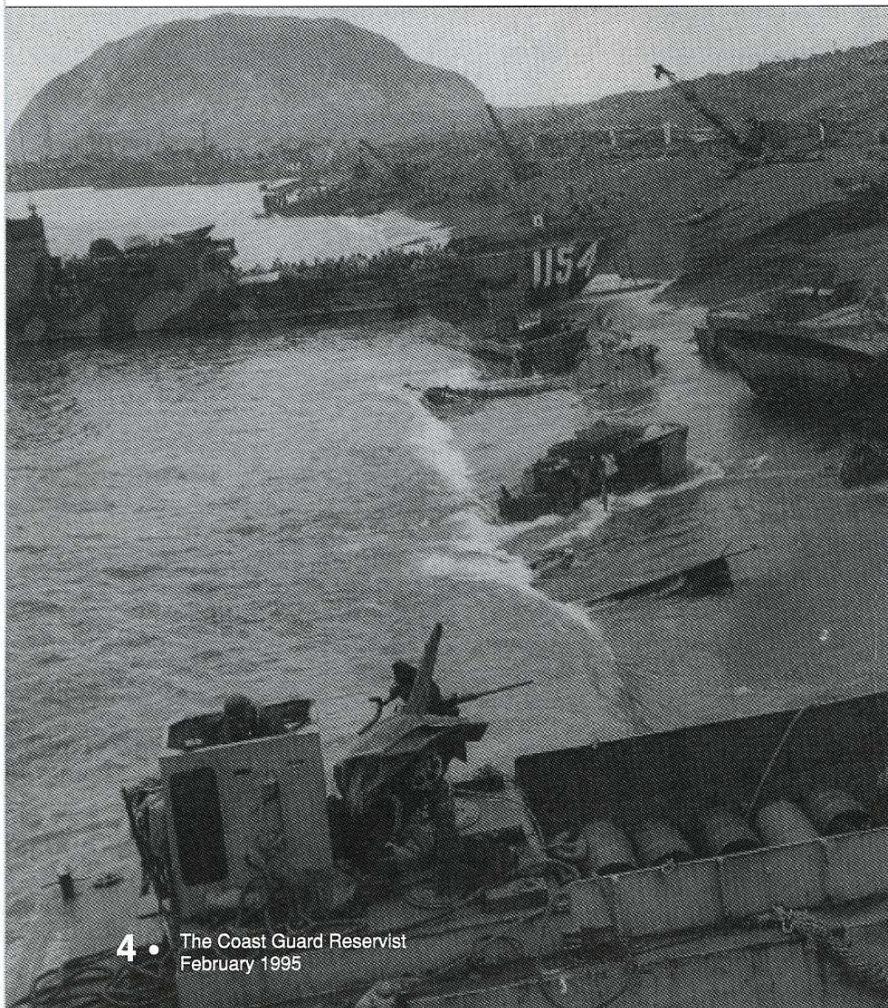
Almost exactly midway between Saipan and Tokyo lay the island of Iwo Jima. Although the largest island in the Bonin Island group, this pork-chop shaped island was

only four and a half miles long and two and a half wide at its widest point. The highest point is Mount Suribachi, rising a commanding 550 feet above sea level on the southern end of the island. Allied planners believed the capture of this volcanic island would ease later operations because the island could be used as an emergency air base for heavy bombers attacking Tokyo and other important industrial cities in Japan. Furthermore, fighters based on the island could supply cover for bombers from Iwo Jima to the targets and back.

The Japanese realized the importance of the island and began fortifying their defenses of Iwo Jima in March 1944. Due to its size, the Japanese knew that the entire island could be easily bombarded from the sea. In designing the defenses they took this into consideration. These defenses took advantage of the rough terrain and included a network of concealed emplacements for artillery, mortars, and machine guns. The Japanese connected many of these positions with an intricate system of underground tunnels, excavated rooms, blockhouses and caves, all designed to make the capture of the island costly.

## Landing Craft Acronyms

LST	Landing Ship, Tank
LSM	Medium Landing Ship
LVT	Landing Vehicle, Tracked
LVT(A)	Landing Vehicle, Tracked (Armored)
LCM	Landing Craft, Mechanized
LCVP	Landing Craft, Vehicle, Personnel
DUWK	Truck, Amphibious, 2 1/2 ton, 6x6



U.S. Coast Guard photo

*The Coast Guard played an integral part in each invasion during the Pacific campaign, manning many amphibious landing craft. Here, with Mount Suribachi as a backdrop, supplies and troops are landed in spite of wreckage from surprisingly difficult landing conditions earlier in the operation.*



Nine hundred vessels sailed in the numerous task groups in support of the Allied invasion. These ships carried an expeditionary force of over 70,000 Marines, nearly 4,000 men in the naval landing force, and over 36,000 garrison troops to attack the 21,000 Japanese defenders. The Allies set Feb. 19 as D-Day. The assault forces arrived off the southeast side of the island to make landings at seven predetermined beaches stretching only 3,500 yards.

Included in these vessels were the attack transports *Bayfield* (APA-33) and the *Callaway* (APA-35), fourteen LSTs and the submarine chaser PC-469, all manned by the Coast Guard.

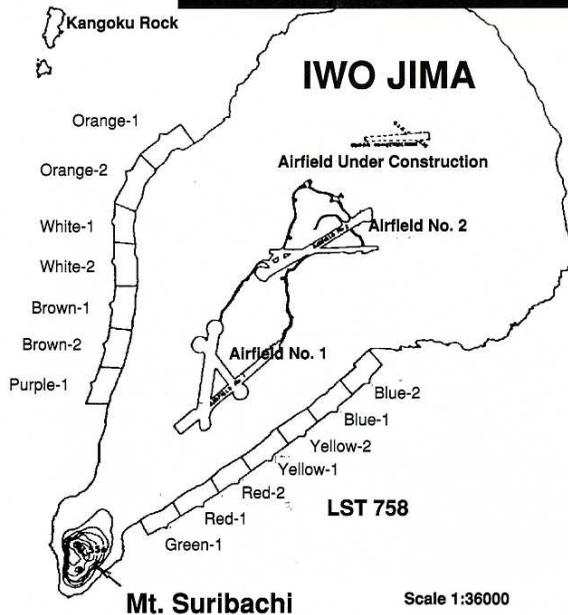
The two transport groups arrived off the beaches before daylight and began debarking troops. Control parties established the line of departure 4,000 yards off the beach. LSTs in the tractor groups hove to 1,500

yards farther from the beach. The LSTs and LSMs put LVTs, LVT(A)s and DUWKs into the water while the larger transports lowered LCMs and LCVPs for the later waves of the assault. The scene was described "like all the cats in the world having kittens."

