

U.S. COAST GUARD  
**RESERVIST**  
DECEMBER 2000



AN INTERVIEW WITH THE  
**MASTER CHIEF  
PETTY OFFICER**  
OF THE  
**COAST GUARD**

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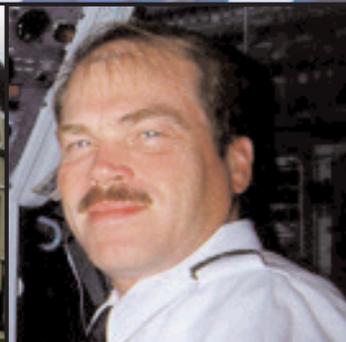
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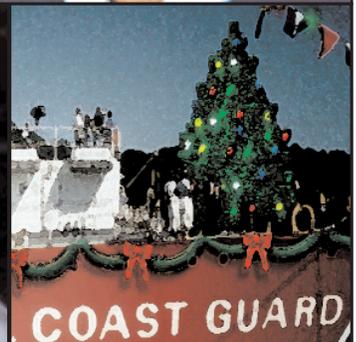
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# Letter from the Editor & Chief

What a difference a year makes! Last year in December, everyone was fretting over Y2K and the Coast Guard Reserve budget shortfalls. This year, it's a completely different story. Y2K is a relic of the history books and the CGR budget for 2001 is fully funded for 8,000 reservists.

Front and center in this issue is the long-awaited interview with **MCPOCG Vince Patton**, our top enlisted Coastie. I had planned to publish it earlier in the summer, but technical problems caused a delay. A big thank you to the Master Chief for his patience and ever-bounding enthusiasm for our Coast Guard. As some of you know, MCPOCG Patton is very big on Coast Guard traditions and so the *Creed of the United States Coast Guardsman* is published on the back cover in his honor.

A new tradition that the local CPOs are trying to build and one that MCPOCG Patton has backed is the "USCG Flags Across the USA" initiative (see photo above). Sponsored by the Chief Petty Officers Association Washington, D.C. Chapter, some of you may be interested in becoming volunteers. For more info, contact **MCPO Bill Michael**, 202-267-2479, e-mail: [wmichael@comdt.uscg.mil](mailto:wmichael@comdt.uscg.mil). Another huge national initiative featured in this issue is the long-overdue World War II Memorial that will honor the 16 million Americans who served. The groundbreaking ceremony occurred Nov. 11.

An old Chicago tradition has returned to the "City of Big Shoulders" thanks to the U.S. Coast Guard and *CGC Mackinaw*. I had never heard of "The Christmas Tree Ship" until my Mom, **Genevieve L. Kruska**, a Chicago native, told me about it last year. Due to Mom's enthusiasm, I put it down as a feature idea for this year-ending issue and had planned to research it. Then, I found out that **PA3 Paul Roszkowski** of D9 Public Affairs in Cleveland had already researched and written a great story. Special thanks to Mom, PA3 Roszkowski, and to our layout and graphics man, **PA2 Chris Rose**, who "decorated" the *Mackinaw* for this heart-warming holiday story.

As 2000 fades away and we head into the uncharted waters of the CGR's 60th birthday year of 2001, I'd like to simply say thank you to our many readers and contributors for their unwavering support, encouragement and enthusiasm for the Coast Guard Reserve and *The Reservist*. Coming in to work and producing the magazine is challenging but, as **RADM Tim Riker** said at his retirement last July, it's an honor serving in the USCG.

**Happy Holidays!**

**- ED**



CPO Joe Feireira, left, and his son, Zack, place USCG flags on Coast Guard graves at Arlington National Cemetery on Veterans Day.

Photo by PAC Edward J. Kruska, USCGR

## A SPAR is Born!

As an old Coastie, I would like to thank the young Coasties who have done so very much for us SPARs ("A Spar is Born," September/October *Reservist*). Your photographs were great and the SPAR article was outstanding. All of my SPAR friends are begging for copies of [that issue of] *The Reservist*. My postage bill will pay off the national debt! Again, thank you.

— Lorraine Dieterle  
Coast Guard SPAR  
Fairfax, Va.

When I returned home from Europe there was a package of copies of *The Reservist*...wow! You have a distinct way of capturing happiness and pride and your support of the SPARs keeps us forever young...truly. Another great issue. You seem to top them even before we've finished reading the last one. A SPAR is Born...my congratulations!

— Eleanor Fabyan  
Coast Guard SPAR  
West Olive, Mich.

Nice job on the SPAR article in the magazine. I was surprised to see how many SPARs showed up for the christening.

— AMTCS William Cavanaugh, USCGR  
Coral Springs, Fla.

Super job on the launching at Marinette! I even got into the cover shot — the hat and body just to the right of Lorraine Dieterle's curl — ready to lead the troops to seats!

— CAPT Mary McWilliams, USCGR(Ret.)  
Great Neck, N.Y.

What a fantastic cover! What a great article! You did a super job, really first rate. I am going to frame one of my extra copies.

— CDR Page Croyder, USCGR(Ret.)  
Baltimore, Md.

That was a great story on the SPAR launch — it should become part of the ship's history. Perhaps *The Reservist* should do a follow-up when SPAR is commissioned in Kodiak next summer, currently planning for Aug. 3.

— RADM Thomas J. Barrett, USCG  
Juneau, Alaska

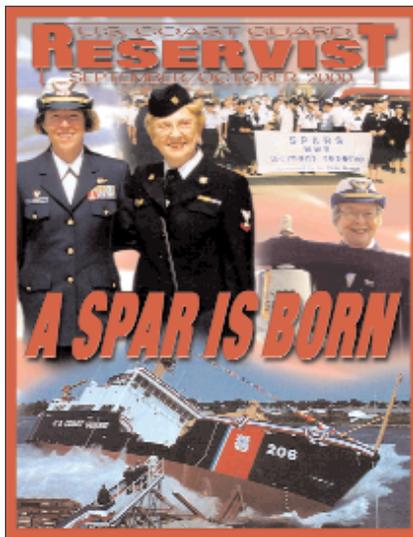
*Ed's note: We have many extra copies of the "A SPAR is Born" issue that featured the launching of CGC SPAR. Drop us a line if you're interested. And yes, the commissioning date for CGC SPAR has been tentatively set for Friday, Aug. 3, 2001 in Kodiak, Alaska. Watch "Upcoming Events" for updates.*

## TRASH THE BUC?

Just read the September/October issue of *The Reservist*. On page 4, there was an article by LCDR French, USCGR(Ret.). French commented about BM1 Haven's letter about doing away with the BUC (Bicentennial Unit Commendation). I completely agree with French and

Haven. The Commandant should just tell everybody to take it off and throw it in the trash. I was in the Marine Corps in 1975 when the Corps turned 200...they have been in a skirmish or two and they did not come out with such a ludicrous ribbon. Trash the BUC!

— IV2 Thomas Morton, USCGR  
San Marcos, Calif.



## SEA PARTNERS CAMPAIGN

I read with great interest the letter by LT Charles R. Jones, USCGR, from Jacksonville, Fla. regarding the Junior Reserve Officer Training Corps (JROTC) summer school program (September/October *Reservist*). LT Jones shared how it was a very rewarding experience to have the opportunity to speak with young people about the Coast Guard and its many missions.

I couldn't agree with him more. As a presenter in the Sea Partners Campaign, I also have the opportunity to speak with school age children about the many missions of the Coast Guard, especially the dangers of pollution in the ocean. These

children are the future of our country and it is such a wonderful opportunity to serve as a positive role model for them.

I think it would be great if *The Reservist* did a story about the Sea Partners program. I believe many reservists would find this to be a most rewarding endeavor to become involved with. Thank you.

— MST3 Jack La Torre, USCGR  
Brooklyn, N.Y.

*Ed's note: The Reservist helped kick off the Sea Partners Campaign by publishing a cover story in November 1994. Since then, articles have appeared periodically, including a Sea Partners Conference 2000 article in the November 2000 Reservist. Those interested in learning more about Sea Partners can contact the Sea Partners Program Director at Headquarters, MCPO Linda Reid, Commandant (G-MOR-1) at 202-267-6891 or e-mail: lreid@comdt.uscg.mil or visit the Sea Partners Web site at : [www.uscg.mil/hq/g-m/nmc/seapart.htm](http://www.uscg.mil/hq/g-m/nmc/seapart.htm)*

## SWE RESULTS

I was just wondering when and to whom the results of the Reserve Servicewide Exam will be sent?

— HS1 Chris Plummer, USCGR  
Plantation, Fla.

*Ed's note: According to HRSIC in Topeka, Kan., individual RSWE profile letters are slated to be mailed to reservist's units sometime in mid-December. The Servicewide Exam message for advancements (also called the Enlisted Reserve Advancement Announcement) is also usually published in mid-to-late December. The Reservist then publishes the ERAA in the January or February issue.*

## USCG STRIPE

I work at a Department of Defense command with Army, Navy and mostly Air Force. Being the only Coast Guard member, I get lots of questions about the Coast Guard. Recently, it was noticed by a Command Master Sergeant

that on the Coast Guard racing stripe, the blue stripe is sometimes to the left and sometimes to the right of the larger red stripe. So my question is, what is the origin of the stripes and what determines the location of the blue stripe in relationship to the red stripe?

— CWO2 Michael J. Brzezicki, USCGR  
Keesler AFB, Gulfport, Miss.

*Ed's note: According to the Coast Guard Historian's Web site, (www.uscg.mil), the design consists of a wide red bar to the right of a narrow blue bar, both canted at 64 degrees with the Coast Guard emblem superimposed. It was originally recommended in 1964 by the industrial design firm of Raymond Loewy/William Snaith, Inc. and was adopted service-wide on April 6, 1967. COMDTINST 5030.11 defines the official Coast Guard seal, emblem and mark (also called the USCG stripe) and use of each.*

## **FOSTERING ART & INTERNATIONAL UNDERSTANDING?**

I am fascinated by the Coast Guard's plan to mix with the Coast Guards of other nations for mutual training. This must give quite an education to the men and women and it also must give foreign nations a good glimpse of American life. I didn't know about [renowned artist] Jacob Lawrence's service in the Coast Guard. It looks to me as though the Coast Guard has done more for fostering art and international understanding than any organization I know. Keep up the good work!

— LT Sloan Wilson, USCGR(Ret.)  
Colonial Beach, Va.

## **MYSTERY PHOTO RESOLVED?**

Regarding the "mystery photo" on page 3 of the July/August *Reservist*, the photo was taken between 1915-39, as U.S. Coast Guard is on the life ring. Station No. 54 was located at Narragansett Pier, R.I. from 1872-1939. I

believe it might be or was a restaurant in the 1970s and is probably called Coast Guard Restaurant. I don't know who the lady in the photo is, but she's probably a tourist who spent the weekend in Newport, R.I. especially since the photo was found in upstate New York. In fact, I wrote Coast Guard Study Group No. 1 Newsletters from 1984-98 which I sent to the Coast Guard Historian. Newsletter No. 64 (Summer 1996) was devoted to the U.S. Lifesaving Service and has the location of stations. They may still have a copy. Hope this helps. Semper Paratus

— FSCM John Young, USCGR(Ret.)  
Pearl River, N.Y.

*Ed's note: There still is a restaurant at Narragansett, R.I. called The Coast Guard House, and yes, it's located in an old Coast Guard station so this must be the same place. The restaurant is on the National Register of Historic Landmarks (www.thecoastguardhouse.com). Also, the area adjacent to the Coast Guard station was a very popular resort in the early 20th century so FSCM Young may very well be correct in stating she was probably a tourist (women did not enter the Coast Guard Women's Reserve until after the SPARs were formed on Nov. 23, 1942, three years after the station was closed).*



## **CORRECTIONS**

The Advancements listed on page 23 of the September/October *Reservist* abbreviated Telecommunications Master Chiefs as TTCM. It should have been TCCM. In the SPAR article in the same issue, there were two name misspellings, the correct spellings are LCDR Joanna Nunan and Lorraine Dieterle.

## **L I C E N S E P L A T E //**

# **ILLINOIS: THE PRAIRIE STATE**

With December being Illinois' birthday month (Dec. 3, 1818), we're proud to feature Plainfield, Ill. resident **PSC Gerald A. Griner**. He is shown here next to his Chevrolet Blazer and "Desert Storm Veterans" plate which he obtained in 1997 when the state began issuing special veterans plates. They cost an additional \$2 per year over standard plates to renew, and the difference is donated to the State of Illinois V.F.W. Manteno Veteran's Home. The plates can be customized by the recipient legally with decals depicting branch of service, and if applicable, the conflict (USCG and Desert Storm, respectively in Griner's case).

