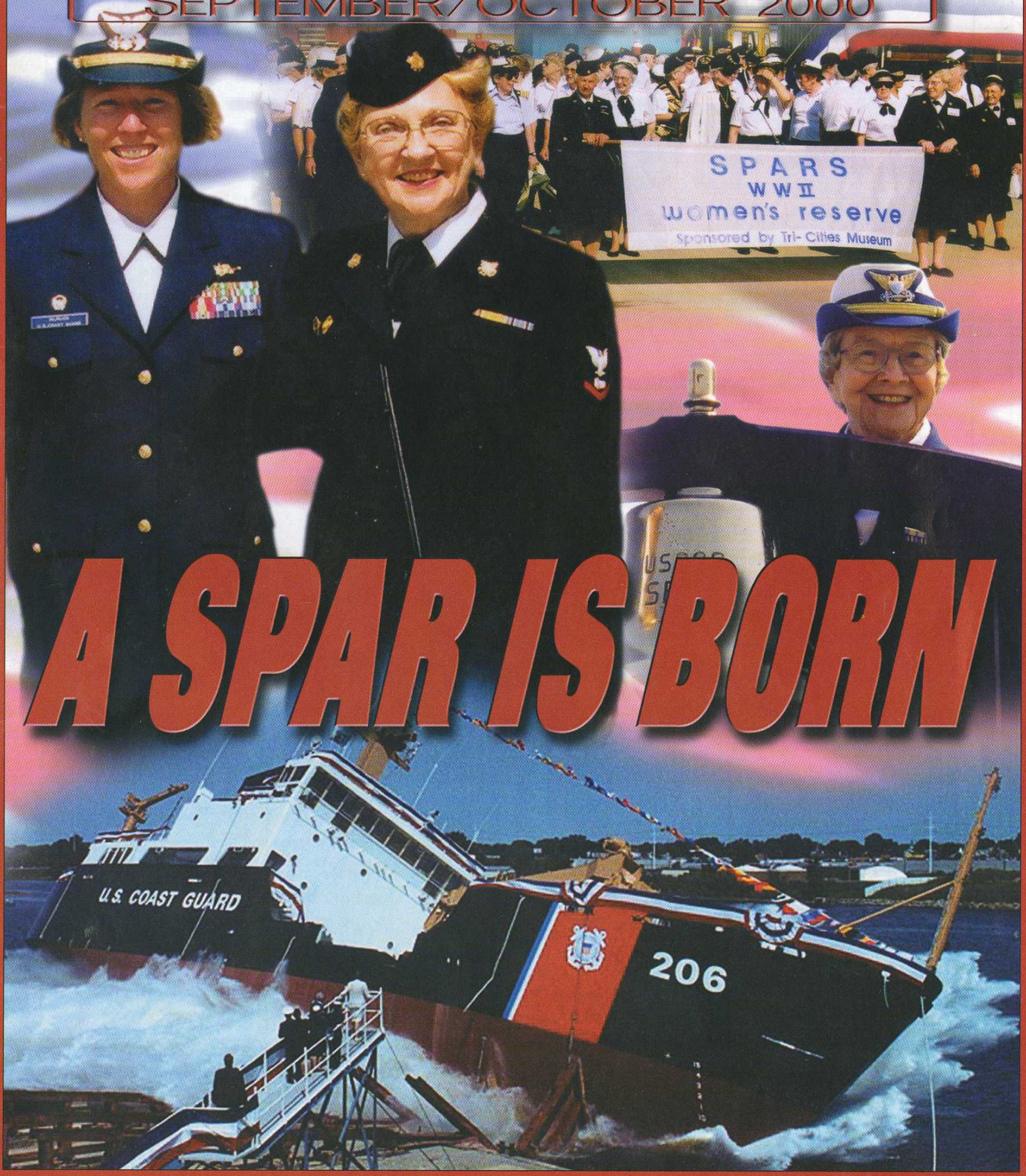
U.S. COAST GUARD

RESERVIST

SEPTEMBER/OCTOBER 2000



A SPAR IS BORN

SEPT/OCT 2000

VOL. XLVII NO. 6

In this Issue

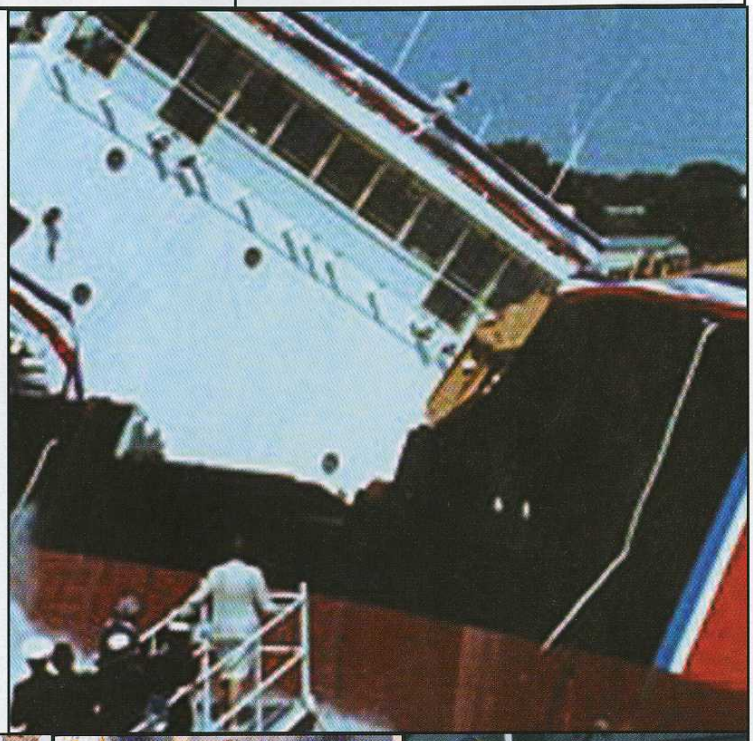
4 Letters to the Editor

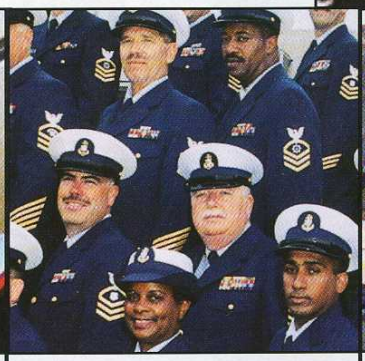
5 License Plate

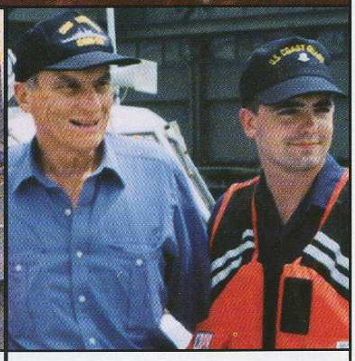
6 View from the Bridge

10
A SPAR is Born

The Coast Guard welcomes the newest member of the fleet.







7
Reserve News
Reserve EPOY gets a hand; Boating in Burlington; Neon Falcon 2000; Teaming with National Champs.

9
Graduations
The latest batch of leaders from the Reserve Chief's Academy.

14
OpSail 2000
A large gathering of sailing ships, who decided to take the scenic route.

22
S.A.R. 4 V.I.P.s
Calls for assistance aren't reserved for just the little people.

23 Advancements

24 Bulletin Board

27 On Deck

THE COAST GUARD
RESERVIST
SEPT/OCT 2000

The Coast Guard **RESERVIST** is published monthly by the Commandant, Director of Reserve & Training, U.S. Coast Guard. It is intended 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. Coast Guard. The editor reserves the right to select and edit all materials for publication.
Send submissions to:

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

Phone: 202-267-1991
1-800-842-8740, ext. 7-1991/1024
FAX: 202-267-4325/4243
E-mail: *ekruska@comdt.uscg.mil*

U.S. Coast Guard Reserve Web Site
www.uscg.mil/reserve

U.S. Coast Guard Web Site
www.uscg.mil

READERS & POSTMASTER:
PLEASE SEND ADDRESS CHANGES TO:
COMMANDING OFFICER (mas)
HUMAN RESOURCES SERVICES & INFO. CTR.
444 SE QUINCY STREET
TOPEKA, KS 66683-3591

ADM James M. Loy, USCG
Commandant, U.S. Coast Guard

RADM R. Dennis Sirois, USCG
Director of Reserve & Training

CDR Dale M. Rausch, USCGR
Chief, Reserve Communications Division
E-mail: *drausch@comdt.uscg.mil*

LT Robert T. Hanley, USCGR
Asst. Chief, Reserve Communications Division
E-mail: *rhanley@comdt.uscg.mil*

CWO4 Susan R. Krisher, USCG
Staff Assistant, Reserve Webmaster
E-mail: *skrisher@comdt.uscg.mil*

PAC Edward J. Kruska, USCGR
Editor, The Coast Guard Reservist
E-mail: *ekruska@comdt.uscg.mil*

PA2 Chris S. Rose, USCGR
Asst. Editor, Layout & Design
E-mail: *crose@comdt.uscg.mil*

Letter from the EDitor & Chief

U.S. Coast Guard photo

SPAR CWO4 Betty Splaine, LCDR Joanna Nunen, prospective CGC SPAR commanding officer SPAR PHO/M3c Lorraine Dieterlie, and myself with the new CGC Spar behind us at Marinette, Wis.

We interrupt our regularly scheduled feature, the annual "citizen-sailor" issue, to bring you coverage of two special one-time events — OpSail 2000 and the launching and christening of the new *CGC SPAR* (WLB-206)! OpSail 2000 is featured with reports from each East Coast city that played host to one of the biggest maritime events in U.S. history — especially in New York City.

It was indeed a special day on Saturday, Aug. 12 in Marinette, Wis. Over 80 World War II SPARs from all over the nation marched in before a record crowd on hand at Marinette Marine Corporation's shipyard to watch the new cutter named in their honor slide into the Menominee River. I think the smiles on the faces of the many SPARs attending were brighter than the summer sun overhead.

For those of you who could not attend either of these events, and for those of you who were involved and want to "relive" the day, it is our pleasure to bring you OpSail 2000 and "A SPAR is Born."

Next month, we'll be back on schedule with the seventh annual "Citizen-Sailor" issue featuring reservists in law enforcement as well as our series on "Coast Guards Around the World."

— ED.

Reservists to the Rescue

My uncle, CDR M. J. Doyle, sent me a copy of the June *Reservist* magazine featuring the rescue of the Lawrence plane crash out of Grand Haven, Mich. I was the guy who first called in the crash. I am glad to see the three Coast Guard Reservists get their due recognition. We were all very lucky to have them available.

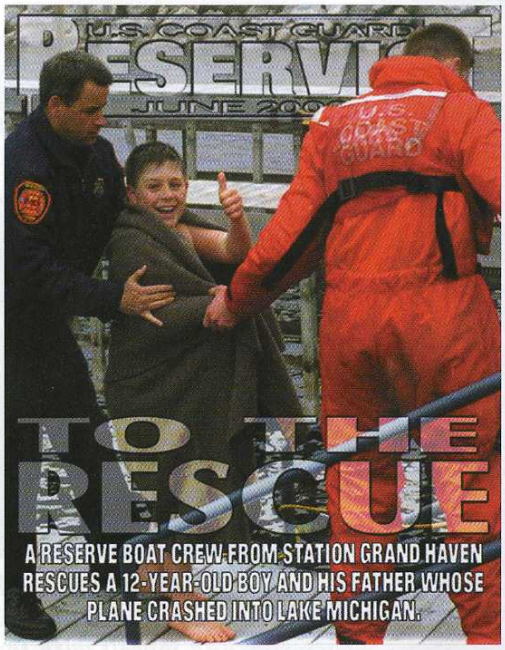
— Dr. Charles Roesch, M.D.
Norton Shores, Mich.

Just wanted to say thanks for another great issue, and to also say thanks for the coverage that you gave our boat crew involved in "Reservists to the Rescue" featured in the June issue. It is a lot more than I ever expected. You would not believe all the people that came up to me, shook my hand and said, "Congratulations, I saw you in the magazine." It was really cool.

— MKC John Anten, USCGR
Hudsonville, Mich.

Very nice job on the June Issue. I was very moved and especially proud of the story "Reservists to the Rescue!"

— MCPO Bill Phillips, USCGR(Ret.)
Portland, Ore.



Thanks from CGMA

On behalf of the Coast Guard Mutual Assistance Board of Control, thank you to all of our members who contributed to our fund raising campaign this year. It is only through generous contributions and the return on investments that CGMA has been able to provide high levels of financial assistance to our fellow members in need. During 1999, nearly 8,000 members of the Coast Guard's family received $5.9 million of assistance during their times of unexpected financial need. Since its inception in 1924, CGMA has provided over $93 million in assistance.

This year, 342 reservists contributed $6,944 during the annual campaign. This compares to 435 contributing $8,642 last year. It's not too late to give if you're still so inclined. Check our Web site (*www.cgmahq.org*) , call us at 1-800-881-2462, or contact your unit CGMA Representative.

— Mr. Carl Mursch, USCG(Ret.)
Executive Director, CGMA
Washington, D.C.

Ed's Note: As of August 31, 2000, 188 Reservists had received $102,922 in total assistance from CGMA for the calender year 2000.

BUC and Other Awards

In a recent letter, BM1 Haven commented that the Bicentennial Unit Commendation (BUC) should be eliminated, a thought with which I strongly agree. After serving for over 27 years in the Navy and Coast Guard and earning medals and awards which were awarded in accordance with the requirements spelled out in the Awards Manual, I feel that just giving out ribbons and medals because someone is in the service with no justification for the member to earn other than being alive and serving is belittling to the individual receiving the award and demeaning to all other service members who served and earned medals and awards.

I received the award but wouldn't wear it as I did nothing to earn it. I believe this goes hand in hand with the other most embarrassing award to win, I believe it was called Y2K. Again there were many people who worked long hard hours to ensure a smooth transition into the 21st century, and these people should receive some letter of commendation which would be appropriate, but not a made-up award.