The first five waves, comprising only LVTs, formed at the line of departure off the southeast beaches. The first wave consisted of 68 LVT(A)s. These small craft reached the beach at 0900 under light gunfire and the next four waves followed within 23 minutes.

With no reefs surrounding the island the landings had promised little difficulty. The beach looked like a fine gravel dump with brown volcanic ash and black cinders that looked like sand covering the island and the landing beaches. Unfortunately the anticipated good beach conditions did not materialize. The LVTs found their progress

*Continued on next page*



Map Source: U.S. LST Association Newsletter, March 1989

*Now, the "rest of the story"*

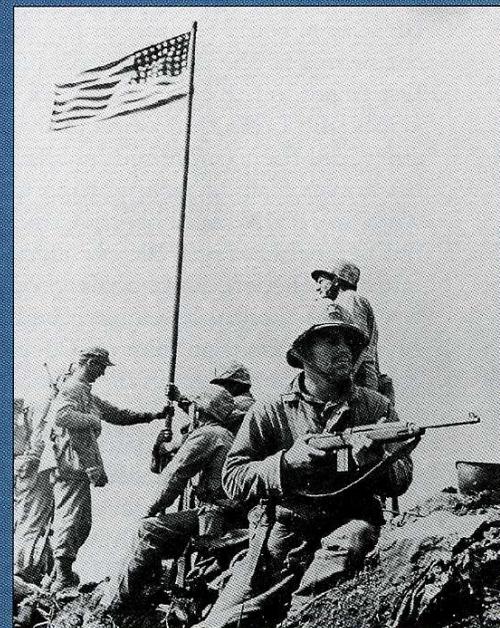
## Raising of flag at Iwo Jima

The most enduring image of the capture of Iwo Jima is the Marines raising the American flag on Mt. Suribachi. Although the story of the flag raising has been told many times, there is a portion of the story that is relatively neglected. This part is the Coast Guard's contribution to this historic event.

After the initial landings on Feb. 19, several LSTs beached at the base of Mt. Suribachi to unload supplies for the advancing American troops. One of these ships was the Coast Guard-manned LST-758. While the LST-758 discharged its cargo, Marine LT Harold Schrier of the 28th Marine Regiment, 5th Marine Division, boarded the LST and requested an American flag. He wanted to raise a flag on Mt. Suribachi when the Americans gained control. From that point, the flag could be prominently seen over the entire island. QMC Frank Collins, USCG, issued Schrier a No. 7 American flag from the ship's stores.

On Feb. 23, a 40-man detachment of the 28th Marines scaled the volcano and after a short firefight, secured the top of the mountain. Schrier's flag was lashed to a piece of iron pipe and raised at 1020. The flag, however, was too small to be seen for any distance. Minutes later, another larger flag borrowed from the Navy LST-779, came up the mountain along with Associated Press photographer Joe Rosenthal (see cover for changing of flag). At 1037, the second raising of the flag was photographed by Rosenthal. This image, as everyone knows, became one of the most famous photographs of the war and will forever symbolize the American victory at Iwo Jima. Largely forgotten, but still significant, was the raising of the original flag and the Coast Guard's role in that historic event.

— Dr. Robert Browning, USCG Historian



*The first flag-raising on Mount Suribachi, Iwo Jima. Marine Corps men grasping the pole are Sgt. H.O. Hansen, Pl. Sgt. E. Thomas and 1st Lt. H. G. Schrier. PFC J. R. Michaels holds the carbine while Cpl. C.W. Lindberg stands behind.*



*Continued from previous page*

blocked by a terrace that rose, in some places, fifteen feet. The cinders and ash also hampered progress because it offered poor traction and the tracked craft could not easily traverse over this surface. To make matters worse, the surf broke directly on the beach, broaching and carrying the small craft sideways. The real trouble began when the wreckage began collecting in the landing areas, blocking and disabling later waves of landing craft.

U.S. Coast Guard photo



**After three days and nights on the battle-swept island, these Marines and Coast Guardsmen await return to their transport which lies offshore.**

Within thirty minutes after the landings began, the Japanese increased the bombardment of the beachhead.

This artillery and mortar fire further added to the number of craft damaged and out of action. Due to the wreckage, the successive waves of landing craft had difficulty getting to the beach. As they came in wave after wave more damage resulted among the craft.

The Coast Guard coxswains found it necessary to back their craft into the wind and current to keep from going onto the beach. The beachmasters, salvage parties, and beach parties normally kept the beaches clear, but due to the intense Japanese mortar fire, none of these men could remain on the beach. Therefore, the coxswains in the landing craft had to take all the initiative to get to the beach and back off. Even the larger LSMs and LSTs that came to the beach later had difficulty and their commanding officers struggled to keep the waves from broaching their ships. Pontoon causeways were also launched but the seaward ends could not be anchored and they broached, sank, ran adrift and added to the wreckage already on the beaches. The wreckage eventually caused the beaches to be closed to everything smaller than a LCT until tugs and other craft cleared the beach for later waves to disembark troops and supplies.

Despite all the confusion, the Coast Guard landed contingents of the 4th and 5th Marine divisions along with their gear, bulldozers, vehicles, rations, small arms, water, and virtually everything that would keep the landing forces moving inland. By the end of D-Day 30,000 troops had landed although the beachhead was only 4,000 yards long and 700 yards deep. The 5th Marines on the left advanced quickly across the narrow part of the island and captured one of the three airfields. Part of this division then swung towards Mount Suribachi while other units fought their way northward.

The Coast Guard ships remained busy off shore. The *Bayfield*, only 2,000 yards off shore took on board over

250 Marine casualties from small craft as they came from the beaches. The Coast Guard manned LSTs also took the wounded off the beaches and treated them on board. During the operations Coast Guard vessels suffered from the attacks. The *LST-792*, *LST-758*, and the *LST-760*, were all struck by Japanese fire on the beach.

The fighting ashore was tough but the Marines made slow and steady progress. The 5th Marines secured the top of Mt. Suribachi on Feb. 23rd, killing 600 Japanese to reach the summit. There were, however, 1,000 more defenders on the mountain securely entrenched in the

numerous caves and tunnels and it took close and bloody fighting to defeat them. The 4th Marines landed in the middle of the southeast side of the island and pushed toward the northern end. The 3rd Marines completed landing on the 24th of February. All three divisions advanced abreast to the north part of the island. The 4th drove on the right, the 3rd in the middle, and the 5th on the left. The island was declared secure on March 16th. Nevertheless, the Japanese, in isolated pockets, continued their resistance for months.



### Commemorating Battle of Iwo Jima

A ceremony to commemorate the 50th Anniversary of the Battle of Iwo Jima is scheduled for Feb. 19, 1995, 11 a.m. at The Marine Corps War Memorial (Iwo Jima Statue), adjacent to Arlington National Cemetery.

