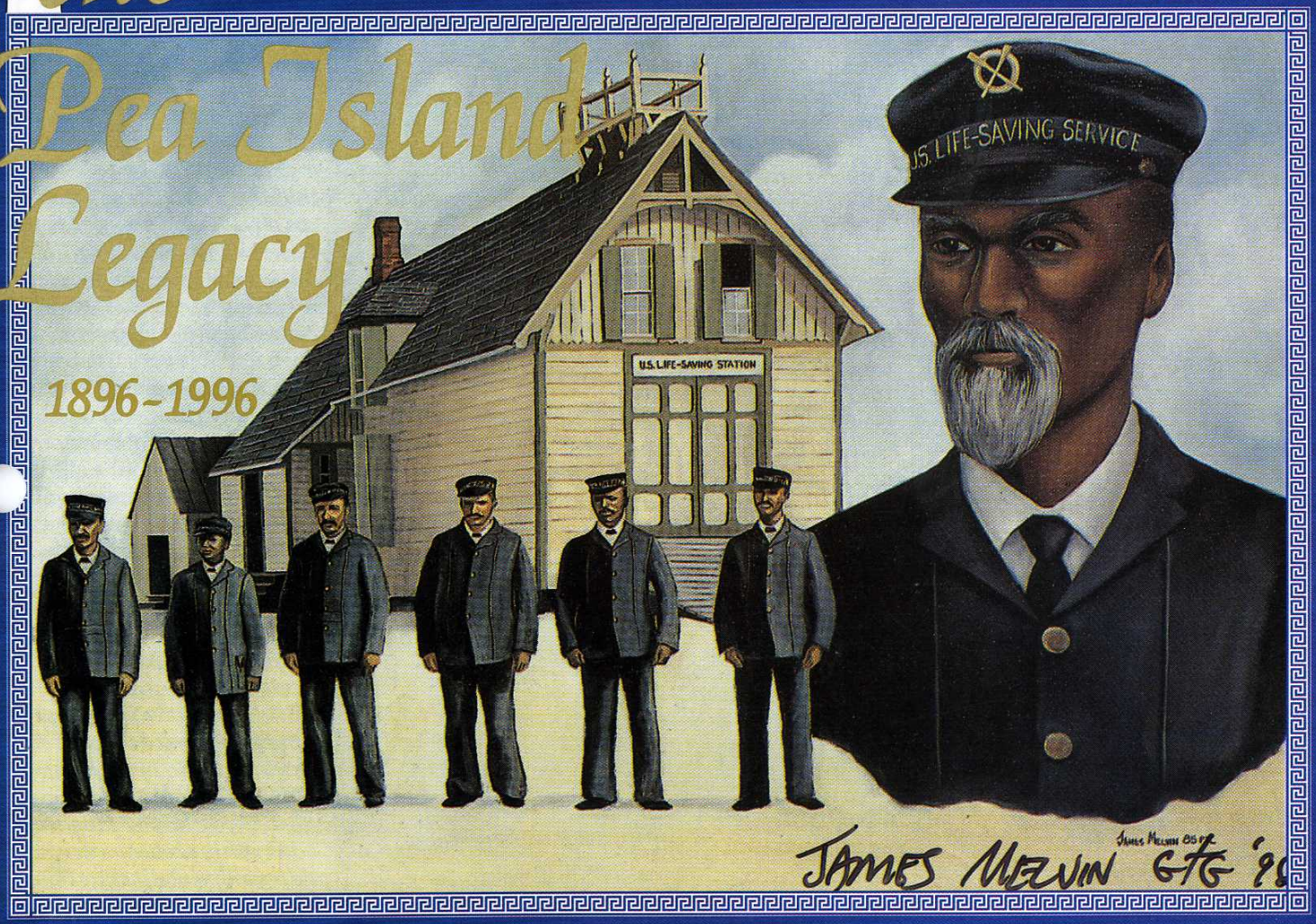
The Coast Guard Reservist

October 1996

The Pea Island Legacy

1896-1996



"On Oct. 11, 1896, The U.S. Life-Saving Station Pea Island crew performed one of their finest rescues. The three-masted schooner E.S. Newman, sailing from Providence, R.I. to Norfolk, Va., ran into a hurricane, lost all sails and drifted nearly 100 miles before running aground off the coast of North Carolina..."

Centennial Olympics Insert

The Coast Guard Reservist

October 1996
Vol. XLIII, No. 10

The Coast Guard Reservist is published monthly by the Commandant, Director of Reserve & Training, U.S. Coast Guard.

- **ADM Robert E. Kramek, USCG**
  Commandant, U.S. Coast Guard (G-C)
- **RADM Richard M. Larrabee, USCG**
  Director of Reserve & Training (G-WT)
- **CAPT Roger T. Argalas, USCG**
  Chief, External Affairs Division (G-WTR-2)
- **LT David R. Allen, USCGR**
  Assistant Chief, External Affairs Division (G-WTR-2)
- **PA1 Edward J. Kruska, USCGR**
  Editor, The Coast Guard Reservist (G-WTR-2)
- **YN2 Blanche M. Darwish, USCG**
  Staff Assistant, (G-WTR-2)

The content of this magazine is for information only and is not authority for official action. Views and opinions expressed are not necessarily those of the U.S. Dept. of Transportation or U.S.C.G. The editor reserves the right to select and edit all materials for publication.

Send address changes (with your Social Security Number and submissions to:

COMMANDANT (G-WTR-2)
U.S. COAST GUARD
2100 SECOND STREET SW
WASHINGTON DC 20593-0001
ATTN: EDITOR, THE RESERVIST

Phone: (202) 267-1991/1024 **Fax:** (202) 267-4325
E-mail: ekruska@comdt.uscg.mil

For CG Reservist Magazine on Internet:
http://www.dot.gov/dotinfo/uscg/hq/reserve/magazine.html
U.S. Coast Guard Reserve Web Site:
http://www.dot.gov/dotinfo/uscg/hq/reserve/reshmpg.html
U.S. Coast Guard Web Site:
http://www.dot.gov/dotinfo/uscg/welcome.html

Check Out This Issue

√ **Your Turn** 2
√ **A View From the Bridge** 3
- *RADM Larrabee summarizes the Reserve & Training conference in Leesburg, Sept. 3-7.*

√ **The Pea Island Legacy** 4
- *Pea Island, N.C. was the only-all black lifesaving station in the nation. Oct. 11, 1996 marks 100 years since their most famous rescue.*

√ **Coast to Coast Reserve** 8
- ***D1:*** *TWA 800 recovery ops, Station NY saves two*
- ***D7:*** *Counter-terrorism training in Tampa*
- ***D9:*** *Pier Masters save Coast Guard thousands*
- ***D11:*** *Station Carquinez is "back to school"*
- ***D13:*** *HDCU 113 commissioned.*

√ **Coast Guard at Centennial Olympics...Insert**
√ **USCG Voluntary Education Program** 11
√ **Team Coast Guard & Reserve Program** 12
- *This is the third article of a year-long series; this one takes a look at our CG as a military force.*

√ **USCGR Bulletin Board** 14
√ **New Reserve "M" Device Q&A** 15
- *The Mobilization "M" device is now authorized for wear by reservists who qualify.*

√ **Front & Center** 16

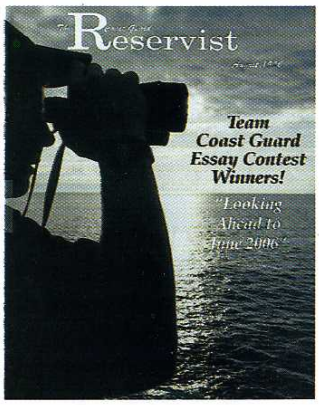
On the Cover

Artist James Melvin's rendition of the all-black Pea Island Lifesaving Station serves as a centerpiece as we honor them during October for their famous rescue of the E.S. Newman Oct. 11, 1896. Pea Island was posthumously awarded the Gold Lifesaving Medal March 6, 1996. Artwork reprinted with permission of James Melvin. See Page 4.

Picking on a PAC's portrait!

When I received the August issue of *The Reservist*, I read it cover to cover. It was great, as usual, but I'm really waiting for your Olympic issue, which I'm sure will be a "blockbuster."

Now, let's pick on the chief who won *The Coast Guard Reservist's* 1996 Essay Contest, and whose photo appeared on the back cover of the August issue. Let's play a little game, called "what's wrong with this picture?"



First of all, his ribbons have at least three discrepancies that I see. His Armed Forces Reserve ribbon is not in the proper order (should be down on lower row to his right). His Rifle sharpshooter "S" should be silver, as the bronze "S" is no longer correct. He would also rate the fairly new DOT Gold Medal ribbon which would, in his case, be his highest ribbon. His haircut and mustache do not appear to meet the Uniform Regs standards, either. But, other than that, he is a nice looking chief!

— CWO3 William T. Siler, USCGR
Hixson, Tenn.

Ed's note: It seems that the chief not only wrote a winning essay, but his portrait served as a teaching tool for everyone as well. Leave it to a chief!

Vietnam-era Coasties served with pride

In his essay for the Team Coast Guard Essay Contest (August 1996, Page7), did the second-place winner misquote the fictional Commandant? His comments, "...the Coast Guard had members who were remnants of the Vietnam-era draft, people who avoided the Army by enlisting into the Coast Guard. These were not our 'premier' workers...."

I and 8,000 members who served in Vietnam take exception. Before looking ahead to June 2006 with his opinion of the Coast Guard's future, the essayist should research the past, our past. We did not avoid the Army, we chose to fulfill our military obligation in the Coast Guard. We proudly served in Vietnam on 327s, 378s, and river patrol boats. We applied for enlistments, met the standards, and the Coast Guard selected *remnants*! We were the building blocks and foundation for today's Team Coast Guard. That is why the essayist applied for and was selected to be a member of our Team Coast Guard. Welcome aboard, sir, this ship is still manned with many a Vietnam veteran.

— SK2 R. H. Pawlowski
Walpole, Mass.

Confused by Team CG concept

I was wondering how many other reservists have found that the Team Coast Guard concept doesn't apply to the Reserve? We have been placed under active duty commands to be utilized to their best advantage. However, I have found it very frustrating trying to get a simple physical. The Headquarters clinic will not return calls, RTC Yorktown personnel will not return messages, and the clinic at the Coast Guard Yard in Baltimore will not see reservists during the week. I am confused about this one team concept as I still see a large gap between the Active and Reserve components.

— BM3 Charles J. Coghlan
PSU 305, Fort Eustis, Va.