— LCDR James R. French, USCGR(Ret.)
Ocean Springs, Miss.

Ed's Note: At presstime, there were no plans to create or issue a Y2K medal or ribbon. Personnel who involved with the Y2K rollover, were recognized with service awards.

I found Petty Officer Haven's letter concerning the Bicentennial Unit Commendation interesting and more than a bit troubling. The editor's response was "on-the-mark" and quieted much of the anticipated aggravation alluded to in the good BM1's letter.

Ten plus years ago when the BUC was issued, there was much debate over the award. I personally thought it was a stroke of genius! We in the military are ***very*** limited in what we can do to formally and officially provide "broad-brush" recognition. The BUC was a distinctive way for good ol' Charlie Golf to formally and lastingly recognize each and every member of the organization on the occasion of our 200th birthday.

As time passes and the "old salts" move on to the roles of USCG (Ret.) or USCGR (Ret.), fewer and fewer BUCs will adorn the chests of proud Coasties. Just as I did in 1990, I feel strongly that the BUC is a marvelous way to formally commemorate the passing of the Coast Guard's 200th anniversary — the bicentennial t-shirts have moved to the rag bag, the commemorative flags are packed away and long forgotten, but the BUC lives on as a lasting reminder of our proud history. I will personally mourn the day that the last BUC-eligible Coastie retires.

— CDR Robert L. Desh, USCG
Cleveland, Ohio

Your picture of ADM Willard J. Smith (April/May *Reservist)* from my hometown showed him with nine ribbons plus pilot wings. My military career spanned from 1951 to 1984. At that time, I had eight hash marks, four ribbons plus air crewman wings.

How do the people that you picture in your publication have 18 to 20 ribbons on their breast? Come on, it's peace time.

— AMC Leo Gabier, USCG(Ret.)
Traverse City, Mich.

School Bells for Coasties

On July 19, I spent time visiting a Junior Reserve Officer Training Corps (JROTC) summer school program at one of the local high schools. It didn't take a lot of my time. I proudly put on my uniform and spent an extended lunch hour talking to the kids. As you might expect, they had lots of questions and lots of blank spaces in their futures. These are the ***good*** kids, volunteers for the most disciplined, hardest working activities at their school.

I also called up the local recruiter, and got him to come along. As it turned out, he had been trying to get there for a year, and I was able to open a door. I had been to their classroom before, in addition to making Reserve Officers Association awards presentations at their annual banquets for four years. Until my recent visit, few in this group knew what the Coast Guard does — now they know. I contributed real

world experiences, speaking from a corporately-employed reservist's view. I was also able to describe what I have done and what I do as a drilling reservist. Later, we were asked to return during the school year.

I was happy to do it. Afterward, the recruiter vowed to contact me whenever he couldn't get a door "opened" for the Coast Guard. I'm sure we'll do it again. It was rewarding for all involved. I hope many more reservists try to visit their local schools. Everybody wins.

— LT Charles R. Jones, USCGR
Jacksonville, Fla.

Uniforms and Retirement

Thanks for the issue on retirement planning (April/May). A previous letter writer had asked the question, "When is it acceptable to wear the uniform as a retiree?" Your response was that this and other questions would be answered in the retirement issue. Perhaps I missed it, but I looked for this specific answer and was unable to find it. I realize that most folks don't wear their uniform once they are retired, but I was wondering about such situations as boot camp graduations, military weddings or even career development days in the schools. Any help on this question would be appreciated so I know whether to "retire" my uniform or not. Thank you.

— LT Trevor Hunt, USCGR (Ret.)
Topsham, Maine

Ed's note: The Coast Guard Uniform Regulations (COMDTINST M1020.6D), 1.K.2 outlines guidelines for retired personnel but it is vague on specific situations such as those you asked about. Retirees may wear their uniform if ordered to active duty or while teaching a course of instruction at a maritime academy or in an ROTC program. Retirees are prohibited from wearing the uniform in connection with nonmilitary activities of a business nature. In a foreign nation, do not wear the uniform unless attending ceremonies or social functions when the uniform is required by invitation or by regulations or customs of the country. U.S. Code 10, Section 772 outlines the wearing of the uniform by persons not on active duty. Members of the Armed Forces may bear the title and wear the uniform of their retired grade.

Flying High Aboard Eagle

Having just completed 32 days with the *CGC Barque Eagle* as an MK1 reservist, I wanted to thank you for the posting (on the Reserve Web site) that started me on this adventure. From the time I first spotted her moored dockside at the Academy, I knew I was in for an experience I will never forget. Inside of a week, the regular crew of the *Barque Eagle* accepted me as one of their own. From the day the Captain said I was "out of uniform" and handed me an *Barque Eagle* cover, I felt like a part of the team. The second day at sea found me on the main mast, in the dark, throwing a gasket over a sail. The only light I could see was the white in my knuckles from a very determined grip.

I got qualified as an underway oiler, stood watches, utilized my civilian service background in air conditioning and refrigeration to repair and service the ships' equipment and worked with some of the best young people I have ever met. The ship also used my qualifications as an instructor and I taught classes to the OCS group and the cadets.

To my command, ISC Miami, thanks for the opportunity. To the captain and crew of *Barque Eagle*, my sincere thanks for showing the true meaning of *Team Coast Guard.*

— MK1 Robert T. Delgado, USCGR
ISC Miami, Fla.

Corrections

The pay charts in the July/August 2000 *Reservist* contained an error in the Notes section (blue box on page 18). Note 1 stated that one drill is at least three (3) hours of training. It should read at leastfour (4) hours of training.

LICENSE PLATE

Cody's "Semper Paratus" Lemonade Wagon

This month, *The Reservist* salutes 12-year-old ***Cody Dalske's*** "Semper Paratus" Lemonade Wagon located at Coast Guard Station Sturgeon Bay, Wis. Cody's wagon is a welcome site on hot summer afternoons to the many visitors who pass by the station on the way to visit the lighthouse. His entrepreneurial venture began last year with ice cold lemonade going for 20 cents a glass. Sales were brisk Aug. 12, the day *The Reservist* stopped by for a refreshing glass.

"I open for business around noon on hot summer days and usually stay open until late in the afternoon," said Cody.

Cody says that many Coast Guardsmen at Sturgeon Bay are encouraging him to join the Coast Guard but he hasn't decided yet. If he does join, perhaps he can have some of his FS and SK qualifications signed off for his efforts. Cody is the youngest of three children of ***Rae Lynn*** and ***BMC Tom Dalske***, a 22-year Coast Guard veteran stationed aboard *CGC Mobile Bay* (WTGB 103). The Dalskes live at Coast Guard housing located on the grounds of Station Sturgeon Bay.

Photo by PAC Ed Kruska, USCGR

Cody Dalske

A Note from the Admiral

Dear Shipmates,

Well, summer is over. I hope it was productive yet relaxing for you. It certainly was busy for all of us here at Headquarters, including me. As I write this, I have just returned to the office after six weeks away attending CAPSTONE, an indoctrination program for new flag and general officers.

I thought I'd take a few minutes to bring you up to date on what we've been doing for the Reserve program this summer. For one, initiatives to improve support of the Reserve program are closer to fruition. And, we're making progress toward better aligning Reserve billets with our world of work.

We got off to a great start in June, when I joined our Commandant, ADM Jim Loy, RADM Paul Pluta, Eighth District Commander, and Reserve Force Master Chief George Ingraham in New Orleans, for a "pinning on" ceremony to celebrate the new Port Security insignia. Using the cutter *Resolute* as a setting, insignia were pinned on selected Coast Guard veterans of *Desert Storm* (Kuwait Liberation) and *Uphold Democracy* (Haiti), as well as on personnel who served in PSUs since 1995. It was a very proud moment for everyone.

Seemed like only a few days later I was off to Milwaukee with RADM Carl Moore and RADM Mary P. O'Donnell for the Reserve Officers Association Convention. During the convention, I presented the ROA's "RADM Bennett S. Sparks Total Force Award" to CDR Robert Weil, a reservist assigned to MSO San Francisco Bay, the unit that won this very prestigious award. It was a nice follow-up to the presentation in April by our Commandant, ADM Loy, of a work of Coast Guard art and coastal patrol boat model to the ROA. It will be displayed at ROA headquarters under a loan agreement with the Coast Guard.

In July, I spoke to the 80 senior officers attending the Reserve Components National Security Course here in Washington. Most of the students who attend this course, put on by the National Defense University, come from the other services, but there were a number of Coast Guard Reservists in attendance. This forum presented me with a wonderful opportunity to help educate our sister services about the Coast Guard, including the vitally important Interagency Task Force Report on Coast Guard Roles and Missions. The clip I showed of our helicopter use of force concept to intercept a suspected drug smuggling boat on the high seas was a big hit with the students.

Next, off to CAPSTONE, an intense orientation for members of the upper levels of the federal government, including new flag and general officers. The focus is on national security and helps foster an appreciation of how members of the joint force should interact, as well as an appreciation for the growing importance of the interagency process and players in it. There were several field trips that involved INCONUS and OCONUS travel to receive a firsthand understanding of joint capabilities and challenges facing the unified and functional CINCs.

I was impressed by the professionalism displayed by the men and women everywhere U.S. forces are deployed, including Korea, where I got a firsthand look at what some call the last Cold War hotspot — the Demilitarized Zone. It was especially moving, considering this is the 50th anniversary of the beginning of the Korean War.

Although I was out of the office a lot, there was still plenty of work getting done. I'm happy to report that the Reserve Full Time Support Study (FTS) was forwarded to the Chief of Staff in August. The study, if approved, would do a number of things, including establishing staffing standards for active duty Coast Guard billets that are paid for out of Reserve Training funds.

The Reserve Workforce Structure Board is another long-awaited initiative that is meeting for the first time in Sept/Oct. It will consider changes to the Reserve Personnel Allowance List, or RPAL, to better align Selected Reserve billets with the mission requirements that now exist.

As we move into the waning months of 2000, there are still some big events on the horizon. In Sept/Oct, RADM Carlton Moore, recently retired RADM Tim Riker and I will attend the Reserve Forces Policy Board (RFPB) and Alumni Meeting here in Washington. ADM Loy, along with the heads of the other military services and Mr. Rudy de Leon, Deputy Secretary of Defense, will speak to the RFPB. Additionally, there will be panel discussions and topics of current Reserve Component issues. This forum helps address issues highlighted by Service Reserve Policy Boards and those submitted by the Reserve Component Chiefs.

In October, we'll be honoring Mr. Charles Cragin, Principal Deputy Assistant Secretary of Defense for Reserve Affairs, at a reception at Coast Guard Headquarters. Mr. Cragin, a retired Naval Reserve captain, has been a real friend of the Coast Guard and Coast Guard Reserve.

Well, it's going to be another busy autumn season. Time for the never-ending work on the budget cycle and other issues affecting the Reserve Force. But my staff and I are going to continue working hard to make the Coast Guard Reserve the best it can be, both in terms of what it does for our nation and for its men and women.

By Rear Admiral R. Dennis Sirois, USCG
Director of Reserve and Training

NATIONAL REPOY ASSISTED FOLLOWING N.J. FLOODING

LAKE HOPATCONG, N.J. — When 14 inches of rain fell on New Jersey in less than two hours Aug. 12, the flooding that ensued wreaked havoc. Unfortunately, ***PS2 Jim Cullen's*** home was not spared — the flooding caused extensive damage to his home.

Cullen was the 1999 national Reserve Enlisted Person of the Year recipient, and had been honored at ceremonies during June at Coast Guard Headquarters. He was just returning home from a Boston Navy League dinner in his honor when he discovered the damage.

Enter *Team Coast Guard*, led by ***MCPO John Donovan*** and a 13-member work crew attached to Activities New York. They went to Cullen's residence the following week to help gut it and clean it out. Dry wall was removed and minor electrical work was begun. After a few weeks when things dried out, the group returned to reinstall new insulation and dry wall.

"We just thought of it as taking care of our own and we were glad to do it," said Donovan.

PS2 Jim Cullen, 1999 Reserve EPOY, had his house damaged by a flood.

MCPO-CG Vince Patton publicly thanked the group.

"To Master Chief Donovan, thanks for taking a proactive role in mobilizing the forces to help one of our top performing Coast Guardsmen."

HAPPY BIRTHDAY USCG!

CAPT Jeanne Gleason, USCGR(Ret.), left, cuts a "Happy 210th Birthday U.S. Coast Guard" cake along with MCPO-CG Vince Patton at a "Salute to the Coast Guard" sponsored by The Reservist Magazine on Aug. 2 at Headquarters. Gleason, a SPAR during World War II, retired in 1978.

Photo by PAC Ed Kruska, USCGR

BOATING IN BURLINGTON...

Photo by Col. George Murati, U.S. Army

Charles L. Cragin, Principal Deputy Assistant Secretary of Defense for Reserve Affairs, successfully docks a 41-foot Utility Boat from Station Burlington, Vt. after a short patrol within the local operating area Aug. 12. Making the patrol with Cragin are Coast Guard Reservists, left to right, BM2 Dave Cass, MKC Boris Von Stritzky and MK3 Jeff Kieslich. Cragin visited the unit recently to review how the command trains and qualifies reservists assigned to Station Burlington.

HDC 114 Participates in Neon Falcon 2000

PERSIAN GULF — Twenty two members of Harbor Defense Command 114, a composite U.S. Navy and U.S. Coast Guard Reserve unit based in Long Beach, Calif., deployed to the Persian Gulf recently to participate in *Neon Falcon 2000*, a joint multi-national exercise. *Neon Falcon,* which included 7,000 participants from the United States, Bahrain, France and the United Kingdom, was a large-scale naval exercise conducted to promote bilateral training among participating nations.