For info., contact:  
Cpl. Dave Ferrier,  
(703) 697-7371.

For info. on Coast Guard-related Iwo Jima events in Wash., D.C., contact LCDR Jim Brewster at (703) 604-0820.

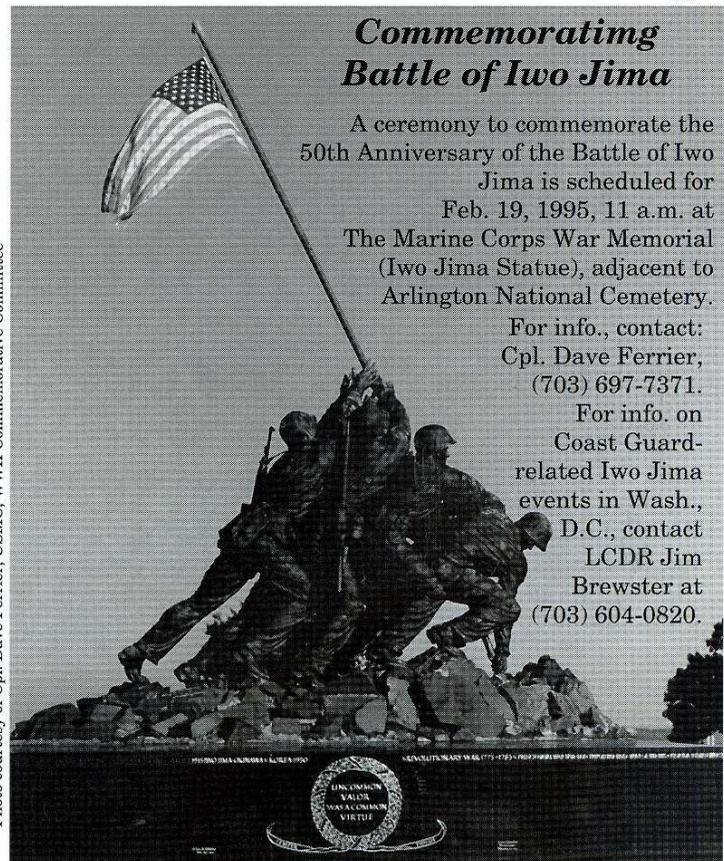


Photo courtesy of Cpl. Dave Ferrier, USMC, WWII Commemorative Committee

# Coast Guard Reservists augment United States Transportation Command



By CDR Sandy Woerner  
JOINT TRANSPORTATION RESERVE UNIT

Thirteen members of the Coast Guard Reserve became charter members of the Coast Guard Element of the Joint Transportation Reserve Unit June 11, 1994.

The unit, based at Scott AFB, Ill., is a part of the United States Transportation Command, DoD's single manager for strategic air, sea and surface lift in support of U.S. military operations worldwide. The component commands of USTRANSCOM are the Air Mobility Command, Military Sealift Command and Military Traffic Management Command.

The Coast Guard element, commanded by CAPT Dennis Luper, has six commanders attached to the Mobility Control Center, a 24-hour-a-day command center which monitors all USTRANSCOM-directed air, ship and surface movement. In addition, one commander serves as a military comptroller, one lieutenant and one enlisted member augment the Intelligence Directorate and three enlisted members augment the Personnel and Special Staff Directorates.

CAPT Luper said, "It was a natural that the Coast Guard would become a part of the Joint Transportation Command. We bring a variety of unique skills and a wealth of information to the table. It is interesting and gratifying to be a part of TRANSCOM and be a member of the joint service community."

As one member put it, "it's rewarding to watch CNN reporting on some military movement and know that you contributed to that operation."

All of the billets at USTRANSCOM directly augment active duty forces, require special selection for assignment, and all need the willingness to perform active duty in excess of the minimum two weeks.

"Last June, after our stand-up ceremony, I cautioned our Coast Guard members that they should expect to be activated by the command and probably at an inopportune time. I didn't expect my prediction to become a reality so quickly. Eight members were activated for various periods of time," said Luper.

The activations were in support of several different operations.

The unit, funded entirely by the Coast Guard, requires members to initially go through two weeks of extensive training followed by Joint Operation Planning and Execution System (JOPES) training. Depending on the position held, further training may be required. With eight out of 13 members of the unit living more than 400 miles away, they may very well become experts on travel and transportation themselves.

Luper summed up his feelings about the unit by saying, "I am pleased and fortunate to be a part of TRANSCOM and I believe the other members of the Coast Guard Element feel the same way."

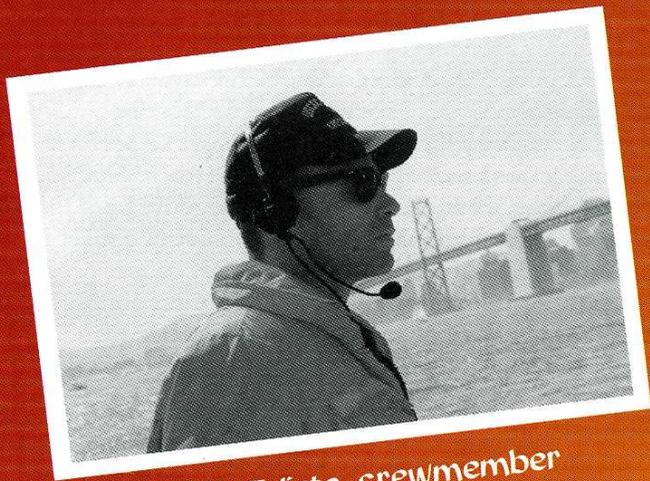


*Then CinC USTRANSCOM, Gen. Ronald Fogleman, now Air Force Chief of Staff, right, congratulates RADM Paul Blayney, Second District Commander, left, and CAPT Dennis Luper, Coast Guard Element Commander, center, at the stand-up ceremony for the Coast Guard Element of the Joint Transportation Reserve Unit.*