Ed's note: The Reservist can serve as a forum for Team Coast Guard discussions, both positive and negative. In other words, let BM3 Coghlan's letter serve as a springboard to a new Reservist Magazine department addressing problems arising or needing addressing since integration. We'll call it the "Team Coast Guard Round Table." Beginning with the January 1997, all concerns will be considered for publication. Drop us a line!

Cheering up a sick Coastie

I have a Coast Guard friend, FIC Fran Messer, USCGR(Ret.), from the old Albany Reserve unit, who has been ill and in the hospital the last eight months. His wife says it really makes his day when he hears from someone in the Coast Guard. Anyone wanting to drop Chief Messer a line may do so at: 1750 Cascade Street Pittsfield, MA 01201

— PSC Johannes (Hans) Verhaeg
Norfolk, Va.

A View From the Bridge

By Rear Admiral Richard M. Larrabee, USCG

Director of Reserve & Training (G-WT)

During the first week of September, representatives from all Integrated Support Commands, the Maintenance and Logistics Commands, PPC, CGPC, Areas, districts and Headquarters met at the Xerox conference center in Leesburg, Va. Their primary goal was to define and standardize, where possible, the role of the new Force Optimization and Training Branches established at each of these mid-level commands. These new organizations are assuming primary responsibility for Reserve Program management. As a result, many of the participants had previous experience in district reserve staffs.

After much discussion, we decided that these new organizational elements would focus on four areas. First, they will manage the Reserve Program — the Reserve Training Appropriation pays for well over half the billets assigned to these branches. Second, they will manage training that is not delivered at local units or managed by the Training Quota Management Center. Third, they will meet the staffing needs of supported commanders for other than active duty PCS assignments. They will provide staffing for the full range of planned and emergency surges ranging from events such as Summerstock and *Exxon Valdez* to finding a cook for a temporarily understaffed cutter. Finally, they will provide consulting services to unit commanders, helping them define their best personnel structure (active, reserve, civilian, auxiliary and, perhaps, contractors), then help them adjust their workforce authorization to achieve it. The goal is to help local commanders gain the best mix of human resources to perform unit missions as efficiently and effectively as possible.

Key customers of the force optimization organizations are unit commanders and reservists. Force optimization organizations are the source of Reserve Component unique services, such as unit assignments for drilling reservists, ADT/IDT oversight, AFC 90 management and expertise on Reserve Component legislation, entitlements and obligations.

While considering these four areas of emphasis, it became apparent that the force optimization and training organizations have links to Headquarters that are much broader than to just the Director of Reserve and Training. For example, Workforce Planning is a separate staff element at Headquarters under the Human Resources Directorate and also is a key element of the new force optimization branches' responsibilities. During the next year, we will work to identify ways to clearly identify and solidify these broader linkages.

Participants in the workshop also worked to identify measures that would reflect their degree of success in service delivery and the value they add to the Coast Guard. For example, the percentage of RPAL billets filled by qualified reservists and the percentage of temporary PAL vacancies filled tells how well billet vacancies are being managed. As a result of this effort, we have identified the first measures that will be common to force optimization and training organizations throughout the Service. We will use these measures to see if the work we do and the decisions we make improve service to our customers and increase our contributions to Coast Guard missions.

Mixed with the excitement of launching a new organization with new duties was the reality that we are attempting to deliver world-class service with a permanent staff of fewer than 100 people. Since our customer base includes nearly the entire Coast Guard, the challenge is formidable indeed, but one that potentially offers a tremendous return on investment!

PA1 Edward J. Kruska, G-WTR-2

Coast Guardsmen and CG civilians from PPC, ISCs, MLCs, Areas and HQ, above, gathered from across the nation for a Reserve & Training Workshop at Xerox University in Leesburg, Va. Sept. 3-7. Inset: Workshop coordinator ENS Laura Meynink takes notes on her laptop during one of the sessions.

The Pea Island Legacy

Coast Guard Historian

Keeper Richard Etheridge, far left, and his crew at the all-black Pea Island, N.C. Life-Saving Station in 1896.

By CDR Steve Rochon & PA1 Ed Kruska
CG ACTIVITIES BALTIMORE CG RESERVIST MAGAZINE

In early 1880, Lifesaving Service General Superintendent Sumner Kimball appointed Richard Etheridge as Keeper of Station Pea Island, N.C. Etheridge, 38, who was black, had grown up on North Carolina's Outer Banks, and had a reputation of being as good a surfman as there was on the coast, black or white.

Earlier in his life, Etheridge had been a fisherman on the Outer Banks. When the Union Army opened its ranks to blacks during the Civil War, he enlisted and served in the 36th U.S. Colored Troops, and fought at the Battle of New Market Heights in Virginia.

And so it was that CAPT Richard Etheridge became the Keeper at Pea Island. But the day he arrived to assume the keepership, the white surfmen abandoned the station, unwilling to serve under a black man. Other black surfmen from other district stations were transferred to Pea Island and it became the only all-black lifesaving station in the nation, serving the nation from 1880 until 1947.

Despite early resistance to the point where the station was burned to the ground, apparently by an arsonist, it did not mark the end of the all-black crew. Rather, the station thrived. Under Etheridge's leadership, the station was rebuilt the following season. Furthermore, he instilled in his men the military rigor necessary to do their job to the best of their ability. Etheridge not only followed orders to the letter, he expected the same of his men.

These former expert fishermen and Civil War veterans trained day and night. Etheridge drove them like soldiers, relentlessly drilling them with the lifesaving equipment, quizzing them on their knowledge of procedure and ensuring that the station was kept in impeccable condition. Etheridge would unhitch the mules from the heavy surfboats and then have his crew pull the boats through the soft sand by hand. The Pea Island crews became known for their daring in the surf and their commitment to duty, often under

perilous circumstances. They were considered to be the best lifesaving crew in the Service.

On many occasions, their training was put to the test but especially on Oct. 11, 1896, 100 years ago this month. A violent storm with hurricane force winds struck the Atlantic coastline on the Outer Banks of North Carolina, near the small town of Manteo. The three-masted schooner *E.S. Newman* had been sailing from Providence, R.I. to Norfolk, Va. when it ran into the hurricane, losing its sails and drifting nearly 100 miles before running aground.

In spite of extreme low visibility, total darkness, and high winds blowing sand and rain across the beach, the sharp eyes of Surfman Theodore Meekins spotted a flickering flare above the raging waves about two miles north of the Pea Island Station. CAPT Etheridge, along with five of his crewmembers on watch that night, quickly fought their way up the beach toward the dim light with their mule-drawn beach cart through fierce winds and stinging rain.

"The storm was raging fearfully, the storm tide was sweeping across the beach, and the team was often brought to a standstill by the sweeping current," Etheridge wrote in his report, but the lifesavers pushed on. What they discovered as they struggled closer, was the *Newman* being severely thrashed about on a shoal, while being ripped apart by the waves.

After repeated attempts to reach the distressed vessel with shot line fired by their lyle gun, Etheridge and his brave crew reverted to the basic approach they had so often trained for, time and time again. With Surfman Meekins as the lead swimmer, Etheridge tethered two of his crewmen with rope, and at great peril to their own lives, they swam out to the schooner. These daring men, taking turns to swim to the *Newman*, went back and forth for six hours until all nine were safely rescued, without loss of life. Among the nine were CAPT S.R. Gardiner, his wife and three-year-old child, originally reported as their daughter. Research later revealed that it was actually their son, Thomas.

Coast Guard Historian

The lookout tower at Pea Island and the station were later bought by a private citizen and moved to Frisco, N.C.

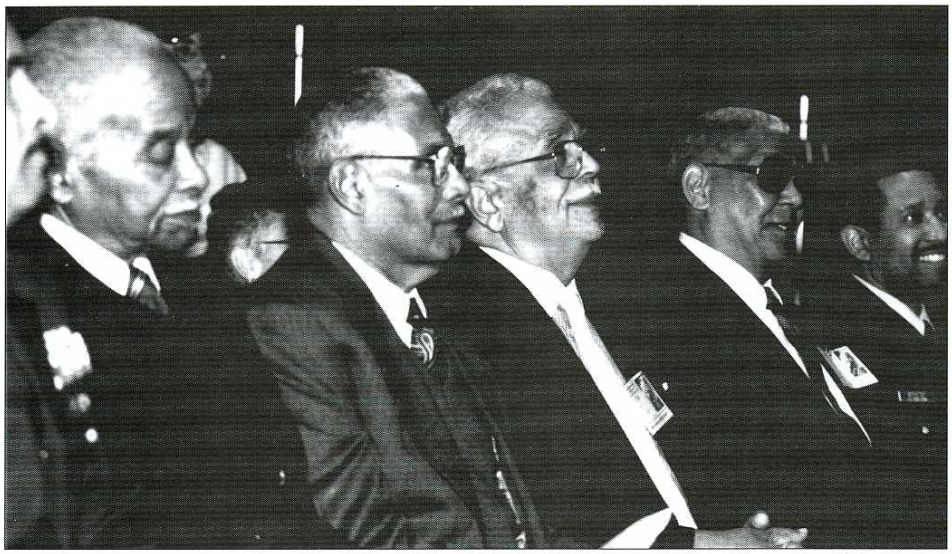
Now, fast forward to February 1989. CDR Steve Rochon, USCGR, was asked to give a historical account of African-Americans in the Coast Guard to the first Coast Guard Headquarters Black History Month Ball. Rochon found very few records on Coast Guard African-Americans at that time to work with, but began browsing through old photos and reading yellowed documents. It was in those old files that he first learned about the brave men of Pea Island, and he could hardly wait to share the story with everyone at the ball. Rochon was hooked on history, hooked on Pea Island.

Rochon, reflecting on the rescue of the *Newman,* doubts that on that particular October night, skin color was even a factor.

"I'm certain that no one on board the *Newman* was familiar with the terms 'diversity management' or 'respecting people's differences'," said Rochon. "When Theodore

Coast Guard Historian

This portrait by artist Roy La Grone depicts Pea Island's Oct. 11, 1896 rescue of E.S. Newman's crew. It is part of the CG Art Collection.



PA1 Robert Wyman, USCG

Descendants of Lifesaving Station Pea Island, N.C. were on hand for the Gold Lifesaving Medal ceremony at the U.S. Navy Memorial in Washington, D.C. March 5. Left to right: BMC Frank Hester of New London, Conn., grand-nephew of Dorman Pugh; William Bowser of Norfolk, Va., former Pea Island Lifesaver, cousin of Benjamin Bowser; LT Herbert Collins, USCG (Ret.), of Ashton, Md., last Pea Island Keeper and nephew of Dorman Pugh; Macon Leroy Roach of Norfolk, Va., grandson of Benjamin Bowser; CWO4 Harold Wise, USCG (Ret.), of Staten Island, N.Y., cousin of Stanley Wise; and CAPT Dwight Meekins, USCG, of New London, Conn., grandson of Theodore Meekins.