"I bet my plates are both one of the lowest Desert Storm and the lowest Coast Guard plates displayed," said Griner, who served with PSU 303 during the Persian Gulf War in 1991 and later with PSU 302 (now PSU 309) during Operation Uphold Democracy in 1994.

Griner enlisted in the Coast Guard Reserve as a PS2 in 1986, and is currently assigned to the MSO Chicago Port Operations Department. He currently works for the Crest Hill Police Department in Illinois



**PSC Gerald A. Griner**

and was featured in the November *Reservist* as a "Citizen-Sailor in Law Enforcement."

Photo courtesy of PSC Gerald A. Griner, USCGR



# 2001: A BUSY YEAR AHEAD

The year ahead promises to be a busy one for all of us. First of all, Feb. 19 marks the 60th birthday of the Coast Guard Reserve. We will observe this important milestone by special articles in *The Reservist* and other commemorative events throughout the

year. Please consult *The Reservist* or the Coast Guard Website for information on upcoming Reserve birthday activities.

The annual Reserve Officers Association Mid-Winter Conference and Military Exposition will be held Feb. 4-7 at the Washington Hilton Hotel. The much-heralded Junior Officer Professional Development Seminar that is held in conjunction with the Mid-Winter will be especially important to the Coast Guard this year. The Seminar will include, for the first time, a presentation by the Coast Guard Leadership Development Center. This is a unique opportunity for JOs to participate in an educational experience that will sharpen their leadership and management skills. It also promotes camaraderie among JOs from all of the Reserve Components. All Coast Guard Reserve junior officers are highly encouraged to attend.

On another front, I am happy to report that the budget picture for FY 01 is very bright. The Department of Transportation Appropriations Act that was signed into law on Oct. 23 provides full training and equipment funding for our 8,000 Selected Reservists. Many thanks to those of you who weathered the storm last year and were restricted in your participation due to our austere budget.

This is the first year that reservists served on the Coast Guard Leadership Advisory Council (LAC). The LAC, which met in New London during October, was chartered to provide advice, coordination, and review concerns on leadership development, and to serve as a conduit to provide unfiltered feedback to senior Coast Guard leadership about leadership issues. Those reservists assigned contributed greatly to the Board's deliberation. The report of this year's LAC meeting is expected soon, and I will share the highlights in a future issue of *The Reservist*.

Also during 2001, the Coast Guard will launch the second phase of a nationwide outreach campaign to raise the visibility of the Coast Guard to Congress, local government, and the U.S. public at large. Building on the successes of Engagement Plan 2000, next year Engagement Plan 2001 will focus on providing field commanders, and all service members, with the right tools and guidance to spread the Coast Guard message. Many thanks to those of you who personally responded to my letter in the

September issue of *The Reservist* when I solicited your help in establishing grassroots support in your local communities for this important initiative. For those of you who are interested, please phone CDR Scott LaRochelle of the Governmental and Public Affairs Directorate at 202-267-0734, or via e-mail: [slarochelle@comdt.uscg.mil](mailto:slarochelle@comdt.uscg.mil)

In September, our Commandant outlined his new imperatives in *Commandant's Direction 2000 — 2002*. In it, he reviews his past accomplishments since becoming Commandant and also outlines his priorities for his remaining two years at the helm. Each of you should have received a copy of this important document at your home. There are two major areas of emphasis — Restoring our Readiness and Shaping our Future.

In order to shape our future, we are planning now to develop the Coast Guard workforce of the future. Through the Future Force 21 (FF21) initiative, we will explore better ways to recruit, train, qualify, and deliver the right people to the units that need them. We will create a flexible, dynamic human resource system that provides the diverse, effective work force to meet current and future needs of the Coast Guard.

We will continue to aggressively pursue the Integrated Deepwater Project to ensure that we have the modern equipment and systems to carry out our missions well into the next century. Along with Deepwater, we will refocus our efforts to leverage emerging technology to create a modern Coast Guard Information System to provide relevant and accessible information for decision making across all Coast Guard programs. This initiative, dubbed e-coastguard, will provide us with state of the art information technology management tools that will be used to set and steer our course well into the new century.

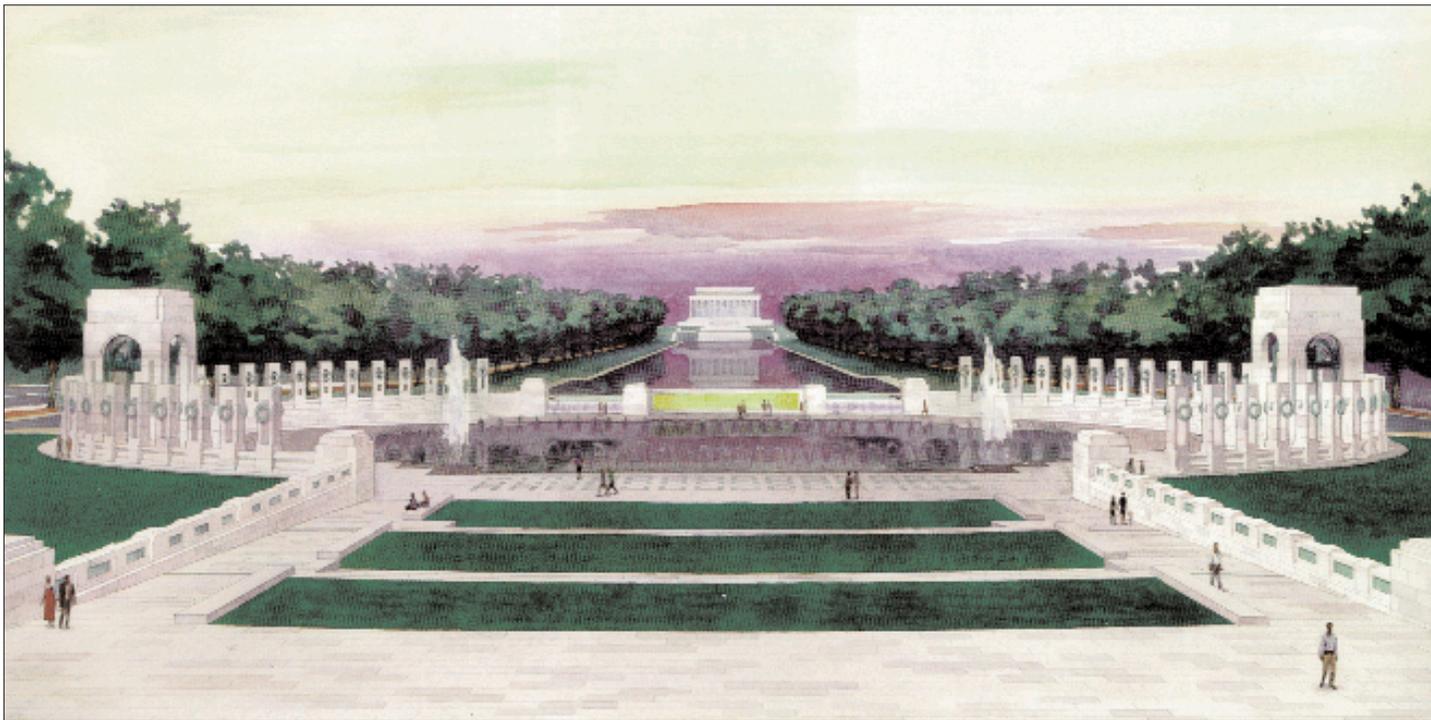
In order to help us move ahead, our Vice Commandant has established the Innovation Council under the management of the Chief of Staff's office. Comprised of representatives from all Headquarters directorates, this organization will focus on re-engineering business processes to improve productivity and free up valuable resource time. It will also identify those organizational and cultural barriers that inhibit innovation in the Coast Guard and, all too often, limit our ability to conduct business faster and easier. A key factor in improving business processes will be to identify and consider the use of new and emergent information technology to assist us in making important business decisions. The Innovation Council will meet several times throughout the year.

I am excited about the future of our Coast Guard and I challenge all of you to continue to monitor these great initiatives over the next year. News and updates about these important activities can be monitored on-line via several dedicated web pages. The Coast Guard Website ([www.uscg.mil](http://www.uscg.mil)) and our own Reserve Website ([www.uscg.mil/reserve](http://www.uscg.mil/reserve)) will provide links to these.

My best wishes to you and your families for a happy holiday season.

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

## THE WORLD WAR II MEMORIAL BREAKS GROUND



Artwork courtesy World War II Memorial Committee

*The World War II Memorial, architectural design by Friedrich St. Florian of Providence, R.I., will be located on the National Mall between the Washington Monument and the Lincoln Memorial.*

### Splaine, McCabe represent USCG at WWII groundbreaking

WASHINGTON, D.C. — Two World War II-era retired Coast Guard personnel represented the United States Coast Guard at the groundbreaking for the World War II Memorial on the National Mall here on Veterans Day.

**CWO4 Betty Splaine** and **CAPT Frank McCabe**, representing Coast Guard women and men, respectively, were on-hand for the ceremony along with Commandant **ADM James M. Loy** and **MCPOCG Vince Patton**.

Among the many national leaders present were **President Clinton**, members of the president's cabinet, and **Bob Dole**, national chairman for the memorial. Also present was **Tom Hanks**, whose "it's time to say thank you" ad campaign gave the memorial a boost in 1998.

It will be the first national memorial to all who served during World War II and will honor the 16 million who served in the armed forces during the war. It will also honor the more than 400,000 who died and millions more who supported the war effort on the home front.

Conceived in 1987, authorized by Congress in 1993, and the subject of 19 public hearings over the past five years, the National Capital Planning Commission approved the final architectural design in September. The architectural design was rendered by Friedrich St.

Florian of Providence, R.I. It will be located on the National Mall between the Washington Monument and the Lincoln Memorial. Two thirds of the 7.4-acre memorial site will be landscaping and water while the vista between the Lincoln Memorial and Washington Monument (a subject of concern by some and lawsuits by others) is unobstructed. Specifically, the memorial will include a Memorial Plaza, two 41-foot arches, 56 granite pillars and their embracing arms representing national unity, a Commemorative Area, Rainbow Pool and Waterworks and Landscaping.

The cost of designing, building and maintaining the memorial is \$100 million. Donations have come in from corporations, foundations, veterans groups, civic, fraternal and professional organizations, states, students, and hundreds of thousands of individual Americans. The Coast Guard Affairs Committee of the Reserve Officers Association recently gave over \$5,000 to the project (see story on page 8).

The American Battle Monuments Commission, the government agency designated by Congress to establish the memorial, expects a general contractor to be selected in February 2001 and construction to begin in March 2001. Dedication is projected for 2003.

For more information, write: National World War II Memorial, 2300 Clarendon Blvd., Suite 501, Arlington, VA 22201; call 1-800-639-4WW2 or check the Web: [www.wwiimemorial.com](http://www.wwiimemorial.com)

# CGAC DONATES OVER \$5K TO WWII MEMORIAL

Photo by Jane Brier



*CAPT Allan Brier, USCGR(Ret.), center, presents a \$5,850 check to John Herrling, National Secretary, American Battle Monuments Commission. Left to right are Walter Steinem, Director of ROA Naval Affairs, Herrling, Brier, LCDR Kevin Brown, USCGR, and Jayson Spiegel, ROA Executive Director.*

WASHINGTON, D.C. — A donation of \$5,850 was presented to the World War II Memorial Fund on behalf of the Coast Guard Affairs Committee (CGAC) of the Reserve Officers Association of the United States on Sept. 18. Presenting the check in the lobby of the ROA Building in Washington, D.C. on behalf of CGAC were

*CAPT Allan K. Brier, USCGR(Ret.) and LCDR Kevin Brown, USCGR. The donation was a result of a matching challenge gift of \$2,500 made at the January 2000 Mid-Winter Meeting of ROA to raise funds toward the construction of the WWII Memorial to be built on the National Mall.*

## FORCE OPTIMIZATION & TRAINING WORKSHOP 2000

ANDREWS AFB, Md. — The annual Force Optimization & Training (FOT) Workshop convened here Oct. 24-25, with over 25 personnel from both Maintenance & Logistics Commands and the various Integrated Support Commands in attendance. The theme for the workshop was “Achieving Positive Results through Cooperation & Open Communication.”