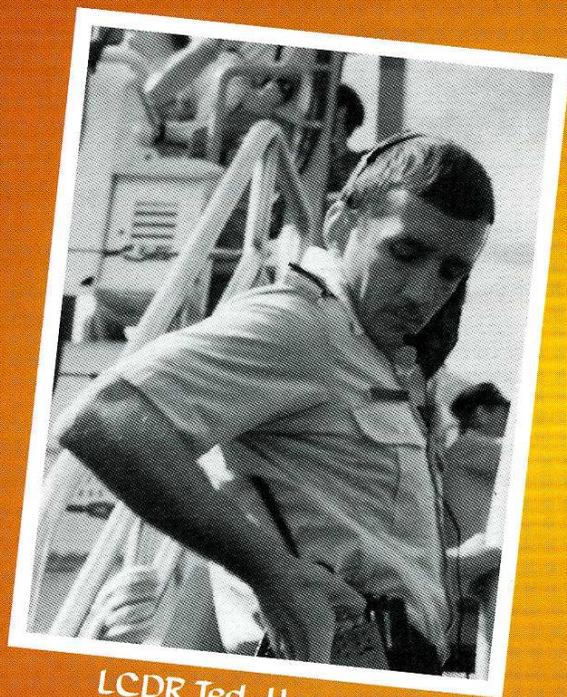
Team Coast Guard  
participates in

# Fleet Week 94

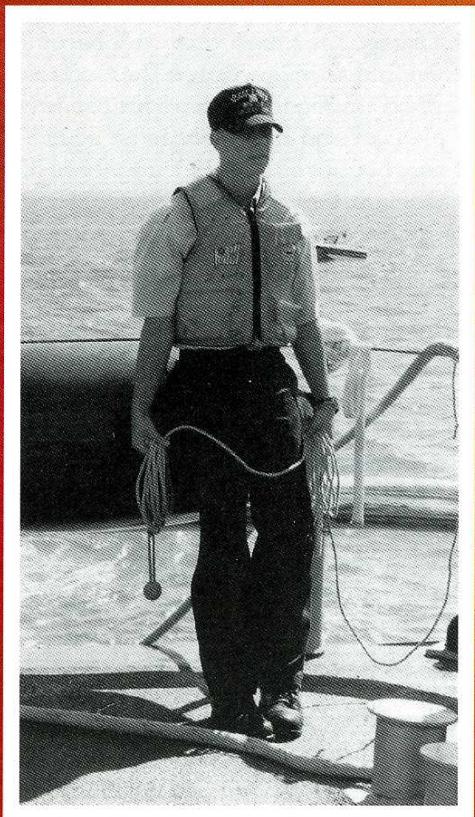
San Francisco Bay



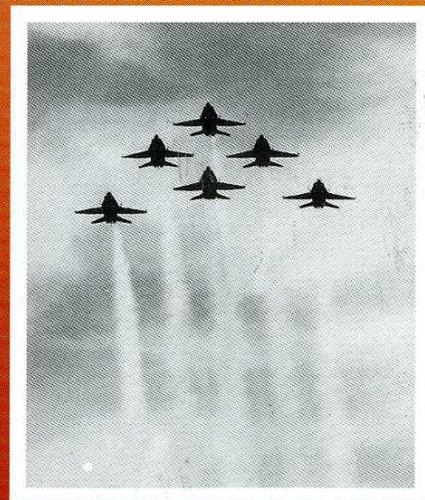
CGC Edisto crewmember



LCDR Ted Harrop,  
Group Operations



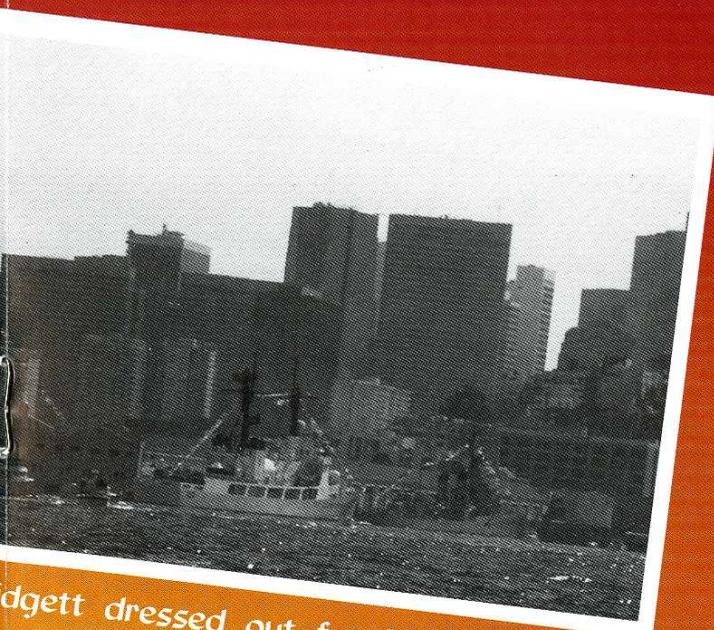
Standing security zone  
watch



Blue Angels flyover



CGC Mi



CGC Midgett dressed out for Fleet Week

Story and Photos by PAC Ron Cabral, DII dpa-North

SAN FRANCISCO – Another Fleet Week in San Francisco went into the history books ending with a dynamic Blue Angels air show over San Francisco Bay in October 1994.

The main Coast Guard focus was the establishment and maintenance of a security zone around the event area.

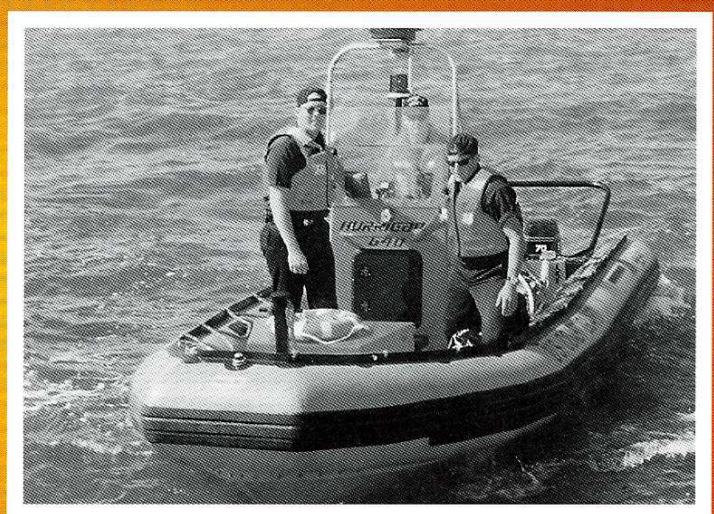
Team Coast Guard included reserve personnel from all affiliated reserve units. Members participated in manning RHIBs and a host of other vessels ranging from 18-footers to the CGC Midgett. In all, over 60 Coast Guard assets were involved.

The CGC Edisto, moored in the center of the security zone, served as the platform for the Security Zone Commander and point ship for the Blue Angel aerial acrobatic team. The Coast Guard Auxiliary, San Francisco Police Department and San Mateo County Sheriff also had boats to assist with problems.

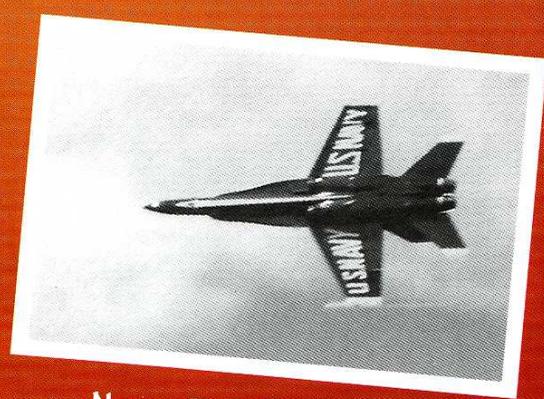
The vessels served as security patrol forces and kept the Bay safe during the air show. CAPT Terry Hart, CO of Group San Francisco, said “the Coast Guard kept a three mile by one half mile wide area clear of boat traffic so 2,500 people could watch the air show aboard their boats.”