During the exercise, HDCU 114's Commanding Officer, ***CAPT Bill Hall***, USNR, served as the Harbor Defense Task Group Commander, responsible for implementing an effective defense of port and pier facilities in Bahrain. HDCU 114 worked in concert with Inshore Boat Unit (IBU) 16 from Pensacola, Fla. and Mobile Inshore Undersea Warfare Unit (MIUWU) 103, based in Alameda, Calif. The U.S. harbor defense units worked with harbor defense forces of the Bahrain Amiri Navy and Coast Guard.

"I'm very proud of the way the combined Naval Coastal Warfare forces met the significant challenge and successfully accomplished our assigned mission," said Hall. "Demands were immediately placed on the men and women of the joint U.S. Coast Guard/Navy HDCU, MIUWU 103 and IBU 16 and were operating on a round-the-clock basis within 36 hours of arrival in-country for *Neon Falcon*. Pulling together, our troops were able to fulfill all the objectives of the exercise."

In addition to providing force protection for the multinational force, HDCU members participated in critical chemical, biological and radiological (CBR) training, designed to enhance survivability in the event of an attack. HDCU, MIUWU and IBU members also conducted joint training with the Bahraini Defense Forces, developing important relationships with key members of the Bahrain Amiri Navy.

HDCU 114 was originally commissioned in Honolulu, Hawaii and was relocated to Long Beach in April 1999. *Neon Falcon 2000* represented the first major deployment of the unit since its move to Long Beach.

— By LT John Garofolo, USCGR

Greetings from Grand Haven

Photo by PAC Ed Krusha, USCGR

Barb and Jerry Smith stand outside Coast Guard Festival Headquarters after concluding another successful Festival in Coast Guard City, USA. Jerry, a retired commander in the Coast Guard Reserve, has been the Festival's Executive Director for six years while Barb serves on the Festival committee. The Festival lasts 10 days but planning is continuous for the annual event.

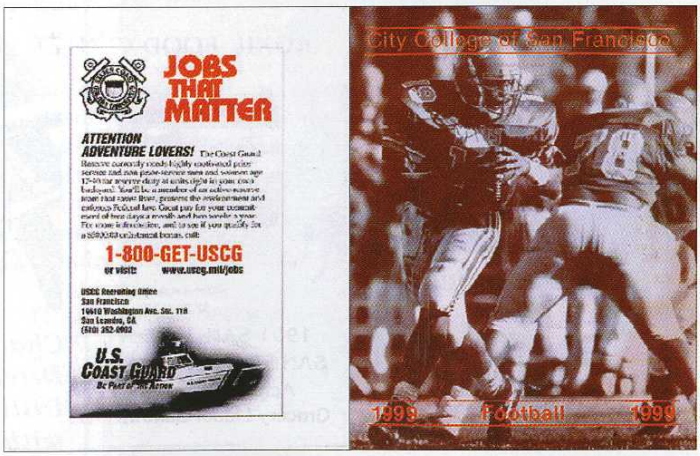
Teaming Up with National Champs

SAN FRANCISCO — If you attend any home football games this fall at the City College of San Francisco, you might be pleasantly surprised to find a full-page Coast Guard Reserve recruiting ad on the back of the school's football program. Last year, the Rams were named national junior college champions last year with a perfect 12-0 record, the ad on the back cover of their program belonged to the Coast Guard Reserve — *Jobs That Matter*!

How did that come about? In the spring of 1998, recruiters from the San Francisco office, ***SK1 Enemias Rocha, Sr.*** and reservist ***BMC Michael T. Uland*** met with ***Robert Balestreri***, CCSF Dean of Admissions and Records, and ***Dan Hayes,*** CCSF football offensive coordinator.

"We discussed how to increase our presence on campus and decided on an ad in the football program," said Uland. "We were too late to secure funds for the fall 1998 program, but secured funds for the fall 1999 program."

This fall, the Coast Guard Reserve ad will again occupy the back cover of the CCSF football program — two great teams working together.



Perhaps head coach ***George Rush***, who has led CCSF to a 102-11 record during the 1990s summed it up best. "U.S. History is my favorite subject," said Rush. "I have always admired the Coast Guard for its contribution to our country. I am *honored* to have their ad on the back cover of our program."

CPO Academy Reserve Class 9

Photo courtesy of CPO Academy

Reserve Class IX of the Chief Petty Officers Academy graduated June 29 following two weeks of leadership training in New London, Conn. Front row, l to r: CPO Kenny McDaniel, CPO Brendan Kerin, CPO Kim Mathers, CPO Richard Krug, CPO Mike Cleary, CPO John McFadyen, CPO Ron Peregrin, CPO Rich Hines (CPOA staff). Second row, l to r: CPO Joe Benning, CPO Steve Gager, CPO Lori Cook, CPO Kirk Harold, CPO Tim Jasina, CPO Jake Marriner. Third row, l to r: SCPO Gordy Yowell (CPOA staff), CPO Sam Allred, CPO Rich Publik, CPO Grant Ball, CPO Herb Showalter, CPO Rick Blais, SCPO Mark Thomas (CPOA staff). Fourth row, l to r: CPO Jeff McKenna, CPO Ted Stacy, CPO Alan Hayes, CPO Mark Finkenbinder, CPO Tony Wiggins. Back row, l to r: Master Sgt. Eris Mackey (CPOA staff), CPO Jane Akers, CPO Mike Edwards, CPO Jeff Lane, CPO Joe Pasqua, CPO Jerry Teeney, CPO Neil Evans, CPO A.J. Ford, CPO Dan Costello (CPOA staff).

CPO Academy Reserve Class 10

Photo courtesy of CPO Academy

Reserve Class X of the Chief Petty Officers Academy graduated July 27 following two weeks of leadership training in New London, Conn. Front row, l to r: SCPO Peter Stevens (CPOA staff), CPO Margaret Rankin, CPO John Hart, CPO Penny Collins, CPO Anthony King, CPO Ciro Sinagra, CPO Jamie Rambo, CPO Randi Ward, CPO Suzanne Kurtich, MCPO Sandy O'Toole (CPOA School Chief). Second row, l to r: CPO Scott Kendrick, CPO Frank Gorman, CPO Joe Faney, CPO William Bunting, CPO Jerry Saunders, CPO Glen Fuhs, CPO Rob Wanser, CPO Dan Piszczatoski. Third row, l to r: SCPO Gordy Yowell (CPOA staff), CPO Paul Roberts, CPO Ken Thompson, CPO Joe Bryant, Jr., CPO Mike Holmes, CPO Paul Citek, CPO Tony Lashley, CPO Cathy Squires, SCPO Mark Thomas (CPOA staff). Back row, l to r: CPO Chuck Barclay, CPO Tom Geiger, CPO Mike Dubro, CPO Nick Kaveski, CPO Mike Allgaier, CPO Paul Schultz, CPO Mike Pallon (CPOA staff).

A SPAR

JUNIPER CLASS SEAGOING BUOY TENDER
CGC SPAR (WLB 206)

MISSIONS

Aids to Navigation, Marine Environmental Protection, Search and Rescue, Domestic Ice Breaking

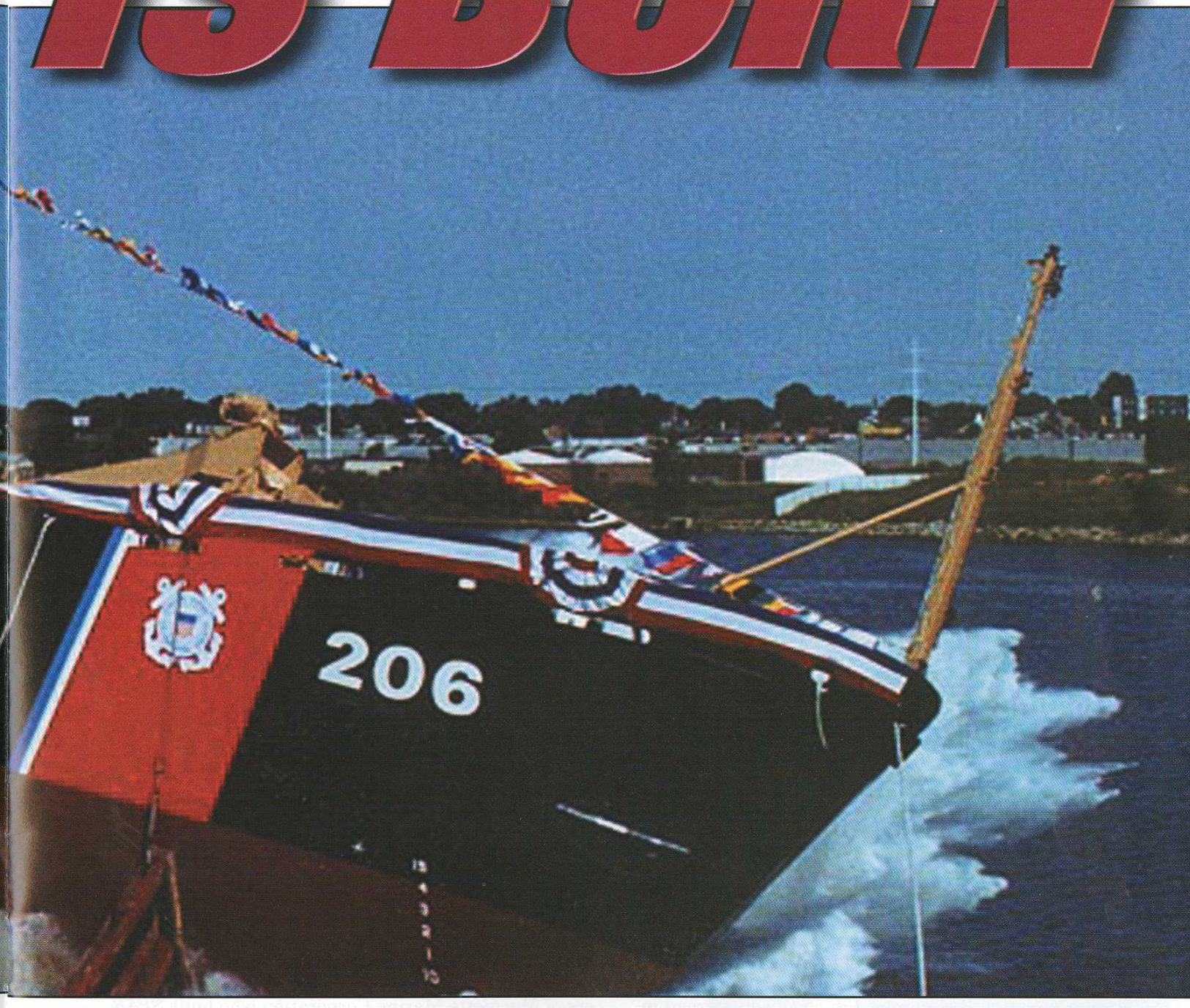
PRINCIPAL CHARACTERISTICS

Length	225 Feet
Beam	46 Feet
Draft (Full Load)	13 Feet
Displacement (Full Load)	2,000 Long Tons
Buoy Deck Area	2,875 Square Feet
Officers	6
Enlisted	34

EQUIPMENT

Main Engines	2 CAT 3608, 3100 BHP @ 900 RPM
Propulsion	Single Shaft, Bird Johnson CP Prop
Thruster	1 Bow 460 HP/DC Fixed Pitch
	1 Stern 550 HP/DC Fixed Pitch
Power Generators	2 CAT 3508 450 KW
	1 Gear Driven DC 800 KW
Crane	20-Ton Hydraulic
	60-Foot Telescoping Beam

IS BORN



By PAC Edward J. Kruska, USCGR

A record crowd watched and cheered as the *Coast Guard Cutter SPAR* slid sideways and splashed triumphantly into the Menominee River on a brilliant sunny Saturday in Marinette, Wis. Aug. 12. The ship's sponsor, U.S. Attorney General Janet Reno, had christened the Coast Guard's newest 225-foot seagoing buoytender just seconds earlier.

"I christen thee U.S. Coast Guard Cutter *SPAR*, and may God bless all the men and women who sail on her. I know you'll be able to do anything you really want to do," said Reno as she broke the champagne bottle over *SPAR's* bow.

Along with Reno were several other high-ranking national officials, but the day really belonged to the over 80 SPARs of the Coast Guard Women's Reserve in attendance.

Among them was Lorraine Dieterlie, of Fairfax, Va., who helped organize the event along with SPARs CAPT Jeanne Gleason and CWO4 Betty Splaine. Following the decommissioning of the original *CGC Spar* in February 1997, Dieterlie launched a letter-writing campaign asking then-Commandant ADM Robert Kramek, to name a new cutter in honor of the SPARs.

It worked!

Dieterlie and Splaine were part of the official party and sat on stage with Reno, Sen. Herbert Kohl (D-Wis.), U.S.

Rep. Bart Stupak (D-Mich.), VADM Timothy Josiah, Coast Guard Chief of Staff; RADM Mary P. O'Donnell, USCGR; CDR Patrick Stadt, Commanding Officer of USCG Project Resident Office Marinette; LCDR Janet Nunen, the prospective Commanding Officer of *CGC SPAR*; Mr. Dan Gulling, President and CEO of Marinette Marine Corporation; and the Chaplain, LCDR Ben Brown of ISC Kodiak, Alaska.

"The launching of the *SPAR* was truly a special day, one of the highlights of my life," said Dieterlie, who also rang the bell from the first *CGC Spar* along with Splaine, O'Donnell and Nunan during the ceremony.

Just as they did in 1942 when they answered the call, the SPARs once again rose to the occasion in Marinette. From across the nation, SPARs began converging on this town of 11,000 at mid-week filling two local hotels. By Saturday, they were ready, as always — to march! Dressed in white blouses and dark skirts, the SPARs marched in before an appreciative audience under the direction of CDR Page Croyder, USCGR(Ret.).

"I have never felt prouder in my 23 years of service than to march with the SPARs at the launching of their cutter," said Croyder.

Once they marched in, the SPARs were given front row seats. Next to them were television cameras from several Wisconsin television stations who reported the event on the evening news. Meanwhile, a Coast Guard Auxiliary boat and Station Sturgeon Bay's 41-footer patrolled the Menominee River while sales of *CGC SPAR* hats were brisk.