The attendees had plenty of opportunities to embrace that theme as they actively discussed topics that ranged from funds management and recruiting initiatives to Deepwater and Future Force 21. Of particular note was a very informative presentation made by Chief, Office of Programs (G-CPA) representative, *LCDR Virginia Elsesser*, on their role in Reserve Affairs.

Although the formal workshop ended Oct. 25, the work is far from over. With over 50 “follow-up issues” identified, workshop attendees will be researching and responding to those issues in the weeks to come. Regular updates will be sent to the field until all issues have been addressed.

“I was extremely pleased with the workshop,” said *CAPT Doug Clapp*, Chief, Office of Reserve Affairs. “We squeezed a lot of information into two days and it’s because of the outstanding communication, sharing of ideas and interaction between all attendees that made this a productive workshop. Walking away from the workshop with over 50 items to research is a direct result of the focus and attention of our FOT staffs.”

— *By LT Dave Roberts, Commandant (G-WTR-1)*

## SALUTING KOREAN WAR SERVICE VETS

*The fourth annual Coast Guard Veterans Day Wreathlaying honored five retired Coast Guard personnel who were presented with Korean War Service Medals. Left to right, Mortimer Downey, Deputy Secretary of Transportation; LCDR Francis Hunt, USCG(Ret.), Rodney Slater, Secretary of Transportation; Nancy Burke, representing her husband, SCPO Edward Burke, USCG(Ret.); ADM Paul Yost, USCG(Ret.); ADM James Loy, USCG; MCPOCG Vince Patton, USCG; VADM William Rea, USCG(Ret.) and PO1 Ralph Campbell, USCG(Ret.). The event was held Nov. 13 at the CGC Tampa Memorial (Coast Guard Hill) at Arlington National Cemetery.*



Photo by PAC Edward J. Kruska, USCGR

## STILL SMILIN' AT MILE 14...

Coast Guard reservist **LT Ken Hines** is still smiling at mile 14 of the Marine Corps Marathon in Washington, D.C. Oct. 22. It was Hines' first marathon and he was pleased that he finished, in his words, "pretty good for a 45-year-old firefighter." Hines, who claims the Coast Guard's annual Tom's Run relay inspired him to enter, says he pulled out his USCG flag at mile 25 for motivation. Approximately 150 Coast Guard personnel participated.



Photo by Mrs. Ken Hines

## "GIVE ME YOUR TIRED, YOUR POOR," YOUR CG RESERVISTS...



Photo by SN Edward Schiff, USCGR

The 114-year-old Statue of Liberty serves as a backdrop for reservist **BM2 Bryan Hulse's** reenlistment ceremony while underway on a Station New York 41-footer Aug. 26. Administering the oath is **LT Sergio Villaverde, USCGR**, left, while Hulse faces him on the right. Looking on in the background are reservists, left to right, **BM2 Patrick Bradley**, **BM2 Caroll Batino, SNBM Lisa Delfina-Guzman** and **MK2 Bill Yaden**.

## RESERVISTS VOLUNTEER FOR ILLINOIS RIVER CLEAN-UP

PEORIA, Ill. — Coast Guard Marine Safety Detachment Peoria personnel were among 1,700 volunteers to participate in the first annual Illinois River Sweep held Sept. 16.

Illinois River Sweep 2000, an all-volunteer event, was sponsored by the Friends of the Illinois River, an independent, non-profit organization.

The Friends of the Illinois River, whose members include the Coast Guard's partners in the commercial barge industry, supplied plastic bags, gloves, and t-shirts to participants, with local waste companies volunteering to dispose of the trash. MSD Peoria personnel were assigned a stretch of the Illinois River located near a marina and campground. The Coast Guard partnered with East Peoria's Fondulac Park District Police to use small boats to retrieve large items along the river's banks, including tires, oil drums, and old lumber.

"We can do more than just enforce environmental and navigation safety regulations," said reservist **MST2 Steve Jacobson**. "We're out here getting our hands dirty while we show our support for the community and this river."

According to MSD Peoria's supervisor, **LT Randy Caverly**, this year's event was a real success.

"Over 80 percent of our members volunteered their



Photo by ENS Scott Wolland, USCGR

**Reservists MST3 Randy Witko, left, and MST1 Dave Hamilton, right, of MSD Peoria, pick up garbage during Illinois River Sweep 2000.**

time," said Caverly. "The Coast Guard doesn't always get the visibility here on the rivers, but we're making a real difference."

MSD Peoria, under its parent command, ISC St. Louis, plans to participate again next year.

— By ENS Scott H. Wolland, USCGR, MSD Peoria

# FOOD FIT FOR KINGS: A CROWNING ACHIEVEMENT

SAN PEDRO, Calif. — When **CAPT Carl Crown** retired last summer at ISC San Pedro, the 250 people attending the ceremony raved about the scrumptious food. They kept asking Crown who catered the event?

“Our galley crew, the military does it right,” chuckled Crown, who retired after 30 years service as both an active duty member and reservist. “With such a professional and creative display, I could see that the food specialists took a great deal of pride in their work.”

It's no wonder that ISC San Pedro is one of the national finalists in the Medium Ashore Facility category in this year's Coast Guard Food Service Awards.

Luscious, mouth-watering culinary delights of beef, chicken, pasta salads, spinach and feta cheese puffs, cheese and fruit platters adorned with edible roses graced the buffet tables. These delicious dishes were created by **FSC Maryann O'Neill** and her 15 galley crew members, which included two Naval Reservists and three Coast Guard Reservists, **FS2 Anna Solis**, **FS3 Jean Coughlin**, and **PA1 Spring de Haviland**.

To achieve success, just what does the galley do in preparing for a special event like Crown's retirement?

One month before the date, the planning of the menu and ordering of food begins. Then, three days prior to the event, there is an intense period of food preparation.

These days are long ones — dawn to dusk or longer — as lavish food platters and gourmet delights are all “home” made with tender-loving care, not to mention ice sculptures that take hours to carve.

A few final ingredients are also necessary to pull off a successful event: Dedication, commitment to excellence and, of course, those Coast Guard core values of “Honor, Respect and Devotion to Duty.” You may not think of the planning and prep-work when you sit down to eat at a Coast Guard event (or even a holiday party this year). But you can be sure that food service specialists behind the scenes have been thinking of you.

— *By PA1 Spring de Haviland, USCGR*

*Ed's note: The 2001 Dining Facility of the Year, Coast Guard Excellence in Food Service Awards ceremony will be held Saturday, March 3, 2001 in Anaheim, Calif. and are sponsored by the International Food Services Executive Association. For more info, contact MCPO Tom Richard, 202-267-2556 or via e-mail: trichard@comdt.uscg.mil.*



Photo by FS2 James Dare, USCG

*The ISC San Pedro crew proudly displays the scrumptious food they prepared for CAPT Crown's retirement. Left to right are FS2 C. J. Bovell, FSC Maryann O'Neill, FS3 Nicci Cave and FS3 Melissa Olsen.*

*Ed's note: The 2001 Dining Facility of the Year, Coast Guard Excellence in Food Service Awards ceremony will be held Saturday, March 3, 2001 in Anaheim, Calif. and are sponsored by the International Food Services Executive Association. For more info, contact MCPO Tom Richard, 202-267-2556 or via e-mail: trichard@comdt.uscg.mil.*

## CGCVA HOLDS 8TH CONVENTION

FORT MITCHELL, Ky. — The Coast Guard Combat Veterans Association held its 8th biennial convention and reunion here Oct. 22-26. Approximately 250-300 CGCVA members attended this year's event held at the Drawbridge Inn in Fort Mitchell, located in northern Kentucky near Cincinnati.

**CAPT Kevin Eldridge**, Eighth District Chief of Staff welcomed attendees at opening ceremonies along with Fort Mitchell Mayor **Thomas E. Holocher** and State of Kentucky Representative **Tom Lucas**. The CGCVA presented the mayor with more than 300 stuffed animals

for distressed children (given out by the Fort Mitchell Police and Fire Departments during emergencies), plus \$500 for the children of the city.

Attending this year's convention were CGCVA member **ADM James Loy**, USCG Chief of Staff **VADM Timothy Josiah** and **MCPOCG Vince Patton**.

The next CGCVA convention/reunion will be held in 2002 but the site has not yet been determined. Contact CGCVA, c/o LCDR Edward B. Swift, USCG(Ret.), 13602 Lindendale Road, Dale City, VA 22193; 703-590-3442; e-mail: [swiftie1@email.msn.com](mailto:swiftie1@email.msn.com)

# JUST A ROUTINE DAY, ROUTINE RESCUES AT CORTEZ

CORTEZ, Fla. — What started out as a routine patrol to investigate a buoy that had drifted off station turned into a *Team Coast Guard* rescue. While en route July 3 after receiving a report of a 24-foot pleasure craft with four persons on board taking on water 11 miles west of Big Pass (Sarasota, Fla.), CG-41370 responded.

Upon arrival, the Sarasota Police Marine Unit had recovered the four personnel on board and was waiting for a tow. Only moments later, a mayday call was heard of a 22-foot pleasure craft taking on water 18 miles west of Venice, Fla. Inlet.

CG-41370 responded as *SN Brad Nixon* plotted a course with flawless chartwork. Auxiliary Aircraft 514, airborne on routine patrol in the Boca Grande area,

overheard the distress call and diverted north to assist. The aircraft located the survivors clinging to the overturned vessel and circled until CG-41370 rescued all four who were suffering mild hypothermia.

Station Cortez personnel involved included **BMC William Turner**, Station Cortez OIC; **BM3 Dan Quidort**; **Ron Touchton**, USCG Auxiliary Watchstander; CG-41370 crew including coxswain **BM2 Ed Short**, USCGR; **MK3 Bryan Carpenter**, USCGR; **SN Brad Nixon**, USCG; **BM2 Sam Griffin**, USCGR; Auxiliary Aircraft 514; Pilot Auxiliarist **Michael Lechky** and Co-Pilot/Observer Auxiliarist **John Scholl**. Bravo Zulu for the outstanding teamwork!

— By **MK3 Bryan Carpenter**, Station Cortez, Fla.

## IN BRIEF...

• **PSU 305/311 Change of Commands** — **CDR Bob Grabb** relieved **CAPT Carol Rivers** at a change-of-command ceremony at PSU 305, Fort Eustis, Va. on Nov. 18. LANTAREA and D5 Commander **VADM John Shkor**, USCG, was keynote speaker. On the same day, PSU 311 also held its change of command with **CDR Don Karol** relieving **CDR Richard Daniels**. **RADM Mary P. O'Donnell**, USCGR, was the keynote speaker at the PSU 311 ceremony at San Pedro, Calif.

• **ROCI Graduates 59** — Congratulations to the members of **Reserve Officer Candidate Indoctrination Class 01-00** which graduated 59 new ensigns Sept. 7 at the Coast Guard Academy, New London, Conn. Class instructor was **LTJG Jim**

**Johnson**, USCGR, while class leader was **ENS Chris Sweeney**. **ENS Joseph Ostdiek** was awarded a plaque for top academic average while **ENS Christa Jackson** took home a plaque for the George E. MacGarvey Memorial Leadership Award.

• **D7 Commander for a Day** — Congratulations to **CAPT Robert Grant**, USCGR, of Miami, Fla. When the need arose recently, he filled in as Acting Commander, Seventh Coast Guard District. It is believed he is perhaps the first reservist to fill such a high-level position in Reserve program history.

• **JFCOM Joint Reserve Unit** — **CAPT Mike Stango**, USCGR, is the new Commanding Officer of U.S. Joint Forces Command's (JFCOM) Joint Reserve Unit. He relieved **Col. Margaret Tankovich**, USAR, in Norfolk on May 6. Stango was selected from a group of five O-6 officers from other branches for this position. The JFCOM Joint Reserve Unit has over 400 personnel from all branches including the Coast Guard and National Guard. Prior to this assignment, Stango served as Coast Guard Element Commander and Executive Officer of the U.S. Transportation Command's Joint Transportation Reserve Unit, Coast Guard Element, at Scott Air Force Base, Ill.

• **Representing CGR** — **BM1 Paul Kohl**, USCGR represented the Coast Guard Reserve at the State of Connecticut's annual Honor Person for the 2000 Connecticut Armed Forces Day luncheon May 19. Kohl, selected by Coast Guard Group Long Island Sound, is currently stationed at

Station New Haven, Conn. He was the National Reserve Enlisted Person of the Year for 1996.