Several zone violations were issued during the event. In addition to all the Fleet Week activity, the Coast Guard responded to two rescue cases.

According to LCDR Ted Harrop, Operations Officer for Group San Francisco, “Without the Coast Guard effort shown this week, the event could never have taken place.”



CGC Edisto crewmembers patrol security zone



Navy F-18 Blue Angel

## Employer of reservist honored by ESGR

LOUISVILLE, Ky. — On Monday, Dec. 12, Southeastern Group, Inc. (dba Blue Cross Blue Shield of Kentucky) was presented the prestigious Seven Seals Award by the Kentucky Committee for Employer Support of the Guard and Reserve (KCESGR).

The award, representative of the official seals of the nation's seven Guard and Reserve components, was presented "on behalf of the men and women of America's Reserve Forces for outstanding service to the national defense through continuing support of the Guard and Reserve."

LCDR Chuck Polk, a Southeastern employee and a former member of RESGRP Ohio Valley, had submitted the company for the award last year following his 21-day deployment to St. Louis in support of the 1993 midwest flood relief effort. He is currently on extended leave serving at Coast Guard Headquarters (G-RS-1).

KCESGR Chairman Edward L. Holloway said the current award grew out of last year's submission from Polk in which individual "My Boss Is A Pro" awards were presented to three company executives both for

their support during his St. Louis absence and for continued outstanding support of reservist employees.

Guest speakers at the luncheon were Cheryl Bowen, Executive Director of the National Committee for Employer Support of the Guard and Reserve (NCESGR) in Washington, D.C. and retiring Congressman Romano L. Mazzoli (D-KY), a strong supporter of the military reserve during his 24 years in Congress.

KCESGR is one of the 50 state committees that make up the National Committee (NCESGR) headquartered at the Pentagon in Washington, DC. As was detailed in the September, 1994 *Reservist*, NCESGR members are volunteers who work to promote increased employer understanding of the rights and needs of reservist/employees.

Reservists are encouraged to use the resources of NCESGR and individual state ESGR committees to foster better relationships with their employers and increase understanding of reservists' employment rights under the law.

For information on NCESGR, call 1-800-336-4590.

## Medals & Awards

### COMMANDANT'S LETTER OF COMMENDATION

LCDR John Marks, D1 w/"O"  
LCDR Winston Boudreaux, D8  
CWO2 J.J. Airhart, D8  
YNC Walter Frier, D8  
SKC Marvin Huntsman, D8  
MKC Johnny Hughes, D8  
BMC Allen Sanchez, D8  
MK1 Walter Ybos, D8  
BM1 Dennis Olvany, D8

### MERITORIOUS TEAM COMMENDATION w/"O"

LCDR John Marks, D1  
PSC Dennis Winn, D1  
PSC John Mauriello, D1  
PS1 P. Dixon, D1  
PS1 M. Manthei, D1  
PS1 J. Kozma, D1  
PS1 R. Eboli, D1  
PS1 F. Pedersen, D1  
PS1 P. Salatino, D1  
PS1 A. Lagrega, D1  
PS2 L. Stewart, D1  
PS2 A. Lukowski, D1  
PS2 G. Damato, D1  
PS3 W. Farrell, D1  
PS3 M. Doherty, D1  
PS3 M. Baiker, D1  
PS3 H. Quevedo, D1



*John Fleming and LCDR Chuck Polk, formerly of RESGRP Ohio Valley, accept the Seven Seals Award at the annual KCESGR Awards Ceremony and Luncheon held at the Galt House Hotel in Louisville, Ky. Dec. 12. Pictured from left to right are John Fleming, Vice President of Southeastern Group, Inc. (dba Blue Cross Blue Shield of Kentucky), Ed Holloway, State Chairman, KCESGR, LCDR Chuck Polk, (G-RS-1), Jill Bell, Vice President of Southeastern Group, Inc. and Cheryl Bowen, Executive Director of NCESGR.*

# Retirements

*Editors note: Due to the large number of recent retirements and a limited amount of space, we will not be able to publish a complete list each month. Be assured that each person's service and retirement is important and will be published. Please be patient with us and check the next issue.*

*As always, if it seems like your name has been omitted, feel free to call us so it can be researched.*