Official Coast Guard photo by Val Ihde

Janet Reno, the U.S. Attorney General and sponsor of the CGC Spar, breaks a bottle of champagne against the hull to officially christen the latest Coast Guard cutter.

A color guard comprised of BM3 Daryl Fleck, MK2 Keri Petrilli, BM3 Dan Parsley and SN Dave Durfee of Station Sturgeon Bay marched in on the dusty road in front of the cutter. Following the playing of the national anthem by the Coast Guard band and posting of colors, LCDR Ben Brown, Chaplain of ISC Kodiak, Alaska stepped to the podium.

"We remember the 11,000 members of the United States Coast Guard Women's Reserve," said Brown. "Beginning on that November day in 1942, they were summoned by their country, whose voice they heard with boundless generosity and energy...."

CDR Stadt then welcomed the overflow throng that even lined the opposite side of the river in Michigan. He then read a letter from the Commandant, ADM James M. Loy:

"Three years ago, my predecessor made a promise to continue the legacy of our Women's Reserve by naming a new ship in their honor. Today, I am proud to fulfill that promise and recognize that special generation of women — the SPARs...."

Following speeches by Gulling, Kohl and Josiah, prospective *SPAR* CO, LCDR Joanna Nunan, addressed the crowd.

"One of the privileges of command is having bells rung whenever I'm coming and going from the ship," said Nunan, her voice at times breaking. "Before long, it'll be 'Ding, ding, now, *SPAR* arriving,' and it will sound like they're saying 'a SPAR is arriving.' For a vicarious instant, I get to become one of you; I get to insert myself into the company of legends. In christening this ship, the *SPAR*, the Coast Guard salutes you for undertaking an adventure when your country needed you most...when I hear those bells and 'Now, *SPAR* arriving,' I will always think of you."

As she began her keynote address, Reno joked that SPARs Splaine and Dieterlie "have kept me going all morning, you couldn't have picked better representatives." Reno said her speech had a three-fold mission. First, she saluted the SPARs, who she said stepped forward when their country needed them and that 80 of them are sitting down there now, pointing to the SPARs in the audience.

"I salute you, I honor you, and I thank you for opening the doors for me and thousands of others across this land," said Reno.

Reno said that because of the SPARs, because of the WASPs, she was Attorney General now, and it wouldn't have been possible without them. Reno's aunt served as a WASP (Women's Air Force Service Pilot) and had inspired her as a 7 year old. She also saluted the workers of Marinette Marine Corporation who built *SPAR*.

"You have built a great vessel and I am proud to sponsor what you have done," she said.

Reno's second and third missions were to salute the U.S. Coast Guard and to christen *SPAR*.

Usually after a launching, the crowd quickly dissipates but instead, Splaine and Dieterlie led the crowd in an enthusiastic rendition of "When a Coast Guard Girl Walks Down the Street." After a picture-taking session with the SPARs, Reno then toured the new cutter.

"I really think she enjoyed herself," said Splaine reflecting on the day's events that included a luncheon at Riverside Country Club in Menominee, Mich. and an evening reception at Rail House Restaurant & Brewery

Photo by PAC Ed Kruska, USCGR

in Marinette.

CGC SPAR will now be outfitted before heading to its homeport of Kodiak, Alaska, where it will be commissioned in 2001.

"This event was one of the most memorable events I've ever been involved with," said reservist SKC Cathy Jones, who served on a joint planning committee with members from Public Affairs, Acquisition, Reserve Affairs, Leadership and Development, and Pro-Marinette.

Above: Janet Reno poses with some of the over 80 SPARs who attended the launching. Right: Prospective CGC SPAR commanding officer LCDR Joanna Nunen makes her remarks at the ceremony.

Photo by PAC Ed Kruska, USCGR

Perhaps SPAR Janet Bayer of Tucson, Ariz. expressed best how the many SPARs felt in a thank you note to Jones and several others:

"I want to thank all of you who put forth so much effort into making the launch of the *USCGC SPAR* the resounding success it certainly was! We all appreciate everything that was done for us so much! I have been proud of a lot of things in my life but never have I been more proud than I was to stand with 79 of my fellow ex-SPARs and see that ship launched and hear the wonderful things that were said about us. I was overwhelmed by the graciousness of Ms. Janet Reno and the invocation and speeches made. I ran out of Kleenex early on! There certainly cannot be any youngsters among the 80 who attended and in what time is left for us, we will cherish the memory of the *SPAR* launching as a super highlight of our lives. We were so proud — of ourselves and all of you! Thank you!"

If it's true that the first shall be last, it's only fitting that the *first* Director of the Women's Reserve, 101-year-old CAPT Dorothy C. Stratton of West Lafayette, Ind. have the *last* word as "A SPAR is Born" and takes its place among the Coast Guard fleet. Though she could not attend, a letter from Stratton was read at the luncheon. Part of it read:

"The launching of the new *USCGC SPAR* (WLB 206) honors the rich heritage of the Coast Guard and its respect and appreciation for the Women's Reserve. The pride that I feel today along with my fellow SPARs is immeasurable.... Our numbers decrease with the passage of each day, however, the SPARs continue to be a part of the Coast Guard in spirit and pride. As today's crew walks across the brow towards its new mission, may you and all future crews stand proud and serve knowing that each and every one of you is held in the hearts of every SPAR."

OPSAIL 2000

Photo by PA1 John R. Gaffney, USCGR

When President John F. Kennedy founded Operation Sail in 1961, he probably never dreamed what he had set in motion. OpSail, as it is more commonly referred to, is America's representative to the international tall ship community. Past OpSail events have been held to celebrate the World's Fair in 1964, America's Bicentennial in 1976, Statue of Liberty Centennial in 1986 and the Columbus Quincentennial in 1992. This year's celebration welcomed the new millennium.

OpSail drew 5,000 sailors and ships from more than 60 nations. Ports of call included San Juan, Puerto Rico; Miami, Fla.; Hampton Roads, Va.; Baltimore, Md.; Philadelphia, Pa.; New York, N.Y.; New London, Conn.; and finally Portland, Maine. Though not an official part of OpSail 2000, *Sail Boston* was also held in July and their story is also included. Please keep in mind that the stories that follow are snippets written by various Coast Guard representatives from each OpSail city, and are not intended to cover the vast spectrum of events held in each city. They do, however, include local web sites as well as a general overview of the Coast Guard's participation. For an OpSail overview and more photos, please check out *www.opsail2000.org/*

San Juan, Puerto Rico

May 25-29

By LTJG Roberto Torres, USCG

OpSail 2000 kicked off during the third week of May with the arrival of several of the world's tall ships in San Juan harbor. It was most appropriate that San Juan be the starting point for one of the largest sailing events the world has ever seen. After all, it was Christopher Columbus who discovered San Juan in 1493, and it is the oldest city under the U.S. flag. It is currently the center of Caribbean shipping and second largest seaport in the U.S. after New York.

Throughout the event, Old San Juan hosted thousands of visitors from 44 nations. Up to a million people were on hand to tour the over 30 Class A tall ships that arrived in full glory, including the United States Coast Guard's *Barque Eagle*, Colombia's *Gloria*, Chile's *Esmeralda*, Venezuela's *Simon Bolivar*, Uruguay's *Capitan Miranda*, Ecuador's *Guayas*, Portugal's *N. E. Sagres*, and the Netherlands' *Oosterchelde*, amongst others.

Team Coast Guard was in full operational status. A mix of active duty, reservists, auxiliarists, and civilians all participated in the preparation and safe execution of the event. They provided harbor security, protected the harbor from pollution, monitored the waterways, provided SAR response, and served as command post for all the other agencies involved.

At the conclusion of OpSail 2000 in San Juan, a fantastic fireworks display preceded the ships departing the harbor via the Parade of Sail where, under full sail, they transited from east to west in front of the famous El Morro and San Cristobal castles. This once in a lifetime event was witnessed by tens of thousands of spectators from ashore, aboard other vessels, and from several aircraft. *(www.regatta2000pr.com)*

Miami, Florida

June 7-10

By CDR Kristin Corcoran, USCG

Next stop was Mainland USA when OpSail 2000 charted a course for Miami. Led by Juan Ponce de Leon's *Santiago* and her sister ships, the ships docked at the Port of Miami-Dade.

The Coast Guard, which had planned for this event for a year, was out in full force. Supporting Coast Guard assets here included 12 Auxiliary platforms, eight 41-footers, 10 non-standard boats, four 110s, and one 87-footer. Miami may not have been as big as OpSail New York, but still, approximately 50 reservists were involved, many of them serving via their IDT.

CGC Harriet Lane (WMEC 903) hosted more than 3,500 visitors for tours and also participated in the Parade of Sail as it had done in San Juan.

The Coast Guard assisted with security and safety during the fireworks display on June 9 and the outbound parade on June 10. Miami's event was "laid back and low

Opposite page: USCGC* Barque Eagle*, moored at San Juan harbor, the first stop of OpSail 2000.

Right: Team Coast Guard at its best, (clockwise from l:) MST3 Rich Lavendar,USCGR; Mr. Catinchi, USCGAUX; BM2 Richard Loos, USCG; Mr. Lopez, USCGAUX; BM3 Nick Pavlik, USCG; make up this boat crew on patrol in San Juan harbor during OpSail 2000

Photo by YNC Dianne Lacava, USCGR

Photo by PA3 Kimberly Wilder, USCG

Overhead view from an HH-65 Dolphin helicopter during OpSail 2000 in Portsmouth, Va.

key," but Miami is used to this kind of event. They regularly host the Air-Sea show in May, the Columbus Day Regatta (comparable to a Mardi Gras on the water) and Winterfest is held in nearby Fort Lauderdale each year as well. *(www.opsailmiami2000.com)*

Hampton Roads, Virginia

June 16-20

By LANTAREA Public Affairs

As the OpSail 2000 fleet moved north up the coast to the Hampton Roads area, it sailed by spectators spread out along the shores of Virginia Beach, Norfolk, Portsmouth, Chesapeake, and Hampton on June 16. The remainder were bobbing in hundreds of small craft along the parade route. One of the parade's escort ships was *CGC Harriet Lane.*

Hampton Roads history began in 1607 when the *Susan Constant, Godspeed* and *Discovery* landed on the south shore of the Chesapeake Bay at Cape Henry, located at the Army's Fort Story. Nearby Jamestown was established by Captain John Smith that same year, the first permanent English settlement in America. Now, Norfolk is home to the world's largest Naval Base and Coast Guard assets increased dramatically when Governors Island closed and LANTAREA moved its operations here in 1997.

After the Hampton Roads Parade of Sail, *Harriet Lane* along with all the tall ships, were moored in five area cities where they were open for public tours. While in Hampton Roads, the *Harriet Lane* acted as a sector waterside security coordinator and also hosted 50 volunteers from the Children's Hospital of the Kings Daughters. Meanwhile, some active duty Coast Guardsmen were part of a group that made history come alive on the Portsmouth waterfront by being members of the ship's company of *CSS Virginia* and *USS Monitor*. They are part of the Tidewater Maritime Living History Association. *(www.opsailvirginia.com)*

Baltimore, Maryland

June 23-29

Because Baltimore and Philadelphia shared the same dates for OpSail, they split the large fleet of tall ships. Baltimore, the furthest inland port on the eastern seaboard, provided an exciting venue for maritime events with its Inner Harbor and ever changing and expanding waterfront. OpSail Baltimore was produced by Sail Baltimore, the mayor's official committee for visiting ships.

More than two dozen tall ships docked in the Inner Harbor and Fells Point for the week-long international maritime extravaganza celebrating the millennium. Tours, welcome ceremonies, Inner Harbor festivities and entertainment, cultural celebrations, a Parade of Sail, kids' programs, a Captain's Ball, concerts and the world's largest crab feast were some of the weeks activities. Support for the festivities was provided by 40 federal, state and local agencies including 680 total personnel, 200 assets and 350 patrols. *(www.opsailbaltimore.org/opsail/)*

Philadelphia, Pennsylvania

June 23-29

Pennsylvania's namesake William Penn landed here in 1682 and the City of Brotherly Love hosted a tall ships event to commemorate that event in 1982 and then again in 1992 for the Columbus Quincentennial. So, they are not strangers to tall ships. In fact, Philadelphia has the distinction of being the only city in the U.S. represented by a Class A tall ship, the barkentine *Gazela of Philadelphia.*

Group Philadelphia was involved for OpSail Philadelphia as well as at Wilmington, Del. for Tallships

Delaware 2000 from June 23-25, with two separate Parades of Sail June 23. CG forces included the *CGC William Tate*, three WPBs, three WYTLs, 10 UTBs, one ANB, six non-standard boats, and 64 Auxiliary facilities. More than 200 auxiliarists and 35 reservists were here in support of the events. The harbor patrols for the days ensuing the Parades of Sail were also responsible for saving one life in Philadelphia and one in Wilmington.

With that and its Colonial American roots, Philadelphia opened its waterfront to 19 tall ships once again. They tied up at Penn's Landing, the Navy Base and Wiggins Park in Camden, N.J. The Parade of Sail kicked off OpSail Philadelphia 2000 on June 23 and fireworks graced the skies that same night. Ships were open for public tours each day. Coast Guard Group/MSO Philadelphia provided shoreside security and safety while Coast Guard Auxiliary flotillas were also on hand to assist. Farewell fireworks were held on June 28 before the Outbound Parade of Sail on June 29.
(www.philadelphia.org/events/opsail/opsail.shtml)

New York, New York

July 3-9

By PAC Ron Cabral, USCGR

It began with a question from PACS Bruce Pimental, "Wanna go to the Big Apple and shoot a few pictures?" Since it was my last ADT before retirement, I soon found myself assigned to report to the *Eagle* as a media coordinator and on board photographer during the parade of tall ships into New York Harbor. I was also assigned to help cover the arrival of DOT Secretary Rodney Slater's visit to Coast Guard assets over in Bayonne, N.J. on July 3.