• **Boating Pamphlet** — Retired Coast Guard Reservist **Gerald Warda** of Muskego, Wis. has penned a 16-page pamphlet entitled *Making Common Sense of Boating Safety Laws*. It is a learning tool for the young and inexperienced boater and a refresher for others. For more information, contact Warda at S75 WI8970 Circle Drive, Muskego, WI 53150; 262-679-2543; e-mail: [warda@worldnet.att.net](mailto:warda@worldnet.att.net)

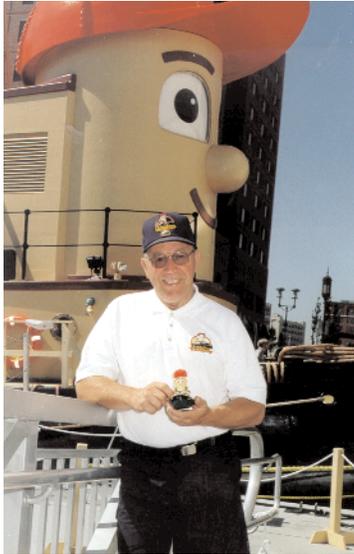


Photo by Dawn Hughes

*With diploma in hand, ENS Sean Hughes, second from right, celebrates his Reserve commission following graduation from Reserve Officer Candidate Indoctrination Sept. 7. Left to right, his father Harold, RADM Carl Moore, ENS Hughes, and his mother, Marilyn.*

# THEODORE TUGBOAT SMILES INTO BOSTON

Photo by John LeJeune, U.S. Coast Guard Auxiliary



**Tugboat Captain Bill Stewart smiles as he holds a miniature Theodore in front of the tug.**

The show is broadcast in the United States on the Public Broadcasting System and in Canada on the Canadian Broadcasting Corporation Playground, *Theodore* is probably the best-known tugboat in North America and recognized by millions of children as the star of the long-running television series that originated in Canada and spread to the U.S. The vessel is “committed to helping children and families be safe while having fun in and on the water,” according to Cochran Entertainment, the Halifax, Nova Scotia-based producer of family programming.

*Theodore Tugboat* is more than a popular television celebrity, he is also the “spokes boat” and official Ambassador of the National Safe Boating Council (NSBC). The NSBC was organized in September 1958 under the name National Safe Boating Committee, and now has a membership of over 250 U.S. and Canadian organizations, all with an interest in boating safety and education. The mission of the NSBC is to reduce accidents and enhance the boating experience. The NSBC is the foremost coalition for the advancement and promotion of safer boating through education.

“Children have a great impact on boating safety when exposed to safe boating practices,” said Virgil Chambers, Executive Director of the NSBC. “They’ll not only grow up to be safe boaters, but they will influence their parents to boat safely.”

The oceangoing *Theodore Too*, measuring 65-feet from bow to stern and weighing 105 tons, was built of wood by Snyder’s Shipyard in Lunenburg, Nova Scotia, where fellow Sail Boston participant *Bluenose* was constructed. Although *Theodore* looks like a tug, the vessel is essentially a heavily constructed yacht with a variety of native woods. It is

Spectators hoping to catch a glimpse of the majestic Tall Ships when they sailed into Boston Harbor last summer may have done a double take at the tugboat with the smiling face and blinking eyes. *Theodore Tugboat* made his triumphant debut in Boston Harbor joining the Tall Ships during Sail Boston 2000 from July 11-16. Thousands of children and their families turned out to welcome the lovable tug.

Decked with a smiling face, wide eyes and red baseball cap, the visitor is a life-size version of the character from the popular animated television series *Theodore Tugboat*, and is nicknamed *Theodore Too*.

powered by a 400-horsepower Caterpillar 3406 turbocharged diesel with Twin Disc gears turning a single screw. It carries enough fuel for a cruising range of about 800 miles. *Theodore* measures out at about 105 displacement tons with a beam of 22 feet and draft of about seven. The vessel has two crew cabins.

He is equipped with a wood tow-hook on the stern, D-shaped rubber fendering around the hull, a number of strategically placed rubber tires and bitts arranged around the hull for mooring lines. The vessel has radar mounted on a mast aft of the head, a cylindrical pilot-house with round portholes and navigation light boxes.

Another unique feature is a genuine smile and hydraulically controlled blinking eyes. The vessel’s hat, face and smokestack are made of molded fiberglass.

*Theodore* is captained by Bill Stewart, a veteran tugboat captain with over 25 year’s experience. He also spent nine years as a 44-foot motor lifeboat coxswain in the Canadian Coast Guard. Known as Captain Jerome on the television series, he was thrilled to be part of Sail Boston 2000.

“*Theodore* takes on a life of his own, he captures the imagination of children and adults alike,” said Stewart.

Children of all ages lined the docks to get a close look inside their favorite tugboat. One little boy even brought his own lifejacket remembering *Theodore’s* boating safety message. Once inside, they were greeted by Coast Guard Auxiliarists manning a boating safety booth set up by the First District Northern Region Public Affairs Department. Stewart, because of the Auxiliary public affairs mission, proudly displayed the Coast Guard Auxiliary blue ensign from *Theodore’s* starboard yardarm.

“*Theodore* has had the strongest and most visual impact on children in influencing boating safety that the Auxiliary has ever seen,” said John LeJeune, Flotilla Commander, Marblehead, Mass.

*Theodore Too*, Canada’s Safe Boating Ambassador, hopes to raise public awareness and present safe boating to children through education so that they will become safe boaters. As *Theodore* says, “Be Boat Smart From The Start. Wear Your Life Jacket!”

– By PA2 Linda O’Brien, USCGR



**Theodore Tugboat makes his way across historic Boston Harbor. Theodore is used to teach children boating safety in both the U.S. and Canada.**

Photo by PA2 Linda O'Brien, USCGR

## **BUSH PILOT: AVT1 RANDALL MYERS**

PEMBROKE PINES, Fla. — This past fall, Coast Guard Reservist **AVT1 Randall Myers** held one of the most memorable jobs of his civilian career — he was part of the Miami Air International Charter crew for the Bush-Cheney presidential campaign.

“I was the flight engineer and mechanic responsible for safely flying and maintaining the Boeing 727 that was used to fly former Secretary of Defense **Richard B. Cheney** and his entourage to all their scheduled rallies and appearances,” said Myers, who drills at Opa Locka, Fla. “We started by flying **Governor George W. Bush** early in the campaign, but he soon needed more room, so he had to change to a bigger aircraft.”

Myers’ daily routine on the campaign trail started out at 6 a.m. He conducted a pre-flight inspection as well as refueled the aircraft and oiled the engines. After the Secret Service was done checking the bags with their dogs, Myers supervised the loading and made out the weight and balance form.

“On a normal day, we made four stops along the campaign trail,” said Myers. “Probably the best thing about the job was I had a lot of time off in Jackson Hole, Wyo., Secretary Cheney’s home. I have to admit, this is probably one of the most memorable jobs I have ever had the pleasure to be a part of and I enjoyed it immensely.”

He says there are about 10 members of the reserve components working for Miami Air, including Air Force Reservist **Col. George Bentley** who has worked closely with Myers during the campaign. Miami Air also flies college football, Major League Baseball and National Hockey League teams to game sites.

Myers, who enlisted in the Coast Guard in 1980,



Photo courtesy of AVT1 Randall Myers, USCGR

**AVT1 Myers aboard the Boeing 727 en route to a campaign rally during the fall of 2000. Photo courtesy of AVT1 Randall Myers, USCGR**

became a C-130 and HH-52 crewman while at Barbers Point, Hawaii. Later, while at Borinquen, Puerto Rico, he became an HH-3F and HU-25A avionicsman. The highlight of his Coast Guard career was in 1984 when his crew received the Sikorsky winged “S” for the rescue of the crew of a sunken motor vessel near Aruba. Myers lives in Pembroke Pines, Fla, with his wife of 14 years, **Carmen**, and eight-year-old son **Trevor**, also an avid aviation buff.

Myers hopes to spend a few more years in the Reserve program, especially if Reserve aviation makes a come back and he can take the Servicewide Exam for advancement to chief.



**Coast Guard Reservist AVT1 Randall Myers, left, his parents, Don and June Myers, and Governor George W. Bush, along the campaign trail in Des Moines, Iowa.**

# PROFESSIONAL MILITARY ASSOCIATIONS

As your Director of Reserve and Training, I frequently represent the Coast Guard Reserve at various social and business functions sponsored by national and international professional military associations (PMAs). I am continually impressed by the interest these organizations show in the Coast Guard and Coast Guard missions, and I am often asked about how to encourage more Coast Guard personnel to join their ranks. PMAs offer unique opportunities for Coast Guard Reservists. They foster comradeship, promote military professionalism, preserve our military heritage, and promote a strong national defense. Many of these organizations have a rich tradition of supporting the Coast Guard along with the other military services.

There are PMAs that represent specific segments of the military population. For instance, The Retired Officers Association (TROA) focuses on the issues and interests of the retired community. TROA works for improved retiree medical care, improvements to the survivor benefit plan, and monitoring annual cost of living adjustments (COLA). The Fleet Reserve Association (FRA) draws its membership from the Naval services which include active and retired Navy, Marine Corps, and Coast Guard personnel. Others organizations, such as the American Legion, open their membership to all services.

Several PMAs are particularly active in supporting and recognizing Coast Guard Reserve accomplishments. For instance, the Reserve Officers Association (ROA) sponsors the annual Reserve Outstanding Junior Officer Award, the RADM Russell Waesche Award, and RADM Bud Sparks Total Force Award. The Naval Enlisted Reserve Association (NERA) recognizes our Reserve Enlisted Person of the Year. The Navy League annually awards the Thomas E. Morris Coast Guard Reserve Trophy to the outstanding deployable unit and the National Naval Officers Association (NNOA) sponsors the annual Edward Williams Award for Excellence in Leadership.

Your benefits, rights, and privileges as members of the armed forces are of utmost concern to these organizations. Most PMAs regularly monitor legislative activity at both the state and federal level. National PMAs have active and effective programs that review and monitor congressional and local legislation that focuses on national security, the armed forces, and mili-

tary personnel, such as pay and improved health care. PMA representatives frequently meet with national leaders to ensure that the interests and concerns of armed forces members are considered when policy or legislation is drafted. Most of the larger PMAs have joined together to exercise their collective political strength through membership in The Military Coalition (TMC).

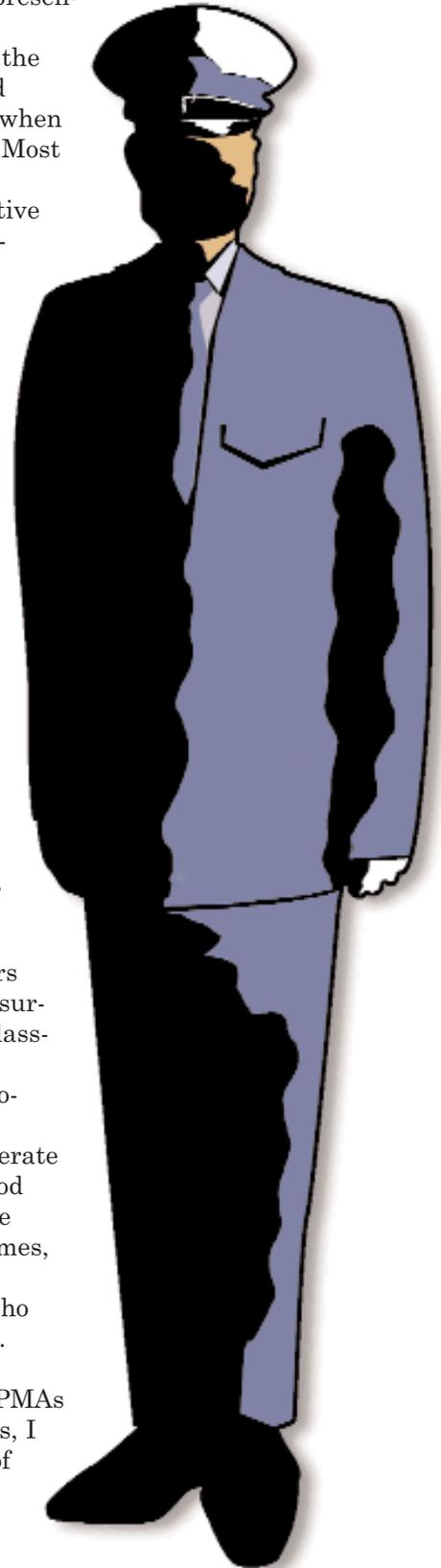
Representatives of the TMC meet each month and sometimes more frequently to develop a legislative strategy for issues that affect the uniformed services community they represent.