## **JULY 1993**

MKC Wallace Moeller, D9

## **MARCH 1994**

CWO4 Lane Draher, D13

## **OCTOBER 1994**

SS1 Carl Nasert, D1

EM3 David Clawson, D7

## **NOVEMBER 1994**

CDR Henry Ledbetter, D7

CDR Margaret Minton, D2

CDR Francis Blanchard, D7

CDR Travis Aikin, D13

CDR Patrick Danaher, D11

CDR Robert Most, D5

LCDR Coy Foster, D5

LCDR Norman Ohr, D1

LCDR Richard Tate, D1

LCDR James Baker, D11

LCDR Joseph Gollattsheck, D8

LCDR Dennis Godfrey, D11

LT Michael Dilley, D13

LT Eero Ranta, D9

CWO3 Lloyd Kerr, D2

CWO3 Thomas Huff, D1

YNCS John Coleman, D9

PSC Brian Lawrence, D11

SKC Albert Forget, D1

TTC John Fryling, D13

DC1 Marvin Clemons, D13

DP1 Charles Priputin, D1

EM1 Kenneth Prethus, D13

IV1 Russell Melanson, D11

IV1 Ronald Brown, D11

MK1 John Clemons, D13

MK1 Emil Rusca, D11

PS1 Billy Cook, D11

PS1 Norman Hoskins, D11

SK1 Edward Hartle, D5

SS1 Michael Owen, D1

BM2 James Alfsen, D11

BM2 Ronald Conner, D13

EM2 Donnie Davis, D11

ET2 Norman Lopes, D1

PS2 Salvatore Lomonaco, D1

PS2 Laurence Walker, D11

QM2 Ronald Hinrichs, D13

EM3 Donald Huegel, D11

HS3 Donald Gordon, D5

MK3 Bennie Dorsett, D11

RM3 Phillip Daastol, D11

SK3 Phillip Keagy, D5

SK3 Kenneth Martin, D11

SS3 George Powell, D11

## **DECEMBER 1994**

CAPT Darvy Cohan, D11

CAPT John Spencer, D8

CAPT Paul Hureau, D1

CDR Harold Watson, D2

CDR Randolph Grinnan, III, D5

CDR Gordon Hoffman, D13

CDR Wayne Green, D2

CDR Robert Wilson, D13

CDR Frederick Fisher, D8

CDR Frank Floyd, D7

CDR John Raynor, D17

CDR Loren Howard, D9

CDR Thomas Brei, D9

CDR Richard Lyons, D5

CDR Robert Knuth, D5

CDR Allen Shoaff, D7

LCDR Marc Grisham, D11

LCDR Douglas Neeb, D1

LCDR John Bonner, D7

LCDR Malvin Harding, D13

LCDR David Zeiletra, D1

LCDR Edward McKenzie, D8

LCDR Joel Culver, D1

LCDR Thomas Riddick, D11

LCDR Dennis, Delgrosso, D7

LCDR Marilyn Weller, D2

LCDR Lee Hayes, D8

LCDR Donald Quick, D5

LCDR Bruce Willis, D9

LCDR Howard Potter, D9

LCDR James Reeder, D7

LCDR Donald Wenner, D2

LCDR Royce Hamende, D2

LCDR John Fink, D1

LCDR Gerald Sampont, D13

LT Leonard Hayes, D13

LT Knox Rhine, D13

LT James Sullivan, D1

LT Kenneth Baker, D8

LT James McGrath, D7

CWO4 Richard Beall, D8

BMCM Charles Mabijs, D7

MKCS Joseph Panarese, D1

PSCS Robert Meyer, D7

BMC Arthur Hoch, D5

BM1 William Gilliam, D1

DC1 Antonio Sardinha, D1

ET1 Saul Polikoff, D1

PS1 Henry Sheridan, D5

PS1 Henry Haas, D9

PS1 Billy Greer, D8

SK1 Anthony Mastrorille, D7

SS1 Robert Maleonskie, D1

YN1 Wayne Higgins, D8

BM2 Robert McCombs, D9

BM2 James Stelene, D1

BM2 Merlin McCormick, D8

EM2 Richard Finley, D7

MK2 Lawrence Palmer, D11

SK2 George Brown, D5

YN2 John Bianchi, D1

BM3 John Stravino, D1

BM3 Michael McMahon, D1

DC3 Walter Beard, D1

EM3 Mark Bice, D2

EM3 Victor Ludlam, D8

PS3 Frederick Moog, D5

YN3 Thomas Boyd, D2

## **JANUARY 1995**

CDR James Rowins, D11

LCDR Thomas Sawyer, D1

LCDR Robert Schmidt, D9

LCDR William Diaduk, D5

LCDR Martin Johnson, D1

PSCM Forrest Schafer, D11

AMCS Robert Satter, D7

PSCS Louis Rotondi, D1

PSC William Adamson, D7

SKCS Elaine Ocker, D11

DCC Joseph Beck, D5

EMC James Rud, D5

ETC Franck Destefano, D1

PSC Robert Schweighardt, D11

SKC Raymond Hetlage, D13

TTC Gregg Cramer, D11

YNC Patricia Clausen, D13

BM1 Leonard Lizotte, D1

BM1 William Hilliard, D1

DC1 Jere Clark, D5

DP1 Frederick Alexander, D13

MK1 John Hull, D7

MK1 William Hunter, D2

PS1 Robert Askren, D1

PS1 Lew Fournier, D1

PS1 Richard MacMillen, D8

PS1 Charles Nelson, D5

PS1 Frank Griffiths, D1

SK1 Wanamaker Lawrence, D5

SS1 Richard Burgin, D11

SS1 Charles Garbarino, D9

SS1 Carl Kruger, D1

YN1 Ursula Brogan, D13

YN1 Ralph Moore, D5

YN1 Jacklyn Lerner, D1

YN1 John Stefonowicz, D11

BM2 John Welch, D7

BM2 Stephen Hughes, D5

# USERRA

By LTJG Steve Pruyn  
COMMANDANT (G-RSM-1)

**R**eemployment rights for all members of the Guard and Reserve have been significantly enhanced due to the passage of Public Law 103-353 — the Uniformed Services Employment and Reemployment Rights Act of 1994 (USERRA). This was recently announced in ALDIST 204/94.

USERRA, signed by President Clinton on Oct. 13, 1994, basically codifies and expands on the 50 years of legislation that comprised the Veterans Reemployment Rights Statute (VRR). The majority of USERRA's provisions went into effect Dec. 12, 1994. *Although applicable to all applicants for military service, this act particularly benefits reservists.* The following outlines the major points of this act.

## Advance Notification / Length of Absence

One of the most significant changes to the old VRR statute under USERRA is the requirement that personnel entering *any* type of military service give advance notice to their employers of a forthcoming absence. Specifically, applicants for military service, and members of the Reserve must give advance notice to their employer that they will be absent from their position of

employment to perform military service in order to retain reemployment rights under USERRA.

For reservists this includes, but is not limited to, initial active duty for training (IADT), inactive duty for training (IDT), active duty for training (ADT), temporary active duty (TEMAC), special active duty for training (SADT), and extended active duty (EAD). Advance notification can be either verbal or written. This notice

is not required if it is precluded by military necessity or, under all relevant circumstances, it is impossible or unreasonable.

USERRA also expands to five years the cumulative length of time an individual may be absent for military duty and retain reemployment rights. As with VRR, the exceptions to the five-year limit include initial enlistments of more than five years, periodic training duty, and involuntary active duty extensions and recalls, especially during a time of national emergency.

Reemployment protection does not depend on the tim-

ing, frequency, duration, or nature of an individual's service.

## Escalator Principle

Another provision retained in USERRA from VRR is the right of a servicemember to be reinstated in a position that they would have attained had they not been

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*Although applicable to all applicants for military service, this act particularly benefits reservists.*

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absent for military service (the escalator principle), with the same seniority, status, and pay, as well as other rights and benefits determined by seniority. However, USERRA goes a step further in requiring that the service member also make a reasonable effort to upgrade or refresh their skills to qualify for the "escalator" position. If the service member fails to qualify for the position provided under the "escalator principle," after reasonable training by the employer, the service member is entitled to their old position (if service was less than 91 days), or their old position or a position of like seniority, status, and pay of the position held when they left for service (if service was more than 90 days).

Protection for disabled veterans has also been extended. All employers, regardless of the size of the firm, are required to make reasonable efforts to accommodate disabled retiring veterans. Service members convalescing from injuries received during service or training may have up to two years to return to their old jobs.

## Health & Pension Plan Coverage

Health and pension plan coverage for service members is clarified under USERRA. Individuals performing military duty of more than 30 days may elect to continue employer-sponsored health care for up to 18 months. However, they may be required to pay up to 102 percent of the full premium. For military service of less than 31 days, health care coverage is provided as if the service member had never left. USERRA clarifies pension plan coverage by making explicit that all pension plans which are a reward for length of service are protected.