The role of the Coast Guard in OpSail 2000 was to keep the event safe and to ensure the safety of thousands of recreational boaters who would be out on the water. At New York, the Coast Guard brought in 32 cutters, called in 600 reservists and 450 auxiliarists to blend with 500 local active duty personnel and 200 temporarily assigned active duty people. Boat crews came from as far away as Florida, Virginia, Maryland, and Upper New England. Many boat crew teams were housed in the tower dorms at Wagner College — a private school in nearby Staten Island.

At 4:30 a.m. on the Fourth of July, I found myself underway on the *CGC Marcus Hannah* out to Sandy Hook to board *Eagle* which served as the flagship for the various OpSail 2000 tall ship reviews. On board *Marcus Hannah* were about 100 NROTC students from the New York City area, actor John Amos, and numerous members of the media. Also on board were three individuals from Sotheby's, the auction company based in New York. They were carrying an original copy of our *Declaration of Independence*. The copy, which recently sold for $7.8 million, was placed on display in the ward room of *Eagle* during the tall ship parade. At the end of the day I was back at the Coast Guard Battery building and was invited up to the roof to view the fireworks going off in front of the Statue of Liberty. As the fireworks were going off in the warm summer night, I thought to myself, "it just doesn't get much better than this."

When the Grand Parade of Sail began on the Fourth of July, millions of New Yorkers lined the waterfront and hundreds of thousands of boats were on the water in New York's largest maritime event in history. One observer said that there were more ships sailing into New York harbor than existed in the Spanish Armada! Sixteen class A tall ships, 20 class B and about 25 class C tall ships all majestically paraded by President Clinton as he observed from the flight deck of the aircraft carrier *USS John F. Kennedy*.

Out in the harbor, a Coast Guard boat crew led by CG Reservist BM1 Norman Kiaunis of Station Curtis Bay, Md. came to the aid of the former Chief of Naval Operations ADM Jay Johnson and Sen. John Warner (R-Va.) when the barge they were on ran out of gas (see pg. 22).

To see all these sailing ships at one time was to be transported back 200 years — it was very surreal. All manner of naval vessel from many countries also participated. After all ships had docked in Brooklyn, Staten Island, Manhattan and even Ellis Island, thousands of sailors in their dress whites hit the streets for liberty in New York. It looked like it might have been right after World War II with what seemed like a sailor on every block.

I saw many of the famous New York sites and my ADT tour was complete when I was able to take the New York subway, ride a city bus, and hail an NYC cab. I have never

Photo by PAC Ron Cabral, USCGR

A Coast Guard 41-foot utility boat on patrol in NewYork harbor for OpSail 2000. The Navy aircraft carrier USS John F. Kennedy looms in the distance.

had an ADT like this one and wish I could have many more in the future. But as George Harrison said, "All things must pass" and in January 2001 I will make my exit after 26 good military years with the last 20 in the Coast Guard which I have come to love a great deal. It was a great way to spend my last ADT. *(www.opsail2000.org/web/portinof_newyork.html)*

New London, Connecticut

July 12-15

By YNC Peter Stevens, USCGR

One of New London's city slogans is that it's "full of surprises!" And so it was when OpSail came to the home of the Coast Guard Academy and homeport of *CGC Eagle* for the very first time! The Connecticut version of OpSail 2000 took place in New London Harbor and was highlighted by a Parade of Tall ships on the morning of July 12. The largest crowd ever seen in New London's 353 years came out for the parade under sunny, bright skies. The parade came from Niantic and went east along the coast into the Thames River and New London area.

The following two days, with the weather still picture perfect, lines were long at the city and state piers. Huge crowds toured the majestic tall ships from all over the world, including *Eagle* which was tied up at city pier.

Meanwhile, nearby Fort Trumbull welcomed crowds to their living history encampments. One of their performing guests was a Revenue Cutter Service Civil War period reenactment group from Norfolk, Va. The 14-member group, called the Tidewater Maritime Living History Association in Virginia, included three active duty Coast Guardsmen and a civilian who worked for the Coast Guard (CWO4 Allen Mordica, CWO4 Jim Brigdon, EMCM Alan Bulejcik and Mr. John Newton).

"The public wanted to know more about the life of sailors during the age of sail and we portrayed the crew of the Revenue Cutter *George Campbell* stationed in New London from 1856-65," said Mordica. "We met thousands of people and it was overwhelming but very rewarding, especially when people would verbally express that they didn't know about the Revenue Marine and the link with the modern day Coast Guard." *(http://members.xoom.com/tmlha).*

Also at Fort Trumbull, the Coast Guard set up recruiting booths and displays. Meanwhile, auxiliarists and reservists stood watch at the Academy and at Station New London. In typical Coast Guard fashion, the Coast Guard worked behind the scenes ensuring safety and security on the waterways. Station New London performed many of the operations with assistance from Group Long Island Sound. The recreational boat "overload" that was feared by OpSail officials didn't materialize thanks in part to good planning.

Neighboring Groton also played host to OpSail with several tall ships putting down the gangplank there as well. Groton, home of the Coast Guard's Research and Development Center, showcased live entertainment on floating docks in the Thames River.

After three gorgeous days, the final day here turned overcast, then windy and rainy. But neither gusty winds nor a drenching rain could keep the crowds away nor their enthusiasm down on the night of the grand finale fireworks display July 15. Sponsored by Mashantucket Pequot Tribal Nation, the $200,000 fireworks extravaganza wowed thousands of onlookers.

All in all, OpSail organizers here said an estimated 850,000 people attended over the four days. Some longtime OpSail participants commented that New London was "one of the best organized events they'd ever been involved with."

USCG photo by PA1 Steve Aitkins, USCGR

The Coast Guard* Barque Eagle *sails past the Statue of Liberty in OpSail festivities parade of ships.

The 145-foot *Californian* was the first to sail into the city's harbor and the Long Beach-based official tall ship of California recently named New London its official East Coast homeport, returning in Sept/Oct for public cruises. It is a replica of an early Revenue Marine cutter, and the ship's design was housed at the Coast Guard Academy. For a virtual ride aboard the ship, visit *www.californian.org*; for OpSail Connecticut, visit *www.opsail2000ct.org*.

Portland, Maine

July 28-31

By LCDR Joe DiRenzo III, USCG

Portland was the last OpSail port of call, and organizers here might like to think of it as the "Maine" event. Although not necessarily the biggest tall ship gathering of the year, OpSail Maine 2000 may have provided one of the best examples of *Team Coast Guard* working together to fulfill Group Commander's [CAPT T.J. Meyers, USCG(Ret.)] vision of a "safe and fun" event with a minimal impact on the users of Casco Bay.

Held in Portland, a city of approximately 65,000, 30 members of the Coast Guard Reserve served in every conceivable capacity. From the Officer In Charge of the Incident Command Post (LCDR Bruce Bruni), to Station South Portland's BM2 Lance Hanna who was underway for several maritime events on the station's motor lifeboat, reservists served in critical watchstanding and operational roles.

OpSail Maine 2000 was the largest maritime event ever held in Maine. The centerpiece of the three-day event was the Grand Parade of Sail (which included three Class "A" vessels led by *CGC Eagle)*. The parade drew 140,000 spectators and over 500 pleasure craft. For a community the size of Portland, this was a major undertaking.

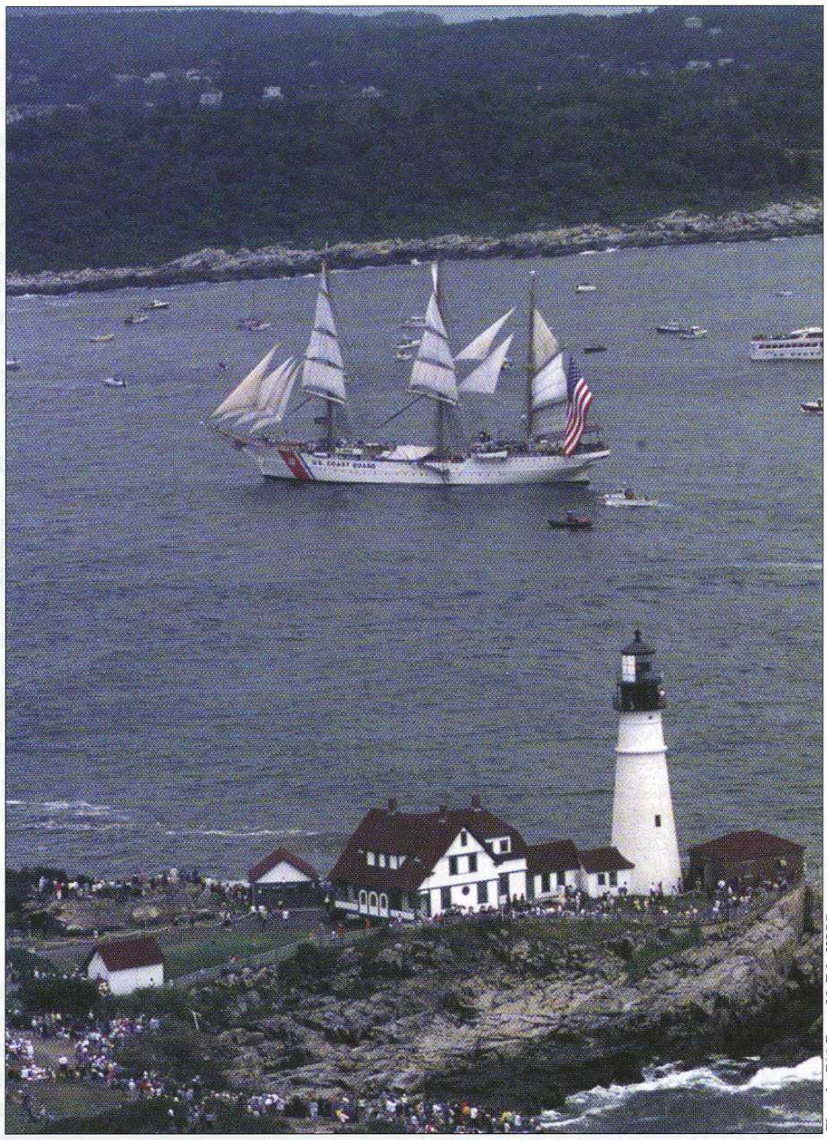


Photo by PA3 Brent M. Erb, USCG

The CGC* Barque Eagle *passes Portland Head Light enroute to the Portland, Maine stop of OpSail 2000

USCGR support for this event actually started a year ago. As the Port Planner and OpSail Liaison, CDR Mike Ruszczyk worked directly with the OpSail Maine 2000 committee lead by RADM Richard Rybacki, USCG (Ret.). The Coast Guard was the lead maritime agency and assumed direct responsibility for establishing a unified command. This cohesive team of over 20 federal, state and local agencies supervised over 700 personnel and vessels from the Maine Marine Patrol to the 12 Coast Guard Auxiliary vessels and 102 members.

Liaison with state and local law enforcement was made easier by support from Reserve Coast Guard Investigative Service (CGIS) Special Agent Dan Bradford, who in his civilian capacity is the Chief Deputy Sheriff of nearby Lincoln County Maine. Bradford created and worked with all the other agencies to develop an OpSail specific Law Enforcement Response matrix.

One key Reserve member was CWO William Hett, who was onboard a month and a half before the event as Dockmaster. Hett worked directly with the OpSail committee to identify berthing locations for Coast Guard assets, coordinated logistics, arranged on short notice berthing at Bath Iron Works and designed a plan to fit all vessels 65 feet and smaller that visited the Group.

Reserve support also extended to the Public Affairs realm. A week before the event, LT Paul Wolf, who while on active duty was First District's Public Affairs Officer, joined with the current D1 Public Affairs staff to coordinate a huge media blitz. Working with PA2 Megan Casey, Wolf coordinated, or gave over 30 media interviews explaining the Coast Guard's role in OpSail while reinforcing to the boating public regulations that were put in place for all waterborne events. Wolf coordinated *CGC Harriet Lane* hosting one of Portland's biggest radio stations, WJBQ, for its morning show providing a key platform to support recruiting initiatives.

One of the biggest Reserve contributions to the success of OpSail Maine 2000 was the work of YN2 Mindy Daoust. Working with the Group Commander and Project Officers, she worked incredibly long hours to develop a detailed data base for invitations to Coast Guard sponsored events, including an opportunity to ride aboard *Eagle* with former President George Bush, the Parade of Sail's Honorary Marshall.

Through the work of *Team Coast Guard* OpSail 2000 in Maine occurred free of injury or incident. *(www.opsail-maine.com/frames.html)*

Sail Boston

July 11-16

PA1 Zach Zubricki, USCGR

When you hear the words Sail Boston 2000, you might picture regal, majestic, stately, proud barques and brigantines from ports all over the world parading with sails unfurled into a tired, old, seaport, linking us with the ghosts of a rich maritime past.

But after being on patrol in Boston Harbor July 13 on a Station Point Allerton. 41-foot utility boat, crewed by reservists from Maine to Florida, during a six-day visit by world-renown sailing craft, you might not picture tall ships. You might picture logging time on a boat covered in sea salt, the drone of diesel engines, and gas fumes wafting up your nose.

Listen to what the hard-working, sun-baked, tired petty officers that stood duty had to say:

"We pulled an 1800 to midnight shift the night of the [Tall Ships] Parade," said BM3 Kevin Letarte, coxswain and reservist from Station Gloucester, Mass. "Once we pulled in we had to drop off our weapons, got all our gear together, we took the trash off the boat, and then we had to wait for the transportation van to get back to Suffolk [University, where the berthing was.] So by the time we got to sleep it was 1:30 or 2:00 a.m. And then you get up at 4:30 or 5:00 a.m. to get back to the ISC for the next day."

Instead of complaining, Letarte stoically, calmly, quietly, and proudly told what life is like standing these six-hour security patrols.

"It's draining with a lack of sleep and being out in the sun all day," continued Letarte. "But it's worth it to us to ensure the safety of all the spectator boats. We want to see them have a good time, but a safe time. And believe it or not, we enjoy being out here. We are having fun too."