In addition, PMAs use their strength in membership numbers to provide special member benefits. Some of the benefits derived from membership in PMAs may include:

- Discount buying services;
- Opportunities to engage in professional development and educational seminars;
- Special discounts at hotels, car rental and other travel services;
- Benefits for family members such as supplemental health insurance including dental and eyeglasses, dependent scholarships and other educational assistance programs.

Many local PMA chapters operate their own club facilities with food and hospitality services. On the opposite page is a list of the names, phone numbers, and Web site addresses of the major PMAs who comprise the Military Coalition. While the Coast Guard cannot endorse or sanction individual PMAs under current ethics regulations, I encourage each and every one of you to consider membership in one or more of these valuable organizations.

— By RADM R. Dennis Sirois



# MILITARY COALITION



**Air Force Association**  
800-727-3337  
www.afa.org



**Air Force Sergeants Association**  
301-899-3500, 800-638-0594  
www.afsahq.org



**Army Aviation Assn. of America**  
203-226-8184  
www.quad-a.org



**Assn. of Military Surgeons of the US**  
301-897-8800  
www.amsus.org



**Association of the US Army**  
703-841-4300, 800-336-4570  
www.ausa.org



**CWO & WO Assn. US Coast Guard**  
202-554-7753  
www.cwoauscg.org



**Comm. Officers Assn. of the US  
Public Health Service, Inc.**  
301-731-9080  
www.coausphs.org



**Enlisted Assn. of the Nat'l Guard of the US**  
703-519-3846  
www.eangus.org



**Fleet Reserve Assn**  
703-683-1400, 800-372-1924  
www.fra.org



**Gold Star Wives of America**  
703-527-7706, 888-479-9788  
www.goldstarwives.org



**Jewish War Veterans of the USA**  
202-265-6280  
www.jvw.org



**Marine Corps League**  
703-207-9588, 800-625-1775  
www.mcleague.org



**Marine Corps Reserve Officers Assn.**  
703-548-7607, 800-927-6270  
www.mcroa.com



**The Military Chaplains Assn of the USA**  
202-574-2423  
www.wrldnet.net/mca/index.htm



**National Guard Assn. of the US**  
202-789-0031  
www.ngaus.org



**National Military Family Assn.**  
703-823-NMFA(6632)  
www.nmfa.org



**Nat'l Order of Battlefield Commissions**  
703-780-1753  
nobc@juno.com



**Naval Enlisted Reserve Assn.**  
703-534-1329, 800-776-9020  
www.nera.org



**Naval Reserve Assn.**  
703-548-5800, 866-672-4968  
www.navy-reserve.org



**Navy League of the US**  
703-528-1775, 800-356-5760  
www.navyleague.org



**Reserve Officers Assn.**  
202-479-2200, 800-809-9448  
www.roa.org



**The Retired Enlisted Assn.**  
703-684-1981, 800-338-9337  
www.trea.org



**The Retired Officers Assn.**  
703-549-2311, 800-245-TROA  
www.troa.org



**United Armed Forces Assn.**  
254-776-2509, 888-457-7667  
www.uafa.org



**US Army Warrant Officers Assn.**  
703-742-7727, 800-5-USAWOA  
www.penfed.org/usawoa



**USCG Chief Petty Officers Assn.**  
703-941-0395  
www.uscgcpoa.org



**Veterans of Foreign Wars**  
816-756-3390  
www.vfw.org



**Veterans' Widows Int'l Network**  
303-693-4745  
members.aol.com/vwin95/vwin95.html



An  
**INTERVIEW**  
with the  
**MASTER CHIEF**

**Petty Officer of the Coast Guard**

THE RESERVIST MAGAZINE QUERIED ITS READERS EARLIER THIS YEAR FOR MANY OF THE INTERVIEW QUESTIONS ASKED HERE OF THE COAST GUARD'S HIGHEST RANKING ENLISTED MEMBER – MCPOCG VINCE PATTON, III. PATTON WAS FEATURED ON THE COVER OF THE JULY 1998 ISSUE ALONG WITH ADM JAMES M. LOY WHEN BOTH ASSUMED TWO OF THE HIGHEST POSITIONS IN THE COAST GUARD.

READERS MAY CONTACT MCPO VINCE PATTON BY WRITING:  
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WASHINGTON, DC 20593  
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PHONE: 202-267-2397  
FAX: 202-267-4487  
WEB SITE: WWW.USCG.MIL/HQ/MCPOCG

You are now over two years into your four-year tour as Master Chief Petty Officer of the Coast Guard (May 22, 1998). You had 12 original action items when you became MCPOCG. How is all of that going?

Those 12 action items as outlined in my first SITREP message (ALCGENL 051/98) were a result of some supportive involvement by my Senior Enlisted Advisory Team, or SEAT, which consists of the two area and reserve forces command master chiefs, along with a number of other senior enlisted members, including a civilian and an auxiliaryist. This group serves as my team of consultants to help me focus on the important issues and needs of our service. To be quite honest with you, I am amazed that through the efforts and support of all of the gold badge command master chiefs, folks here at CGHQ, we've been able to just about touch or accomplish something on every single action item. Through the initiative of the Enlisted Career Development Program, efforts are underway to address just how our enlisted workforce should be trained and able to perform. I'm excited by the fact that we've been able to take advantage of "front burner" items like the Commandant's "Stroke of the Pen" actions and RADM Fred Ames' "Future Force 21" initiative to move these action items to the forefront. There's still more to be done, but I feel that we've got the throttles pointing forward.



In all of your travels, what is the most positive thing happening in the Coast Guard today?

We as an organization have the unique gifted talent to make things happen, regardless of the situation or lack of resources. While I see this as a positive thing being done, at the same time, I weather some concern. Going back to the Commandant's "curse of Semper Paratus" speech he had done over 18 months ago, **we are a high performing organization that quite simply will not fail under any circumstances.** We will do what it takes to get the job done despite limited resources.

The lack of readiness has been talked about a lot this year within the Coast Guard. What's being done to turn this around?

Through the efforts of the Leadership Council which consists of the Commandant, Vice Commandant, Chief of Staff, the Area Commanders and myself, a Readiness team was chartered and is working very diligently under the guidance of VADM John Shkor to take a proactive approach in gathering all of the information on readiness issues and needs throughout the Coast Guard. There is also an initiative of using information technology to build an electronic status board, which would be capable **of seeing just how well prepared we are Coast Guard-wide at the touch of a button.**

Several units are taking part in the pilot testing. In addition, the "Future Force 21" initiative I mentioned earlier is taking a look at better ways that the Coast Guard's human resource management system can respond to a variety of personnel actions.

You seem to be big on our Coast Guard traditions, more so than your predecessors were. Why?

I've always considered the best way to truly understand the definition of what leadership really is, is by embracing our history, heritage, and traditions of our service. There are probably hundreds of books written by some of the most prolific and well-known authors in the field of leadership and management.



However, I believe that through looking back on our past, there are some amazing and inspiring stories which in my mind provide the best example of what true leadership is all about. The traditions of our service represents what our conditions of employment are all about. I often refer to defining our core values of Honor, Respect, and Devotion to Duty, not from the group in 1993, which I was a part of that came up with these words — but rather going back almost 70 years ago when then-Commandant, VADM Harry G. Hamlet penned the words to “The Creed of the Coast Guardsman” (see back cover). In the second paragraph or phrase of the creed, you’ll clearly find the words, “honor, respect, and devotion to duty,” spelled out with the same emphasis as it is used today. I believe that embracing our history, heritage and traditions of **the Coast Guard is all about having a passion and sense of belonging**



to such a high-performing organization that has played an integral and important part of our country’s history and a principal armed force. I see it clearly exhibited today by way of the tremendous work our people are doing day in and day out, such as the recent recipients of this year’s Coast Guard Foundation Awards, and the number of sensational efforts our members from Atlantic City to Long Beach, from Kodiak to San Juan are doing.

**There is a perception in the field that the Chiefs’ Mess is not nearly as healthy or strong as it once was. What do you think of this and what can we do to make it stronger?**

First of all, I think the contrary. Examples like the chiefs who rallied together to raise money for a new flag pole and monument for Douglas Munro at Cle Elum, and the recently completed **Munro Hall exhibit at Cape May** are what I would consider outstanding examples that our chiefs are healthy and strong. There is a need to continue to build on the strength of the Chiefs’ Mess, as well as to concentrate on the continual development of **all** chiefs. Right now, I have convened a team of master chiefs, consisting of gold badge command master chiefs, and chiefs of the mess from several units to take a very hard look at the current “Chiefs Call to Initiation” or CCTI process. My intent here is that we need to continually enhance the value of the CCTIs not for the newly selected CPOs, but also to ensure that we are truly meeting the need of all of chiefs in validating the need and importance of conducting this time honored tradition. It’s all about continual improvement of our chiefs’ messes throughout the Coast Guard.



**We seem to say that personnel is our number one priority but don’t put the money into it evident by the fact that we fall further and further behind the other services (education, bonuses, etc.). When are we going to make it a priority and get the funding to provide the incentives that the other services provide to their members?**

I’m not sure how to effectively answer this question, as there’s no **cookbook** way to try to respond to every single need for our personnel without having adequate funding. This of course is an issue with all branches of the armed services as well as other government agencies. There is no question that money drives many of our personnel management decisions. With that said, we have taken as much of a proactive approach to responding to budgetary needs with trying to keep with Department of Defense (DOD) parity. Just recently, our Coast Guard tuition assistance program has risen (ALCOAST 433/00). This I might add is a continual improvement over the past two years. We’re not there yet in keeping up with DOD, but we are devoting more funding to close the gap. On the question of bonuses, it is not fair to make the comprehensive comparison

of DOD bonus programs with the Coast Guard, as these decisions are based on legislative requirements of which in most cases the Coast Guard does not meet the criteria to offer such a bonus.

*One questioner believes that reservists do not receive the same treatment in the way of awards as the active duty. Is there anything that can be done about that?*



First of all, I would suggest that reservists who feel this way should echo these thoughts through their chain of command. Interestingly enough, I hear this question brought up on the active duty side, when comparisons are made of different units, specifically ashore versus afloat. **Awards in my view are something that should be considered as instant recognition**, regardless of what status you are, or where you are stationed. Personally I dislike the term, “end of tour award,” as I believe it degrades one of the reasons why we have an award system. When people do superlative work over a period of time, why shouldn't they be recognized for their efforts right away? On the enlisted side of the house, holding off such an award actually hurts, not helps, a member on his or her advancement. I believe most award recipients would have truly loved to have proudly received their award while still assigned to their unit, instead of when they leave or retire. The real answer to this question lies in the chain of command of the award recipient. At the policy level we can put out all kinds of directives telling commands to treat people equally and present timely awards. However, the action has to be done at the unit level. At best, I can and will continue to do is address this matter to the various commands where such a problem like this exists.

*What has been your favorite thing about being MCPOCG? The most challenging?*

Clearly the most favorite thing about being the MCPOCG is I am truly living my dream. Just 28 years ago, I told my company commander in recruit training after seeing MCPOCG Charles Calhoun's picture hanging on a wall, **that I wanted to have his job someday**. Many, including my company commander, thought I was joking. In fact, it cost me 50 pushups, as punishment for being a smart aleck (he used a bit stronger words than that). I was serious. After getting an understanding of what the job entailed, I felt that I really wanted and could do this job someday. I became a “student” of the position, watching closely and eventually having the third through the seventh MCPOCG serve as my mentors. What's made the job fun is all about the people. After traveling thousands of miles over the past two-and-one-half years throughout the Coast Guard, from the newest E-2 to the most seasoned master chief, I have truly witnessed by example what living our Coast Guard core values are all about. I challenge anyone to show me an organization which has people who are more than willing to do their very best, regardless of the obstacles presented — and they do it very well. All of our members of the Coast Guard family, active, reserve, retired, civilian, auxiliary, and family members take a sincere and dedicated interest in giving it their absolute best, holding true to the words from our service song that “Semper Paratus is our guide, our fame, our glory too.”