## Time Limits

The application period after military service is now based on time spent on military duty, rather than on the category of service performed. For service of less than 31 days, the service member must return at the beginning of the next regularly scheduled work period on the first full day after release from active service, taking into account safe travel home, plus an eight-hour rest period. For service of more than 30 days but less than 181 days, the service member must submit an application for reemployment with-

in 14 days of release from service. For service of more than 180 days, an application for reemployment must be submitted within 90 days of release from service. In addition, for service of more than 30 days, documentation establishing the following must be provided if requested by the employer:

- (1) the application for reemployment is timely
- (2) the five-year-service limitation has not been exceeded, and
- (3) the character of service was honorable or under honorable conditions.

The above may include a DD214 or commanding officer's letter stating proof of service. Coast Guard Reservists who are released from continuous active duty for training (ADT) of less than 90 days are not issued DD214s.

## VETS & Reemployment Assistance

The Department of Labor has been empowered to issue regulations implementing this statute. The Veteran's Employment and Training Service (VETS) of the Department of Labor will continue to provide reemployment assistance. VETS investigates complaints and attempts to resolve them. Filing complaints with VETS is optional. Unresolved complaints against state government or private sector employers may be referred to the Department of Justice for consideration by a district court at no cost to the claimant. If violations of USERRA are found to be willful, double damages may be awarded. Federal and Postal employees may have their claim referred to the Office of Special Counsel for determination. Attorney fees and expert fees may be awarded to employees who retain private counsel and who win in court.

If you have any questions or require assistance regarding USERRA rights and obligations, contact the VETS office nearest you, or call 1-800-442-2VET. A complete copy of USERRA may be obtained through the Government Printing Office (GPO) or through a legal representative. Coast Guard civilian employees potentially affected by USERRA may also refer questions to their servicing civilian personnel office.



## Major Changes

- **Personnel entering any type of military service are required to give advance notice to their employers of a forthcoming absence.**
- **Expands to five years cumulative length of time individual may be absent for military duty and retain reemployment rights.**
- **Service member must make a reasonable effort to upgrade or refresh their skills to qualify for the "escalator" position.**
- **Health and pension plan coverage for service members is clarified**
- **Application period after military service is now based on time spent on military duty, rather than on the category of service performed.**



**Feb. 19, 1995**

## Shipmates Sought

• Looking for all LST shipmates, World War II to the present for reunions. The next reunion will be in Cincinnati, Ohio, Aug. 29-Sept. 4, 1995. Contact: USS LST Association, P.O. Box 167438, Oregon, OH 43616-7438. 1-800-228-5870.

## Campbell Reunion

• *CGC Campbell* — 10th annual, May 21-24, 1995, in Tampa, Fla. at the Guest Quarters Suite Hotel. All hands from old *Campbell (W-32)* as well as new (*WMEC-909*) are invited to attend. For info., contact: David A. Blum, President, USCGR Campbell Association, 8341 Sands Point Blvd., Tamarac, FL 33321. (305) 722-8161.

## Sail Aboard Barque Eagle

MLC LANT (PP) is looking for 18 additional male and / or female petty officers, either active duty or Reserve, for the Coast Guard's unique sailing *Barque Eagle* 1995 summer training program. Rates needed include: TC, RD, QM, ET, YN, MST, SS, MK, DC.

Respond immediately if interested to: LCDR D Houghton or CWO Glasz, MLC LANT (PP) at (212) 668-6372/6338. FAX (212) 668-7117. Unclas//N01326//.

## ALDISTs / ALCOASTs / COMDTINSTs

New Postage Rates (COMDTNOTE 4110) .....ALCOAST 112/94  
 Dept. of Transport. Restructuring (COMDTNOTE 7100) ..ALCOAST 111/94  
 Allowable Weight Standards For The Health & Well-Being  
 of Military Personnel (COMDTNOTE 1020) .....ALCOAST 098/94  
 Uniform Supply Shortages (COMDTNOTE 1020) .....ALCOAST 089/94  
 The Hazardous Materials Information System (HMIS)  
 on CD-ROM (COMDTNOTE 4400) .....ALDIST 001/95  
 Uniformed Services Employment & Reemployment  
 Rights Act of 1994 .....ALDIST 204/94  
 Arnold Sobel Endowment Fund Scholarship .....ALDIST 202/94  
 Reporting of Suspected Computer Viruses .....ALDIST 200/94  
 Ready Reserve Direct Commission (RRDC) Officer Program ALDIST 198/94  
 HQ Reserve Advancement Announcement (HRAA), No. 01-95 ALDIST 193/94  
 Addendum to HQ Reserve Advancement Announcement ....ALDIST 197/94  
 Reserve Officer Promotion Authorization Listing  
 (ROPAL), No. 12-94 (COMDTNOTE 1427) .....ALDIST 190/94  
 Captain John G. Witherspoon Inspirational Leadership  
 Award (COMDTNOTE 1650) .....ALDIST 189/94  
 1995 Flag Assignments (COMDTNOTE 1321) .....ALDIST 188/94

## Reserve Recruiting Resumes!

After a couple of years of slow Reserve recruiting, the door is now opening a bit wider. The Commandant has authorized 307 Reserve recruits nationwide for FY 95. Unlike the past, reservists will be recruited to fill selected ratings at specific locations. Two hundred of these quotas are located at Groups around the country. Generally, these may be filled by non-prior service people, either RK's or RP's; however, a limited number of prior service people may apply.

Groups in Boston, New York, Hampton Roads, San Diego, Los Angeles/Long Beach and San Francisco have nine or more openings each. Many other Groups have at least a few openings. The recruiting office nearest the augmented unit will have information on the number of openings and ratings available. For additional information on recruiting office phone numbers and locations, call 1-800-424-8883.

The remaining 107 recruiting quotas will assist in the staffing of new OCONUS Port Security Units (PSUs) in Hampton Roads (PSU 305) and Southern California (PSU 311). G-R expects to fill these recruiting quotas mainly with prior service recruits. However, RELADS and other members of the IRR interested in assignment to the PSUs should contact the Reserve staffs in D5 (1-800-334-8377) and D11 (1-800-832-1911). Prior service candidates should contact their nearest recruiter.

Traditionally, Reserve members have been our best recruiters by spreading the word in the community. We're back recruiting now and we need your help!