Hard work, safety, fun and mission accomplished all describe the Coast Guard's involvement in Sail Boston 2000, the city's first large maritime bash since 1992. According to *The Boston Globe*, an estimated seven million people visited the Tall Ships ashore between July 11 and July 16, days that included a grand parade of sail to kick things off, two fireworks displays and a departure parade. According to Sail Boston 2000, a non-profit organization established to help organize the event, this is the largest visit to a U.S. port by an international tall ships flotilla in American history. There were many spectator boats cruising Boston Harbor — crowding a major working seaport the whole time. It is estimated that 20,000 boaters viewed the tall ships by the time the sailing fleet departed, according to Coast Guard Group Boston.

Despite heavy vessel traffic, Sail Boston 2000 was safe. No one was seriously hurt, and over 600 Coast Guard Sail Boston active duty, reserve and auxiliary personnel worked hard to keep it that way. Coast Guard assets included 25 small boats, seven cutters, and 65 Coast Guard Auxiliary boats.

"If there was no law enforcement out here, then there would basically be a free-for-all," said MK3 Adam Sirois, the engineer who is active duty at Station Gloucester. "We have done hundreds of spot checks. Even if you don't see the captain [of a spectator boat] drinking, but his crewman has a beer in his hand, we would still go ahead and educate the driver of the boat that he is not to drink while operating the boat."

Despite having to be the cops on the water, Sirois said he was not out to ruin spectators first opportunity in eight years to view the Tall Ships in Boston.

"That's what these events are for — to have a good time, to have fun," Sirois said. "But you have to think of the other person and be safe. Safety is everyone's job."

Boat crew members BM3 Ben Johnson, and BM3 Zachary L. Johnson, both 24-year-old reservists from Station Merrimac River, Mass. — and twin brothers — explained why it was important to be underway conducting hundreds of spot checks of the spectator fleet.

"It shows what we are doing — keeping this whole busy week safe," said Ben Johnson. "We have been underway a lot, but it's great. As long as we can keep

Photo by PA3 Brent M. Erb, USCG

A Coast Guard 41-foot rescue boat escorts the USS Constitution into Boston Harbor on July 11 during the Sail Boston event. In the background, the USS John F. Kennedy from Mayport, Fla. is used as a viewing deck for thousands of people.

people safe, that's all we care about."

"We are here to keep traffic lanes open," said Zachary Johnson, who cannot be distinguished from his brother with a ball cap and sunglasses on. "Very possibly you could have one of these large charter boats [chock full of spectators] take out a small boat because the small boat is not observant. The worst could be a mass casualty, and nobody wants that to happen."

Let the record reflect that this did not happen.

Coast Guard small boats, cutters and auxiliary craft deter unsafe spectator fleet conduct by maintaining high visibility on the water, according to crewmember EM2 Eric R. Blad.

"Our presence heightens people's awareness to what they're doing about boating safety," said Blad, who loves Tall Ships so much he came all the way from Station Fort Pierce, Fla. to lend a hand. "Our presence reminds people of speed limits, rules of the road and to check and watch their sobriety. Generally everybody is out having a good time and they can let their guard down. I'm sure they are all safe boaters, but in an event like this, they can get distracted. We would hate to see anybody get hurt."

Despite the long hours, the hot sun, the sea salt, the fumes, and all the hard work, each crew member seemed to show a humble pride that their efforts appeared to be paying off.

"It's great, it means everybody is doing their job," said Zachary Johnson. " We had a good plan in place. I am glad no one has gotten hurt or even killed. It makes you feel good. You'd like to think the job this crew is doing is making a difference. I think we are."

If Zachary Johnson needs any help deciding whether he, his fellow boat crew members and all the other Coast Guard assets made a difference or not, then let them take comfort in zero — that is, the number of serious injuries that did not happen. Moreover, the Coast Guard team assembled to ensure safety has other numbers on their side. According to CDR Mike A. Cicalese, a reservist who helped plan Sail Boston 2000, only about six assists and about six safety-zone violations occurred.

Photo by PA1 Zach Zubricki

The crew of a 41-footer, (l to r):* MK3 Adam Sirois, USCG, *of Sta. Gloucester and twin brothers* BM3 Ben Johnson, USCGR *and* BM3 Zachary Johnson, USCGR *of Station Merrimac River, on patrol during Sail Boston.

Said Coast Guard Group Boston commander CAPT Charles Beck: "The event was a huge success, and we had an outstanding time. People came from all over to watch and participate in the event. The Coast Guard active duty, reserve and auxiliary as well as state and local agencies did a wonderful job of ensuring the safety of thousands of boaters."

Coast Guard crew prevents collision

By PA3 Brent M. Erb, USCG

Judging by the big smiles and waving spectators, most people may have believed that the Sail Boston 2000 event went off without a flaw. For one U.S. Coast Guard crew, they saw things from a different perspective.

When tall ships from all around the world sailed into Boston Harbor on July 13, thousands of spectators gathered to watch from boats and lined the shores from piers to rooftop. A steady wind blew 15-20 knots across the waters making the ships sails plump with warm air. As the 376-foot steel-hulled sailing ship *Kruzenshtern* approached its turnaround location deep in the harbor, something went terribly wrong.

The *Kruzenshtern* was unable to complete the turn without the assistance of a tugboat, and was on a collision course with Lewis Wharf, a major anchorage and shoreside spectator area.

Watching from nearby, the crew of the Gloucester-based CG-41398 crewed by CWO Stephen DeCrosta, USCGR; MK1 Vincent Seaboyer , Jr., USCGR; BM2 Wayne Gabaree, USCGR; BM3 Barry Bernaby, USCG, and SA Lisa Robertson, USCGR; immediately responded.

"I saw what was going to happen," recalled DeCrosta. "We slid right up on [the *Kruzenshtern*'s] bow and went full throttle ahead."

As the CG-41398 pushed on the hull of the *Kruzenshtern*, the tall ship's momentum quickly decreased. "We were full throttle ahead and the stern of our 41-footer was about 20-yards from Lewis Wharf before we stopped."

A commercial tugboat joined the CG-41398's effort and together they pushed the *Kruzenshtern*'s bow back into the channel, avoiding a collision.

A ceremony was held on Sept. 3 onboard the *CGC Barque Eagle* in Gloucester, Mass. CAPT Chuck Beck, Commander, Coast Guard Group Boston read the citations for the Coast Guard Commendation Medal awarded to the crew of CG-41398.

As a reminder of the crew's heroic actions taken that day, U.S. Rep. John Tierney (D-Mass.) presented the crew with a Congressional Citation, thanking them for their actions.

"They do a great job all of the time and the greatest thing is to see that the crew has been recognized," said DeCrosta.

A LITTLE S.A.R. FOR SOME V.I.P.S

Photo courtesy of BM1 Norman P. Kiaunis, USCGR

The crew of CG41465 with top brass, left to right, ADM Jay Johnson, USN, former Chief of Naval Operations; MK3 Henry Hester, USCG, Station Miami; BM1 Norman Kiaunis, USCGR, Station Curtis Bay, Md.; Senator John Warner of Virginia; BM3 Murray Bauer, USCGR, Station Rockland, Maine.

By BM1 Norman Kiaunis, USCGR

Being a BM1 reservist at Station Curtis Bay, Baltimore, Md., I had the opportunity to volunteer for OpSail 2000 in New York City. During the early afternoon on the Fourth of July, the crew of CG 41465 were proceeding to a security zone sector near the Statue of Liberty. The crew noticed a white top, black hulled 30-foot boat with someone on the bow waiving their arms as if in distress.

We approached the boat and noticed three stars on the bow, and some white uniformed personnel on board. My first thought was a Navy admiral's barge wants some directions. Once on scene, a Navy first class petty officer stated they were out of fuel and could we give them a tow to a barge tied alongside the carrier JFK. No problem.

Once secured to the barge, we pulled away when we were asked to return. Once alongside, a gentleman in civilian clothes stepped on board the UTB and approached me in the coxswain flat. He stated, "Coxswain, I'm Senator John Warner, and that four star over there is the Chief of Naval Operations, Jay Johnson. How 'bout giving us a tour of the tall ships." We proceeded to give them a two-hour tour and dropped them off at Pier 94, the Navy's Headquarters.

Later, we noticed another admiral's barge (one star) with large volumes of smoke coming from the engine compartment. We found out it was steam coming from an overheated engine and we towed that barge as well to the JFK.

I was very proud of our crew and the way they handled these situations. It was a memorable Fourth of July rubbing elbows with so much brass and helping when needed. But I was so tired after this day, I slept through the fireworks.

ADVANCEMENTS

Effective 1 June & 1 September 2000
(denotes Sept. 1)*

BOATSWAIN'S MATE (BM)

BMCM
6 KOZELUH, J.
STA PORT CANAVERAL
7 PETRARCA, M.
STA POINT JUDITH
BMCS
5 FLEMING, B.
PSU 308 — GULFPORT
6 GREER, M.
CGRU HDCU 206
BMC
8 KNIGHT, R.
STA MANASQUAN INLET
9 CADIGAN, J.
STA GLOUCESTER
10 WOOD, P
STA POINT JUDITH
11 CULPEPPE, J.
CGC KANKAKEE
12 BENSON, G.
MSO PUGET SOUND
BM1
12 STOTT, M.
STA CARQUINEZ*

ELECTRONICS TECHNICIAN (ET)

ETC
5 SHELLMAN, R.
ESD NEW HAVEN
6 AHLBERG, R.
ESD DETROIT*
7 DOZA, D.
PSU 309-PORT CLINTON*
ET1
4 CASTILLO, M.
ESU SEATTLE
5 MCCORMACK, M.
ESD BALTIMORE*

FOOD SERVICE SPECIALIST (FS)

FSC
1 BALDWIN, W.
STA CHETCO RIVER*

GUNNER'S MATE (GM)

GMCM
1 KIRK, D.
CGRU US TRANSCOM

INVESTIGATOR (IV)

IVC
4 BUCY, R.
CGIS CENTRAL REG

MACHINERY TECHNICIAN (MK)

MKCM
2 YOUNG, K.
MSO WILMINGTON
MKCS
6 MULLINS, R.
CGC CIMARRON
MKC
11 GRIMES, M.
GULF STRIKE TEAM
12 KOCH, J.
MSO MEMPHIS
13 PATTERSON, J.
MSO PITTSBURGH
14 FIDDES, C.
MSO PROVIDENCE

MARINE SCIENCE TECHNICIAN (MST)

MSTCM
4 ISAACS, A.
ACT BALTIMORE
MSTCS
7 LUZETSKY, R.
ATLANTIC STRIKE TEAM
MSTC
23 ARNOLD, R.
MSD BATON ROUGE-SUP
24 TABER, S.
MSO SAVANNAH
25 DECANDITIS, N.
ACT NEW YORK
26 COURTNEY, J.
MSO BOSTON
27 SELPH, R.
MSO PORT ARTHUR
MSTC
28 DIXON, J.
MSO MEMPHIS*
29 MOONEY, W.
MSO SAN FRAN. BAY*
30 FISCHER, R.
MSO PORTLAND*
31 LIPE, H.
MSO PORTLAND*
32 QUAGLINO, Q.
MSO NEW ORLEANS*
33 LEWIS, G.
MSO HAMPTON ROADS*
34 FARRELL, W.
ACT NEW YORK*
35 BROOKS, J.
MSO SAN FRAN.BAY*
MST1
40 HAMILTON, D.
MSO ST LOUIS
41 GANLEY, P.
ACT BALTIMORE
42 ROGERS, L. MSO MIAMI
43 GARNEAU, A.
COMMANDANT
44 MORROW, R.
MSO PORTLAND
45 PEEK, J.
MSO CHARLESTON
46 COKER, L.
MSO CHARLESTON
47 KISHIMOTO, R.
MSO HONOLULU
48 EVERHART, D.
MSO CHARLESTON
49 KAPSIMALIS, J.
ATLANTIC STRIKE TEAM
50 BRANNON, M.
MSO TAMPA*
51 STRIBRNY, E.
MSO TOLEDO*
52 CORNELISON, L.
GULF STRIKE TEAM*
52A ELROD, D.
MSO MIAMI*
53 LOWRIE, M.
MSO CORPUS CHRISTI*
54 SMITH, J.
MSO WILMINGTON*
55 LANGLEY, G.
MSO WILMINGTON*

PUBLIC AFFAIRS SPECIALIST (PA)

PACS
2 COWAN, T.
PACAREA PADET*
PAC
1 AITKINS, S.
PADET CCGD ELEVEN*
2 LAURA, R.
CGD ONE (DPA) - DET GO*

PORT SECURITY SPECIALIST (PS)

PSCM
5 FOWLER, R.
MSO MOBILE
6 GIEHL, R.
MSO PHILADELPHIA
PSCS
12 LACHMAN, J.
PORT SECURITY UNIT
13 PANG, R.
MSO HONOLULU
14 MOORE, B.
MSO SAN FRANCISCO
15 TRUMBAUER, T.
LANTAREA*
16 ODOM, D.
PSU 305 — FORT EUSTIS*
17 WITTEK, P.
ACT NEW YORK*
PSC
27 GOLDAS, R.
MSO SAN DIEGO
28 ANNING, M.
PSU 311 - LONG BEACH
29 BEALS, W.
MSO PUGET SOUND
30 BOLOGNA, A.
ACT NEW YORK
31 MCDONAGH, T.
CGRU HDCU 201
32 DUNN, R.
GROUP OHIO VALLEY*
33 LANG, R.
MSO HAMPTON ROADS*
34 GLEICHAUF, R.
MSO MIAMI*
35 DARTENAY, D.
CGRU HDCU 110*
36 TAYLOR, J.
MSO MOBILE*
37 DWYER, F.
PSU 305 — FORT EUSTIS*
38 CASEY, G.
STA CASTLE HILL*
39 LAGREGA, A.
ACT NEW YORK*
40 CIERECK, G.
MSO BUFFALO*
41 HARRIS, K.
MSO MOBILE*
42 BARREA, R.
ACT NEW YORK*
43 SHERMAN, R.
STA CRISFIELD*
44 DOMBKOWSKI, D.
GROUP GRAND HAVEN*