The very same things I'm most excited about, our people, are also my most important challenges over the next several months. I can't help but bring up the “Three R's” — Recruiting, Retention, and Readiness. They are elements that we must continue to successfully achieve. We can't do one without the other two if we intend to remain “Semper Paratus,” through the 21st century. There are some tremendous efforts being placed on line to ensure that we keep in step with the “Three R's” through the Future Force 21 initiative. This project will require everyone in our organization to pay close attention to what we do, how we've done



it before, and how we may have to change to accommodate the “Three R’s.” There will no doubt be some sweeping changes awaiting our service over the next several years, well into the next Commandant’s tenure. If we want to remain healthy and “Semper Paratus,” full interest and the assistance of everyone in the Coast Guard family to fully support the Future Force 21 initiative is paramount.

### What do you really want to accomplish in your last two years? And, what would you like people to remember 20 years from now when they talk about MCPOCG Vince Patton?

After responding to the last question on my greatest challenges, I would say that working with the Future Force 21 initiatives are the most important things that I feel are necessary to accomplish during the remaining part of my tenure. In addition, I also want to emphasize a greater interest in Cape May at our recruit training center. This is where it all starts. I believe that we, particularly the senior enlisted workforce, should pay more attention to supporting Cape May’s recruit company mentoring program, as well as doing as much as we can to help ensure that the over 4,000 or so hard-charging men and women who graduate from Cape May every year are given the opportunity to excel once they reach their first unit. We have to all remember and understand that **the future of our organization rests with our newest Coast Guardsmen.** Every senior enlisted member out there should have the attitude and take the approach that our reliefs are coming through Cape May, whether we’re ready for them or not. We must have the attitude and recognize that our newest members will have the ability to continue and even build on our service’s legacy — if they are given the right leadership and opportunities to excel. I see it in their eyes every time I visit Cape May, and shake the hands of the newest graduates. If there’s anything I would like people to remember me for 20 years from now — it’s my sincere interest in promoting the importance of our enlisted personnel’s “alma mater” — Training Center Cape May, N.J.



### Is there anything else you’d like to say to the many readers of The Reservist as we enter 2001?

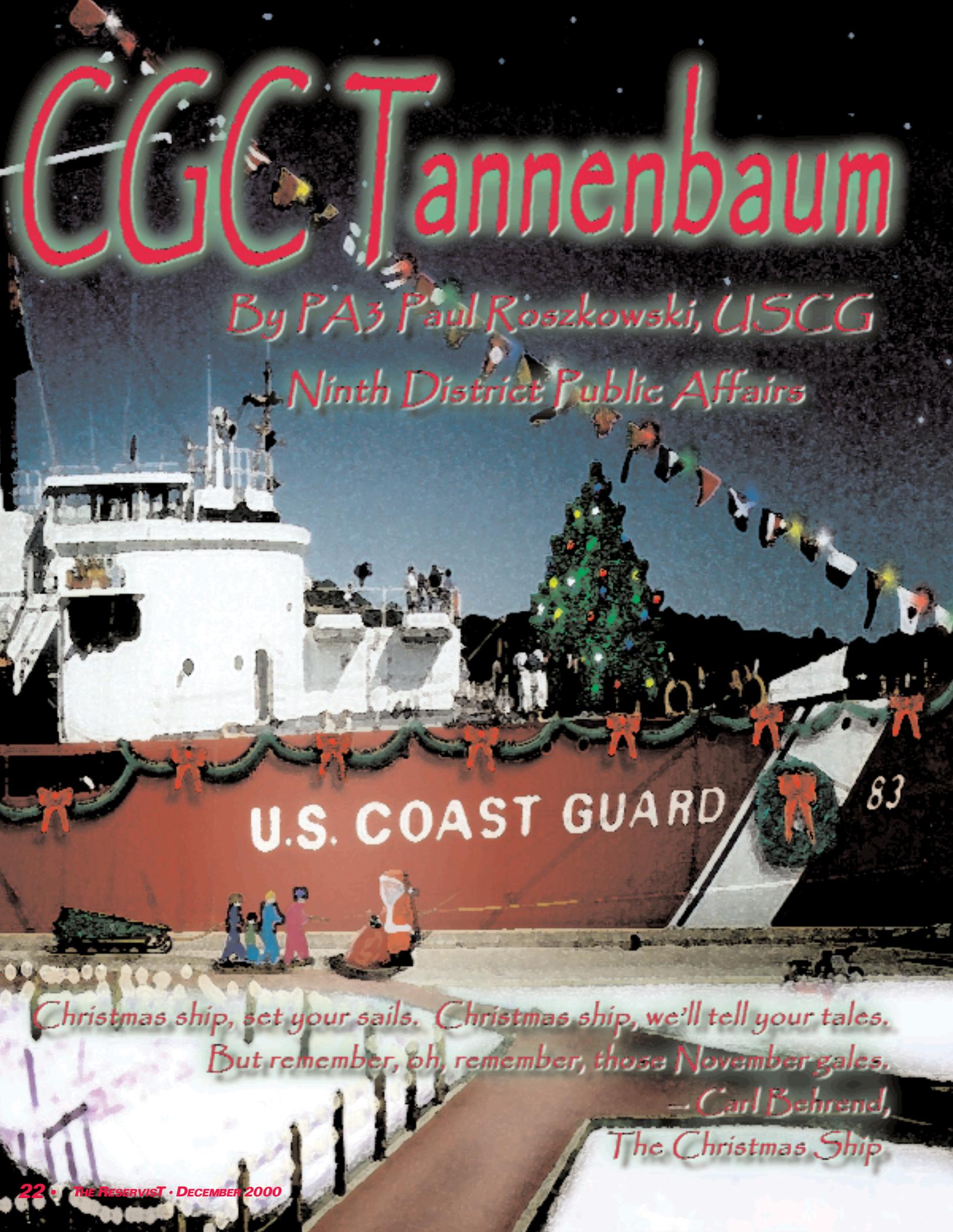
When I took on the job as MCPOCG, one thing that I have always remembered was the people who helped keep our service as the most respected, high performing organization in the military and government service. I can’t help but think about the hundreds of reservists who I have served with over my 28 years of Coast Guard service. Many served as my mentors as well. I learned very early in my career that mentors do not have to be someone that “looks just like you.” Very early in my career as a second class, I had the unique and distinct pleasure of having a team of mentors who just happened to be reservists. These were superlative Coast Guardsmen like MCPO Forrest Croom, CDR Ernie Maxey, CWO Frank Strezlecki, CAPTs Marty Baskin and Joe Manfreda, who were instrumental in helping me serve a successful and rewarding tour on recruiting duty in Chicago, which also validated my passion and desire to focus on my goal to become MCPOCG someday. It was through their wisdom, counsel, and excellent examples of performance that proved to me that one of our most important workforce elements in the Coast Guard is the Reserve forces. I’m sure today there are a number of Maxey, Strezlecki, Baskin, and Manfreda look-alikes who are out there mentoring active and reserve personnel just as I had experienced some 25 years ago. They bring not only a wealth of knowledge about the Coast Guard, but also a tremendous amount of valuable life experiences, you possibly may not get anywhere else! It’s for this reason that **I will always hold a very special interest in our Reserve force in my heart.** I’m living proof that shows just how much of an impact reservists can make in shaping the legacy to our service.



# CGC Tannenbaum

By PA3 Paul Roszkowski, USCG

Ninth District Public Affairs



*Christmas ship, set your sails. Christmas ship, we'll tell your tales.  
But remember, oh, remember, those November gales.  
— Carl Behrend,  
The Christmas Ship*

Before the days of credit cards and Internet purchasing, wooden-hulled ships with canvas sails were a main source of commerce for many of the cities on the Great Lakes. Schooners and barges brought everything from food to coal to heat homes and power factories. Everything and anything that could be shipped by water was, including Christmas trees.

Ships supplied Chicago and other port towns and cities in the Great Lakes with fresh evergreens and wreaths for the holiday season.

The ships making the Christmas tree trade were generally old and rickety. It was a cutthroat business and overhead had to be kept to a minimum. Captains often disregarded safety in the name of profit, and ships were often pressed into service and towed south because they were too fragile to sail alone. The ships were packed from stem to stern with Christmas trees and in some cases were dangerously overloaded.

Loading trees from ports in the northern woods of Wisconsin and Michigan's Upper Peninsula, ship captains would set out to deliver their last cargo of the season. The run south was made during the November gales and many ships never made their destinations. Once making port, the ships' captains would sell their trees to local merchants and grocers, who would in turn sell them to the public at a higher price.

At that time, the only requirement for Ship's Master status was enough money to buy or hire a ship and a little training as a Mate on another ship. In 1896, after a decade of trading out of Algoma, Wis., Herman Schuenemann purchased a schooner and sailed to Chicago to make his fortune. He had lost his brother, August, when the schooner *S. Thal* sank in 1899 while making a Christmas tree run.

Back in the late 1800s and early 1900s, Chicago was the center of commerce for goods heading west. Over 20,000 ships entered the port each year, docking in the Chicago River. From Chicago, cargo could be sent west via the railroad. On the riverbank near the Clark Street Bridge, Captain Schuenemann docked his schooner, its decks loaded with Christmas trees. He had the novel idea to sell his trees directly to the public from the deck of the ship.

His schooner was decorated with electric lights on her masts and a sign on her gangplank saying, "Christmas Tree Ship. My Prices are the Lowest." The low prices and the novelty of buying trees from the deck of a ship made his business boom and the "Christmas Tree Ship," as his schooners came to be known, found a place in the hearts of Chicagoans for many years. Over the next 16 years Schuenemann became very successful, and a fixture of Chicago's Christmases. He gave many of the trees away to needy families and churches, becoming like Santa Claus to many Chicago children.

In 1910, he acquired the three-masted schooner, *Rouse Simmons*. In November 1912, the crew packed 5,000 trees into the *Rouse Simmons*' cargo hold, and Schuenemann ordered an extra 500 trees lashed to the deck. Captain Schuenemann had defaulted on an old debt and had to turn as much profit as possible to pay the balance. Despite bad weather, he decided to brave the Christmas tree run south to Chicago. He ordered the lines cast off and sailed out onto Lake Michigan on Nov. 22.

Within an hour of leaving port, the schooner was caught in a furious gale, causing blinding snow squalls and high seas.

The men of United States Lifesaving Station Two Rivers, Wis. (forerunner of the Coast Guard) spotted the *Rouse Simmons* with her distress flags flying as she battled the seas to stay afloat. The USLSS surfmen launched their powerboat, the *Tuscarora*, to attempt a rescue. As they approached the schooner, they could see that she was completely iced over, with most of her rigging and sails tattered or gone. When they were less than an eighth of a mile from the schooner, a snow squall suddenly slammed into the surfmen, blinding them. By

the time the squall blew itself out, the *Rouse Simmons* was gone, and the Ship's Master, whom many of Chicago's children considered to be Santa Claus, was lost to the fury of the lake.

The 17 members of the crew lost their lives and the loss of the Christmas Tree Ship was published in Chicago papers continuously from Dec. 4 through Dec. 13, 1912. The only piece of wreckage found was a note Captain Schuenemann had scribbled and placed in a bottle during the last few desperate moments:

*Everybody good-bye. I guess we are through. Leaking bad. Enwald and Steve fell overboard. God help us.*

Later that year, local fishermen complained of Christmas trees tangling their nets. Over 10 years later, the captain's wallet was found on the beach near Two Rivers still intact with oilskin wrapping and secured by a rubber band.

The year 1912 was a somber one in Chicago. There was no Christmas Tree Ship, no Captain Santa, and no trees for many needy families. The following year a new Christmas Tree Ship miraculously arrived at the Clark Street Bridge. She was crewed by Captain Schuenemann's widow, Barbara, and their two daughters. The Schuenemann family carried on this tradition for more than 20 years until Barbara's death in 1933. His daughters then reopened a shop on the Near North Side of Chicago as "Captain and Mrs. Schuenemann's Daughters" in 1934.

Eventually, Christmas trees were shipped by the more secure methods of railroad and truck and the Christmas Tree Ship faded into Chicago history and was lost in the hustle and bustle of the modern world.

The mysterious disappearance of the Christmas Tree Ship became the stuff of legends. Sightings of ice-coated ships made it the subject of popular Flying Dutchman legends and of a Great Lakes Bermuda Triangle. In 1971, the mystery was solved when Milwaukee diver G. Kent Bellrichard located the wreck of the *Rouse Simmons* off Two Rivers not far from where the surfmen had lost sight of her in the snow squall. Christmas trees were still lashed to the deck though it now rested 180-feet under water on lake's bottom. The anchor from the wreckage now stands at the entrance to the Milwaukee Yacht Club.