— CWO4 Rick Harmon, MPC Recruiting Division

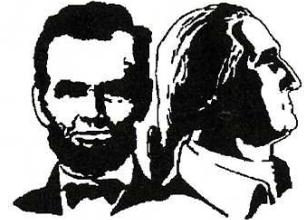
## Nationwide TEMAC/SADT/EAD\*

As of 1/5/95

Place	Duration	Rate/Rank	Quals	Point of Contact
CGHQ (G-REP-2), Wash., D.C.	90 days TEMAC	LCDR (pref.) or LT	Good writing/org. skills; Reserve mobilization	Mike Burt, (202) 267-2891
CGHQ (G-TPS-2), Wash., D.C.	TEMAC thru FY95	CWO/LTJG/LT	Freedom of Information Act (analysis/research)	B. Parker, (202) 267-2328
CGHQ (G-RST-1), Wash., D.C.	60-90 days	Any rank	Program analyst to develop automated system	Dr. Wehrenberg, (202) 267-0624
CGHQ (G-RST-1), Wash., D.C.	60-90 days	Any rank	Database researcher to inventory data	Dr. Wehrenberg, (202) 267-0624
Nat'l Pollution Funds Ctr (Arlington, Va.)	270 days	YN/SK 2-3	Word processing and office automation	John White, (703) 235-4819
Olympic Task Force, Savannah, Ga.	FY95, possibly FY96	O2-O4 or proper quals	Good writing / exercise planning experience	LCDR Campbell, (912) 652-4596
Oper. Intell. Det., AIR STA Miami	330 days TEMAC	E5/E6	Operational Intelligence Imagery Support	LT Drake, (305) 953-2312
RTC Yorktown, Va.	30 days n-c. TEMAC	CWO(F&S) / SKC	Eligible/capable of conducting audits	LT Andy Liess, (804) 898-2323
Cleveland, Ohio (16 April - 29 May, 1995)	42 days TEMAC	MK 1-3	Center Section overhaul of CGC Neah Bay	CWO Bucy, (216) 522-3959
St. Ignace, Mich. (17 July - 28 Aug., 1995)	43 days TEMAC	MK 1-3	Overhaul of CGC Biscayne Bay	CWO Bucy, (216) 522-3959
Sturgeon Bay, Wis. (4 Sept. - 1 Oct., 1995)	27 days TEMAC	MK 1-3	Overhaul CGC Mobile Bay	CWO Bucy, (216) 522-3959

\* For SADT/TEMAC positions, members need an endorsement from his/her augmented active command.

\*\* For those advertising TEMAC/SADT/EAD openings, please contact LTJG Steven Pruyn of G-RSM-1 at (202) 267-0544 or 1-800-283-USCG (8724).



Feb. 20, 1995

## Navy Correspondence School no longer accepting enrollments



Due to recent cutbacks, the U.S. Navy Correspondence School, NAVEDTRACOM Pensacola, Fla., stopped accepting enrollments on Nov. 1, 1994. Those of you who were enrolled as of that date have until April 1, 1995 to complete your courses. Some members of the Coast Guard Reserve may be adversely affected, especially inactive duty officers who are pursuing highly specialized career fields. For most reservists, however, the Coast Guard Institute will continue to serve as the primary source of non-resident training materials.

— LT Steve Hansen  
HQ Reserve Training Division



February is Black History Month

## OLYMPICS '96 COUNTDOWN SCOREBOARD

17

Months to Go Until The Games Begin in Atlanta.  
USCG will be there...will you?

- Earn Good Salary
- Earn Retirement Benefits
- Satisfy Your Annual Training Requirement

# Operation Summerstock 1995

Coast Guard Reservists have a golden opportunity during the Summer of 1995 to help run Great Lakes Stations in the billets listed at right. Law Enforcement, boarding officers and 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 (app) no later than April 1, 1995. The address is:

Commander (app)  
Ninth Coast Guard District  
1240 E. Ninth Street  
Cleveland, OH 44199-2060  
ATTN: Summerstock Desk

## Summerstock Billet List\*

Washington Island, Wis. (11)	Manistee, Mich. (11)	Harbor Beach, Mich. (10)	Niagara, N.Y. (5)
BM1*	BM1*	BM1*	BM2
BM2	BM2	BM2	SS2*
BM3	BM3	BM3	MK3
SS2*	SS2*	SS2*	SN
MK2	MK1*	MK2	FN
MK3	MK2	MK2	
SN	MK3	SN	
SN	SN	SN	
SN	SN	SN	
FN	FN	FN	
Alexandria Bay, N.Y. (8)	Frankfort, Mich. (3)	Portage, Mich. (3)	Ludington, Mich. (2)
BM1*	SN	BM2	BM2
BM2	SN	BM3	MK2
BM3	SN	MK3	
MK3			
SN			
SN			
FN			
FN			
Alpena, Mich. (1)	Marquette, Mich. (1)		
MK3	SN		

\* Billets with a \* after them run from May 8 until Sept. 15. All other billets are from May 15 until Sept. 8. 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.

Early application is strongly advised.

# 1994 USCGR SWE Summary

By LTJG Dave Allen

CHIEF, RESERVE ENLISTED PERSONNEL BRANCH (G-RSM-3)

The results are in from the October 1994 Reserve Servicewide exam, and as the chart to the right shows, many rates had more vacancies than eligible candidates.

The biggest shortfall exists in the PS2 rate, where 32 candidates competed for 197 vacancies. At BM1, 126 vacancies exist, but only nine reservists competed.

Of the 2,202 RSWEs mailed out by Pay & Personnel Center, 1,560 were graded and 642 were returned not administered. No vacancies existed in the EM, ET, HS or SS ratings.

There are no authorized billets in the MST, ST or aviation ratings. **All ADs, AEs, AMs, ASMs, and ATs must complete their laterals to non-aviation rates by July 1, 1995, and all STs must complete their laterals before Jan. 1, 1997.** Failure to complete laterals before the deadlines will result in transfer to the IRR.

A total of 469 Ready Reservists are scheduled for advancement to E-5 through E-9 in FY 95.

RATE	VACANCIES	ELIGIBLE CANDIDATES	SHORTFALL
<b>Master Chief</b>			
SKCM	1	0	1
<b>Senior Chief</b>			
FTCS	1	0	1
<b>Chief</b>			
FTC	2	1	1
GMC	7	2	5
IVC	23	6	17
PAC	5	3	2
QMC	10	4	6
TCC	17	7	10
<b>First Class</b>			
BM1	126	9	117
FT1	3	0	3
GM1	11	1	10
IV1	48	9	39
MK1	71	29	42
PA1	23	2	21
PS1	92	6	86
QM1	30	2	28
RD1	13	0	13
TC1	51	3	48
TT1	1	0	1
<b>Second Class</b>			
DP2	3	2	1
FT2	3	0	3
GM2	15	2	13
IV2	60	2	58
MK2	106	21	85
PA2	23	0	23
PS2	197	32	165
QM2	52	2	50
RD2	29	1	28
TC2	93	1	92

This chart reflects rates with vacancies exceeding eligible candidates. Refer to COMDTNOTE 1430 dated Nov. 30, 1994 for October 1994 RSWE eligibility lists.

U.S. Department of Transportation

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