Meekins' strong black hand reached out to CAPT Gardiner's desperate and appreciative white hand, it was just one human being reaching out to help another. Wouldn't the world be great if the bond they shared that very moment could be a normal part of our everyday lives?"

Rochon soon learned through his research that Pea Island had never been recognized despite their feats of heroism. As David Stick in his book, *Graveyard of the Atlantic* wrote, "For the crew of Pea Island Station, though, there would be no medals, no rewards — it was all in a day's work."

Then, in spring of 1993, Rochon received a call from two graduate students, David Zoby of Virginia Commonwealth University in Richmond, Va. and David Wright of the University of Massachusetts in Boston. They had been working on a research project on Richard Etheridge and the Pea Island Lifesaving Station and asked for Rochon's assistance. After exhaustive research, the two students, one white, the other black, had confirmed that the Pea Island crew did not get recognized for any of their many daring rescues during its years of service (1880-1947). It was at that moment that the three decided to "go for the Gold," with Wright and Zoby doing the research and Rochon preparing the recommendation.

Two years into their laborious efforts, Rochon received a call from the Chief of the Medals and Awards Branch at Headquarters. He was told that 14-year-old Kate Burkart, from Washington, N.C. had written Senator Jesse Helms of North Carolina. In her letter, she asked the Senator to write the Coast Guard to tell them that the Pea Island Lifesavers deserved the Gold Lifesaving Medal for the *E.S. Newman* rescue. Burkart, who had become interested in Pea Island as part of a school research project, also wrote a few other members of Congress and the President of the United States. President Clinton also wrote the Commandant, focusing greater attention on the rescue. Rochon, sensing that the timing was right, finalized and for-

PA1 Robert Wyman, USCG

It was a team effort that culminated in the Pea Island Lifesaving Station being awarded the Gold Lifesaving Medal on March 5, 1996 at the U.S. Navy Memorial in Washington, D.C. These included CDR Steve Rochon, USCGR, inset photo above, and researchers shown at right, left to right: David Zoby, Virginia Commonwealth University; Kate Burkart, a 15-year-old student from Washington, N.C. and David Wright, University of Massachusetts. All four had been working on Pea Island research independently, but their combined efforts culminated in the station award for Pea Island.

warded the 69-page recommendation to the Medals and Awards Panel.

The Commandant approved the awarding of the Gold Lifesaving Medal to the Pea Island Station Oct. 31, 1995.

And so the Commandant unveiled the Gold Lifesaving Medal for the Pea Island Lifesaving Station at an impressive ceremony at the Navy Memorial in Washington, D.C. March 5, 1996. The ceremony was attended by many dignitaries, friends and over 30 Pea Island descendants. The event made national TV, radio, magazines and newspapers, thanks to the Headquarters Public Affairs Staff and a host of other Coast Guard members behind the scene.

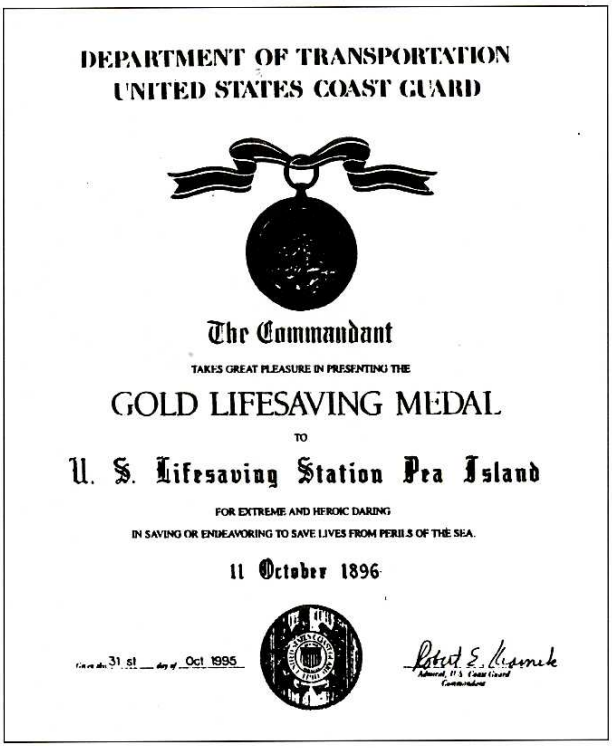
"Richard Etheridge, Benjamin Bowser, Lewis Wescott, Dorman Pugh, Theodore Meekins, Stanley Wise, William Irving," read Kate Burkart to begin her speech at the ceremony. "I say these names out loud by way of atonement for the many years they have been lost to us...."

Coast Guard CAPT Dwight Meekins, grandson of Surfman Theodore Meekins, said at the ceremony, "This is a glorious day, isn't it?"

CDR Rochon said, "the beauty of it all is that those who worked on the award and ceremony came from different cultural backgrounds, but all had one goal which transcended any differences — to give these seven brave gentlemen their proper recognition."

At the ceremony, Rochon was pulled aside by Mr. William Bowser, 81, a former Pea Island Lifesaver and cousin of Surfman Benjamin Bowser.

"Commander, I would like to tell you something," said Bowser with tears in his eyes. "I was very afraid when I came here to the ceremony today in Washington, D.C., that I would hear the National Anthem being played. Do you know why? I was afraid to come because every time I heard the National Anthem being sung I would cry, but I would cry out of anger because of how badly I was treated as a black man back in those days. Now, after what you, the little girl, the two students and the Coast Guard have done for me and the gentlemen from Pea Island, I will still cry when I hear the National Anthem. But, I will cry out of joy because this day has erased 50 years of bitterness from my heart. You can't imagine what that means to me. This should serve as an example that God has connected us all together in some way," said Bowser. "It is His divine intention that we work together to leave this world a better place than we found it."



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

The Commandant

TAKES GREAT PLEASURE IN PRESENTING THE

GOLD LIFESAVING MEDAL

TO

U. S. Lifesaving Station Pea Island

FOR EXTREME AND HEROIC DARING

IN SAVING OR ENDEAVORING TO SAVE LIVES FROM PERILS OF THE SEA.

11 October 1896

Given this 31st day of Oct 1995

On Oct. 11, 1996, descendants of the crews of the Pea Island Lifesaving Station will gather at the North Carolina Aquarium in Manteo, N.C. for a centennial commemoration of the famous rescue. Mr. James Melvin, the famous artist whose series of paintings hangs at the Aquarium (and whose work appears on the cover of this issue), will be on hand for art signing.

But the journey was not over yet. As for locating the descendants of the *Newman* crew, CDR Rochon was not having much luck.

Enter Coast Guard Reservist DP1 Natina Dudley of Baltimore. Upon hearing of Rochon's project, she volunteered her own time to visit the National Archives and the Library of Congress to do research. The two soon discovered there was a wealth of information on the *Newman's* skipper and family that led them to the cemetery where Captain Gardiner was buried. Rochon also located a copy of Richard Etheridge's final report from Cheryl Roberts of the Outer Banks Lighthouse Society in Manteo, N.C. It listed the names of all the *Newman* crewmembers. Research revealed that the so-called "3-year-old daughter" of CAPT Gardiner was actually his son, Thomas. Unfortunately, Thomas did not have any children, and Gardiner had three sisters and no brothers.

As *The Reservist* was readying for press, CDR Rochon called with excitement in his voice. "We just discovered that CAPT Gardiner had two other sons. We also found two of his grandsons, two granddaughters and eight great-grandchildren," said Rochon. "One grandson, Daniel Gardiner, is a fire chief in Fairfield, Conn. We talked over the phone and in tears, he told me if it had not been for the rescue by the Pea Island Lifesavers, he wouldn't be talking to me today. I asked him if he would come to the ceremony Oct. 11 and he replied, 'I'm already there!' "

CDR Steve Rochon is a Reserve Program Administrator and Deputy Commander, Coast Guard Activities Baltimore. Most of his research is done during off-duty hours. ALCOAST 019/96 announced the award of the Gold Lifesaving Medal to the Pea Island Station.

Over 100 reservists respond to TWA Flight 800 crash

1st

By PACM Norm Deragon, USCGR
FIRST COAST GUARD DISTRICT

LONG ISLAND, N.Y. — The search and rescue response that followed the Trans World Airlines Flight 800 explosion 10 miles east of Moriches Inlet on July 17 was one of the most intense in Coast Guard history.

Immediately after the disaster, *CGC Adak* and an RHI from Group Moriches, both patrolling nearby before the crash, were on scene searching through the flaming wreckage for survivors along with six other CG small boats. The bodies of 80 victims were recovered during the first 24 hours.

LCDR Ken Burgess, Deputy Commander of Group Moriches, said reservists responded within hours of the crash. "They began filling in for the active duty boat crews, answered phones, and handled the media inquiries until the district PA staff arrived," said Burgess. "They did a fantastic job...this operation would not have gone as smoothly without our reservists."

One of the reservists was LCDR Peres Sammis, on staff of Group Moriches, who assumed dock master and boat officer duties. He directed CG boats, police and civilian craft who were transporting the bodies of victims to a temporary morgue at the Group.

CDR Arthur S. Olsen, the senior reserve advisor at Group Moriches, was activated and played a key command and control role during the response.

"This is something reservists have trained for and it was rewarding to be able to fill in and do the job," said Olsen.

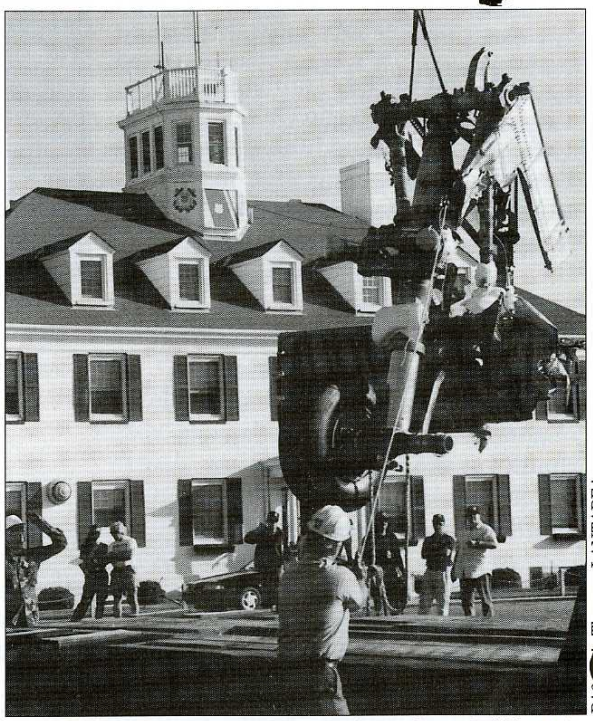
At Station Shinnecock, some of the 15 reservists assigned there began showing up without even getting a call.