Ruth Erickson Flesvig was five years old and was waiting for the Christmas Tree Ship with her family in Chicago that somber November day in 1912. It was the family's first Christmas in the United States, having just moved from Sweden. When the ship never showed up, Flesvig recalled how her grandfather made a tree out of an old umbrella since they needed something representing a Christmas tree. On Nov. 30, 1990 at the *Rouse Simmons* Christmas Tree Reunion Party at the Chicago Maritime Museum, then 83-year-old Flesvig was presented with a Christmas tree by the Underwater Archeological Society of Chicago. Flesvig passed away in 1998, but the sinking and later events were part of a family history written by one of her children.

Now after 89 years, the Christmas Tree Ship has returned to Chicago thanks to the U.S. Coast Guard and United Way. On Dec. 1, the *CGC Mackinaw* sailed into Chicago Harbor with a cargo of Christmas trees to be distributed to needy families. The bright red ship was decorated from stem to stern and docked at Chicago's Navy Pier. There was a re-enactment play, caroling, and a performance by the U.S. Navy Band. The *Mackinaw* was open for free public tours on Dec. 2-3.

An age-old tradition has returned.

*Ed's note: The Christmas Tree ship has now been immortalized in songs, a play, a children's book and a video. For further information, contact the Ninth Coast Guard District Public Affairs office at 216-902-6020. Web: [www.uscg.mil/d9/uscgd9.html](http://www.uscg.mil/d9/uscgd9.html) or see the Chicago Historical Society Web site at: [www.geocities.com/ccship/](http://www.geocities.com/ccship/)*

## IN BRIEF

• **2001 NDAA/BENEFITS UPDATE:** In addition to full funding for the Coast Guard Reserve in 2001 (\$80.375 million), the National Defense Authorization Act H.R. 5408 also contained many improved benefits for reservists (also summarized in MCPO Ingraham's On Deck column). They include full dental plan for reservists and families, IDT retirement points increased from 75 to 90 per year, a 3.7 percent pay raise slated for January 2001 with another one slated for July 2001 for E5-E7, while a Thrift Savings Plan to be implemented 180 days after enactment of FY01 2001. NDAA authorizes drill pay in lieu of \$50 stipend for performance of funeral honors duty, and reservists now have until Sept. 30, 2007 to apply for the Veterans Affairs home loan guarantee. The children of reservists and reserve retirees will be eligible for presidential appointment to the service academies on the same basis as children of active duty members and retirees. See various Web sites outlined in the Professional Military Associations for more thorough information on the 2001 NDAA.

• **CLOTH PSU INSIGNIA PINS** — For Camouflage Utility Uniforms are available for \$4 each in either olive drab or desert tan. Contact P.A.M. (Patches and Monograms), 227 Waterwood Way, Suffolk, VA 23434; 757-925-4447 or e-mail: [nametapes@earthlink.net](mailto:nametapes@earthlink.net)

• **CLOTHING MAINTENANCE ALLOWANCE 2001**— The following CMA rates have been approved for FY01 and were included in reservists Oct. 13, 2000 pay:

**Reserve Basic Maintenance Allowance (RBMA) Per Paid Drill:** Male: \$1.73; Female: \$ 2.34

**Reserve Standard Maintenance Allowance (RSMA) Per Paid Drill:** Male: \$ 2.48; Female: \$ 3.34

These rates reflect a 59 percent increase over FY00. For additional information, see ALCOAST 397/00 and/or contact LT Cassandra Johnson at 202-267-0569 or send e-mail to [cjohnson@comdt.uscg.mil](mailto:cjohnson@comdt.uscg.mil)

• **COAST GUARDSMAN'S MANUAL, NINTH EDITION** — This manual is essential to the professional development of all Coast Guardsmen. First published in 1952, it not only reinforces the basic knowledge and skills learned by recruits, but also introduces a variety of new information necessary to keep abreast of recent changes. Appendices include a brief history of the Coast Guard as well as a study guide for the Servicewide Exam. It was revised by CAPT George Krietemeyer, USCG(Ret.). **Specifics:** ISBN: 1-55750-468-7. 708 pages. 66 line drawings and seven maps.

Appendices. Index. 5-1/2 x 8-1/4 inches. Paperback. **List price:** \$21.95 (plus \$4 postage and handling plus 5 percent sales tax for delivery in the state of Maryland). **Order Info:** Customer Service, Naval Institute Press, 2062 Generals Highway, Annapolis, MD 21401; 1-800-233-8764 or 410-224-3378; Fax: 410-571-1703; E-mail: [customer@usni.org](mailto:customer@usni.org); Web: [www.nip.org](http://www.nip.org). Major credit cards and checks accepted.

• **COMMISSARY PRIVILEGE CARD** — The 24-visit Commissary Privilege Card (CPC) was mailed by Coast Guard Human Resource Service & Information Center (HRSIC) to each reservist's home. If you did not receive one by mid-December, please contact LT Cassandra Johnson at 202-267-0569, e-mail: [cjohnson@comdt.uscg.mil](mailto:cjohnson@comdt.uscg.mil)

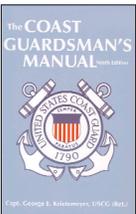
• **KOREAN WAR 50TH COMMEMORATION** — The three-year commemoration period began June 25, 2000 and runs through Nov. 11, 2003. Events throughout the U.S., Republic of Korea and Pacific region will be held throughout this period. For more info, contact the 50th Korean War Commemoration Committee at 1-866-KOREA50 or visit the Web site at <http://korea50.army.mil/>

• **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](mailto:ekruska@comdt.uscg.mil)

• **RESERVE CPO ACADEMY CLASSES** — During 2001, there will be two class convenings for the Reserve CPOA at New London, Conn. Reserve Class 11 is set for June 16-28 while Reserve Class 12 is schedule for July 14-26. For more information, contact MCPO Tim Cary, Commandant (G-WTL-2), 202-267-2441 or e-mail: [tcary@comdt.uscg.mil](mailto:tcary@comdt.uscg.mil)

• **RPA CANDIDATES** — Numbering about 70 officers from lieutenant junior grade (O2) to captain (O6), the Reserve Program Administrator (RPA) corps is an elite group of dedicated personnel who serve on Active Duty and are the Coast Guard's military Human Resource specialists. Their primary function is to oversee the Coast Guard's Reserve Component and to act as advocates for reservists. For more information on the RPA corps, please check out the RPA Web page at: <http://www.uscg.mil/reserve/rpa/rpahome.htm>. If you are interested, contact LCDR Daryl Cunningham at 202-267-1330 (e-mail: [dcunningham@comdt.uscg.mil](mailto:dcunningham@comdt.uscg.mil)) or LT Cassandra Johnson, 202-267-05698 (e-mail: [cjohnson@comdt.uscg.mil](mailto:cjohnson@comdt.uscg.mil)). The application deadline is late December.

• **TUITION ASSISTANCE CAP INCREASE** — Tuition assistance caps for FY01 have increased for reservists from \$1,000 to \$1,500. See ALCOAST 433/00.



# UPCOMING EVENTS

## JANUARY 2001

- **INAUGURATION DAY** — The 54th Presidential Inauguration is set for Saturday, Jan. 20 in Washington, D.C. Coast Guard eservists are filling positions on the Armed Forces Inaugural Committee and have traditionally been a part of the Joint Forces Cordon along the parade route and at the U.S. Capitol during the swearing in ceremonies.
- **WEST 2001 SEMINAR** — Largest event on the West Coast for military exhibits and seminars, Jan. 23-25, San Diego Convention Center, San Diego, Calif.; co-sponsored by AFCEA International and U.S. Naval Institute. Contact USNI, 291 Wood Road, Annapolis, MD 21402-5034; 410-295-1058; e-mail: [kclarke@usni.org](mailto:kclarke@usni.org) or Web: [www.usni.org](http://www.usni.org) or [www.west2001.org](http://www.west2001.org)
- **SUPER SUNDAY** — *CGC Tampa* (WMEC 902) will be in Tampa, Fla. the week of the Super Bowl. City of Tampa will proclaim Wednesday, Jan. 24 as *CGC Tampa Day*.
- **BLACKTHORN CEREMONY** — 21st commemoration of the Jan. 28, 1980 collision of tanker *Capricorn* and *CGC Blackthorn* (WLB 391) that took lives of 23 Coast Guardsmen. Ceremony is Sunday, Jan. 28, 2 p.m. at Blackthorn Memorial Park, north side of Sunshine Skyway Bridge in St. Petersburg, Fla. Contact: AMC John Chassereau, USCG(Ret.), 5830 12th St. North, St. Petersburg, FL 33703-1112. 727-522-3298 or e-mail: [oldchief@juno.com](mailto:oldchief@juno.com)

## 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](http://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.

## APRIL 2001

- **CWO ASSOCIATION ANNUAL MEETING** — April 5-7 at Federal Way, Wash. Contact CWO4 Bob Lewis, USCG(Ret.), CWOA, c/o James Creek Marina, 200 V Street, SW, Washington, DC 20024. 1-800-792-8447 or 202-554-7753. E-mail: [cwoauscg@aol.com](mailto:cwoauscg@aol.com)
- **SPACE SHUTTLE 20TH BIRTHDAY** — April 12, 2001 marks 20 years since *Columbia* launched the Space Shuttle era and shuttle ops program for the Coast Guard Reserve. Hundreds of Coast Guard Reservists have been involved with the program since the beginning. Watch for an article later in 2001!

## JUNE 2001

- **TOM'S RUN III** — Team Coast Guard is invited to participate in Tom's Run III set for June 8-9. The relay is held annually to raise awareness of and funds for ALS (Lou Gehrig's Disease) and is named in honor of retired Coast Guardsman CWO4 Tom Brooks. Teams run and /or bike 190-miles in relay fashion along the historic C&O Canal from Cumberland, Md. to Fort McNair Army Base, next to CGHQ. Legs range from 2.5 to 11 miles long. Coordinated by the Office of Reserve Affairs and sponsored by the Washington Chapter of CWOA, the event was featured in the August 1999 and July/August 2000 *Reservist* ([www.uscg.mil/reserve](http://www.uscg.mil/reserve)). For info, contact LCDR Darrell Prather, 202-267-2217 or e-mail: [dprather@comdt.uscg.mil](mailto:dprather@comdt.uscg.mil)

# CGMA: RANGE OF EDUCATIONAL PROGRAMS AVAILABLE

Again this year, Coast Guard Mutual Assistance (CGMA) is offering a range of education programs to help Selected Reserve members and their dependents meet the financial challenges of post-secondary education. Coast Guard Mutual Assistance (CGMA) is now taking applications for CGMA Education Grants for academic year 2001-2002.

**Application requests must be in by March 5, 2001.**

These programs are briefly described below and in a newly released brochure, *Coast Guard Mutual Assistance Education Grant and Loan Programs, 2001-2002*. See the CGMA web site ([www.cgmahq.org](http://www.cgmahq.org)) or contact either your local CGMA Representative or Education Services Officer (ESO) for further details.

**CGMA Education Grant Program** — Provides need-based grants for undergraduate students. *Eligibility:* Dependent children and spouse of all CGMA members.

**Supplemental Education Grant (SEG) Program** — Provides reimbursement for certain costs associated with seeking a first undergraduate degree, VOTECH certificate, or GED. *Eligibility:* All CGMA members, their dependent children and spouse.

**Federal Student Loan Program** — Assists with post-secondary education through Federal Stafford Loans, Parent Loans for Undergraduate Students (PLUS), and the Federal Direct Loan Program. CGMA reimburses the 3 percent Origination Fee required by this program. *Eligibility:* All CGMA members, their dependent children and spouse.

### Vocational and Technical Training (VOTECH)

**Student Loan Program** — Provides need-based assistance to pay associated VOTECH costs. *Eligibility:* All CGMA members, their dependent children and spouse.

**Supplemental Student Loan Program** — Provides assistance to eligible students who continue to demonstrate a financial need after they receive maximum CG Tuition Assistance. *Eligibility:* Active Duty personnel, civilian employees, and reservists, eligible to participate in the Coast Guard Tuition Assistance program.

These are just some of the programs Coast Guard Mutual Assistance uses to promote the general well being of its members. For over 75 years CGMA has been helping people overcome unexpected or overwhelming financial circumstances and to achieve financial stability. This year, CGMA provided over \$6 million in loans and grants to needy members or our Coast Guard community.