STOREKEEPER (SK)

SKCS
1 LAETSCH, H.
GROUP CHARLESTON*

TELECOMMUNICATIONS SPECIALIST (TC)

TTCM
1 RENNE, J.
ESD NY*
TCC
7 BERRIOS, V.
CGD SEVEN
8 FACEMIRE, D.
ISC PORTSMOUTH

YEOMAN (YN)

YNC
5 JACKSON, C.
ACT BALTIMORE
6 ROEBUCK, M.
MSO SAN DIEGO
7 CRUZ, M.
ISC PORTSMOUTH*
8 GOODFIELD, A.
GP/MSO LONG ISLAND*
YN1
48 FREASIER, A.
STA PORT ARANSAS

ADVANCEMENTS/ LATERALS

BM3 REISINGER, M.
GANTSEC
BM3 ULRICH, J.
STA JONES BEACH
FS3 MAILK, R.
STA JONES BEACH
FS3 KING, D.
GROUP MAYPORT*
IV3 KEARSING, B.
CGIS NORTHWEST REG
IV3 HESTER, K.
CGIS NORTHWEST REG
IV3 BLAS, A.
CGIS PACIFIC REG
IV3 SMITH, R.
CGIS CHESAPEAKE REG
IV3 GROGAN, M.
CGIS PACIFIC REG
IV3 WALKER, S.
CGIS PACIFIC REG
IV3 MEYER, J.
CGIS PACIFIC REG
IV3 ENGLE, J.
CGIS CENTRAL REG
IV3 CHINNICI, J.
CGIS CHESAPEAKE REG
IV3 COLOM, B.
CGIS CHESAPEAKE REG

This list is taken directly from ALCGPERSCOM 042/00 (R 261430Z MAY 00), Enlisted Reserve Advancement Announcement (ERAA) No. 004-00 and ALCGPERSCOM 070/00 (R241407 Z AUG 00), ERAA No. 005-00. Questions may be directed to YNC T. Taylor, ttaylor@hrsic.mil or 785-357-3411.

IN BRIEF

• ARMED FORCES INAUGURAL COMMITTEE — Is standing up in Washington, D.C. and is looking for 25 Coast Guard Reservists to fill key positions on the committee. This quadrennial event is perhaps a once-in-a-lifetime opportunity to participate in a presidential transition slated for January 2001. For both enlisted and officer opportunities, see the ADSW opportunities or "Hot Items" on the Reserve web site (*www.uscg.mil/reserve*). Coast Guard CAPT Mike Brown of Bel Air, Md. is AFIC's deputy director of ceremonies.

• ATTENTION RPA CANDIDATES — To learn about Reserve Program Administrator opportunities for 2001, please call LCDR Daryl Cunningham, 202-267-1330 (e-mail: *dcunningham@comdt.uscg.mil*) or LT Cassandra Johnson, 202-267-0569 (e-mail: *cjohnson@comdt.uscg.mil).* Annual application deadlines are normally in December.

• *CGC TAMARACK* — Author is looking for information from Coast Guardsmen who served on *CGC Tamarack* at Base Sault Ste. Marie, Mich. or know what happened to it after decommissioning in 1971. Please contact Tony Hoppa, 4000 Trehurst Court, Charlotte, NC 28269, 704-594-9357 or e-mail: *fbdickens@mindspring.com*

• COAST GUARD NEWS — For the latest, up-to-date USCG news, check out *www.uscg.mil/news/cgnews.html*

• COMMISSARY PRIVILEGE CARD — The 24-visit Commissary Privilege Card (CPC) is now ready for distribution. Coast Guard Human Resource Service & Information Center (HRSIC) will be mailing them to each member's home by Dec. 15, 2000. If you need additional information please contact LT Cassandra Johnson at 202-267-0569, e-mail: *cjohnson@comdt.uscg.mil*

• DENTAL PROGRAM — The new Tricare Dental Program (TDP) combines the TRICARE Family Member Dental Program (TFMDP) that serves active duty family members and the TRICARE Selected Reserve Dental Program (TSRDP). The Department of Defense awarded the contract to United Concordia Companies, Inc., on April 14, 2000. The new contract improves benefits, lowers premiums and adds coverage for family members of the Selected Reserve and Individual Ready Reserve. It offers a more uniform benefit across beneficiary categories and lowers premiums for the first two option years. It also is designed to encourage beneficiaries to use their dental benefits for increased diagnostic and preventive care, particularly for pediatric and adolescent oral health. Single premium rates for the first and second years will be $7.63 and $7.86 per month, respectively, compared to the current monthly rate of $8.53. Family premium rates for the first and second year will be $19.08 and $19.66, compared to the current monthly rate of $21.33. The new rates become effective Feb. 1, 2001. United Concordia will have access to the Defense Enrollment Eligibility Reporting System (DEERS) information, which will enable it to handle enrollment functions, including web-based enrollments. Enrollees in the current TRICARE TSRDP will be transferred automatically to the new TDP when it begins. Enrollment in the TDP is voluntary and continuous. If you need additional information please contact United Concordia Companies, Inc. at 1-800-866-8499 or *www.ucci.com*

• DOD SURVEY — The Department of Defense is currently surveying reservists and spouses up until November 2000. This is DOD's first comprehensive survey of military Reserve force personnel and their spouses in eight years. For more information, check the links on the Reserve web site for (*www.uscg.mil/reserve*) under "Hot Items." Survey results are slated for publication in spring 2001.

• MONTGOMERY GI BILL UPDATE — The annual cost of living increase in Educational Assistance Allowance for trainees under the Montgomery GI Bill-Selected Reserve has been approved. The following monthly rates are effective Oct. 1, 2001. **Full-Time**, $263; **Three-Quarter**, $197; **Half-Time**, $131; **Less than Half-Time**, $65.75; **Cooperative**, $263 (full-time only); **Correspondence**, $263 (entitlement charged at the rate of one month for each $263 paid); **Apprenticeship/OJT**, first six months, $197.25, second six months, $144.65, remainder of program, $92.05. If you need additional information please contact LT Cassandra Johnson at 202-267-0569, e-mail: *cjohnson@comdt.uscg.mil*

• MUNRO HALL FOYER REDESIGN — The Chief Petty Officers Association at TRACEN Cape May is in the process of redesigning the Munro Hall Recruit Barracks foyer to honor the legacy of SM1 Douglas A. Munro. If you would like to contribute, mail your check to: Cape May CPO Assoc., c/o MCPO Ed Lerma, Chapter Treasurer, 1 Munro Ave., Cape May, NJ 08204. Contact him at either 609-898-6310 or e-mail at: *elerma@tracencapemay.uscg.mil.* The dedication was Sept. 27, 2000.

• PATCHWORK OF CGR HISTORY — *The Reservist Magazine* is planning a comprehensive CGR historical article for the February 2001 issue to commemorate our 60th birthday. The last time one was published was in February 1991 for the CGR 50th birthday; much has happened since then. Send your remembrances, especially of the last decade of the 1990s to *The Reservist* and we'll publish a "Patchwork of CGR History" in that special issue. ***The deadline is Jan. 10, 2001.*** The address is Commandant (G-WTR-2), USCG Headquarters, 2100 Second Street, SW, Washington, D.C. 20593-0001. E-mail: *ekruska@comdt.uscg.mil*

Upcoming Events

OCTOBER 2000

• **NERA CONFERENCE** — 43rd Naval Enlisted Reserve Association National Conference is slated Oct. 11-15 at Denver Marriot Southeast, 6363 E. Hampden Ave., Denver, CO 80222, 1-800-228-9290 or 303-758-7000. Conference Chair is HMCS Stacy Shellenberger, 303-425-5094. E-mail: *hmcsstacy@aol.com*

• **GREAT LAKES LIGHTHOUSE FESTIVAL** — 5th annual, Oct. 13-16, Alpena, Mich. Contact Marvin Theut, 5671 Rockport Road, Alpena, MI 49707, 517-595-6722, or Alpena Chamber of Commerce, 1-800-4-ALPENA.

• **RESERVE SERVICE WIDE EXAM** — Good luck to all those sitting for the SWE on Saturday, Oct. 21. Check out the Coast Guard SWE Machine at *http://www.ddd.communitech.net/swem/swem/shtml*

NOVEMBER 2000

• **EDMUND FITZGERALD 25TH COMMEMORATION** — On Nov. 10, 1975, the "Big Fitz" went down in Lake Superior off Whitefish Point, Mich. Gordon Lightfoot's 1976 hit "The Wreck of the Edmund Fitzgerald" helped make it part of American folklore. Many regional events are slated to commemorate the 25th year since the sinking including Great Lakes Shipwreck Museum at Whitefish Point, 6 p.m., 906-635-1742, *www.shipwreckmuseum.com* (free admission for Coast Guardsmen); Mariner's Church Service in Detroit, 313-259-2206; Fairport Harbor, Ohio, Marine Museum, 440-354-4825; Great Lakes Maritime Academy, Traverse City, Mich., 231-922-1200; and Split Rock Lighthouse, Minn., 218-226-4372.

• **VETERANS DAY WREATHLAYING** — Fourth annual at Coast Guard Monument (Tampa Memorial) on Coast Guard Hill, Arlington National Cemetery, Arlington, Va., Saturday, Nov. 11, 12:45 p.m. Contact John Thorne at 202-267-0938 or e-mail: *jthorne@comdt.uscg.mil.*

• **SPARS 58TH BIRTHDAY** — The Women's Reserve was formed Nov. 23, 1942 with passage of Public Law 773. CAPT Dorothy Stratton, the SPARs first director during WWII, turned 101 years old March 24, 2000.

DECEMBER 2000

• **PEARL HARBOR DAY CEREMONY** — Thursday, Dec. 7, 11:55 a.m. aboard *CGC Taney*, at Pier 5, Pratt Street, in Baltimore's Inner Harbor. Sponsored by Baltimore's Maritime Museum and Living Classrooms Foundation. Contact Mr. Paul Cora, 802 S. Caroline St., Baltimore, MD 21231. 410-396-3453. E-mail: *national-historicseaport@erols.com*

JANUARY 2001

• **INAUGURATION DAY** — The 54th Presidential Inauguration is set for Saturday, Jan. 20 in Washington, D.C. Coast Guard Reservists will be filling positions on the Armed Forces Inaugural Committee. Some of these positions can be found under "Hot Items" on the Reserve Web site (*www.uscg.mil/reserve*).

• **SUPER SUNDAY** — *CGC Tampa* (WMEC 902) will be in Tampa, Fla. the week of the Super Bowl. The city of Tampa will proclaim Wednesday, Jan. 24 as *CGC Tampa* Day. Game is Sunday, Jan. 28, same day as *CGC Blackthorn* tragedy of 1979. More details forthcoming.

FEBRUARY 2001

• **ROA MID-WINTER CONFERENCE** — Feb. 4-7. Contact ROA, One Constitution Ave., N.E., Washington, D.C. 20002. 202-479-2200. Web: *www.roa.org*

• **COAST GUARD RESERVE 60TH BIRTHDAY** — Monday, Feb. 19, 2001 marks the Coast Guard Reserve's 60th birthday. What is your unit planning for this special day? Feb. 19, 2001 is also President's Day.

Reunions

OCTOBER 2000

• **WWII GREENLAND PATROL** — Ships, shore stations and aircraft units of USCG, Navy and Army 500th AAA Battalion. Oct. 1-5, 2000 in Branson, Mo. Contact John Stamford, 1533 Wales Avenue, Baldwin, NY 11510. 516-223-1467. E-mail: *jstam8885@aol.com*

• **USCG LIGHTSHIP SAILORS** — Oct. 5-7, 2000, Baltimore, Md., Contact: Marty Kryzwicki, 94 Albemarle St., St. Paul, MN 55117. 651-488-6166. E-mail: *marty.k@juno.com*

• **USS CASCO (AVP-12)** — Oct. 6-7, in Seattle at the Best Western Executive Inn, 1-800-351-9444 or 206-448-9444 (be sure to mention the *USS Casco* Reunion). Contact: Gary Wehrmann, 210-680-0690 (evenings), 210-647-6376 (days), e-mail: *gwehrmann@aol.com* Casco Reunion Home Page: *http://members.aol.com/gwehrmann/casco_reunion/casco.htm*

• **CGC TANEY (WHEC-37)** — Oct. 12-14, at Mount Vernon Hotel in Baltimore. Contact Frank Tobat, P.O. Box 74, Quantico, MD 21856. 410-546-1557.

• **RESERVE UNIT OWENSBORO** — Saturday, Oct. 14, 3 p.m.; meet at Shadyrest Restaurant in Owensboro, Ky. Contact LT Les Allen, USCGR(Ret.), 3102 Weather Way, Louisville, KY 40220. 502-495-2457. E-mail: *lallen@maximcrane.com*

• **YORKTOWN REUNION** — Oct. 20-22, 2000; reunion for all instructors, administrators, students, active duty, reserve, retired at Yorktown, Va. For info, contact CDR R.W. Falhaber, USCG(Ret.), 5 Bloebill Drive, #511, Napels, FL 34108. 941-597-8688.