"They responded with one of the station boats and helped recover victims and debris," said BMC Patrick Moran of Station Shinnecock.

BMC Walter J. Little from Station Fire Island was one who responded with an all-reserve boat crew. His crew remained on duty for five days maintaining a safety zone around the crash site and helped transport personnel between the Group, various cutters and vessels. Part of their job was bringing victims back to the temporary morgue.

"We tried to look past the emotional part of the job," said Little.

Little and his crew attended the memorial service at Smith Point the Monday following the crash. "Some of the crew members took that pretty hard," said Little.



PA2 Thomas, LANTAREA

One of the first pieces of wreckage from TWA 800 is loaded onto a truck at Station Shinnecock, N.Y., used as a staging area to bring wreckage.

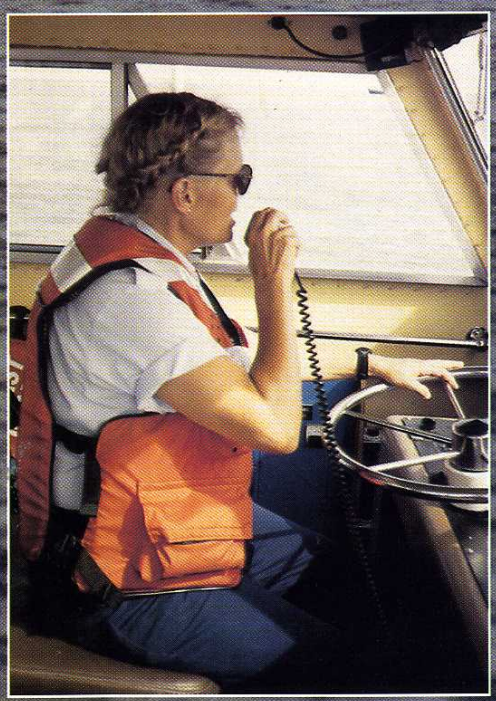
The search continued 24-hours a day and at the height of the operation, over 1,000 Coast Guard men and women had responded from around the nation, including more than 100 reservists. Some reservists performed as much as 30 days TEMAC during the operation. The search and recovery areas ultimately included an area roughly twice the size of Rhode Island. It was searched over 40 times for a total of 28,000 square miles. During those searches, the Coast Guard recovered over 10 tons of wreckage. Material ranged from a 30-foot wing section to a three-inch section of insulation.

The American Red Cross fed the approximately 2,000 military and civilians from the 35 federal, state, local and civilian agencies who called Group Moriches home during the operation.

Two twin brothers, both reservists, BM3's Benjamin and Zachary Johnson arrived from Boston to help out on 30 days TEMAC.

"We had a very visible job," said Zachary. Benjamin agreed, saying, "It makes you very proud to be part of an operation that filled such a public need."

Editor's note: At press time, TEMAC solicitations for MKs, SKs and non-rates were still being taken for this operation. Contact ISC Boston (pf) at (617) 223-3472.



U.S. Coast Guard at the 1996 Centennial Olympic Games

A huge banner tells the story along the Savannah waterfront.

MK2 Edward Lewis, left, of MSO Houston, works on an electrical problem with ET3 Martin Mueller of ESD Memphis.

The 41-foot Engine l to r: DC2 Brett W Donovan Hughes, Niskoch, Yorktown Charleston; ET1 A

The 1996 Centennial Olympic Yachting Events in Savannah, Ga. brought together over 450 athletes from 78 nations. It also was the largest peacetime operation in recent Coast Guard history with more than 650 Coast Guard Active Duty, Reserve, Auxiliary and Civilian personnel working in one location. The Coast Guard's primary mission was providing safety and security for Olympic athletes participating in the yachting events and at Olympic ceremonies in Savannah.

Coast Guard forces were berthed at nearby Travis Air National Guard Base, which also served as the Forward Operating Base. Station Tybee Island was the site of the Olympic 24-hour Command and Control Center from which eight 41-foot UTBs operated. MSO Savannah also served as a Command and Control Center. Palmer-Johnson Marina was the staging area for the nearly 40 non-standard and PSU Raider boats.

Weather was a complicating factor. Hurricane Bertha paid a visit shortly before the start of the Games, costing the loss of three days. Heavy thunderstorms and then a lack of wind caused many sailing events to be delayed or cancelled. Many races started earlier and finished later than the clockwork planned schedule had anticipated. Despite a heat index which often reached 105, and heightened security following the bomb explosion in Atlanta's Olympic Park (250 miles northwest of Savannah), the Coast Guard successfully completed its mission.

"The entire Olympics went very much as we expected," said CAPT Pat Boyle, Commander, Olympic Task Force. "We had some difficulties with not having enough wind [for the races] but overall, I am very, very happy. We worked well with State officials and the Navy; Team Coast Guard worked well together."

Another key player in the Coast Guard's outstanding performance was CAPT Gerald Willis, Director of the Olympic Task Force who, along with other OTF members, planned for the Coast Guard's part in the '96 Olympics for several years. Part of that planning included bringing in approximately 120 reservists. Many more reservists backfilled at stations across the nation for those Active Duty Coast Guardsmen working the Olympics.

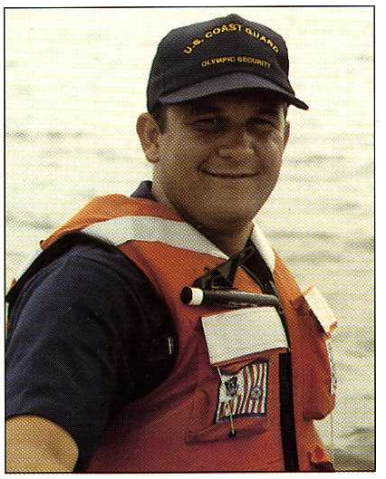
Some of the 41-foot boat crew members at Station Tybee.

Naval Reservists with MIUWU 211 from Charlotte, N.C. had shore watch on the beach at Tybee Island. L to r: CE2 Daryn O'Shea, RM1 Isaac Pryor and QMC Grady Hunter.

CG Reser Manager right, giv and UTB M nn

Front cover photos, clockwise from top left: An Olympic flag hangs from Savannah's Broughton Street. • D7 TACLET members BM2 Gene Gibson and MK3 Jim Sorenson, along with CG Reservist MKC Charlie Wade, check credentials of a boater within the Olympic security zone. • A sign at the entrance to Travis Air National Guard Base directs Coast Guardsmen to the Forward Operating Base and their "home" during the Olympics. • Reservist and UTB coxswain CWO2 Anne Visser of Group Charleston, S.C. keeps communications flowing from the CG41341. • Main photo: Several 470s (two-person dinghys) from various nations ply the waters of Wassaw Sound.

ering Support Group, ickett, Astoria; MK3 Alameda; MK1 John ; EMC Karyn Terry, l Campbell, CAMSPAC.



FN George Hoelzel, USCG, of CGC Valiant (WMEC-621).

UTB Boat Manager MCPO Ron Horrocks, USCGR, is at far right.

USCG Olympic Stats

CG Assets Assigned	Olympic Security Ops
1 210-foot WMEC *[CGC Valiant (WMEC-621)]*	288 hours
3 110-foot WPBs & 1 82-foot WPBs	684 hours
8 41-toot UTBs	990 hours
6 Port Security Unit Boats	852 hours
15 Rigid Hull Inflatables; 2 UTLs (all NSBs)	1,961 hours
29 Coast Guard Auxiliary Boats	1,794 hours
CG Auxiliary Aircraft	59.7 hours
1 HH-65A Helicopter (Air Station Savannah)	42.9 hours

Other Non-Coast Guard Assets Assigned

35 Savannah Olympic Law Enforcement Committee Boats...9,741 hours
1 Chatham County Marine Unit
1 U.S. Navy Mobile Inshore Underseas Warfare (MIUW) unit
3 U.S. Navy Inshore Boat Units (IBU) Boats
5 Indiana Air National Guard Helicopters

Personnel Assigned

675 Active Duty and Reserve Coast Guard (120 Reserve)
70 Coast Guard Auxiliary
128 Savannah Olympic Law Enforcement Committee

Commander, Olympic Task Force Provided Olympic Security For

4 Olympic Ceremonies
6 Fixed Security Zones
114 Preliminary and Medal Round Races
300 Olympic Sail Boats with 458 Athletes from 78 Nations
180 Atlanta Committee for Olympic Games Support Boats
300 Coach Boats
1,048 Shuttle Escorts from July 6 — Aug. 2
32 Dignitary Protection Escorts
75 Sorties (28 Coast Guard and 47 Auxiliary)
38 Briefings for DOT

SAR/SE/Security/POL Incidents

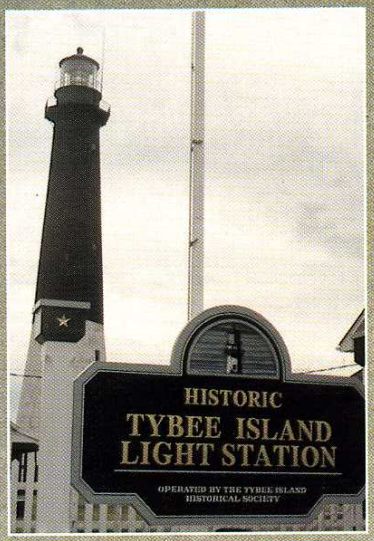
5 SAR cases (minor) Involving COTF Assets (2 Groundings)
15 Written Warnings For Security Zone Intrusions/Attempts
2 Pollution Response Incidents

Source: CDR Ken Harrison, USCGR
D7 Olympic Coordinating Committee

rvist and Olympic UTB Boat r MCPO R. R. "Ron" Horrocks, ves instructions to reservist 3 coxswain BM1 Richard of S on Mayport, Fla.

Reservist EM3 Darnell Davis of Baltimore drives the Mobile Support Unit truck. Nineteen MSU reservists provided on-site parts and mechanical support.

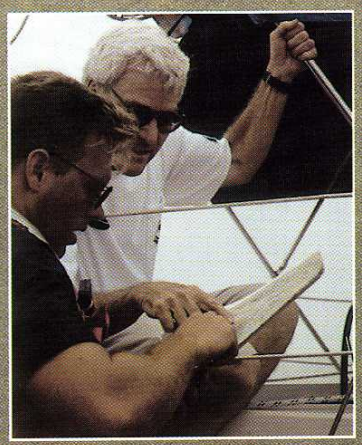
CG Reservist LTJG Frank Schaefer of Group Charleston, S.C. answers inquiries at the Olympic Command Center adjacent to Station Tybee.