Funding for these and other CGMA programs comes from member contributions. For more information about Coast Guard Mutual Assistance, contact your local CGMA Representative, call CGMA-HQ at 1-800-881-2462, log onto their Web site at [www.cgmahq.org](http://www.cgmahq.org) or write them at:

**Coast Guard Mutual Assistance  
Commandant (G-ZMA)  
2100 2nd Street, S.W.  
Washington, DC 20593-0001**

# M E S S A G E S //

R 171730Z NOV 00 ALCOAST 446/00, COMDTNOTE 1426  
R 171414Z NOV 00 ALCOAST 447/00, COMDTNOTE 5700  
R 162015Z NOV 00 ALCOAST 445/00, COMDTNOTE 16000  
R 162010Z NOV 00 ALCGENL 068/00, COMDTNOTE 1500  
R 151915Z NOV 00 ALCOAST 444/00, COMDTNOTE 1710  
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R 141953Z NOV 00 ALCOAST 443/00, COMDTNOTE 1754  
R 141823Z NOV 00 ALCGOFF 084/00  
R 141444Z NOV 00 ALCGPERSCOM 107/00  
R 141113Z NOV 00 ALCOAST 442/00, COMDTNOTE 1710  
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R 131459Z NOV 00 ALCGENL 067/00  
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R 092304Z NOV 00 ALCOAST 440/00  
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P 021240Z NOV 00 ALCGOFF 081/00  
R 011502Z NOV 00 ALCGPERSCOM 102/00  
R 011842Z NOV 00 ALCOAST 424/00, COMDTNOTE 5354  
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R 011635Z NOV 00 ALCOAST 421/00, COMDTNOTE 1650  
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R 312231Z OCT 00 ALCOAST 420/00, COMDTNOTE 6000  
R 312225Z OCT 00 ALCGOFF 079/00  
R 312220Z OCT 00 ALCOAST 419/00, COMDTNOTE 10360  
P 301600Z OCT 00 ALCOAST 416/00, COMDTNOTE 5230  
P 301605Z OCT 00 ALCOAST 417/00, COMDTNOTE 1500  
R 301242Z OCT 00 ALCOAST 415/00, COMDTNOTE 1000  
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R 271845Z OCT 00 ALCOAST 414/00, COMDTNOTE 1402  
R 271637Z OCT 00 ALCOAST 413/00, COMDTNOTE 1650  
R 271528Z OCT 00 ALCGPERSCOM 101/00  
P 261855Z OCT 00 ALCOAST 412/00, COMDTNOTE 1414  
R 251918Z OCT 00 ALCOAST 410/00, COMDTNOTE 1754  
R 251747Z OCT 00 ALCOAST 409/00, COMDTNOTE 5810  
Presidential Nomination  
Thanksgiving Day  
Project Kimball, Phase 2, The Workplace  
Completion Rqst for CPOA Elig to Compete in SWE  
2000 CG Elite Athletes of Year  
Reserve Program Administrator Designation Board  
Prof. Liability Ins. Policy Req. for Reimb. Procedures  
National Military Family Week Recognition  
2001 U.S.P.H.S Officer Assignment Panel  
Enl. Reserve Advancement Announcement No. 007-00  
2001 Sports Calendar  
CG Mutual Assistance Education Grants & Loans  
PY01 Reserve LTJG Sel. Bd. Candidate Announcement  
Solicitation for "Gold Badge" Command Master Chief  
RPA Selection Board  
Solicitation for Enlisted to Academy Cadet Program  
Secretary Slater's Veterans Day Message  
Reserve LCDR Selection Board Results  
Raising Visibility of USCG on Film and TV  
CDR William S. Stuhr Scholarship Award Fund 2001  
White House Fellows Program  
Early Notif. Reg Reqs for FY 01 AFC30T Closeout Rpt  
Possible Compromise of In-Service ASVAB Test  
Tuition Assistance (TA) Program Update  
Veterans Day  
Acad. Instructor Advanced Education Selection Panel  
Govt. Trav. Card Spending Limit/Vendor Code Changes  
TQC Training Advisory 001-01  
Reducing Cigarette Smoking in the USCG  
Solicitation for Commandant's Driver  
S.P.E.A.R. 2001 — Act Phase  
DIEMS Validation  
Interim Change for Admin Proc. of HIV Pos. Mbrs.  
Procedural Guidance for SWE Cycles  
Selectees for Annual DOT Awards Ceremony  
Solicitation for Off-Season SMEC EO Candidates  
Flight Training Selection Panel  
CWO (BOSN) Command Afloat Screening Results  
National American Indian Heritage Month  
Restoration of CGHRMS Production Database  
DIEMS Validation  
Nominations for 2001 Amer. Soc. of Naval Eng. Awards  
2001 USPHS Assignment Panel  
OINC In Charge Screening Panel Results  
Revision of Occupational Medical Monitoring Program  
PY01 November LTJG Selection Board  
Naval Eng. Adv. 2/01: Change of Cutter/Boat Exterior  
CASREP OF CGHRMS Production Database  
Flight Sch. Service Oblig. Change to Trg & Ed Manual  
Change 33 to Personnel Manual  
Res. Solic. for ADSW-AC Assignment to Pentagon: CDR  
Auth. for Bel. Prom. Zone Sel, Act. Duty CWO Sel. Bds.  
Comdt's FY-2000 Equal Oppty Counselor of Year Award  
Officer Promotion Auth. Listing (OPAL) No. 11-00  
Interim CH-15 to Enlisted Quals Manual  
Interim Change Four to Child Dev. Services Manual  
Prom. of Mil. Justice Manual, COMDTINST M5810.1D

# RESERVE FORCE UPDATE

**A**nother year is rapidly drawing to a close. I would first like to wish you all a Happy Holiday Season and a healthy and prosperous New Year. Many gains have been made during this past year and I want to take a few moments to reflect on them.

Our first major accomplishment was receiving full funding for 8,000 Selected Reservists. That feat was accomplished in no small part due to the excellent work all of you are doing in the field. I have yet to visit a unit where the commanding officer has said, "Master Chief, I don't need reservists." If anything, they want more. Our receiving full funding was also due to the strong support of the Commandant and the Master Chief of the Coast Guard. They and the military support groups of The Military Coalition went to Capitol Hill and fought for the funding.

• **2001 NATIONAL DEFENSE APPROPRIATIONS ACT (NDAA):** In addition to full funding for 2001, the NDAA also contained many great benefits, some of which are summarized here.

As of February 2001, reservists will be able to obtain a **full dental plan**, not only for themselves but their families. It is a major improvement from the present Reserve dental coverage, which provides "basic coverage" only for the reservist. There is a small increase in the premium but I think you will find it is well worth the cost. The **maximum number of IDT retirement points** that you can accumulate has been increased from 75 to 90 per year. A **3.7 percent pay increase** is set for January 2001 and a targeted increase for E-5, E-6, and E-7 is slated for July 2001. Reservists will be entitled to participate in the **Thrift Savings Plan** without an additional penalty/tax when adopted in 2001. The children of reservists and reserve retirees will be eligible for **presidential appointment to the service academies** on the same basis as children of active duty members and retirees. ALCOAST 433/00 increased the **Coast Guard Tuition Assistance Caps** for FY01 for reservists from \$1,000 to \$1,500. It was also announced that National Guardsmen and reservists now have until Sept. 30, 2007 to apply for the Department of Veterans Affairs **home loan guarantees**. NDAA now authorizes drill pay in lieu of \$50 stipend for the performance of **funeral honors duty**, whichever is most advantageous to the member.

• **NEW SHERIFF IN TOWN:** **MCPO Gary W. Petty** has become the Reserve Command Master Chief (CMC) for District 8 East (St. Louis). He will work with **MCPO Ken Hagerman**, Active duty CMC D8 East, to service the needs of the troops in their AOR. Welcome Aboard! MCPO Petty's e-mail address is [gwpetty@att.net](mailto:gwpetty@att.net). Meanwhile, **MCPO James Connolly** has fleted up from the District 13 Reserve Command Master Chief to the PACAREA Reserve Command Master Chief. He will be working with **MCPO Jeff Seifreid** who is presently the Active duty PACAREA CMC. Congratulations!



Photo by Carolyn Ingraham

**MCPO George Ingraham, left, YNC Chuck Sherrick, USNR(Ret.), NERA Past President, center, and PS2 James Cullen, Coast Guard Reserve Enlisted Person of the Year at the NERA Convention in Denver.**

• **EPOY HONORED BY NERA:** I had the honor of attending the Naval Enlisted Reserve Association's Annual Convention with this year's national Reserve Enlisted Person of the Year, **PS2 James Cullen** and his lovely wife, **Kathy**. Petty Officer Cullen was honored along with the other Sea Service EPOY equivalents by NERA. Cullen did an excellent job representing the Coast Guard Reserve and it makes me proud to know that we have people like him working their way up the ranks. Our Service is in good hands.

• **DESERT SHIELD/DESERT STORM REMEMBERED:** The tragedy aboard the *USS Cole* brought back memories of 10 years ago when Coast Guard Reservists were deployed to Operations Desert Storm and Desert Shield. It seems like a long time ago but yet when the *Cole* incident occurred, it seemed just like yesterday.

We all must remember that real world situations are what we are all about and we must be ready for them. Make sure your spouse and dependents are in the DEERS system and you have military ID cards for them. Make sure your personal affairs are in order in case of immediate deployment. Know what your rights are. (USERRA dealing with re-employment rights, Soldier's and Sailor's Relief Act dealing with mortgages and outstanding credit obligations, etc.). I don't wish that experience on anyone but if it does happen, be prepared. The time for planning is before any incident, not during or after.

In closing, **thank you** for the great job you do every day for your community, the Coast Guard and our nation. **You** are the example that the Department of Defense models its "Total Force" after. Thank your loved ones for allowing you the time away from them to do the Coast Guard's business. I know without my wife's support, my job would be impossible.

**SEMPER PARATUS SHIPMATES!**

**By MCPO George P. Ingraham, USCGR  
Reserve Force Master Chief  
[gingraham@comdt.uscg.mil](mailto:gingraham@comdt.uscg.mil)**



# Creed of the United States Coast Guardsman

I am proud to be a United States Coast Guardsman.

I revere that long line of expert seamen who,  
by their devotion to duty and sacrifice of self,  
have made it possible for me to be  
a member of a service honored and respected,  
in peace and in war, throughout the world.

I never, by work or deed,  
will bring reproach upon the fair name of my Service,  
nor permit others to do so unchallenged.

I will cheerfully and willingly obey all lawful orders.

I will always be on time to relieve, and shall endeavor  
to do more, rather than less, than my share.

I shall always be at my station,  
alert and attending to my duties.

I shall, so far as I am able,  
bring to my seniors solutions, not problems.

I shall live joyously, but always with  
due regard for the rights and privileges of others.

I shall endeavor to be a model citizen  
in the community in which I live.

I shall sell life dearly to an enemy of my country,  
but give it freely to rescue those in peril.

With God's help, I shall endeavor to be  
one of His noblest Works...

## A UNITED STATES COAST GUARDSMAN

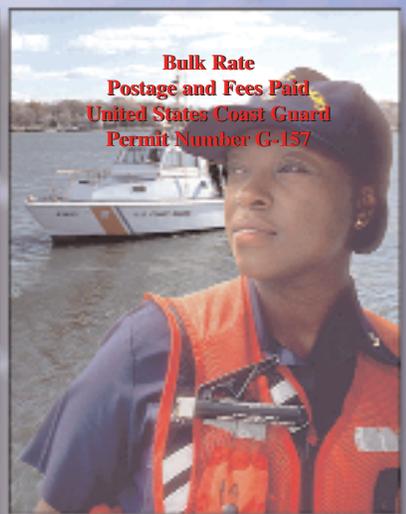
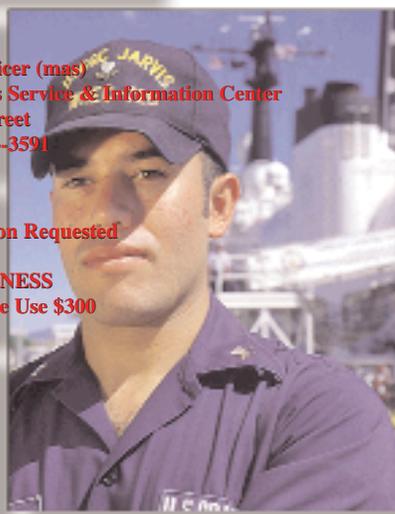


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