• ALL COAST GUARD REUNION — Oct. 22-26, 2000, at Fort Mitchell, Ky. (near Cincinnati), Drawbridge Inn, ADM Loy, USCG Commandant, is keynote speaker. Contact: CWO4 Baker Herbert, USCG(Ret.), P.O. Box 544, Westfield Center, OH 44251, E-mail: *USCGW64@aol.com*

MAY 2001

• **CGC RUSH (WHEC 723)** — 1970-71 Vietnam tour is holding a reunion May 6-10, 2001 in Las Vegas, Nev. Contact: Royal Baby John A. Vogel, 520-783-3625 or e-mail: *lrvogel@cybertrails.com*

MESSAGES

R 251407Z AUG 00	ALCOAST 342/00, COMDTNOTE 9593	Naval Eng Adv 05/00: Cutter Incin Op Policy
R 251308Z AUG 00	ALCGOFF 052/00	Senior CASP Consideration of O5 (S) Officers
R 242018Z AUG 00	ALCOAST 341/00, COMDTNOTE 3100	Fielding Non-Lethal Capabilities
R 242004Z AUG 00	ALCOAST 340/00, COMDTNOTE 5300	Solicitation for Sr. Escort Officer and Class A Disbursing Agent for Russian Delegation Visit
R 222047Z AUG 00	ALCOAST 339/00, COMDTNOTE 1600	Selection of Director, Nat. Pollution Funds Ctr
R 221904Z AUG 00	ALCOAST 338/00, COMDTNOTE 1754	Safe Sleeping for Infants
R 221833Z AUG 00	ALCGPERSCOM 069/00	Officer Promotion Authorization Listing No. 09-00
R 221842Z AUG 00	ALCOAST 337/00, COMDTNOTE 1754	Armed Services YMCA Art Contest Winners
R 211715Z AUG 00	ALCGOFF 051/00	Marine Eng/Fire Prot. Educ Sel Panel
R 211615Z AUG 00	ALCGENL 040/00	Cancellation of CPO Academy Classes 78 and 87
R 211318Z AUG 00	ALCGOFF 050/00	Naval Eng. Technology Adv. Educ. Sel. Panel
R 211315Z AUG 00	ALCGOFF 049/00	Financial Mgmt. Advanced Education Sel. Panel
R 182042Z AUG 00	ALCOAST 336/00, COMDTNOTE 1500	Leadership Principles & Skills Course Attendees
R 181658Z AUG 00	ALCGPERSCOM 068/00	CWO to LT Selection Board
R 171955Z AUG 00	ALCGOFF 048/00	Kickoff to the 2001 Officer Assignment Season
R 171827Z AUG 00	ALCOAST 335/00, COMDTNOTE 5700	Announcement & Guid, on Nom. Procedures for SECDEF's 2001 Joint Civ. Orientation Conference
R 171752Z AUG 00	ALCOAST 334/00, COMDTNOTE 5320	Clar. to Res. Force Realignment Plan
R 171402Z AUG 00	ALCGOFF 047/00	Environmental Mgmt. Advanced Educ. Sel. Panel
R 171358Z AUG 00	ALCOAST 333/00, COMDTNOTE 1650	Ann. of CG Found. Award Selectees for 10/26/00
R 161950Z AUG 00	ALCOAST 332/00, COMDTNOTE 1100	Recall of Enl. Reservists to Extended Active Duty
R 151748Z AUG 00	ALCGENL 037/00	Boatswain's Mate Solicitation
R 151435Z AUG 00	ALCGENL 039/00	U.S. Army Sergeants Major Academy Solicitation
R 141807Z AUG 00	ALCGENL 038/00	S.P.E.A.R. 2001 — Publish Phase
R 141700Z AUG 00	ALCGOFF 046/00	Solicitation for Noms; AY01 White House Positions
R 141400Z AUG 00	ALCOAST 331/00, COMDTNOTE 1650	SAR Controller of the Year Award Winners for 1999
R 141341Z AUG 00	ALCGOFF 045/00	Public Admin Advanced Education Sel. Panel
R 111800Z AUG 00	ALCGPERSCOM 065/00	Eligibility List for Appointment to Warrant Grade & Active Duty CWO Appt. Board Cycle for 2001
R 101140Z AUG 00	ALCOAST 329/00, COMDTNOTE 1650	GEICO Military Achievement Awards
R 101130Z AUG 00	ALCOAST 328/00, COMDTNOTE 1000	Joint Ratings Review Implem. Plan. Team Update
R 092007Z AUG 00	ALCGPERSCOM 064/00	PY01 Reserve Component (RC) CWO
R 031515Z AUG 00	ALCGPERSCOM 063/00	Reserve LTJG Selection Board Results
R 082018Z AUG 00	ALCOAST 327/00, COMDTNOTE 1300	New Assignment Data Request Procedures
R 081607Z AUG 00	ALCGENL 036/00, COMDTNOTE 1500	Solicitation for USAF/USN Senior Enl. Academies
R 081517Z AUG 00	ALCOAST 326/00, COMDTNOTE 1650	1999 Assoc. For Rescue at Sea Award Winner
R 071855Z AUG 00	ALCOAST 325/00, COMDTNOTE 2000	Nat. Distress & Response Sys.Modern. Update 002
R 071305Z AUG 00	ALCOAST 324/00, COMDTNOTE 7220	BAH Diff for Mbrs Assigned CSEA Pay Elig. Vsls
R 042330Z AUG 00	ALCOAST 323/00, COMDTNOTE 3120	Sta. Status Bd. & Sta. Alert Posture Changes
R 042121Z AUG 00	ALCOAST 322/00, COMDTNOTE 5726	210TH Birthday of USCG — 4 Aug 2000
R 041900Z AUG 00	ALCOAST 321/00, COMDTNOTE 4061	CG Excellence in Food Service Awards
R 041531Z AUG 00	MLCLANT 0408-00	Vol. Solicitation for ISC Boston: PO1 to CWO4
R 041706Z AUG 00	ALCOAST 320/00, COMDTNOTE 5320	Follup Up to Reserve Force Realignment Plan
P 031930Z AUG 00	ALCOAST 319/00, COMDTNOTE 1650	Amer. Leg.'s Spirit of Svc. Award: Req. for Noms.
R 031826Z AUG 00	TQC 0308-00	Change (10) to COMDTNOTE 1540
R 031143Z AUG 00	ALCOAST 318/00, COMDTNOTE 1430	Enlisted Advancement Opportunities
R 021853Z AUG 00	ALCOAST 316/00, COMDTNOTE 1401	Active Duty RADM (LH) Selection Board
R 012123Z AUG 00	ALCOAST 315/00, COMDTNOTE 5700	Commandant's CG Day Message
R 011842Z AUG 00	ALCGOFF 043/00	Industrial Mgmt. Advanced Educ. Selection Panel
R 011837Z AUG 00	ALCGOFF 042/00	Adv Comp, Info Tech Mgmt Postgrad Panels
R 311130Z JUL 00	ALCOAST 314/00, COMDTNOTE 1430	FY2001 Special Duty Assignment Pay (SDAP)
R 281926Z JUL 00	ALCOAST 313/00, COMDTNOTE 1524	Alt. Advanced Ed. Voucher Program (AAEV) Panel
R 281339Z JUL 00	ALCGPERSCOM 062/00	Officer Promotion Auth.Listing (OPAL) NO. 08-00

GREETINGS FROM THE FIFTH DISTRICT

It has been nearly a year since I began my current duties as Fifth District Reserve Command Master Chief. During that time, I have had the opportunity to meet with many of my Reserve and Active Duty counterparts. My station and unit visits have been truly rewarding and informative.

Let me start off by giving you some of my impressions resulting from my travels throughout D5. Many of these impressions apply Coast Guard wide.

• **Morale:** Overall, morale among our reservists is very high. Unfortunately, even the best organizations have a few complainers. Don't allow their negativity to adversely affect the morale of the unit. The majority of people I met are very satisfied with their present assignments and missions.

• **Command's Opinions About Their Reserve Component:** The CO/OINCs of many of our units consider reservists a major part of their overall structure. I'm continually asked if there is any way to get additional reservists attached to their unit because of the high quality of work expended by them. Oftentimes, these positive comments are not conveyed to the troops. I am working on improving communication between the command and their Reserve component.

• **Remind Reserve Chiefs of Their Overall Duties:** I intend to get our Reserve chiefs more proactive with their personnel. A major concern is the awards system. In order for our outstanding performers to be properly recognized for their achievements, it must start at the person's immediate supervisor level. Remember, most commands don't get to see our reservists enough to adequately give them the proper recognition they deserve. I want to see more Page 7s written by our chiefs, along with personal award recommendations for deserving individuals. After all, one of the top priorities of chiefs is to watch out for their people.

• **Staying Informed:** Be aware of what is going on at your unit and any changes coming down the pike. I have been disappointed at how little news or message traffic gets down to Reservists. One solution might be to start a Reserve bulletin board. Appoint someone to keep it up to date and put measures into place to ensure that every reservist reads it sometime during his/her drill weekend. Read the *Reservist* magazine — it contains a tremendous amount of important information. Pass this information along!

• **Service Wide Exam:** I hope for a substantial increase in the number of eligible candidates to take the Service Wide Exam. I have assisted at several test sites only to find a rather low turn out. If I may borrow a quote from Force Master Chief George Ingraham, "I can guarantee what your chances of being advanced are if you fail to take the exam — ZERO." Take the time to calculate your future retirement pay as you progress through the ranks. You'll be surprised at the increased dollar differences you'll receive as you continue to advance in rank. After I did my calculations I know what a dramatic effect it had on my outlook toward taking the exam.

• **Future Programs:** If you are not aware of Future Force 21 and the Deepwater Project, get with a knowledgeable person to explain them to you. When these two programs finally take effect, they will change the future course and structure of the Coast Guard.

In closing, I'd like to offer some advice. Get to know your Reserve Command Master Chiefs. They work very closely with their active duty counterparts and the Force Master Chief. We are here to assist you in any way we can. Remember, should you encounter a problem, go through the chain of command, starting with your immediate supervisor. Most issues can be resolved at the unit level.

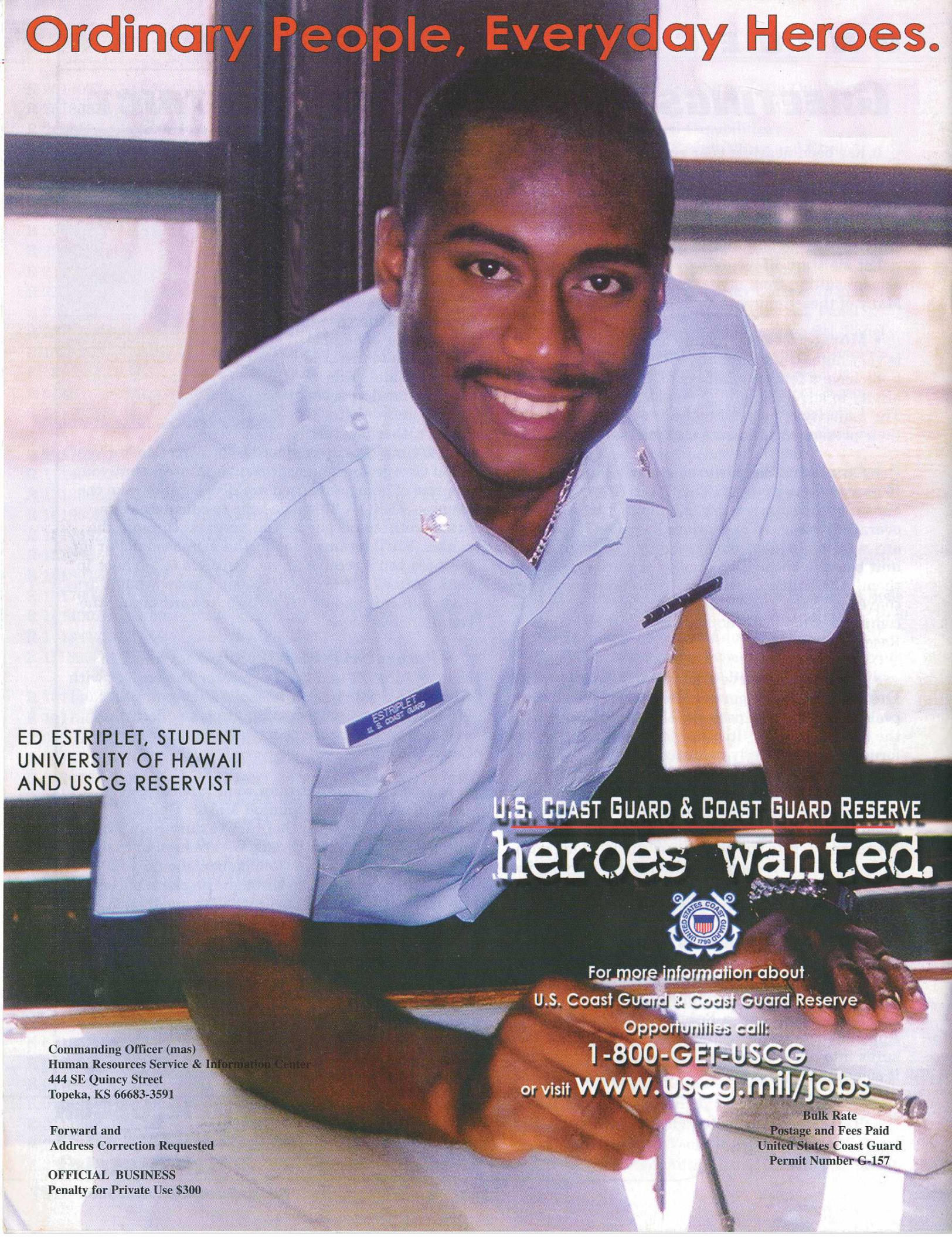
I look forward to meeting all of you as I continue my travels throughout the district.

Semper Paratus!

Ed's note: MCPO Pitula welcomes comments and can be reached by writing 5124 Chalk Street, Morehead City, NC 28557. Phone: 252-247-5885 or 757-398-6492. E-mail: bluecrab@bmd.clis.com

By MCPO Larry Pitula, USCGR
Reserve Command Master Chief
Fifth District

Ordinary People, Everyday Heroes.



ED ESTRIPLET, STUDENT
UNIVERSITY OF HAWAII
AND USCG RESERVIST

U.S. COAST GUARD & COAST GUARD RESERVE

heroes wanted.

For more information about
U.S. Coast Guard & Coast Guard Reserve
Opportunities call:

1-800-GET-USCG

or visit www.uscg.mil/jobs

Commanding Officer (mas)
Human Resources Service & Information Center
444 SE Quincy Street
Topeka, KS 66683-3591

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