The area surrounding Tybee Island Lighthouse served as a refueling stop for media helicopters.

A PSU Raider boat patrols Wassaw Sound.

CAPT Pat Boyle, left, and CDR Craig Bone, served as Olympic Task Force Commander and Deputy Commander, respectively.



Coast Guardsman BM2 Gene Gibson of D7 TACLET directs a boater passing by the Olympic security zone.

Large photo: An aerial view of the Olympic Mistral (windsurfing) competition in Wassaw Sound. This special insert was produced as part of The Coast Guard Reservist Magazine, October 1996. Photos by PA1 Edward J. Kruska, USCGR. Layout designed by Lisa M. Kruska.

Station N.Y. boat crew saves two

By PA2 Gary Rives, USCG
FIRST DISTRICT SOUTH PUBLIC AFFAIRS

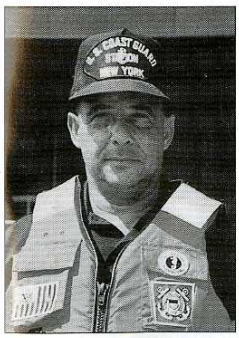
BROOKLYN, N.Y. — The crew of a Station New York 41-foot boat rescued two Jersey City, N.J., men suffering from hypothermia after the two had become separated from their new jet ski. According to coxswain BMC Jerry DiLiberto, he and his Reserve crew were returning from a familiarization patrol near Station Rockaway when he saw an unmanned jet-ski off the Brooklyn Army Terminal near Bay Ridge in Brooklyn.

"The air temperature was about 50 degrees, the water was 45 degrees," said DiLiberto. "So we knew anyone without a wet suit was going to be in trouble pretty fast. The current was carrying them toward the ocean and the jet-ski was moving faster than the victims, so they weren't able to catch up to it."

As the patrol boat approached, the crew saw Eldario Castro holding Alex Ortiz in a swimmers hold. According to DiLiberto, only Castro had a life jacket and the men had been in the water only about 15 minutes when Ortiz began shaking convulsively.

"It was apparent Ortiz was in the early stages of hypothermia," said DiLiberto. "Castro said he was just starting to realize there was a very real possibility they were going to die, when he looked up and saw a white hull and racing stripe. If we hadn't happened on them they probably would have. I guess training pays off in more ways than one."

BM3 Joann Brown administered first aid to Ortiz. Both men refused further treatment and were later transferred to a civilian vessel owned by acquaintances. Castro told DiLiberto that the men were trying out a new jet-ski for the first time. When they tried to jump a wake, they were thrown from the craft and found themselves at the mercy of the strong current.



PA2 Gary Rives, D1 South Public Affairs

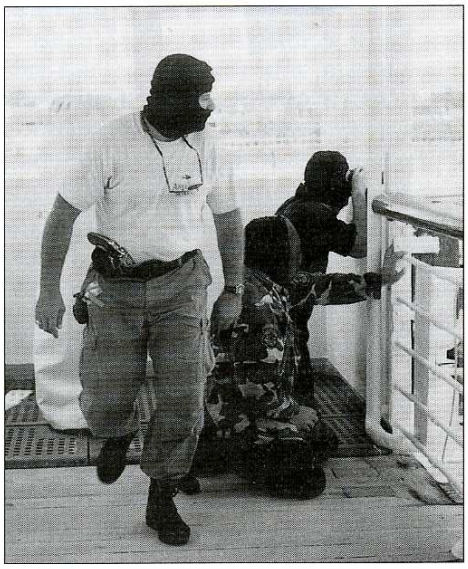
BMC Jerry DiLiberto

DiLiberto and his Reserve crew include Brown, MK1 Al Gaguski, BM3 Robert Pazos, PS3 Kevin Gallagher and BM3 Kevin Quinn. They are one of four Reserve crews at Station New York.

7th Counter-terrorism training in Tampa

By PS1 Darrel J. Kandil, USCGR
MARINE SAFETY OFFICE TAMPA

TAMPA, Fla. — MSO Tampa Planning and Port Operations departments obtained use of a local cruise ship earlier this year to test MSO Tampa's Marine Counter-Terrorism Operations Plan. The two-day exercise consisted of classroom training and a practical exercise on the first day, where active duty and Coast Guard Reservists from MSO Tampa played "terrorists" and CG Auxiliarists from Flotilla 709 acted as "hostages." By day's end, FBI and local law enforcement SWAT teams had "stormed and regained" control of the ship. The second day involved a table top exercise held by MSO Tampa. Video footage taken during the exercise is tentatively set to be used in an episode of the TV series *Coast Guard*, now in its second season.


Norma Hall, Flotilla 79

PS1 Darrel Kandil, left, PS2 William Faries and MST2 Brian Knapp on starboard bridge wing, play "terrorists" during Tampa training.

9th "Pier Masters" save Coast Guard thousands

By QMC Tom Rau
STATION LUDINGTON, MICH.

LUDINGTON, Mich. — Nothing less than amazing, it took the "Pier Masters" fewer than 10 days to tear down and reconstruct Station Ludington's boat basin during July.

"These guys were incredible!" said Chief Doug Lee, OIC, Station Ludington. "They not only worked hard and furiously, they also displayed great skill and knowledge."

Group Grand Haven's CDR Jim Bjostad referred to these reservists as "Pier Masters" during a recent Team Commendation presentation. The award, presented to reservists DCC Phil Jones, MKC Tim Chipman and DC3 Joe Bush, was given for construction of a finger pier last year at Station Grand Haven. That in-house project saved the Coast Guard a total of $129,000. The crew of *CGC Buckthorn*, Group Grand Haven active duty members and DC1 William Luurs, USN, and Station Ludington members all "heaved to." It was a real Team Coast Guard effort.

Kevin Braciszeski, Ludington Daily News

"Pier Masters" and reservists DC3 Joe Bush, left, DCC Phil Jones and MKC Tim Chipman, right, work on a pier at Station Ludington.

11th

Goodbye Station Mare Island, Hello California Maritime Academy!

"Back to school" has different meaning for new Station Carquinez

By PAC Ron Cabral, USCGR
PACAREA PUBLIC AFFAIRS

VALLEJO, Calif. — When Coast Guard Reservists from the former Mare Island Station go to their new drill site this fall, they'll be walking on a college campus! Located on the campus of the California Maritime Academy, Station Carquinez is the newest 11th District Station. It is touted as a major improvement over the old Mare Island facility which sat at the far end of the now closed historic 142-year-old Mare Island Naval Shipyard. Mare Island was officially closed March 31, 1996, but BMC Craig MacLennan, OIC, didn't turn out the lights until Aug. 12.

Station Carquinez has 20 active duty and 12 reservists to provide service to 300 square miles of San Pablo Bay, the Petaluma and Napa Rivers and Suisun Bay. In its new home at the Academy, the station personnel now have access to a new boat pier for their 21- and 41-foot patrol boats. In addition, they will be able to use campus facilities, while instructing and taking classes.

"The Coast Guard and our Maritime Academy are a good fit," said Charlie Bonham, Vice President for Academy administration.

LCDR Jerry Anderson of Group San Francisco and CG project coordinator for the move, said that of the six possible sites, the Academy was by far the best site for many reasons. Among them are its central location and improved response time for freeway access for quick transport of inflatable boats.

Recruiting results for the active and reserve components may also gain a boost due to the proximity of the hundreds of Academy students. Station Carquinez was commissioned Oct. 1.

Tour de Cure '96...

MK2 Al Compasso, USCGR / Connie Anderson

Group Monterey Reservists rode their bikes in the annual American Diabetes Association fund-raiser June 1. Top row, l to r: MK2 Al Compasso, FN Ray Sanderson and his wife, Tiffany, PSC Pete Quiane, MK3 David Haydis and LT Don Anderson. Bottom row, l to r: Sydnie Anderson, daughter of LT Anderson, and Julian Pereyda, MK2 Compasso's stepson.

13th

HDCU 113 commissioned

By LCDR Wayne Dumas, USCGR
HARBOR DEFENSE COMMAND UNIT 113

SEATTLE — At a combined commissioning ceremony held at Pier 36 Aug. 17, 1996, Coast Guard Reserve Harbor Defense Command Unit 113 was placed in formal commissioned status by RADM J. David Spade, Commander, 13th District and Commander, Maritime Defense Command 13. At the same ceremony, Commodore Robert Prichard, USNR, commissioned Navy Reserve Harbor Defense Command Unit 113. Together, they form the 45-member combined Harbor Defense Command Unit 113. This unit was formerly called Composite Naval Coastal Warfare Unit (CNCWU) 113.

Commanded by CAPT David (Boog) Powell, USCGR, HDCU 113 is currently the only all Coast Guard Reserve staffed unit in the 13th District and has 17 members. CAPT Powell currently serves as the Executive Officer of the combined unit, with CAPT Dale Johnson, Jr., USNR, serving as the Commanding Officer of both the Navy Reserve unit and the combined unit. After Oct. 1, CAPT Powell will assume command of the combined unit as the command authority rotates between the two services. HDCU 113 is an expeditionary unit in support of OCONUS harbor defense and Naval coastal warfare missions. It has command, control, communications and intelligence capabilities and will typically have command and control of task elements which may include Port Security Units (PSU), Navy Mobile Inshore Underwater Warfare Units (MIUWU), Explosive Ordnance Detachment (EOD), WPBs and/or host nation cutters and small boats, and other similar assets.

LCDR Wayne C. Dumas, USCGR

LT Tim Shea, left, Battle Watch Officer, accepts the order from CAPT David Powell to set first watch at the HDCU 113 Command Post.

The new unit recently spent a weekend of logistics training in a field environment at the Army Yakima Firing Range, Wash. Battle problems and training scenarios were instituted to simulate an OCONUS harbor defense command field environment and operations. This local FTX was in preparation for a two-week training deployment to the Persian Gulf region this fall.

USCG Voluntary Education Programs

By LT Tim N. Scoggins
CHIEF, ACADEMIC DEVELOPMENT DIVISION
U.S. COAST GUARD INSTITUTE

Did you know that the Coast Guard Institute has received thousands of requests to assist Coast Guard members in the pursuit of a college degree? In the past two years, 105 active duty personnel and reservists earned Bachelors Degrees and an additional 235 earned Associate Degrees.

All this happened with the help of the Coast Guard' s Voluntary Education Program. The boundaries which may have once prevented our personnel from continuing their education can now be overcome. Over 200 fully accredited universities offer thousands of courses through independent study, video and audio cassette, and computer-facilitated delivery. In fact, as an undergraduate, there are over 200 majors to choose from regardless of your location. For graduate studies, the master's degree can be awarded from 53 universities in 97 subject areas, and a doctorate can be earned from 12 universities via this program.

The educational services offered by the Institute are many, but perhaps the most important is the External Degree Program.

How it works

First, members who desire to pursue an undergraduate degree need to submit a CGI Form 1560/04c to the Institute. A copy can be reproduced from the *USCG Education Manual, CGI Publication 10460/1560B*. Transcripts of courses completed at local colleges and universities, as well as college level testing score reports must be attached to the 1560/04c form. The applicant will receive an education evaluation printout showing all credit earned through military training and experience and one to three plans for degree completion. That is, an easy to understand printout telling you what credits you have earned and the best way to utilize these credits.

This service performed by the Institute brings to light that, many courses you take in keeping with your rate may be used as college credits. You'll find that credits from correspondence courses and resident courses, A-School and C-Schools, are directly applicable to your degree.

Furthermore, the Institute can issue a Registered Coast Guard Transcript which can be taken to a prospective employer or local college. This transcript would break down military training with respect to college credits so your civilian employer understands the full extent of your training.

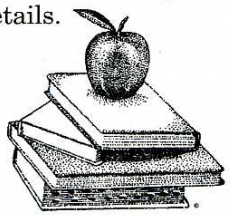
Should you desire to know what rate-related courses count toward your degree, the Desktop Reference to the USCG Education Database provides an in-depth listing of the recommended credits for each rate and course. Also, Chapter 10 of the USCG Education Manual provides a self evaluation form and step-by-step instructions.

Perhaps the best benefit is that the Institute simplifies complicated procedures. Indeed, it cuts through the layers of fat, making it easier to follow through in your pursuit of a degree.

Make sure it's DANTES and CG Institute approved

It is important to remember only those colleges or universities approved by Defense Activity for Non-traditional Education Support (DANTES) and the Coast Guard Institute are recognized by the Coast Guard. This prevents you from spending time and money on schools which are not recognized by certain state and/or federal educational bodies. ESOs should pay particular attention to those needing tuition assistance and those wanting to attend Officer Candidate School. If you have a question about a particular school, call (405) 954 -7239 or 7240.

The Coast Guard is willing to help you obtain your degree and will provide guidance and information on specific external degree programs before you invest your time and money. Point of Contact is your active duty ESO and the USCG Education Manual. Reservists are eligible to participate in many of these programs. Check with your ESO for details.



CG Institute Educational Services

- **Estimation of Financial Costs** — Tells you what you can expect to pay for traditional resident colleges.
- **Computerized Search for Monetary Assistance** — Can help you find scholarships, grants, and loans.
- **College Choice Survey** — Helps determine the most appropriate college for you based on selection criteria you identify.
- **Computerized Search for Graduate Degree Programs Via Distance Delivery** — Identifying those universities offering master's and doctorate degree programs via distance education.
- **Video/Audio Library of College Courses** — The Institute has established a library of college courses on video and audio cassette which can be checked out by reservists. These 28 courses cover a broad range of liberal arts subjects such as psychology, history, statistics, earth science, sociology, political science, literature, economics, and more. Reservists can complete all the requirements for an Associates Degree and be well on their way to a baccalaureate degree using these courses.
- **College Level Examination Program** — Credit can be earned in over 146 different subjects by taking these examinations. While all are available to reservists at no cost, spouses of reservists may take CLEP General, CLEP Subject, and DANTES Subject Examinations at no cost. Practice tests are available in every subject.

Details on these programs may be found in the *USCG Education Manual (CGI Publication 10460/1560B).*

Team Coast Guard and the Reserve Program

Always A Military Force

Third in a Series

By Dr. Stephen B. Wehrenberg
CHIEF, FORECASTS & SYSTEMS (G-WT-2)

In September's issue we discussed billets — what they are, where they come from, and what that means to us as ***suppliers*** and as ***reservists***. When unit commanders say, "I need some RPAL billets!" they are saying they need a particular kind of resource...a less-than-full-time military member. But why a military member? After all, it's more expensive to do a job with a military member than with a civilian. But that expense is more than offset by the flexibility and availability of a military force. A military force can be brought to bear on just about any kind of problem, any place, any time. It can be arranged and rearranged to meet any contingency. However, using a military workforce also imposes extra demands and constraints — ***supply*** is a lot more complicated than just putting an ad in the paper for a "part time opening for a BM2 with who can drive a 44-foot motor life boat in a hurricane!"

What makes a military workforce different?

First and foremost is that every military member has two jobs...one to bring technical or professional knowledge or skill to the job, and a second to bring leadership and followership as a military member to the workplace. We can provide training and education for the former but the latter comes mainly from experience. No company I have ever worked with would put a 20 year old in charge of a multi-million dollar machine (the boat) and entrust him or her with not only accomplishing a mission in a situation that can't be known in advance, but with the very lives of crew members and the victims of a catastrophe. We put quite a premium on leadership, judgment, and the ability to solve problems on the spot.

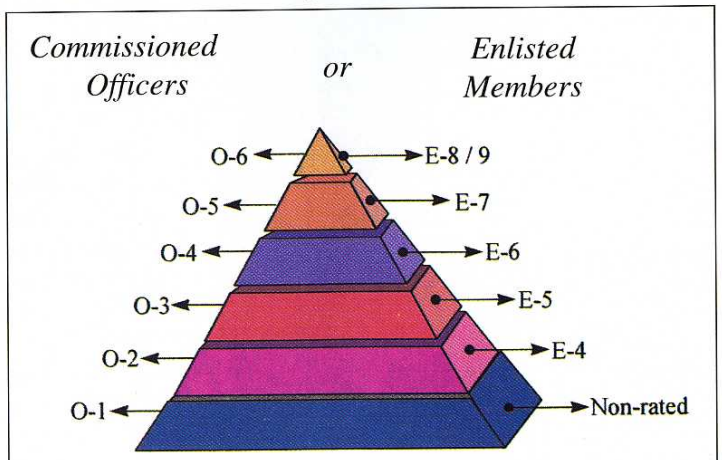
Part of the answer to this challenge is to grow our workforce from the bottom up. We hire most people at the bottom, and fill more responsible positions requiring maturity and experience by promoting people from within. But doing this puts additional constraints on supply — we hire at virtually one point, and promote from within, but losses (expirations of contracts, medical discharges, other involuntary and voluntary discharges, retirements, deaths, etc.) can and do occur anywhere and at anytime. The result is a military workforce that eventually evolves to a pyramid shape.

The active force can sustain a slightly different shape (taller or flatter) by changing flows out (e.g., using reenlistment bonuses to slow losses, or High Year Tenure to force losses), or can even support shapes fatter in the middle by changing the speed of advancement (e.g., fast to E-6, then slow to E-9), but overall, it must look something like a pyramid.

The Reserve component is a little less constrained, since it makes great use of RELADs and prior service people (about 40 percent of the reserve force enters at the very bottom). But again, overall, it needs to have a pyramid shape.

What does all this have to do with billets? Since it is the ***very nature of a military workforce*** to have a pyramid shape, it would make no sense to try to have a billet structure of some other shape. For example, it could very well be that the Coast Guard needs nothing but GM1s to do the work of Gunners' Mates. That would be impossible, since all the GM1s come from GM2, and they come from GM3. So a certain number of GM2s and GM3s are needed just to ensure that we will be able to grow the right number of GM1s. It turns out military force management is a lot like farming!

So programs have to either lower their expectations ("OK, I guess some of those jobs could be changed a bit to make them doable by more junior people"), or they have to pay for a lot of extra people, finding real jobs for them, to support the upper level need. That's where both the ISCs and we here at HQ enter in...helping operational commanders and program managers understand the nature of



** All warrant billets are the same grade, so the shape of the warrant corps depends solely on a time-in-service based promotion system.*

a military force as they generate their requirements. Otherwise, promotions would be very different, careers would be very different, and you would be pretty unhappy!

Centralized and decentralized?

Because reservists live where they live, and can't be ordered to move all over the country, geography becomes an important element of force management. Also, one of the strengths of the Reserve force is that it is flexible... designed to provide skills where and when operating commands need them. Combining the local flavor of reservists with changing needs of commands leads us to the conclusion that local assignments seem to work best. A centralized system is possible, but it would be very difficult for assignment officers in Washington to be aware of local conditions, commuting times and distances, and special needs and opportunities resulting from your civilian jobs.

On the other hand, a local advancement system would be terrible. If you had to wait for someone to retire (or die) to get advanced, you could wait a long time. And there might not even be any billets near you that would allow you to advance! On the other hand, in those areas where there are lots of billets, advancement might be very rapid. That's not the way the Coast Guard has chosen to do business (so far). Instead, the Coast Guard has a nationwide competition that is fair to all regardless of location.

However, it seems no matter what we do, we create problems. We may end up advancing someone in Portsmouth because there's an empty billet in Los Angeles! Some mismatches are bound to occur, but given the size of most ratings, in the long run it tends to work out. The smaller a rating, however, the more difficult it is to balance the structure of demand with the structure of supply. That's why we can't decentralize advancements... small ratings, spread across the whole U.S., would make a career ladder meaningless. So the current situation is the best compromise we can think of at the moment. Even with this compromise, as one becomes more senior (officer or enlisted), the idea of matching a small number of people to a small number of jobs spread all over the U.S. becomes a challenge. The Reserve Program, and the Reserve Policy Board, continue to struggle with this issue. Your ideas to resolve this conflict while maintaining equitable career ladders and meeting the needs of operational commanders will be welcome!

What about our defense commitment?

Everything we have talked about so far has been related to the Reserve Personnel Allowance List (RPAL). Most of us remember Mobilization Orders and the inevitable fact that the Coast Guard has a commitment to provide for the defense of the nation. There is still a Contingency Preparedness Planning process, generating the requirements for people when we go to war, and we still have a Contingency Personnel Allowance List with real billets for people to do real jobs. The difference today is that the Coast Guard (not just the Reserve) owns the commitment, and when the bell rings, the Coast Guard will provide the best mix of resources to accomplish the mission. So reservists no longer have MOB cards, nor do most have a predetermined place to go when conflict breaks out.

There is a connection, however, between the CPAL and the RPAL. There are some jobs in the CPAL that are unique, or so critical to the mission, that the CG can only guarantee that we will be able to do it by having reservists drill there. Good examples are the PSUs, HDCs, liaison billets, and even some boat coxswain billets requiring local knowledge. These billets have become part of the RPAL, and are considered to be ***site-specific***.

There are other jobs that require special knowledge or skills that can only be developed on a certain class of vessel or type of unit. For example, we know that some WHECs would be assigned to specific duties in time of war. We can't tell which ones that will be, but if there is a contingent requirement for an RD2, an RD2 drilling on any WHEC would be sufficient to guarantee we have the skill we need (we can get that RD2 to another 378 tomorrow!). These billets are class specific, and as long as we have the right numbers of folks with those skills, we will be able to meet our defense commitment.

By far, most billets in the CPAL call for a person with a general skill (rating and grade), a common qualification (boat crew), or an officer specialty (marine inspector). Since it doesn't matter where these people are, as long as they are developing the required skill, that leaves a large number of billets available to unit commanders as the bulk of the RPAL. As long as the Coast Guard has the right number of Quartermasters, we will be able to meet our defense commitment. So we coordinate these requirements at HQ, making sure the RPAL supports the CPAL when it is developed or changed.

In Summary...

This and the past two articles were designed to give you a broader perspective of some of the factors that are part of our complex and interlocking systems. Our overall policy development process can get pretty messy at times as we try to consider these, and a dozen other factors, at the same time. Many times, doing something good on one front leads to an unintended bad consequence somewhere else. If you consider the essential nature of a military force as an important guiding principle, recognize the built in problems resulting from centralizing some things and decentralizing others, and see how our requirements dovetail, perhaps some of the policies that emerge from the "puzzle palace" will make more sense. We hope so.

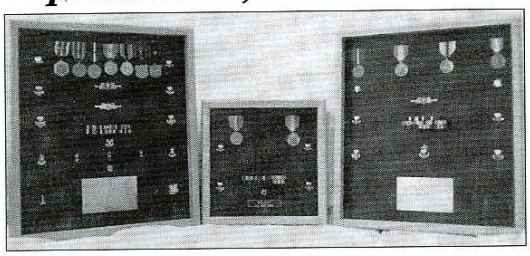
The next few articles will be authored by Force Managers, the people in program managers' shops that are responsible for oversight of enlisted ratings, warrant specialties, and many officer career fields. With the more specific information you get in those articles about your rating, its future, and where billets are, you should be able to do some of your own career planning. After all, the Coast Guard can make information available, but ***your career is really your responsibility***.

Author's e-mail: swehrenberg@comdt.uscg.mil

USCGR Bulletin Board

Shadowboxes!

For every occasion...retirements, promotions, memorabilia



Included are glass covers with black matting and protective box, completed in white oak.
Other types of wood, stains, and mat colors are available upon request (prices will vary).

Two sizes available
19"x17" for $59.50
12"x12" for $46.50
Price includes shipping/taxes/insurance

Contact CPO Mike Thorwick, (206) 217-6811 or send order & payment to:
Seattle Chapter CPOA
P.O. Box 84726
Seattle, WA 98124

USCG does not endorse this product; it is published as a service to our readers.

This 'n That

■ **ANNUAL POINTS STATEMENTS** — In July, Pay & Personnel Center mailed out prototype annual point statements to PPC, a PSU, HQ and CGPC and everyone whose anniversary year ends in April. In September, May points statements were mailed out. These are the first point statements in quite some time. If you find discrepancies in your statement, please report them to PPC-RPP as soon as possible. (913) 357-3674.

■ **COAST GUARD "C" SCHOOL DATES OVER INTERNET** — Portions of COMDTNOTE 1540 that announce convening schedules for FY97 Coast Guard "C" schools are available on the Internet through the Coast Guard Reserve Home Page. Remember, all schools are open to reservists, not just those marked "Reserve Only." Apply for your "C" schools through your unit training officer. Coast Guard Reserve Home Page is: http://www.dot.gov/dotinfo/uscg/hq/reserve/reshmpg.html

■ **USCG BAGPIPE BAND** — Interested in becoming a member of a Coast Guard Pipe Band? All Active and Reserve Coast Guardsmen (pipers and drummers) welcome to join. For an information packet and test music, contact: PS2 Patrick L. Queen, 3720 Avalon Ave., Port Arthur, TX 77642.

Upcoming Events

■ **International Chief Petty Officers Association Convention 96** — Oct. 24-28, 1996 at 1996 Showboat Hotel, Las Vegas, Nev. Contact: International CPOA, P.O. Box 12328, Las Vegas, NV 89112-0328. 1-800-494-2762. FAX: (702) 471-7431.

■ **Naval Enlisted Reserve Association** — Oct. 15-19, 1996, at Thunderbird Hotel, Bloomington, Minn. Contact: NERA, 6703 Farragut Ave., Falls Church, VA 22042-2189. (703) 534-1329. FAX (703) 534-3617.

■ **Pea Island Centennial Ceremony** — Come to the 100-year commemoration of the rescue of the *E.S. Newman* by the Pea Island Lifesaving Station at North Carolina Aquarium, Manteo, N.C., Oct. 11, 1996, 10 a.m. Contact the N.C. Aquarium, P.O. Box 967, Airport Road, Manteo, NC 27954-0967. (919) 473-3494 or CDR Steve Rochon, (410) 576-2547.

■ **Reserve Officers Association Mid-Winter Conference** — Feb. 16-19, 1997, Washington Hilton, Washington, D.C. Contact: ROA, 1 Constitution Ave. N.E., Washington, D.C. 20002. (202) 479-2200.

■ **Servicewide Exam 1996** — SWEs for reservists in all ratings (except DP), E-5 through E-9 w be administered Oct. 19, 1996. Please see ALCGENL 029/96 for more information.

ALCOASTs / ALDISTs / COMDTINSTs

Policy For Expanded Use of AMEX Travel Card/ATM Program .....ALCOAST 080/96
Appreciation For The Hard Work [from the Commandant] .....ALCOAST 078/96
GEICO Military Service Achievement Award .....ALCOAST 072/96
Award of the Armed Forces Reserve Medal and Mobilization "M" Device .....ALDIST 211/96
Credit Card Financial Policy Numbering Changes to Accommodate Streamlining ..ALDIST 195/96
Transfer of Reserve Class "C" School Quota Management
Functions to TQC Chesapeake .....ALDIST 194/96
CG Headquarters Human Resources (G-W) Realignment .....ALDIST 191/96
Amendment to PY97 Reserve Enlisted-To-Warrant Officer Appointment Board .....ALDIST 188/96
(Amended from ALDIST 043/96)
Input For Upcoming Minority Advisory Council (MAC) and
Women's Advisory Council (WAC) Meeting .....ALDIST 186/96
FY97 Temporary Active Duty (TEMAC) Program .....ALDIST 183/96
Reserve War and Staff College Selection Panel Results.....ALCGPERSCOM 064/96
PY97 RPA Captain Continuation & RPA CAPT, CDR, LCDR and LT Selection Boards.....ALCGPERSCOM 062/96
Reserve War & Staff College Selection Panel Results.....ALCGPERSCOM 061/96
Reserve Officer Promotion Authorization Listing (ROPAL) No. 9-96.....ALCGPERSCOM 056/96
January 1997 OCS Class – Application Deadline & Procedures.....ALCGPERSCOM 045/96
Enlisted Reserve Advancement Announcement No. 03-96 .....ALCGENL 052/96
October 1996 Reserve Servicewide Examination (SWE) Competition .....ALCGENL 029/96

Reunions

• **CGC Duane Association** — Oct. 18-20, 1996 at The Heritage House Hotel, 259 Main St., Hyannis, MA 02601. Contact: Ronald Golec, Tory Hill Road, Alstead, NH 03602. (603) 835-6009.

• **RTC Yorktown Reunion Association** — All former Yorktowners — active, reserve, trainees, instructors, OCS/OTS grads, civilian employees, spouses, families and friends welcome at 7th annual reunion. Oct. 18-20, 1996 at RTC Yorktown, Va. Contact: CAPT Tom Travers, 998 Ridgewood Lane, West Chester, PA 19382. (610) 436-0181.

Corrections

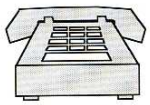
The August issue listed PSCS Harvey G. Harrison of D11 retired in RET-3 status as of July 1996. He is not yet retired.

Nationwide TEMAC/SADT/EAD

As of 9/23/96

Place	Duration	Rate/Rank	Quals	Point of Contact
Group Moriches, N.Y.	30 days TEMAC	MK, SK, non-rates	TWA 800 recovery ops	ISC Boston (pf), (617) 223-3472
RTC Yorktown, Va.	7-21 days	E5 and above	Marine safety, fisheries, MLE BOC qualified	PO Robertson; (757) 898-2295
SUPCTR, Gov. Is., N.Y.	90 days	One CPO, three POs	Property disposal office & manual labor	CWO Roeck, (212) 668-7369
MLCPAC, Alameda, Calif.	Up to 6 months	SK, any pay grade	LUFS, procurement experience	PO Marchuk, (510) 437-5827
CG Air Station Cape Cod, Mass.	95 days	YN/SK1-2	Procurement & budget knowledge	YNC Borge, (617) 223-8181
CGHQ (G-MRP-2), Wash., D.C.	20 days	SK	Excellent LUFS skills	LT Auzenbergs, (202) 267-2298
CGHQ (G-MOR), Wash., D.C.	58 days	YN, ENS/LTJG	General Admin. Knowledge	LT Nettles, (202) 267-6439/0427
Civil Engineering Unit Miami, Fla.	90+ days	One SK1/2/3	LUFS	LCDR Hannifin, (305) 278-6700

*** For those advertising TEMAC/SADT/EAD openings, please contact LCDR Bill Edgar at (202) 267-6235 or e-mail to bedgar@mailstorm.dot.gov if positions are filled or changes to information are desired. For more up-to-date TEMAC listings, check the Worldwide Web at: http://www.dot.gov/dotinfo/uscg/hq/reserve/temac.html**

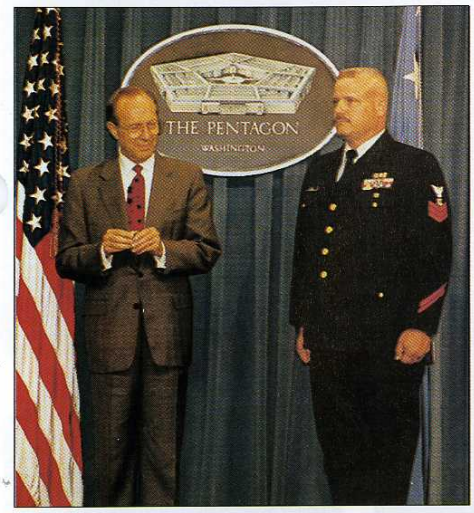


Coast Guard Reserve Hotline: 1-800-283-8724 (USCG)

CGR Web Site: http://www.dot.gov/dotinfo/uscg/hq/reserve/reshmpg.html

New Reserve "M" Device Q&A

On Aug. 6, 1996, President Clinton signed an Executive Order authorizing the award of a bronze "M" mobilization device to be worn by U.S. Military Reserve component members who have performed qualifying active duty service in support of a designated contingency operation on or after Aug. 1, 1990. This Executive Order makes those who participated in the Persian Gulf War, Operation Restore Hope (Somalia), Operation Uphold Democracy (Haiti) and Operation Joint Endeavor (Bosnia) eligible for the award. The "M" appurtenance will be worn on the Armed Forces Reserve Medal (AFRM). The following Q&A's should answer most basic questions.



LCDR Chuck Polk, USCGR

Q-1: What is"M" Device's purpose?
A: A Mobilization Appurtenance in the form of a bronze "M" was approved in early 1993 to recognize the "special sacrifice in service to the Nation" of Reserve component members who volunteer for and serve on active duty or who are called or ordered to active duty in support of a contingency operation.

Q-2: Which operations will quality for award of the "M" Device?
A: Reservists ordered to active duty in support of a contingency operation, as defined in Section 101(a)(13), Title 10, United States Code, will qualify for the "M" Device. The Executive Order authorizes the award of the "M" Device for service on or after Aug. 1, 1990, which includes service in support of the following contingency operations: Desert Shield/Storm (Persian Gulf), Restore Hope (Somalia), Uphold Democracy (Haiti) and Joint Endeavor (Bosnia). These are the only qualifying operations to date.

Q-3: Can recalled Reserve retirees qualify for the "M" Device?
A: Reserve retirees who are called to active duty in support of a contingency operation would qualify for award of the "M" Device.

Q-4: How long must a reservist serve on active duty to qualify for the "M"?
A: One day.

Q-5: Can a reservist be awarded more than one "M" Device?
A: Yes. The "M" Device may be awarded each time a reservist participates in a contingency operation.

Q-6: Can a reservist be awarded more than one "M" Device, if ordered to active duty, released and then recalled to active duty during the same contingency operation?
A: No. Only one "M" Device may be awarded for each specific contingency operation in which the reservist serves.

Q-7: How will service in more than one contingency be denoted?
A: Upon a second and each succeeding award of the "M" Device, an Arabic numeral will be worn next to the "M" Device, indicating the number of times the Device has been awarded.

Q-8: Why is the hourglass now being authorized after a member completes only 10 years of Reserve service?
A: Previously, the Armed Forces Reserve Medal was awarded for completion of 10 years of honorable and satisfactory military service, in one or more of the Reserve components. The "hourglass Device" was authorized to denote succeeding 10-year periods. The criteria for award of the hourglass is being changed in order to distinguish between a reservist who earns the Armed Forces Reserve Medal for 10 years of Reserve service and a reservist who earns the Medal for service during a contingency operation. A bronze hourglass will now be authorized for completion of the first 10 years of satisfactory Reserve service. A silver hourglass will be awarded for completion of a second 10-year period and a gold hourglass for completion of a third 10-year period. Upon completion of the fourth 10 year-period, a gold hourglass followed by a bronze hourglass will be awarded.

DR Chuck Polk, USCGR

CWO2 John J. Brown, left, and PS1 Eugene Beach, right, talk with Deborah Lee, Assistant Secretary of Defense for Reserve Affairs at an "M" Device ceremony at the Pentagon Aug. 29. Brown and Beach, who represented the CGR, both served during the Persian Gulf War. Above: PS1 Beach receives his "M" from Secretary of Defense William J. Perry.

ALDIST 211/96 outlines the Award of the Armed Forces Reserve Medal and Mobilization "M" Device. Also, watch for a change to the *Coast Guard Medals and Awards Manual (COMDTINST M1650.25)* concerning the "M" Device.

Front & Center

A Tip o' the Hat to...

■ CG Reservist ***QMC Tom Rau*** of Station Ludington, Mich. was honored at the 1996 Coast Guard Festival in Grand Haven, Mich. for his column "Boat Smart." ADM Robert E. Kramek presented Rau with a Commandant's Letter of Commendation Aug. 2. Published in the *Manistee News Advocate* for three years while stationed at Manistee, Mich., Rau's column also served as D9's nominee for the 1995 Alex Haley/CDR Jim Simpson Award. "This is the first time that the Haley Award judges decided an individual's efforts deserved to be singled out," wrote VADM Arthur Henn. Rau, whose column is now published in both the Ludington and Manistee newspapers, takes actual local incidents that occur and uses them to point out the importance of boating safety.

BM1 Todd Reed, USCGR

Reservist QMC Tom Rau, left, displays his award given by ADM Robert E. Kramek at the CG Festival.

■ ***SK3 Terry D. Jelcick***, a reservist assigned to Group Monterey, was named CG Reservist of the Year by the Navy League's Pacific Central Region at its annual honors luncheon at CG Island in July. Jelcick was presented with a bronze plaque by VADM Roger Rufe, PACAREA Commander.

PAC Ron Cabral, USCGR

SK3 Terry D. Jelcick

■ CG Reservist ***ENS Ephraim Garcia*** of Staten Island, N.Y. has been awarded a $500 college scholarship by the Reserve Officers Association. It was one of only 100 given to college students across the U.S. Garcia is studying at N.Y. Theological Seminary New York City.

■ ***PSC Kenneth Jones*** provided hazardous materials training to personnel at CGHQ, CG Yard and MSO Baltimore and was recognized by A.E. Slayton, Jr. of Virginia's Department of Emergency Services in a letter to the Commandant. Jones' First Responder and Operations course met specific USCG needs and is sanctioned by Virginia's Hazardous Material Emergency Response Council.

Retirements

JANUARY 1996
PS2 Keith A. Richards, D11**

JUNE 1996
MK1 Gerald A. Moore, D13**
MK1 Mondal E. Nelson, D8*

JULY 1996
CAPT Gordon N. Hanson, D11**
CDR Michael M. Jackson, D11**
CDR Alan M. Orr,D1**
CDR Jeffrey S. McCombs, D11**
CDR Jack S. Wilder, D8*
CDR Susan L. Rogers, D11**
CDR Joseph W. Cosgrove, D8**
CDR Frank B. Strickland, D7*
CDR Clifford L. Samuel, HQ (Active Duty)
LCDR Rand H. Wintermute, D13**
LCDR James R. French, D8**
LCDR Ronald L. Barela, D11**
LCDR Robert H. Claver, D1**
LCDR Ernest R. Miklavic, D7**
LCDR Barry I. Fox, D8**
LCDR Edward R. Whellis, D11**
LT Barry S. Roffman, D7**
LT Douglas W. Simpson, D1**
LT Dana H. Clay, D13**
MKCS Oland Knight Jr., D1*
IVCS Joseph R. Bochenek, D5**
BMC Dennis L. Best, D13**
BM1 Ramon L. Martinez, D7**
ET2 Robert C. Rowell, D5**
SK2 Elaine M. Palya, D8**
PS2 Phillip F. Asencio, D1

AUGUST 1996
CDR Eugene K. O'Connor, D11**
CDR William N. Hines, D8**
LCDR Kevin S. Kinnebrew, D7**
SKCM Joseph A. Rondeau, D1**
TTCS Frank H. Clark, D1**
PSC Billie J. Thornton, D7*
SKC Stephen P. Bayus, D5**
PS1 Marvin Walls, D2**
PS1 Jimmy L. Reamy, D5**
DC2 John E. Medeiros, D5**
PS2 Ethel M. Echols, D8**

SEPTEMBER 1996
CAPT Sylvester G. Payne, D1*
CDR William H. Bourland, D7**
LCDR Wendall L. Smits, D9*
LCDR Albert D. Thompson, D11*
CWO4 Donald L. Merrell, D13*
CWO3 John A. Collard, D9**
BMC Charles R. Bulla, D5**
YN1 David C. Faulkner, D1**

OCTOBER 1996
CAPT William B. Christy, D8*
CDR Lynn D. O'Brien, D11*
CDR Darryl W. Flattum, D5**
LCDR David McHugh, D1*
CWO4 Neil Albore, D1*
CWO4 Edward V. Dettwiller, D11**
BMC Robert S. Taylor, D1*
IVC Walter J. Garry, D11*
MK1 Robert W. Klar, D11*

NOVEMBER 1996
CAPT Bernard C. Taylor, D5*
CAPT Paul K. Hinkley, D1*
CAPT Roger L. OBerndorf, D5*
CAPT Richard W. Strachan, D5*
CDR John M. Richmond, D11*
CDR Robert L. Cockrel, D8*
CWO4 Daniel D. Fisher, D5**
CWO2 James H. Bond, D8*
PSC Ramiro Robles*
PS1 Donald F. Beyer, D7*
MK1 William P. Sellin, D9*
MK1 Edward R. Dzierznowski*
PA1 John F. Igo, D1*
YN1 Cuyler W. Andrews, D11*
YN1 Germaine Buckbee, D9*
PS2 Dennis C. Olsen, D11*
SS2 Margorie A. Vandestadt, D9*
PS2 Edward F. Beacham*

** RET-1 (Retired With Pay)*
*** RET-2 (Retired Awaiting Pay)*

Awards

Coast Guard Achievement Medal
PS1 John R. Schlank, D11

Commandant's Letter of Commendation
QMC Tom Rau, D9
PS3 Steven L. Cook, D11
DC2 Donald R. Champion, D11
PS1 Darrel J. Kandil, D7

CG Meritorious Team Commendation
MSO Tampa, Fla. Sea Partners
LTJG Steven Lang, CWO4 Richard Spurr, CWO4 Clyde Lewis, PSCM Walter Craft III, PS1 Darrel Kandil, PS1 Thomas Koutsis, PS2 Rubin Moye III, PS2 William Frankel, BM2 Matthew Haynie, PS3 Thomas Garry.

CG Recruiting Service Ribbon
CWO3 William T. Siler, D8

Taps

■ **YN1 Ronald Preston Parker**, USCGR, 50, of Louisville, Ky. passed away Aug. 17, 1996. Born in Plant City, Fla., YN1 Parker was a Display Representative for Kraft Foods and a member of Meadow Hill Baptist Church and the Louisville Board of Realtors. A 20-year Selected Reservist assigned to MSO Louisville, he was previously assigned to RU Louisville and was a watchstander for Vessel Traffic System Louisville; he also served on active duty in the Coast Guard during the 1960s. He is survived by his son, Chris, and daughter, Rebecca, both of Louisville, seven sisters and six brothers. Funeral services were held Aug. 26, 1996 with interment at Highland Memory Gardens in Mt. Washington, Ky. with military honors. Expressions of sympathy may be made to the American Cancer Society.

Commandant (G-WTR-2)
United States Coast Guard
2100 Second Street, SW
Washington, D.C. 20593-0001

Forward and
Address Correction Requested

OFFICIAL BUSINESS
Penalty for Private Use $300

Bulk Rate
Postage and Fees Paid
United States Coast Guard
Permit Number G-157